

Transportation and Infrastructure Committee "Com-ust But Verify" (AW&ST Apr. 14, p. 90), chairman suggests compliance with e more effective if they were simplified. ADs covering Boeing 737 fuselage berstar (D-Minn.) thought that unwise, earing was premised on the trusted e. I visited the FAA in Washington with s Taylor Master Mechanic Award and rdy and therefore difficult for the issue and remedy for the problem?" eone who could answer and were told: ntract them out to an Illinois professor d?

growing pains, the technology is mature, and in many ways its drive system is not much more complicated than that of a CH-46 or CH-47. The engines and prop-rotors do rotate through 95 deg., but that conversion system has been extremely reliable and not caused major problems.

Daniel Dugan
SAN JOSE, CALIF.

EMISSIONS-TRADING SIMPLER

"Why is a carbon-trading scheme better than increased fuel taxes?" asks Fred Bearden (AW&ST Apr. 7, p. 8). I have worked on this issue as a consultant for a number of years for clients such as the European Commission and several European governments.

I agree that in terms of economic efficiency, a trading scheme is not better than a tax. A tax gives the same incentives as emissions-trading for buying fuel-efficient aircraft and flying more efficiently. Furthermore, a tax has a lower administrative burden than an emission trading scheme.

However, contrary to the U.S., most European countries have little domestic aviation. And whereas countries are free to tax fuels for domestic flights, bilateral air service agreements often preclude taxation of aviation fuels on international flights. So introduction of a comprehensive fuel tax would require changing the 3,000-plus bilaterals that include European countries and obtaining approval from almost 200 governments.

Furthermore, the European aviation industry has always preferred emission trading over a tax. It has claimed that any funds generated by emissions-trad-

ing will be used for reducing emissions, if not in aviation, then in other sectors. The same cannot be said about a tax.

Jasper Faber

DELFT, NETHERLANDS

ACKNOWLEDGE 'SOCIAL FACTOR'

Screaming babies, cramped seating next to obese people that is so tight I can't open my laptop, canceled flights, delayed flights, lost luggage and long security lines help combine to make air travel a worse than miserable experience. Add to it the prospect of some 13-year-old yapping into a cell phone or an egomaniac big shot who is conducting business at 35,000 ft. while subjecting the rest of us to the din, and flying becomes terrifying, with the potential for a complete nervous breakdown. The airlines and regulators would be wise to not overlook the "social factor," as David Coiley notes (AW&ST Apr. 7, p. 44).

Rick Cunningham
ORO VALLEY, ARIZ.

777 WAS LEFT BEHIND

The circumstances that led to the selection of the Northrop-EADS KC-45A



Aircraft Services Network

RUAG Aerospace

Aircraft Services Network · P.O. Box 1253
Tel. +49 (0)8153 30-4991 · Fax +49 (0)815

EXCELLENCE