

U.S. Dept. of Transportation
(DOT) Dockets
Docket No. FAA-99-5483 - 31
400 Seventh Street SW.
Room Plaza 401
Washington, DC 20590

ORIGINAL

59150

DEPT. OF TRANSPORTATION
DOCKET SECTION

99 JUL 12 AM 11:25

Dear Sirs/Madam,

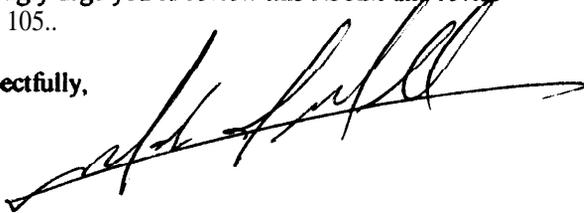
I am sending this letter to comment on the NPRM for FAR 105. The opportunity for positive change to be implemented in the **FARs** for skydiving has finally arrived. Considering the **difficulty** of revising any FAR, a simple misused word or phrase can mean complications for years to come. It is important that the FAA follow the guidance of the industry's self-governing body, the United States Parachute Association, when considering this revision.

USPA has recently submitted to the FAA, a comprehensive analysis and commentary to the current **NPRM**. As a skydiving enthusiast, I highly recommend that the language and suggestions **from USPA**, be incorporated into the NPRM as closely as possible, prior to **finalizing** the new FAR 105.

Only by following the advice of true industry experts, can the FAA expect to accomplish a reasonable and meaningful revision to FAR 105. Adopting the NPRM without the benefit of **USPA's** suggested revisions, will be a detriment to **safety** and could in some cases, endanger the public. As a side benefit, these suggested revisions will address many 'gray' areas that exist in the present and in the proposed FAR.

I strongly urge you to review this NPRM and revise it with USPA's suggestions prior to implementation as FAR 105.

Respectfully,



Mark Moll
4637 Highmill Ave
Massillon OH 44647

U.S. Dept. of Transportation
(DOT) Dockets
Docket No. FAA-99-5483
400 Seventh Street SW.
Room Plaza 401
Washington, DC 20590

DEPT. OF TRANSPORTATION
DOCKET SECTION

99 JUL 12 AM 11:25

Dear sirs/Madam,

I am sending this letter to comment on the **NPRM** for FAR 105. The opportunity for positive change to be implemented in the **FARs** for skydiving has finally arrived. Considering the **difficulty** of revising any FAR a simple misused word or phrase can mean complications for years to come. **It** is important that the FAA follow the guidance of the industry's self-governing body, the United States Parachute Association, when considering this revision.

USPA has recently submitted to the FAA a comprehensive analysis and commentary to the current **NPRM**. As a skydiving enthusiast, **I** highly recommend that the language and suggestions from **USPA**, be incorporated into the **NPRM** as closely as possible, prior to finalizing the new FAR 105

Only by following the advice of true industry experts, can the FAA expect to accomplish a reasonable and meaningful revision to FAR 105. Adopting the NPRM without the benefit of **USPA's** suggested revisions, will be a detriment to safety and could in some cases, endanger the public. As a side benefit, these suggested revisions will address many 'gray' areas that exist in the present and in the proposed FAR.

I strongly urge you to review this NPRM and revise it with **USPA's** suggestions prior to implementation as FAR 105.

Respectfully,



670 Mull ave apt 2D
Akron, OH 44313

U.S. Dept. of Transportation
(DOT) Dockets
Docket No. FAA-99-5483
400 Seventh Street SW.
Room Plaza 401
Washington, DC 20590

DEPT. OF TRANSPORTATION
DOCKET SECTION

99 JUL 12 AM 11:25

Dear **Sirs/Madam**,

I am sending this letter to comment on the NPRM for FAR **105**. The opportunity for positive change to be implemented in the **FARs** for skydiving has **finally** arrived. Considering the **difficulty** of revising any FAR, a simple misused word or phrase can mean complications for years to come. It is important that the FAA follow the guidance of the industry's self-governing body, the United States Parachute Association, when considering this revision.

