



The Honorable Frank A. LoBiondo  
United States House of Representatives  
2427 Rayburn House Office Building  
Washington, D.C. 20515-3002  
4/5/2007

Dear Congressman LoBiondo:

I'm writing on behalf of the New Jersey Aviation Association and our members who are also members of "Sound Initiative: A Coalition for Quieter Skies", requesting your support in a matter of great importance to the citizens of our State, as well as people living near airports nationally.

We have been attempting, for over two years to gain Congressional support for legislation that will phase-out Stage 1 and 2 aircraft weighing 75,000 pounds or less, that were exempt from the Airport Noise and Capacity Act of 1990 (ANCA). If we are successful, the quality of life for people living near Teterboro, Morristown and Trenton-Mercer Airports will improve significantly.

The original exemption protected the large number of the nation's corporate and personal-use fleet of aircraft and focused predominantly on the aircraft used by the commercial carriers. It provided a measure of relief from noise to people living and working near larger commercial airports, but ignored those who live near busy general aviation and commercial airports serving the corporate community. We continue to face the disruptions caused by older, noisier and less efficient aircraft.

Today, nearly 17 years after ANCA became law, the number of Stage 2 aircraft is only about 13 percent, a small percentage of the entire fleet—an estimated 1,330 registered aircraft. However, they account for an inordinate number of noise complaints at airports located in more densely populated areas of the country—50 to 80 percent of the complaints at some locations. "Sound Initiative: A Coalition for Quieter Skies" was formed by a number of airport managers, with the support of local governments and communities in an effort to encourage Congress to either phase-out these older, less efficient, noisy aircraft or require them to be upgraded to meet Stage 3 standards.

On March 28, "Sound Initiative" testified before the House Aviation Subcommittee, during its deliberation of the Federal Aviation Administration Reauthorization bill. A request was made to Chairman Costello and Ranking Member Petri to include the three

year phase-out in that legislation just as ANCA of 1990 included the initial steps to phase-out heavier aircraft.

In addition, in the closing days of the 109<sup>th</sup> Congress, Senator Frank Lautenberg (D-NJ) introduced the Aircraft Noise Reduction Act of 2006 that would accomplish our goal to provide relief to many of our citizens without spending federal funds to conduct noise studies or sound insulation programs. Senator Lautenberg has agreed to reintroduce his legislation, if he can gain bi-partisan support with Republican co-sponsorship.

While we are closer than ever to providing relief to people living near our important airports, but it will take a step at the national level to bring relief to airports everywhere.

I appreciate your attention to this request and I hope we can count on your support for this important initiative.

Please do not hesitate to contact me to discuss this further.

Sincerely,



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