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FAA-02-12771-4

The Docket Management Systems
U S Department of Transportation
Room Plaza, 401,400 Seventh Street, SW
Washington, DC 205-0001

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DEPT. OF TRANSPORTATION
DOCKETS

02 AUG 13 PH 3:42

RE: Docket number FAA-2002-12771; Amendment No. 91-2761 RIN 2120-AH41 (Transition to an all Stage 3 Fleet operation in the 48 contiguous United States and the District of Columbia.)

As a Private pilot with Mult-engine, Commercial and Instrument rating and the owner of several lite Twin Aircraft over many years the above Amendment No. 91-2761 should include all aircraft, regardless of weight and that further "NOISE ABATEMENT" must become mandatory for all pilots with a system of fines and penalties to be adopted, ASAP, for violators Why should a pilot that is granted permission, by the FAA, to transit the air space over our homes, schools and hospitals, not have to be held accountable for his/her actions regarding the environment,?" Further to this issues, why has the FAA not addressed placing mufflers on all commercial general aviation piston aircraft?

By excluding aircraft under 75,000 pounds your have done nothing for 99% of the Airports in the US!

This is the year 2002 and the MUFFLER was invented 100 years ago, lets get them on all Commercial piston engine fixed wing and rotary aircraft !

As and Example of one of the 99%, here in W. Yarmouth Massachusetts, Barnstable County Airport is far, far more of a environmental problem than it was 25 years ago, as the 402 Cessna has become the cheapest thing to fly commercially, under Part 135 and thus, escapes all sensible FAA regulation regarding the environment and performance! Over 600HP straight exhausts, which will wake the dead.

Please change the regulation to say, " ALL COMMERICAL AIRCRAFT, BOTH FIXED WING AND ROTARY SHALL COMPLY WITH STAGE 3 SOUND REGULATIONS IMMEDIATELY".

AS a qualified observer, in this area, Commercial traffic account for 50% of the movements and **99% of the short cuts that result in destroying the ENVIRONMENT for those on the ground. THE PROFIT MOTIVE FAR OUT WEIGHS THE SENSE OF RESPONSIBILITY.** Why is the FAA so lenient on that small % of (PROFESSIONAL?) Pilots that do not care about the environment. Let's at least make Noise abatement mandatory for all aircraft that are flow commercially and have a system of enforcement and fines for that small group of CORPORATE GREED directed pilots that give a **black eye** to our whole industry!

Thank you
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Frederick Taubert

Noise Levels of a Cessna 402
as measured by a Larson-Davis Model 820
on October 23, 1995

	Climb	Cruise	Holding
500	71.8	68.5	65.6
1000	64.4	62.5	58.3
1500	60.3	57.3	53.0
2000	57.5	55.0	50.0
2500	55.9	53.3	50.0