

The justification for the change is because of the noise generated by training flights using single-engine aircraft. However, the number of training flights using aircraft weighing 3,307 lb. or more is miniscule. In fact, it is more common to have light twin-engine aircraft in training roles than the heavier singles. Therefore, in this instance, the assumption on which the change is proposed is not valid and I object to the restriction made on the heavier single-engine aircraft. I propose that the heavier single-engine aircraft be allowed the same noise levels as twin-engine aircraft. The new limit would impose severe penalties especially to amphibious utility type aircraft.