

DISPATCH! ISN'T THAT THE DIFFERENCE? PART 121 HAS IT... WHY DON'T WE REQUIRE DISPATCHERS FOR (OTHER OPERATIONS)? NORMAN Y. MINETA.

"AMERICANS DESERVE TO KNOW THAT? THEY ARE BEING COVERED BY THE SAME SAFETY RULES AND ENFORCEMENT BY THE FAA, TRANSPORTATION SECRETARY RODNEY SLATER "AS (SIC) PART OF THE FAA'S AGGRESSIVE AND CONTINUING EFFORT TO ENSURE THAT OUR NATION'S SKIES ARE THE SAFEST IN THE WORLD."

WHETHER YOU FLY ON A JUMBO JET OR A 10-SEAT AIRCRAFT, I WANT ALL AMERICANS FLYING ON PLANES WITH THE SAME HIGH-LEVEL OF SAFETY,? SAID SECRETARY OF TRANSPORTATION FEDERICO PENA.

WE URGED THE FAA TO ELIMINATE THE REGULATORY DIFFERENCES BETWEEN THE SAFETY STANDARDS...? SAID JIM HALL, CHAIRMAN NATIONAL TRANSPORTATION SAFETY BOARD.

Well the experts have stated it! How come this has to be an issue? Why should a passenger on a Fractional Owned jet be any less safer than a passenger flying on a B737?

Operational control (Dispatchers) proved themselves during the events of September 11th. Haven't they done the same in the Regional Airlines as well?

Single Level of Safety!

The FAA has consistently found that the safest form of air transportation is that conducted in aircraft operating under part 121 utilizing a system of Positive Operational Control exercised by aircraft dispatchers and pilots commanding these aircraft. This is the program of joint-responsibility employed by the airlines operating in the United States under FAR's part 121 & 135. Given this logic, I expect that FAR Part 121 type regulations would be extended to Fractional Ownership operations.

Executive Jet of Columbus, OH presently employs highly qualified dispatchers in a sophisticated Operations Control Center. EJA'S management have meticulously evaluated the pros and cons of such a decision and clearly found that it made good business sense.

I support the use of Flight dispatchers for any operation that "Flies for Hire".