

I. BY THE INDUSTRY

A. Organized groups of scheduled air-taxi operators are urged to devote their energies to the safety of their operations to an extent more reasonably related to the amount presently being expended for the enhancement of their economic opportunities. For example, it would not seem either beyond the capabilities of these organizations or adverse to the intelligent self-interest of their members were they to institute programs devised to give expert guidance to operators in setting up operating rules and establishing desirable operating practices in areas involving safety (a large portion of accidents in this field are attributable to deficiencies in operations, i.e., inadequate maintenance, inadequate training etc.).

B. Scheduled airlines are urged to take affirmative action commensurate with their responsibility for the safety of passengers being carried by scheduled air-taxi operators pursuant to interline agreements or specific contracts for the operation of route segments. Here, if the carriers are unwilling, for whatever reason, to assume affirmative responsibility for safe operations of air-taxi operators with whom they have either interline agreements or specific contracts to operate route segments, serious consideration should be given to having the CAB condition its approval of any such contractual arrangements on the existence of contractual undertakings by each air-taxi operator to comply with a set of safety rules comparable or at least equal to the then contractual arrangements between the Post Office and its air mail carriers.

II. BY THE GOVERNMENT

A. The Federal Aviation Administration should launch immediately a program addressed to the scheduled air-taxi operators and the operators under contract with the Post Office Department, which would involve not only surveillance of the conventional type, but also the teaching of this group how better to perform a basically common carriage operation, with emphasis on associated safety aspects. This program should include sending in FAA teams to review and accomplish the necessary upgrading of their safety practices; and

B. That the FAA place the safety supervision of scheduled air-taxi operators and Post Office contract operators organizationally under FAA staff, associated with the handling of air carrier safety operations, and proceed promptly to establish safety programs and standards for them commensurate with their current and long-range status, activities, and importance in aviation.

Admittedly, the programs recommended herein for action by the Federal Aviation Administration, the air carriers, and the air-taxi operators, are beyond the scope of what the Administration and the industry have been either equipped or expected to do, and might not even be favorably received by the group of air-taxi operators such programs would be intended to help.

However, the need is real and immediate and it is our view that the situation will not wait either for "as usual" industry practices or for the ordinary regulatory process to catch up to it.

Sincerely,

JOSEPH J. O'CONNELL, Jr.,

Chairman.

FEDERAL AVIATION ADMINISTRATION,

April 3, 1968.

To: Hon. Joseph J. O'Connell, Jr., Chairman, National Transportation Safety Board.

From: Administrator.

Subject: Air taxi operations.

The agency has been increasingly concerned with the problems associated with the rapid growth of air taxi operation and I can appreciate and understand the concern expressed in your letter to me of March 14, 1968.

Publication of the agency's statistics on scheduled air taxi operations as of October 1967, together with the advent of air taxi airmail operations, have served to focus attention on the growth of the air taxi industry in recent months.

While it is quite true that we have provided assistance and guidance to Post Office officials at their request, the safety standards we suggested to them were generally derived from requirements already imposed on many of the larger and