USPA has recently submitted to the FAA a comprehensive analysis and commentary to the current NPRM. As a skydiving enthusiast, I highly recommend that the language and suggestions **from USPA**, be incorporated into the **NPRM** as closely as possible, prior to finalizing the new FAR 105.

Only by following the advice of true industry experts, can the FAA expect to accomplish a reasonable and meaningful revision to FAR 105. Adopting the NPRM without the benefit of **USPA's** suggested revisions, will be a detriment to safety and could in some cases, endanger the public. As a side **benefit**, these suggested revisions will address many 'gray' areas that exist in the present and in the proposed FAR.

I strongly urge you to review this NPRM and revise it with **USPA's** suggestions prior to implementation as FAR 105..

Respectfully,



Mark Belmont - FAA Senior Rigger 504788577552
5225 Northtowne Apt A
Columbus, OH 43229

U.S. Dept. of Transportation
(DOT) Dockets
Docket No. FAA-99-5483
400 Seventh Street SW.
Room Plaza 401
Washington, DC 20590

ORIGINAL

DEPT. OF TRANSPORTATION
DOCKET SECTION

99 JUL 12 AM 11:25

59150
FAA-99-5483

Dear Sirs/Madam,

I am sending this letter to comment on the NPRM for FAR 105. The opportunity for positive change to be implemented in the **FARs** for skydiving has finally arrived. Considering the difficulty of revising any FAR, a simple misused word or phrase can mean complications for years to come. It is important that the FAA follow the guidance of the industry's **self-governing** body, the United States Parachute Association, when considering this revision.

USPA has recently submitted to the FAA, a comprehensive analysis and commentary to the current NPRM. As a skydiving enthusiast, I highly recommend that the language and suggestions **from USPA**, be incorporated into the NPRM as closely as possible, prior to finalizing the new FAR 105.

Only by following the advice of true industry experts, can the FAA expect to accomplish a reasonable and **meaningful** revision to FAR 105. Adopting the NPRM without the benefit of **USPA's** suggested revisions, will be a detriment to safety and could in **some** cases, endanger the public. As a side benefit, these suggested revisions will address many 'gray' areas that exist in the present and in the proposed FAR.

I strongly urge you to review this NPRM and revise it with **USPA's** suggestions prior to implementation as FAR 105..

Respectfully,



Mike S. Moil

4637 Highmill Ave NW
Massillon, OH 44647

U.S. Dept. of Transportation
(DOT) Dockets
Docket No. **FAA-99-5483**
400 Seventh Street SW.
Room Plaza
Washington, DC 20590

DEPT. OF TRANSPORTATION
DOCKET SECTION

99 JUL 12 AM 11:25

Dear Sirs/Madam,

I am sending this letter to comment on the NPRM for FAR **105**. The opportunity for positive change to be implemented in the **FARs** for skydiving has **finally** arrived. Considering the **difficulty** of revising any FAR, a simple misused word or phrase can mean complications for years to come. It is important that the FAA follow the guidance of the industry's self-governing body, the United States Parachute Association, when considering this revision.

USPA has recently submitted to the FAA, a comprehensive analysis and commentary to the current NPRM. As a skydiving enthusiast, I highly recommend that the language and suggestions from **USPA**, be incorporated into the NPRM as **closely** as possible, prior to finalizing the new FAR **105**.

Only by following the advice of true industry experts, can the FAA expect to accomplish a reasonable and **meaningful** revision to FAR **105**. Adopting the NPRM without the benefit of **USPA's** suggested revisions, will be a detriment to safety and could in some cases, endanger the public. As a side benefit, these suggested revisions will address many 'gray' areas that exist in the present and in the proposed FAR.

I strongly urge you to review this NPRM and revise it with **USPA's** suggestions prior to implementation as FAR **105**.

