

206356



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

Issued by the Department of Transportation on December 4, 2002<sup>3</sup>

**NOTICE OF ACTION TAKEN -- DOCKET OST-2002-13472 & OST-2000-6939<sup>-26</sup>**

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: **CityJet Limited**

Date Filed: September 27, 2002

Relief requested: Exemption from 49 U.S.C. 41301 and statement of authorization pursuant to 14 CFR 212 of the Department's regulations to permit CityJet to display the airline designator code of Delta Air Lines on intra-European city-pair segments on which CityJet operates flights for Air France.

Motion of: **Delta Air Lines, Inc./Atlantic Southeast Airlines, Inc./Comair, Inc. and Societ  Air France**

Relief requested: Consolidate CityJet's application in Docket OST-2002-13472 into Docket OST-2000-6939, the consolidated docket established by the Department for the administration of the blanket statements of authorization held by Delta, Air France, and Delta's connection carriers (Atlantic Southeast Airlines, Inc., and Comair, Inc.).

Applicant representatives: Robert Cohn (Delta) 202-663-8060; Michael Goldman (CityJet) 202-944-3305

Responsive pleadings: None

DOT analyst: Barbara Schools 202-366-2401

**DISPOSITION**

Action: Approved

Action date: December 4, 2002

Effective dates of exemption authority granted: December 4, 2002 - December 4, 2003

Effective dates of statement of authorization granted: December 4, 2002 - Indefinite, subject to code-share conditions

Basis for approval: We found, based on the record, that CityJet, an Irish regional carrier, is operationally and financially qualified to undertake the proposed services, and properly licensed. We further found that reciprocity and our overall aviation relationship with Ireland is sufficient to warrant approval of the requested authority. CityJet also requested a waiver of our citizenship requirements, stating that it is a wholly-owned subsidiary of Air France. There was no opposition to CityJet's application. We granted the carrier's request. Despite the presence of non-homeland interests, we found, taking into account the specific facts of this case, including the characteristics of the proposed operations stated in the application<sup>1</sup>, that there was nothing in the ownership and control of the carrier that would be inimical to U.S. aviation policy or interests. Therefore, we concluded that waiver of our standard requirement that substantial ownership and effective control of a foreign carrier rest in the hands of citizens of its homeland was warranted. Finally, the FAA has advised us that it knows of no reason to withhold this authority.

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

Standard exemption conditions (attached)       Code-share conditions (attached)

**Action taken by: Paul L. Gretch, Director  
Office of International Aviation**

Under authority assigned by the Department in its regulations, 14 CFR Part 385, we found that (1) our action was consistent with Department policy; (2) grant of the authority was consistent with the public interest; and (3) 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://dms.dot.gov/reports/reports\\_aviation.asp](http://dms.dot.gov/reports/reports_aviation.asp)

<sup>1</sup> For example, CityJet does not propose to conduct services to or from the United States or to hold out U.S. services in its own name.

**CityJet/Delta Air Lines Code-Share (Docket OST-2002-13472/OST-2000-6939)**

The code-share operations authorized here are subject to the following conditions:

- (a) The statements of authorization will remain in effect only as long as (i) CityJet and Delta continue to hold the necessary underlying authority to operate the code-share services at issue, and (ii) the code-share and/or alliance agreement providing for the code-share operations remains in effect;
- (b) CityJet/Air France and/or Delta must notify the Department no later than 30 days before they begin any new code-share service under the code-share services authorized here. Such notice shall identify the market(s) to be served, which carrier will be operating the aircraft in the code-share market added, and the date on which the service will begin. Such notices should be filed in Docket OST-2000-6939;
- (c) CityJet/Air France and/or Delta must notify the Department immediately if the code-share agreement under which these code-share services are operated is no longer in effect or if the carriers decide to cease operating all or a portion of the code-share services under the alliance. We expect this notification to be received within 10 days of such non-effectiveness or of such decision. Such notices should be filed in Docket OST-2000-6939;
- (d) All operations conducted under this authorization must comply with the terms, conditions, and limitations of Order 2002-1-6 (Delta/Delta Connection, Air France, Alitalia and Czech Airlines antitrust immunity order) and any subsequent order(s) of the Department regarding the alliance;
- (e) The code-sharing operations conducted under this authority must comply with 14 CFR 257 and with any amendments to the Department's regulations concerning code-share arrangements that may be adopted. Notwithstanding any provisions in the contract between the carriers, our approval here is expressly conditioned upon the requirements that the subject foreign air transportation be sold in the name of the carrier holding out such service in computer reservation systems and elsewhere; that the carrier selling such transportation (*i.e.*, the carrier shown on the ticket) accept responsibility for the entirety of the code-share journey for all obligations established in its contract of carriage with the passenger; that the passenger liability of the operating carrier be unaffected; and that the operating carrier shall not permit the code of its U.S. code-sharing partner to be carried on any flight that enters, departs, or transits the airspace of any area for whose airspace the Federal Aviation Administration has issued a flight prohibition;
- (f) The authority to operate to third countries is subject to the condition that any service provided under the statement of authorization shall be consistent with all applicable agreements between the United States and the foreign countries involved. Furthermore, (i) nothing in the award of this blanket statement of authorization should be construed as conferring upon CityJet/Air France and Delta rights (including code-share, fifth freedom intermediate and/or beyond rights) to serve markets where U.S. carrier rights are limited unless CityJet/Air France and Delta notify us of their intent to serve such a market and unless and until the Department has completed any necessary carrier selection procedures to determine which carrier(s) should be authorized to exercise such rights;<sup>2</sup> and (ii) should there be a request by any carrier to use the limited-entry route rights that are included in CityJet/Air France's and Delta's authority by virtue of the blanket statement of authorization granted here, but that are not being used by CityJet/Air France and Delta, the holding of such authority will not be considered as providing any preference for CityJet/Air France and Delta in a competitive carrier selection proceeding to determine which carrier(s) should be entitled to use the authority at issue; and
- (g) The authority granted here is specifically conditioned so that neither CityJet/Air France nor Delta shall give any force or effect to any contractual provisions between themselves that are contrary to these conditions.

We may amend, modify, or revoke this authority at any time without hearing.

---

<sup>2</sup> The notice in paragraph (b) above can be used for this notification.

**FOREIGN AIR CARRIER CONDITIONS OF AUTHORITY**

In the conduct of the operations authorized, the holder 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, including, but not limited to, 14 CFR Parts 129, 91, and 36, and with all applicable U.S. Government requirements concerning security;<sup>1</sup>
- (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); and
- (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.

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 (formerly the Federal Aviation Act of 1958, as amended).

<sup>1</sup> To assure compliance with all applicable U.S. Government requirements concerning security, the holder should, 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, inform its Principal Security Inspector of its plans.

