
N.O.I.S.E. WASHINGTON UPDATE

THE NATIONAL ORGANIZATION TO INSURE A SOUND-CONTROLLED ENVIRONMENT

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An electronic publication providing you with up-to-date information about congressional legislation, hearings, press conferences and related activities on Capitol Hill – to keep you informed when communicating with your member of Congress.

Winter Meeting

A reminder that the NOISE Winter Meeting is on December 3rd and is being held at the Indianapolis Marriott, Indianapolis, IN, Marriott Ballroom 1. We invite you all to come and join community officials from across the country in conjunction with the National Organization of Cities convention to discuss and further the fight against airport noise pollution. Along with members from communities across the United States, NOISE President Susan W. Lienesch will share and discuss noise issues affecting people across the United States. If you are interested in attending, please RSVP Andy Tantillo at (202) 544-9843.

House to Consider Airport Noise Curfew Act

On September 21, 2004 the Airport Noise Curfew Act of 2004 (HR 5109) was introduced into the House of Representatives. The bill includes the creation of a commission that will study and make recommendations to Congress regarding the establishment of curfews on nonmilitary aircraft operations over populated areas of the United States during normal sleeping hours. The commission shall be composed of 9 members: 4 of which shall be appointed by the Speaker of the House of Representatives 2 of which should be members of the aviation community, 3 appointed by the President pro tempore of the Senate, the Administrator of the Environmental Protection Agency, and the Administrator of the Federal Aviation Administration. No later than 6 months after the date of enactment of this act shall the commission transmit a report of its findings and recommendations to Congress.

Economy of Scale

The number of smaller, regional jets in the United States airline fleets have soared in recent years, accounting for a quarter of the industry' planes. Most people agree they are quick and quiet and have little to no vibration compared to that of a larger passenger jet.

This year, Northwest's 44-to 69-seat regional jet will fly about 8 million passengers, up from 4.2 million passengers in 2000. The number of regional jet in the U.S. airlines' fleet has soared from 355 in September 1999 to 1,535 now, according to BACK Aviation Solutions, a consulting firm.

Regional jets have been proven to cause less noise pollution than their larger more noisy counterparts. However, there has and will continue to be a significant increase in total noise around the airport, because of the increased traffic of the regional jets. The regional jets also fly lower and over neighborhoods that in the past have not had plane traffic causing an annoyance to more people.

St. Paul Pioneer Press

If you have any questions or comments pertaining to **NOISE**, please contact us at (202) 434-8268

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