Exhibit 1

Information Required by 14 C.F.R. § 211.21

(a) The name and address of the applicant, the nature of its organization, and the name of the country under the laws of which it is organized, and the statutory citation of any such laws.

Bahamasair Holdings Limited
Bahamasair House
P.O. Box N-4881
Nassau International Airport
Nassau, Bahamas

Bahamasair is a corporation organized and existing pursuant to the Companies Act of the Statute Laws of The Bahamas.

(b) The name and official address of the government air transport authority of applicant's country of citizenship having regulatory jurisdiction over applicant.

The Government of The Bahamas
Ministry of Transport
P.O. Box N-3008
Nassau, Bahamas

(c) Description of the authority being sought and of the proposed services, including: (i) the points in the United States to be served; (ii) the frequency of service planned at the start of operations, indicating any seasonal variations; (iii) whether the service proposed is to be scheduled, nonscheduled, or charter; (iv) whether the service would be passenger, property and mail, or a combination; (v) the aircraft to be used; and (vii) a service schedule stating the manner in which the service will be operated (e.g., nonstop or multi-stop, and the identity of proposed intermediate traffic and nontraffic points).

Bahamasair seeks renewed and amended permit authority to engage in the foreign air transportation of persons, property, and mail between a point or points in The Bahamas and the coterminal points: (1) Atlanta, Georgia; (2) Boston, Massachusetts; (3) Charlotte, North Carolina; (4) Chicago, Illinois; (5) Detroit, Michigan; (6) Fort Lauderdale, Florida; (7) Miami, Florida; (8) New Orleans, Louisiana; (9) Newark, New Jersey; (10) New York, New York (LaGuardia); (11) Orlando, Florida; (12) Palm Beach, Florida;

(13) Philadelphia, Pennsylvania; (14) Tampa, Florida; and (15) Washington, D.C. (Dulles).

Bahamasair anticipates operating at least one round trip per day between The Bahamas and each of the U.S. cities identified above. The carrier plans to operate these flights on a scheduled, nonstop basis using the following aircraft in a single-class configuration.

Aircraft Type	No. of Aircraft	Capacity
Boeing 737-200	2	120 passengers
De Havilland Dash-8	5	50 passengers
Shorts 360	3	36 passengers

(i) Certified evidence of the applicant's operating authority issued by its government that relates to the operations proposed, including a description of the applicant's present authority, the expiration date of this authority, and the manner in which it is expected to be renewed.

Bahamasair is currently authorized by its homeland government to operate scheduled passenger, cargo, and mail air services between points within The Bahamas and points within the United States. A copy of Bahamasair's current homeland operating authority is provided as Exhibit 2 hereto. This authority is set to expire on April 5, 2004. Bahamasair anticipates that the Government of The Bahamas will renew the authority by April 5, 2004 so that Bahamasair may continue providing beneficial U.S.-Bahamas air services.

(l) Statement regarding whether applicant's maintenance program complies with the provisions of ICAO Pilots and Airmen Annexes 1, 6 (Part 1), and 7, and regarding whether the applicant's home country is a contracting State to the Convention on International Civil Aviation.

Bahamasair's maintenance program continues to comply with the provisions of ICAO Pilots and Airmen Annexes 1, 6 (Part 1), and 7.

The Bahamas is a contracting state to the Convention on International Civil Aviation.

(n) The applicant's profit and loss statements and balance sheets (in U.S. dollars) for the 2 most recent available years, along with a statement from the applicant's official responsible for preparation of the summaries that the submissions are complete and accurate.

A copy of Bahamasair's profit and loss statements and balance sheets for the past two years are provided as Exhibit 3 hereto. The statement from the applicant's official responsible for preparation of the summaries is provided as Exhibit 4.

(o) The amount, type, and reason for financial assistance received or expected from the applicant's home government, if any.

The Government of The Bahamas provides financial assistance to Bahamasair as needed. In 1999, the Government provided Bahamasair with financial assistance worth approximately US$8,999,974, consisting of debt repayments and creditor repayments

Such assistance is justified by the civic responsibilities that have been assigned to Bahamasair as the Government's wholly-owned flag carrier. Among other things, Bahamasair is expected to provide a vital air link among approximately twenty islands comprising The Bahamas. Most of this essential air service involves short-haul flights with low traffic density and, consequently, relatively high per-passenger operating costs.

(p) Estimate of the total traffic and the financial results of the proposed services for the first full year of operations, along with the supporting data used to prepare the forecast.

Bahamasair anticipates that the financial results of its continuing operations will not differ significantly from the results reflected in the financial statements provided in Exhibit 3.

(q),(r) The elements of reciprocity or comity relied upon for the requested authority and a statement of the policy of the applicant's homeland government with respect to U.S. carrier applications for scheduled and charter authority, including fifth freedom traffic rights.

As the Department has previously found (DOT Order 87-8-55), the Government of The Bahamas has adopted an "open skies" policy toward U.S. carriers and has freely granted them scheduled and charter authority. The Government of The Bahamas does not have a policy against granting fifth freedom traffic rights to U.S. carriers.

(s) Details of safety violations, tariff violations, and fatal accidents in which the applicant has been involved in the preceding five years.

Bahamasair has not been involved in any safety violations, tariff violations, or fatal accidents within the preceding five years.