Since the NTIA has weighed in on the matter of BPL in the HF spectrum, let's examine one of their comments very closely. "Moderate to severe interference is likely to result to aeronautical services below 6km altitude, within 12km of a BPL source."

Now that sounds pretty benign, until you consider that commercial aircraft will only experience severe interference during approach, landing, take-off, and climb-out. Any pilot will tell you that these are the most hazardous periods of a flight. An examination of NTSB crash data will confirm this for the doubters among you.

Non-commercial flights, and many commuter flights frequently occur entirely below 6km altitude (18,000 ft). So they will always be subject to the interference that NTIA describes.

I can see it now. "I couldn't hear the outer marker as I was on final approach." Who has to die before we realize that having BPL operating in the 1.7-80 MHz frequency range is a bad idea? As a matter of policy this is a bad idea, and from a technical standpoint this is a bad idea.

Broadband Internet for everybody, as the President desires, is a noble goal, and should certainly be pursued. However, permitting BPL in the HF spectrum should not be the method we use to achieve it. It will present a safety-of-life issue for airline passengers, flight crews, and people who live near airports.