

Served: May 27, 1999



**UNITED STATES OF AMERICA
DEPARTMENT OF TRANSPORTATION
OFFICE OF THE SECRETARY
WASHINGTON, D.C.**

Issued by the Department of Transportation
on the 25th day of May, 1999

Fitness Determination of

AIR KETCHUM, IDAHO, INC.

as a commuter air carrier under section
49 U.S.C. 41738

**ORDER ISSUING EFFECTIVE COMMUTER AUTHORIZATION
AND CONFIRMING ORAL ACTION**

By Order 98-10-33, issued October 29, 1998, the Department found Air Ketchum, Idaho, Inc., fit to provide scheduled passenger operations as a commuter air carrier using aircraft with no more than nine passenger seats and issued to it a Commuter Air Carrier Authorization.

Under the terms of the order, the authority granted was to become effective on the sixth (business) day after we had received, among other things, a copy of Air Ketchum's Air Carrier Certificate and Operations Specifications from the Federal Aviation Administration (FAA) authorizing it to engage in scheduled passenger service, evidence of liability insurance coverage, and a description of any fitness-related changes that the company had undergone since the date of the Show Cause Order.¹

On May 14, 1999, Air Ketchum submitted evidence that it had obtained the appropriate FAA operational authority for the commuter operations it proposed. Air Ketchum also provided information indicating that it had undergone no substantial changes in its ownership, management,² financial position, or compliance disposition since the date of the Show Cause Order, and furnished us with evidence of liability insurance coverage meeting the requirements of Part 205 of our rules.

¹ See Order 98-10-14, served October 14, 1998.

² Air Ketchum had previously advised us of a change in management personnel with Mr. Dennis F. Wollen now serving as its Chief Pilot. Mr. Wollen brings to his position approximately 20 years of aviation experience with air taxi operators as a pilot/chief pilot and general manager.

Since our review of the documents submitted by the carrier found them to be satisfactory, we advised Air Ketchum that we were making its commuter authority effective immediately.

By this order we confirm our action making Air Ketchum's commuter authority effective and reissue to the carrier its Commuter Air Carrier Authorization to reflect its May 14, 1999, effective date.

ACCORDINGLY, Acting under authority assigned by the Department in its Regulations, 14 CFR 385.12(a)(5)(i), (iv) and (b)(1):

1. We confirm our oral action of May 14, 1999, making the Commuter Air Carrier Authorization issued to Air Ketchum, Idaho, Inc., effective on the same day.
2. We reissue to Air Ketchum, Idaho, Inc., the Commuter Air Carrier Authorization issued to it by Order 98-10-33, in the attached form to reflect its effective date.
3. We will serve a copy of this order on the persons listed in Attachment A.

Persons entitled to petition the Department for review of this order under the Department's Regulations, 14 CFR 385.30, may file their petitions within 10 days of the service date of this order.

The action confirmed in this order was effective when taken and the filing of a petition for review shall not alter its effectiveness.

John V. Coleman
Director
Office of Aviation Analysis

(SEAL)

*An electronic version of this document is available on the World Wide Web at:
<http://dms.dot.gov/dotinfo/general/orders/aviation.html>.*



Commuter Air Carrier Authorization

(as reissued)

AIR KETCHUM, IDAHO, INC.

is authorized, subject to the provisions of Subtitle VII of Title 49 of the United States Code, the orders, rules, and regulations issued thereunder, and the attached Terms, Conditions, and Limitations, to engage in scheduled passenger air transportation operations as a commuter air carrier.

This authorization is not transferable without the approval of the Department of Transportation.

By Direction of the Secretary

**Issued by Order 99-5-13
On May 25, 1999
Effective on May 14, 1999**

**John V. Coleman
Director
Office of Aviation Analysis**



Terms, Conditions, and Limitations

AIR KETCHUM, IDAHO, INC.

is authorized to engage in scheduled passenger air transportation operations as a commuter air carrier.

This authority is subject to the following provisions:

- (1) The holder shall at all times conduct its operations in accordance with the requirements of 14 CFR Part 298 and any other regulations prescribed by the Department of Transportation for the services authorized here, and with such other reasonable terms, conditions, and limitations as the Department of Transportation may prescribe in the public interest.
- (2) The holder may not operate aircraft designed to have a maximum passenger capacity of more than 9 passenger seats.
- (3) The holder's authority is effective only to the extent that such operations are also authorized by the Federal Aviation Administration.
- (4) The holder shall at all times remain a "Citizen of the United States" as required by 49 U.S.C. 40102(a)(15).
- (5) The holder shall maintain in effect liability insurance coverage as required under 14 CFR Part 205. Failure to maintain such insurance coverage will render this authority ineffective, and this or other failure to comply with the provisions of Subtitle VII of Title 49 of the United States Code or the Department's regulations shall be sufficient grounds to revoke this authority.

*This authorization is being reissued to reflect its effective date.

(6) The holder shall maintain in effect at all times with the Department of Transportation current information on OST Registration Form 4507.

(7) The holder may not provide scheduled passenger air transportation to or from Dallas (Love Field), Texas, except within the limits set forth in section 29 of the International Air Transportation Competition Act of 1979, as amended by section 337 of the Department of Transportation and Related Agencies Appropriations Act, 1998.

(8) Should the holder propose any substantial changes in its ownership, management, or operations (as that term is defined in 14 CFR 204.2(n)), it must first comply with the requirements of 14 CFR 204.5.

(9) In the event that the holder commences but subsequently ceases all scheduled passenger operations, the authority granted here shall be suspended under the terms of 14 CFR 204.7 and the holder may neither recommence nor advertise such operations unless its fitness to do so has been redetermined by the Department. Moreover, if the holder does not resume operations within one year of its cessation, its authority shall be revoked for dormancy.

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