



NEIGHBORHOOD NOISE

CITIZENS AGAINST AIRPORT POLLUTION, P. O. BOX 26142, SAN JOSE, CA 95159 (866) 263-4163 SPRING 2006

Bill Sherry Named New Airport Director

Following a nationwide search, William Sherry was appointed as San José's new Aviation Director. Sherry brings 15 years of experience directing aviation operations in Florida, including Fort Lauderdale-Hollywood International Airport.

Sherry's appointment followed a national recruitment effort that attracted some 100 candidates from across the country. Finalists were interviewed by two panels whose members included representatives from the local business community, nearby neighborhoods, and executives from the aviation industry.

Under his leadership at Fort Lauderdale-Hollywood International Airport (FLL), a capital expansion program costing roughly \$750 million dollars was completed on-time and on-budget, while at the same time maintaining an above-average J.D. Power & Associates customer service ranking. FLL, which competes with Miami-Dade, is a large-hub airport handling 20 million passengers a year with an annual operating budget of \$140 million and a capital development budget of \$4.2 billion.

Prior to his tenure at Fort Lauderdale-Hollywood Airport, Sherry was the Director of Aviation for the State of Florida. In 1997, the Florida Department of Transportation named Sherry Aviation Professional of the Year, and in 2000, he was named Air Carrier Manager of the Year by the FAA. Sherry has been President of the Florida Airports Council (FAC) and served two terms on the Board of Directors of the Airport Council International – North America.

It's 3 A.M. Do You Know Which Airline Just Woke You?

San Jose International Airport presents a complex problem for those who want access to jet travel and quietude from 11:30 pm to 6:30 am. Fast growth groups want the airport to expand to 24 hour operation so it can compete with San Francisco. Measured growth groups want the airport to maintain its nighttime flight curfew to protect the quality of life for the thousands of families living downtown who deserve a quiet night's sleep.

Citizens Against Airport Pollution has been around for 20 years as a grass roots neighborhood organization. Our goal has always been to encourage the airport to be a responsible organization. That responsibility includes maintaining the nighttime curfew and the establishment of an air monitoring station at the airport. CAAP encourages citizens of San Jose to express their concerns on these issues to the City Council and to the candidates running for council seats in Districts 3 and 6.

Over the past 5 years, the airport has seen a gradual encroachment on the curfew imposed on late night flights. Many of you remember the battle between Larry Ellison, C.E.O. of Oracle, and the city regarding his private jet flying during curfew hours.

Ellison took his battle to court and won a partial victory allowing his jet and others like it to fly any time, day or night.

Today, the decision to fly jets during

Continued on Page 2

Airport Receives Council Approval on Development Revisions to Master Plan

The revised implementation schedule involves two phases. The first will include projects that accelerate customer service upgrades to be completed by 2010. Key components include the remodel of Terminal A, the removal of Terminal C, and the construction of a new Terminal B and its north concourse. Phase 2 projects will be on a demand-driven basis, and include the expansion of Terminal B with the addition of a south concourse.

"The plan will further our vision for the Airport by appealing to the traveling public and the airlines at a significantly reduced cost," said Aviation Director Bill Sherry. "It allows San José to realize a beautiful, modern and competitive airport at an efficient cost with a quicker completion date."

Customer service benefits include a widened and straightened roadway in front of terminals, jet bridges at all gates, and rental car facilities and public parking conveniently located across from the terminal. Terminal A will be expanded on the first level to include ticketing and baggage check-in, which will improve access and circulation. The second floor of Terminal A will offer twelve security checkpoints—double the current six—and pre-security retail and concessions.

Contact CAAP
Toll Free
866-263-4163
or email us at:
info@caap.org

curfew hours is based primarily on engine noise rather than the plane's weight. Ellison's victory forced San Jose International Airport to revise its curfew to bring it into compliance with federal rules.

These federal rules allow America West to land its Las Vegas gamblers' special every night at 2 am. Imagine the noise effect created by 10 or 20 similar flights if the city were to yield to pressure from other airlines.

The city has a responsibility to its citizens to maintain quality of life standards, including quiet nights. City staff should negotiate with all airlines serving San Jose to agree to avoid landing and departing between 11:30 p.m. and 6:30 a.m.

The airport manager must take action against the San Jose Sharks who have blatantly violated the curfew with an out-of-compliance aircraft. It seems that the Sharks consider the \$2500 fine for flying out at 3 am equivalent to a parking ticket---just part of the cost of doing business.

