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Docket Management System
U.S. Department of Transportation
Room Plaza 401
400 Seventh Street, S.W.
Washington, DC 20590-0001

DEPT OF TRANSPORTATION
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Re: Document FAA-2002-12504-1

Dear Sir or Madam,

I write to you to fully support the proposed ruling requiring the installation of reinforced cockpit doors on passenger carrying and cargo aircraft operated by foreign carriers.

In light of the September 11 tragedies, it is an absolute necessity to improve the design, operational, and procedural security of the flight deck on foreign carriers. I travel internationally and I feel that this ruling would provide some much needed travel comfort after all of the security problems that this country has encountered since 9/11. The United States has been trying to prevent such horrific attacks from occurring again and this proposal surely would help. I am glad that the ruling already requires domestic carriers to install the new cockpit doors.

After reading some of the posted comments on your website, I have found that some organizations and Airlines are requesting an extension to the April 2003 deadline for the redesigning of the aircrafts affected by this ruling. I understand that there are some "financial hardships, out-of-service time, and resource" issues that the carriers affected will encounter but can you really put a price tag and clock on the value of life? I commend Canadian Operators and Qantas Airways Limited for their dedication to being fully compliant to the ruling by April 9, 2003. This is an example that all of those requesting extensions should follow.

I feel that April 9, 2003 provides more than sufficient time for foreign carriers to redesign their cockpits. If the deadline is extended to November, I can bet that there will be some organizations or carriers around this time next year seeking an extension to the extension. It is human nature for some to procrastinate.

What "financial hardship" is this ruling really going to cause to those multi-million dollar monopolistic companies that run the aircraft industry. What will be more costly for those carriers, preventing or living another 9/11?

As far as "out-of-service time" is concerned, the opportunity cost of having some AOG to improve the flight deck is priceless considering the amount of lives it could save.

I also understand that there are some issues with Boeing not being able to provide the kits for the ruling on time for some of the carriers. This is an issue of Federal and International welfare and should be enforced as such. The United States government should literally enforce this ruling on Boeing as they are on the carriers to meet the deadline.

After doing some research and reading the proposal, I have found that this proposal will have some really positive effects on the future of international travel. Since 9/11, the travel industry has suffered many losses, especially the airlines. Today, the airlines are still suffering and they are once again using "price wars" in order to survive these tough economic times. Traveler's confidence has increased since the installation of reinforced cockpit doors on domestic carriers. This proposal will also increase the confidence of international travelers. The security at airports nationwide has improved and now it is time to improve the safety aboard the planes. This proposal will make everyone traveling foreign carriers feel safer.

Along with my commentary, please find attached a few other commentaries written by business professionals from Miami. As a student of the Knight Ridder Center for Excellence in Management within Florida International University's College of Business Administration, I am advocating this proposal throughout my community and colleagues. I hope that all foreign carriers fully comply with the requirements of the ruling within the time allotted so that everyone can once again feel safe in the air.

Sincerely Yours,



Carlos J. Pinedo