Department of Transportation (DOT)

Office of the Secretary (OTS)

and

Federal Aviation Administration (FAA)

Codeshare Safety Program

Guidelines

December 22, 2015 – Rev. 6

List of Definitions and Terms

➢**AFS-50:** Federal Aviation Administration, Flight Standards Service International Programs and Policy Division.

➢ **Audit:** The structured and objective assessment of an operator to determine the level of conformity with the applicable International Civil Aviation Organization (ICAO) standards.

➢ **Audit Closure:** An audit is not complete until all ICAO-related findings identified during the audit have been closed. A compliance statement may be submitted when conformity with applicable standards has been achieved.

➢ **Audit Duration:** The 24-month period after the audit is closed.

➢ **Audit Effective Date:** A date established by the Closing Meeting of an audit, which begins the 24-month clock of Audit Life Cycle.

NOTE: If the Closing Meeting of a renewal audit is within 120 days prior to the previous Audit Expiration Date, then the Audit Effective Date for the renewal audit shall be the same date as the Audit expiration Date of the previous audit.

➢ **Audit Expiration Date:** The date 24 months after the closing of the audit.

➢ **Auditor:** An individual who is recognized by the U.S. carrier as being qualified and authorized to conduct an audit under the DOT guidelines and other accepted audit programs.

➢ **Audit Life Cycle (ACL):** The period of 24 consecutive months for which an audit is considered valid. ACL begins at the completion of the onsite audit activity.

➢ **Audit Program:** The program established by the U.S. air carrier and accepted by the FAA to audit foreign air carrier codeshare partners.

   ° **Internal Audit:** An audit performed by the air carrier operator personnel
   ° **External Audit:** An audit performed by other than the air operator personnel, i.e.; a third party provider.
   ▪ **Industry Audit Process (IAP):** One or more of the internationally recognized evaluation systems, which are designed to assess the operational, management, and control systems of an air operator. In hose cases where IAPs are used, it is incumbent on the U.S. carrier to identify in its FAA-accepted audit program the specific elements which will be used to comply with ICAO standards as required by DOT guidelines.

➤ **Audit Report:** The document that is the official record of an audit, which contains detailed information regarding the conduct and results of an audit. Reports generated from an IAP may be used by the U.S. air carriers to establish an operator's level of compliance with applicable standards.

➤ **Audit Sharing:** A process whereby an interested party utilizes an audit of an operator conducted by a third party to satisfy its own need to conduct an audit of that same operator.

➤ **Best Practices:** A strategy, process, approach, method, tool, or technique that is accepted as being effective in helping an operator achieve operational objectives.

➤ **Closing Meeting:** A meeting of the audit team and representatives of the audit airline at the end of the onsite audit activities.

➤ **Completion of Onsite Audit Activity:** The date the audit activity is completed and the audit results are made know to the audited party. This will be the start of the audit cycle clock of 24 months.

➤ **Compliance Statement:** A declaration by a director of safety (or equivalent) of a U.S. carrier to the FAA providing information as required by the DOT guidelines.

➤ **Conformity:** Fulfillment of specifications contained in the ICAO standards and DOT Codeshare Guidelines and other referenced and accepted programs as being documented and/or implemented by the air operator.

➤ **Continuous Monitoring:** A process used by the U.S. carrier to monitor the safety programs of the foreign air operator. The U.S. air carrier program, at a minimum, should monitor the performance-based assessment factors outlined in this document on an ongoing basis.

➤ **Evidence:** Documented data or information discovered during an audit that is analyzed by the auditor and is used to determine compliance with applicable standards.

➤ **Finding:** The documented statement based on factual evidence that indicates an air operator is not in conformity with the DOT guidelines and referenced ICAO standards.

➤ **IAP Operator:** A person, organization or enterprise engaged in. or offering to engage in, an aircraft operation under the scope of an IAP.

➤ **ISARPs:** ICAO Standards and Recommended Practices that also include IATA check list items agreed to by IATA member operators to be included in IOSA audit check lists.

➤ **Noncompliance:** Nonfulfillment of specifications contained in applicable ICAO standards as determined by the auditor in terms of having been documented and/or implemented by the audited air operated.

➤ **Operator:** An organization that holds a n air operator certificate (AOC) and engages in aircraft operations.

➤ **OST:** Office of the Secretary of Transportation.

➤ **Recommended Practice:** A standard in which fulfillment is considered optional but is desirable.

