



March 18, 2004

Letters to the Editor
The Wall Street Journal
New York, New York

Dear Editor:

The facts directly contradict Andy Pasztor's article "Cross-Examining Corporate-Jet Safety," published in the *Wall Street Journal* on March 16.

The safety record of corporate aircraft equals or exceeds the excellent safety record of the scheduled commercial carriers. On average since the mid-1980s, the accident rate among corporate operators has been superior to that of commuter air carriers and air taxis. In 2003, there were no fatal accidents within corporate aviation (professionally flown), and business aviation (nonprofessionally flown) compiled its best safety record ever.

Unfortunately, your article confused different types of aviation operations, and also leaned heavily on allegations in a single lawsuit, for its misleading conclusions – conclusions that obscure the superb safety performance achieved by the vast majority of the 14,000 operators of the more than 23,500 turbine-powered aircraft in the U.S. general aviation fleet.

Decades of experience have clearly demonstrated that corporate aircraft operations are safe, secure and not in need of additional, unnecessary regulations or oversight.

Sincerely,

Shelley A. Longmuir
President & CEO