

As a pilot with extensive operational experience (1973 to Present) under FAR part 91, 135 and 121 in the state of Alaska the proposed SFAR 97 is a very positive move toward improved safety and efficiency of operation using the capabilities provided by satellite navigation. I am currently a board member with the Alaska Aviation Safety Foundation (AASF) and the safety benefits provided by this navigation capability is greatly needed. In many areas ground based nav aids either do not exist or are unusable due to line of sight limitations. The RNAV IFR routes using the TSO C145a/C146a systems will provide safety benefits that are not otherwise available.