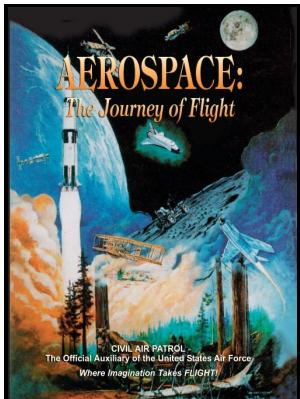


Regulatory review program - final attendee list : part 135, air taxi operators and commercial operators of small aircraft, regulatory review conference, November 8-11, 1976, Denver, Colorado.

Dept. of Transportation, Federal Aviation Administration - Air Transportation Division



Description: -

- Air traffic rules -- Congresses -- Directories.

Aeronautics, Commercial -- Congresses -- Directories. Regulatory review program - final attendee list : part 135, air taxi operators and commercial operators of small aircraft, regulatory review conference, November 8-11, 1976, Denver, Colorado.

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Notes: Cover title.

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14 CFR § 135.2

For example, we have long had in effect a regulation covering scheduled carriers, which provide air service for the vast majority of passengers in the U. What are the practical problems in requiring notice to individual passengers of an on-demand air taxi? Thanks for contributing an answer to Aviation Stack Exchange! Additionally, this branch is responsible for regulations, exemptions, deviations and policy interpretations for part 135 operations.

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For example, the Enforcement Office's investigation following the February 2, 2005, crash of Canadiar CL-600-N370V at Teterboro, New Jersey, resulted in enforcement action against all three entities involved—the unlicensed operator of the aircraft, the air carrier on whose operations specifications the crashed aircraft was listed, and the air charter broker who arranged the flight using the unlicensed aircraft operator—for violations of the Department's economic regulations described above.

AC 135

Part 135 Air Carrier Operations This branch develops and maintains Operations Specifications OpSpecs along with the associated policy and guidance materials that enable the wide-ranging types of operations conducted under part 135. These can be useful for better understanding how a document is structured but are not part of the published document itself. Accordingly, the Department is seeking input from interested parties on the recommendations made by the NTSB.

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Each document posted on the site includes a link to the corresponding official PDF file on govinfo. Before March 19, 1996 each certificate holder described in of this section must submit to the a transition plan containing a calendar of events for moving from conducting its scheduled operations under the commuter requirements of part 135 of this chapter to the requirements for domestic or under part 121 of this chapter. This AC gives part 135 certificate holders an acceptable means to comply with the regulations; however, it is not the only means.

14 CFR § 135.2

Unless of this section specifies an earlier compliance date, no certificate holder that is covered by of this section may operate an in operations on or after a date listed in this paragraph unless that meets the applicable requirement of this paragraph: 1 Nontransport category turbopropeller powered airplanes type certificated after December 31, 1964, that have a passenger seat configuration of 10-19 seats. B , Safety belts and shoulder harnesses.

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In the course of its accident investigation, the Safety Board noted non-causal factors that the Safety Board felt could nevertheless play a role in the safety choices that customers make when contracting for on-demand air taxi transportation with air charter companies. The Department will evaluate the comments to determine what, if any, changes to its economic rules applicable to on-demand air taxi operators should be made. Among the factors identified by the NTSB was a lack of transparency such that a customer or passenger may not know the identities of those businesses providing them with on-demand air transportation services, hindering those persons' abilities to make decisions based on safety considerations.

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Would there be any paperwork burdens? Anyone is able to search the electronic form of all comments received into any of our dockets by the name of the individual submitting the comment or signing the comment, if submitted on behalf of an association, business, labor union, etc.

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Address: Federal Aviation Administration 135 Air Carrier Operations Branch Room 831 800 Independence Avenue, S. This AC is not mandatory and does not constitute a regulation. But, the list doesn't say if each one operates under part 121 or part 135, which the DoT an FAA question anyway: As noted above, the economic authority issued to air carriers by the Department is separate from the safety authority commonly referred to as Part 135 or Part 121 Operations Specifications granted to them by the Federal Aviation Administration FAA.

Related Books

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