

NOISE

NATIONAL ORGANIZATION TO INSURE A SOUND-CONTROLLED ENVIRONMENT
"America's Community Voice on Aviation Noise Issues" • An Affiliate of the National League of Cities

WASHINGTON NOISE WATCH (8/3/2006)

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36TH ANNUAL NOISE CONFERENCE IN SAN FRANCISCO THIS SEPTEMBER

The 36th annual *NOISE Conference and Aviation Noise Symposium* will be held at the DoubleTree Hotel, San Francisco Airport just minutes from San Francisco. Taking place from September 20-22nd, the program will include a number of key figures in government noise policy, industry developments and noise research. We are also arranging a number of local events to showcase noise mitigation programs and other initiatives in the San Francisco/Oakland Bay Area. Registration information and details on the conference program is available at www.aviation-noise.org. Please contact our office at (202) 544-9844 if you have any questions or require additional information.

NOISE BOARD MEMBER WINS PRESTIGIOUS AWARD

Mary Rose Evans, a Louisville Regional Airport Authority board member and NOISE Second Vice-President, received an Honorary Resident of the Year award from the City of Minor Lane Heights/Heritage Creek. On June 27, the Mayor of Minor Lane Heights/Heritage Creek presented Evans with the award highlighting her efforts in securing funding for the airport relocation program. Evans has constantly worked to represent concerns of airport neighbors since 1996.

The Louisville Regional Airport Authority was the 2005 recipient of the NOISE Airport of the Year Award, presented during the annual conference in Eagan, MN, in recognition of its exhaustive efforts to develop innovative measures to minimize airport noise exposure in residential and other noise-sensitive areas of the community.

AIRPORT IMPROVEMENT PROGRAM (AIP) GAINS \$\$\$\$

Both the House of Representatives and the Senate exceeded the Administration's funding request for the FY2007 Airport Improvement Program. The House allocated \$3.7 billion and the Senate Appropriations Committee recommended \$3.52 billion while the budget request included \$2.75 billion. NOISE President Susan Lienesch recently expressed concern to Congressional leaders over cuts in funding to the AIP and encouraged an increase in funding. She said, "Perennial cuts to the Federal Aviation Administration (FAA) greatly inhibit the AIP and other programs which work to resolve issues in the aviation system." It appears as if there will be an increase in funding to the AIP this year, which will help to address future aviation noise issues.

The Airport Improvement Program has been providing federal grants for airport development and planning since 1982. Funding usually benefits airport operations projects including noise abatement. The appropriations from Congress are drawn from the Airport and Airport Trust Fund, which is funded by FY 2007 fees.

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PARTNER DEVELOPMENTS

The Partnership for Air Transportation and Noise Emissions Reduction (PARTNER) is an aviation cooperative research organization that encourages aviation advances to benefit the environment. NOISE helped initiate PARTNER and build it into the influential organization it has become today and currently chairs its advisory board, which meets on a regular basis to plan and prioritize future research projects.

Several new members have recently joined PARTNER including a new university member in the Georgia Institute of Technology. Georgia Tech's Aerospace Systems Design and Air Transportation laboratory is nationally-recognized for its expertise in development and application of advanced design methods for complex systems. Another development includes the addition of three new advisory board members. Several key industry officials have also joined the Advisory Board including the Aerospace Industries Association represented by Howard Aylesworth; Bay Area Air Quality Management District represented by Marland Townsend; and Harris Miller Miller and Hanson, represented by Nick Miller. Representative Townsend moved from his position with the San Francisco Community Roundtable, which will continue its advisory board membership with NOISE Executive Committee Member Dave Carbone as its representative.

TRANSPORTATION RESEARCH BOARD (TRB)

The Transportation Research Board's Oversight Committee has chosen 21 research projects for FY 2005-2006 with the majority focusing on air pollution and emissions regulations. One project in particular titled "Assessing the Impacts of Incompatible Land Uses Near Airports" stands out regarding aviation noise issues. Its objective is to develop a definition of incompatible use and produce a tool for state and local governments to use to assess incompatible land developments and their impact on airport expansion. The projects are selected each year to develop solutions for issues facing airport-related agencies.

The TRB is expected to announce its choices for FY 2007 Airport Cooperative Research Program by the end of August. The 21 projects selected will be funded through a \$10 million Congressional appropriation, which is an increase of \$1 million from FY2006 levels. The Transportation Appropriations bill (H.R. 5576) is expected to pass sometime later this year, which will determine the final amount for the ACRP.

The TRB, under the supervision of the National Research Council (NRC), serves as an independent advisor to the federal government on scientific and technical questions of national importance. Specifically, TRB's mission within the NRC is to promote innovation and progress in transportation through research. A primary objective of the Board is to develop solutions for issues facing airport-related agencies. NOISE has advocated numerous times for TRB because it seeks to make solutions to aviation noise problems.

