

[Docket No. 18510]

Special Federal Aviation Regulation No. 38-2: Certification and Operating Requirements

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Final rule.

SUMMARY: These amendments: (1) Specify and clarify the type of certificate and operations specifications an operator may be issued consistent with the scope and type of its operations; (2) specify and clarify the certification requirements the operator must meet with respect to each type of operation in order to be eligible to have a specified type of operation authorized in its operations specifications; (3) clarify the regulations with which an operator must comply in the conduct of the operations specified; (4) include provisions regarding Part 125 and other regulations which have been promulgated since the adoption of Special Federal Aviation Regulations (SFAR) No. 38 and eliminate provisions that relate to Part 123 and other regulations that are no longer applicable; (5) authorize certain operators of transport category airplanes having a maximum passenger seating configuration, excluding any required crewmember seat, of 30 seats or less and a maximum payload capacity of 7,500 pounds or less to operate under the provisions of Part 121 rather than Part 135 when a specific authorization is obtained from the Administrator (the related "pass-through" provision of SFAR 39 is deleted); (6) require rotorcraft operations that may currently be subject to Parts 121 and 127 to be conducted under Part 135; and (7) include the substance of present Part 129 applicability in order to provide a comprehensive listing of certification and operations specifications requirements.

EFFECTIVE DATE: June 4, 1985.

FOR FURTHER INFORMATION CONTACT: Mr. Larry Bedore, Project Development Branch, Air Transportation Divisions, Office of Flight Operations, Federal Aviation Administration, 800 Independence Avenue, SW., Washington, D.C. 20591; telephone (202) 472-4621.

SUPPLEMENTARY INFORMATION:

Background

On January 30, 1985, the FAA issued Notice of Proposed Rulemaking (NPRM) No. 85-3 (50 FR 4472). This notice proposed to revise SFAR 38 primarily to

specify and clarify FAA requirements for operating certificates and for operations specifications for persons who operate under Federal Aviation Regulations Parts 121 and 135. The notice was issued to bring SFAR 38 up to date in view of changes in the regulations and in the aviation industry that had occurred since it was issued in 1978 and also as part of the FAA's continuing response to the sunset of the Civil Aeronautics Board.

This amendment updates SFAR 38 in light of changes since 1978 and clarifies those provisions in SFAR 38 that states which FAA regulations apply to a particular air carrier for the type of operation the air carrier is conducting in the areas summarized below. A fuller discussion of each area is contained in the preamble to NPRM 85-3.

One of the purposes of this amendment is to clearly define, for each type of operation (e.g., scheduled common carriage within the United States, all-cargo operations, scheduled common carriage outside the United States, etc.): (1) The type of certificate, (2) the certification requirements, (3) the operations specifications, and (4) the regulations within the applicable Parts of the FAR with which an operator must comply when conducting each type of operation.

As amended, SFAR 38-2 makes it clear that wherever the term "commuter air carrier" appears in Part 135 of the FAR, it shall be deemed to mean a holder of an "Air Carrier Operating Certificate" that is conducting scheduled passenger carrying operations with a frequency of operations of at least five round trips per week on at least one route between two or more points according to published flight schedules. This frequency of operations is a standard currently accepted by the industry and the FAA for air carrier certification and operation rules. However, this definition would not apply to Part 93 of the FAR. Further, a regulation that applies to a commuter air carrier will be deemed to mean a regulation that applies to scheduled passenger-carrying operations conducted under Part 135.

SFAR 38-2 allows the Administrator to authorize an air carrier who would otherwise be subject to Part 135 to elect to conduct its operations with transport category airplanes under Part 121. However, an air carrier is not allowed to operate airplanes subject to Part 121 under Part 135.

SFAR 38-2 does not reference § 135.2, and any air carrier conducting its operations under the "pass-through" provision is required to conduct its operations under Part 135, unless it receives authorization from the

Administrator to conduct its operations under Part 121.

