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10280 E Berry Ave.
Greenwood Village, Co
80111

July 15, 2000

U.S. Department of Transportation
Dockets 2000-7479 - 51
400 Seventh Street, S.W, Room Plaza 401
Washington, DC 20590

00 AUG 10 PM 1:18

DEPT. OF TRANSPORTATION

Dear Sir or Madam:

These comments will focus on proposed regulations concerning public charter operations. In 1996, Congress limited scheduled passenger service operations at uncertificated airports, such as Centennial Airport, to aircraft with 9 passenger seats or less. This change was intended to ensure that passenger flights were limited to airports equipped to handle passenger air crashes.

Congress recently, through legislation, extended the 9 passenger seat limit to public charter companies, which would operate under a regular schedule. Section 723 of Public Law 106-181 amends 49 U.S.C. § 41104 as follows:

(b) SCHEDULED OPERATIONS

(1) IN GENERAL – An air carrier, including an indirect air carrier, which operates aircraft designed for more than 9 passenger seats, may not provide regularly scheduled charter air transportation for which the general public is provided in advance a schedule containing the departure location, departure time, and arrival location of the flights to or from an airport that is not located in Alaska and that does not have an operating certificate issued under Part 139 of Title 14, Code of Federal Regulations (or any subsequent similar regulations).

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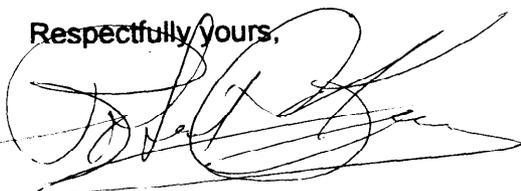
Section 723 was adopted to close a loophole for small commuter carriers claiming charter status to avoid the earlier limits on scheduled passenger service at uncertificated airports.

The draft rules published by the Federal Aviation Administration (“FAA”) to implement these changes simply do not do the job. The draft rules completely exclude “small” scheduled air charter operations from the requirement that they operate only at certificated airports. The term “small” aircraft includes most commuter aircraft between 10-30 passengers.

The federal law applies to all charter operations, both large and small. The revised rules must be changed to acknowledge that all public charter operations using aircraft with more than 9 passenger seats that operate under a schedule cannot operate at an uncertificated airport. The FAA should not ignore Congress’ direction, and should not compromise public safety. We ask that the rules be changed to conform to the law. Please include these comments as part of the Notice of Proposed Rulemaking for the above docket.

Thank you for the opportunity to make these comments.

Respectfully yours,



Howell King

DEPT. OF TRANSPORTATION
DOCKETS

00 AUG 10 PM 1: 11

Heather R. McKee
4430 South Alton Street
Greenwood Village, CO 80111
August 4, 2000

US Dept of Transportation
Dockets 2000-7479
400 Seventh Street, S.W., Room Plaza 401
Washington, DC 20590

Dear Sir or Madam:

I am writing to comment on proposed regulations concerning public charter operations. In 1996, Congress limited scheduled passenger service operations at uncertificated airports, such as Centennial Airport in Englewood, CO, to aircraft with 9 passenger seats or less. This change was intended to ensure that passenger flights were limited to airports equipped to handle passenger air crashes.

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The draft rules published by the FAA to implement these changes simply do not do the job. The draft rules completely exclude “small” scheduled air charter operations from the requirement that they operate only at certificated airports. The term “small” aircraft includes most commuter aircraft between 10 – 30 passengers.

The federal law applies to all charter operations, both large and small. The revised rules must be changed to acknowledge that all public charter operations using aircraft with more than 9 passenger seats that operate under a schedule cannot operate at an uncertificated airport. The FAA should not ignore Congress’ direction, and should not compromise the public safety. We ask that the rules be changed to conform to the law. Please include these comments as part of the Notice of Proposed Rulemaking for the above docket.

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Carla and Terry Gerber

August 6, 2000

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400 Seventh Street, S.W, Room Plaza 401
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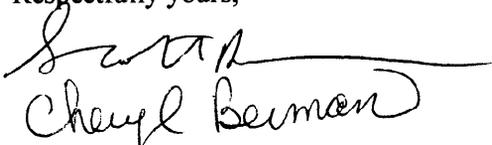
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Scott and Cheryl Berman, Greenwood Village, Colorado, 80111

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Ralph C. Wilbuda
Ralph C. Wilbuda - 560 E. J. D. Circle
Queenwood Village, Co. 80111

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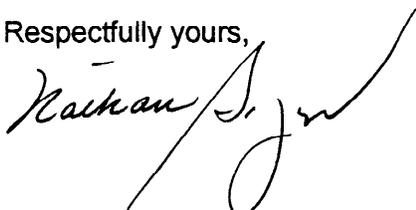
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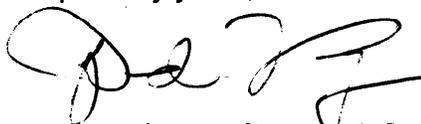
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DAVID ROSENBERG

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PAUL F. McDERMOTT
Bertrude H. McDermott

5630 S. BOSTON ST.
GREEN WOOD VILLAGE
COLO. 80111