

UNITED STATES OF AMERICA
CIVIL AERONAUTICS BOARD
WASHINGTON, D. C.

Effective: February 20, 1952
Adopted: January 11, 1952

SPECIAL CIVIL AIR REGULATION

AUTHORIZATION FOR AIR TAXI OPERATORS TO CONDUCT OPERATIONS UNDER
THE PROVISIONS OF PART 42 OF THE CIVIL AIR REGULATIONS

Concurrently with this regulation, the Board is adopting a new Part 298 of the Economic Regulations which establishes a new class of air carrier to be known as "Air Taxi Operators." These operators will have broad economic authorization to engage in the transportation of persons or property for hire in small aircraft (less than 12,500 pounds maximum certificated take-off weight) subject to exceptions with respect to operations competing with certain helicopter routes and operations in the Territories and Possessions. It may consequently be expected that in addition to their present irregular operations, some, if not most of the air taxi operators will perform some air services approaching a scheduled nature.

Under present regulations such operators, to the extent that flights are conducted in excess of what may be considered an irregular pattern, would be subject to those parts of the Civil Air Regulations designed primarily to govern the operations of certificated carriers whose principal business is the conduct of scheduled interstate flights with large aircraft. The Board considers that the application of such standards to the operators whose scheduled flights will generally be incidental to other flight operations would be inappropriate, unnecessary, and unduly burdensome. Those operators are currently conducting their irregular services pursuant to the provisions of Part 42, and the Board believes that until operating experience reveals that further or different rules are necessary, air taxi operators should be allowed to continue their operations pursuant to Part 42.

As the exemptions under Part 298 of the Economic Regulations are only temporary and are stated to run for three years from the effective date of that part, it seems desirable to limit the authorization contained herein to the same period of time.

This regulation is necessary in order to give effect to the new Part 298 referred to above, which was published as a notice of proposed rule making dated February 14, 1951, and on which public comment was received and considered. Since this regulation is ancillary to such part and since it continues in effect the same rules as are presently applicable to these operators, without diminution in safety standards, the Board finds that notice and public procedure hereon are unnecessary.

In consideration of the foregoing the Civil Aeronautics Board hereby makes and promulgates the following Special Civil Air Regulation, effective February 20, 1952.

Notwithstanding the provisions of parts 40, 41, and 61 of the Civil Air Regulations, any air taxi operator as defined in §298.1 (a) (2) of Part 298 of the Economic Regulations shall be certificated and shall conduct operations in air transportation in accordance with the provisions of Part 42 of the Civil Air Regulations. An air carrier operating certificate presently issued by the Civil Aeronautics Administration to a small irregular air carrier shall, until its stated expiration date, be valid as an air carrier operating certificate for air taxi operations, unless such certificate is sooner surrendered, suspended or

revoked. Such certificate may be renewed as an air carrier operating certificate for air taxi operations.

This regulation shall terminate three years after its effective date unless sooner terminated or rescinded by the Board.

[Sec. 205 (a), 52 Stat. 984; 49 U.S.C. 425 (a). Interpret or apply secs. 601, 604, 52 Stat. 1007, 1010; 49 U.S.C. 551, 554.]

By the Civil Aeronautics Board:

/s/ M. C. Mulligan

M. C. Mulligan
Secretary

(S E A L)