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Author: pharmed@gte.net at Internet  
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TO: 9-NPRM-CMTS at ARM  
Subject: Docket No. 28903

Federal Aviation Administration  
Office of the Chief Counsel  
Attention: Rules Docket

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re: Docket No. 28903

Sirs:

As a pilot and aircraft owner, it is my responsibility to maintain my aircraft to the highest possible standards. Improvements in the design of products and parts for general aviation aircraft are necessary to keep the overall GA fleet in operation into the next century.

Of great concern, however, is the effect which this NPRM regarding 14 CFR Parts 11, 21, and 25, "Type Certification Procedures for Changed Products," may have on the continued development of improved and enhanced products for general aviation aircraft.

The situation exists whereby, potentially, the proposed rule changes could act to reduce availability of newer and safer equipment for older aircraft. Rather than enhancing safety, this NPRM (if enacted as written) could eliminate many safety improvements by making it financially unfeasible to certify new products.

Specifically, it should be of concern that this NPRM is not limited to transport category aircraft (Parts 121 and 125), as follows:

"Sometimes new airworthiness standards contain provisions that, in the interest of safety, should be applied retroactively to existing aircraft. Typically this is accomplished by proposing changes to 14 CFR parts 121 and 135, and sometimes part 91, through rulemaking procedures."

[Pages 24289 - 24290]

I do not believe that it is the intent of this body to drive more aircraft owners to certify their aircraft in the Experimental Category just to be able to improve the usability and safety of the airplane. Unfortunately, this could indeed occur.

Until such time as examination of the actual effects, rather than the intents, of this rule can be adequately evaluated, it is imperative that the FAA, specifically the Aircraft Certification Service, withhold any and all implementation of this proposed change.

Sincerely yours,

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