For the last 40 years of jet flights, the San Jose Airport hasn't had a single air pollution monitoring station. No one has any data regarding the types of pollution from the airport or the public health impacts related to this pollution.

The Bay Area Air Quality Management District manages 6 air pollution monitoring stations in the valley, but not one of them is at the airport. In years past, when inquiries were made about establishing a station at the airport, the airport manager dismissed the request citing the related costs of \$150,000 as too high. ***Today, the money is available to build a station on site, at the airport; the result of curfew violation fines accumulating in a fund dedicated to just such a project!*** It is ironic that the money to build a monitoring station would come from the very planes that create the pollution.

Air Quality Monitoring

Another outcome of our meeting with airport director, Bill Sherry, is the dilemma the airport has with what to do with the windfall from curfew violation fines. *Suggestions were solicited and may be emailed to:*

***webmaster@sjc.org
bsherry@sjc.org***

CAAP believes that the money should be used for an air quality monitor on the airport property. In the last forty years of jet flights, the San Jose Airport has had no air pollution monitoring equipment on site. No one from the airport manager to the city council has any idea of the types of pollutants, or the magnitude of them, or the health impacts on the public.

Sound Insulation Program Moves into High Gear on a New Phase of Construction

The Acoustical Treatment Program (ACT) of Mineta San José International Airport has started a new phase of construction on approximately 90 homes in the Guadalupe Washington neighborhood, located south of downtown San José. The neighborhood stretches from Highway 280 to Humboldt Street, and from South First Street to Palm Street.

In an effort to include additional properties located along the noise contour, the Airport worked with the Federal Aviation Administration (FAA) to allow the squaring off of some areas where the contour cuts through homes. Each eligible home located in the Airport's flight path receives approximately \$34,000 from the Airport for sound insulation improvements. This includes new windows and doors, as well as a central air and heating system.

Approximately 500 homes remain in the ACT Program's noise contour. For more information, including eligibility requirements, contact the ACT Program at 408-501-0955.

Noise Monitoring

San Francisco airport has a new noise monitoring system that can pinpoint where and when loud jet noise occurs. The \$1.8 million program, funded by the airport and the federal government, consists of 29 noise-monitoring terminals atop 20 foot poles located between San Francisco and Redwood City.

Airport officials believe that efforts can be made to decrease the annoyance to those on the ground by changing flight patterns and flying practices.

Frank Schiavo Joins CAAP Steering Committee

CAAP is fortunate to have Frank Schiavo, retired professor of the SJSU Environmental Studies Department, join our steering committee as our Environmental Advisor.

Frank will be helping us focus on how best to address monitoring of the air quality surrounding San Jose International Airport.

Frank is fondly known as the "zero garbage guy" who lives in a solar home and who "walks the walk". He has received numerous awards for his efforts to preserve our environment and most recently received the Community Service Award from the Silicon Valley Toxics Coalition and a Lifetime Environmental Award from Northern California Recycling Association.

SJC Ombudsperson Appointed

Jonnie Banks has been named as the Airport's new Ombudsperson. Banks brings 30 years of technical and management experience with the airline industry, television broadcast news and corporate communications to SJC. Most recently she was the Public Information Officer at Albuquerque International Sunport Airport. Contact Jonnie at JBanks@sjc.org

CAAP Interviews Airport Director Bill Sherry

CAAP Steering Committee had the opportunity to meet our new airport director, Bill Sherry. It was a very informative meeting and we learned of some of his challenges with the new airport design. We also took the opportunity to explain who we are, and voice our dismay regarding the continued late night flights by America West. We learned the San Jose Sharks are chronic curfew violators.

We reminded Mr. Sherry that CAAP has a settlement agreement with the City that describes collection of Passenger Facility Charges (PFC's) for noise abatement and the construction of a noise attenuation facility (hush house). His response to CAAP is that PFC's for noise abatement are no longer necessary and that conditions still do not warrant a hush house. We are reviewing the relevance of his point of view.

To date, there has been no public comment from the mayor or council condemning the curfew violations. CAAP continues to monitor these items.

CAAP's Steering Committee:

Dr. Kenneth Hayes, M.D.	Chair	janetgrayhayes@sbcglobal.net
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**Airport Noise
Complaint Line
408-452-0707 or**

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

Task Force Members:

Sandy Bauer	Web Mistress	webmistress@caap.org
Patricia Bowman	Telephone Tree	

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: _____

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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>



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