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Congress of the United States  
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COMMITTEE ON THE BUDGET

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AND THE WORKFORCE

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July 18, 2011

U.S. Department of Transportation, Docket Operations, M-30  
West Building Ground Floor, Room W12-140  
1200 New Jersey Avenue, SE  
Washington, DC 20590

RE: Docket No. FAA-2011-0562; Directorate Identifier 2011-CE-015-AD; Cessna Aircraft Company  
310, 320, 340, 401, 402, 411, 414, and 421 Airplanes

Dear Sir/Madam:

This proposed AD would require the installation of two placards on the listed models of Cessna airplanes. Both placards are to be installed on airplanes with de-ice equipment installed that are not certified for flight into known icing. The first placard would state that flight into known icing conditions is prohibited. The second placard would instruct pilots to increase approach speed by 15 knots during or after an inadvertent icing encounter.

On behalf of all of Indiana's general aviation businesses, including charter companies, fixed base operators, repair stations and avionics entities, as well as aircraft owners, and as a commercially rated private pilot and Member of Congress, I believe these regulations are redundant and will not result in safer air travel. Cockpits are overloaded with placards as is, and more placard requirements take away from the effectiveness of the already displayed, most important placards.

Generally, multi-engine pilots receive regular recurrent training to meet insurance requirements, and the particular airplane's equipment and capabilities are part of the training. It would be a rare situation indeed where a pilot did not know whether the airplane was known to be ice certified.

Additionally, flight into known icing conditions is an industry-wide issue. As a Member of Congress, I am very concerned with the FAA singling out one company for what could be considered a global issue.

Lastly, AD's should focus on issues of an aircraft's air worthiness, not operation. Operational procedures are dealt with in the pilot's operating handbook and any operational issues that occur subsequent to the publication of the POH should be dealt with, by the company, through supplements to the POH. The AD

process, with its attendant costs to government and especially the industry and the consumer, is not needed or appropriate.

If you have any comments or need additional information, please do not hesitate to contact my office at 202-225-5037.

Sincerely,



Todd Rokita  
Member of Congress

TR/ms