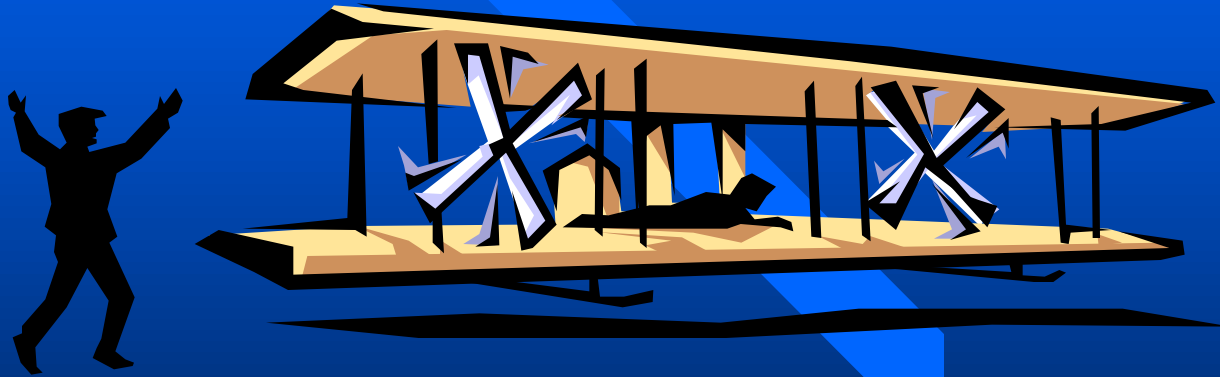


DREAMS OF FLIGHT

**“Phasing Out Stage 2 Aircraft weighing less than
75,000 Pounds: The Conundrum of Finding Equity
within Inequity”**



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DREAMS OF FLIGHT

- Should Stage 2 aircraft be phased out at GA airports?
- Why were Stage 2 aircraft weighing less than 75K left out in 2000?
- Do Stage 2 aircraft make more noise?
- Will a phase-out of Stage 2 aircraft do economic harm?



DREAMS OF FLIGHT

- Why did the FAA not phase out Stage 2 aircraft weighing less than 75K? In 2000?
- FAA & Congress sought equity or balance by applying distributive justice...
- Distributive justice weighs the benefits and burdens of stakeholders...



DREAMS OF FLIGHT

- With the adoption of ANCA and the 65DNL, the stage was set for the fact that 13% of the population might be highly annoyed...
- It was accepted as fact that operators of aircraft >75K could afford a phase-out by 2000 but operators of aircraft <75K could not afford a phase-out...



DREAMS OF FLIGHT

- To arrive at equity, a weight-based standard was created by providing GA airports with immunity from equal access laws if airport-specific weight limits were set...
- At the time, most business aircraft did not weigh more than 75K...
- No one then expected GA aircraft to exceed 100k, or be quieter...



DREAMS OF FLIGHT

- The Stage 2 phase-out of aircraft >75K met with success by reducing noise footprints prior to 2000...
- Since 2000, “Re-certified” aircraft, however, account for 60% of noise complaints even though they account for 25% of all traffic...
- Among GA aircraft, 88% already meet *clean* Stage 3 standards...



