

BEFORE THE
DEPARTMENT OF TRANSPORTATION
WASHINGTON, D.C.

Agreements Adopted by the Traffic
Conferences of the International Air
Transport Association

OST-2007-

APPLICATION FOR APPROVAL OF AGREEMENTS
BY THE
INTERNATIONAL AIR TRANSPORT ASSOCIATION

19 December 2007
Communications with respect to
this document should be sent to

Douglas Lavin
Regional Vice President – North America
International Air Transport Association
IATA Washington,
601 Pennsylvania Avenue, N.W. Suite 300 - North Building
Washington DC 20004

Summary	DOCKET: OST-2007-	US DOT ORDER: pending
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Date: 19 December 2007

End of Government Filing Period: **15 January 2008**

Meeting site, date: Bangkok 15-20 October 2007

Intended effective date: 1 April 2008

Minutes: TC31 North & Central Pacific Minutes
TC123 Minutes
(Memo 0426) / (Memo 0394)

Please attach the minutes above to the tracking numbers below.

Tracking Numbers:

OST-2007-0109
OST-2007-0110
OST-2007-0111
OST-2007-0120
OST-2007-0112
OST-2007-0116
OST-2007-0117
OST-2007-0118
OST-2007-0119

APPLICATION FOR APPROVAL OF AGREEMENT

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 Sections 41308 and 41309 of Title 49 of the United States Code and Parts 303.03, 303.05 and 303.30(c) of Title 14 of the Code of Federal Regulations, I am filing with the Department this application for approval of an IATA agreement.

This agreement and related factual and explanatory material and documentation required by 14 C.F.R. 303.31 and Department and Civil Aeronautics Board (CAB) precedent are contained in the IATA Traffic Conference documentation summarized above.

This agreement arises from the continuing process of Tariff Coordinating Conferences and was developed in the context of prior Department and CAB rulings addressing related resolutions which reflected regulatory and market conditions then in effect. Thus, the present agreement should be viewed as part of a dynamic process of IATA Member airline adjustment to governmental and economic factors.

On previous occasions, the Department has found such agreements to be consistent with the public interest when they do not result in fares or rates that are unlawful or injurious to competition in the markets at issue. Approval of the present agreement would not yield fares or rates that are unlawful or injurious to competition. Moreover, approval of this agreement, which reflects compromises among the differing economic and social philosophies of the many nations whose airlines are parties, will advance the public interest in maintaining good aviation relations with other countries.

We request early approval by the Department of the foregoing agreement, pursuant to 49 U.S.C. 41309, and the grant of full antitrust immunity, pursuant to 49 U.S.C. 41308.

The conferral of full antitrust immunity would be in the public interest and necessary for the transaction to proceed. This agreement is a product of the IATA Tariff Coordinating Conferences which the Department found to be anticompetitive but nevertheless approved and immunized in Order 85-5-32 (May 6, 1985) on foreign policy and comity grounds because such action is necessary to achieve the serious transportation need of maintaining good aviation relations with other countries and these benefits are not obtainable by reasonably available means having materially less anticompetitive effects.

This agreement concerns fares or rates between non-U.S. points and thus has at most indirect application in foreign air transportation. The U.S. authorities have recognized (e.g., Order 79-8-194, 30 August 1979) that the interests of sovereign nations in the conditions governing air transportation between them greatly exceed any that the U.S. might have by reason of U.S. airline, citizen or shipper participation. This agreement is not adverse to the public interest or in violation of the Act and, therefore, should be granted full immunity.

Respectfully submitted

Douglas Lavin
Regional Vice President – North America
International Air Transport Association

CERTIFICATE OF SERVICE

A copy of this application or a summary notice thereof has been served by first class or priority mail on the following person

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

Douglas Lavin

19 December 2007
Date Served



30 November 2007

M E M O R A N D U M

PTC31 N&C 0426
PTC123 0394

TO: Members Participating in Tariff Coordinating Conferences

FROM: Director, Passenger

SUBJECT: TC31/TC123 Passenger Tariff Coordinating Conference
Bangkok, 15 October - 20 October 2007
TC31 North and Central Pacific Minutes
TC123 Minutes

Attached are the Minutes of the TC31 North and Central Pacific and PTC123 Passenger Tariff Coordinating Conference held in Bangkok, 15 October - 20 October 2007 under the Chairmanship of Mr Jorgen Foged.

