

RE: WT Docket No. 01-289, FCC 13-2.

I oppose the banning of 121.5 mHz Emergency Locator Transmitters for aircraft use for the following reasons:

I fly an aircraft I built myself, which cost me approximately \$20,000 in materials. To purchase a 406 mHz Emergency Locator Transmitter, would cost as much as \$1000, which is a significant percentage of the overall cost of the entire airplane. The Aircraft Owners and Pilots Assoc. asserts that 406 mHz units are only slightly more likely to activate in an accident than the older 121.5 mHz units. Many pilots are using other tracking devices as well as relying on ELTs for emergency location.

Most pilots I know are on a budget. The requirement to spend \$1000 or more to replace a device that works satisfactorily may mean that other safety enhancements, such as another tracking device, recurrent training or simply maintaining proficiency by regular flying may be sacrificed.

Mandating only the 406 mHz ELT also freezes locator technology at current levels. A smarter approach would be to maintain the current system which allows 121.5 and 406 mHz transmitters to meet the emergency locator requirement, and also continue to explore which new technologies and devices provide even better results than the 406 mHz devices. As those are identified, allow those devices to qualify to meet the emergency locator requirement.

Finally, this seems to me to be a decision that belongs to the Federal Aviation Administration, not the Federal Communications Commission.

Respectfully submitted,

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