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To Docket Management Facility

FAA-2003-14830-13

RIN 2120-AH02

September 1, 2003

U.S. Department of Transportation  
Federal Aviation Administration  
Docket Management System  
400 7th Street, SW  
RM PL 401, Washington, DC 20591-0001

Subject: Hawaii Helicopter Air Tour Industry Petition to Amend SFAR 71

Dear FAA Administration,

I would like to add some of my own personal comments about the current SFAR 71 and reply to FAA-2003-14830. I have been a helicopter tour pilot here in the Hawaiian Islands for over ten years. I have over 10,000 plus flight hours flying tours on both the Island of Kauai and now presently flying tours on the Big Island of Hawaii. I have seen the rules change many times from the time I first started flying tours on Kauai in 93. I feel the current rules of the SFAR 71 are sometimes very hard to maintain and also sometimes very unsafe. I understand your position as a Federal agency and your responsibility for the public's safety, and also the numerous noise complaints you must have to deal with due to noise complaints from tour aircraft in Hawaii. I would also ask you to consider this. I have seen clear blue skies in remote valleys of these Islands go to low ceilings and low visibilities within minutes. I have been forced to maintain higher than normal terrain clearances in remote areas where I could of also been very close to going IFR in a helicopter where we should be lower and slower in

that area. It has been close to having direct mid-air collisions in dollars and other areas because we are all forced to participate in some sort of those areas. It has been forced to fly over some airports areas at 1500, where the general public could fly low and fast because much should probably take place there. The same to the sense to the NTSB to some of us that the pilot has an obligation, and does to to really know the pilot has an obligation, and does to get a good foot for the type of flying and the weather related problems we have to encounter on a daily basis flying out there for various failures and emergencies etc. Power (now), and how do do firmly believe in a minimum of one "Please" help us to do our job here in that sort of area. But I think that's more likely by accident than by design SFAIR 71

Michael F. Gallagher  
Chairman of Battelle  
Blue Hawaiian Helicopters  
Waialae Hawaii

all together.

Blue Hawaiian Helicopters files were destroyed by accident SFAIR 71

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and would do such things like inspections etc from the FARs, the

in some cases where there are no laws in people etc.

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