➤ **Special Federal Aviation Regulation (SFAR):** A specific regulation issued for a particular area or State which has the potential or actual hazard to aviation flight safety. Examples include a state of conflict in a particular State or natural disaster assistance or recovery area.

➤ **Standard:** A specified system, policy, program, process, procedure, plan, set of measures, facility, component, type of equipment, or any other aspect of operations under the scope of ICAO Annex 1, 6, 8, 18, and 19 as defined in DOT Codeshare Guidelines in which the operator will be expected to be in compliance at the conclusion of an audit.

Codeshare Safety Program Guidelines

I. Introduction

Code-sharing is a marketing arrangement in which an airline places its designator code on a flight operated by another airline and sells and issues tickets to that flight(s). Air operators throughout the world continue a form of codeshare alliances to strengthen or expand their market presence or competitive ability.

In order to obtain authority for U.S. codeshare service, the Office of the Secretary of Transportation must find that the arrangement is in the public interest. Historically, questions have been raised about how to determine whether codeshare services of U.S. airlines on foreign air operators meet an acceptable level of safety.

A principle measure of the level of safety of these foreign codeshare operators is in the results of the Federal Aviation Administration's (FAA) International Aviation Safety Assessment (IASA) Program.[1] A codeshare arrangement with a foreign air operator will only be approved if its AOC certification State maintains a Category 1 rating under the FAA's IASA program. A State that either holds a Category 2 rating or has not been assessed by the FAA may lease to an operator of a Category 1 State.

If a State category is downgraded from an IASA Category 1 to a Category 2 the OST expects that U.S. carriers will no longer place their code on flights operated by operators of the Category 2 State.[2] We expect this code removal to be immediate. However, for the sole purpose of facilitating an orderly transition, the precise timing of the code removal will be considered on a case-by-case basis.

In determining whether a codeshare application is in the public interest under the statute, OST needs to review the safety of the U.S. codeshare service proposed. As part of their application for authority,[3] U.S. air carriers seeking to hold out for service provided by a foreign operator on a codeshare basis must assess the level of safety of the U.S. codeshare service provided by foreign air operators as follows:

- Each U.S. air carrier shall have a system of ongoing monitoring and periodic audits of their codeshare partners.

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[1] All civil aviation authorities have the direct responsibility for overseeing the safety of air transportation provided by their air carriers.

[2] An IASA Category 1 rating means that the safety oversight of a foreign carrier provided by its civil aviation authority meets or exceeds the minimum international standards for safety oversight established by the International Civil Aviation Organization (ICAO). IASA Category 2 means that one or more of the ICAO standards have not been met.

[3] A summary of the application process that carriers should follow in seeking codeshare authority from the Department of Transportation is attached in the appendix to these guidelines.

- Each U.S. air carrier pursuing or currently having a codeshare agreement with a foreign operator must have an FAA accepted codeshare safety program.

- Under its audit program, a U.S. carrier must issue a Statement of Compliance letter affirming that its codeshare partner meets international standards.

- The Statement of Compliance shall be based on a safety audit performed on its foreign air operator partner in accordance with its FAA accepted codeshare safety program and shall be valid for no more than 24 months.

- Additionally, the U.S. carrier must continually monitor its codeshare partner's safety program throughout the life of the codeshare agreement to insure continued compliance with international standards.

- DOT will not approve a codeshare agreement if it is unable to make a public interest determination regarding the level of safety of the U.S. codeshare service.

- U.S. air carriers must provide the necessary information for this determination to the FAA by including a compliance statement (more fully described in section IV) with their applications to OST that an onsite safety audit has been conducted and an audit report has been completed. Minimum information package must include the Compliance Statement, copy of the foreign air carrier Air Operating Certificate (AOC), and the FAA codeshare Job Aid.

- The air carrier should state in its compliance statement that the foreign codeshare operator complies with the applicable ICAO safety standards.

- The FAA will review each audit report to determine whether the U.S. carrier audit program was followed and the audit results are consistent with other safety information available to the FAA. Following this review, the FAA will provide an appropriate response to DOT in advance of an OST decision on whether to continue or approve the codeshare application. In the cases where a codeshare agreement is shared by several U.S. airlines, the report will be allowed to be reviewed by all duly identified sharing airlines by electronic means or other means accepted to the FAA.

