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The proposed changes to the certification regulations, while perhaps appropriate for airliners, could wreak havoc on general aviation.

Although I recognize it is the FAA's intent not to do so, history suggests that field offices are not always fully effective at implementing the FAA's intent.

I suggest the proposed recertification rules be limited to transport quality aircraft until such time that the FAA finds it cost effective to directly address the needs of general aviation in a regulation specific to those aircraft.

Absent that, or in the interim, any proposed modification determined by the modifier to provide incremental safety improvement should be expedited and not subjected to the more rigorous review envisioned in the NPRM.

Paul Millner, aircraft owner