Respectfully,

Chris Nadjous
734 LINCOLN ST.
WOOSTER, Ohio
44691

U.S. Dept. of Transportation
(DOT) **Dockets**
Docket No. FAA-99-5483
400 Seventh Street SW.
Room Plaza 401
Washington, DC 20590

DEPT. OF TRANSPORTATION
DOCKET SECTION

99 JUL 12 AM 11:26

Dear **Sirs/Madam**,

I am sending this letter to comment on the NPRM for FAR **105**. The opportunity for positive change to be implemented in the **FARs** for skydiving has finally arrived. Considering the **difficulty** of revising any FAR, a simple misused word or phrase **can** mean complications for years to **come**. It is important that the FAA follow the guidance of the industry's self-governing body, the United States Parachute Association, when considering this revision.

USPA has recently submitted to the FAA, a comprehensive analysis and commentary to the current NPRM. As a skydiving enthusiast, I highly recommend that the language and suggestions from **USPA**, be incorporated into the NPRM as closely as possible, prior to finalizing the new FAR 105.

Only by following the advice of true industry experts, can the FAA expect to accomplish a reasonable and meaningful revision to FAR **105**. Adopting the NPRM without the benefit of **USPA's** suggested revisions, will be a detriment to safety and could in some cases, endanger the public. As a side benefit, these suggested revisions will address many 'gray' areas that exist in the present and in the proposed FAR

I strongly urge you to review this NPRM and revise it with **USPA's** suggestions prior to implementation as FAR 105..

Respectfully,

Daniel R. York
2345 SARAH DR.
AKRON, OH.

U.S. Dept. of Transportation
(DOT) Dockets
Docket No. FAA-99-5483
400 Seventh Street SW.
Room Plaza 401
Washington, DC 20590

DEPT. OF TRANSPORTATION
DOCKET SECTION
99 JUL 12 AM 11:26

Dear Sirs/Madam,

I am sending this letter to comment on the NPRM for FAR 105. The opportunity for positive change to be implemented in the **FARs** for skydiving has finally arrived. Considering the **difficulty** of revising any FAR, a simple misused word or phrase can mean complications for years to come. It is important that the FAA follow the guidance of the industry's self-governing body, the United States Parachute Association, when considering this revision.

USPA has recently submitted to the FAA, a comprehensive analysis and commentary to the current NPRM. As a skydiving enthusiast, I highly recommend that the language and suggestions **from USPA**, be incorporated into the NPRM as closely as possible, prior to finalizing the new **FAR 105**.

Only by following the advice of true industry experts, can the FAA expect to accomplish a reasonable and **meaningful** revision to FAR 105. Adopting the NPRM without the benefit of **USPA's** suggested revisions, will be a detriment to safety and could in some cases, endanger the public. As a side benefit, these suggested revisions will address many 'gray' areas that exist in the present and in the proposed FAR.

I strongly urge you to review this **NPRM** and revise it with **USPA's** suggestions prior to implementation as FAR 105..

Respectfully,



ALAN FITZSIMMONS
1325 G DEAGLEWAY DR
FAIRBORN, OH 45324

U.S. Dept. of Transportation
(DOT) Dockets
Docket No. FAA-99-5483
400 Seventh Street SW.
Room Plaza 401
Washington, DC 20590

DEPT. OF TRANSPORTATION
DOCKET SECTION
99 JUL 12 AM 11:26

Dear sirs/Madam,

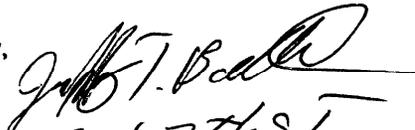
I am sending this letter to comment on the **NPRM** for FAR **105**. The opportunity for positive change to be implemented in the **FARs** for skydiving has finally arrived. Considering the **difficulty** of revising any FAR, a simple misused word or phrase can mean complications for years to come. It is important that the FAA follow the guidance of the industry's self-governing body, the United States Parachute Association, when considering this revision.

