

N.O.I.S.E.

NATIONAL ORGANIZATION TO INSURE A SOUND-CONTROLLED ENVIRONMENT
"America's Community Voice on Aviation Noise Issues"

WASHINGTON NOISE WATCH

March 11, 2005

PRESIDENT
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Councilmember
Centerville, OH

FAA MAKES GRANTS FOR NOISE MITIGATION; FUTURE GRANTS UNCLEAR

VICE-PRESIDENT
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The Federal Aviation Administration (FAA) recently announced a round of grants from the Airport Improvement Program (AIP) to airports for noise mitigation projects in their surrounding communities.

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Several of the airports impact NOISE members. The grants include: \$10 million for noise mitigation within the 65 to 69 DNL in Los Angeles; \$24.1 million to purchase over 400 homes near Hartsfield-Jackson Atlanta International Airport and soundproof 100 additional homes; \$15 million to acquire land for noise compatibility within the 65 to 69 DNL contour of Louisville International Airport; \$24.7 million to soundproof approximately 300 homes near Lambert-St. Louis International Airport and acquire land near the airport; and \$2.4 million for noise mitigation measures for residences within the 70-74 DNL contour of Seattle-Tacoma International Airport.

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Dennis Patten
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NOISE urges its members to work with their airports, the regional FAA office, and their Members of Congress to secure AIP funds for noise mitigation in their own communities. NOISE communities should take advantage of one of the key victories they secured in AIR-21, the aviation authorization bill signed into law last year, which allows cities to apply directly for AIP funding for NOISE mitigation efforts, rather than relying on the local airport to do so (and thereby control the grant money). However, the use of AIP funds by local communities and airports alike is threatened by the Administration's budget, which proposes to cut funding for the AIP program. If these cuts are adopted in the annual Congressional budget process, it will result in far fewer dollars being available for noise mitigation across the United States.

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Other airports receiving AIP funds in the latest grant announcement for noise mitigation in their communities include Birmingham, AL, Oakland, CA, San Diego, CA, San Jose, CA, Key West, FL, Indianapolis, IN, Baton Rouge, LA, Boston, MA, Springfield, MA, Gulfport, MS, Tupelo, MS, Manchester, NH, Portsmouth, NH, Farmington, NM, Cincinnati, OH, Providence, RI, and Milwaukee, WI.

EXECUTIVE
DIRECTOR
Dennis McGrann
Washington, DC

N.O.I.S.E. REPRESENTS COMMUNITIES AT FAA CENTER OF EXCELLENCE

The FAA Center of Excellence (COE) for Aircraft Noise and Aviation Emissions Mitigation was established September 2003 to foster breakthrough technical, operational, and workforce capabilities enabling quieter and cleaner aircraft. NOISE Executive Director Dennis McGrann was selected to represent local communities in the body. The Center of Excellence, a partnership among government, industry, and research institutions, intends to undertake several projects that are of major interest to NOISE members and all airport-impacted communities. These include a low frequency noise study, measurement and metrics of noise, land use, quiet aircraft, supersonic transport, and the health effects of emissions.

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UPCOMING CONGRESSIONAL COMMITTEE MEETINGS

On Tuesday March 15, 2005, the House Transportation and Infrastructure Subcommittee on Aviation (Chairman Mica, R-Fl.) will be holding a hearing titled “Lasers: A Hazard to Aviation Safety and Security.” The hearing will be held in room 2167 of the Rayburn House Office Building. For more information call (202) 226-3220.

“AIRPORT NOISE CURFEW” ACT

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.

LOCAL NEWS ROUNDUP

Herndon, VA: “Mayor Michael O’Reilly has sent a letter to the Federal Aviation Administration offering the town’s position on two proposed Washington Dulles International Airport runway expansions that, if constructed, could have a negative impact on Herndon. In the letter, dated March 7, O’Reilly addressed two concerns that town staff deemed most important based on preliminary research of the expansion. The first concern asks the FAA to give full consideration to the development and implementation of a noise-mitigation plan. The second concern recognizes the already questionable air quality of the area, asking the FAA to develop state-of-the-art air-quality mitigation.” (The Connection Newspapers, 3/11/05)

Portland, OR: “Residents living near Portland International Airport complained Wednesday that they are being overwhelmed by noise, especially from low-flying turboprop planes. At a

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hearing before Port of Portland commissioners, residents urged the Port to take more responsibility for minimizing noise and ensuring that the value of homes near the airport is not diminished. The hearing was part of an update of the airport's noise-management program. The Port, which operates PDX, will send recommendations on noise management to the Federal Aviation Administration.” (The Oregonian, 3/10/05)

Greensboro, North Carolina: “Many of about 30 residents who attended the [public workshop on airport noise Monday night at Western High School] were curious about new maps released that show noise from FedEx may affect a smaller area than originally anticipated. The noise contour maps were created as part of a two-year study being done by PTI that will look at ways to protect residents from the anticipated noise from the hub. The study is coordinated by experts hired by the airport. But three committees — one each of residents, government officials and aviation officials — meet quarterly to help steer the experts’ work.... The maps will be used as a primary building block in determining what is done to decrease the noise and what areas surrounding the airport will receive assistance.... Noise experts say the reduction results from a decrease in the number of flights from PTI and the use of quieter planes.” (News-Record, 3/8/05)

West Deptford Township, New Jersey: “On Thursday, the Federal Aviation Administration released its final environmental impact statement on the Runway 17-35 extension project at Philadelphia International Airport. The project presented by the city of Philadelphia -- owner and operator of the airport -- addresses the problem of flight delays. FAA officials have said the delays occur partly because primary runways are overused and secondary runways, including 17-35, need improvements to handle more traffic. At several public hearings over the last two years, local residents have objected to an extension of Runway 17-35. They claim that noise levels, already high, would increase should a runway be extended at the busy airport just across the river. The environmental impact study, required by law as part of the approval process for the proposed expansion, examined several alternative solutions. In the statement released on Thursday, FAA officials recommended Alternative I, which would extend Runway 17-35 about 640 feet to the north and 400 feet to the south. That's 400 feet closer to West Deptford Township.” (Gloucester County Times, 3/8/05)

Delhi Township, Ohio: “Tired of complaining about jet noise but getting little relief, more than 100 local officials and West-Side residents mounted a direct challenge Thursday night to the Cincinnati/Northern Kentucky International Airport over the noise reports it has given to the federal government. County commissioners said the takeoffs and landings are generating more noise over western Hamilton County than airport officials are willing to admit. They presented their own recent study of noise and annoyance levels on the West Side, and said they plan to use their findings to challenge the airport's data with the Federal Aviation Administration through a law known as the Data Quality Act. That was just one of several options to deal with aircraft noise commissioners discussed during a special meeting at the Delhi Senior Citizens Center. Plus, elected officials sought to reach a consensus on a plan to pursue. County officials said they are trying to take a more aggressive approach to dealing with noise problems from the airport, including creation of a Web site where residents can file aircraft noise complaints.” (Cincinnati Enquirer, 3/ 4,05)