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NOISE PARTICIPATES IN NEXT GENERATION AIR TRANSPORTATION SYSTEM

The Next Generation Air Transportation System (NGATS) was created by Congress in 2006 in the “Vision100 – Century of Aviation Reauthorization Act.” The Act aims to transform the nation’s air transportation system through an integrated, multi-agency program. One specific purpose of NGATS is to connect the governmental and private sector to focus on development and implementation of a new transportation system. NGATS operates through the Joint Planning and Development Office (JPDO), which consists of eight different product teams. These teams establish benchmarks for success and a structure by which the nation can implement changes that need to be made to advance the aviation industry. NOISE is a member of the policy panel for the Environmental Integrated Product Team (EIPT). EIPT specializes in environmental issues with both private and public sector experts to achieve that strategy’s mission and objectives.

CLEAN ENGINES, WINGS THAT FOLD: BOEING DREAMS OF FUTURISTIC JETS

According to a May 5 report in the *Seattle-Times* newspaper, Boeing has created small task groups to re-imagine the airplane in futuristic configurations. The product development teams have produced designs that sport wings, tails and engines in unexpected shapes and places. The research aims for low-cost and environmental-friendly planes that will be quieter, use less fuel and have fewer pollutants in the upper atmosphere. The low-cost team is studying the benefits of long, thin wings and new engine types while the environmental-friendly team (“Green Team”) has produced widely differing structures.

The newspaper reports that it is too early to know if the models will actually become reality, but Boeing is reportedly more concerned with finding out which of the potential technologies make sense to develop in the future. The teams are expected to recommend features from their designs that could be used on replacements for the 737 single-aisle jet as soon as 2012. Director of the two design teams and vice president of product development at Boeing, Dan Mooney, aims to have an ongoing investment in the longer term as well as investment in the short term. He said he wants Boeing to be ready for whatever the future holds.

DAYJET TO LAUNCH FLYING TAXIS TO SMALL CITIES IN THE SOUTHEAST

DayJet Corporation imagines customers will be interested in replacing cars with planes on short trips from 100-300 miles. The company plans to launch passenger service in late 2006 between states in the Southeast including Florida, Alabama, Georgia, Mississippi, North Carolina, South Carolina and Tennessee.

DayJet’s air taxi business model will use “microjets” to allow jet service to many regional and local airports. The company has ordered 239 Eclipse 500 twin-engine jets from Eclipse Aviation in Albuquerque, New Mexico, retailing for \$1.4 million each. Since each jet only has a maximum take-off weight of 5,920 pounds, they are exempt from the Stage 3 noise requirement, which affects commercial jets weighing over 75,000 pounds at take-off.

DayJet’s research shows that almost 40 million of the Southeast region’s 52 million yearly business trips of between 100 and 700 miles are by road. Therefore, the company will focus

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on flights of between 200 and 400 miles, where automobiles are its biggest competitor. The company plans to set flight times and destinations according to customers' schedules and expects to charge between \$1 and \$3 per mile for short trips. Some industry analysts are warning against businesses getting too caught up in the small jet service saying it will be very difficult to make a profit. Despite the warnings, the FAA estimates that 5,000 very-light jets will be flying by 2017.

CONGRESS MOVING TO REPEAL OF LOVE FIELD / WRIGHT AMENDMENT

The U.S. Congress is considering legislation that would repeal the Wright Amendment – enacted in 1980 to limit Southwest Airlines' flights out of its headquarters at Dallas Love Field to short-haul flights to a majority of southern states. Senator Kay Bailey Hutchinson (R-TX) recently proposed legislation (S. 3661) to enact a negotiated agreement between Southwest Airlines, American Airlines, the cities of Dallas-Fort Worth and the DFW International Airport.

The Wright Amendment prevents Southwest from conducting flight operations from Love Field for flights of over 1,500 miles. The provision was enacted in 1980 to resolve a dispute between Southwest and the cities of Dallas-Fort Worth over aviation noise issues. Area residents and communities are dissatisfied with the proposed legislation because it will likely increase the frequency of flights at the airport.

S. 3661 was passed by the Senate Commerce, Science, and Transportation Committee on July 19 and may soon be debated on the Senate floor. Sources indicate that the bill may be attached by amendment to the FY2007 Transportation Appropriations bill (H.R. 5576) expected to pass after the November elections. This move would force the provision to be considered during Conference Committee negotiations later this year to reconcile the House and Senate versions of the bill. However, some Members have pledged to fight Senator Hutchinson's plan to tack the provision as an amendment to the appropriations bill.

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