
From: [REDACTED] <[REDACTED]>
Sent: Monday, March 5, 2012 1:34 PM
To: [REDACTED]; 'Je vacation'
Cc: [REDACTED]
Subject: RE: GII noise issues

Stage II =ets To Be Phased Out

By Norwood A =cDaniel

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Legislation signed =nto law in 2012 not only authorized funding for operation of the =ederal Aviation Administration but also enacted a provision to phase =ut older Stage II jets. The phase out of these aircraft will benefit =as Vegas local residence at satellite airports surrounding McCarran =irport.

Stage II Jet is a =eneric name for aircraft that have older jet engines at the time were =tate of the art in design. They had less efficient engines with raw =ower that provided enough thrust to carry airline and business jets =nto the air during takeoff.

The =odernization and Reform Act of 2012 prohibits, ending December 31, =015, the use of jets that were exempted from the Airport Noise and =apacity Act (ANCA) of 1990. They are jets that weigh 75,000 pounds or =ess and do not comply with quieter Stage 3 noise levels. The exemption, =f passed then, would have limited aircraft noise to 65 =B.

Congress and the FAA, when =onsidering The Airport Noise and Capacity Act (ANCA) of 1990, weighed =he right of communities to peace and quiet and the right of commerce to =ngage in free market enterprise, against the cost that must be paid to =rotect that right or to accord the other the courtesy to that =ight.

The National Business =ircraft Association (NBAA) is an advocate of aircraft having the right =o fly into and out of public airports utilizing safe and proven =perating techniques. The objectives of the NBAA program, since 1967, =ave withstood the test of time and have been effective in reducing =oise exposure for citizens on the ground. Congress determined that =hirteen percent (13%) of U.S. citizens are affected by airport =oise.

A benefit of owning a =tage 2 aircraft is the initial cost to purchase. This type of aircraft =aybe purchased for as little as \$300,000 to \$2,000,000. Owners, when =onsidering a purchase of stage II aircraft, weigh reduced cost of =nvestment against cost of operation. Many times it is best to purchase =n older aircraft.

Government regulations tend to discourage the use of older aircraft. The FAA's aging aircraft regulation is one example of directing business commerce and satisfying the public concern of noise. Not that these aircraft are unsafe. Older aircraft must comply with time honored FAA aircraft inspections. Decline in use of these aircraft have been driven by EU countries, the FAA and implementation of noise regulations.

A Coalition of airport managers around the country has championed an effort to eliminate the exemption since 2004. Noise sensitive airports known to pilots are; Santa Monica, Teterboro, Carlsbad, John Wayne just to name a few noise sensitive airports. Bob Bogan, deputy executive director at Morristown Municipal Airport, a founding member of Sound Initiative has spearheaded the push to eliminate stage II aircraft: A Coalition for Quieter Skies. Morristown New Jersey is known as a business jet airport in the New York metropolitan region.

The new law gives operators of what FAA registration records indicate are more than 850 Stage 2 aircraft until the end of 2015 to modify their aircraft to meet new standards or discontinue their use in U.S. airspace over the contiguous 48 states.

Many Stage II aircraft have been modified to comply with local noise concerns and have attempted to meet Stage III compliance. Sadly most efforts have come up short which is why the 2015 law has been passed.

Pilots at local Leas airports desire to be good neighbors when flying business aircraft. Pilots understand residence desire to have quiet neighbors and the local airport is part of the quiet flying neighbor policy pilots have adopted. Pilots are trained to remain safe at all times and monitor local ordinance restrictions when flying near airports.

In order to satisfy noise restrictions pilots are able to implement a modified take off and approach aircraft configuration to comply with noise restrictions. During takeoff, with restrictions, aircraft pilots may select a reduce power and flap configuration to minimize takeoff decibel noise. When landing, the aircraft landing flap configuration may be delayed and the aircraft landing weight may be reduced in order to minimize decibel levels. This procedure is recommended but safety and aircraft performance are the utmost concern.

Either way passenger safety and noise is the by-product.