SFAR 38 is updated by adding provisions which reference Part 125 which became effective February 3, 1981, and deletes the provisions relating to Part 123 which was revoked effective January 1, 1983.

SFAR 38-2 requires rotorcraft operations that are now conducted under Part 121 or Part 127 to be conducted under Part 135. The amendment, in effect, suspends Part 127 and §§ 121.13 and 121.157(e), and requires all rotorcraft operations to be conducted under Part 135.

As amended, SFAR 38-2 includes the substance of the applicability of present Part 129 in order to provide for a comprehensive listing of certification and operations specifications requirements.

SFAR 38 as revised by this amendment will be effective until May 1, 1986, unless sooner superseded or revoked.

Comments on Proposed SFAR 38-2

During the comment period, the FAA received 15 comments. The limited number of comments received and the tone of the comments indicate overall substantial agreement with proposed SFAR 38-2. A few commenters recommended minor changes or raised questions about certain provisions of SFAR 38-2.

One commenter questioned whether the opening sentence of SFAR 38-2 which reads "Contrary provisions of Parts 121, 125, 127, 129, and 135 of the Federal Aviation Regulations notwithstanding," may create confusion. The "notwithstanding" clause is a carryover from original SFAR 38 and it does not appear to have caused the kind of confusion the commenter suggests.

Four commenters request that the phrase "passenger seating capacity" in proposed paragraphs 4(a) and 4(b) be changed to "passenger seating configuration" as it is in current SFAR 38 paragraphs 2 (a) and (b) and 3 (a) and (b). The reason is that the proposed wording would mean that if an aircraft has been certificated for a certain maximum seating capacity, that figure would be the compliance factor, rather than the number of installed passenger seats in the aircraft. The FAA did not intend to change the criteria for compliance and has, therefore, changed the language back to passenger seating configuration" as it appears in the provisions of present SFAR 38 cited above.

For consistency of language within SFAR 38-2 and also for consistency of application of the FAR, the term "passenger seating capacity" in paragraph 5(a), which relates to Part 125

has also been changed to passenger seating configuration" even though Part 125 (section 125.1(a)) presently uses "seating capacity." The FAA does not consider this a substantive change since Part 125 has been applied on the basis of seating "configuration" rather than seating "capacity."

One commenter objected to the phrase "certain procedures" used in Section 3 as being unclear. The commenter suggested changing "certain procedures" to "appropriate regulations." The FAA does not agree. The term "certain procedures" refers to procedures that may be included in operations specifications to reflect requirements imposed on a specific operator in addition to the Federal Aviation Regulations. Examples would include specific procedures that might be tied in with a deviation or an exemption approved for that carrier. The commenter also objected to the phrase "size of aircraft" in Section 3 as not being sufficiently specific. The commenter suggested changing "size of aircraft" to "seating and payload capacity." The commenter's point is valid and has been adopted by inclusion of a definition of "size of aircraft" in Section 6(c). Also, in Section 1(a) and in Section 3, the word "type" in reference to type of aircraft, has been changed to "class" to make it clear that the distinction intended is not between types of aircraft (e.g. B-727, DC-8, etc.) but rather between classes of aircraft (e.g. airplanes, rotorcraft, etc.).

One commenter suggests that the preamble statements regarding CAB sunset be updated to show that a finding of fitness is a continuing requirement under the sunset legislation and that the Department of Transportation now has this function formerly handled by the CAB. The FAA agrees. The NPRM preamble was written before the 1984 amendments to the Airline Deregulation Act of 1978, (Pub. L. 98-443, October 4, 1984) which stipulated that DOT will continue the CAB function of determining fitness.

