



NEIGHBORHOOD NOISE

CITIZENS AGAINST AIRPORT POLLUTION, P. O. BOX 26142, SAN JOSE, CA 95159 (866) 263-4163 JUNE 2002

BART to SFO - YES

BART will get 74.9 million dollar federal grant from US DOT to connect to SFO, Senator Dianne Feinstein announced on May 15. The rail extension will add 60,000 trips daily to BART.

BART to SJC - ???

Unfortunately, it is going to take more pressure from the traveling public to get a BART station at Mineta San Jose International. The VTA is recommending against further study of a BART station at the airport. This same mistake was made in the initial plans for the BART to SFO project and it was very expensive to correct. If you believe that BART needs to serve our airport, with a station in the terminal, you will want to attend the Downtown San Jose Community Working Group & Extended Neighborhoods Meeting on June 27, 2002 from 6:00 - 8:00 p.m. The meeting, Round 2, Station & Urban Design/Transit Oriented Development Scenarios will be held at First United Methodist Church, 24 N. 5th St., (408) 321-5744 for information.

A minor change to the VTA's BART2SJC option 5A-3 will provide all the benefits of the APM options they propose as well as all the benefits of a direct BART connection to SJC. The revised option (5A-3a) places the SJC terminal station between Diridon Station and the Santa Clara station. This is accomplished by upgrading the "single service track" loop to a full service dual track.

With this change, the BART line will run directly from Diridon station to the SJC cont. on page 2, column 3

Contact CAAP
New Toll free Phone
866-263-4163
or
E-mail Us at:
info@caap.org

HERE WE GO AGAIN...

A new curfew battle is brewing. Our curfew is being challenged again. This time it is John Fry of Fry's Electronics who has applied for an exemption to our nighttime curfew for his louder Boeing 727 aircraft.

On April 23, the city council approved a six-month moratorium on granting exemptions to our nighttime noise curfew. Since U.S. District Judge Jeremy Fogel ruled in Ellison's favor last June, ordering the city to grant him an exemption, six operators have received 20 exemptions to land or take off during curfew hours!

The city will take the six-month stay to try to update its curfew so exemptions are based on noise rather than weight. City officials have had preliminary talks with the Federal Aviation Administration which would have to approve any changes made to the existing curfew.

.....
: I hope my achievements in life shall be :
: these: That I will have fought for what was :
: right and fair, that I will have risked for :
: that which mattered, that I will have given :
: help to those who were in need...That I :
: will have left the earth a better place for :
: what I've done and who I've been. :
: --C. Hoppe :
:

Bay Area Flight Tracker

This feature allows you to watch the movement of flights and air traffic patterns currently in use within the Bay Area. This map will show flight tracks of aircraft arriving and departing from SFO, Oakland, and San Jose Airport and other nearby general aviation airports. Red plane icons are arrivals, green are departures, black are General Aviation or small propeller aircraft and helicopters. The white icons are aircraft transiting the area and bypassing local airports. The icon sizes are uniform regardless of the actual size of the aircraft. <http://live.airportnetwork.com/sfo/>

DUES ARE DUE!

It's springtime and that time of year when we must again ask for your support. For CAAP to continue to monitor airport activity, compliance with our curfew, with our Master Plan, and to investigate noise related issues we need to remind everyone that yearly dues are necessary.

Dues enable us to do research, stay in contact with other airport noise groups across the nation, maintain our web site, our telephone and to provide you with newsletter updates. Countless volunteer hours go into CAAP each month. As we begin our twelfth year working to create better livability through a quieter airport and quieter neighborhoods we ask you to help support our work with your dues and we thank you for your additional contributions throughout the year.

Aircraft Noise Monitoring Center

Noise Reports for the past 6 months, noise contour maps, acoustical treatment program maps, and noise report contact information is available at the airport's web site. You'll want to bookmark this site! <http://www.sjc.org/CommFocus/noise.html#nrec>

March Noise Report

The March report shows a significant increase in curfew intrusions over February, 2002. There were 34 in all and only 6 were considered to be in noncompliance. Of these six intrusions, three were Stage 2 business jets, two were by American and one was a late arrival by United Airlines.

