



# LAWS OF ALASKA

1967

Source

Chapter No.

SB 201

138

## AN ACT

Relating to authorizing certain contract carriers and air taxi operators to engage in air commerce; and providing for an effective date.

### BE IT ENACTED BY THE LEGISLATURE OF THE STATE OF ALASKA:

\* Section 1. AS 02.05.050(c) is amended to read:

(c) Contract carriers. A person authorized by this chapter to engage in air commerce as a contract carrier, or who, as a contract carrier, was a resident authorized to engage in and engaged in air commerce between September 1, 1959, and January 1, 1961, and who has made application for a certificate before July 1, 1967, may engage or continue to engage in air commerce to the extent that contract carriers were authorized before January 1, 1960, but subject to the conditions and limitations of the authority as effective on that date. A contract carrier is authorized both to employ or hire pilots and to lease, rent and own aircraft, but a person who has not received authority under this chapter may not operate under another person's contract carrier certificate of authority.

\* Sec. 2. AS 02.05.050(d) is amended to read:

(d) Air taxi operators. A person authorized by this chapter to engage in air commerce as an air taxi operator or who was a resident engaged in air commerce as an air taxi operator between September 1, 1959, and May 1, 1960, and who has made application for a certificate before July 1, 1967, may engage or continue to engage in air commerce as an Alaska air taxi operator. An air taxi operator is authorized both to employ or hire pilots and to lease, rent and own aircraft, but a person who has not received authority under this chapter may not operate under another person's air taxi certificate of authority. A person authorized under this subsection may engage or continue to engage in air commerce as an Alaska air taxi operator

subject to the following limitations and conditions:

(1) he shall comply with all laws, rules and regulations relating to the providing of safe and adequate service, equipment, and facilities in connection with air commerce,

(2) he shall comply with the conditions and limitations contained in secs. 293.1, 293.2, 293.3 and 293.17(a) of Part 293 of the Economic Regulations of the Federal Civil Aeronautics Board, adopted December 30, 1958, and made effective February 3, 1959, subject to the following modifications of the provisions contained in those sections: (a) except as provided in (C) of this subsection an Alaska air taxi operator may utilize in air transportation in all areas of the state aircraft having a "maximum certificate take off weight" (as that term is defined in sec. 293.1 of the said Economic Regulations) of 12,500 pounds or less; (B) an Alaska air taxi operator is authorized both to employ or hire pilots and to lease, rent, and own aircraft without limitation as to number, but a person who has not received authority under this chapter may not operate under another person's air taxi operator certificate of authority; (C) an air taxi operator may charge individual passenger fares and per pound cargo rates on bush routes or points served by him on an irregular basis other than between main line terminal points served by a scheduled carrier; except that no such tariff flights are authorized between points on the route of a scheduled carrier within three hours before the scheduled carrier's published departure time; provided that for the purposes of this subparagraph only, an air taxi operator may not charge tariffs for or use an aircraft of a gross weight exceeding 5,000 pounds; and provided further that the individual passenger fares and per pound cargo rates may not be less than the published tariff of the scheduled carrier between points served by the carrier,

(3) he shall register his established base of operations with the director, on forms furnished by the director, by August 1, 1966, and may not thereafter change the base of operations except upon proper application to the director showing public convenience and necessity.

\* Sec. 3. This Act takes effect on the day after its passage and approval or on the day it becomes law without approval.