

We operate a Kingair 200 and crew a Citation, both with gross weights of 12,500 pounds. This proposal would include aircraft that, by definition, are light airplanes--hardly capable of being used as weapons. This proposal is a knee-jerk, ill-considered reaction to the LAST terrorist threat. Terrorism, by definition, seeks to instill fear in the general populace--and this attempt at rulemaking is ample evidence that terrorism IS effective.

As part of your notice of proposed rulemaking, please publish the number of attempted or successful hijackings of chartered turboprops or jets in the last 20 years--I have heard of only one, and that one had no injuries.

Sealed cockpits, fingerprinting for flightcrews, threat notification and analysis--all right for large airplanes, but clearly impractical when scaled down for small aircraft. This is further evidence of the disconnect from reality emanating from our unelected rulemakers.

With this rule, the TSA will finish what the FAA started--the total elimination of the air charter business in the U.S. Check what's happening in the REAL world outside of Washington--people are buying their own airplanes, or fractional shares of airplanes, while charter operations decline. This decline is not due to "the economy", or poor business practices, but from an unwieldy "one-size-fits-all" regulatory environment, making it virtually impossible to provide the service the public demands. It is a sad commentary on our state of regulation, that we have 22 (mostly paid-for) airplanes, including 6 turbines, and we can't make money in today's regulatory environment.

This short-sighted NPR proves that the TSA is yet another redundant level of government regulation that feels the need to "do something"--even if it has unintended consequences. About 200 years ago, British promulgation of the Intolerable Acts incited a revolution. I wonder if the populace in the U.S. would do the same today.