PLEASE HELP!
CAAP's postage bill is steep and we'd appreciate it if you would notify us if you are receiving a duplicate newsletter, need to make an address correction, prefer our electronic version, or want your name removed from our roster. Please call us at 866-263-4163 or email us at info@caap.org.

Noisy Noise Really, Really Annoys Or, Can We Trust the FAA?

The Noise Pollution Clearinghouse has published 'The Failure of America's Aviation Noise Abatement Policy' This study analyzed 1261 public comments received by the FAA concerning its year 2000 draft noise abatement policy. The draft policy was published in the Federal Register in July 2000 with a six week limitation on comments. After much public protest, a six-week extension was granted. Over 1200 people living near airports or heliports recorded their viewpoints with nighttime flight disturbances and interference with sleep as the top concerns of more than 3/4 of those responding.

In contrast, the FAA commented on these problems only 4 times in their 25,000-word plan. Their nonspecific comments included forming a working group to study nighttime noise, 'sometime,' and to conduct a single event noise disturbance study.

Second to nighttime flights, concerns were that aviation noise is getting worse, especially for those living near an airport. In contrast, FAA claimed there is a substantial drop in numbers of people disturbed by aircraft noise. The third concern was that aviation noise problem is unjust. FAA, airport and aviation officers would not subject their families to the same noise levels they impose on airport neighbors. (We recommend that these officials and those conducting the studies live inside the 65 DNL (CNEL in California) impact contours.) Unmentioned but very implicit in this section is the concept of 'Environmental Justice' - the adverse impact of aircraft noise on minorities.

The next concern - that the 65 DNL (CNEL in California) is inadequate in measuring aircraft noise disturbance. Its derivation from the 'Schultz curve' correlates with people being 'highly annoyed' while people who are mildly or moderately annoyed are neglected. Further, studies have shown people are highly annoyed at 57 DNL. EPA has long maintained that 55 DNL is the proper measuring point for noise impacts.

Further criticisms include 1). The 'A' scale used for aircraft noise estimates discounts low frequency noise, a significant disturbance. *cont. in column 2*

American Retires Its Last 727

American Airlines operated its final Boeing 727 aircraft on April 30, marking the retirement of an airline industry workhorse by its largest operator. American operated the biggest 727 fleet, at one time flying 182 of the tri-jets.

American is replacing its 727s with a newer Boeing - the 737-800 twin-jet. This "New Generation" 737-800 flies approximately the same number of passengers farther and higher, yet consumes about 60 percent less fuel per passenger than the 727 tri-jet it replaces. The 727 is the last aircraft in American's fleet to require a three-person flight crew and the only aircraft AA operated that was fitted with "hush-kits" to meet noise standards. All AA jets today have two engines. None requires a flight engineer on the crew. And all meet stricter noise standards without hush-kits. TWA retired its last 727 in 2000, operating a maximum fleet of 100 727s.

cont. from column 1

ance and 2). The DNL (or CNEL) is a yearly average, with no accounting for the disturbance of single events.

Finally, respondents lamented the lack of local control over airports. The control of aircraft noise and air pollution is Federal. The Airport Noise and Capacity Act of 1990 froze San Jose's inadequate noise control program in place. We are now faced with repeated requests for curfew exemption. Noise Pollution Clearing House: P.O. Box 1137, Montpelier, Vermont, 15601. Phone 1-888-200-8332 or visit <http://www.nonoise.org>



The noise difference between a 1970s Boeing 737-200 and a new 737-800 passing overhead has been likened to hearing a lawnmower in the next garden compared with one at the end of the street.