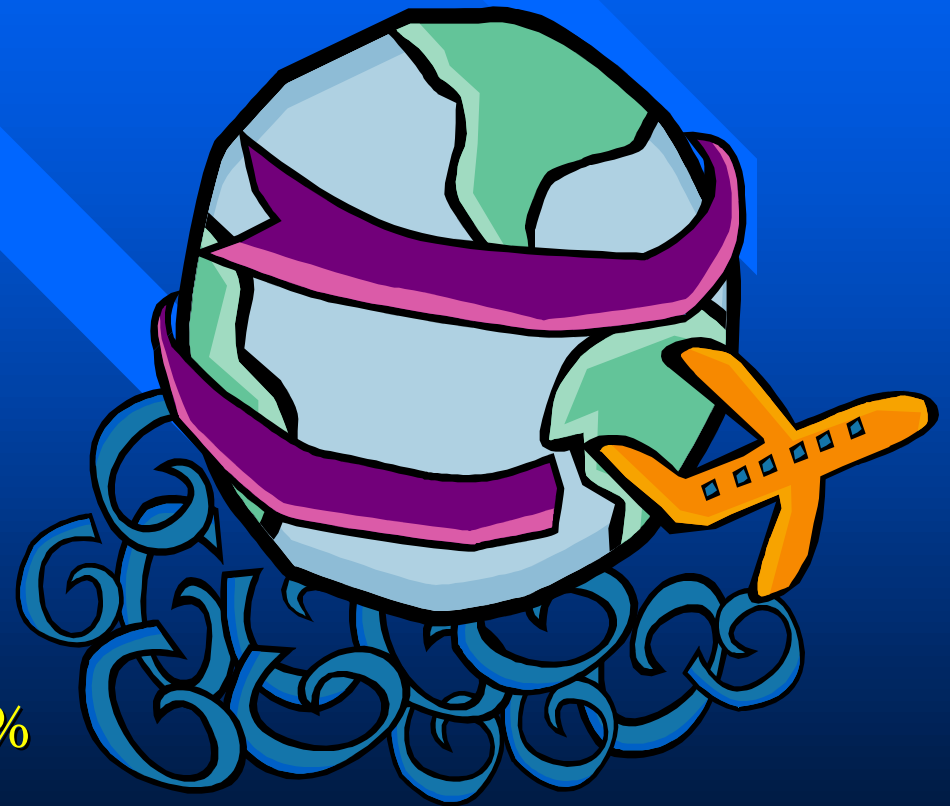
DREAMS OF FLIGHT

- Overall noise mitigation efforts have been a success...
- Since 1975, the number of people inside the 65 DNL has been reduced from 7M to 400K in 2000...
- The benefits are seen principally at the 651 air carrier airports, but what about the 5,317 GA airports?
- Many successful GA airports are located near major metro areas...



DREAMS OF FLIGHT

- Are the same dynamics still in place with respect to GA as was the case when the 75K+ phase out was adopted?
- What are the costs to GA and what are the costs to society, and ...
- Is the economic cost to GA proportionately related to society when 80% of noise complaints are caused by 12% of traffic?



DREAMS OF FLIGHT

- A Stage 2 Lear 24 uses 63% more fuel than a Stage 3 Lear 31A...
- The cost to operate a Stage 3 Lear 31A compared to a Stage 2 Lear 24 is equal when measured over a 500 hours, including the cost of money...
- Thus impact to small jets is virtually nil...
- Impact on large jets is still very significant...



DREAMS OF FLIGHT

- Economies of scale are no longer a factor when 88% of the fleet meets Stage 3 standards
- Engine by-pass problems have been resolved
- Many Stage 2 aircraft will reach the end of their life cycle in the next decade as maintenance & overhaul costs equate to the aircraft's value



