

United States Senate
WASHINGTON, DC 20510

April 30, 2013

Honorable Julius Genachowski
Chairman
Federal Communications Commission
445 12th St. S.W.
Washington, D.C. 20554

Re: Proposed Rule WT Docket No. 01-289, FCC 13-2

Dear Mr. Chairman:

On January 8, 2013, the Federal Communications Commission (FCC) issued and sought public comment on a proposed rule prohibiting the future certification, manufacture, importation, sale or use of 121.5 MHz only Emergency Locator Transmitters (ELTs) carried aboard general aviation aircraft flying in the United States. Subsequent to issuing this proposed rule, and before the completion of the public comment period, the FCC clarified through public statements that it plans to ban the further use of 121.5 MHz ELTs. Not only do we object to this approach to public rulemaking, but the FCC's decision runs counter to the Federal Aviation Administration's (FAA) continued position that this kind of regulation is not the best path forward for improving general aviation safety.

Since 1973, the general aviation industry has complied with federal law requiring all planes operating in the National Airspace System be equipped with fully functional ELT's, whether operating on the 121.5 MHz or 406 MHz frequencies. While the international COSPAS-SARSAT satellite system has discontinued satellite based monitoring of 121.5 MHz ELTs, these models of ELTs are still monitored by Air Traffic Control and Search and Rescue.

Should the FCC move forward with its proposed rule to ban the use or manufacture of 121.5 MHz ELTs, the general aviation industry will be required to install \$500 million of technology which could soon become obsolete once the FAA fully implements the satellite based navigation system authorized under the FAA Modernization and Reform Act of 2012 (P.L. 112-95).

In closing, we are concerned with any efforts by the FCC to spend limited government resources on issues impacting aviation safety, and without first coordinating with the FAA. The FCC should immediately abandon its proposed rule changes and continue to defer to the FAA on matters dealing with our National Airspace System. Thank you again for your consideration of our request, and we look forward to your timely response.

Sincerely,



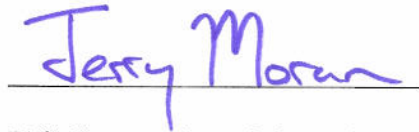
U.S. Senator Pat Roberts (R-KS)



U.S. Senator James Inhofe (R-OK)



U.S. Senator Mike Johanns (R-NE)



U.S. Senator Jerry Moran (R-KS)



U.S. Senator Lisa Murkowski (R-AK)