Alban Sato
Manager, Tariff Meetings

International Air Transport Association

Route de l'Aéroport 33
PO Box 416
CH - 1215 Geneva 15 Airport
Switzerland
Tel: +41 22 770 2525
Fax: +41 22 770 2684
E-Mail: irms@iata.org

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**PASSENGER TARIFF COORDINATING CONFERENCE
TC31 NORTH & CENTRAL PACIFIC,
TC123**

BANGKOK, 15-20 OCTOBER 2007

MINUTES

OPENING OF MEETING

- 1 The Chairman, Mr Jorgen Foged, opened the 121st Meeting of Passenger Tariff Coordinating Conference TC31 North & Central Pacific, and the 168th Meeting of Tariff Coordinating Conference TC123 at 9:30 hours on 15 October 2007. The Meeting had been convened by Memorandum PTC COMP 1383, dated 30 April 2007.
- 2 This meeting, as with all traffic conference meetings, had US anti-trust immunity, granted on the condition that IATA submits agreements to the US DOT for approval. Agreements may not be put into effect before being declared effective. This ruling, contained in the Provisions for Conduct of IATA Traffic Conferences, must be complied with.
- 3 Members were reminded that the sole purpose of this meeting was to consider and take action on IATA multilateral interlineable fares and conditions. Delegates were not to discuss or take action to develop on-line fares, surcharges or fees, nor were discussions permissible concerning individual airline's costs, pricing strategies, marketing plans or agency commission. In addition, this meeting had no authority to discuss or reach agreement on the allocation of markets, the division or sharing of traffic or revenues, or the number of flights or capacity to be offered in any market. Delegates were cautioned that any discussion regarding such matters or concerning any other competitively sensitive topics outside the scope of the agenda, either on or off the floor, was strictly prohibited. No action at this meeting should be construed as an obligation for any TC Member in respect of non-IATA fares.

ATTENDANCE RECORD

- 4 The Attendance Record is at Attachment 'A'.

DETERMINATION OF VOTING MEMBERSHIP

- 5 The Voting Membership for the meeting was determined in accordance with the Provisions for the Conduct of the IATA Traffic Conferences.

LIMITATION OF AGENDA/ATTENDANCE

- 6 In approving inter-carrier alliance agreements, the US DoT had required that certain carriers withdraw from Tariff Coordinating activities discussing fares and related conditions between USA and Korea (Rep. of), Malaysia. Therefore, the agenda for this session was limited to fares and related conditions between USA and Korea (Rep. of), Malaysia. TC31/123 Voting Members participating in alliance agreements did not participate in the discussions and would not be bound by the agreement.
- 7 Members were reminded that they should not provide those Members involved with alliance related documents or discuss the agenda, proceedings or the outcome until the agreement had been filed with governments and became public knowledge.

EXAMINATION OF CREDENTIALS OF ACCREDITED REPRESENTATIVES AND ALTERNATES

- 8 The accreditation received by IATA was examined and found to be in accordance with the Provisions for the Conduct of the IATA Traffic Conferences.

STATUS OF AREA

- 9 The Status of Area was noted.

APPROVAL OF MINUTES OF PREVIOUS MEETING

- 10 The minutes of the following meeting were approved:

Passenger Tariff Coordinating Conference 31
Bangkok, 23-28 October 2006
TC31 North and Central Pacific, Circle Pacific
Memorandum PTC31 N&C/CIRC 0398 dated 20 December 2006
TC123
Memorandum PTC123 0353 dated 20 December 2006

BASIS FOR DISCUSSIONS

FARES TABLES

TC123 North Atlantic

- 11 The following amendments have been made to the database since the issue of PTC123 0346/ 0347 dated 23 November 2006 for effect 1 April 2007:

Reference PTC123 North Atlantic	Issue Date	Action	For effect
0355	12 Jan 07	Resolution 073vv Technical correction to fares package (0346) Midweek and Weekend structure replaced by all week levels	1 Apr 07
0365	09 Mar 07	Between North Atlantic and TC3 (except between USA and Korea (Rep. of) (KR), Malaysia (MY)): Re-Issue of Fares Tables due to error in processing fares package (0346)	1 Apr 07
0367	09 Mar 07	Between New York (NYC) and Seoul (SEL), Kuala Lumpur (KUL): Re-Issue of Fares Tables due to error in processing fares package (0347)	1 Apr 07
0371	19 Mar 07	Resolution 073vv: Technical correction to fares package (0365) Midweek and Weekend structure replaced by all week levels	1 Apr 07
0381	17 Sep 07	Currency Conversion Fares from Turkmenistan (TM), Uzbekistan (UZ) converted to EUR	1 Nov 07

TC123 Mid Atlantic

- 12 The following amendments have been made to the database since the issue of PTC123 0340/ 0345 dated 23 November 2006 for effect 01 April 2007:

Reference PTC123 MATL	Issue Date	Action	For effect
0363	09 Mar 07	Mid Atlantic Re-Issue of Fares Tables due to error in processing fares package	15 Dec 06
0366	09 Mar 07	Mid Atlantic Re-Issue of Fares Tables due to error in processing fares package	01 Apr 07
0382	17 Sep 07	Currency Conversion Fares from Turkmenistan (TM), Uzbekistan (UZ) converted to EUR	1 Nov 07

TC123 South Atlantic

- 13 The following amendments have been made to the database since the issue of PTC123 0344 dated 23 November 2006 for effect 1 April 2007:

Reference PTC123 South Atlantic	Issue Date	Action	For effect
0360	23 Feb 07	From Sri Lanka to South Atlantic: Fares corrected from USD to LKR	01 Apr 07
0355	09 Mar 07	Resolution 073vv: Technical Correction Midweek and Weekend structure replaced by all week levels	01 Apr 07
0383	17 Sep 07	Currency Conversion Fares from Kyrgyzstan (KG), Tajikistan (TJ), Turkmenistan (TM), Uzbekistan (UZ) converted to EUR	1 Nov 07

TC31 TC3 (except Japan)-North America, Caribbean:

- 14 This area became open and fares were deleted for effect 1 April 07 as per PTC31 N&C 0397.

TC31 Japan-North America, Caribbean

- 15 No amendments have been made to the database since the issue of PTC31 N&C/CIRC Fares 0390 dated 21 November 2006 for effect 1 April 2007.

TC31 TC3-Central America, South America

- 16 No amendments have been made to the database since the issue of PTC31 N&C/CIRC Fares 0391 dated 21 November 2006 for effect 1 April 2007.
- 17 Information had been provided by IATA in respect of the above in order to facilitate carriers' preparation of proposals. This information was noted.

SEASONALITY**CHARGES CONTAINED IN RESOLUTIONS**

- 18 Information had been provided by IATA in respect of the above in order to facilitate carriers' preparation of proposals.
- 19 Proposals received by CX JL KE NW NH MU UA were further discussed and included in the 002 packages as agreed

INTRODUCTION OF FLEX FARES

XB proposed

- 20 During the Passenger Steering Group meeting in Bangkok on 16th July 2007, the group endorsed the following policy:
"Following the adoption and implementation of Flex Fares packages in markets to/from Europe, IATA intends to encourage all other Conference areas to move to this solution. This will minimize risk for other competition law authorities and will standardize the IATA fare products."
- 21 TC31/123 Conferences were requested to discuss the possibility of moving to the Flex Fares solution. The move to the new structure was fully supported by AC AF BA KL MH while AA CA CX JL KE NH MU NW UA were in favour but need more time and are awaiting the outcome of TC23 areas to measure whether the new concept can work.

COMPOSITE RESOLUTION 017c - CONSTRUCTION RULES FOR FARE COMPONENTS**Attachment 'A' - Specified Routings****Attachment 'C' - TPM Deductions**

- 22 Members were requested to review the current routing exceptions and TPM deduction amounts in Resolution 017c to ensure that they were still relevant. In the absence of any proposals, these remained unchanged.