Norwood McDaniel has traveled to most continents and countries. He manages business aircraft for a variety of clients at his company at <http://www.airglobal1.com>. You can contact him at managedaircraft@airglobal1.com to learn about professional aircraft management

Best regards,

[REDACTED]

[REDACTED]

[REDACTED]

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[REDACTED]
[REDACTED]
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-----Original Message-----

From: [REDACTED] =mailto:[REDACTED]
Sent: Monday, March 05, 2012 8:32 AM
To: =e vacation
Cc: [REDACTED]; [REDACTED]
Subject: GII noise issues

Jeffrey,

I'm traveling to Boeing now, [REDACTED] / Sean can you find backup info to this?

Article regarding cease of ops for GII stage II in late Jan. 2016,.

May make a point that GIV will increase in value in next few years when closer to stage II ban.

Noisier jets to be phased out in Aspen, across U.S.

Janet Urquhart

The Aspen Times

Aspen CO Colorado

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ENLARGE

The Aspen-Pitkin County Airport is crowded with private jets on New Year's Day. Use of older, noiser jets has been on the decline at the airport, but a new law will force them out of operation by 2016.

Janet Urquhart - The Aspen Times

ASPEN — Legislation signed into law last week not only authorized funding for operation of the Federal Aviation Administration but also enacted a provision to phase out older, noisy private jets — something airport officials in Aspen and elsewhere have long advocated.

The Modernization and Reform Act of 2012 prohibits, starting in 2016, the use of jets that were exempted from a law Congress passed more than 20 years ago. They are jets that weigh 75,000 pounds or less and do not comply with quieter Stage 3 noise levels.

A coalition of airport managers around the country, including Aspen's, have championed an effort to eliminate the exemption since 2004. The airports include some of the nation's busiest for corporate jet traffic.

Noisy, stage 2 commercial jets have been banned nationwide since 1990, but older-model jets that weigh 75,000 pounds or less fly in and out of the local airport as part of its general aviation traffic, according to Jim Iwood, aviation director at the Aspen-Pitkin County airport.

"Stage 2 are really the aircraft that, if you're outdoors, they're the ones that make you pause your conversation," he said.

They're typically the offenders in the local airport's Fly Quiet program, which tracks aircraft noise and recognizes quiet operators while calling out the noisy ones.

"They are the airplanes that are perennially on the noisy list," Elwood said of the Stage 2 planes.

Those jets, however, are seen — and heard — less and less frequently. They are more costly to maintain and less efficient than newer jets and are increasingly being phased out of use by their owners, according to Elwood.

"The number of those aircraft operations at the airport have been in decline for the past five or six years anyway," he said.

The push to prohibit them was spearheaded by Bob Bogan, deputy executive director at Morristown Municipal Airport, a founding member of Sound Initiative: A Coalition for Quieter Skies. Morristown is among the New York metropolitan region's busiest corporate airports. Aspen is also a member of the coalition.

Though use of Stage 2 private aircraft is declining, the jets still account for a high percentage of noise complaints at some airports, Bogan said in a prepared statement.

The new law gives operators of what FAA registration records indicate are more than 850 Stage 2 aircraft until the end of 2015 to modify their aircraft to meet new standards or discontinue their use in U.S. airspace over the contiguous 48 states.

The new law will not, however, address a propeller-driven airplane that is seeing increased use in and out of Aspen, and that has generated noise complaints.

A handful of neighbors in the airport's flight path met with airport officials last fall to discuss the Piaggio P180 Avanti, an aircraft that has gained favor for its fuel efficiency but has generated noise complaints. The plane is actually quieter, in terms of decibels, than some jets, but some area residents say the pitch of its engine noise is irritating.

Elwood said Monday that calls to his office about the Piaggio have dropped off since the meeting in September.

At that time, neighbors were told pilots of the aircraft would reduce the engine's power on approach during clear weather in an effort to address the issue. In addition, a new propeller design that reduces the aircraft's noise was in the testing stage, residents were told.

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