BETORE THE
DEPARTMENT OF TRANSPORTATION
WASHINGTON, D.C.

Notice of IATA Traffic Conference
Actions Tentatively Exempted
From Filing for Approval

Docket OST-2012-0058

NOTICE OF TIER 1 AGREEMENTS FILING
BY THE
INTERNATIONAL AIR TRANSPORT ASSOCIATION

11 April 2014

Communications with respect to this
Document should be sent to

Douglas Lavin
Regional Vice President – North America
International Air Transport Association
1201 F Street, NW, Suite 650
Washington, DC 20004
(202) 628-9292
<table>
<thead>
<tr>
<th>Summary</th>
<th>DOCKET: <strong>DOT-OST-2012-0058</strong>  DOT ORDER: <strong>None Requested</strong></th>
</tr>
</thead>
<tbody>
<tr>
<td>Date:</td>
<td>11 April 2014</td>
</tr>
<tr>
<td>Filing fee/IATA Acct:</td>
<td>Waived by Order 2012-4-18, Appendix A, Section D</td>
</tr>
<tr>
<td>US/UST involved</td>
<td>Yes</td>
</tr>
<tr>
<td>Intended effective date:</td>
<td>15 January 2015</td>
</tr>
<tr>
<td>Implementation date:</td>
<td>26 February 2015</td>
</tr>
<tr>
<td>Meeting site, date:</td>
<td>PTC Composite Meeting of Passenger Tariff Coordinating Conferences Dublin, 30-31 October 2013</td>
</tr>
<tr>
<td>Agreements</td>
<td>Composite Resolutions 017ha, 017i (Memo PTC COMP 1752)</td>
</tr>
</tbody>
</table>
NOTICE OF TIER 1 AGREEMENTS FILING

Pursuant to statements submitted by Member airlines of the International Air Transport Association (IATA), the undersigned has been constituted to be their attorney-in-fact for filing with the Department of Transportation copies of agreements adopted by the IATA Traffic Conferences.

On their behalf, and pursuant to the procedures specified in Order 2012-4-18 (13 April 2012), I am filing with the Department, in Docket OST-2012-0058, this Notice, the subject agreements and supporting documentation. These agreements are Tier 1 agreements tentatively exempted by Order 2012-4-18 from Condition #2 to the Department’s approval of the Provisions for the Conduct of the IATA Traffic Conferences, which condition requires pre-implementation Department review. The intended effective date of the agreements is 15 January 2015.

The subject agreements amend or establish Resolutions and/or Recommended Practices that do not address subject areas which the Department has indicated it still chooses to review under Condition #2. The text of the agreements and other conference documentation sent to airline Members of IATA accompany this Notice. The cover pages of the documentation clearly identify each affected Resolution and/or Recommended Practice and show whether the subject agreements are amendments or new agreements. Other pages provide the text of each subject agreement. Where an affected Resolution or Recommended Practice has previously been exempted from Condition #2 by Department action, the cover pages include the appropriate
docket and order number. The cover pages include a summary to explain the nature and purpose of the subject amendments and/or agreements.

Respectfully submitted,

/s/ Douglas Lavin
Douglas Lavin
Regional Vice President – North America
International Air Transport Association
Attorney-In-Fact
CERTIFICATE OF SERVICE

A copy of this notice has been served this day by first class or priority mail on the following person:

Chief, Transportation, Energy & Agriculture Section
Antitrust Division
Department of Justice
Washington, D.C. 20530

A copy of this notice has been sent this day by email to John Kiser (John.Kiser@dot.gov) and to Della Davis (Della.Davis@dot.gov) of the Department of Transportation.

