



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

Issued by the Department of Transportation on January 11, 2024

**NOTICE OF ACTION TAKEN -- DOCKET DOT-OST-2016-0036**

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: Link Conexión Aérea S.A. de C.V. d/b/a TAR Aerolineas (TAR)**

Date Filed: June 13, 2019

Relief requested: Renewal of exemption from 49 U.S.C. § 41301 to engage in the following operations, using small aircraft:

A. Scheduled foreign air transportation of persons, property, and mail:

- i. From a point or points in Mexico to a point or points in the United States;
- ii. From Acapulco, Hermosillo, Mexico City, Toluca, Monterrey, Oaxaca, Puerto Escondido, Tampico, Veracruz, Villahermosa, and Ixtapa/Zihuatanejo to Chicago, Kansas City, Minneapolis/St. Paul, and St. Louis, and beyond to Canada;
- iii. From Acapulco, Chihuahua, Guadalajara, Guaymas, Hermosillo, Huatulco, La Paz, Loreto, Manzanillo, Mazatlan, Mexico City, Toluca, Monterrey, Puerto Escondido, Puerto Vallarta, San Jose del Cabo, and Ixtapa/ Zihuatanejo to Cleveland, Detroit, Philadelphia, Washington, and Baltimore and beyond to Canada;
- iv. From Acapulco, Guadalajara, Huatulco, Loreto, Manzanillo, Mazatlan, Mexico City, Toluca, Monterrey, Puerto Vallarta, San Jose del Cabo, and Ixtapa/ Zihuatanejo to Boston and New York, and beyond to Europe;
- v. From Cancun, Cozumel, Guadalajara, Merida, Mexico City, Toluca, and Monterrey to Houston and New Orleans, and beyond to Canada and Europe;
- vi. From Guadalajara, Huatulco, Merida, Mexico City, Toluca, and Oaxaca to Miami, and beyond;
- vii. From a point or points in Mexico, via an intermediate point or points, to a point or points in the United States, and beyond, as mutually agreed in writing by the aeronautical authorities of the Parties; and

B. Charter foreign air transportation of persons, property, and mail between any point or points in Mexico and any point or points in the United States; and from a point or points in Mexico, via an intermediate point or points, to any point or points in the United States, and beyond, as mutually agreed in writing by the aeronautical authorities of the Parties, provided that such service constitutes part of a continuous operation, with or without a change of aircraft, that includes service to Mexico for the purpose of carrying local traffic between Mexico and the United States. These bilaterally authorized charters may be operated without prior approval or submission of advance notice.<sup>1</sup> We will also grant the applicants authority to conduct other passenger charter operations to/from the United States, such as seventh-freedom passenger charter operations, subject to the additional prior approval requirements of 14 CFR Part 212. Furthermore, we are continuing to allow Mexican carriers conducting charters to make stopovers in the United States in the conduct of such operations.

If renewal, date and citation of last action: August 7, 2017, in this Docket.

Applicant representatives: Evelyn D. Sahr and Drew M. Derco, (202) 659-6600

<sup>1</sup> We note, however, that the applicant must meet any reporting requirements set forth in its FAA Operations Specifications.

DOT Analyst: Robert J. Finamore (202) 366-2405

Responsive pleadings: None filed.

## DISPOSITION

Action: Approved, as discussed below, including as specified in Special Conditions/Remarks.

Action date: January 11, 2024

Effective dates of exemption authority granted: January 11, 2024 – January 11, 2026

Basis for approval (bilateral agreement/reciprocity): The Air Transport Agreement between the United States and Mexico signed on December 18, 2015, and the exchange of letters between the United States and Mexico on May 28, 2015.

Except to the extent exempted/waived, this authority is subject to the terms, conditions, and limitation of our standard exemption conditions (attached).

Special conditions/Remarks: In the conduct of the authorized operations, TAR must adhere to all applicable provisions of the Agreement and may only use aircraft designed to have a maximum passenger capacity of not more than 60 seats and a maximum payload capacity of not more than 18,000 pounds.

