



**NATIONAL
BUSINESS AVIATION
ASSOCIATION, INC.**

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July 22, 2002

Todd Cleary
Chairman, Airport Commission
Santa Monica Airport
3223 Donald Douglas Loop South
Santa Monica, CA 90405

Re: Proposed Enforcement of B-II Aircraft Conformance Program

Dear Chairman Cleary:

The National Business Aviation Association, Inc. (NBAA)¹ has just learned that tonight the Commission will consider recommending to the City Council that all aircraft exceeding the FAA's "B-II" design criterion be banned from operating at the Airport. NBAA strongly opposes such a recommendation, which would be both unwise and unlawful.

NBAA objects to the lack of notice in this process. This issue first came up in a staff memorandum dated May 20, 2002. In that memorandum, the staff urged "that the Airport Commission thoughtfully consider" the issue before making a recommendation to the City Council. If there has been such consideration, it has not been in a public forum.

As for the substance, the proposed ban on the operation of Stage 2 and Stage 3 aircraft would violate the Airport Noise and Capacity Act, 49 U.S.C. §§ 47521 et seq. and 14 C.F.R. Part 161. Moreover, it also would violate the terms of the 1984 Settlement Agreement, terms that "shall not be altered without the mutual consent of the parties." *Id.* § 7.

Although the staff memorandum dances around the subject, it is clear that the operation of larger aircraft at the airport does not raise a safety issue -- and has not raised a safety issue for the more than a decade that such aircraft have been operated to and from the Airport. Since all aircraft are required to meet the 95 dB SENEL standard, the operation of such aircraft does not raise a noise

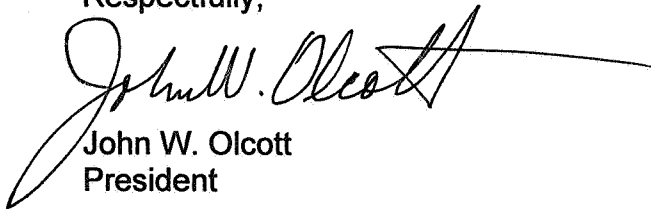
¹ NBAA represents approximately 7,200 member companies which own and operate approximately 9,300 general aviation aircraft to facilitate the conduct of their businesses or which are otherwise involved with business aviation. NBAA members comprise a substantial segment of the general aviation community. NBAA acts as a spokesperson for business aviation before government agencies and the U.S. Congress.

issue. The proposed action is no more than an attempt to ban larger aircraft, and probably all jets, from the Airport, more on grounds of perception than reality.

Santa Monica is an important airport for our members, and an important part of our national air transportation system. We all have to work together to assure that access to the system is not unreasonably curtailed. At the same time, the users of an airport have to be good neighbors. NBAA has taken a lead role in both preserving access and creating an aviation community that is a good neighbor. We want to continue to do so at Santa Monica, but proposals such as the one before you tonight are contrary to that spirit.

We urge you and the other members of the Commission to reject the staff recommendation.

Respectfully,

A handwritten signature in black ink, appearing to read "John W. Olcott", with a long horizontal flourish extending to the right.

John W. Olcott
President