

# Reid Hillview Part 150 Noise Study

Sponsored by the Roads and Airports Department, County of Santa Clara  
and the Federal Aviation Administration

Notes, June 20, 2002 Meeting

## **Jerry Bennett**

### **Welcome & Introductions**

Jerry invited everyone to their seats.

Mentioned speaker cards, questions to be answered after presentation

The meeting start time was delayed so that everyone could walk across the campus and sign in. He introduced Supervisor Blanca Alvarado, Sylvia Gallegos, Michael Murdter, Carl Honaker, Chris Nucci, Steve Alverson, Kate Gillespie. He later introduced Tara Tinge of the FAA.

## **Supervisor Blanca Alvarado**

Thanks to Jerry. Welcomed the crowd-important issues to be discussed. She reviewed some history of community concern about noise at Reid Hillview Airport (RHV). In 1996 the county Board of Supervisors considered closing RHV. Many who testified then remember it as an emotional night, after testimony, the BOS voted not to close. She was disheartened, believed that the airport affects the quality of life. Many see it as an asset-many disagree due to increase in noise level and in operations. When they failed to win support for closure, they began to look to other answers to noise and intrusions, resulted in funding for this Part 150 Noise Study. She hopes all in the audience will think hard about affect of airport noise on their lives, the impact on their lives. She has lived in same house almost 45 years. City began to limit general aviation at San Jose, allowing many aircraft to move to RHV. She asked that traffic be redirected elsewhere from San Jose. She talked about noise covering up the sound of television when the doors are open. This is the resident's right to speak up.

## **Michael Murdter**

Thanked everyone for spending their time here tonight. Entering most important phase of study now. Beginning discussion of noise mitigation program. This is where the rubber meets the road... Input is critical.

## **Steve Alverson**

### **Review of the Noise Exposure Map**

Welcomed audience, introduced consultants, mentioned that county and consultants will stay to answer questions after the meeting.

Part 150 document—

- Describes Airport Layout and Operation
- Details Aircraft-Related Noise Exposure
- Discusses Land Uses in Airport Environs
- Presents Resulting Noise/Land Use Compatibility

Initial flight data was collected in 1999, as presented on Year 2002 maps as a graphic depiction of noise exposure and land use. The team has finalized the map, now working to finalize the study document. Noise exposure map-not required under Part 150 Study.

We wanted to use these as base for modeling.

Mentioned mitigation definition process. Noise was measured at three sites for more than 24 hours each. The noise monitoring also sampled single events-impact speech, conversation, outdoor activities. We heard from the community, and measured new locations where there were a high number of complaints. Six sites monitored single events.

Steve discussed CNEL noise levels. The team used FAA integrated noise study model. It includes physical description, analysis of time of day. FAA has penalties for increased noise at night. Nighttime operations are penalized. Aircraft performance characteristics, runway utilization rates and patterns are considered. Flight track maps

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utilization rates and patterns are considered. Flight tracts were generated, these included radar data during noise measurement process. The team modeled noise patterns over the ground.

## 2002 Noise Contours

In the 65-70 contour-residential uses should not exist. For the 60-65 contour there are higher standards for sound penetration than in areas of less than 60 on the CNEL scale. FAA standards assume doors and windows are closed. We want to minimize noise in 65 CNEL.

## Used FAA Integrated Noise Model (INM) and following Inputs:

- Physical Description of Airport Layout
- Aircraft Operation Mix and Number
- Operations Split into Day-Evening-Night by Aircraft
- Aircraft Noise and Performance Characteristics
- Runway Utilization Rates
- Typical Flight Track Descriptions and Utilization Rates

## Consultants must determine incompatible land use areas

- Based pm County and Municipality's Land Use Plans
- Land Use Categories
- Areas Inside the 65-dB CNEL Contour
- Acreage
- Population Affected

The noise contours that we show are those relevant to land use planning. We must show contours modeled five years into the future. Noise increases at times--aircraft at general aviation, plane noise tends to increase as opposed to commercial airports where new planes and technology result in lower noise contours.

We also reviewed local ordinances.

