

1. Include the complete text of 135.93 Autopilot: Minimum Altitudes as a regulation within the new Subpart K.
2. Include the complete text of 135.100 Flight Crewmember Duties as a regulation within the new Subpart K.
3. Include the complete text of 135.89 Pilot Requirements: Use of Oxygen as a regulation within the new Subpart K.
4. Change the proposed wording in the new Subpart K regarding 91.509/135.167.

Page 37524 of the Federal Register Vol. 66 No. 138, bottom paragraph, center column states: " The proven reliability of turbine engines provides safety justification for amending 91.509 and 135.167 to allow pressurized turbine-powered aircraft which are operated for thirty minutes or no more than 100 nautical miles from the nearest shore, which ever is greater, above 25,000 feet to operate without life raft and related equipment requirements."

Should read : "...allow pressurized turbine-powered MULTI ENGINE aircraft which are operated..."

There are pressurized single engine turbine-powered aircraft in fractional programs. I hope it was not the intent of the FOARC and the FAA to allow single engine turbine-powered aircraft to operate without appropriate survival equipment.

The difference is obvious, an engine failure above FL 250 in a multiengine turbine-powered aircraft yields a very different result than in a single engine aircraft. An appropriate level of safety of the single engine turbine-powered aircraft would not exist (in my opinion) if this were allowed.