- In addition, when an airline chooses not to continue the codeshare agreement for business reasons or operational matters, the U.S. carrier may terminate its monitoring for the codeshare partner safety programs. However, in these cases, the codeshare audit may not be used by another airline (audit sharing) unless a codeshare review has been accomplished.

- If a U.S. carrier chooses to suspend service with a foreign codeshare partner for any reason, the airline must notify AFS-50, International Programs and Policy Division, in writing (including email) and a determination will be made as to future actions that may be required.

The following guidelines identify recommended minimum elements for all codeshare audit programs of the U.S. carriers operating under Title 14 Code of Federal regulations part 121 conducting U.S. codeshare service on a foreign air operator.[4] The elements include the safety standards to be applied in an audit of a foreign operator conducting U.S. codeshare service, the content of the codeshare audit report, the compliance statement, completed FAA codeshare Job Aid, and standards for the U.S. carrier review of its U.S. codeshare service on the foreign codeshare operator. Codeshare audit program should only be used by authorized U.S. air carrier's certificates under 14 CFR section 119 Subpart C.

II. Audit Program

The object of the audit is to establish conformity to ICAO standards. Auditors should review findings from previous audits performed on the foreign air operator and any other available information to determine that remedial action actions were accomplished and the condition(s) has not resurfaced in the current audit.

The applicable ICAO standards are set forth in the following Annexes to the Chicago Convention and may include ICAO guidance material for implementation.

Annex 1   Personnel Licensing
Annex 6   Operation of Aircraft
Annex 8   Continued Airworthiness of Aircraft
Annex18   The Safe Transportation of Dangerous Goods by Air
Annex 19   Safety Management Systems

A U.S. air carrier seeking or maintaining a codeshare agreement with a foreign operator under these guidelines must develop a codeshare audit program that provides for an onsite audit conducted by the U.S. air carrier or a third party approved auditing entity, of the foreign codeshare operator at least once every 24 months.

Each U.S. air carrier codeshare audit program will be reviewed by the FAA to determine whether it is an acceptable means of determining the levels of safety maintained by the foreign operator and thereby meets the needs of the codeshare approval process. At a minimum, the U.S. air carrier's codeshare audit program will address:

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[4] These guidelines are not intended to create or to change, and are not intended to be construed as creating or changing, any rights, duties, benefits, or obligations, or any duties or obligations on behalf of any person. Nothing in these guidelines is intended to affect any other agreement, obligation, or undertaking by or on behalf of any U.S. or foreign air carrier, or rights, duties, or obligations arising there from with regard to any person other than the U.S. Department of Transportation.

- Methodology and approach
- Specific operational areas to audit
- Criteria for defining satisfactory audit results
- System for reporting and correcting findings
- Continuous monitoring process
- Auditor qualifications, recurrent training, and authorization
- Audit frequency

These guidelines are not intended to define or limit the agreements, understandings, or other arrangements between a U.S. and foreign air carrier concerning the performance of audits consistent with these guidelines.

Specific Operational Areas to Audit

Before conducting the audit of the foreign operator, the audit team should have an understanding of the foreign operator's operations and the applicable ICAO standards. At a minimum, the ICAO standards must be used in reviewing whether the foreign codeshare operator's level of safety is acceptable. The audit program shall identify the evaluation criteria to be used (e.g., performance standard checklist containing all applicable ICAO standards in the Annexes stated above or other such equivalent).

Criteria for Determining Satisfactory Audit Results

Each U.S. air carrier should use applicable performance standards based on the above stated ICAO Annexes to evaluate the foreign codeshare operator. The process should contain an evaluation of performance against those criteria specified in the applicable ICAO standards by assigning a rating using one of the following definitions:

Meets the Criteria: Use this rating when there are no findings of a system deficiency breakdown, or safety-related noncompliance requiring immediate action.

Finding: Use this rating when the performance of the standard evaluated does not meet the established criteria.

Non Applicable: A specific condition is identified as not applicable by the evaluation criteria, as verified by the auditor, or is determined by the auditor to be not applicable at the facility being evaluated.

Observation: A specific condition that is identified as not meeting a "Recommended Practice" not requiring corrective action.

The U.S. air carrier shall submit a copy of the proposed audit program to the AFS-50 Codeshare Program Manager.

Subject matter experts from the FAA will review each U.S. air carrier audit program. Upon completion of the FAA's review and determination that the audit program is acceptable, the FAA will issue a letter to the U.S. air carrier confirming acceptance of the program. The U.S. air carrier should incorporate the accepted audit program into its operating manual(s). Programs found unacceptable by the FAA will be returned to the U.S. air carrier with the specific reasons for the determination.