What we found: in the 2002 60-65 contour, 28 homes, In the 2007, 38 homes. The area impacted includes 18 acres, and 23 acres of land in the contours. More reduction in noise at airport will lower noise outside of these core contours.

We are recording all comments tonight, accepting email, and have provided information on the website.

This analysis is the starting point for noise mitigation (compatibility) program, 6 months after submitting noise exposure map we will hear back from FAA, 6 mo after submitting mitigation measures, we will hear back.

Steve Alverson

## Discussion of Noise Mitigation and Abatement Measures

These are sequential measures- we want community feedback. We are looking at new noise abatement measures. FAA Part 150 potential mitigation items:

- Land acquisition-70 CNEL and higher.
- Barriers and shielding
- Runway system
- Flight procedures
- Types, class of aircraft
- Other actions-land use, FAA suggestions

In the analysis, the consultants eliminated from further consideration those measures that will not reduce noise, not accommodated under Part 150 or not likely obtain FAA approval, and those that are not feasible at RHV.

In 1990 FAA-airlines, airports, passed aircraft noise capacity act. This standardized by requiring Part 150 studies. If this fails, then there

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could be a part 161, cost feasibility study--only one has ever been approved, in Naples, Florida. At RHV, there is a more homogeneous mix of planes.

Are noise measures feasible here?

50 different measures were considered.

## **Recommendations for further analysis:**

1. Preferential runway system
2. Quiet One Procedure Revisions--requires turn in departure--currently no consistent standard for turning planes. Pass over park, then make turn, head for intersection of Story and Capitol Expressway.
3. Voluntary flight operations restrictions--vary hours to minimize flights on weekends. Departures to be allowed between 7 am and 10 pm. "Touch and Go" restricted to 9 am-7pm Monday-Friday. Saturday 10 am-5 pm, Sunday Noon-5 pm.  
(Voluntary means if airport to announce these requirements. (Part 161 study) Aircraft Limits Capacity Act. If voluntary, it could mean pilots may follow the procedures. FAA favors least restrictive measures first.)
4. Aircraft check out procedures (engine runup) want to have area identified for pilots use.
5. Minimize power during departure
6. Install noise barriers.
7. Prohibit intersection departures
8. Implement glide slope arrival, which uses less power.
9. Aircraft engine silencer/mufflers could dampen aircraft noise. Common for commercial aircraft, question about use on GA aircraft.
10. Consider land use compatibility options.

## **Implementation Program**

We will make this handout available.

Potential tools or continuing program measures that may be used to implement, maintain, and monitor the final recommended measures:

- Encourage pilots to use AOPA's "Fly Friendly" techniques (for pilots and students)
- Encourage flight training schools to train pilots in the "Fly Friendly" techniques
- Establish an airport/airport user/community noise committee to discuss noise issues on a quarterly basis
- Continually publish the RHV noise complaint line. (Note: the number of complaints is not an indication of changing levels of noise.)
- Install noise monitors in the RHV environs to measure and compare unusual or high-level aircraft noise events with a voice recorder system
- Install a radar flight track collection system to match aircraft noise events to flight tracks. Collect radar information to see if patterns are being flown the same. Work with controllers also. Flight trackers--identify noise events by aircraft.
- Designate a person at RHV to respond to noise complaints, to investigate noise exceedances, and notify operators of their noise exceedances
- Establish a sound insulation program to insulate homes inside the 2007 65 dB CNEL contour
- Acquire the mobile home park through land acquisition and provide relocation assistance to displaced residents. (Mobile homes do not

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have same level of sound insulation, this means they are more subject to noise.)

- Develop an airport noise impact boundary to:
  - Monitor new land use proposals to ensure they are reviewed by the ALUC and that the ALUP is enforced
  - Investigate developing real estate disclosures for property purchases
- Update the RHV Part 150 NEM and NCP within five years of FAA approval or sooner if needed
- Update and distribute the pilot handout with the FAA-approved noise abatement measures
- Revise the on-airport noise abatement signs to reflect the FAA-approved noise abatement measures
- Maintain information about RHV's noise abatement program on the County's web site.

