

Our company operates a Boeing 737 under Part 125. Document 13923 sated - "Potentially, rescind part 125 from 14 Code of Federal Regulations". This is very interesting. What regulations would allow you to operate an aircraft with a seating capacity of 20 or more or a maximum payload capacity of 6,000 lbs or more? All opertators with a Deviation to Part 125 - what then? If you add a new section to Part 91 to handle these large aircraft, how does one account for the allowance now under Part 125 to charge in excess of DOC for Private Carriage?

As we all know the industry grows and reacts faster than the DOT. With the size of general aviation jet aircraft today and increasing in the future along with advanced technology, we do not need additional regulations but more streamlined, current, common sense, rules that could possibly be combined with part 91 Subpart F and Subpart G. Producing regulations is one thing, having to comply is another. Rules that have been drafted with focus on how operators will comply to the revised rule or new rule prior to becoming an NPRM is key. Not only does this assist operators but also assists the FAA Field Inspector.

Regards,

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Magic Carpet Aviation