RESOLUTION 015v - ADD-ONS (EXCEPT IN USA/US TERRITORIES)

AC proposed

- 23 Change add-on structure in Canada
Add-on cities in the provinces of Alberta, Manitoba, Northwest Territories, Saskatchewan and Yukon Territory to be constructed over Vancouver (YVR) and levels amended.

Delete the add-ons for the following cities as AC no longer operate to these points: Campbell River (YBL), Comox (YQQ), Flin Flon (YFO), Fort Smith (YSM), Gillam (YGX), Quesnel (YQZ), The Pas (YQD), Thompson (YTH), Williams Lake (YWL).

Final Status: agreed

- 24 Add-on cities in the provinces of New Brunswick, Newfoundland and Labrador, Nova Scotia, Ontario, Prince Edward Isl., Quebec to be constructed over Toronto (YTO)

Opposition JL KE MU NH – levels too high

CX prefer to maintain gateway Vancouver (YVR)

Final Status: agreed with following amendments to the proposal;

- Gateway Vancouver (YVR) maintained for South Asian Subcontinent, South East Asia except China excluding Hong Kong SAR and Macao SAR with amended levels.

- Gateway Toronto (YTO) introduced for Japan, Korea, China excluding Hong Kong SAR and Macao SAR with amended levels.

- amounts in JPY currency for special fares from Japan to Canada

INTRODUCTION OF FARES TO/FROM TORONTO

AC proposed

- 25 Specify fares between Toronto (YTO) and TC3 at current add-on constructed levels over Vancouver (YVR)

Opposition CX no need for new fares, sufficient structure

Final Status: agreed to introduce fares between Toronto (YTO) and China excluding Hong Kong SAR and Macao SAR, Japan, Korea (Rep. of)

PREMIUM INTERMEDIATE CLASS FARES BETWEEN CANADA AND TC3

AC proposed

- 26 introduce new premium C class fares, in addition to current C fares, at C class levels plus 15%.

Abstain AA AF KE NW TG

Opposition CX JL MU NH

Complicated handling, technically difficult

Final Status: defeated

TC31 JAPAN - NORTH AMERICA, CARIBBEAN

EFFECTIVE 1 APRIL 2008

CANCELLATION OF RESOLUTION

Resolution 091p - Intermediate Class Spouse Fares from Japan to Hawaii

JL proposed

- 27 Cancel Resolution

Final Status: agreed

Resolution 080ff IIT Fares from Japan to North America, Caribbean

14/06-27

JL proposed

28 Cancel Resolution

Support AF JL
 Opposition AC KE NH UA – still needed in market
Final Status: defeated

CHANGES TO FARES STRUCTURE

Resolution 046g Intermediate/Business Class Fares between Japan and North America, Caribbean

Resolution 056g First Class Fares between Japan and North America, Caribbean

UA proposed

29 Introduce Saturday levels to Japan at 5% over the current weekend levels

Support: AA NH NW UA
 Opposition: JL KE - complicates structure, Saturday demand not high
Final Status: defeated

SPECIAL FARES SEASONALITY FROM JAPAN

Resolution 074r - PEX Fares from Japan to North America, Caribbean

Resolution 080ff - IIT Fares from Japan to North America, Caribbean

AA proposed

30 Amend special fares seasonality application from Japan to apply on a half-RT basis based on the date of commencement of travel on both the outbound and inbound transpacific sectors in each direction

Opposition AC JL KE NH NW UA
 - too complex, current application corresponds to market demand
Final Status: defeated

SPECIAL FARE CONDITIONS

Resolution 075rr- APEX Fares from North America, Caribbean to Japan

AC proposed

31 Amend ticketing requirement from deadline 3 days before departure to within 72 hours of making reservations

Reservation JL KE NH - too restrictive
Final Status: amended wording forwarded to package with JL KE reservation
 “ticketing must be completed within 72 hours of reservation or 3 days before departure whichever is earlier”

JL proposed

32 establish transfer rules within Japan and in North America, Caribbean

Final Status: agreed

RESERVATION AND TICKETING

Resolution 080ff IIT Fares from Japan to North America, Caribbean

NH proposed

33 restrict reservation and ticketing conditions to allow re-sale of unsold seats

Support: AA AF NH UA

Opposition: JL KE – not practical, current provision not observed
Final Status: defeated

ONE WAY ROUND TRIP NORMAL FARES

JL proposed

- 34 re-establish First Class one way (OO) fares from Japan, and normal one way (OO) fares from North America, Caribbean at 60% of RT fares.