## **Public Comments**

Bob Luten  
Sylvia Lowe  
John Barnes  
Jenny Chang

Jim Tucker

Velia Dominquez

Mazia Mazo

Frank Jansen

Jim Nelson

John Blair

Aaron Resendez

## **Testimony**

Declined to speak.

Lives one mile away, encourages timely completion of study.

Lives on the outskirts, Story Rd. Doesn't notice noise much.

Outskirts of study, Yerba Buena under flight path, restrict flying in evenings. (Much applause.)

San Jose Silicon Valley Chamber of Commerce-respect Sylvia's efforts to increase compatibility. Offers support for study thus far, agree with most conclusions, excellent synthesis of public input. Implementation program. Chamber feels RHV plays a significant, want to resolve issues, continue operation.

Her mom has lived here 30 years Cape Ocala, mom's neighbors didn't get notices.

Dreams of rainy days-like Pearl Harbor movie airport in middle of residential neighborhood. Fly over Evergreen, \$900,000 homes. Voluntary will not work. One month of complaints in a folder. 8-9 calls one day. Wants airport to close. Airport not needed, potential risk with flight schools for terrorist attacks. Wants flight schools to move.

Lives ten miles away. Gardening outside is disturbed by noise overhead. Noise contours not meaningful. It doesn't measure the annoyance 10 miles away. Mufflers and silencers on voluntary basis will not solve the problem. Pilots should be required to abate the noise. Markings need to be larger, FAA standards not enough.

When they bought their house, things were different. Lives two blocks from tower--war zone, can't talk on phone during helicopter training lessons. Engine roars. 6 am Sunday mornings shows no regard. Sat, Sun and holidays, whole state invades. Pilots are laughing at RHV neighbors. Cut out training. Most people here don't want it at RHV.

Raises changing preferential runways-towards eastridge rather than over houses. He has flown from San Jose and RHV, thinks this option should be considered. Sound insulation, extend runways to Tully, reducing noise from operations will lower noise outside. Third issue: dismissed raising traffic pattern altitude, doesn't increase noise, but changing runway 31 R would move traffic pattern more into the airport, away from homes.

Did not receive a notice, lives on other side of Story road, biplane

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woke him at 11:30. Need more outreach to Latino population. Noise-lead content in gasoline. Stop inequity. Would prefer a park.

Roberto Cruz Civic participation. East Valley 680 SNI chair. Several board members here. Alvarado spoke to them, she was distracted 141 Story Road--outside noise exposure map, planes fly overhead. Environmental impact of lead fuel. Airport is a community. Wants to scale back, have community advisory board, with pilots and community. For outreach, need better means. Wants controls immediately. He is with The National Hispanic University, 14271 Story Road.

Naow Lanz Expensive toys for pilots, need better resources. Poor school performance she would rather have a new library-toys for children.

Alofa Tavivas Regarding their low school performance, is this due to lead in the air? Sierra East Valley communities-found out tonight--all want notices--sick and tired on noise. Relocate airport. We live here a long time. Hard to enjoy being outside. Its so annoying--doesn't know how neighbors of airport can tolerate it. Want airport to close. Flying friendly should be without noise. Steve: reduce propeller speeds. We'd like to see all pilots use these. Advises community to get involved.

Patricia Ramos Study asks exports of airport, not residents, they need to ask residents. No community input in 60s and 70s, now we must deal with affects of its growth, wants accountability from county, elected officials, pilots. They paid for quiet neighborhood. Need enforcement, need a hearing board, community driven and represented. Public safety: 911. Trained at small, regional airports. They are in business to make money, impact on public safety. Environment: 9 schools--noise pollution, health risk, wants better service of FAA. Expansion should require a vote by nearby residents. Take planes to South County where only livestock will be impacted. Concerned about crash potential with schools. Wants accountability, bottom line.

David Martin Question to Steve: 32 year resident, pays taxes, airplane not a toy, used 90% in his business. Question about voluntary compliance. Remembers San Jose master plan 25 years ago. RHV needs a curfew. He has a consultant business in agriculture area if he has to arrive at a board meeting, 7 am is too late for him to leave for 8 am board meeting. 4 1/2 by car, 50 minute flight. Tries to fly according to guidelines.

