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

Issued by the Department of Transportation on October 24, 2001

NOTICE OF ACTION TAKEN -- DOCKET OST-2001-10778-5

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: **Universal Airlines, Incorporated** Date Filed: October 4, 2001

Relief requested: Exemption from 49 U.S.C. § 41301 to (1) engage in scheduled foreign air transportation of persons, property and mail between Georgetown, Guyana, and the coterminal points Miami and New York, via the intermediate point Port of Spain, Trinidad and Tobago; and (2) conduct charters in accordance with 14 CFR Part 212. The applicant would conduct these services only by wet leasing aircraft from a duly authorized and properly supervised U.S. or foreign air carrier.

If renewal, date and citation of last action: New authority
Applicant representative: Malcolm L. Benge (202) 298-8660
Responsive pleadings: On October 10, North American Airlines, Inc. (NAA) filed an answer in response to Universal's request. NAA states that while it does not oppose Universal's request to conduct Third and Fourth Freedom services between Guyana and the United States, it does oppose Universal's request to serve the United States via the intermediate point Port of Spain. NAA adds that we should not grant Universal authority which exceeds the authority granted by its homeland. On October 18, Universal filed a reply. Universal states that by letter dated October 18, the Government of Guyana's Civil Aviation Department (CAD) clarified Universal's homeland authority by confirming that Universal is authorized to serve the Georgetown-New York market, via Port of Spain (see Reply of Universal Airlines, dated October 18, 2001, Exhibit 1). In light of the clarification provided by the CAD, and the fact that NAA's opposition to Universal's request is limited to points not authorized by its homeland government, Universal asks that we immediately grant its request with respect to the following routes: (1) Georgetown-Miami/New York; and (2) Georgetown-New York, via Port of Spain.

DISPOSITION

Action: Approved in part & deferred in part[1] Action date: October 24, 2001

Under its approved authority, Universal is authorized to engage in scheduled foreign air transportation of persons, property and mail (1) between Georgetown, Guyana, and the coterminal points Miami and New York, (2) between Georgetown, Guyana, and New York, via the intermediate point Port of Spain, Trinidad and Tobago. Universal is also authorized to conduct charters in accordance with 14 CFR Part 212.

Effective dates of authority granted: October 24, 2001-October 24, 2002

Basis for approval (bilateral agreement/reciprocity): Reciprocity with Guyana

Except to the extent exempted/waived, this authority is subject to the terms, conditions, and limitations indicated: The applicant would conduct these services only by wet leasing aircraft from a duly authorized and properly supervised U.S. or foreign air carrier.

X Standard exemption conditions (attached)

Special conditions/Partial grant/Denial basis/Remarks: Based on the record in this case, we found that Universal Airlines is financially and operationally qualified to perform the services authorized above. In addition, we found that Universal is substantially owned and effectively controlled by citizens of Guyana. Specifically, both of Universal's owners (Chandramatie Harpaul and Ramashree Singh) are citizens of Guyana. Universal's three key management

[1] We defer action on Universal's request to the extent that it seeks to serve Port of Spain, Trinidad and Tobago, as an intermediate point on its services between Georgetown and Miami.

personnel hold dual Guyana/U.S. citizenship. The carrier is properly licensed by the Government of Guyana to perform the authorized services.

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) the applicant was 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 ten (10) 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.

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;

(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, comply (except as otherwise provided in the applicable bilateral agreement) 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).