



*September 25, 2001- Public Meeting #3
Reid Hillview Part 150 Noise Study*

Speaker	Subject	Time Started	Time Elapsed
Gene Reindel	Evening's Presentation	7:10	
	Interpreters: Marco Buitrago (Spanish) and Linda Tsoi (Vietnamese). Noise Exposure Contours: FAA noise model, CNEL noise metric to describe noise dose for 24 hours: Number, arrivals. CNEL weights evening (7pm to 10 pm) at 3x and nighttime (10pm to 7am) at 10x		
	Land Use compatibility 65db is incompatible with residences and schools: schools, hospitals, nursing homes, churches need 25 db difference (45 db inside)		
	US Air Force Study: levels of annoyance the same now: 65 db threshold		
	CNEL is an average and an accumulation. Discussion of Model Input: total per year divided by 365 for average annual way. (Methodology by FAA) See slide of RHV fleet mix		
	Flight tracks: 236,073 annual operations: 647/day. Use is 83% daytime, 14% evening, 3% night		
	Forecasts by Shutt Moen: ratio of aircraft has been constant, predicted to be also constant: 723 daily operations 263k annual operations		
	Land Use in contours:		
Gene	Regulations: federal, state and local guidelines summary: County guidelines: stats. Before 60 db CNEL: avoid other land use above 65 CNEL unless related to airport.	7:40	
	Noise mitigation techniques: county vs. FAA guidelines: alternatives: flipping north/south use and impact on other airspace and ground use Noise abatement flight procedures on departure (throttle cutback) Noise abatement flight paths: 31R 20 degree turn to avoid school Airport use restrictions Airport layout measures		

	Draft agreement RHV to FAA: preferential runway use, noise abatement flight at 500 feet, airport use (no touch n go 6 pm to 7 am), no intersection departures allowed; no jet operations except Stage 3; helicopters on runways 6 pm to 7 am		
	Airport use measures:		
	Mitigation techniques: preferential runway use unlikely selection; changing rpms possible; Noise abatement flight path: lack of conformance of planes with policies to turn before school Airport use measures: to be studied Airport Layout measures: expand toward Tully Road, displace Tully road, extend runways toward Tully Land use: sound insulation Noise Program Management:		
Q&A			
Jerry Gurzell	AM/PM: annualize See article: methodology flawed	8:33	
Douglas Rice	Pilots: designated relievers Mitigation: noise abatement measures confusing to pilots; better education for pilots an issue for commission Mitigate aircraft: sooner off ground, higher faster is expensive to modify planes NASAsat program Displacement: 2 flight schools from San Jose International Monies: contributions of \$10 to city/county annually	8:37	
Henry Liem	Used to advocate shutdown, not now. Advocate dialogue. Coexist.	8:41	
Robert Red	Pilots: attempt to follow procedures	8:43	
Patricia Ramos	Resident, works in neighborhood: good neighbors as pilots should respect the curfew. Need neighbors at table for discussions, educate community, use of city call center: want more community input: 20 minutes Q & A not enough.	8:46	
Bud Beacham	Email to Steve: discontent greater than that expected by FAA standards: wants noise contours for single events; noise contours for every hour of the day, rather than averaged and will expand more into neighborhoods. Noise contours 7 am to 10 pm only	8:49	

Jerry Soriano	Longtime neighbor of airport: originally crop dusters, noise doesn't bother him now. Appreciates dealing with noise. Airport lets Little League use field and manage to focus in spite of noise. Traffic noise is much louder than planes.	8:51	
Leslie Waters	Dragstrip at Reid Hillview? Benefit that RHV pays taxes: race track would use more. Pilots don't have to coexist. Voluntary enforcement? Laws only obeyed when enforced.	8:54	
Allen Silver	Pilot/student pilot. Want to coexist. Lives in Hayward near airport. Public needs to know its here. Need more public relations with realtors.	8:58	
Emmette Hatch	House backs on 680. Traffic begins at 5 am. Can insulate house, add double pane windows and shutters. All should know Calif. Disclosure law: must inform buyers. Pilots don't try to disturb people. Must live with FAA rules. This requires student training, and certain types of takeoffs. Pilots will try to avoid making excessive noise. Willing to work with community.	8:59	
John Blair	? How many concerned about noise: 10 or 11 raised hands. Asked for summary of outreach efforts: 9,400 mailers, mailer to airports, those who have made noise complaints; 5 newspapers, six ads, three languages.	9:01	
After speakers with speaker cards	Other comments		
Sean _____ RHV Tower Manager	Has lived with noise in many settings. Residents please call noise complaint line.		
(speaker not identified) (was this Gene?)	No new homes should be built in the 65 dB contour. The 2005 noise projection: helicopter use might not grow at the same rate at airplane use.		
Jerry Gurzell	The tower requests plane identification when complaint is logged—is there a way to lable the bellies of planes for viewing from the ground? Also, flight training often occurs at 3---400 foot elevation..how about a higher standard for training planes, such as quieter models?		
Sean _____ RHV Tower Manager	Some planes have been assigned tie-downs under power lines.		
Jerry Gurzell	Complaint line has cutoff callers. They need better responses to callers. Could the helicopters Touch and Go operations be relocated further		

	from residents? What about increasing spacing between aircraft departures/landings?		
Sylvia Gallagos	When will the community be able to react to the full list of mitigation measures? They need more materials further in advance of meetings to study and prepare comments.		
Gene	Wrap-up: future actions RHV needs better logging/response to complaints. There needs to be a more refined mechanism for people: whom to call, , 411 coordination Enforcement will be needed for recommendations, which policies are mandatory and which are voluntary Better pilot training guidance More opportunities for community involvement.		
Jerry Bennett	85% of runway takeoffs are to the north due to wind patterns.		
Bud Beacham	Reduce aircraft noise, planes are too loud. Ban circuit training Migrate aircraft training operations to South County Airport.		
End of formal meeting and comments			

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