

N.O.I.S.E.

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

WASHINGTON NOISE WATCH

May 27, 2005

NORTHWEST AIRLINES SELECTS "NEXT GENERATION" BOEING 787 DREAMLINER

Boeing and Northwest Airlines, Inc. recently announced the airline's order for up to 68 Boeing 787 Dreamliners. Northwest is the world's fourth-largest airline with hubs at Detroit, Minneapolis/St. Paul, Memphis, Tokyo and Amsterdam, and approximately 1,600 daily departures. It becomes a member of the 787 Launch Team that includes 20 airlines from around the world totaling 255 Dreamliner orders.

Production will begin in 2006 with the first flight expected in 2007, with certification, delivery and entry into service in 2008. Six airplanes will be delivered each year during 2008, 2009, and 2010. With its initial delivery in August 2008, Northwest will be the first North American carrier operating the 787.

The 787's size, range, speed and operating economics make it a perfect match for Northwest's routes and fleet plans. The airplane will be 50 percent more fuel efficient per trip than the airline's current fleet of 747-200s and DC-10-30s and will substantially reduce operating and maintenance costs

Further, according to another Boeing release, every new generation of Boeing jet transports brings a step forward in fuel efficiency, use of environmentally preferred materials, reduced emissions and lower community noise.

The Boeing 787 Dreamliner begins the next wave of environmental improvements. The 787 uses 20 percent less fuel (on a per-passenger basis) than similarly sized airplanes. This equates to a 20 percent reduction in carbon dioxide emissions. A common method of assessing takeoff noise is to measure how much of the airport community is exposed to a given noise level (typically 85 decibels). The 787 has a 60 percent smaller noise "footprint" than its competition.

"Environmental performance is not just a by-product of the design. It is a very deliberate effort," said Jeff Hawk, director of Certification, Government Relations and Environment for the 787 program.

FAA FORECASTS ONE BILLION PASSENGERS IN THE NEXT DECADE

WASHINGTON, DC - The number of people flying in the United States will return to pre-2001 levels this year, with an average annual growth rate of 3.4 percent expected over the next 12 years, according to the annual 12-year aviation forecast report released today by the U.S. Department of Transportation's Federal Aviation Administration (FAA).

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According to FAA Aerospace Forecasts Fiscal Years 2005-2016, last year U.S. commercial air carriers carried 688.5 million passengers. By 2015, the number of passengers is expected to top one billion.

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"Deregulation has delivered a dynamic industry where consumers are driving change. Airline customers have more options, at lower fares, based on more timely information, than ever before - and our economy is better off as a result," said U.S. Secretary of Transportation Norman Y. Mineta.

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"The FAA is committed to keep aviation growing," said FAA Administrator Marion C. Blakey. "We are redesigning airspace, deploying new software that will help increase capacity, and putting new procedures in place. These forecast trends will require that the FAA's resources be properly targeted during this period of change. We will be ready."

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The regional/commuter airlines are projected to experience the greatest increase in passenger volume among commercial air carriers, up 15.4 percent from last year. The regional jet fleet is expected to undergo the largest increase, from 1,630 aircraft in 2004 to 2,960 by 2016. Large domestic carriers also are forecast to see an increase in passengers from 502.2 million in 2004 to 700 million by 2016, equal to 2.8 percent each year.

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"AERONAUTICS RESEARCH AND DEVELOPMENT REVITALIZATION" ACT

On May 12, 2005 Congressman Mark Upton (CO) introduced the "**Aeronautics Research and Development Revitalization Act of 2005.**" This bill will institute "an initiative to develop technologies that will enable future aircraft with significantly lower noise, emissions, and fuel consumption..." Along with Congressman Upton were eight cosponsors: Congresswoman Jo Ann Davis (VA), Congressman Randy Forbes (VA), Congressman Dennis Kucinich (OH), Congressman Brad Miller (NC), Congresswoman, Thelma Drake (VA), Congressman Bart Gordon (TN), Congressman John Larson (CT), and Congressman Robert Scott (VA).

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QUIETER, CLEANER AIRPLANE LANDINGS HEADING YOUR WAY

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According to a recent PARTNER (Partnership for Air Transportation Noise and Emissions Reductions) release, Continuous Descent Approach (CDA), an experimental procedure that substantially reduces the noise of descending aircraft, is one step closer to availability for commercial air carriers, thanks to a team of researchers from MIT, the Boeing Company, the FAA, the Louisville Regional Airport Authority, NASA and United Parcel Service (UPS). In addition to improving the lives of people living and working along airport approach routes, the new procedure reduces aircraft engine emissions and fuel consumption.

Initial tests in 2002 using two UPS provided Boeing 767 aircraft proved that the noise of landing airplanes could be greatly reduced by modifying descent paths and procedures. A

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PARTNER research team has now completed a significantly more complex test, applying the protocol to multiple aircraft in scheduled service. In a two-week trial last September at Louisville Regional Airport involving 126 UPS evening flights, the research team demonstrated that air traffic controllers could handle 12 to 14 flights per night using the procedure. The tests also confirmed the procedure's environmental and economic benefits.

In traditional approaches, aircraft begin descending many miles from the runway, spending substantial time at relatively low altitudes. These paths are analogous to a staircase: planes descend in steps requiring noisy engine thrusts every time they level out.

The new procedure, called a Continuous Descent Approach (CDA), keeps aircraft at cruise altitude until they are relatively close to an airport. At this point, the aircraft make an even, continuous, descent to the runway. The result is an average noise reduction of four to six decibels. A three-decibel difference is appreciably noticeable to the human ear while a ten-decibel reduction equates to 50% less noise. Side benefits include reduced fuel burn and emissions, and slightly shorter flights, as aircraft operate at lower power settings, stay at higher altitudes, maintain higher speeds, and take more direct (and thus shorter) paths to the runway.

Carl Bureson, Director of Environment and Energy for the FAA, said, "The research team proved the benefits of Continuous Descent Approaches, that the basic principles are correct, and that robust air traffic procedures can be developed and implemented to simultaneously achieve low noise, lower emissions and reduced cost."

Design and approval of new flight and landing procedures are extremely complex. Researchers and authorities must be assured that airborne and ground based computers, flight crews, air traffic controllers and aircraft are adaptable to the new protocol, both individually and in unison. More work remains before CDA approaches are officially implemented at Louisville, and then elsewhere. The researchers must refine the operational procedures for conditions beyond the two-week test environment. Additional research and testing is required for airports with heavier traffic volume and greater diversity of airlines and aircraft types. Other airports, airlines and the FAA are evaluating CDA for applicability to nighttime operations.

FAA funded the Louisville CDA project, but UPS, the Louisville Standiford Air Traffic Control Tower and Approach Control, the Indianapolis Air Route Traffic Control Center, the Kansas City Air Route Traffic Control Center, the Louisville Regional Airport Authority, The Boeing Company, MIT and the NASA Quiet Aircraft Technology Project also contributed significant resources.