/s/ Douglas Lavin
Douglas Lavin

11 April 2014
Date Served
## OUTLINE OF CONTENTS

RESOLUTION ADOPTED AT:

COMPOSITE PASSENGER TARIFF COORDINATING CONFERENCE MEETING (COMP)

**INTENDED EFFECTIVE DATE:** 15 JANUARY 2015  
**IMPLEMENTATION DATE:** 26 FEBRUARY 2015

<table>
<thead>
<tr>
<th>Resolution</th>
<th>Title</th>
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<tbody>
<tr>
<td>017a</td>
<td>Fare Selection Criteria</td>
</tr>
<tr>
<td>(Docket 2012-0058-0012)</td>
<td></td>
</tr>
<tr>
<td>017i</td>
<td>Carrier Selection for Fare Construction Checks</td>
</tr>
</tbody>
</table>
MEMORANDUM
PTC COMP 1752

TO: Members Participating in Tariff Coordinating Conferences

FROM: Manager, Tariffs & Reservation Standards

SUBJECT: Composite Passenger Tariff Coordinating Conference
Dublin, 30-31 October 2013
Composite Resolutions 017ha, 017i
Intended Effective Date: 15 January 2015
Implementation Date: 26 February 2015

RESOLUTIONS - ADOPTED

Attached are Composite Resolutions 017ha and 017i, which were adopted at the above meeting for an intended effective date of 15 January 2015. The Composite meeting of 2013 adopted the changes contained in this memorandum for a more clear presentation of the new fare selection logic.

At the meeting held in Montreal 10-14 March 2014, Resolution Advisory Working Group (RADWG) has determined that the new fare selection criteria should be implemented for sale and travel on/after 26 February 2015. Editorial amendments identified at the same meeting have been incorporated in this memorandum.

The filing period for the attached Resolutions ends 15 May 2014. Members are reminded of their obligations under Resolutions 001 and 006 to advise this office by the end of the filing period whether approval by their Government authorities is required and, if so, to accomplish the necessary filing formalities. The effective date will be declared in accordance with Resolutions 001 and 006, when all the known necessary Government approvals have been received.

Members are reminded that Resolution 017ha agreed and adopted at the 2012 Composite meeting had been circulated by Memorandum PTC COMP 1682 dated 1 November 2012 and declared effective by Memorandum PTC COMP 1697 dated 1 March 2013, pending implementation date. Amendments contained in this memorandum are only for clarity and do not change the intent of the original agreement.

Members are also informed that RADWG is developing implementation guidelines, planned for end-September 2014 issuance, to support airlines understand and implement the new fare selection logic.

Alban Sato
Manager, Tariffs & Reservation Standards
Airline Distribution Standards

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AS www.iata.org
RESOLUTIONS AMENDED AT

COMPOSITE MEETING OF
PASSENGER TARIFF COORDINATING CONFERENCE

DUBLIN, 30-31 OCTOBER 2013

EFFECTIVE DATE: 15 JANUARY 2015 FOR IMPLEMENTATION SALE AND TRAVEL ON/AFTER 26 FEBRUARY 2015

<table>
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<th>RESO</th>
<th>TITLE</th>
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<td>017ha</td>
<td>Fare Selection Criteria</td>
<td>Amending</td>
<td>1</td>
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<td>017i</td>
<td>Carrier Selection for Fare Construction Checks</td>
<td>Amending</td>
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</table>
FARE SELECTION CRITERIA

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<th>PTC1(90)017ha</th>
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<th>PTC3(95)017ha</th>
<th>PTC12(199)017ha</th>
<th>PTC23(164)017ha</th>
<th>PTC31(129)017ha</th>
<th>PTC123(178)017ha</th>
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<td>15 May 2014</td>
<td></td>
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<td>Type B</td>
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</tbody>
</table>

RESOLVED that Resolution 017ha is replaced with the following

1) for the purposes of fare selection, the fares to be used will be those applicable to the carrier(s) selected. These may be

a) carrier specific fares, or

b) if all fares of the selected carrier(s) cannot be used, the YY fare (subject to the selected carrier's acceptance of the use of YY fares), or

c) if a partial structure has been filed as carrier specific fares then the remainder of the structure will be established using YY fares unless the carrier has advised that such YY fares will not apply

Examples

1. The carrier only has fare records for carrier specific Normal Fares - the special fares structure for that carrier will be the YY fares

2. The carrier has only a single fare record for a carrier specific PEX fare - the Normal fares and the rest of the special fares for that carrier will be the YY structure