Action taken by: Benjamin J. Taylor  
Director, Office of International Aviation

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Under authority assigned by the Department in its regulations, 14 CFR Part 385, we found that (1) the applicant is 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 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://www.regulations.gov>

## Foreign Air Carrier Exemption Conditions

In the conduct of the operations authorized, the foreign carrier applicant 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, the Transportation Security Administration, and with all applicable U.S. Government requirements concerning security, including, but not limited to, 14 CFR Parts 129, 91, and 36 and 49 CFR Part 1546 or 1550, as applicable. To assure compliance with all applicable U.S. Government requirements concerning security, the holder shall, 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, contact its International Industry Representative (IIR) (formerly referred to as International Principal Security Inspector) to advise the IIR 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;
- (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);
- (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; and
- (12) Be subject to all applicable provisions of any treaty, convention or agreement affecting international air transportation now in effect, or that may become effective during the period this exemption remains in effect, to which the United States and the holder's homeland are or shall become parties.

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.

**BEFORE THE  
U.S. DEPARTMENT OF TRANSPORTATION  
WASHINGTON, D.C.**

Application of	)	
	)	
<b>Link Conexión Aérea S.A. de C.V.</b>	)	Docket DOT-OST-2016-0036
<b>d/b/a TAR Aerolineas</b>	)	
	)	
for renewal of exemption authority	)	
pursuant to 49 U.S.C. § 40109	)	
	)	

**APPLICATION OF LINK CONEXIÓN AÉREA S.A. DE C.V.  
D/B/A TAR AEROLINEAS FOR RENEWAL OF EXEMPTION AUTHORITY**

Communications with respect to this matter should be addressed to:

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Counsel for TAR Aerolineas

DATED: December 22, 2025

**BEFORE THE  
U.S. DEPARTMENT OF TRANSPORTATION  
WASHINGTON, D.C.**

Application of	)	
Link Conexión Aérea S.A. de C.V. d/b/a TAR Aerolíneas	)	Docket DOT-OST-2016-0036
for renewal of exemption authority pursuant to 49 U.S.C. § 40109	)	

**APPLICATION OF LINK CONEXIÓN AÉREA S.A. DE C.V.  
D/B/A TAR AEROLINEAS FOR RENEWAL OF EXEMPTION AUTHORITY**

Link Conexión Aérea S.A. de C.V. d/b/a TAR Aerolíneas (“TAR”), a foreign air carrier of Mexico, hereby requests, pursuant to 49 U.S.C. § 40109 and Subpart C of the Department’s Rules of Practice, that the Department renew its current exemption authority to engage in broad scheduled and charter foreign air transportation between points in the United States and points in Mexico.<sup>1</sup> TAR further requests that the renewed exemption authority be approved for a period of at least two years, consistent with normal Department practice. In support of this application, TAR states as follows:

1. TAR currently holds exemption authority pursuant to a *Notice of Action Taken* on January 11, 2024, in this docket. That authority permits TAR to engage in the following operations, using small aircraft: (A) Scheduled foreign air transportation of persons, property, and mail: (i) From a point or points in Mexico to a point or points in the United States; (ii) From Acapulco, Hermosillo, Mexico City, Toluca, Monterrey, Oaxaca, Puerto Escondido, Tampico, Veracruz, Villahermosa, and Ixtapa/Zihuatanejo to Chicago, Kansas City,

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<sup>1</sup> See *Notice of Action Taken*, DOT-OST-2016-0036 (Jan. 11, 2024).

Minneapolis/St. Paul, and St. Louis, and beyond to Canada; (iii) From Acapulco, Chihuahua, Guadalajara, Guaymas, Hermosillo, Huatulco, La Paz, Loreto, Manzanillo, Mazatlan, Mexico City, Toluca, Monterrey, Puerto Escondido, Puerto Vallarta, San Jose del Cabo, and Ixtapa/ Zihuatanejo to Cleveland, Detroit, Philadelphia, Washington, and Baltimore and beyond to Canada; (iv) From Acapulco, Guadalajara, Huatulco, Loreto, Manzanillo, Mazatlan, Mexico City, Toluca, Monterrey, Puerto Vallarta, San Jose del Cabo, and Ixtapa/ Zihuatanejo to Boston and New York, and beyond to Europe; (v) From Cancun, Cozumel, Guadalajara, Merida, Mexico City, Toluca, and Monterrey to Houston and New Orleans, and beyond to Canada and Europe; (vi) From Guadalajara, Huatulco, Merida, Mexico City, Toluca, and Oaxaca to Miami, and beyond; (vii) From a point or points in Mexico, via an intermediate point or points, to a point or points in the United States, and beyond, as mutually agreed in writing by the aeronautical authorities of the Parties; and (B) Charter foreign air transportation of persons, property, and mail between any point or points in Mexico and any point or points in the United States; and from a point or points in Mexico, via an intermediate point or points, to any point or points in the United States, and beyond, as mutually agreed in writing by the aeronautical authorities of the Parties, provided that such service constitutes part of a continuous operation, with or without a change of aircraft, that includes service to Mexico for the purpose of carrying local traffic between Mexico and the United States.

