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DEPT. OF TRANSPORTATION
DOCKET SECTION

98OCT 19 AM 10: 03

Date: 9/25/98 4:37 PM
Sender: cherylstepheneide@email.msn.com
To: 9-NPRM-CMTS
Priority: Normal
Subject: U.S. DOT DOCKET, DOCKETS NUMBER FAA-98-4390 Notice No. 98-1

Dear Sir,

Please add my favorable reply to this proposed change in the rules. I believe that it has taken far to long to come this very short way. As a former U.S. Army Helicopter pilot, Illinois National Guard Helicopter pilot and presently Chief Helicopter Pilot for Sears, Roebuck and Company , I have had the opportunity to fly both sets of rules within my 30 years of flying. In this light I firmly believe that both of these changes would first, not compromise safe flight operations, and secondly , encourage the helicopter community to file IFR Flight plans more frequently. I believe the safety record of the military speaks for itself. It has long been recognized by civilian operators that with their reduced fuel and speed the feasibility of IFR operations was impaired. Therefore the requirement for low cost IFR capable helicopters packages has not been a burning issue with manufactures. This cycle has perpetuated itself until major corporations flying heavy iron wanted the same for their helicopter fleet, then slowly the trend changed. All to slowly EMS climbed on board, but more of a escape option rather than a standard.

The next step should be precision GPS approaches coupled to a SAR enhanced autopilot for point in space approaches for heliports. Lets hope it will not take 17 years to approve.

Sincerely.

Stephen E. Eide
Chief Helicopter Pilot
Sears, Roebuck and Company

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