

Introduced: 3/31/67  
Referred: Commerce  
and Judiciary

1 IN THE SENATE

BY THE COMMERCE COMMITTEE

2 SENATE BILL NO. 201

3 IN THE LEGISLATURE OF THE STATE OF ALASKA

4 FIFTH LEGISLATURE - FIRST SESSION

5 A BILL

6 For an Act entitled: "An Act relating to authorizing certain contract  
7 carriers and air taxi operators to engage in air  
8 commerce."

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

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

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

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

24 (d) Air taxi operators. A person authorized by this chapter to  
25 engage in air commerce as an air taxi operator or who was a resident  
26 engaged in air commerce as an air taxi operator between September 1,  
27 1959, and May 1, 1960, and who has made application for a certificate  
28 before July 1, 1967, may engage or continue to engage in air commerce  
29 as an Alaska air taxi operator. An air taxi operator is authorized

1 both to employ or hire pilots and to lease, rent and own aircraft, but  
2 a person who has not received authority under this chapter may not  
3 operate under another person's air taxi certificate of authority. A  
4 person authorized under this subsection may engage or continue to  
5 engage in air commerce as an Alaska air taxi operator subject to the  
6 following limitations and conditions:

7 (1) he shall comply with all laws, rules and regulations re-  
8 lating to the providing of safe and adequate service, equipment, and  
9 facilities in connection with air commerce, [AND]

10 (2) he shall comply with the conditions and limitations  
11 contained in secs. 293.1, 293.2, 293.3 and 293.17(a) of Part 293 of the  
12 Economic Regulations of the federal Civil Aeronautics Board, adopted  
13 December 30, 1958, and made effective February 3, 1959, subject to the  
14 following modifications of the provisions contained in those sections:

15 (A) except as provided in (C) of this subsection an Alaska air taxi  
16 operator may utilize in air transportation in all areas of the state  
17 aircraft having a "maximum certificate take off weight" (as that term  
18 is defined in sec. 293.1 of the said Economic Regulations) of 12,500  
19 pounds or less; (B) an Alaska air taxi operator is authorized both to  
20 employ or hire pilots and to lease, rent, and own aircraft without  
21 limitation as to number, but a person who has not received authority  
22 under this chapter may not operate under another person's air taxi  
23 operator certificate of authority; (C) an air taxi operator may  
24 charge individual passenger fares and per pound cargo rates on bush  
25 routes or points served by him on an irregular basis other than between  
26 main line terminal points served by a scheduled carrier; except that no  
27 such tariff flights are authorized between points on the route of a  
28 scheduled carrier within three hours before the scheduled carrier's  
29 published departure time; provided that for the purposes of this

1           subparagraph only, an air taxi operator may not charge tariffs for or  
2           use an aircraft of a gross weight exceeding 5,000 pounds; and provided  
3           further that the individual passenger fares and per pound cargo rates  
4           may not be less than the published tariff of the scheduled carrier  
5           between points served by the carrier, [.]

6                       (3) he shall register his established base of operations  
7           with the director, on forms furnished by the director, by August 1,  
8           1966, and may not thereafter change the base of operations except upon  
9           proper application to the director showing public convenience and  
10          necessity.