



**Secretaría de Comunicaciones y Transportes
Subsecretaría de Transporte
Dirección General de Aeronáutica Civil**

4.1.- 602/2015

Mexico City, Mexico, May 28, 2015

*received
5/28/15
[Signature]*

Dear Mr. Paul L. Gretch
Director, Office of International Aviation
1200 New Jersey Ave, SE
Washington, DC 20590

On behalf of Mexico's civil aeronautics authority (hereinafter referred to as "DGAC"), I write to you to address the proposal contained in your letter dated May 28, 2015

Bearing in mind that the **Air Transport Agreement between the Government of the United States of America and the Government of the United Mexican States, initialed in Washington, D.C., on November 21, 2014** (hereinafter the "Agreement"), contemplates the expansion of opportunities for airlines of both countries, as well as resting upon the consideration of promoting and creating fair and equitable opportunities, DGAC, affirms that, effective the date that the Agreement enters into force, positive consideration should be given by our two aeronautical authorities to any applications submitted by U.S. and Mexican airlines for services to or from any specific point or points described in Annexes I(A)(1)(d), I(A)(2)(g), and II(1)(A)(1)(b) of the Agreement.

Also and because of the trends in international civil aviation, DGAC affirms that given the above understanding, the air services relationship between our two countries, including the Agreement, should receive definite and formal consideration by the U.S. Department of Transportation (hereinafter referred to as "DOT") as providing all of the elements of DOT Order 92-8-13, and therefore all analyses undertaken by DOT with regard to international airline alliance agreements and applications that involve airlines from both countries should take into account said premise.

Moreover, such consideration should not be understood as a waiver of, or intended to affect, any applicable requirements under the Agreement, or any licensing procedures, including any public interest finding, required by each aeronautical authority in order to approve operating authorizations and technical permissions.

Regards,
Director General of Civil Aeronautics

Gilberto López Meyer

FECHA DE CLASIFICACION: 28 DE MAYO DE 2015
UNIDAD ADMINISTRATIVA : D.G.A.C.
RESERVADA : PAGINA UNICA
PERIODO DE RESERVA : 2 AÑOS O HASTA PUBLICACION
EN EL DOF
FUNDAMENTO LEGAL: 13, F.II Y 14, F.VI, LETAIP
FECHA DESCLASIFICACION : 2017
GILBERTO LOPEZ MEYER

Ccp. Lic. Gerardo Ruiz Esparza. Secretario de Comunicaciones y Transportes.
Ccp. Lic. Yuriria Mascott Pérez. Subsecretaria de Transporte.





**U.S. Department of
Transportation**
Office of the Secretary
Of Transportation

1200 New Jersey Ave., S.E.
Washington, DC 20590

May 28, 2015

Captain Gilberto López Meyer
Directorate General de Aeronautica Civil
Provedencia 807, Piso 6
Col. Del Vale, Del. Benito Juarez
México, D.F. 03100

Dear Captain López-Meyer,

The Air Transport Agreement between the Government of the United States of America and the Government of the United Mexican States, initialed in Washington, D.C., on November 21, 2014 (the Agreement), contemplates expansion of opportunities for both U.S. and Mexican airlines.

On behalf of the U.S. Department of Transportation (DOT), I write to express DOT's intention to work with the Directorate General of Civil Aviation (DGAC) to exercise our discretion in this area to provide for maximum flexibility for U.S. and Mexican airline operations. Specifically, I propose that, effective the date that the Agreement enters into force, our two aeronautical authorities should give positive consideration to any applications submitted by U.S. and Mexican airlines for service to or from any specific point or points described in Annexes I(A)(1)(d), I(A)(2)(g), and II(1)(A)(1)(b) of the Agreement.

This arrangement is not intended to be understood, as a waiver of, or to affect any applicable requirements under the Agreement, including the requirement of airlines of each Party to the Agreement to obtain "operating authorizations and technical permissions" pursuant to Article 3 of the Agreement, or the right of each Party to the Agreement to revoke "operating authorizations and technical permissions" pursuant to Article 4 of the Agreement, or any licensing procedures, including any public interest finding, required by each aeronautical authority in order to approve operating authorizations and technical permissions.

If DGAC affirms the foregoing understandings, the DOT intends to consider the air services relationship between our two countries as providing all of the elements of DOT Order 92-8-13 to the airlines of both countries, and would be in a position to give definite and formal consideration to any applications that involve international airline alliance agreements between airlines of both of our countries.

Sincerely,

Paul Gretch
Director, Office of International Aviation

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 2015 MAY 28 PM 2:00
 DEPARTMENT OF TRANSPORTATION
 OFFICE OF THE SECRETARY
 OF TRANSPORTATION