

121, 125, 129, 135, and 137 of this chapter. (Section 91.409 prescribes an inspection program for large and for turbine-powered (turbojet and turboprop) multien-gine airplanes and turbine-powered rotorcraft of U.S. registry when they are operated under this part or part 129 or 137.)

(b) Operations that may be conducted under the rules in this subpart instead of those in parts 121, 129, 135, and 137 of this chapter when common carriage is not involved, include—

- (1) Ferry or training flights;
- (2) Aerial work operations such as aerial photography or survey, or pipe-line patrol, but not including fire fight-ing operations;
- (3) Flights for the demonstration of an airplane to prospective customers when no charge is made except for those specified in paragraph (d) of this section;
- (4) Flights conducted by the operator of an airplane for his personal trans- portation, or the transportation of his guests when no charge, assessment, or fee is made for the transportation;
- (5) Carriage of officials, employees, guests, and property of a company on an airplane operated by that company, or the parent or a subsidiary of the company or a subsidiary of the parent, when the carriage is within the scope of, and incidental to, the business of the company (other than transpor- tation by air) and no charge, assess- ment or fee is made for the carriage in excess of the cost of owning, operating, and maintaining the airplane, except that no charge of any kind may be made for the carriage of a guest of a company, when the carriage is not within the scope of, and incidental to, the business of that company;
- (6) The carriage of company officials, employees, and guests of the company on an airplane operated under a time sharing, interchange, or joint owner- ship agreement as defined in paragraph (c) of this section;
- (7) The carriage of property (other than mail) on an airplane operated by a person in the furtherance of a busi- ness or employment (other than trans- portation by air) when the carriage is within the scope of, and incidental to, that business or employment and no charge, assessment, or fee is made for

the carriage other than those specified in paragraph (d) of this section;

(8) The carriage on an airplane of an athletic team, sports group, choral group, or similar group having a com- mon purpose or objective when there is no charge, assessment, or fee of any kind made by any person for that car- riage; and

(9) The carriage of persons on an air- plane operated by a person in the fur- therance of a business other than transportation by air for the purpose of selling them land, goods, or property, including franchises or distributor- ships, when the carriage is within the scope of, and incidental to, that busi- ness and no charge, assessment, or fee is made for that carriage.

(10) Any operation identified in para- graphs (b)(1) through (b)(9) of this sec- tion when conducted—

- (i) By a fractional ownership program manager, or
- (ii) By a fractional owner in a frac- tional ownership program aircraft op- erated under subpart K of this part, ex- cept that a flight under a joint owner- ship arrangement under paragraph (b)(6) of this section may not be con- ducted. For a flight under an inter- change agreement under paragraph (b)(6) of this section, the exchange of equal time for the operation must be properly accounted for as part of the total hours associated with the frac- tional owner's share of ownership.

(c) As used in this section—

- (1) A *time sharing agreement* means an arrangement whereby a person leases his airplane with flight crew to another person, and no charge is made for the flights conducted under that arrange- ment other than those specified in paragraph (d) of this section;
- (2) An *interchange agreement* means an arrangement whereby a person leases his airplane to another person in ex- change for equal time, when needed, on the other person's airplane, and no charge, assessment, or fee is made, ex- cept that a charge may be made not to exceed the difference between the cost of owning, operating, and maintaining the two airplanes;
- (3) A *joint ownership agreement* means an arrangement whereby one of the registered joint owners of an airplane employs and furnishes the flight crew