

Document Management System  
U.S. Department of Transportation  
Room Plaza 401

400 Seventh Street SW  
Washington, DC 20590

Docket No. TSA-2002-11604

To Whom It May Concern:

Thank you for the opportunity to respond to TSA-2002-11604. I am the vice president of a Single Pilot-In-Command Part 135 certificate operation and am very concerned about the ramifications of Docket No. TSA-2002-11604. I take exception to some of the statements in this document such as is found in the background information where it states: "Aircraft that have a maximum certificated takeoff weight of 12,500 pounds or more generally have 18 or more passenger seats." I have flown for over 30 years and have logged almost 18,000 hours and am not aware of any aircraft that weighs 12,500 pounds and has 18 or more passenger seats.

We can argue if these rules should or should not apply to aircraft that weigh exactly 12,500 pounds, but I strongly feel that this issue is much greater than; "Should a charter company that operates a King Air 200 on Part 135 be required to comply."

I feel we are allowing the terrorist of September 11, 2001 to have an even greater negative effect because of our overreaction, then they ever accomplished in their cowardly deeds on 9/11. We basically have made every person that travel on an airplane a suspect and have viewed every possible metal object as a possible hijack tool.

I would propose that Docket No. TSA-2002-11604 can be likened to the United States deciding to construct a 100 foot high steel chain link fence along the entire east and west coast 500 feet out in the ocean to protect ourselves from a shark attack, just because on one day four sharks attacked and killed some people off one of the thousands of coast line beaches.

I am a little confused about exactly what we are trying to protect ourselves from. If we are fearful that someone is going to spray poisons from an aircraft, I think it would be very difficult to do from a pressurized aircraft. If we are fearful that someone is going to hijack a cabin size aircraft and fly it into a building somewhere, I don't think that it would accomplish anything near to the desired results.

It seems that I remember that one of our past famous Presidents said something to the effect that "all we have to fear is fear itself." I personally would much rather continue live in a country where we still have a certain level of trust in our fellow human being than to allow our society to be degraded to a level where no one trusts anyone and everyone is suspect.

I submit that every pilot, FBO, charter operator, etc., needs to be very aware of who is wanting to use their services and do whatever background check needed to address any concern before engaging in the requested service. It seems that at least in our area of the country, most charter operators know their charter customers personally or the companies they represent and realize that they are not a threat to national security.

Please don't require millions of dollars and thousands of man-hours to be wasted trying to fix something that is not broken. As several of the comments you have received on this subject have already stated, there has never been a Part 135 aircraft used as terrorist tool.

Sincerely,

Dan Mills  
Vice President of Flight Operations  
Allied Jet, Inc.