Final Status agreed

FARE LEVELS

Resolution 074r - PEX Fares from Japan to North America, Caribbean

JL NH proposed

- 35 Re-establish midweek (X) and weekend (W) levels

Final Status agreed at amended levels

- 36 Re-establish to/from other points using current differentials

Final Status agreed

Fares levels between Japan and North America, Caribbean

- 37 Proposals to increase normal fares from Japan had been received by AC for 5%, by NW JL for 10% and AA NH UA for 20 %.

Proposals to increase special fares from Japan had been received by NW for 5% and AA UA for 15 % and by NH for status quo on IIT fares and a separate proposal for PEX fares.

From North America, Caribbean, AC NH proposed 5% increase for normal fares, NW for 10%, and AA UA for 20%.

For the special fares, NW proposed 5% increase from North America Caribbean, while AA UA proposed 15% increase.

After extensive discussions, following fares packages were developed and included in Resolution 002 with positions

Normal Fares from Japan

From	To	F	C	Y
Japan (JP)	North America, Caribbean	+15%	+15%	+15%

Abstention: NH
 Opposition: JL – 10% maximum
 KE – too much

Normal Fares from North America, Caribbean

From	To	F	C	Y
North America, Caribbean	Japan (JP)	+10%	+10%	Y1 +5% Y2 +15%

Opposition: JL, KE - too much, 5% maximum

Special fares from North America, Caribbean

From	To	Specials
North America, Caribbean	Japan (JP)	+5%

Opposition: AC – not enough
 JL KE – status quo

FINAL VOTING**JAPAN-NORTH AMERICA, CARIBBEAN****For effect 1 April 2008**

Resolutions	Title
001b	Special Effectiveness Resolution (Tie-In) between Japan and North America, Caribbean
002	Revalidating/Amending Resolution between Japan and North America, Caribbean
046g	Intermediate/Business Class Fares between Japan and North America, Caribbean
056g	First Class Fares between Japan and North America, Caribbean
066q	Economy Class Fares between Japan and North America, Caribbean
066z	Restricted Economy Class Fares between Japan and North America, Caribbean
074r	PEX Fares from Japan to North America, Caribbean
075rr	APEX Fares from North America, Caribbean to Japan
080ff	IIT Fares from Japan to North America, Caribbean

38 Voting on the Resolutions revealed the following:

Support none
 Abstentions AA AC NH NW UA
 NH - Would prefer to see higher normal fare increases from Japan, and lower increase from North America, Caribbean.
 - Would like to have seen the proposal for IIT reservation/ticketing from Japan included, but will propose again

- AC - Similar position with NH
 - Would like to have seen the proposal for premium C class fare, but will propose again at the next conference

Opposition: JL KE

39 Reasons for opposition were as follows:

- JL require:
 - normal fares from Japan +10% increase
 - normal fares from North America, Caribbean F/C +5%
 - special fares from North America, Caribbean require status quo
 - 075rr APEX ticketing condition to be within 14 days of making reservations or 3 days before departure, whichever is earlier
- KE require:
 - reluctantly abstain on increase on PEX fares and special fares
 - reluctantly abstain on normal fare increases from North America, Caribbean
 - Reservation and Ticketing restrictions in Resolution 075rr too restrictive
 - normal fares from Japan +10% increase maximum

40 Removal of Oppositions

Amend ticketing condition for Resolution 075rr APEX fares to require ticketing within 14 days of making reservations or 3 days before departure, whichever is earlier. KE abstained on the amendment and this was agreed.