Methodology and Approach

An acceptable codeshare audit program will define the objectives, scope, and methodology used to measure the performance of the foreign operator in meeting safety standards established in ICAO Annexes 1, 6, 8, 18, and 19. The audit scope should include as elements the audit duration, any applicable geographic limits, and audit frequency. The audit methodology defines the audit duration, any applicable geographic limits, and audit frequency. The audit methodology defines the process, by which the U.S. air carrier will gather and analyze data, develop an audit report, provide an audit compliance statement to the FAA, complete the FAA Job Aid, means to obtain a copy of the foreign operator's Air Operating Certificate (AOC), and means to make its audit report available to the FAA.

As part of one of the accepted means of compliance, the FAA also recognizes other programs developed by industry third party auditing services. An audit program will have a standardized methodology and may include third party audits conducted with the same or higher standard as those used by the U.S. air carrier. In those cases, where an IAP is used, it is incumbent on the U.S. air carrier to identify in their FAA accepted audit program the specific elements which will be used to comply with ICAO standards as required by DOT guidelines.

System for Reporting and Correcting Findings

The U.S. air carrier audit should ensure that the foreign air operator has a process in place that identifies types of problems that may occur from common or special circumstances. Each finding needs to be analyzed to identify possible systemic issues and their mitigation. Corrective action takes into account: (1) the need for a short-term or remedial fix plus long-term actions; (2) the changes required in the process, product, and specifications; (3) the availability of designated personnel responsible for the follow-up; and (4) the existence of documentation of the changes made to analyze the effectiveness of the corrective action

Continuous Monitoring

The U.S. air acceptable audit program should record and evaluate risk indicators affecting safety as directed carrier audit program shall have a process to monitor the foreign operator. An in Annex 19. The U.S. air carrier audit program should monitor the following performance-based assessment factors on a continuous basis.

1. Accident/incident rate;
2. Financial condition, company ownership, and economic conditions:
3. Management, company stability, turnover of key personnel, strikes, etc.;
4. Age of equipment, equipment on order, and equipment being returned;
5. Operational capabilities, i.e., international service as compared to domestic service only, indicators of established infrastructure, FAA-approved repair stations, simulators, etc.;
6. Company history and sophistication;
7. Interface and cooperation between the U.S. and foreign air operators, familiarity with personnel, sharing of data through meetings, conferences, etc. and frequency of these events;
8. Foreign codeshare air operator facilities.

Auditor Qualifications and Authorization

Each U.S. air carrier performing a codeshare safety audit must have qualified personnel with the necessary authority, knowledge, training/recurrent training, and skills for performing each audit. Auditors shall have a thorough knowledge of auditing and the air operator environment in which the foreign operator operates the U.S. codeshare service. The U.S. air carrier may employ personnel or hire outside subject matter expert consultants to conduct audits. The audit staff should have organizational independence to perform audits and be free to report objectively to the U.S. air carrier's senior management. Given the voluntary nature of the audit program, the following are recommended auditor benchmark qualifications.

1. Develop and communicate an audit plan, identify required audit personnel, set out an audit agenda, and provide sufficient time to complete a comprehensive audit.
2. Execute an effective audit plan incorporating generally accepted auditing techniques for verifying, documenting, and communicating findings as appropriate.
3. Objectively identify and document nonconformance to the audit standard and evaluate the effectiveness of the resultant follow-up corrective actions.
4. Demonstrate a general knowledge of quality control tools, descriptive statistics, and applicable sampling theories.
5. Effectively lead a team of auditors in the field and act as a liaison between the audit members and the foreign operator officers.

Qualifications for Auditors Conducting Codeshare Audits Should Include:

1. Auditor training in an internationally recognized quality management system.
2. Knowledge of the codeshare methods and techniques and education, skills, and experience to apply such knowledge to a codeshare audit. The lead auditors should have a minimum experience level of not less than 2 years in leading audits. All auditors should have attained a level of experience, or a combination of experience and education in their specific disciplines, as follows:

   a. An appropriately certified pilot, maintenance technician, or dispatcher and 3 years technical experience in those areas associated with flight operations, maintenance, or dispatch or in the evaluation thereof; or
   b. Relevant technical or trade school certificate with 3 years of technical experience in air operator operations or maintenance, or in the evaluation thereof; or
   c. Associate's degree or higher in engineering or science disciplines relating to aviation with 3 years of technical experience in air operations or maintenance, or in the evaluation thereof; or

