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Docket Management System
US Department of Transportation
Room Plaza 401
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Washington, DC 20590-0001

From: Mark L. Crosby
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RE: FAA Docket Number FAA-2003-16526- 28
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:~~

- These New Standards will not apply to aircraft under 75,000 pounds. 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" 75,000 pounds 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 also a growing fleet of commercial, 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 10 decibel reduction that most currently manufactured aircraft can already meet. (That does nothing to help my community with the very loud jets that use our GA airport and roar overhead all day long).

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. This shows blatant disregard for the citizens who live in the areas around the GA Airports.

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 U.S. 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 75,000 pounds, and a phase out of noisier older Aircraft.

I'd like to add that I have been living directly under the flight path of a General Aviation airport (Santa Monica, California) for over 14 years. Over those years the amount and type of air traffic (jet) has increased significantly. Fourteen years ago the primary traffic was pleasure or recreational aircraft. Today there are many commercial jet aircraft that fly in and out and they vastly outnumber the recreational aircraft flights. And too, the noise level of the aircraft has gone up quite a bit. Every day there are jets that go overhead that deafen any conversation; cause babies to start crying; jar my teeth and nerves and shake the windows with the roar of the jets. To some commercial aircraft businesses' credit, there are a very few jets that are actually whisper quiet and go overhead with the gentlest of sound. These are obviously noise-quieted aircraft quite unlike the majority of jets that fly in and out. The rest are unfortunately much too loud for the residential area they fly through. They all should be whisper quiet in my opinion so that residents to not have to suffer the nerve-jarring experience all day long every day of the week.

I think the time has come to start considering the residents of the surrounding communities instead of considering the commercial aircraft business lobbies. Residents want quieter aircraft, curfew hours that are tighter rather than broader, extra safety in terms of appropriate aircraft using fixed length runways and permitting a consistent hearing of residents' concerns and objections during any proposed changes in standards.

So far, in 14 years, things have only gotten worse for my community – not better. Will you change your policies to listen to the residents? Will you make it possible that quiet jets will replace the noisy old ones?

Thank you.

A handwritten signature in black ink, appearing to read "Mark of Lewis". The signature is written in a cursive, flowing style with a long horizontal stroke extending to the right.