Normal fares from Japan

JL requirement for 10% increase from Japan was opposed by AC NH NW UA. While UA NW indicated that they could abstain, NH required increases not lower than 15%, and AC for 15% for C and Y fares. 13% increase was opposed by AC JL KE NH NW UA.

Normal fares from North America, Caribbean

JL requirement for lower increases were opposed by AC NW UA, who preferred higher increases than in the package should lower increases be agreed from Japan.

Meeting Recessed

41 In view of the lack of compromise by the opposing carriers, the Chairman declared that no agreement could be reached for the sub area between Japan and North America, Caribbean and the meeting was recessed.

**OPEN AREA - PTC31 NORTH AND CENTRAL PACIFIC
TC3 (EXCEPT JAPAN)-NORTH AMERICA, CARIBBEAN
(EXCEPT BETWEEN USA AND KOREA (REP. OF), MALAYSIA)**

XB proposed

- 42 As last year's meeting could not reach agreements, PTC31 North & Central Pacific TC3 (except Japan)-North America, Caribbean sub-areas remained open areas, and as per the conference agreement all fares were deleted effective 1 April 2007. IATA recommends that the new agreements for these sub-areas be based on the last implemented package, effective on 1 April 2006. Start positions for fares provided did not include any changes agreed, either by area or composite conference actions, since 1 April 2007. Seasonality dates, charges, children or infant discounts provided to the conference were those in effect on 1 April 2006.

CX proposed

- 43 Re-instate Resolutions except Resolution 084hh (GIT Fares from South East Asia to North America, Caribbean)

Opposition AF – agree to principle of re-instating fares
 however, do not need special one way (OW) fares and GIT fares
 AA – prefer no fares to China excluding Hong Kong SAR and
 Macao SAR, as the levels are too low
 KE – Require also the reinstatement of Resolution 084hh

Final Status: agreed re-instate full structure, except for Resolution 084hh to expire 30 March 2009

FARE LEVELS

Normal fares from TC3 (except Japan) to North America, Caribbean

Proposals to increase normal fares from TC3 (except Japan) had been received from AA AC CA CX CZ JL KE PR MU UA ranging from status quo to 20%. In line with the re-instatement of fares for expedited effectiveness, Members agree to amend the levels for earlier effectiveness based on the last implemented package. Following package was developed

Normal fares from TC3

From	To	F	C	Y
TC3 except	North America Caribbean except	+10%	+10%	+10%
China excluding Hong Kong SAR and Macao SAR (CN) except		+10%	+10%	+5%
CAN		+10%	+10%	SQ
Hong Kong SAR (HK)		+10%	+10%	SQ
Korea (Rep. of) (KR)	Canada (CA) Mexico (MX) Caribbean	+5%	+5%	SQ
Macao SAR (MO)	North America Caribbean	=final levels from HKG converted at latest IROE		

NH JL NW no exception, higher increases from Korea
 MU differentiated increase to Canada than to US
 KE maximum 7% increase
 AC Y fare 10% increase from China and Hong Kong
 CZ China and Hong Kong should have same increases

Special fares from TC3

From	To	Special
Korea (Rep. of) (KR)	Canada (CA) Mexico (MX) Caribbean	Reso 076v: Increase KRW50000 All special fares: Weekend(W) = final Midweek(X) plus KRW100000

ONE WAY (OO) NORMAL FARES

44 Proposals had been received by CX to re-establish normal OO fares at 60% of RT fares and by KE from Korea (Rep. of) for status quo

Final Status finally agreed
 re-instate normal one way (OO) fares from TC3 (exc Japan) at 60% except from Korea (Rep. of) at 52.5% effective 15 December 2007.

TC31 NORTH & CENTRAL PACIFIC
EFFECTIVE 1 APRIL 2008**TC3 (EXCEPT JAPAN) – NORTH AMERICA, CARIBBEAN****CHANGES TO STRUCTURE****Resolution 071zz - Excursion Fares from Canada to Korea (Rep. of), South East Asia****Resolution 073u - APEX Fares from South East Asia to North America, Caribbean****Resolution 075r - APEX Fares from Canada to Korea (Rep. of), South East Asia**

KE proposed

45 Introduce special fares between Vancouver (YVR) and Ulaanbaatar (ULN) equal to final Vladivostok (VVO) levels, in order to meet market requirement.