One commenter objects to the explanation in the preamble concerning confusion as to applicable regulations resulting from the sunset of the CAB. This commenter states that a FAA policy change, rather than confusion, was responsible for the FAA's requiring 21 carriers to shift from the supplemental rules of Part 121 to the domestic or flag rules of Part 121, as appropriate. This point was addressed in the preamble to the proposed revision of SFAR 38 as follows:

"It is the FAA's position that an air carrier certificated under current SFAR 38 in accordance with the rules of Part 121 must, if it is engaged in scheduled passenger operations, operate in

accordance with the rules applicable to domestic or flag air carriers as required by § 121.3(a) or § 121.3(c) and be issued domestic and flag operations specifications. Furthermore, it is the FAA's position that an air carrier engaged in nonscheduled passenger-carrying operations must operate in accordance with the rules applicable to supplemental air carriers in accordance with § 121.3(e) and be issued supplemental operations specifications. The FAA has issued interpretive material to explain the correct application of these rules, but believes that the regulations should be clarified."

These 21 operators now have the appropriate operations specifications and have been brought in compliance with the applicable regulations in Part 121 so that this revision of SFAR 38 imposes no burden.

This commenter also thought that elimination of the "pass-through" provision in paragraph 2(d) of SFAR 38 would impose a similar burden. However, the inclusion of paragraph 4(b) as proposed allows persons operating transport category airplanes to obtain approval from the Administrator to conduct those operations under the appropriate provisions of Part 121. This provision is less limited than the original pass-through provision (which applied only to operations existing on December 1, 1978) and applies only when requested by the operator and approved by the Administrator.

Two commenters object to the definition of "commuter air carrier." One of the commenters seems to object to applying the term "commuter" to air carriers who are operating under Part 121 domestic rules, but who are operating propeller driven aircraft of less than 60 seats. Such operators consider themselves to be "regional" air carriers who compete equally with other types of air carriers. However, the definition of commuter air carriers does not apply to operations under Part 121 because it applies only to operations under Part 135 with aircraft having a maximum passenger seating configuration of 30 seats or less and a maximum payload capacity of 7,500 pounds or less.

A second commenter objects to provisions in the definition of "commuter air carriers" that state that frequency of operations is "at least five round trips per week on at least one route between two or more points . . .". The commenter objects on the basis that the definition constitutes a public convenience and necessity requirement and that the authority domestically to issue a Certificate of Public Convenience and Necessity for domestic operations was terminated by Congress on January 1, 1982. In

response, the FAA does not intend by this definition to create a public convenience and necessity requirement in the "commuter air carrier" definition. The definition has been used historically in Part 135 to refer to scheduled operations as opposed to non-scheduled. To preclude a change in the operations requirements prescribed in SFAR 38, the commuter air carrier route and frequency stipulation is needed in the SFAR 38-2 definition in order to continue to exclude those operators who may fly fewer than five round trips per week from certain commuter air carrier requirements prescribed in Part 135.

A commenter objected to the definition of "scheduled operations." According to the commenter, the definition would require charter operators to be issued domestic air carrier operations specifications if they were to contract for a series of public charters. The FAA does not agree that this definition includes legitimate charter operations. Scheduled operations by definition depart at a stated time and place and are readily available to the general public. While, on occasion, "charter" flights are "announced" in advance, the charter operator normally does not commit to having the flight operate unless a minimum load of passengers is booked in advance. Thus, the general public cannot depend upon a chartered flight maintaining a schedule (for example, there may be a last minute flight cancellation because not enough passengers signed up for the flight) as they can on a scheduled flight. An operator who attempts to hold itself out as a charter operator but who, in fact, announces regularly scheduled flights to the public would be considered a scheduled operator and would have to comply with the regulations for scheduled operations under Part 121 or Part 135, as appropriate.

Two commenters expressed concern that the definition of "air carriers" in section 6(c)(1) would require all indirect "air carriers" to have operating certificates and operations specifications under section 1(c) which states that "no person may operate without, or in violation of, a certificate and operations specifications issued under this SFAR."

While it is true, as these commenters point out, that the Federal Aviation Act of 1958 defines "air carrier" to include one who acts "indirectly" the FAA has never extended its air carrier regulations to persons who are legitimately engaged in indirect operations such as a bona fide freight forwarder. SFAR 38-2 does not treat indirect operators any differently than current SFAR 38 and so there is no substantive change. However, this does not mean that an indirect air carrier can avoid air carrier

certification requirements if, in fact, that carrier is engaged in the operation of aircraft or exercises its authority over initiating, conducting, or terminating a flight or flights.

