

Abstract of Presentation

Over recent years political pressure has increased, in many regions of the world, for tougher noise standards as the volume of air traffic continues to expand to meet demand. The concern is that the progress that has been made over the last 25 years in reducing airport noise will reverse if nothing further is done to control aircraft noise. This presentation summarizes the technical context within which the Fifth Meeting of the Committee on Aviation Environmental Protection (CAEP/5) deliberated strategies to reduce aircraft noise. Included in the presentation is a tutorial on acoustics and how aircraft noise is measured. The impact of aircraft noise is explored along with the methods used to assess exposure. Implications of the noise problem are summarized and techniques used to control noise are examined. The CAEP's new Model for Assessing Global Exposure to the Noise of Transport Aircraft (MAGENTA) is described. The presentation closes with an examination of the growth of aviation with the regional trends in the numbers of people exposed to significant levels of aircraft noise. Commercializing or privatizing a public facility must achieve more than merely satisfying ideologues. Certainly, the broad concept of "getting government out of commercial activities" has merit in many cases. But that alone is not enough, particularly for activities which are central to public and commercial well-being.

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Ben Sharp received his Ph.D. in Acoustics in 1965 from the University of Manchester, England. He joined the Wyle Laboratories Staff in 1968, and currently serves as Director of Wyle's Acoustic Group in Arlington, Virginia. He has provided consulting support to airports to mitigate noise from aircraft operations and ground operations. Since 1996 he has been responsible for managing the MAGENTA project conducted for the FAA and ICAO to develop a world airport noise exposure model for quantifying the benefits of aircraft noise stringency standards, operational procedures, and land-use planning.