

261970



UNITED STATES OF AMERICA  
DEPARTMENT OF TRANSPORTATION  
OFFICE OF THE SECRETARY  
WASHINGTON, DC

Issued by the Department of Transportation on December 16, 2003

**NOTICE OF ACTION TAKEN -- DOCKET OST-97-3051 -- 23**

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).

Application of Delta Air Lines, Inc. filed 12/8/2004, to:

**XX** Amend its exemption authority to provide the following service:

Scheduled foreign air transportation of property and mail between Atlanta, Georgia, and St. Lucia. Delta states that it holds exemption authority to serve St. Lucia on a code-share basis with Air Jamaica. Delta states that it is filing this amendment so that Delta may also provide nonstop service from Atlanta using its own Boeing 737-800 aircraft, beginning on or about April 1, 2004. Delta requests that this exemption authority remain in effect through April 17, 2005 (concurrent with Delta's existing St. Lucia code-share exemption authority), or until 90 days after final action is taken on Delta's pending request for St. Lucia certificate authority in Docket OST-99-6246, whichever occurs first. Delta also requests route integration authority to permit Delta to combine Atlanta-St. Lucia service with all other Delta services authorized by its existing certificates and exemptions, to the extent permitted by applicable international agreements. Delta further states that no changes are planned to the existing code-share operation.

Applicant rep: Robert E. Cohn (202) 663-8060 DOT Analyst: Linda Senese (202) 366-2367

**DISPOSITION**

**XX** **Granted** (subject to conditions, see below)

The above action was effective when taken: December 16, 2003, through April 17, 2005, or until 90 days after final Department action on Delta's corresponding certificate application in Docket OST-99-6246, whichever occurs earlier.

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

**XX** The authority granted is consistent with the U.S.-U.K. Air Services Agreement of 1977, as amended, to which St. Lucia acceded upon its independence.

Except to the extent exempted or waived, this authority is subject to the terms, conditions, and limitations indicated: **XX** Holder's certificates of public convenience and necessity

**XX** Standard exemption conditions (attached)

**Remarks:** We acted on this application without awaiting expiration of the 15-day answer period with the consent of all parties served.

(See Reverse Side)

**Conditions:** The route integration authority granted is subject to the condition that any service provided under this exemption shall be consistent with all applicable agreements between the United States and the foreign countries involved. Furthermore, (a) nothing in the award of the route integration authority requested should be construed as conferring upon Delta rights (including fifth-freedom intermediate and/or beyond rights) to serve markets where U.S. carrier entry is limited unless Delta notifies the Department of its 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; and (b) should there be a request by any carrier to use the limited-entry route rights that are included in Delta's authority by virtue of the route integration exemption granted here, but that are not then being used by Delta, the holding of such authority by route integration will not be considered as providing any preference for Delta in a competitive carrier selection proceeding to determine which carrier(s) should be entitled to use the authority at issue.

---

On the basis of data officially noticeable under Rule 24(g) of the Department's regulations, we found the applicant qualified to provide the services authorized.

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 exemption 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, 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)*

**U.S. Carrier Exemption Conditions**

In the conduct of operations authorized, the U.S. carrier applicant(s) shall:

- (1) Hold at all times effective operating authority from the government of each country served;
- (2) Comply with applicable requirements concerning oversales contained in 14 CFR 250 (for scheduled operations, if authorized);
- (3) Comply with the requirements for reporting data contained in 14 CFR 241;
- (4) Comply with requirements for minimum insurance coverage, and for certifying that coverage to the Department, contained in 14 CFR 205;
- (5) Except as specifically exempted or otherwise provided for in a Department Order, comply with the requirements of 14 CFR 203, concerning waiver of Warsaw Convention liability limits and defenses;
- (6) Comply with the applicable requirements of the Federal Aviation Administration and with all applicable U.S. Government requirements concerning security. To assure compliance with all applicable U.S. Government requirements concerning security, the holder shall, before commencing any new service (including charter flights) to or from a foreign airport, contact its Principal Security Inspector (PSI) to advise the PSI 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; and
- (7) Comply with such other reasonable terms, conditions, and limitations required by the public interest as may be prescribed by the Department of Transportation, with all applicable orders and regulations of other U.S. agencies and courts, and with all applicable laws of the United States.

The authority granted shall be effective only during the period when the holder is in compliance with the conditions imposed above.