

Your proposed rule requiring the replacement of all existing transponders with ones that allow for rapid/irreversible activation of the "hijack" code is NOT necessary for general aviation aircraft. First of all, general aviation aircraft have never posed any real threat to society. To apply the same rules you would use for a 757 commercial jet to a Cessna 150 trainer operated out of a small back country airstrip is ridiculous. The likelihood of a small private GA aircraft on some remote strip being hijacked is so unlikely that to require such a blanket rule is the epitome of overkill. I would liken this proposal to one that would mandate that all private automobiles install GPS tracking devices so that in the event that the car is stolen, the location of the car (and car thief) could be tracked before it could be used in a "terrorist" attack. If a terrorist hijacked my plane, he would be sitting right next to me and I'm sure he would have a gun threatening me not to touch the transponder or use the radio. Also, the hijackers would all quickly learn about these "new" transponders. There would be no way I could reach over and activate the "hijack" panic button. The cost of this proposal would far outweigh any perceived benefit. I can't imagine the economic strain on a small flight school trying to equip its small fleet of trainers with these new devices. Basic new transponders cost around \$1500.00 to \$2000.00. The new S mode versions are at least twice that. Installation with antennae would cost at least \$300 - 400 more. Add the cost of the new technology you are proposing and I would expect to pay at least \$4000.00 to \$5,000.00 to replace an instrument that is working just fine the way it is. I urge you to withdraw this proposal, or at least amend it to exclude GA operations. Thank you.

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