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Congress of the United States
House of Representatives

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U.S. DOT Dockets
Room Plaza 401
400 Seventh Street, SW
Washington, DC 20590-0001

FAA-1998-4521-1812

Re: [Docket No. FAA-2002-6717; Notice No. 03-11] Extended Operations (ETOPS) of Multi-engine Airplanes

Dear Sir or Madam:

I have read the attached report which was published in Air Safety Week, and by the Southern California Safety Institute (February 2004 Safety Symposium). In reviewing this report and others, I have concerns that long range aircraft may be at greater risk of loss due to dense and continuous flight deck smoke.

In FAA Advisory Circular 25.9a the FAA warns that smoke should be assumed to be continuous and recommended that aircraft be tested under dense and continuous smoke conditions. The materials suggest optional means of compliance using advanced vision technologies.

I know that the FAA feels that this matter should be addressed. This is evident in the fact that the FAA itself has taken steps to install corrective after market cockpit smoke protection systems in its own fleet of aircraft.

These systems have been mentioned in NTSB recommendations, recommended as beneficial by ALPA, and thousands are in use in private aircraft, JetBlue Airlines, and select government VIP aircraft.

I strongly urge the FAA to consider that all aircraft flying 180 minute and beyond ETOPS be required to meet recommended and optional standards for flight deck smoke protection as prescribed in AC 25.9a. The aircraft being considered under this rule are clearly at a greater risk, as they can not land quickly in the event of trouble. The flying public deserves the very highest levels of safety, including recommended and optional measures.

Sincerely,

Bill Pascrell, Jr.
Member, House Subcommittee on Aviation