3. Auditors should have a demonstrated technical knowledge of governing ICAO annexes (including ICAO guidance material in their specific technical areas), a general knowledge of the Federal Aviation Regulations (14 CFR) and air operator operations and maintenance. In addition, auditors should have effective communication and interpersonal skills and sound writing ability.
4. Auditors must have training on evaluating foreign operators with respect to procedures and processes included in the U.S. air carrier's Codeshare Safety Program as accepted by DOT. Auditors must undergo recurrent training at least once every 2 years to ensure that all auditors are maintaining audit techniques and education in their specific disciplines.
5. Ethical standards:
   a. Auditors should have no financial interest in or family affiliated with the foreign codeshare operator.
   b. Audit contract firms have no direct or indirect financial dealings with the host government of the foreign codeshare operator or with the foreign codeshare operator itself.
   c. Audit contract firms should not conduct codeshare audits on themselves of those operators of any affiliated companies.
6. Other skills that may be needed in conducting an audit of a foreign operator include:
   a. Foreign language skills, when the foreign operator personnel are not fluent in the English language and manuals and reports involve translation to English;
   b. Engineering skills when the work involves the review of complex engineering data;

c. Analytical skills, including the ability to adopt a systematic approach to problem solving in a complex technical environment such as:
- ➢ Operational analysis (developing the questions for use)
- ➢ Flow charting (understanding the process)
- ➢ Matrix analysis (determining the areas of importance)
- ➢ Checklists (their uses and abuses)

III. Audit Frequency

Initial Audit

An audit must be completed and presented to AFS-50 prior to placing the U.S. carrier's code on flights operated by the foreign air operator. The audit may be conducted by the U.S. carrier seeking to initiate the codeshare agreement, or utilizing a third party, to the standards required by the U.S. air carrier's program. The date of the initial audit closing meeting establishes the audit effective date. The initial audit is valid for 24 consecutive months beginning with the audit effective date. The U.S. carrier will not present an audit to AFS-50 for review until all applicable audit findings are closed.

Renewal Audit

The U.S. air carrier will conduct a renewal audit of each foreign codeshare operator prior to the expiration date of the initial or previous renewal audit. When deciding on a date to initiate a renewal audit, the auditing operator must leave enough time to ensure that problems discovered during the renewal audit can be corrected before the expiration date of the previous audit. The DOT does not view an audit as being complete until all open items identified during the audit have been closed. Once the renewal audit is closed, the U.S. air carrier issues a compliance statement as outlined in these guidelines. A compliance statement should be submitted only after all corrective actions have been satisfactorily completed and must not be predicated on future actions planned to be completed. Each renewal audit is valid for a 24 month period, base-lined from the initial audit effective date.

FAA Codeshare Safety Program Timeline

IV. Audit Report

At the end of each audit, the auditor or audit team should prepare a written report setting out the results in an appropriate form. Audit reports should be prepared in all cases, including those where the foreign air operator's operations are found to not meet the ICAO standards used in conducting the audit. Any finding should be communicated to the foreign air operator immediately and in no case later than 24 hours following such a determination.

The report content should be easy to understand, independent, objective, fair, and constructive, free of vagueness or ambiguity, and include information supported by competent and relevant audit evidence. The report should contain a statement of positive assurance on those items tested for compliance and negative assurance of those items not tested. Auditors should use sound professional judgment in determining the standards that apply. The auditor's determination that certain standards do not apply to the audit should be documented in working papers and supporting documents included with the report. Situations may occur in which auditors are not able to follow an applicable standard. In those situations, the auditors should disclose in the audit report the fact that an applicable standard was not followed, the reason therefore, and the known effect that not following the standard had on the audit results.

All findings of noncompliance with international standards will be documented for the purposes of trend analysis. Such documentation will include findings closed in the course of an audit.