3. The carrier has no fare records for carrier specific fares - the YY structure will apply for that carrier
2) the fares to be selected for comparison, in the direction of the fare selection in accordance with Resolution 017a, will be

a) the fares of the carrier which provides
   i. the carriage on the first sector which crosses from one area to another, if none
   ii. the carriage on the first sector which crosses from one sub-area to another, if none
   iii. the carriage on the first international sector,

and

b) the fares of the carrier which provides carriage on the longest of the following, as measured by TPM(s)
   i. international sector, or
   ii. consecutive international sectors, or
   iii. combination of consecutive international and domestic sectors

3) The resultant fares shall be as per Resolution 017a 1) a) when calculated and subsequently compared
EXAMPLES OF FARE COMPONENTS CROSSING AREAS:

1. Journey: PAR-XX-BKK-ZZ-AKL-BB-DXB-XX-PAR
   Fare Components:
   PAR-AKL the fares to be selected for comparison will be those of carrier XX PAR-BKK (as result of 2)a)i) above) and carrier ZZ BKK-AKL (as result of 2)b)i) above)
   AKL-PAR the fares to be selected will be those of carrier BB DXB-AKL (as result of both 2)a)i) and 2)b)i) above)

   Fare Components:
   BOM-HNL the fares to be selected for comparison will be those of carrier BB TYO-HNL (as result of 2)a)i) above) and carrier XX BOM-HKG-TYO (as result of 2)b)i) above)
   HNL-BOM the fares to be selected will be those of carrier BB SEL-HNL (as result of both 2)a)i) and 2)b)i) above)

   Fare Components:
   RIO-LON the fares to be selected for comparison will be those of carrier ZZ NYC-LON (as result of 2)a)i) above) and carrier XX RIO-NYC (as result of 2)b)i) above)
   LON-RIO the fares to be selected for comparison will be those of carrier BB WAS-LON (as result of 2)a)i) above) and the carrier XX RIO-SA0-WAS (as result of 2)b)ii) above)

   Fare Components:
   BKK-HNL The fares to be selected for comparison will be those of carrier XX BKK-AMS (as result of 2)a)i) above) and carrier ZZ AMS-LAX-HNL (as result of 2)b)ii) above)
   HNL-BKK The fares to be selected will be those of carrier BB BKK-PAR-NYC (as result of both 2)a)i and 2)b)ii) above)
EXAMPLES OF FARE COMPONENTS BETWEEN SUB-AREAS:

   Fare Components:
   CAI-JNB the fares to be selected for comparison will be those of the carrier
   XX CAI-ADD (as result of 2)a)iii) above) and carrier ZZ ADD-JNB
   (as result of 2)b)ii) above)
   JNB-CAI the fares to be selected will be those of carrier XX KRT-JNB (as
   result of both 2)a)iii) and 2)b)ii) above)

   Fare Components:
   MEL-TYO the fares to be selected for comparison will be those of the carrier
   XX MEL-JKT (as result of 2)a)iii) above) and carrier DD JKT-TYO
   (as result of 2)b)ii) above)
   TYO-MEL the fares to be selected will be those of the carrier XX (MEL-DPS
   as result of 2)a)ii) above and MEL-DPS-MNL as result of 2)b)ii)
   above)

   Fare Components:
   MEL-TYO the fares to be selected for comparison will be those of the carrier
   XX MEL-JKT (as result of 2)a)iii) above) and carrier DD JKT-TYO
   (as result of 2)b)ii) above)
   TYO-MEL the fares to be selected will be those of the carrier XX (BNE-MNL
   as result of 2)a)ii) above and MEL-BNE-MNL as result of 2)b)iii)
   above)

EXAMPLES OF FARE COMPONENTS WITHIN A SUB-AREA

1. Journey: KUL-XX-BKK-DD-BJS-ZZ-HKG-XX-KUL
   Fare Components:
   KUL-BJS the fares to be selected for comparison will be those of the carrier
   XX KUL-BKK (as result of 2)a)iii) above) and carrier DD BKK-BJS
   (as result of 2)b)ii) above)
   BJS-KUL the fares to be selected will be those of carrier XX KUL-HKG (as
   result of both 2)a)iii) and 2)b)ii) above)