One commenter states that the application of Part 135 is somewhat open-ended with respect to rotorcraft having a passenger seating configuration of more than 30 seats or a maximum payload capacity of more than 7,500 pounds. The commenter states that in their responses to other rulemaking proposals concerning rotorcraft, such as Notice No. 85-8 (50 FR 10144, March 13, 1985), industry groups must now consider future operations of larger helicopters under Part 135. In response, the FAA notes that the proposal to require all sizes of rotorcraft to be operated under Part 135 is based on the recognition that there are significant deficiencies in Parts 121 and 127 that must be addressed before authorizing any rotorcraft operations under those rules. The issuance of special operations specifications is identified in the preamble of the proposal as an option to permit the operation of larger rotorcraft under Part 135. In the meantime, Exemptions Nos. 4109 and 4297 have been issued to two operators to permit the operation of BV-234 helicopters under Part 135. The FAA recognizes that additional rulemaking is needed to adequately cover the operation of rotorcraft having a passenger seating configuration of more than 30 seats, excluding any required crewmember seat, or a payload capacity of more than 7,500 pounds. In the interim, since Part 135 does not presently address that size rotorcraft, operators of these rotorcraft will be issued special operation specifications which will provide for the appropriate level of safety required for that size aircraft. New paragraphs 4(d) and 5(d) are added to this SFAR to clarify this point, and to spell out what was intended in the NPRM.

Three commenters suggest changes which are beyond the scope of this notice of proposed rulemaking. As stated earlier in this notice and in the NPRM, this rulemaking updates and clarifies SFAR-38; it does not substantively revise the basic applicability of the affected parts. Therefore, these recommendations for substantive change beyond the scope of Notice 85-3 have not been considered in this rulemaking.

Good Cause Justification for Immediate Adoption

The termination date for SFAR 38 as extended by SFAR 38-1 is June 1, 1985. There are numerous operating certificates issued under the provisions of SFAR 38, as amended. In order to avoid confusion in the administration of

FAA regulations regarding operating certificates and operating requirements, it is necessary that this amendment be effective as soon as possible. Therefore, I find that good cause exists for making this amendment effective in less than 30 days.

Economic Impact

The FAA evaluated the economic impact of this amendment. This amendment is not expected to cause an adverse economic impact on the regulated parties because it is essentially clarifying in nature. The findings of FAA's evaluation are summarized below and a copy of the regulatory evaluation is contained in the docket.

The rule: (1) Specifies and clarifies certification requirements and regulations operators must comply with in conducting specific operations, (2) includes regulations that have been promulgated and deletes references to regulations that have been withdrawn since the adoption of SFAR 38, and (3) suspends regulations that are no longer applicable.

As previously pointed out, it is the FAA's position that the current regulations require scheduled operations in airplanes with more than 30 passenger seats to be conducted under the domestic or flag air carrier rules. Therefore, as the result of this rule, there should be minimal economic impact on the approximately 21 carriers previously discussed. Accordingly, a full economic evaluation is not required. Notwithstanding the above position, an economic evaluation was performed. This evaluation reveals that a small net benefit will accrue to the affected carriers because costs that may result from having to comply with the domestic and flag rules would be more than offset by cost savings associated with relaxation of reserve fuel requirements.

SFAR 38-2 suspends Part 127 and requires all rotorcraft carriers currently operating under Parts 121 and 127 to conduct their operations under Part 135. Such a change is expected to enhance safety because Part 135 contains safety related requirements for rotorcraft not specified in either Part 121 or 127. This rule will not generate any additional costs to regulated parties. At present, only two carriers, under exemption authority, operate rotorcraft with a capacity in excess of 30 seats or a 7,500-pound payload under Part 135. These rotorcraft would normally be subject to the provisions of Part 121 or 127. Moreover, commuter operations with large rotorcraft currently do not appear feasible at locations where the geographical distribution of service

points make rotorcraft operations viable.

