

ILLEGAL CHARTERS ARE YOU AT RISK?



DRY LEASE RED FLAGS TO LOOK OUT FOR:

- Am I the Lessor and the Pilot for the flight?
- Did the Lessor schedule me for this flight?
- Is the Lessor paying me directly for this flight?
- Am I required to coach the passengers on what to say in the event of an FAA ramp check?
- Have I been discouraged by the Owner/Lessor or others to answer questions about the operation from the passengers?
- If there are maintenance issues, am I required to call the Lessor?
- Does the Lessor provide the aircraft and at least one crewmember, yet attempts to transfer operational control to the passenger?

IF THE ANSWER IS YES, THEN YOU MAY BE AT RISK.



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ILLEGAL CHARTERS ARE YOU AT RISK?

Don't Take Chances. If You Suspect Illegal Air Charter Operations:

IDENTIFY IT - REPORT IT - SHUT IT DOWN

IDENTIFY IT

- faa.gov/go/safeaircharter
- 14 CFR Part 135 Operators and Aircraft
amsrvs.registry.faa.gov/airmeninquiry
- Look Up an N-number registry
registry.faa.gov/aircraftinquiry

REPORT IT AND SHUT IT DOWN

- 1-888-SKY-FLT1 or 1-888-759-3581
- FAA Hotline
hotline.faa.gov
- Flight Standards District Offices
faa.gov/go/fsdo
- Fly Smarter: Avoid Illegal Charter
avoidillegalcharter.com

BECOME A PART 135 PILOT

- 14 CFR Part 135 Certification Process
faa.gov/go/part135

UNDERSTAND FAA RULES AND REGULATIONS

- **14 CFR Part 91** – General Operating and Flight Rules
- **14 CFR Part 119** – Certification: Air Carriers and Commercial Operators
- **14 CFR Part 135** – Operating Requirements: Commuter and On Demand Operations and Rules Governing Persons On Board Such Aircraft
- **AC 61-142** – Sharing Aircraft Operating Expenses in Accordance with 14 CFR § 61.113 (c)
- **AC 91-37B** – Defines Truth in Leasing and Operational Control
- **AC 120-12A** – Defines Private Carriage Versus Common Carriage of Persons or Property



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