

270608

Feb. 11, 2004

DEPT OF TRANSPORTATION
DOCKETS
04 FEB 23 PM 3:13

TO: Docket Management System
US Department of Transportation
Room Plaza 401
400 Seventh St.
Washington, DC 20590-0001

FROM: PAUL ABASCAL
35 THORNTON AVE
VENICE CAL 90291

RE: **FAA Docket Number FAA-2003-16526 - 25**
Stage IV Aircraft Noise Standards

As a resident who lives in close proximity to a general aviation airport, I am angered by the FAA proposed Stage IV Standards. This proposal has several very blatant flaws in it:

- These New Standards will not apply to aircraft under 75,000lbs. Although our local airport is considered "non-commercial," it has seen a shocking increase of business jet traffic. The Noise and Emissions of these "sub" 75,000lbs aircraft have an immense impact on our community. Our General Aviation Airport and many others across the country no longer just serve recreational prop aircraft but a growing fleet of business aviation aircraft that continue to be unregulated.
- Proposed Stage IV Standards do not include a phase out of older aircraft. I know that European representatives to the International Civil Aviation Organization (ICAO) Conference where these proposed standards were formulated pushed for older aircraft (Stage III) phase out, but the United States lobbied and won for no phase out. All other upgraded standards in the past always included a phase out of previous stage aircraft.
- European representatives to ICAO also wanted a stricter 14 decibel noise reduction in newer aircraft. Again, the U.S. lobbied for a lesser 10db reduction that most currently manufactured aircraft can already meet.

Posting and soliciting public comment on these proposed Standards is a farce. These Standards have already been set and agreed upon in international treaty by the members of ICAO including the United States. In other words, there is no intention of making any changes no matter what the tone of the public comment you receive.

Public Comment should be solicited BEFORE the FAA goes to ICAO to represent what they think is in the best interest of the United States. When ICAO meets to set future Stage V Standards, the US delegation must really represent the needs of its citizens including collecting public comment PRIOR to the Conference, stricter Noise Standards for ALL aircraft including those under 75,000lbs, and a phase out of noisier older Aircraft.

Additional Comments The noise problem is out of control
AND I hope you finally put a stop to it.
It has been ignored long enough!

Feb. 11, 2004

DEPT. OF TRANSPORTATION
DOCKETS

CC: Hon. DON YOUNG
Hon. JAMES OHENSTEN
Hon. JOHN MICHA
Hon. PETER DEFAZCO

04 FEB 23 PM 3:09

TO: Docket Management System
US Department of Transportation
Room Plaza 401
400 Seventh St.
Washington, DC 20590-0001

FROM: KEN LU
1317 ASHLAND AVE
SANTA MONICA, CA 90405
310/599-2990

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Additional Comments _____

CURRENT FLIGHT RULES REGARDING TIMES OF OPERATION
AND OVERCROBT DIRECTIONS (LANES) ARE BEING
VIOLATED. PLEASE PRESERVE OUR NEIGHBORHOOD!