

In regards to the FAA allowing Pilots to be armed with lethal and non-lethal devices my response are below based upon the numbering of the Docket under the Background heading.

1. Should Pilot carry firearms of Less-than-lethal weapons.

No. I am a pilot with an ATP rating and realize that my primary duty is to fly the aircraft. How is a pilot going to be able to fly, shoot and/or subdue an attacker. The Pilot's job is to manage the aircraft.

2. Where should the weapon be stored?

If storage is necessary, it must be in a locked box, out of sight and reach of the passengers. So, this only leaves the cockpit as a logical place to store the weapon. Once again, the pilot needs to stop flying the aircraft and then switch roles to a Law Enforcement Officer and grab the weapon for use.

3. There should be no weapons on the aircraft unless that person possessing the weapon has no other duty but to provide security or manage unruly passengers.

4. Basic restraints.

Plastic flex-cuffs work very well and would provide restraint to a violent passenger.

5. No firearms should be on the aircraft.

6. If firearms are allow to be used by a pilot. At least 40 hours of weapons training and monthly qualifications.

7. Weapons should be stored in a locked container in the cockpit and maintained on a monthly or earlier basis based on the manufactures recommendations.

8. No changes to current aircraft manufacturing methods should be changed.

Projectiles from firearms should not cause major damage to aircraft skin or systems.

The only problem would be in the cockpit where sensitive gauges and monitors would be damaged in a shooting.

9. No modifications or requirements to use a firearm or less-than-lethal weapon should be required for maintaining an airman's license. Pilots hired on to fly not be police officers.

10. Less-than-lethal weapons should only be used when the conduct of the violent passenger could cause injury to a flight crew member, other passenger or safety of the flight.

11. Identification of those willing to help on the flight could be handled by a notation on the flight manifest. Placing a visible sticker or tag on someone could single out that person for attack.

12. Maintain a registry of persons willing to provide emergency help on an aircraft should only be on a flight by flight basis.

13. Min. Qualification for those to provide emergency help should be based on the help being provided. Medical should have Emergency Medical Tech. license, RN degree or Medical Degree.

14. Basic First Aid and limited security methods.