Trade Impact Statement

The FAA finds that the amendment will have no impact on international trade.

Regulatory Flexibility Determination

The FAA finds that the amendment will have no consequential economic impact on small entities. Accordingly, the FAA finds that an initial regulatory flexibility analysis is not required by the Regulatory Flexibility Act.

Conclusion

For the reasons stated under the heading "Economic Impact," the FAA has determined that this document involves a rule which: (1) Is not a major rule under Executive Order 12291; and (2) is not a significant rule under Department of Transportation Regulatory Policies and Procedures (44 FR 11034; Feb. 26, 1979). Also, for the reasons stated under the heading "Trade Impact Statement and Regulatory Flexibility Determination," I certify that the rule will not have a substantial economic impact on a substantial number of small entities. The total projected impact of the amendment may be found in a copy of the regulatory evaluation contained in the public docket. A copy of that evaluation may be obtained by contacting the person identified above under the caption "FOR FURTHER INFORMATION CONTACT."

List of Subjects in 14 CFR Parts 121, 125, 127, 129, and 135

Air carriers. Aircraft. Airmen. Aviation safety. Air taxis. Air transportation. Certification requirements. Common carriers. Operations specifications.

The Amendment

In consideration of the above, SFAR 38 (14 CFR Parts 121, 125, 127, 129, and 135) is revised to read as follows:

1. The authority citation for SFAR 38-2 is revised to read as follows:

Authority: 49 U.S.C. 1354(a), 1421, 1423, 1424, and 1502; 49 U.S.C. 106(g) (revised Pub. L. 97-449, January 12, 1983).

2. By revising SFAR 38 to read as follows:

Special Federal Aviation Regulation Number 38-2—Certification and Operating Requirements

Index

Section

1. Applicability.
 - (a)(1) Certificates.
 - (a)(2) Certification requirements.
 - (a)(3) Operating requirements.

(b) Operations conducted under more than one paragraph.

(c) Prohibition against operating without certificate or in violation of operations specifications.

2. Certificates and foreign air carrier operations specifications.

(a) Air Carrier Operating Certificate.

(b) Operating Certificate.

(c) Foreign air carrier operations specifications.

3. Operations specifications.

4. Air carriers and those commercial operators engaged in scheduled intrastate common carriage.

(a)(1) Airplanes, more than 30 seats/7,500 pounds payload, scheduled within 48 States

(a)(2) Airplanes, more than 30 seats/7,500 pounds payload, scheduled outside 48 States

(a)(3) Airplanes, more than 30 seats/7,500 pounds payload, not scheduled and all cargo.

(b) Airplanes, 30 seats or less/7,500 or less pounds payload.

(c) Rotorcraft, 30 seats or less/7,500 pounds or less payload.

(d) Rotorcraft, more than 30 seats/more than 7,500 pounds payload.

5. Operations conducted by a person who is not engaged in air carrier operations, but is engaged in passenger operations, cargo operations, or both, as a commercial operator.

(a) Airplanes, 20 or more seats/6,000 or more pounds payload.

(b) Airplanes, less than 20 seats/Less than 6,000 pounds payload.

(c) Rotorcraft, 30 seats or less/7,500 pounds or less payload.

(d) Rotorcraft, more than 30 seats/more than 7,500 pounds payload.

6. Definitions.

(a) Terms in FAR.

(1) Domestic/flag/supplemental/commuter.

(2) ATCO.

(b) FAR references to:

(1) Domestic air carriers.

(2) Flag air carriers.

(3) Supplemental air carriers.

(4) Commuter air carriers.

(c) SFAR terms.

(1) Air carrier.

(2) Commercial operator.

(3) Foreign air carrier.

(4) Scheduled operations.

(5) Size of aircraft.

(6) Maximum payload capacity.

(7) Empty weight.

(8) Maximum zero fuel weight.

(9) Justifiable aircraft equipment.