Opposition: AA AC CA CX UA – dilutionary, not needed in the market

Final Status: defeated**Resolution 046e - Intermediate Class Fares between TC3 (except Japan) and North America, Caribbean****Resolution 056e - First Class Fares between TC3 (except Japan) and North America, Caribbean**

UA proposed

46 Introduce midweek/weekend structure to TC3

Support AA NH NW UA

Opposition; AC CX KE MU – too complex, no demand for the structure

Final Status: defeated

47 Introduce higher than other weekend days for travel on Saturdays

Support AA NH NW UA

Opposition; AC CA CX JL KE MU - too complex, no strong demand

Final Status: defeated**Resolution 071LL - One Way Excursion Fares from Canada to Korea (Rep. of), South East Asia****Resolution 071zz - Excursion Fares from Canada to Korea (Rep. of), South East Asia****Resolution 075r - APEX Fares from Canada to Korea (Rep. of), South East Asia****Resolution 075w - One Way APEX Fares from Canada to Korea (Rep. of), South East Asia**

KE proposed

48 Remove inbound surcharges

Support AC KE

Opposition CX UA – still needed and fares filed

CX proposed

49 Amend inbound surcharges for travel originating in Canada

Opposition KE – the surcharge provision should be removed

Final Status: Agreed to remove application for Korea (Rep. of) for travel via South East Asia, and to not apply on KE services for travel to South East Asia. Applicable dates to South East Asia agreed as proposed. Additional fare amendments to be made for special fares from Canada to Korea (Rep. of) to compensate for the deletion of the surcharge.

FARE LEVELS

Normal fares from North America, Caribbean

50 These proposals were discussed and fares were re-instated with an increase in F/C class of +20% and of +5% for Y class fares.

From	To	F	C	Y
North America Caribbean	TC3 except	+20%	+20%	+5%
	Macao SAR (MO)	=final levels to HKG		

KE Increase too much – 15% for F and C

MU lower increase from Canada at 15% for F and C

Special fares from North America, Caribbean

51 AA had proposed a +10% increase on special fares which was agreed; however, KE required status quo to Korea (Rep. of) and could finally agree to +1% from Canada to Korea (Rep. of).

From	To	Specials
North America Caribbean	South East Asia	+10%
Canada (CA)	Korea (Rep. of) (KR)	+1%

Normal fares from TC3 (except Japan) to North America, Caribbean

52 Further to the expedited increases, second stage increases were discussed, and following package was developed.

From	To	F	C	Y
TC3 except	North America Caribbean except	+7%	+7%	SQ
Korea (Rep. of) (KR)	Canada (CA) Mexico (MX) Caribbean	SQ	SQ	SQ
Macao SAR (MO)		=final levels from HKG converted at latest IRoE		

KE Combined with expedited increase the maximum should be 7%

MU Increases to Canada too high

JL NH NW more increase needed from Korea
 AC Y fares should also be increased

Special fares from TC3 (except Japan) to North America, Caribbean

53 AA had proposed +10% on special fares and carriers could agree to +5%.

From	To	Special
South East Asia	North America Caribbean	+5%

ONE WAY (OO) NORMAL FARES

54 Proposals had been received by CX to re-establish normal OO fares at 60% of RT fares and by KE from Korea (Rep. of) for status quo

Final Status agreed and included in the package for final voting:
 re-establish normal one way (OO) fares at 60% where lower, except
 from Korea (Rep. of) at 55%

FINAL VOTING**TC3 (EXCEPT JAPAN)-NORTH AMERICA, CARIBBEAN****For effect 15 December 2007**