2. Absent renewal, TAR's exemption authority will expire on January 11, 2026.
3. TAR has previously been found, and continues to be, fit, willing, and able to perform the services for which the exemption renewal is sought. The Department has previously and consistently determined that TAR is operationally and financially qualified to operate

scheduled and charter service between the United States and Mexico, and that it is properly licensed by the Mexican government.

4. Renewal of TAR's exemption authority remains consistent with the public interest as it will provide substantial consumer benefits by improving competition and service options for customers traveling between the U.S. and Mexico. Renewal is also consistent with longstanding precedent, as the Department routinely approves foreign air carrier requests of this nature.
5. TAR will accept the terms, limitations, and conditions that the Department routinely attaches to exemption authority to engage in foreign air transportation.
6. This application raises no environmental or energy issues, and grant of this exemption authority will not constitute a "major regulatory action" as provided for in the Energy Policy and Conservation Act of 1975 and 14 C.F.R. Part 313.
7. In filing this application, TAR hereby invokes the automatic extension provisions of the Administrative Procedure Act, 5 U.S.C. § 558(c), as implemented by 14 C.F.R. Part 377, to continue operating under the exemption authority for which renewal is sought until the Department makes a final decision on this application.

WHEREFORE, TAR respectfully requests that the Department renew its exemption authority for the services set forth above and grant such additional relief as deemed appropriate.

Respectfully submitted,

/s/ Evelyn D. Sahr

Evelyn D. Sahr

Drew M. Derco

Samantha J. Walter

DATED: December 22, 2025

Counsel for TAR Aerolineas

## CERTIFICATE OF SERVICE

I hereby certify that a copy of the foregoing Application was served by electronic mail this 22nd day of December 2025 on the following:

dheffernan@cozen.com rwelford@cozen.com	Alaska Airlines
brent.alex@aa.com roncevert.almond@aa.com bruce.wark@aa.com	American Airlines
rleon@amerijet.com legal@amerijet.com	Amerijet
Keinan.Meginniss@atlasair.com sascha.vanderbellen@atlasair.com	Atlas Air
chris.walker@delta.com steven.seiden@delta.com	Delta Air Lines
sllunsford@fedex.com anne.bechdolt@fedex.com brian.hedberg@fedex.com	FedEx
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jfoggia@cozen.com rschwartz@cozen.com hnicoll@kalittaair.com nwallace@wallaceair.com	Kalitta Air
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*/s/ Jennifer E. Carl*

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Jennifer E. Carl



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

Issued by the Department of Transportation on January 23, 2026

**NOTICE OF ACTION TAKEN – MULTIPLE DOCKETS**

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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).

Applicants: **See Appendix A**<sup>1</sup>

Relief requested: Renewal of exemptions from 49 U.S.C. §41301 to authorize the applicants to conduct the full scope of passenger charter rights available to Mexican carriers under the liberalized bilateral agreement signed on December 18, 2015, between the United States and Mexico. Specifically, the applicants request renewal of their authority to conduct, using small aircraft,<sup>2</sup> passenger charter operations in foreign air transportation between any point or points in Mexico and any point or points in the United States; and from a point or points in Mexico, via an intermediate point or points, to any point or points in the United States, and beyond, as mutually agreed in writing by the aeronautical authorities of the Parties, provided that such service constitutes part of a continuous operation, with or without a change of aircraft, that includes service to Mexico for the purpose of carrying local traffic between Mexico and the United States. The applicants also request authority to conduct other passenger charter operations to/from the United States, such as seventh-freedom passenger charter operations, subject to the additional prior approval requirements of 14 CFR Part 212.<sup>3</sup>

Applicant representatives: See Appendix C<sup>4</sup>

DOT analyst: Robert J. Finamore, 202-366-2405

Responsive pleadings: None.

