



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

Issued by the Department of Transportation on August 7, 2020

**NOTICE OF ACTION TAKEN -- DOCKET DOT-OST-2020-0104**

This serves as notice to the public of the action described below, taken by the Department official indicated (no additional confirming order will be issued in this matter).

Applicant: **Leair Charter Service, Ltd. (Leair)**

Date Filed: July 8, 2020

Relief Requested: Exemption for two years from 49 U.S.C. § 41301 to engage in, using small aircraft, charter foreign air transportation of persons, property, and mail between any point or points in the Bahamas and any point or points in the United States, and between any point or points in the United States and any point or points in a third country or countries, provided that, except with respect to cargo charters, such service constitutes part of a continuous operation, with or without a change of aircraft, that includes service to the Bahamas for the purpose of carrying local traffic between the Bahamas and the United States; and other charters in accordance with 14 CFR Part 212 of the Department's rules.<sup>1</sup>

Applicant representative: John R. Mietus, Jr. (202) 747-5212

DOT Analyst: Catherine C. Brown (202) 366-2390

Responsive pleadings: None filed.

**DISPOSITION**

Action: Approved

Action date: August 7, 2020

Effective dates of exemption authority granted: August 7, 2020 – August 7, 2022

Basis for approval (bilateral agreement/reciprocity): U.S.-Bahamas Air Transport Agreement

Except to the extent exempted/waived, this authority is subject to the terms, conditions, and limitations indicated:

  X   Standard exemption conditions (attached)

Special conditions/Remarks: Based on the record in this case, we found that the applicant is financially and operationally qualified to perform the services authorized,<sup>2</sup> and that it is substantially owned and effectively controlled by citizens of its homeland.<sup>3</sup> We also note that the applicant is properly licensed by its homeland to perform the proposed services. Furthermore, the FAA has advised us that it knows of no reason to withhold this authority.

The authority granted to Leair is limited to operations involving aircraft designed to have a maximum passenger capacity of not more than 60 seats and a maximum payload capacity of not more 18,000 pounds.<sup>4</sup>

**Action taken by: Esta Rosenberg, Acting Director, Office of International Aviation**

---

<sup>1</sup> We informally confirmed with the applicant that it is seeking the broad charter authority available to it under the U.S.-Bahamas Air Transport Agreement as specified in paragraph 3 of its application.

<sup>2</sup> The applicant has requested confidential treatment of its financial submissions, under the provisions of 14 CFR §302.12. Good cause having been shown, we will grant this request.

<sup>3</sup> The record indicates that Leair is wholly owned by Bahamian citizens, with four individuals holding equal shares. The record further indicates that Leair's President and all but one of its other key management personnel are Bahamian citizens. The applicant's Director of Maintenance is a British citizen.

<sup>4</sup> The applicant specifically states that it seeks to provide its services using small aircraft

Under authority assigned by the Department in its regulations, 14 CFR Part 385, we found that (1) the applicant is qualified to perform the proposed operations; (2) our action was consistent with Department policy; (3) grant of the authority was consistent with the public interest; and (4) grant of the authority would not constitute a major regulatory action under the Energy Policy and Conservation Act of 1975. To the extent not granted/deferred/dismissed, we denied all requests in the referenced Docket. We may amend, modify, or revoke the authority granted in this Notice at any time without hearing at our discretion.

Persons entitled to petition the Department for review of the action set forth in this Notice under the Department's regulations, 14 CFR § 385.30, may file their petitions within seven (7) days after the date of issuance of this Notice. This action was effective when taken, and the filing of a petition for review will not alter such effectiveness.

*An electronic version of this document is available on the World Wide Web at:*

<http://www.regulations.gov>

## Foreign Air Carrier Exemption Conditions

In the conduct of the operations authorized, the foreign carrier applicant shall:

- (1) Not conduct any operations unless it holds a currently effective authorization from its homeland for such operations, and it has filed a copy of such authorization with the Department;
- (2) Comply with all applicable requirements of the Federal Aviation Administration, the Transportation Security Administration, and with all applicable U.S. Government requirements concerning security, including, but not limited to, 14 CFR Parts 129, 91, and 36 and 49 CFR Part 1546 or 1550, as applicable. To assure compliance with all applicable U.S. Government requirements concerning security, the holder shall, before commencing any new service (including charter flights) from a foreign airport that would be the holder's last point of departure for the United States, contact its International Industry Representative (IIR) (formerly referred to as International Principal Security Inspector) to advise the IIR of its plans and to find out whether the Transportation Security Administration has determined that security is adequate to allow such airport(s) to be served;
- (3) Comply with the requirements for minimum insurance coverage contained in 14 CFR Part 205, and, prior to the commencement of any operations under this authority, file evidence of such coverage, in the form of a completed OST Form 6411, with the Federal Aviation Administration's Program Management Branch (AFS-260), Flight Standards Service (any changes to, or termination of, insurance also shall be filed with that office);
- (4) Not operate aircraft under this authority unless it complies with operational safety requirements at least equivalent to Annex 6 of the Chicago Convention;
- (5) Conform to the airworthiness and airman competency requirements of its Government for international air services;
- (6) Except as specifically exempted or otherwise provided for in a Department Order, comply with the requirements of 14 CFR Part 203, concerning waiver of Warsaw Convention liability limits and defenses;
- (7) Agree that operations under this authority constitute a waiver of sovereign immunity, for the purposes of 28 U.S.C. 1605(a), but only with respect to those actions or proceedings instituted against it in any court or other tribunal in the United States that are: (a) based on its operations in international air transportation that, according to the contract of carriage, include a point in the United States as a point of origin, point of destination, or agreed stopping place, or for which the contract of carriage was purchased in the United States; or (b) based on a claim under any international agreement or treaty cognizable in any court or other tribunal of the United States. In this condition, the term "international air transportation" means "international transportation" as defined by the Warsaw Convention, except that all States shall be considered to be High Contracting Parties for the purpose of this definition;
- (8) Except as specifically authorized by the Department, originate or terminate all flights to/from the United States in its homeland;
- (9) Comply with the requirements of 14 CFR Part 217, concerning the reporting of scheduled, nonscheduled, and charter data;
- (10) If charter operations are authorized, except as otherwise provided in the applicable aviation agreement, comply with the Department's rules governing charters (including 14 CFR Parts 212 and 380);
- (11) Comply with such other reasonable terms, conditions, and limitations required by the public interest as may be prescribed by the Department, with all applicable orders or regulations of other U.S. agencies and courts, and with all applicable laws of the United States; and
- (12) Be subject to all applicable provisions of any treaty, convention or agreement affecting international air transportation now in effect, or that may become effective during the period this exemption remains in effect, to which the United States and the holder's homeland are or shall become parties.

This authority shall not be effective during any period when the holder is not in compliance with the conditions imposed above. Moreover, this authority cannot be sold or otherwise transferred without explicit Department approval under Title 49 of the U.S. Code.