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DEPT. OF TRANSPORTATION

October 12, 2001

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Docket Management System
U.S. Department of Transportation, Room Plaza 401
400 Seventh Street SW; Washington DC 20590-0001

Re: Docket Number FAA-2001-10047 - 158

To Whom It May Concern:

We are opposed to the joint proposal between the FAA and the FOARC regarding changes in the regulation of fractional jet ownership, creation of the Sub-Part K to FAR Part 91 and the loosening of Part 135 requirements that would greatly impact the surrounding residential area, schools, and general quality of life around the Santa Monica Airport.

We recommend that the FAA undertake a comprehensive study of the impact of fractional ownership and it's expansion of business jet fleets and operations on general aviation airports and their adjacent communities and schools before it enacts new rules or modifies any existing regulations.

We ask that the FAA in chartering the FOARC make recommendations on fractional ownership that do not exclude airport operators and organizations. A committee with appropriate representation of neighborhood associations should be impaneled by the FAA to review the issue of fractional ownership and the proposed rules and make recommendations before any formal rule-making process is undertaken by the FAA.

We ask that the FAA do a full environmental impact review of the proposed changes to Part 135 (particularly alterations to the 60% rules) and the creation of FAR Part 91 Sub-Part K which can potentially result in major and significant increase in the volume of business jet traffic at local general aviation airports and change the mix of aircraft using small single runway general aviation airports which will dramatically effect our community and local communities across the country.

We are opposed to the creation of Sub- Part K. The fractional ownerships are clearly businesses and they are commercial operations whose fleet structure and operations impact local airports and communities in the same manner as Part 135 charter operators and therefore should be governed by the existing FAR Part 135 not Part 91 which should be for strictly privately owned and operated aircraft.

We oppose changes to the Part 135 60% rule.

Sincerely,



Elizabeth .H. Hanna and John .S. Hanna Jr. 10515 Putney Rd. Los Angeles, CA 90064