



NEIGHBORHOOD NOISE

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

City Admits Airport Noise Projections Inaccurate

The City of San Jose has finally admitted that the aircraft noise predictions, described in the Airport Master Plan E.I.R., were erroneous. And guess what? The errors were huge and dramatically underestimated the future noise impacts that will be caused by the approved Airport Master Plan. CAAP criticized the noise predictions back in 1997 and demanded that the noise study be redone.

Based upon recent empirical data, the city was forced to admit that the noise projections in the E.I.R. were totally incorrect. The California Environmental Quality Act (C.E.Q.A.), requires the city to redo the incorrect noise analysis.

At last, the city has agreed to redo the noise study. A supplemental E.I.R. has been completed which predicts an 86% increase in aircraft noise over original estimates. This 86% increase is huge. It means that noise pollution from airport operations will get much worse.

The city will review this new noise study in January 2003. CAAP has also asked the City to disclose to the citizens of San Jose what noise impacts will occur if the noise control program (the curfew) is ultimately determined to be unenforceable or otherwise invalid. The city has failed to do this because they know that without the curfew noise impacts will dramatically increase and negatively impact huge areas not now affected by aircraft noise. They want the Airport Master Plan to proceed without this information being made public.

CAAP believes that C.E.Q.A. requires

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Council Approves Special Election to Amend ATRA

On November 26, the City Council adopted a resolution to place an amendment to the Airport Traffic Relief Act (ATRA) on the March 2003 special election ballot. The proposed amendment, the Airport Security and Traffic Relief Act (ASTRA), will not change ATRA's requirements for security improvements, but will modify ATRA's requirements on capacity enhancing issues that will affect traffic congestion. By allowing these to be completed before traffic relief projects, traffic congestion around the airport will get much worse than what is currently allowed by ATRA.

The proposed ASTRA states: To improve airport security, convenience, relieve traffic, and reduce construction costs shall the City be authorized to add space for federally required security measures, improved passenger facilities, and nine new gates, once Highway 87, a full interchange at Coleman Avenue and Highway 880, the airport street system are three years of completion and the City Council identifies funding to connect the Airport with BART or Light Rail, WITHOUT RAISING TAXES?"

No one questions the need for federally required security measures. However, "Improved passenger facilities" might well mean a massive increase in passenger capacity. Adding nine new gates definitely will.

Identification of funding for a rail connection at the airport is far different than being within 2 years of completion of such a project. Identification of

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How an Environmental Lawsuit Works

A lawsuit under the California Environmental Quality Act (C.E.Q.A.) usually seeks to stop a project until the environmental impacts of the project are fully evaluated and understood. The law contemplates that public policy makers (i.e. the City Council) should be fully informed of all possible environmental impacts which might negatively effect the environment before a project is approved. The California legislature reasoned that the environment would be better protected if all significant projects were evaluated based upon their impacts on the environment.

If a citizen or group wishes to bring an environmental lawsuit under C.E.Q.A., they must be careful to have complied with numerous requirements spelled out in the law.

CAAP has complied with all technical prerequisites to enable a lawsuit challenging the validity of the city's supplemental E.I.R. on noise impacts. However, CAAP must raise funds sufficient to finance the hiring of a lawyer specializing in this type of litigation. Legal costs are expected to be in the range of \$25,000. This is a lot of money but a small price to pay to prevent the noise disaster which awaits us if the curfew fails and airport development is allowed to progress without modification.

CAAP cannot file this lawsuit without adequate financing. CAAP can not hire legal counsel without money. CAAP can only finance litigation from contributions of its members and supporters. People who care about the quality of life in their neighborhood need to unite. Send your contribution today. Don't put it off.

Don't expect someone else to do it!

Who is CAAP?

CAAP, Citizens Against Airport Pollution, is a community based organization that seeks to reduce pollution caused by airport operations. We are not anti-airport. We are anti-pollution. All CAAP members are volunteers. No one in the CAAP organization receives any compensation for their time and energy. Members include teachers, business leaders, engineers, doctors, community activists, lawyers, secretaries, and generally a broad spectrum of professionals. We are just neighborhood people committed to the intelligent development of Mineta San Jose International Airport.

CAAP is committed to protecting the quality of life in San Jose neighborhoods.

CAAP was instrumental in securing the necessary signatures of registered voters to put the Airport Traffic Relief Act on the ballot. CAAP has also been active in demanding that traffic improvements and public transit be completed in a timely fashion before airport development can proceed.

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People who care about the quality of life in their neighborhoods need to unite. CAAP is a totally voluntary organization. It needs your economic support in order to protect neighborhoods.

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Make a contribution today or call our hotline at 866-263-4163 to pledge a monthly contribution to ensure our work for a better future for San Jose neighborhoods.

Important Dates

January 22, 2003

Tentative Hearing date for the Draft SEIR for the Norman Y. Mineta San Jose International Airport Master Plan Update. Contact Janis Moore at:

*Department of Planning,
Building & Code Enforcement*
801 North First Street, Room 400
San Jose, CA 95110, 408-277-4576

March 4, 2003

Special Election to Amend the
Airport Traffic Relief Act

Be Sure to Vote - No!

CAAP's Steering Committee:

Dr. Kenneth Hayes, M. D.	Chair	jghayes7@aol.com
Dr. Walter Bowman, M. D.	Co-Chair	walidoc@aol.com
Robert Harmssen	Co-Vice Chair	
Lenora Porcella	Co-Vice Chair	lenora@computvl.com
Lilian Dennis	Secretary	
Sharen Dains	Treasurer	
Lyle Johnson	Santa Clara Advisor	

**Airport 24 Hour
Customer Service Line
408-501-0979**

Task Force Members:

Sandy Bauer	Web Mistress	webmistress@caap.org
Patti Bossert	DNLF Representative	pbossert@juno.com

YES! I want to fight Airport Pollution!

Please apply the enclosed donation _____ \$1,000 _____ \$500
toward the **Neighborhood Defense Fund***: _____ \$ 750 _____ \$250
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.

P.O. Box 26142, San Jose, CA 95159 (866) 263-4163

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



CAAP
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AIRPORT POLLUTION



CAAP

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**Happy Holidays &
Best Wishes for 2003!**