

The FAA's proposed rulemaking, July 18, 2001, will create regulatory changes that would greatly affect General Aviation airports and communities, without GA airport or community input; that's how the FAA goes about propagating aviation at the cost of lives and quality of life.

These proposed FAA regulatory changes which would allow on-call business jet service with a crew for a fee. Operations that were considered commercial and normally would be excluded from small airports would now have complete access with non-commercial status if the proposed regulatory changes are approved.

Because FAA-required take off lengths for larger aircraft will be shortened, it will mean larger planes will be able to land on shorter runways. These changes will result in a significant increase in the volume of business jet traffic and change the mix of aircraft using small airports.

When the FAA and the airline's industry failed their biggest safety check on September 11, 2001, the nation paid the price in human life, loss of property and precious freedoms.

Those freedoms were taken away that day. The reason is the industry is so busy maximizing profits they undercut the most important aspect of travel--safety.

At this time in our history, there should be a moratorium on all expansions and new rules until the FAA institutes oversight by the EPA as to noise and environmental pollution, safety and industry accountability.

Bombardier's Flexjet, Raytheon's Travelair, Flight Options and Warren Buffet's Executive Jet/Net will soon be joined by major participants like United Airlines who will enter the fractional ownership marketplace next year.

FAA Administrator, Jane Garvey chartered a committee which represented only the aviation industry participants. The committee did not include airports, airport operators or community representation.

Following a decade of substantial and sustained growth in the 1990s, with growth expected to continue well into the future, the FAA determined that the existing regulations that pertain to fractional ownership programs did not reflect this growth or scope of program operations.

The committee unanimously recommended that fractional owners be considered non-commercial users of business aviation and that fractional ownership programs should be regulated as non-commercial activities under a new Part 91, Sub-Part K rule.

The estimates are that the Part 91 regulations open up access to as many as 3,500 more general aviation airports than the Part 135 regulations. The committee also recommended changing the Part 135 60% rule to 85%.

The proposed new rules would not only provide for a growing number of fractional jets to freely expand under the Part 91 regulations, but the existing Part 135 regulations for commercial charters would be loosened to allow access into more general aviation airports with larger aircraft. These changes address business/financial and basic operational safety, they do not consider the impact on airports and communities.

What we thought was a ticket to a yellow brick road in the sky was instead an industry glut for profit, the price of safety for a nation in a hurry.

The FAA is a huge unregulated governmental industry whose disregard for community and public safety must be stopped.

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