

105868

July 15, 2000

DEPT. OF TRANSPORTATION
DOCKETS

00 AUG 18 PM 1:29

U.S. Department of Transportation
Dockets 2000-7479 -75
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).

(2) DEFINITION – In this paragraph, the term “regularly scheduled charter air transportation” does not include operations for which the departure time, departure location and arrival location are specifically negotiated with the customer or the customer’s representative.

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,

George J. Hockman & Darlene C. Hockman
5972 So. ADAMS DR.
LITTLETON, CO. 80121

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U.S. Department of Transportation
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400 Seventh Street, S.W., Room Plaza 401
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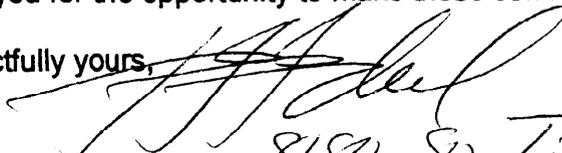
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8180 So Tamarac Street
Elysee CO 80112-3229

July 15, 2000

Mr. & Mrs. C. Edward Hockom
9051 S. Emporia Circle
Englewood, CO 80111

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J. Macell
7205 S. Dexter St.
Littleton Co. 80122

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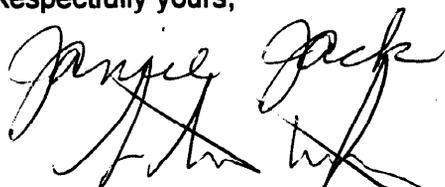
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2473 E Fremont Ct
Littleton CO 80122

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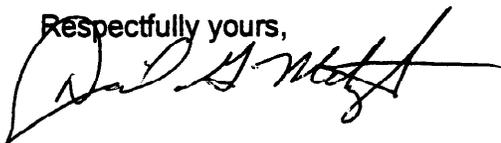
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