Report Content

The U.S. air carrier safety audit report should contain the following:

- **Title.** The title should be unique to identify the foreign air operator audited and the U.S. air carrier or third party that is responsible for the audit.
- **Signature and date.** The audit team leader should sign and date the audit report.
- **Listing of the audit team members.**
- **Listing of the primary maintenance facilities evaluated.**
- **Listing of all primary training facilities evaluated.**
- **Objectives and scope.** The report should include reference to the objectives and scope of the audit that establishes the purpose and boundaries. The report should identify the area or extent to which it relates including what facility

geographic location(s) were evaluated. The audit duration dates should be included.
● **Completeness.**
● **Findings and corrective actions.**
● **Identification of subject matter and compliance with standards.** The report should not concentrate solely on criticism of the past but should be constructive. The auditor's conclusions and recommendation are important aspects of the audit. Where each standard was applicable, and if so, whether the operator satisfactorily met or did not meet the performance standard.
● **Auditor working documents** and evidence collected to support the audit conclusions.

V. Report Access and Review

All initial and recurrent safety audit reports by the U.S. air carrier of the foreign codeshare partner should be made available for the FAA review following the closer of each audit.

 Each audit report, either initial or recurrent, should be made available to the FAA review during normal business hours at a location and manner agreed upon between the FAA and the U.S. air carrier responsible for the audit. The U.S. air carrier should notify the FAA of the availability of every audit report ready for review, including audit reports where the foreign air operator's operations were found not to meet ICAO standards. An electronic audit review may be used to meet this requirement. The FAA will either make arrangements to visit the U.S. air carrier or arrange a telecom to review the audit reports at a time determined by available schedules and resources. In those cases where an FAA audit review would need expeditious and timely review, this may be arranged on special occasions by coordinating with the AFS-50 Codeshare Program manager.   In keeping with the DOT requirements for a review of all codeshare audits, the FAA will not provide a response to OST regarding the subject codeshare until such a review is completed.

Required for each FAA review are:
1. Foreign air carrier AOC
2. Statement of Compliance
3. Dated FAA Job Aid for the date of the review

Report Retention

The U.S. air carrier performing codeshare audits should maintain all codeshare audit reports for a period of not less than 5 years and all documented evidence for a period of not less the 24 months. The audit program should identify a specific U.S. air carrier point of contact to which the FAA can direct questions and comments concerning specific audit reports. The 5-year period for retention is measured from the closer of the last effective audit performed on the foreign air operator.

VI. Compliance Statement

The U.S. air carrier's director of safety (or an equivalent position established under 14 CFR section 119.65) should provide the signed and dated audit compliance statement for all audits conducted by or at the behest of the U.S. air carrier. A compliance statement should be submitted only after all corrective actions have been completed and not be predicated on future actions planned to be completed.

At a minimum, the compliance statement should contain the following:

- The dates on which the foreign air operator was audited;
- A statement that the audit of the foreign air operator was conducted in accordance with the audit program as reviewed and deemed acceptable by the DOT;
- A statement that the foreign air operator's operations for U.S. codeshare services meet all applicable ICAO standards; and
- A statement that the audit report is available for FAA review.

Codeshare Applications

Codeshare applications shall be filed in the Department's Docket Section (PL-401) at 400 7th Street, S.W., Washington, D.C. 20590 (See 14 CFR part 212).

Codeshare applications shall be filed with an original and two copies, or by using the Dockets electronic filing system (www.regulations.gov)

Codeshare applications shall include the following:

- The codeshare application with service list;
- The codeshare agreement; and
- A valid ICAO-compliant, state civil aviation authority-endorsed air operator certificate.

The U.S. air carrier applicant may attach a compliance statement (as fully described in section IV) with respect to the level of safety of the U.S. codeshare service that:

- It has completed an audit of its foreign codeshare air operator in compliance with a DOT-accepted codeshare audit program on a specific date;
- The operations of the foreign codeshare air operator meet applicable ICAO safety standards; and
- The audit is available for FAA review.

Codeshare applications shall be served on the following:

- Director, Flight Standards Service (AFS-1), FAA;
- Antitrust Division, Department of Justice;
- Each U.S. certificated air carrier authorized to serve the general area in which the proposed transportation is to be performed; and
- Any other party the Department deems necessary.

OST will review the codeshare application based on economic and policy grounds. OST will consider any comments filed by interested parties, as well as the views of other Government agencies germane to the issue whether approval of an application will be in the public interest. The FAA will review the audit report using its Quality Management Process as revised and other available information concerning the safety of the proposed U.S. air carrier codeshare service, and then will advise OST of its position.

Assuming no issues remain for resolution or otherwise warrant deferral of a decision, OST will issue a decision on the proposed codeshare application.

Requests for review or reconsideration of any decision relative to a codeshare application will follow the procedures prescribed in 14 CFR.