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U.S. DEPARTMENT OF TRANSPORTATION  
00 AUG 22 PM 2: 50

U.S. Department of Transportation  
Dockets 2000-7479-93  
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.

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,

*Janoslas Kutz*  
16725 E. Napa Drive  
AURORA CO 80013

Aug 18, 2000

U.S. DEPARTMENT OF TRANSPORTATION

00 AUG 22 PM 2:59

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

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Thank you for the opportunity to make these comments.

Respectfully yours,

*Glenn H. Alpiner*

6924 S. Garfield Way  
LITTLETON, CO 80122

July 15, 2000

U.S. DEPARTMENT OF TRANSPORTATION  
00 AUG 22 PM 2:09

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

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Rush & Lyn Bell  
5662 S. Lansing Court.  
Englewood CO 80111

(303) 694 4991  
tinkerb@uswest.net

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DEPT. OF TRANSPORTATION  
2000-7479

00 AUG 22 PM 2:11

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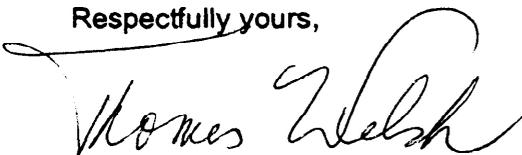
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*Edwin G. Saklatvala*

July 15, 2000

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Respectfully yours,

*Hacey N. Brown*

P.S. We are already being impacted at our home by increased air traffic at Centennial Airport. The noise & low flying aircraft seem to be getting worse all the time.

July 15, 2000

U.S. Department of Transportation  
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400 Seventh Street, S.W., Room Plaza 401  
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80 AUG 22 01 2: 11

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*Gilda E. St. Denis*

July 15, 2000

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400 Seventh Street, S.W., Room Plaza 401  
Washington, DC 20590

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400 Seventh Street, S.W., Room Plaza 401  
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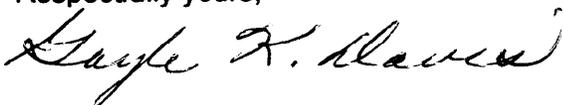
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July 15, 2000

U.S. DEPARTMENT OF TRANSPORTATION  
WASHINGTON, DC 20540

00 AUG 22 PM 2:11

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

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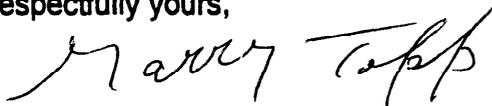
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11363 East Cimarron Drive

Englewood

Arapahoe County

DEPARTMENT OF TRANSPORTATION  
COLORADO 80111-4007

00 AUG 22 11 2:11 16 August 2000

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

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*Anthony A. G. Bowerman*

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M. Edith Bowerman

Maria E. Bowerman

July 15, 2000

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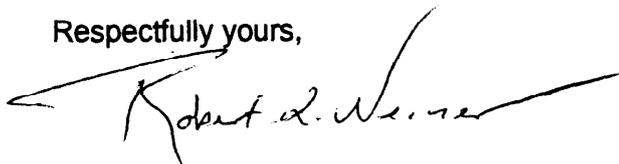
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U.S. Department of Transportation  
Dockets 2000-7479  
400 Seventh Street, S.W, Room Plaza 401  
Washington, DC 20590

DEPT. OF TRANSPORTATION  
00 AUG 22 PM 2:11

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.

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,

*Mary Ellen Tierney*

Mary Ellen Tierney  
7623 South Cove Circle  
Littleton, CO 80122

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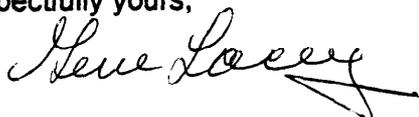
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FOXFIELD, CO 80016

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*Susan J. Bradley*

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*Madge Morgan*

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Steve Ferrell  
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