

N.O.I.S.E.

NATIONAL ORGANIZATION TO INSURE A SOUND-CONTROLLED ENVIRONMENT

"America's Community Voice on Aviation Noise Issues"

WASHINGTON NOISE WATCH

February 3, 2005

SPRING BREAKFAST MEETING REMINDER

PRESIDENT
Susan Lienesch
Councilmember
Centerville, OH

VICE-PRESIDENT
Skip Lowry
Councilmember
St. John, MO

SECOND
VICE-PRESIDENT
Mary Rose Evans
Commissioner
Parkway Village, KY

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George Nichols
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TREASURER
Dennis Patten
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CONFERENCE
COMMITTEE
Chair
Dave Carbone
Senior Planner
San Mateo Cnty, CA

EXECUTIVE
DIRECTOR
Dennis McGrann
Washington, DC

A reminder that the NOISE Spring Breakfast Meeting will be held in conjunction with the National League of Cities Congress of Cities conference on March 14th. The meeting will be held at the Washington Hilton and Towers, Washington, DC and will include a complimentary breakfast. We invite you all to come and join community officials from across the country to discuss and further the fight against airport noise pollution in your communities, to receive a briefing on federal and national developments regarding airplane noise, and to hear from NOISE Executive Director Dennis McGrann as he shares and discusses noise issues affecting local communities across the United States. Please call NOISE coordinator Tim Brooks at (202) 544-9844 to RSVP or for more information.

UPCOMING COMMITTEE MEETINGS

On Wednesday February 9, 2005, the House Transportation and Infrastructure Subcommittee on Aviation (Chairman Mica, R-Fl.) will be holding a hearing titled "Commercial Space Transportation: Beyond the X Prize." The hearing will be held in room 2167 of the Rayburn Building. For more information call (202) 226-3220.

AIR TRAFFIC UP IN 2004, EXPECT 6% ANNUAL GROWTH NEXT 3 YEARS

"The traffic recovery in 2004 was phenomenal across all regions," said Giovanni Bisignani, the Director General of the International Air Transport Association (IATA). Bisignani reported that 2004 full year international scheduled passenger traffic increased 15.3%...over 2003 levels at a meeting of the Civil Air Navigation Services Organisation (CANSO) in Maastricht. Going forward IATA forecasts average annual growth of 6.0% for the period to 2008, in line with the historical trend.

"Airlines enter 2005 with a renewed determination to increase efficiency and reduce industry costs," said Bisignani. "Our customers demand that we evolve to a low cost industry with simplified business processes. Our partners, including ANSPs and airports must be a part of that evolution. As customers paying an enormous bill, we demand better value, increased transparency and meaningful consultation on future developments. ANSPs must harmonize infrastructure and operations across borders. And we must agree on the adoption of new technology based on real value and business benefits," said Bisignani.

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"AIRPORT NOISE CURFEW" ACT

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On February 1, 2005 Congressman Joe Crowley (D-New York) re-introduced the Airport Noise Curfew Act H.R.455 (previously H.R. 5109) in 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. Congressman Crowley was recognized by NOISE as one of the "Legislators of the Year" in 2000.

BOEING FLIGHT TRIALS BOOST EFFICIENCY, CUT NOISE AND EMISSIONS

According to a recent press release, on January 31, 2005, Boeing announced that recent flight trials have shown that an innovative Air Traffic Management concept called Tailored Arrivals can improve efficiency and reduce noise and emissions when aircraft land. In Tailored Arrivals, clearance instructions are transmitted electronically to arriving aircraft, so that pilots and controllers do not have to engage in multiple voice communications. Linked directly to an aircraft's Flight Management System, the electronic data guide the aircraft on a steady descent profile along the most efficient path to its destination.

The Boeing Company, the Air Traffic Alliance (European Aeronautic Defense and Space Co., Airbus and Thales), the Australian air carrier Qantas Airways and air navigation services provider Airservices Australia jointly conducted the flight trials last year at airports in Sydney and Melbourne, Australia.

Airservices Australia Acting CEO Hisham El-Ansary said that "the Australian trials have once more shown that a cooperative approach in combination with state-of-the-art systems makes major innovations feasible. Reduced controller workload, more efficient operations, and less environmental impact are all great results."

Flight and simulation data are expected to show that Tailored Arrivals could save between 400 and 800 pounds of fuel per flight, which adds up to more than \$100,000 per year per aircraft. Using less thrust during descent also yields quieter operations and reduced aircraft emissions, which results in less impact to the environment on final approach.