

Please consider exempting light Experimental aircraft from the Mode C 30 NM requirement around Class B airports. Many Ultralight and light aircraft operate without incident within the 30 NM veil simply because they do not have an electrical storage system onboard. In many cases, safety of these aircraft would be enhanced if an electrical system were available for lights, radios, etc. However, the requirement for an expensive transponder is often a deterrent to taking these obvious safety advantages. Most of these type aircraft have little available panel space for a transponder and the encoding unit - again deterring the installation of other flight safety equipment on the limited space panels.

If a person elects to install an electrical storage system and other electrical flight safety items, they would now be required to extend X-country flights around the 30 NM veil - creating other safety difficulties such as stretching daylight and fuel. The simple remedy would be to allow such minimal aircraft the same exemption now afforded to aircraft that are forced to compromise other safety issues by their lack of an installed electrical system. Or, another simple remedy would be to provide a "FLOOR" to the 30 NM veil consistent with the floor of the associated Class B airspace.