Fare Components:
LIM-MVD the fares to be selected for comparison will be those of the carrier XX LIM-LPB (as result of 2)a)iii) and carrier DD LPB-ASU-MVD (as result of 2)b)ii above)
MVD-LIM the fares to be selected will be those of carrier XX LIM-ASU (as result of both 2)a)iii) and 2)b)i) above)


Fare Components:
KUL-BJS the fares to be selected for comparison will be those of the carrier XX KUL-BKK (as result of 2)a)iii) above) and carrier DD BKK-CAN-BJS (as result of 2)b)iii) above)
BJS-KUL the fares to be selected will be those of carrier XX KUL-HKG (as result of both 2)a)iii) and 2)b)i) above)
GENERAL

4) Surface Sectors

a) If the surface sector matches 2)a) criteria, YY fares will be selected

i) Area Crossing:

Journey: TYO ZZ CMB surface DXB UU AMS

Fare Component: TYO-AMS

CMB-DXB surface sector is the sector crossing areas. Consequently, the fares to be selected for comparison will be YY fares (as result of 2)a)i) above) and those of carrier ZZ TYO-CMB (as result of 2)b)i) above)

ii) Sub Area Crossing:

Journey: MBJ UU AUA surface CCS LL SCL

Fare Component: MBJ-SCL

AUA-CCS surface sector is the sector crossing sub-areas. Consequently, the fares to be selected for comparison will be YY fares (as result of 2)a)ii) above) and those of carrier LL CCS-SCL (as result of 2)b)i) above)

iii) First International:

Journey: DUR ZZ JNB surface DAR DD NBO

Fare Component: DUR-NBO

JNB-DAR sector is the first international sector. Consequently, the fares to be selected for comparison will be YY fares (as result of 2)a)iii) above) and those of carrier DD DAR-NBO (as result of 2)b)i) above). Carrier ZZ’s fares are not considered as the sector DUR-JNB is domestic.

b) surface sector mileage according to 2)b) criteria

i) Calculation of consecutive TPMs

for the purpose of determining the carrier performing the greatest portion of carriage, surface sectors will not be considered for the calculation of consecutive TPMs

Journey: SEL-ZZ-TYO surface OSA-ZZ-HKG-BB-SIN

Fare Component: SEL-SIN

TYO-OSA surface sector is not considered for the calculation of TPM, therefore the comparison would be:

SEL -TYO (carrier ZZ)  758
OSA-HKG (carrier ZZ)  1548
HKG-SIN (carrier BB)  1594

The fares to be selected for comparison will be those of carrier ZZ OSA-HKG (as result of 2)a)ii) above) and carrier BB HKG-SIN (as result of 2)b)i) above)
ii. Longest Single International Sector

for the purpose of determining the carrier performing the greatest portion of carriage, if the longest single international sector is a surface sector, such sector is not considered.

Journey: BUE-DD-RIO surface BOG –CC- CCS

Fare Component BUE-CCS

BUE-RIO (carrier DD) 1232
RIO-BOG 2827
BOG-CCS (carrier CC) 638

Even though RIO-BOG is the longest sector in TPM, it is not considered. The fares to be selected will be carrier DD BUE-RIO (as result of both (2)a(iii) and 2)b)i) above)

5) Side-Trip

Journey: URC XX BJS (XX TYO YY BJS) YY SYD ZZ NAN (side trip excluded)

Fare component: URC-NAN the fares to be selected for comparison will be those of: carrier YY BJS-SYD (as result of both 2)a)ii) and 2)b)j) above)

For the purpose of determining fare selection for through URC-NAN fare:
- carrier XX BJS-TYO shall not be considered as first sub-area crossing carrier
- TYO-BJS TPM may not be combined for consecutive TPM calculation
6) for the purpose of this Resolution
   a) travel between Canada and USA is not considered as international travel