**DISPOSITION**

Action: Approved.

Action date: January 23, 2026

Effective dates of authority granted: January 23, 2026, through January 23, 2028.

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<sup>1</sup> Appendix A lists applicable Dockets, names of applicant carriers, the dates of last Department actions on the applicants' existing exemption authority, and the filing dates for the renewal applications at issue. We note that the following operators that were included in our most recent December 27, 2023, renewal action did not seek timely exemption renewal here and their authority has expired: Aerotresalia, S.A. de C.V. in Docket DOT-OST-2012-0013; Air Palace S.A. de C.V. in Docket DOT-OST-2013-0043; Antair, S.A. de C.V. in Docket DOT-OST-1996-1928; Servicios Aereos MTT, S.A. de C.V. in Docket DOT-OST-2001-10786; Servicios Ejecutivos Continental, S.A. de C.V. in Docket DOT-OST-2002-11365; and Transportes Aereos Sierra Madre, S.A. de C.V. in Docket DOT-OST-1998-4388. This renewal action also now includes several operators that were separately granted initial authority apart from our December 27, 2023, renewal action. In addition, some operators that were separately granted authority did not seek timely renewal and their authority has expired.

<sup>2</sup> In addition to its small aircraft passenger charter authority, Aeronaves also holds authority to conduct all-cargo charter operations without limitation as to aircraft size.

<sup>3</sup> We note that based on the descriptions of the authority being requested in some applications, certain applicants may appear to be seeking more limited authority than that which we have specified here. However, the authority granted here reflects (1) the full scope of charter rights that became available to Mexican carriers as a result of the December 18, 2015, Agreement and exchange of letters noted below, and (2) the scope of authority granted to the carriers in our December 27, 2023 licensing action and any other individual licensing actions taken since the Agreement took effect.

<sup>4</sup> We will serve this Notice on all applicant representatives who provided an electronic mail address in their application. We also note that some representatives filed on behalf of multiple applicant carriers.

Basis for approval (bilateral agreement/reciprocity): The Air Transport Agreement between the United States and Mexico signed on December 18, 2015, and the exchange of letters between the United States and Mexico on May 28, 2015.

Except to the extent exempted/waived, this authority is subject to the terms, conditions, and limitations of our standard exemption conditions (attached as Appendix B).

Special conditions/Remarks: Except as otherwise specified herein, in the conduct of these operations, the carriers must adhere to all applicable provisions of the Agreement and may only use aircraft capable of carrying no more than 60 passengers and having a maximum payload capacity of no more than 18,000 pounds (small equipment).

The applicants may conduct bilaterally authorized passenger and cargo charters without prior approval or submission of advance notice.<sup>5</sup> Other charter operations to/from the United States under this authority, such as seventh-freedom passenger charter operations, are subject to the additional prior approval requirements of 14 CFR Part 212. Furthermore, we are continuing to allow Mexican carriers conducting charters to make stopovers in the United States in the conduct of such operations.

**Action taken by: Benjamin J. Taylor, Director, Office of International Aviation**

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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) the applicants were qualified to perform their proposed operations; (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 Dockets. 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://www.regulations.gov>

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<sup>5</sup> We note, however, that the applicants must meet any reporting requirements set forth in their FAA Operations Specifications.

