

FAA GA + AIR TAXI

Air Taxi Maintenance System

With so much talk of an “air taxi system” in the future for Australia why isn’t the *FAA Part 135 Air Taxi System* being implemented in Australia now?

“An air taxi is a small commercial aircraft which makes short flights on demand.”

For the maintenance industry to survive, we simply need more aircraft flying in all sectors of aviation. The more sectors, the more chance of growth and competition.

North America has had the *Air Taxi* system working for decades. Every time there is an initiative to introduce such a system, other charter operators lobby against it and CASA, instead of supporting competition, succumbs to these operators objections.

“In 2001 air taxi operations were promoted in the United States by a NASA and aerospace industry study on the potential Small Aircraft Transportation System (SATS) and the rise of light-jet aircraft manufacturing. Since 2016, air taxis have re-emerged as part of the burgeoning field of personal air vehicles, such as passenger drones.”

“Air Taxi is a simplified Charter Operations service and would provide a boost to Australia’s aviation transport system, especially within Australia rural areas. Just using the term “Air Taxi” instead of “Charter” gives the customer a more positive impression.

An Air Taxi service is design around the concept of simplicity. Rather than requiring the customer to match the schedule to a pre-defined airline flight, air taxi lets us reserve a private plane to fly on whatever schedule we would like.

They are like a car service – with wings! They fly on the passenger’s schedule, to their destination, on their plane of choice. No bag check fees, no missed connections, no lines, and no waiting. This makes the flying actually simple.”

Both the FAA and TCA have specifications for “Air Taxi” or “On-Demand” operators that enables more utilisation of aircraft. AMROBA supports simplified rules for On Demand (Air Taxi) Operators.

The future will depend on the reduction of silos in the industry and simplifying regulations, Air Taxi operations is one aspect. On page 2, the USA, Canada Air Taxi facts and our own system in 2004 shows how regulatory reform has changed the growth of aviation.

For and on behalf of the members of AMROBA

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Safety All Around.

Civil Aviation Act – Amend to include Air Navigation Act Section 26 “(b) for the purpose of carrying out and giving effect to the Chicago Convention, as amended by the Protocols referred to in subsection 3A(2), any Annex to the Convention relating to international standards and recommended practices (being an Annex adopted in accordance with the Convention) and the Air Transit Agreement”. We would then be able to adopt.

USA

FAR Definitions:

“**On-Demand (Air Taxi)**” means any operation for **compensation or hire** that is one of the following:

- (1) Passenger-carrying operations conducted as a public charter under [part 380 of this chapter](#) or any operations in which the departure time, departure location, and arrival location are specifically negotiated with the customer or the customer's representative that are any of the following types of operations:
 - (i) Common carriage operations conducted with airplanes, including turbojet-powered airplanes, having a passenger-seat configuration of **30 seats or fewer**, excluding each crewmember seat, and a payload capacity of **7,500 pounds or less**, except that operations using a specific airplane that is also used in domestic or flag operations and that is so listed in the operations specifications as required by [§ 119.49\(a\)\(4\) of this chapter](#) for those operations are considered supplemental operations;
 - (ii) Noncommon or private carriage operations conducted with airplanes having a passenger-seat configuration of less than 20 seats, excluding each crewmember seat, and a payload capacity of less than 6,000 pounds; or
 - (iii) Any rotorcraft operation.”

Currently, there are more than 2,300 on-demand operators certificated by FAA across the country.. On demand operators serve about 5,000 public airports.

Canada

Standard 723 - Air Taxi: Aeroplanes - Canadian Aviation Regulations (CARs)

Single-engine aircraft, multi-engine aircraft that have a maximum takeoff weight of 8,618 kg or less and are configured to carry 9 passengers or less, and multi-engine helicopters certified for operation by a single pilot operating under visual flight rules (VFR), would fall under the air-taxi regulations.

Common aeroplanes used in air-taxi operations include: Beechcraft King Air 100, Cessna 185, Cessna 208, de Havilland DHC-2 Beaver, Pilatus PC-12, Piper Navajo.

Common helicopters used in air-taxi operations include: Augusta A109, Bell 206, Bell 412, Eurocopter AS-350, Sikorsky S76.

There are approximately 500 companies providing air-taxi services across Canada

Australia (BITRE Report).

“**Hire and reward—commercial**—general aviation (training, charter and aerial work) comprises about two thirds of general aviation flying hours.

In 2004 it comprised over 700 active operators, employed about 4700 people, and had a turnover of \$1.05 billion. In addition, there were about 300 primarily general aviation maintenance operators which employed approximately 2000 people.”