   **Journey:** YUL-ZZ-NYC-UU-MEX
   
   **Fare Component:** YUL-MEX
   
   The fares to be selected will be carrier UU NYC-MEX (as result of both (2)a(iii) and 2)b)ii) above)

   b) travel between Denmark, Norway and Sweden is considered as international travel

   **Journey:** SVG BB STO BB CPH surface ATH CC BEY
   
   **Fare Component:** SVG-BEY
   
   The fares to be selected for comparison will be those of carrier CC ATH-BEY (as result of 2)a)ii) above) and carrier BB SVG-STO-CPH (as result of 2)b)ii) above)

   c) within TC1 when crossing sub-areas, the following applies:

   **North America**
   - Canada, Greenland, Mexico, St. Pierre and Miquelon, USA

   **Caribbean**
   - Anguilla
   - Antigua and Barbuda
   - Aruba
   - Bahamas
   - Barbados
   - Bermuda
   - Bonaire, Saba, Sint Eustatius
   - British Virgin Islands
   - Cayman Islands
   - Cuba
   - Curacao
   - Dominica
   - Dominican Republic
   - Grenada
   - Guyana
   - French Guiana

   **Central America**
   - Belize
   - Costa Rica
   - El Salvador

   **South America**
   - Argentina
   - Bolivia
   - Brazil
   - Chile
   - Colombia
   - Ecuador

   **Guatemala**
   - Guatemala

   **Honduras**
   - Honduras

   **Nicaragua**
   - Nicaragua

   **Panama**
   - Panama

   **Paraguay**
   - Paraguay

   **Peru**
   - Peru

   **Uruguay**
   - Uruguay

   **Venezuela**
   - Venezuela
CARRIER SELECTION FOR FARE CONSTRUCTION CHECKS

PTC1(90)017i
PTC2(168)017i
PTC3(95)017i
PTC12(199)017i
PTC23(164)017i
PTC31(129)017i
PTC123(178)017i

Filing Period Begins 15 April 2014 Intended Effectiveness: 15 January 2015
Ends 15 May 2014 Expiry: Indefinite

RESOLVED that Resolution 017i is replace with the following

RESOLVED that, to establish the carriers whose fares are to be selected for the application of minimum fare checks, for each sector(s) for which a check is to be performed, the sector(s) will be considered as though a separate ticket is being issued and for each such sector(s) the fare to be selected will be established in accordance with Resolutions 017ha/017hh

1) Higher Intermediate Point Check (HIP)

Journey: BKK-BB-BOM-BB-DXB-CC-LON-CC-LAX

For the one way BKK-LAX through fare, the lower fare produced by BB (first area crossing), or CC (longest consecutive TPM) will be selected.

For the HIP check the following will be the selected carriers:

<table>
<thead>
<tr>
<th>From</th>
<th>To</th>
<th>Carrier</th>
<th>Basis</th>
</tr>
</thead>
<tbody>
<tr>
<td>BKK</td>
<td>BOM</td>
<td>BB</td>
<td>Single carrier</td>
</tr>
<tr>
<td>BKK</td>
<td>DXB</td>
<td>BB</td>
<td>Single carrier</td>
</tr>
<tr>
<td>BKK</td>
<td>LON</td>
<td>BB/CC</td>
<td>area crossing carrier/Longest TPM</td>
</tr>
<tr>
<td>BOM</td>
<td>DXB</td>
<td>BB</td>
<td>Single carrier</td>
</tr>
<tr>
<td>BOM</td>
<td>LON</td>
<td>BB/CC</td>
<td>area crossing carrier/Longest TPM</td>
</tr>
<tr>
<td>BOM</td>
<td>LAX</td>
<td>BB/CC</td>
<td>area crossing carrier/Longest TPM</td>
</tr>
<tr>
<td>DXB</td>
<td>LON</td>
<td>CC</td>
<td>Single carrier</td>
</tr>
<tr>
<td>DXB</td>
<td>LAX</td>
<td>CC</td>
<td>Single carrier</td>
</tr>
<tr>
<td>LON</td>
<td>LAX</td>
<td>CC</td>
<td>Single carrier</td>
</tr>
</tbody>
</table>
2) **Circle Trip Minimum Check (CTM)**