Special Federal Aviation Regulation Number 38-2

Contrary provisions of Parts 121, 125, 127, 129, and 135 of the Federal Aviation Regulations notwithstanding—

1. Applicability.

(a) This Special Federal Aviation Regulation applies to persons conducting commercial passenger operations, cargo operations, or both, and prescribes—

(1) The types of operating certificates issued by the Federal Aviation Administration;

(2) The certification requirements an operator must meet in order to obtain and hold operations specifications for

each type of operation conducted and each class and size of aircraft operated; and

(3) The operating requirements an operator must meet in conducting each type of operation and in operating each class and size of aircraft authorized in its operations specifications. A person shall be issued only one certificate and all operations shall be conducted under that certificate, regardless of the type of operation or the class or size of aircraft operated. A person holding an air carrier operating certificate may not conduct any operations under the rules of Part 125.

(b) Persons conducting operations under more than one paragraph of this SFAR shall meet the certification requirements specified in each paragraph and shall conduct operations in compliance with the requirements of the Federal Aviation Regulations specified in each paragraph for the operation conducted under that paragraph.

(c) Except as provided under this SFAR, no person may operate as an air carrier or as a commercial operator without, or in violation of, a certificate and operations specifications issued under this SFAR.

2. Certificates and foreign air carrier operations specifications.

(a) Persons authorized to conduct operations as an air carrier will be issued an Air Carrier Operating Certificate.

(b) Persons who are not authorized to conduct air carrier operations, but who are authorized to conduct passenger, cargo, or both, operations as a commercial operator will be issued an Operating Certificate.

(c) FAA certificates are not issued to foreign air carriers. Persons authorized to conduct operations in the United States as a foreign air carrier who hold a permit issued under Section 402 of the Federal Aviation Act of 1958, as amended (49 U.S.C. 1372), or other appropriate economic or exemption authority issued by the appropriate agency of the United States of America will be issued operations specifications in accordance with the requirements of Part 129 and shall conduct their operations within the United States in accordance with those requirements.

3. Operations specifications.

The operations specifications associated with a certificate issued under paragraph 2 (a) or (b) and the operations specifications issued under paragraph 2 (c) of this SFAR will prescribe the authorizations, limitations and certain procedures under which each type of operation shall be conducted and each class and size of aircraft shall be operated.

4. Air carriers, and those commercial operators engaged in scheduled intrastate common carriage.

Each person who conducts operations as an air carrier or as a commercial operator engaged in scheduled intrastate common carriage of persons or property for compensation or hire in air commerce with—

(a) Airplanes having a passenger seating configuration of more than 30 seats, excluding any required crewmember seat, or a payload capacity of more than 7,500 pounds, shall comply with the certification requirements in Part 121, and conduct its—

(1) Scheduled operations within the 48 contiguous states of the United States and the District of Columbia, including routes that extend outside the United States that are specifically authorized by the Administrator, with those airplanes in accordance with the requirements of Part 121 applicable to domestic air carriers, and shall be issued operations specifications for those operations in accordance with those requirements.

(2) Scheduled operations to points outside the 48 contiguous states of the United States and the District of Columbia with those airplanes in accordance with the requirements of Part 121 applicable to flag air carriers, and shall be issued operations specifications for those operations in accordance with those requirements.

(3) All-cargo operations and operations that are not scheduled with those airplanes in accordance with the requirements of Part 121 applicable to supplemental air carriers, and shall be issued operations specifications for those operations in accordance with those requirements; except the Administrator may authorize those operations to be conducted under paragraph 4(a) (1) or (2) of this paragraph.

(b) Airplanes having a maximum passenger seating configuration of 30 seats or less, excluding any required crewmember seat, and a maximum payload capacity of 7,500 pounds or less, shall comply with the certification requirements in Part 135, and conduct its operations with those airplanes in accordance with the requirements of Part 135, and shall be issued operations specifications for those operations in accordance with those requirements; except that the Administrator may authorize a person conducting operations in transport category airplanes to conduct those operations in accordance with the requirements of paragraph 4(a) of this paragraph.

