

The Honorable Barbara Boxer
112 Hart Senate Office Building
Washington, D.C. 20510

Max Trescott
3405 Ridgemont Drive
Mountain View, CA 94040
December 29, 2007

Dear Madam Senator,

I'm an aviation author, flight instructor and general aviation advocate. As a member of the aviation subcommittee of the Senate Commerce, Science and Technology committee, and as a former Chair of the House Subcommittee on Government Activities and Transportation, I know that you are well versed in aviation issues. I would like to request your action on two issues that are crucial to maintaining a robust general aviation industry.

- Please urge the Federal Aviation Administration to set an aggressive goal, comparable to the ones they set for airliners, for reducing the general aviation fatal accident rate.
- Please support any amendments to S. 1300 that remove the proposed \$25 per flight user fee.

In the early 1990's, you requested the GAO to review the FAA's Safety Indicators Program. Since then, the FAA has developed a comprehensive set of performance targets. Past and future targets to reduce Commercial aviation accidents and fatalities have been aggressive and have resulted in a decline in the fatal accident rate by over 60% in the last ten years. Over the same period, the general aviation fatal accident rate declined by just 7.4%. In June, 2000, a GAO report said that the FAA's goal did "not encourage aggressive steps to decrease general aviation accidents."

The FAA performance target for 2008 allows the number of general aviation fatal accidents to increase by 3%, from 314 accidents in 2007 to 325 accidents in 2008, and still allow the FAA to have a "green" passing grade on their scorecard. By contrast, their performance target for commercial aviation is to cut the rate of airline fatalities by 50% by 2025. Yet, there is no long-term goal for reducing general aviation accidents. For the past two years, the *FAA Flight Plan* has stated that future general aviation targets "are under development."

User fees have had a detrimental effect on general aviation in every country in the world that has implemented them. There is a funding mechanism in place today which funds the FAA at a sufficient level. There's no reason to change the funding model to one which has consistently failed everywhere it's been tried.

Please urge the FAA to immediately set new general aviation accident performance targets for 2008 and 2009, and to set an aggressive long-term goal. I propose a goal of reducing the general aviation fatal accident rate by 50% by the year 2020. Also, please rebuff any new user fees.

Sincerely,



Max Trescott