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To the Editor:

The Journal continues to provide a platform for proposals to remove the safety net protecting the flying public, seemingly to assist internet investors and satisfy conservative economists. “*An Easy Way to Make the Skies Friendlier*” (op-ed, Mar 16) suggests helping disadvantaged private pilots build experience by letting them fly passengers for hire. Having failed to undermine safety through the courts (op-ed Nov 16, 2016), proponents now suggest Secretary Chao act by fiat or Congress legislatively, to weaken the flying public’s safety net.

Contrary to the authors’ assertions, the FAA has been consistent in its policy. If a pilot wants to get paid to fly, they must comply with regulatory requirements placed on charter aircraft. These include additional pilot training and increased oversight of the aircraft’s maintenance. The FAA allows a limited exception for people with a common purpose to share expenses on a trip with the same destination (For example, a pilot who flies friends, family or co-workers to a common destination like a resort or conference).

The author’s proposal allows pilots with as few as 35 hours, no training for flying in poor weather, no insurance, or even the need to file a flight plan, to carry passengers for hire. Supporters of this proposal continue to try and distract readers by focusing on the technology used to communicate, despite clear direction from the FAA and courts that it isn’t the method but rather the intent and outcome of the communication that matters. Make no mistake about it, this isn’t internet innovation, it’s just dangerous.

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(Full text of NATA op-ed published in the March 21, 2017 issue of *The Wall Street Journal*. A link can be found at <https://www.wsj.com/articles/weakening-the-flying-publics-safety-net-1490134126>.)