



NEIGHBORHOOD NOISE

CITIZENS AGAINST AIRPORT POLLUTION, P.O. BOX 26142, SAN JOSE, CA 95159 (408) 297-9753 NOVEMBER 1999

Action Alert!

There are two bills before the U.S. Senate and House that will double the number of aircraft over our heads, the noise in our ears, and the pollution in our lungs. Because of these bills, there are some legislators that are calling the 106th Congress the "Congress of Aviation." For the millions of people living in and around airports, it will be the "Congress of Aggravation" unless we stop these bills and the related airport expansion.

Please support a moratorium on airport expansion and help us defeat the Air Transportation Improvement Act (S.82-John McCain) and FAA FY99 Authorization Bill (HR.99-Bud Schuster). Stop the serious and deadly air, water, noise, and ground pollution that the EPA predicts will double and triple WITHIN THE NEXT DECADE.

If you represent a group, print the petition located on our web site at www.caap.org, sign it and add your group to the list of organizations seeking cleaner airports. Fax your signed petition ASAP to US-CAW at (847) 506-0202 or mail it to US-CAW, PO Box 1702, Arlington Heights, IL 60006-1702.

If you are an individual, CALL Senator Dianne Feinstein at 415/536-6868 or e-mail her at senator@feinstein.senate.gov. Then, print the petition located on our www site, sign it and send it to: Senator Dianne Feinstein United States Senate 525 Market Street, Suite 3670 San Francisco, CA 94105. Please call Jack Saporito at (847) 506-0670 for questions.

Election season is upon us: Money Talks!

Yet again we are facing another set of

city elections. Unfortunately, money in the form of campaign contributions and activities are the clearest and most specific way we can send our message. We must show the candidates and the rest of the city council that people care about the health and safety of their neighborhoods. We must show that we need balanced growth that ensures the quality of our children's lives and peace in our homes. You are the only one who can make that happen. You are the only one who can put a check in the mail to CAAP.

Your money will go to direct campaign activities to press our issue on the candidates. It will go to candidates that support us to help ensure their election and it will go to oppose those who feel that our needs are less important than those of the airport staff and the airlines.

You make the difference—mail your gift today.

EPA blasts San Jose airport expansion environmental impacts

The final Environmental Impact Statement relating to the Airport Master Plan is complete as of October 1999. This document was mandated by the National Environment Policy Act of 1969.

The EPA evaluates the environmental impacts potentially arising from the proposed expansion of San Jose International Airport as described in the City of San Jose's Master Plan update.

Various government agencies, organizations, and private individuals submitted comments to the FAA concerning the Draft Environmental

Impact statement. Critical comments were received from the United States Environmental Protection Agency, the Department of Transportation of the State of California, The Department of Fish and Game of the State of California, The Air Resources Board, and the Bay Area Air Quality Management District. While all of these governmental organizations were critical of the FAA's environmental analysis, the Environmental Protection Agency was especially pointed in its criticisms.

In a letter to the FAA dated June 14, 1999, the United States Environmental Protection Agency declared that the EPA's review had identified significant environmental impacts that must be avoided in order to provide adequate protection to the environment. The EPA went on to describe the work of the FAA as containing "insufficient information" to fully assess environmental impacts.

The EPA criticized the FAA report concerning the noise impact analysis, air quality pollution impacts, hazardous air pollutants (cancer causing agents generated at San Jose International), water quality impacts and environmental justice. In fact, the EPA commented that they were "seriously concerned" that the EIS projects exceedances in air quality standards.

Overall, the EPA gave the FAA Environmental Impact Statement poor marks for its environmental analysis. Do you think the San Jose City Council will be responsive to these comments by the EPA? Not likely. If you are interested in the comments of the EPA, a copy of the EIS will be available at the public library or through your city council representative.

Minority/low income impact assessment contested

The EPA raised an issue first

addressed by CAAP in 1997, Environmental Justice. In its letter to the FAA dated June 14, 1998, the Environmental Protection Agency raised serious doubts about the FAA's contention that the proposed airport expansion will not disproportionately impact low income and minority populations living in San Jose and Santa Clara.

The EPA observed that the EIS presents no documentation about whether the residents, who will experience increased noise levels as a result of airport expansion, are predominately low income and minority populations. The EPA also commented that other impacts (such as increased exposure to hazardous pollutants and increased community disruption from traffic congestion) are not adequately addressed.

The EPA went so far as to provide a specific map of the airport and surrounding areas with documentation concerning the ethnic background of residents. From this information, it is clear that minority and low income households shoulder a disproportionate level of pollution generated at San Jose International Airport.

