

While I appreciate the FAA's goal of making flying safer for the non-flying public, I believe that it would be grossly against the 'promotion of aviation' charter of the FAA and minute against the safety charter of the agency to ban Part 91 charity flights. These flights are typically conducted by non-commercial aviation sponsors with neither the means nor need to fly under Part 135. Please note that I am not objecting to the expansion of Part 135 rules to 'for profit' or 'for hire' purposes. I ask that those evaluating feedback consider removal of the Part 135 requirement for charity flights and consider fully the safety benefits added by moving the hour requirements from 200 to 500. The qualitative benefits of more hours is questionable at best. Requiring a commercial rating or an instrument rating (not being advocated) would be more logical in equating pilot skill to external measure. Thank you for your time.