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Paul Portman  
3534 Smithfield st. # 1005  
Jacksonville, FL 322 17

DEPT. OF TRANSPORTATION  
DOCKETS  
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U.S. Department of Transportation Dockets  
Docket No. FAA- 1998-4758-s  
400 Seventh Street SW Room Plaza 401  
Washington, D.C. 20590  
Re: Docket No. FAA-1998-4758: Notice No. 98- 17 RJN 2 120-AG 13

April 7, 1999

Dear Administrator:

Following careful consideration of this proposal, I feel that this proposal will be beneficial to all of those who choose travel arrangements on a foreign carrier to or from United States airports. Uniformity of security measures of all carriers would eliminate the need for a traveler to take into consideration the security measures incorporated by an individual carrier. This is typically a consideration which is of little importance to the domestic traveler. A uniform method of security for all domestic carriers ensures that when a passenger boards an aircraft in the United States, the level of safety will be similar, regardless of the carrier one chooses.

In other countries, general law enforcement and security procedures are not as sophisticated and advanced as those in the United States. This could affect the security of U.S. citizens if there were not a way to screen out passengers and other items which could pose a risk to those who fly on a foreign carrier. As we have seen in the past, a majority of terrorist threats to aircraft have come from foreign regions. The middle east is a good example of this. Not only is this a region which terrorist groups reside or represent, but a region where previous breaches of security have led to catastrophic events such as bombings, hijackings, and murders. If the governments of these countries can't or won't do anything to put a stop to this, the responsibility then lies with the air carrier to ensure that these problems do not expand to other parts of the world via the carrier.

By amending section 129.25 of the Federal Aviation Regulations, a clear set of uniform standards of security would be achieved. Also, provisions of the Anti-terrorism and Effective Death Penalty Act of 1996 would be implemented in a way to increase overall security. As we know, many parts of the world experience events which threaten the overall safety of carriers operating to and from these destinations. This amendment ensures the Administrator's ability to amend these measures to compensate for any increased risks. As stated in the preamble, additional security measures incorporated are acceptable as long as standard measures are equal to that of domestic carriers.

In closing, I feel that this amendment to 129.25 will prevent the current veil of security from stopping at our borders. Thank you for your consideration in this matter.

Sincerely,



Paul Portman  
Student, Florida Community College