

CARL LEVIN
MICHIGAN

United States Senate
WASHINGTON, DC 20510-2202

September 29, 2005

Administrator Marion C. Blakey
Administrator
Federal Aviation Administration
800 Independence Avenue, SW
Washington, DC 20591

Dear Administrator Blakey:

Enclosed is correspondence from [REDACTED] of [REDACTED]. I would appreciate your looking into this matter for me. Please forward your reply directly to Angie Aloia of my staff.

Best wishes.

Sincerely,



Carl Levin

CL:aa

Phone: [REDACTED]

Email: [REDACTED]

[REDACTED]

Dear Senator Levin,

I operate a distribution business that employs 50 people based in Plymouth. We currently call on 13 states and do approximately 43 million dollars in business. To cover this large area we utilize a Mitsubishi turbo-prop airplane. It has been part of our success at continuing to operate from Michigan as a base. I would like to voice my concern over recent overtures towards user fees for the ATC system. As you probably guessed by now that I am against them. We are already paying as we go for heavily taxed jet fuel. The airlines do not service where we go and if the system becomes more expensive than it is now it will not be practical. Recently, there was a couple of crashes by a freight operator in Denver Colorado in the Mitsubishi MU-2. The parents of the deceased pilot have engaged their congressman to get the FAA to ground the airplane pending investigation. We have operated the MU2 safely for 2000 hours over a 8 1/2 year period. The aircraft has been through two certification reviews and passed with flying colors. This is not congressional business and it would seem to me that there are other issues more worthy of yours and their time. It would be the same as me saying that to many people are dying in ski accidents in Colorado and they should shut down the resorts pending further investigation. It would ruin the value of the resorts much like they are ruining the value of our aircraft. As Americans we have freedoms that no one else has. With those freedoms comes responsibility and risk management. I would appreciate your involvement at putting a stop to this kind of congressional involvement. Airplanes are already scrutinized more than any other type of transportaion. That is why the majority of accidents are driven by human error and very rarely by mechanical failure. Let the NTSB and the FAA do their jobs. They can and will decide when and if a aircraft needs further review.

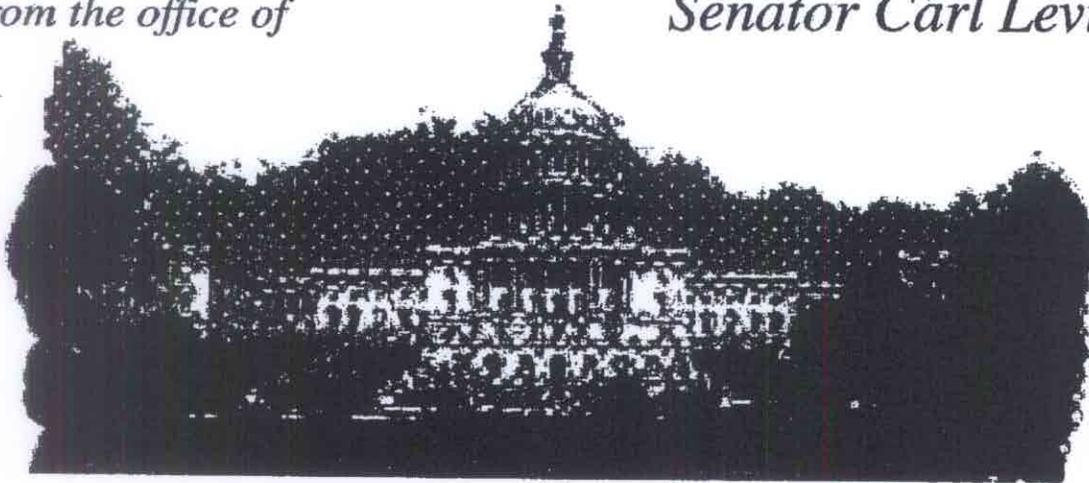
Sincerely,

[REDACTED]
President
PACE, Inc.

leg In to AM 3
9/30/05

From the office of

Senator Carl Levin



(Please deliver to) Brian Langdon

(Date) 9/29/05

(Fax number) 267-8210

(From) Angie Alcia

(Time) 1:50

Total number of pages including this page 3

If you do not receive all the pages, please call 202-224-6221

Additional comments: