

Abstract of Presentation

Significant reductions in aircraft noise have been achieved since the introduction of jet aircraft in the late 1950s and early 1960s. To meet the complex set of noise, emission and aircraft performance requirements, aircraft and engine manufacturers work together to try to provide the optimum airframe/engine combinations to satisfy a wide range of transportation requirements. Driven by the need to balance design and test margins with the for product growth, manufacturers have produced aircraft with noise levels significantly below the existing standards. Achievement of further significant improvements in noise technology will require an ongoing long-term commitment and clear vision of future needs. A number of research and technology efforts funded by industry and governments will be described. Under the auspices of CAEP Working Group 1, ICCAIA is organizing a workshop later this year to develop long-term goals for noise research beyond CAEP/5. Technology is important, but is only one part of the solution to community noise issues. A satisfactory solution will require a balanced approach including introduction of noise reduction technology, improved operational procedures and land-use planning.

Willard Dodds

Chairman of ICCAIA Noise and Emissions Control Committee

Willard Dodds is the senior staff engineer for emissions regulations and strategy at GE Aircraft Engines. He has 25 years experience in design and development of aircraft engine combustion systems, including several reduced-emission combustors. For the past several years, he has been the GE Aircraft Engines representative on industry committees that interact with the US EPA and FAA, as well as the International Civil Aviation Organization on engine emissions regulatory issues. Will is currently Chairman of the International Coordinating Council of Aerospace Industry Associations Committee on Noise and Emissions Control.