NASA AMES UPDATE

The NASA Ames Development Plan draft EIS (Environmental Impact Study) is long past the deadline for public comment and responses are being prepared to the comments already received. The area involved is approximately 1500 acres - 50% larger than Mineta San Jose Int. Airport.

Five alternatives for development are now presented. The EIS makes careful note of the surrounding communities STRONG opposition to the Department of Defense proposal to augment Moffett airfield use with civil air carrier resources. San Jose's wish that Moffett could relieve some of its airport congestion and noise appears to be only that -- a wistful wish.

BART cont. from page 1, column 1

terminal. Trains will leave SJC from the same end of the station as they enter, cross over the tracks and proceed around the loop to the Santa Clara station. South-bound trains will follow this in reverse. There would also be a single lane service track allowing trains to get directly to the maintenance facility from Diridon station.

If BART doesn't go to SJC now, it will later, at an extremely inflated cost. San Jose has just approved a massive airport redevelopment effort. It is the perfect time to build the SJC BART station and line. There are other advantages to the 5A-3a proposal. It makes possible, future expansion into the golden triangle, the source of much of Silicon Valley's traffic congestion.

Pros

- No transfer required to the airport.
- Escalator into the Airport
- Escalator runs constantly (no need to wait for a connecting people mover train)
- Higher carrying capacity of up to 1500 people per train
- 5 minutes from downtown
- Provides Caltrain, ACE, Light Rail connection to airport at Diridon Station
- Provides Caltrain and ACE connection to the airport at Diridon Station
- Easy access to airport from San Jose to Oakland and Pleasanton
- More options for future expansion
- Voter approved and funding available through 2000 Measure A Program

Cons

- Airport receives the majority of its funding from parking revenue. (They won't want to give this up)

CAAP WRITES TO THE PRESIDENT

In March, US-Citizens Aviation Watch Association and CAAP's letter to President Bush and the 107th Congress urging them to support a moratorium on airport expansion until the full health and environmental effects of airports are known and properly mitigated was read in committee. The letter went on to illustrate how the aviation industry's various pollutants are largely unregulated, and its vast, adverse environmental and public health impacts, including harming children's health, learning and development, affect a large percentage of this country's population.

We explained that the aviation industry, similar to the tobacco industry, would like us to believe that what we don't know won't

hurt us. They've been able to hide behind the slogans such as "economic benefit" and "federal preemption" and to bully municipalities into doing their bidding. Nationwide, there are probably over 2,000 organizations and municipalities fighting airport expansion and airport-related issues.

The United States needs a balanced transportation system which includes a world-class, high-speed passenger rail system, coupled with replacing jet planes in their current form with safer, more efficient, more environmentally-sustainable modes of transportation, in order to meet transportation demands without harming the public health or damaging the earth's life-support systems.

We called upon the President and our elected representatives, to preserve our

rights under the National Environmental Policy Act, the Clean Water Act, and the Clean Air Act in relation to airport and aircraft operations. This included enacting fuller protection from, and alleviation of, the problems associated with airport and aviation operations. Finally, since few enforceable controls over aviation-related pollution exist, we requested that they require the aviation industry and the FAA to make full and open disclosure of all adverse effects of all airport and aircraft emissions, so that those living and working within up to thirty-two miles from an airport may know what risks airports and aircraft pose to their health and environment.

Kenneth Hayes, M.D.
Walter M. Bowman, M.D.
US-CAWA Medical Advisors
US -Citizens Aviation Watch Association

CAAP's Steering Committee:

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**Airport Noise
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408-452-0707 or
email: noisecenter@sjc.org**

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I Pledge a monthly donation of \$ _____ _____ \$ 35 Dues _____ \$Other

Name: _____

Address: _____

Phone: _____ E-mail: _____

Employer: _____ Occupation: _____

_____ I have also included my annual support of \$35.00

* CAAP is required by law to disclose the occupation and employer of those who contribute more than \$99.

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Check our website at: <http://www.caap.org>





CAAP

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