(c) Rotorcraft having a maximum passenger seating configuration of 30 seats or less and a maximum payload

capacity of 7,500 pounds or less shall comply with the certification requirements in Part 135, and conduct its operations with those aircraft in accordance with the requirements of Part 135, and shall be issued operations specifications for those operations in accordance with those requirements.

(d) Rotorcraft having a passenger seating configuration of more than 30 seats or a payload capacity of more than 7,500 pounds shall comply with the certification requirements in Part 135, and conduct its operations with those aircraft in accordance with the requirements of Part 135, and shall be issued special operations specifications for those operations in accordance with those requirements and this SFAR.

5. *Operations conducted by a person who is not engaged in air carrier operations, but is engaged in passenger operations, cargo operations, or both as a commercial operator.*

Each person, other than a person conducting operations under paragraph 2(c) or 4 of this SFAR, who conducts operations with—

(a) Airplanes having a passenger seating configuration of 20 or more, excluding any required crewmember seat, or a maximum payload capacity of 6,000 pounds or more, shall comply with the certification requirements in Part 125, and conduct its operations with those airplanes in accordance with the requirements of Part 125, and shall be issued operations specifications in accordance with those requirements, or shall comply with an appropriate deviation authority.

(b) Airplanes having a maximum passenger seating configuration of less than 20 seats, excluding any required crewmember seat, and a maximum payload capacity of less than 6,000 pounds shall comply with the certification requirements in Part 135, and conduct its operations in those airplanes in accordance with the requirements of Part 135, and shall be issued operations specifications in accordance with those requirements.

(c) Rotorcraft having a maximum passenger seating configuration of 30 seats or less and a maximum payload capacity of 7,500 pounds or less shall comply with the certification requirements in Part 135, and conduct its operations in those aircraft in accordance with the requirements of Part 135, and shall be issued operations specifications for those operations in accordance with those requirements.

(d) Rotorcraft having a passenger seating configuration of more than 30 seats or a payload capacity of more than 7,500 pounds shall comply with the certification requirements in Part 135, and conduct its operations with those aircraft in accordance with the

requirements of Part 135, and shall be issued special operations specifications for those operations in accordance with those requirements and this SFAR.

6. Definitions.

(a) Wherever in the Federal Aviation Regulations the terms—

(1) "Domestic air carrier operating certificate," "flag air carrier operating certificate," "supplemental air carrier operating certificate," or "commuter air carrier" (in the context of Air Carrier Operating Certificate) appears, it shall be deemed to mean an "Air Carrier Operating Certificate" issued and maintained under this SFAR.

(2) "ATCO operating certificate" appears, it shall be deemed to mean either an "Air Carrier Operating Certificate" or "Operating Certificate," as is appropriate to the context of the regulation. All other references to an operating certificate shall be deemed to mean an "Operating Certificate" issued under this SFAR unless the context indicates the reference is to an Air Carrier Operating Certificate.

(b) Wherever in the Federal Aviation Regulations a regulation applies to—

(1) "Domestic air carriers," it will be deemed to mean a regulation that applies to scheduled operations solely within the 48 contiguous states of the United States and the District of Columbia conducted by persons described in paragraph 4(a)(1) of this SFAR.

(2) "Flag air carriers," it will be deemed to mean a regulation that applies to scheduled operations to any point outside the 48 contiguous states of the United States and the District of Columbia conducted by persons described in paragraph 4(a)(2) of this SFAR.

(3) "Supplemental air carriers," it will be deemed to mean a regulation that applies to charter and all-cargo operations conducted by persons described in paragraph 4(a)(3) of this SFAR.

(4) "Commuter air carriers," it will be deemed to mean a regulation that applies to scheduled passenger carrying operations, with a frequency of operations of at least five round trips per week on at least one route between two or more points according to the published flight schedules, conducted by persons described in paragraph 4 (b) or (c) of this SFAR. This definition does not apply to Part 93 of this chapter.