Devi Prasad Ivaturi New resident, moved here three years ago. Want to live a peaceful live--the problem is training facilities--do not belong in a residential area. Wants airport to be closed and moved. Where he works, 100 people. City of San Jose needs to listen. Move airport from San Jose. Impact on schools--disruption to concentration. Noise contours do not show true impact of noise.

Betty Howard Lives in flight path. Did not receive notice. Sleep disrupted at night, at her day care during the day. She wants the airport to close. Did not receive notice.

Kim Mesa Lived here for 23 years--they moved to Story Road, school at Alum Rock. Neighborhood no longer peaceful, children at Myer Elementary School. Map is misleading, dot outside 65 db level. Sends time in their classroom, lessons are interrupted by planes flying, stopping instruction. No notices, lack of safety due to number of planes flying. Training should not happen over residential areas.

Ted Johnson 41-year resident. Re noise study his testimony at airport commission--

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futile effort. He contacted commission No response. Voluntary process will not work. It needs teeth. Airport affects schools, community. Kids are precious. Lousy education.

Juanita Gutienz How about relocating airport, not mobile homes. This would be a good site for a sports complex. We are working for people.

Lam Huana Supervisor Blanca Alvarado helped interpret. She asked the audience how many people from the community--how many want airport to stay, vs. how many want it to go. For those who want it to stay, only 6 raised their hand, To Go, more than 30. Those who are not here tonight, we would be willing to stand and let the airport know that we want them (the airport) to go.

Name not known Study, voluntary guidelines, another study, more voluntary guidelines, another study. Encourages activism.

Jose (Last name not identified) Played a tape of airplanes flying in circles, recorded at 4:30 pm.

Bud Beacham This study funded three years ago-Halloween, gathered data in his background. Need to monitor every day for a year. Recommendations will not make a change. Reducing noise by limiting airport operations, flying in circles, practicing takeoff and landing. There has been a voluntary curfew beginning at 10 pm. Pilots ignore these. Collects data and analyzes. FAA data. California 71,053 pilots. 4% of population. [www.reidhillview.com](http://www.reidhillview.com) is his web site.

Kathleen Dolci 1200 families in her neighborhood association, Story Road and Alum Rock. For 10 years the neighborhood has gotten bigger. Airport has run amuck-needs good faith demonstration.

Rick Salinas 34 year resident. Study-more noise analysis could be done in short period of time. Study could be done faster. Wants to close airport.

Richard Riggs Former naval pilot. Came looking for constructive progress between community and pilots. Political whitewash. This study is based on pilots being good guys, following rules. Pilots will not be good guys. Sees no positive features to implement change. Doesn't want study to go into a file cabinet. Consultants should be ashamed for hiding their heads under paper.

Robert Denike Lives 7-8 miles away, 800 feet elevation. In flight path for San Jose. Small planes from RHV are noisier. Plan does not have teeth, enforcement. Wants to know about penalties. Why are there curfews if not enforced?

Juanita Banajas (No comments recorded)

Fred Channon Pilot at RHV. He would be happy to follow voluntary or mandatory regulations. His airplane is used to fly people where they need to go. (Angel flights.) He displayed his flight jacket used for his humanitarian work.

Eldon Sweeney Has lived here only 3 years. Other side of library. We can start a paper trail. Last Thursday flight 200 feet above houses. Made a former complaint. On paper, everyone needs to do. Bud says Santa Clara County has highest lead concentration in the air in the county. Asked for data on split between student pilots vs. private operations. Noise is too much.

Fred Orillaneda Elected officials have planes here and fly to Sacramento every day. Close the airport.

Pauline Lowe RHV like a school. It provides people opportunity to learn how to fly. City council should not have allowed homes nearby. She learned to fly here, so did her daughter.

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Next Steps

- **Finalize and Submit Noise Exposure Map to FAA**
- **Analyze Potential Noise Mitigation and Abatement Measures for Inclusion in Noise Compatibility Program**
- **Present Mitigation Results to Community includes a public hearing**
- **Finalize Noise Compatibility Program and Submit to FAA for Approval**
- **180 Days for FAA Review of NCP**
- **Conclusion of Study**

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