## Appendix A

<b>Docket</b>	<b>Carrier</b>	<b>Date of Last Action Taken</b>	<b>Application Filed<sup>1</sup></b>
2019-0149	Aero Lab, S.A. de C.V.	12/27/2023	11/21/2025
1996-1562	Aero Personal, S.A. de C.V.	12/27/2023	12/17/2025
2006-24007	Aero Servicios Azteca, S.A.de C.V.	12/27/2023	12/17/2025
1999-6718	Aero Servicios Regiomontanos, S.A. de C.V.	12/27/2023	11/25/2025
2023-0057	Aero Xtra, S.A. de C.V.	9/28/2023	9/26/2025
2005-22827	Aerobona, S.A. de C.V.	12/27/2023	10/24/2025
2001-9192	Aerolineas de Tehuacan, S. de R.L. de C.V.	12/27/2023	12/17/2025
1996-1622	Aerolineas Ejecutivas, S.A. de C.V.	12/27/2023	12/19/2025
1999-5804	Aeronaves TSM, S.A. de C.V. <sup>2</sup> (TSM)	12/27/2023	10/11/2025
1996-1847	Aeropycsa, S.A. de C.V.	12/27/2023	11/12/2025
1999-6374	Aero-Rey, S.A.de C.V.	12/27/2023	12/17/2025
1997-2215	Aerosafin, S.A. de C.V.	9/28/2023	8/5/2025 <sup>3</sup>
2005-20398	Aero-Sami, S.A. de C.V.	12/27/2023	12/5/2025
2016-0229	AeroServicio del la Costa, S.A. de C.V.	12/27/2023	10/11/2025
2021-0058	Aeroservicios AOV, S.A. de C.V.	9/28/2023	9/26/2025
1997-2878	Aeroservicios Ejecutivos Corporativos, S.A. de C.V.	12/27/2023	11/21/2025
2006-23544	Aerotransportes Corporativos, S.A. de C.V.	12/27/2023	12/17/2025
2019-0146	Aerotransportes Internacionales de Torreon, S.A. de C.V. d/b/a AeroTorreon & AITSA	12/27/2023	12/23/2025
2007-29273	Aerotransportes Rafilher, S.A. de C.V. d/b/a Aerus <sup>4</sup> (Aerus)	12/27/2023	11/25/2025
2008-0145	Aerovena, S.A. de C.V	12/27/2023	12/1/2025
1996-1405	Aerovics, S.A. de C.V.	12/27/2023	12/5/2025
2000-8592	Aerovitro, S.A. de C.V.	12/27/2023	11/25/2025
1996-1501	Avemex, S.A. de C.V.	12/27/2023	12/5/2025

<sup>1</sup> We note that a number of the applicants reported minor changes in fitness, insurance, ownership and control, aircraft fleet, operational fitness and other areas.

<sup>2</sup> While the passenger charter authority held by TSM is limited to small aircraft, it also holds all-cargo charter authority without limitation as to aircraft size.

<sup>3</sup> The applicant supplemented its renewal application on September 17, 2025.

<sup>4</sup> Aerus also holds the full scope of scheduled combination rights available to it under the Agreement. In addition to renewing its charter authority, we also renew its scheduled route authority as set forth in Notice of Action Taken in Docket DOT-OST-2007-20273 on April 12, 2024, subject to compliance with the conditions imposed in that Notice.

1997-2073	Cemex Operaciones Mexico, S.A. de C.V.	12/27/2023	12/1/2025
1997-2245	Commander Mexicana, S.A. de C.V.	12/27/2023	12/5/2025
1996-1636	Corporacion Aerea Cencor, S.A. de C.V.	12/27/2023	11/4/2025
2021-0079	Eurus Aviation, S.A.P.I. de C.V.	9/28/2023	9/26/2025
2021-0080	Heliejecutivo, S.A. de C.V.	9/28/2023	9/26/2025
1998-4222	Hoteles Dinamicos, S.A. de C.V.	12/27/2023	11/25/2025
2016-0036	Link Conexion Aerea S.A. de C.V. d/b/a TAR Aerolineas (TAR Aerolineas) <sup>5</sup>	1/11/2024	12/22/2025
1997-2801	Mexico Transportes Aereos, S.A. de C.V.	12/27/2023	11/4/2025
2019-0007	Milenium Air Servicios Aereos Integrados, S.A. de C.V. d/b/a Millennium Air	12/27/2023	12/5/2025
2012-0170	Multitaxi, S.A. de C.V.	12/27/2023	12/17/2025
2006-24249	Operadora de Vuelos Ejecutivos, S.A. de C.V.	12/27/2023	12/19/2025
2019-0163	Pabe Tax, S.A. de C.V.	12/27/2023	11/21/2025
2019-0129	Performance Air, S.A.P.I. de C.V.	12/27/2023	12/19/2025
1999-6231	Personas y Paquetes por Aire, S.A. de C.V. d/b/a Airlink, Air Tribe, AeroCar, AirLink MRO, AirLink Executive and AirLink Ambulance	12/27/2023	12/19/2025
2004-17527	Pilatus PC-12 Center de Mexico, S.A. de C.V.	12/27/2023	12/1/2025
2011-0007	Ra Jet Aeroservicios, S.A. de C.V.	12/27/2023	12/19/2025
2014-0218	Redwings, S.A. de C.V. d/b/a RWS <sup>6</sup>	12/27/2023	10/16/2025
2013-0132	Servicios Aereos Across, S.A. de C.V.	12/27/2023	12/19/2025
1999-6110	Servicios Aereos Estrella, S.A. de C.V.	12/27/2023	12/22/2025
1999-5009	Servicios Aereos Gana, S.A. de C.V.	12/27/2023	11/21/2025
1996-1257	Servicios Aereos Interestatales, S.A. de C.V.	12/27/2023	12/1/2025
1996-1195	Servicios Aereos Regiomontanos, S.A.	12/27/2023	11/14/2025
2009-0196	Servicios Aeronauticos Aeropersonal, S.A. de C.V.	12/27/2023	12/17/2025
2004-19340	Servicios Integrales de Aviacion, S.A. de C.V. d/b/a FlyMex	12/27/2023	12/17/2025
2020-0215	Soluciones Aereas de la Laguna, S.A. de C.V. d/b/a SOALA	12/27/2023	12/19/2025
1996-1909	Taxi Aereo de Veracruz, S.A. de C.V.	12/27/2023	11/25/2025

