

*Sample of Letter requesting delay for customer to send to US Department of Transportation / FAA*

To: FAA Flight Standards District Office, Van Nuys  
Attn: (Recipient)

Re: Part 135 certificate, Johnson Air 03

August 1, 2007

Dear (Recipient),

Recently your office has asked that I either resume operations on the above referenced Part 135 certificate, or formally cease Part 135 operations and surrender the certificate back to your office. Under normal circumstances I would have been able to make that decision and comply with your request, however a recent natural disaster has complicated the situation. It is very appropriate now for the FAA to allow an additional period of time before demanding a final disposition on this certificate.

On **July 25<sup>th</sup>, 2007** a large thunderstorm and associated downburst at Eagle Airpark A09 in the vicinity of Bullhead City, AZ tore one of the aircraft that had been associated with this Part 135 operation (Cessna 210A N9467X) from the tiedowns and flipped it over causing major damage to the airframe. This *greatly* affects when or even if the Part 135 operation could continue at all. As of August 2, 2007 the aircraft is still being recovered and transported to a repair facility to determine whether it is repairable. In this circumstance it would certainly be appropriate for the FAA to temporarily suspend its normal timeline and at least allow the repair facility to determine **if** or **when** the aircraft can be returned to service.

However, due to the FAA already having shown some amount of patience regarding my 135 certificate before this incident, and it not yet being known how long the repairs to this aircraft would take, I have decided to put the Johnson Air 03 business up for immediate sale. To this end, advertisements have been placed and several inquiries have already been received.

Although the FAA wishes to have a formal notice of disposition on this 135 certificate sooner rather than later, I must ask that you allow an extension of time owing to the fact that one of the aircraft which was on this certificate has been **damaged**, and particularly because the entire business is scheduled to be sold within a short time. I ask that the FAA take into consideration the fact that there have not been *any* enforcement actions, questionable practices, violations, fines, or any other negative factors associated with this business, that we have had an excellent safety record, and that an “act of God” type disaster has thrown a very significant “wrench” into this situation.

I have made the decision to transact an immediate sale of the Johnson Air 03 business, so the FAA’s desire for a final disposition will be met in very short order. My

business and I personally would suffer significant financial damage, without good cause, if the FAA were to take any negative actions against this business between the time the aircraft was damaged and the time I formally sell the business. The business will be sold or otherwise disposed within 60 days of the date that the storm downburst damaged or destroyed the aircraft in question. This letter will serve to verify without question that your office will be notified *immediately* upon the change of ownership.

I truly appreciate your understanding and agreement that this natural disaster justifies a bit more patience than might otherwise be appropriate, **especially** considering that there are now no flight operations of any type involving the aircraft which had been associated with the Part 135 certificate. As such, the FAA and the public at large are under no risk of there being any improper or unlicensed aircraft operations during the transition period, and the FAA will suffer no damage from granting my request.

Sincerely,

Jack Johnson  
Catherine Johnson  
dba Johnson Air 03