

MVP Aviation Spearheads National Solution – Commercial Air Transport with Small Aircraft during COVID-19 Emergency – a Challenge to the FAA

A flight school operator calls for immediate regulatory relief to allow aviation companies and pilots to provide emergency transport services – similar to the enabling of motor carriers and drivers by the March 13th Emergency Declaration - 49 CFR § 390.23, No. 2020-002



AUGUSTA, GA, UNITED STATES, March 23, 2020 /[EINPresswire.com](https://www.einpresswire.com/)/ -- Under current rules, a flight school cannot use training aircraft and Certified Flight Instructors to transport essential supplies, equipment, or persons – while charging for it. Though these aircraft are inspected to strict FAA Standards every 100 hours, and are flown almost daily by commercially rated instructors for commercial operations like flight instructing, aerial tours, photography, and pipeline patrol, they are prohibited from providing on-demand transport services. As flight training is being curtailed by the pandemic many of these operators are left to flounder. Yet, there remains a growing and unmet need for expedited transport. Flight schools are valuable assets that are standing-by to help.

“We opt for deregulation over government cash. Local aviation communities have always been on the frontline of relief efforts, and small operators like MVP could play a substantial role in the COVID-19 fight and recovery.

— *David Dobbins, CEO/Founder, MVP Aviation, LLC*

This past Monday, March 13th, the Federal Motor Carrier Administration, under the Department of Transportation, approved an emergency measure to allow motor carriers to expand their transport capacity during this crisis (*49 CFR § 390.23, No. 2020-002*). MVP Aviation is asking the FAA, which is also under the Department of Transportation, to approve a similar emergency measure utilizing small commercial aircraft operators.

“Companies are looking for “injections of government cash, tax credits, and deregulations aimed at keeping *them* afloat through the pandemic.”

— Brody Mullins and Ted Mann,
the Wall Street Journal

On March 21st, the *Wall Street Journal* published an article, “Lobbyists Pile On to Get Wins for Clients Into Coronavirus Stimulus Package,” about industries clamoring for government dollars in order to sustain. Chief among them is the aviation industry. The writers, Mullins and Mann, affirm that “many companies are pushing for measures aimed at corporate survival during a historic economic downturn: injections of government cash, tax credits, and deregulations aimed at keeping *them* afloat through the pandemic.” MVP Aviation is opting for deregulation. “We just want to work, and be part of the solution,” says Dave Dobbins of MVP Aviation.

“We just want to work, and be part of the solution.” MVP Aviation

On-demand charter operators are regulated under 14 CFR Part 135. The typical charter is too expensive for hauling small loads over short distances but this is where the small flight-training aircraft thrives. Loosening constraints and allowing small-entity-operations to utilize aircraft like MVP Aviation’s Superhawk; a Cessna 172 capable of hauling up to a 600 lb. payload and able to operate out of a 1,500 foot runway, will provide much needed emergency assistance and relief. The Cessna 172 is arguably the safest small aircraft ever produced, and it is a waste of assets to allow them to sit idle in a time of national crisis.

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MVP Aviation is based at Augusta Regional Airport (AGS), Bush Field – and provides both flight training and aerial photography. MVP is also a value-added service provider for Eureka Earth – an Augusta tech startup, developing a nationwide program for civilian operated ***Aerial Intelligence*** services – ***Live HD, on demand and controlled from anywhere.***