**Journey 1 – Two component Circle Trip:**

SAO-DD-MIA-EE-LON-FF-BOM-GG-PAR-HH-NYC-DD-SAO

The fare is half RT SAO-BOM (lowest of EE/FF) and half RT SAO-BOM (lowest of HH/DD). The HIP check has established HIPs SAO-LON and SAO-PAR

For the CTM check the following will be the selected carriers:

<table>
<thead>
<tr>
<th>From</th>
<th>To</th>
<th>Carrier(s)</th>
<th>Basis</th>
</tr>
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<tr>
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<td>DD</td>
<td>Single carrier</td>
</tr>
<tr>
<td>SAO</td>
<td>MIA (inbound)</td>
<td>HH/DD</td>
<td>carrier crossing between areas/longest TPM</td>
</tr>
<tr>
<td>SAO</td>
<td>LON (outbound)</td>
<td>EE</td>
<td>carrier crossing between areas/longest TPM</td>
</tr>
<tr>
<td>SAO</td>
<td>LON (inbound)</td>
<td>HH/DD</td>
<td>carrier crossing between areas/longest TPM</td>
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<td>PAR (outbound)</td>
<td>EE/FF</td>
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</tr>
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<td>PAR (inbound)</td>
<td>HH/DD</td>
<td>carrier crossing between areas/longest TPM</td>
</tr>
<tr>
<td>SAO</td>
<td>NYC (outbound)</td>
<td>EE/FF</td>
<td>carrier crossing between areas/longest TPM</td>
</tr>
</tbody>
</table>

**Journey 2 – Three component Circle Trip**


The fares are half RT STO-NBO (LL) plus half RT NBO-DEL (MM) plus half RT DEL-STO (OO); all carriers selected in accordance with Resolutions 017ha

For the CTM check the following will be the selected carriers:

<table>
<thead>
<tr>
<th>From</th>
<th>To</th>
<th>Carrier(s)</th>
<th>Basis</th>
</tr>
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<tbody>
<tr>
<td>STO</td>
<td>ATH (outbound)</td>
<td>KK</td>
<td>Single Carrier</td>
</tr>
<tr>
<td>STO</td>
<td>ATH (inbound)</td>
<td>OO</td>
<td>Carrier crossing between areas/longest TPM</td>
</tr>
<tr>
<td>STO</td>
<td>CAI (outbound)</td>
<td>LL/KK</td>
<td>Carrier crossing between subareas/longest TPM</td>
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<td>STO</td>
<td>CAI (inbound)</td>
<td>OO</td>
<td>Carrier crossing between areas/longest TPM</td>
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<tr>
<td>STO</td>
<td>NBO (outbound)</td>
<td>LL/MM</td>
<td>First subarea crossing/longest TPM</td>
</tr>
<tr>
<td>STO</td>
<td>NBO (inbound)</td>
<td>OO</td>
<td>Carrier crossing between areas/longest TPM</td>
</tr>
<tr>
<td>STO</td>
<td>DEL (outbound)</td>
<td>MM</td>
<td>Carrier crossing between areas/longest TPM</td>
</tr>
<tr>
<td>STO</td>
<td>DEL (inbound)</td>
<td>OO</td>
<td>Carrier crossing between areas/longest TPM</td>
</tr>
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<td>STO</td>
<td>MAD (outbound)</td>
<td>MM</td>
<td>First area crossing/longest TPM</td>
</tr>
<tr>
<td>STO</td>
<td>MAD (inbound)</td>
<td>KK/PP</td>
<td>First international/longest TPM</td>
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</table>
Composite Passenger Tariff Coordinating Conference
Dublin, 30-31 October 2013

Summary of Agreements

For intended effective date of 15 January 2015, Composite meeting adopted the following changes.

- Amended Resolution 017ha Fare Selection Criteria for clarity
- Aligned Resolution 017i Carrier Selection for Fare Construction Checks to the amended Resolution 017ha