USPA has recently submitted to the FAA, a comprehensive analysis and commentary to the current NPRM. As a skydiving enthusiast, I highly recommend that the language and suggestions **from USPA**, be incorporated into the NPRM as closely as possible, prior to finalizing the new FAR 105.

Only by following the advice of true industry experts, can the FAA expect to accomplish a reasonable and **meaningful** revision to FAR **105**. Adopting the NPRM without the benefit of **USPA's** suggested revisions, will be a detriment to safety and could in some cases, endanger the public. As a side benefit, these suggested revisions will address many 'gray areas that exist in the present and in the proposed FAR.

I strongly urge you to review this NPRM and revise it with **USPA's** suggestions prior to implementation as FAR 105..

Respectfully,


2541 77681
Cynthia Fabbis O'H 44221

U.S. Dept. of Transportation
(DOT) Dockets
Docket No. FAA-99-5483
400 Seventh Street SW.
R o o m P l a z a
Washington, DC 20590

DEPT. OF TRANSPORTATION
DOCKET SECTION
99 JUL 12 AM 11:25

Dear Sirs/Madam,

I am sending this letter to comment on the **NPRM** for FAR **105**. The opportunity for positive change to be implemented in the **FARs** for skydiving has **finally** arrived. Considering the **difficulty** of revising any FAR, a simple misused word or phrase can mean complications for years to come. It is important that the FAA follow the guidance of the industry's self-governing body, the United States Parachute Association, when considering this revision.

USPA has recently submitted to the FAA a comprehensive analysis and commentary to the current NPRM. As a skydiving enthusiast, I highly recommend that the language and suggestions from **USPA**, be incorporated into the NPRM as closely as possible, prior to finalizing the new **FAR 105**.

Only by following the advice of true industry experts, can the FAA expect to **accomplish** a reasonable and **meaningful** revision to FAR 105. Adopting the NPRM without the benefit of **USPA's** suggested revisions, will be a detriment to safety and **could in some cases**, endanger the public. As a side **benefit, these** suggested revisions will address many 'gray' areas that exist in the present and in the proposed FAR.

I strongly **urge** you to review this NPRM and revise it with **USPA's** suggestions prior to implementation as FAR 105..

Respectfully,



1065 WOODGLEN RD
WESTERVILLE, OH 43081

U.S. Dept. of Transportation
(DOT) Dockets
Docket No. FAA-99-5483
400 Seventh Street SW.
Room Plaza 401
Washington, DC 20590

DEPT. OF TRANSPORTATION
DOCKET SECTION

99 JUL 12 AM 11:25

Dear sirs/Madam,

I am sending this letter to comment on the **NPRM** for FAR **105**. The opportunity for positive change to be implemented in the **FARs** for skydiving has **finally** arrived. Considering the difficulty of revising any FAR, a simple misused word or phrase can mean complications for years to come. **It** is important that the FAA follow the guidance of the industry's self-governing body, the United States Parachute Association, when considering this revision.

USPA has recently submitted to the FAA, a comprehensive analysis and commentary to the current **NPRM**. As a skydiving enthusiast, I highly recommend that the language and suggestions **from USPA**, be incorporated into the NPRM as closely as possible, prior to finalizing the new FAR **105**.

Only by following the advice of true industry experts, can the FAA expect to accomplish a reasonable and **meaningful** revision to FAR **105**. Adopting the NPRM without the benefit of **USPA's** suggested revisions, will be a detriment to safety and **could** in some cases, endanger the public. As a side benefit, these suggested revisions will address many 'gray' areas that exist in the present and in the proposed FAR.

I strongly **urge** you to review this NPRM and revise it with **USPA's** suggestions prior to implementation as FAR **105**.

Respectfully,

Robert A. Zuercher Sr.
USPA 128273
1614 Hilbisch Ave
Akron OH 44312