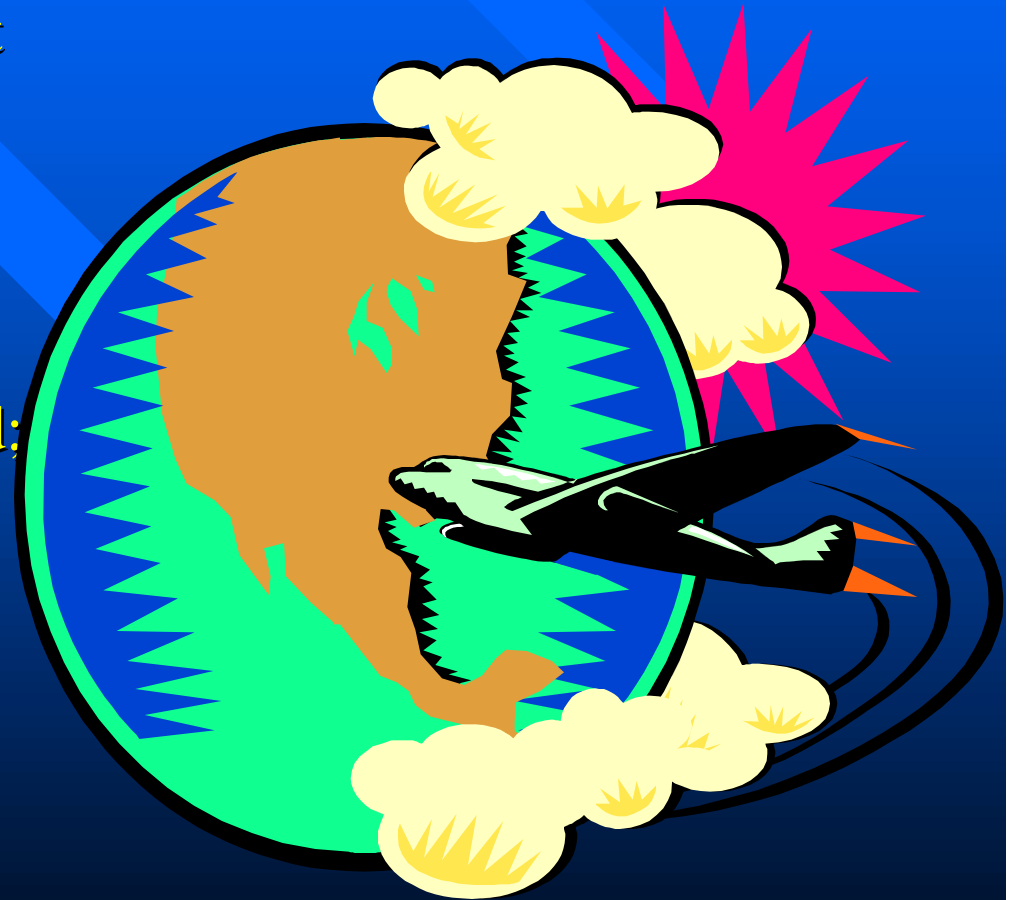
DREAMS OF FLIGHT

- Aircraft make noise, not airports and being an apologist for aircraft operators is increasingly more difficult
- Airports may be at risk when citizens do not see progress in noise reduction
- The failure to address the most egregious of noise concerns may be as detrimental to airports as incompatible development!



DREAMS OF FLIGHT

- It is not reasonable to treat citizens near GA airports differently than those living near air-carrier airports...
- Airports must be protected: Land use control must be improved; and, Buyers beware...
- Without controls even Stage 5 is not going provide relief...



DREAMS OF FLIGHT

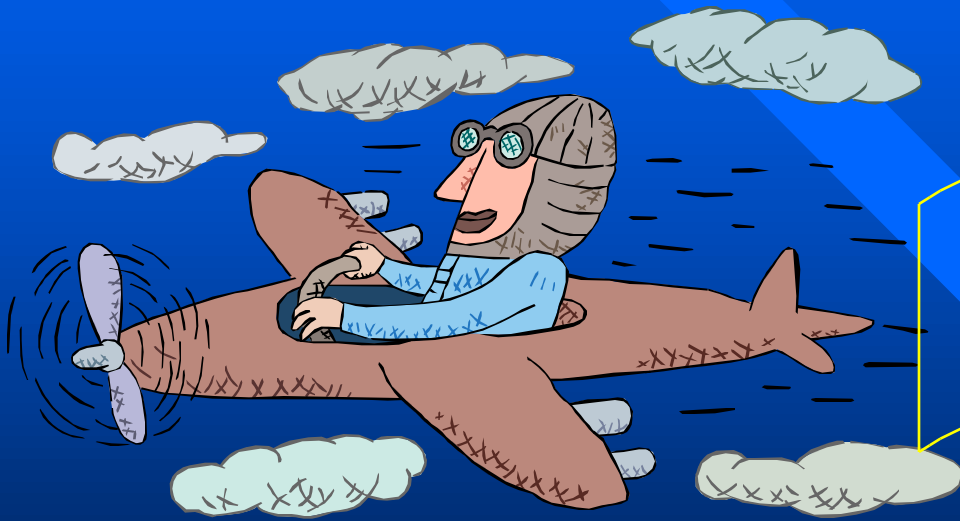
- *Equity*: seeking to balance competing interests
- There will always be inequity when seeking gain at distinct ends of the social and economic spectrum
- The best we can do is to seek *equity within inequity*...



DREAMS OF FLIGHT

- *Equity within Inequity* is finding relative balance between competing interests...
- Noise should no longer be treated as if it is different from one class of aircraft to the next; from one class of airports to the next; or from class of people to the next...
- The long-term viability of aviation depends on stakeholder participation and sustainability...





Thank You!