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Update information to the application of Venezuelan airline Laser Airlines for a foreign air carrier permit before the Department of Transportation of the US

Slide to find out the details and how it may impact the Venezuelan aviation panorama

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The application by Laser Airlines before the U.S. Department of Transportation

Laser Airlines has updated its 2021 application with the U.S. Department of Transportation for a foreign air carrier permit and exemption **to operate scheduled and charter flights between Venezuela and the United States.**

Laser Airlines emphasizes that granting the permit serves the public interest and **aligns with the 1953 U.S.-Venezuela Air Transport Services Agreement.**

Approval would strengthen aviation ties, support travel and commerce, and provide essential services for both countries.

- **Proposed routes**: Caracas, Valencia, and Maracaibo to Miami, with additional charter flights.
- **Operations**: Daily non-stop flights using MD-80/MD-90 aircraft (150 seats), with potential upgrades to B767s.

Key Extracts of the Application

Scope of the Application

Laser Airlines respectfully requests that DOT update the information provided on this document, and renew its request that the Department process this application pursuant to its Streamlined Licensing Procedures Notice and issue a single order: (1) granting the exemption authority sought herein for a period of two years, or until Laser Airlines' requested foreign air carrier permit becomes effective; and (2) tentatively awarding Laser Airlines a foreign air carrier permit under the "show cause" procedures described in the Streamlined Licensing Procedures Notice.

Objective, Routes and Operations

~~Laser Airlines requests that DOT,~~ **~~when able~~**~~, issue it a~~ foreign air carrier permit and an exemption authorizing it to engage in: (1) scheduled and charter foreign air transportation of persons, property and mail between Caracas, Valencia, and Maracaibo, Venezuela on the one hand, and Miami, Florida, on the other hand; and (2) other charter flights as permitted pursuant to Part 212 of the Department's regulations. Should the authority requested herein be granted, Laser Airlines anticipates launching twice daily non-stop service to the United States commencing in a period of 90 to 180 days after the corresponding approval. The service will be operated with either MD-80 or MD-90 aircraft, configured with 150 seats. Depending on the success of the operation, Laser Airlines may up gauge to larger capacity B767 aircraft at a later date.



To see the full text, please click the link in our biography.

Key Extracts of the Application

Incidence on Venezuela-US 1953 Air Transport Services Agreement

Here, grant of the requested foreign air carrier permit and exemption authority is fully consistent with the Air Transport Services Agreement between the Government of the United States of America and the Government of the Republic of Venezuela, dated August 14, 1953, as amended (U.S.-Venezuela Agreement), and due to the latest development in Venezuela, the possibility of a new Air Transport Services Agreement between the Government of the United States of America and the Government of the Republic of Venezuela may be possible, Approving Laser Airlines' request is also in the public interest, as it would promote aviation relations between the United States and Venezuela, as well as provide vital air services to the U.S.-Venezuela traveling public. This critical service will also provide benefits to the economies and populations of both countries by opening another avenue for trade, including shipments of much-needed humanitarian cargo. As the Department is aware, the population of Venezuela is currently suffering from severe food and medicine shortages, and Venezuela needs to pursue any opportunity to draw these much-needed supplies to its country.

Incidence on a possible new Venezuela-US Air Transport Services Agreement

The policy of the applicant's homeland government with respect to U.S. carriers' applications for scheduled and charter authority will depend on the new Air Transport Services Agreement between the Government of the United States of America and the Government of the Republic of Venezuela.

To see the full text, please click the link in our biography.

Key step on how Foreign Airlines can fly to the U.S

- **Government OK Needed**: Airlines can't just apply on their own. Their home country has to officially designate them under a *bilateral (Venezuelan historic case)*, Open Skies, or multilateral deal, through a diplomatic note.

- **Safety & Security Checks:** FFA (ICAO safety standards); TSA: Airports and airline security must follow ICAO Annex 17 and U.S. rules; U.S. Law Compliance on safety and consumer protection rules.

- Once the government signs off, the airline can apply for:
  - **DOT foreign air carrier permit or exemption**
  - FAA operations specs
  - TSA security program approval

Accordingly, Laser stated:

> Laser Airlines understand that until all the above the Government of Venezuela must comply with the listed requirements and a new Air Transport Services Agreement between the Government of the United States of America and the Government of the Republic of Venezuela is accomplished its application will be on hold.

To see the full text, please click the link in our biography.

Current legal scenario on US-Venezuelan air operations

1953 U.S.–Venezuela Air Transport Services Agreement

Established the bilateral legal framework governing commercial air services between the two nations—**such as airline designations and traffic rights**—amended in 1990 to adjust routes and operating conditions under mutual terms.

U.S.–Venezuela Air Traffic Suspension (2019)

In May 2019, the U.S. Department of Transportation, with approval from the Departments of Homeland Security and State, **suspended all commercial passenger and cargo flights between the United States and Venezuela** because authorities determined that conditions in Venezuela posed significant safety and security risks for passengers, crew, and aircraft.

This suspension (currently in force) applies to both U.S. and foreign carriers flying directly between the two countries.


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