<sup>5</sup> TAR Aerolineas also holds the full scope of scheduled combination rights available to it under the Agreement. In addition to renewing its charter authority, we also renew its scheduled route authority as set forth in Notice of Action Taken in Docket DOT-OST-2016-0036 on January 11, 2024, subject to compliance with the conditions imposed in that Notice.

<sup>6</sup> On August 29, 2025, the Department acknowledged registration under 14 CFR Part 215 of the RWS trade name.

2016-0196	Transpais Aereo, S.A. de C.V. d/b/a Jetlife <sup>7</sup>	12/27/2023	12/1/2025 <sup>8</sup>
2014-0165	Transportacion Aerea del Mar Cortes, S.A. de C.V.	12/27/2023	12/23/2025
1996-1479	Transportacion Aerea del Norte, S.A. de C.V.	12/27/2023	12/17/2025
1996-1696	Transporte Aereo Tecnico Ejecutivo, S.A. de C.V.	12/27/2023	12/17/2025
2005-20448	Transportes Aereos Excel, S.A. de C.V.	12/27/2023	12/17/2025
2005-21108	Transportes Aereos Mexiquenses, S.A. de C.V.	12/27/2023	11/21/2025
2018-0046	Transportes Aereos Pegaso, S.A. de C.V.	12/27/2023	8/28/2025
2007-28270	VIP Empresarial, S.A. de C.V.	12/27/2023	12/17/2025

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<sup>7</sup> We acknowledge registration under 14 CFR Part 215 of the additional “Jetlife” trade name. Pursuant to Part 215 of our rules, we compared the proposed name with our list of names used by existing certificated, commuter, and foreign air carriers and with those applicants seeking new authority. We have completed our review and determined that no similarly named carrier(s) need be served.

<sup>8</sup> We note that the applicant filed its renewal request in Docket DOT-OST-1996-1912, where it had previously held authority valid through October 25, 2015. The applicant’s most recent grant of authority was made in Docket DOT-OST-2016-0196, and we are issuing renewal of the carrier’s authority in that correct Docket. The applicant should also file future exemption renewal requests in Docket DOT-OST-2016-0196.

**Foreign Air Carrier Exemption Conditions**

In the conduct of the operations authorized, the foreign carrier applicant 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, the Transportation Security Administration, and with all applicable U.S. Government requirements concerning security, including, but not limited to, 14 CFR Parts 129, 91, and 36 and 49 CFR Part 1546 or 1550, as applicable. To assure compliance with all applicable U.S. Government requirements concerning security, the holder shall, 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, contact its International Industry Representative (IIR) (formerly referred to as International Principal Security Inspector) to advise the IIR 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;
- (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);
- (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; and
- (12) Be subject to all applicable provisions of any treaty, convention or agreement affecting international air transportation now in effect, or that may become effective during the period this exemption remains in effect, to which the United States and the holder's homeland are or shall become parties.

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.

Appendix C

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