(c) For the purpose of this SFAR, the term—

(1) "Air carrier" means a person who meets the definition of an air carrier as defined in the Federal Aviation Act of 1958, as amended.

(2) "Commercial operator" means a person, other than an air carrier, who conducts operations in air commerce

carrying persons or property for compensation or hire.

(3) "Foreign air carrier" means any person other than a citizen of the United States, who undertakes, whether directly or indirectly or by lease or any other arrangement, to engage in foreign air transportation.

(4) "Schedule operations" means operations that are conducted in accordance with a published schedule for passenger operations which includes dates or times (or both) that is openly advertised or otherwise made readily available to the general public.

(5) "Size of aircraft" means an aircraft's size as determined by its seating configuration or payload capacity, or both.

(6) "Maximum payload capacity" means:

(i) For an aircraft for which a maximum zero fuel weight is prescribed in FAA technical specifications, the maximum zero fuel weight, less empty weight, less all justifiable aircraft equipment, and less the operating load (consisting of minimum flight crew, foods and beverages, and supplies and equipment related to foods and beverages, but not including disposable fuel or oil).

(ii) For all other aircraft, the maximum certificated takeoff weight of an aircraft, less the empty weight, less all justifiable aircraft equipment, and less the operating load (consisting of minimum fuel load, oil, and flightcrew). The allowance for the weight of the crew, oil, and fuel is as follows:

(A) Crew—200 pounds for each crewmember required by the Federal Aviation Regulations.

(B) Oil—350 pounds.

(C) Fuel—the minimum weight of fuel required by the applicable Federal Aviation Regulations for a flight between domestic points 174 nautical miles apart under VFR weather conditions that does not involve extended overwater operations.

(7) "Empty weight" means the weight of the airframe, engines, propellers, rotors, and fixed equipment. Empty weight excludes the weight of the crew and payload, but includes the weight of all fixed ballast, unusable fuel supply, undrainable oil, total quantity of engine coolant, and total quantity of hydraulic fluid.

(8) "Maximum zero fuel weight" means the maximum permissible weight of an aircraft with no disposable fuel or oil. The zero fuel weight figure may be found in either the aircraft type certificate data sheet, or the approved Aircraft Flight Manual, or both.

(9) "Justifiable aircraft equipment" means any equipment necessary for the operation of the aircraft. It does not include equipment or ballast specifically installed, permanently or otherwise, for the purpose of altering the empty weight of an aircraft to meet the maximum payload capacity.

This Special Federal Aviation Regulation No. 38-2 terminates May 1, 1986, unless sooner superseded or revoked.

Issued in Washington, D.C., on May 28, 1985.

Donald D. Engen,

Administrator.

[FR Doc. 85-13735 Filed 6-4-85; 2:12 pm]

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**14 CFR Parts 121, 125, 127, 129, and
135****[Docket No. 18510]****Special Federal Aviation Regulation
No. 38-2; Certification and Operating
Requirements***Correction*

In FR Doc. 85-13735 beginning on page 23941 in the issue of Friday, June 7, 1985, make the following correction:

On page 23941, in the third column, in the sixth line from the bottom, "39" should read "38".

BILLING CODE 1505-01-M

Corrections

Federal Register

Vol. 60, No. 42

Friday, March 3, 1995

DEPARTMENT OF TRANSPORTATION**Federal Aviation Administration****14 CFR Parts 11 and 121****[Docket No. 28060; Amdt. No. 1-39, 11-38;
SFAR 38-2]****RIN 2120-AF59****Public Aircraft Definition and
Exemption Authority***Correction*

In rule document 95-1744 beginning on page 5074 in the issue of Wednesday, January 25, 1995, make the following corrections:

§ 11.25 [Corrected]

1. On page 5075, in the third column, in § 11.25(b)(6)(i)(B), in the third line, "safety" should read "safe".
2. On the same page, in the same column, in amendatory instruction 6., in the first line "SAFAR" should read "SFAR".

BILLING CODE 1505-01-D