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ORIGINAL

July 15, 2000

U.S. Department of Transportation  
Dockets 2000-7479 - 72  
400 Seventh Street, S.W., Room Plaza 401  
Washington, DC 20590

U.S. DEPARTMENT OF TRANSPORTATION  
00 AUG 17 11:12:51

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.

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Thank you for the opportunity to make these comments.

Respectfully yours,

*Betty & Jim Deacon*  
*5902 S. Wrayton Ct.*  
*Englewood CO 80111*

303-779-4632

July 15, 2000

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*Anthony + Brenda Rickett*  
9627 E. Arbor CR  
Englewood, CO 80111

BETTY D. JAGGERS  
E-mail - bdjaggers@mho.net

RONALD H. JAGGERS  
E-mail - rjaggers@mho.net  
9539 E. Arbor Pl.  
Englewood, CO 80111  
Ph. 303-741-1124  
303-741-8662

July 15, 2000

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Dockets 2000-7479  
400 Seventh Street, S.W, Room Plaza 401  
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Cell Ph. 303-881-5906

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*Ronald H. Jagers*  
*Betty D. Jagers*

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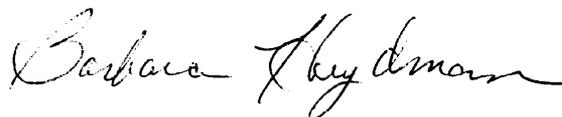
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Respectfully yours,

A handwritten signature in black ink, appearing to read "Paul Gregory". The signature is written in a cursive, flowing style with a large initial "P".

August 13, 2000

U.S. Department of Transportation

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

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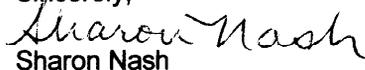
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Thank you for the opportunity to make these comments.

Sincerely,

  
Sharon Nash

July 15, 2000

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*Loy H. E. Omondorn*

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GEORGE - KARAKALIOS



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*Bob E. Gilman, Director*  
6135 S. Jasmine  
Englewood CO 80111

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*Betty J. Pitts*

*I agree with the above letter.*

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Thank you for the opportunity to make these comments.

Respectfully yours,

A handwritten signature in black ink, appearing to read "Jeff Shuler", written over a horizontal line.

~~Aug~~ 15, 2000

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

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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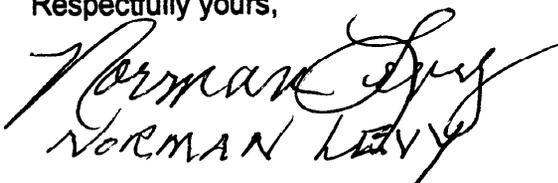
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NORMAN LEVY

July 15, 2000

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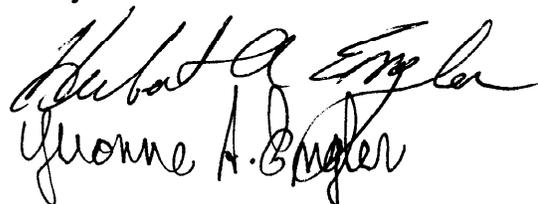
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Jerome A. Engler

69195. Valentin St.  
Engelwood, Co.  
80112

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*Donna R. Lyda and Paige E. Lyda*  
6768 S. Niagara Ct., 6768 S. NIAGARA CT  
Englewood, CO 80112

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