The FAA's (and the City of San Jose's) response to this reality is that minority and low income populations have historically suffered a disproportionate burden from airport pollution, including hazardous and cancer causing agents. However, they argue that the airport expansion simply continues a history of abuse and therefore the proposed airport expansion is fair and reasonable. In effect, the FAA (and the City of San Jose) argue that the additional pollution from airport operations will occur whether we

expand the airport or not. For these reasons, the City of San Jose is content with this ongoing environmental injustice.

So much for the city of San Jose's commitment to equal treatment of minority and low income residents. Mayor Gonzales, where are you?

Airport neighborhoods showing higher rates of cancer

Metro Birmingham Alabama offers some of the best health care available, yet its eastern area suffers high rates of serious illnesses such as cancer, stroke and heart attack. The Birmingham International Airport is located in the eastern area of Birmingham. These are the same communities that have been most severely impacted by aviation pollution through the years. Woodlawn and Roebuck, in particular, sit at the end of runways. Health care professionals, community leaders and residents are organizing to find out what's wrong and how to fix it.

The data is from Healthy People 2000 Progress Reports, a federal study that breaks down catastrophic illnesses by state, county and community. The numbers showed that the eastern area communities lag behind the county and the state, and are missing the target goals for the state and the nation. Many factors could be involved but frequent exposure to aviation fuel and toxic emissions from aircraft could be a direct contributor. Recent studies from Sweden show a direct correlation between air pollution and cancers.

Two Bay Area airports get funding to reduce noise

from the San Jose Mercury News, August 7, 1999

WASHINGTON—Monterey Peninsula and San Jose International airports will receive federal money to reduce

Noise Complaint Hotline

Bothered by airplane noise? Can't sleep because of curfew violations? Can't hear your television? Can't hear yourself think? Then call the Airport Noise Complaint Report recorder at 452-0707. I do, and you don't have to get up and call in the middle of the night. Wait until morning or call the next day. Or, send an e-mail to noisecenter@sjc.org.

Complaint calls are split into commercial and general aviation complaints and divided by neighborhoods. The five largest areas in San Jose are Shasta Hanchett, Rose Garden, Civic Cen-

ter, Hensley Park, and Willow Glen. All other San Jose areas are compiled together. Santa Clara North records the most calls.

This year, the month of March took first place with 195 calls. There were 17 curfew intrusions not in compliance with the noise program, (i.e. air traffic control, mechanical or weather factors.) Total intrusions were 63.

When you hear curfew violations or any other airplane noise disturbances, be it's important to call the Noise Report line. Let our city officials know that we want a safe, quiet, healthy community.

Airport Noise Impact—Then and Now

Category	Q4 94	Q4 99
Impacted dwellings	1175	1931
People residing in impact boundary	3502	5754
Aircraft operations	69,144	77,606
Stage 3 aircraft	93.3%	96.6%
Noise impact area	.20 square miles	.34 square miles

noise as parts of a \$32 million grant for California airports Vice President Al Gore announced Friday.

San Jose airport will receive \$668,262, and the Monterey airport will get \$2 million to pay for noise reduction measures for residences near the airport.

The Lake Tahoe airport will receive \$228,600 to install perimeter fencing, and the Rio vista airport will receive \$85,000.

Noisy Noise Annoys

In September, the California 6th District Court of Appeal reversed a Supreme

Court decision in a public-records case deciding in the favor of the City of San Jose. The San Jose Mercury News had sought the list of names of people complaining about noise from San Jose International Airport. The city argued that the right to privacy outweighed the newspaper's interest in obtaining the names of people complaining about airport noise.

The following letter was sent to the editor of the San Jose Mercury News but not printed:

I did it. Several times...My husband Kenneth did it. Many of my friends and neighbors did it. We all complained about the airport noise in the

spring of 1998.

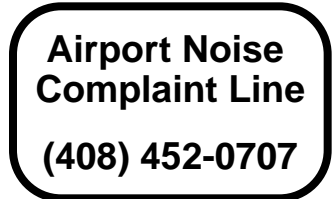
We certainly hope to save your newspaper the expense of appealing to the California Supreme Court over the city's decision not to release the names of people complaining about noise from the San Jose International Airport.

It is bad enough to have a backyard party discussions interrupted by jets roaring overhead. It is quite another to have sleep interrupted during curfew hours by noisy jet airplanes. Noisy noise annoys, really it does.

Janet Gray Hayes
September 11, 1999

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New Way to Reach CAAP!

Email: caapsj@hotmail.com

Task Force Members:

Sandy Bauer	WebMistress	webmistress@caap.org
Carrie Moley	Newsletter Editor	

YES! I want to fight Airport Pollution!

Please apply the enclosed donation toward _____ \$1,000 _____ \$500
the **Neighborhood Defense Fund***: _____ \$750 _____ \$250
 _____ Other _____ I pledge a monthly donation of \$ _____

Name: _____

Address: _____

Phone: _____ Email: _____

Employer: _____ Occupation: _____

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

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

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Check out our web site at: www.caap.org



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