Resolutions	Title
001a	TC31 North And Central Pacific Special Applicability Resolution between TC3 (except Japan) and North America, Caribbean
002ah	Special Adopting Resolution between TC3 (except Japan) and North America, Caribbean
046e	Intermediate/Business Class Fares between TC3 (except Japan) and North America, Caribbean
056e	First Class Fares between TC3 (except Japan) and North America, Caribbean
066w	Restricted Economy Class Fares between TC3 (except Japan) and North America, Caribbean
070n	Excursion Fares between South Asian Subcontinent and North America, Caribbean
070pp	Excursion Fares from North America, Caribbean, to Korea (Rep. of), South East Asia
070qq	Excursion Fares between South Asian Subcontinent and North America, Caribbean
071ba	Excursion Fares from Korea (Rep. of) to Canada,, Caribbean, Mexico
071LL	One Way Excursion Fares from Canada to Korea (Rep. of), South East Asia
071zz	Excursion Fares from Canada to Korea (Rep. of), South East Asia
073p	APEX Fares from Caribbean, Mexico, USA to Korea (Rep. of), South East Asia
073r	One Way APEX Fares from Caribbean, Mexico, USA to Korea (Rep. of), South East Asia
073u	APEX Fares from South East Asia to North America, Caribbean
073v	One Way APEX Fares from South East Asia to North America, Caribbean
075r	APEX Fares from Canada to Korea (Rep. of), South East Asia
075w	One Way APEX Fares from Canada to Korea (Rep. of), South East Asia
076v	PEX Fares from Korea (Rep. of) to Canada, Caribbean, Mexico
077p	APEX Fares between China (excluding Hong Kong SAR and Macao SAR) and North America, Caribbean
077r	One Way APEX Fares between China (excluding Hong Kong SAR and Macao SAR) and North America, Caribbean
084gg	GIT Fares from Korea (Rep. of) to Canada, Caribbean, Mexico
084hh	GIT Fares from South East Asia to North America, Caribbean

For effect 1 April 2008

Resolutions	Title
002	Special Adopting Resolution between TC3 (except Japan) and North America, Caribbean
046e	Intermediate/Business Class Fares between TC3 (except Japan) and North America, Caribbean
056e	First Class Fares between TC3 (except Japan) and North America, Caribbean
066w	Restricted Economy Class Fares between TC3 (except Japan) and North America, Caribbean
070n	Excursion Fares between South Asian Subcontinent and North America, Caribbean
070pp	Excursion Fares from North America, Caribbean, to Korea (Rep. of), South East Asia
070qq	Excursion Fares between South Asian Subcontinent and North America, Caribbean
071ba	Excursion Fares from Korea (Rep. of) to Canada,, Caribbean, Mexico
071LL	One Way Excursion Fares from Canada to Korea (Rep. of), South East Asia
071zz	Excursion Fares from Canada to Korea (Rep. of), South East Asia
073p	APEX Fares from Caribbean, Mexico, USA to Korea (Rep. of), South East Asia
073r	One Way APEX Fares from Caribbean, Mexico, USA to Korea (Rep. of), South East Asia
073u	APEX Fares from South East Asia to North America, Caribbean
073v	One Way APEX Fares from South East Asia to North America, Caribbean

Resolutions	Title
075r	APEX Fares from Canada to Korea (Rep. of), South East Asia
075w	One Way APEX Fares from Canada to Korea (Rep. of), South East Asia
076v	PEX Fares from Korea (Rep. of) to Canada, Caribbean, Mexico
077p	APEX Fares between China (excluding Hong Kong SAR and Macao SAR) and North America, Caribbean
077r	One Way APEX Fares between China (excluding Hong Kong SAR and Macao SAR) and North America, Caribbean
084gg	GIT Fares from Korea (Rep. of) to Canada, Caribbean, Mexico
084hh	GIT Fares from South East Asia to North America, Caribbean

55 Voting on the Resolutions revealed the following:

Support	TG
Abstentions	AA JL CA CZ MH UA AA concerned with low fares to China excluding Hong Kong SAR and Macao SAR
Opposition:	AC CX KE MU NH NW

56 Reasons for opposition were as follows:

AC	require +5% in Y class from Hong Kong SAR
NH NW	require +5% in Y class on normal fares from Korea (Rep. of)
CX	abstain on the expedited action for +55% of RT for normal OO fares from Korea (Rep. of) Increases from North America should be expedited
KE	require lower increase, F/C +2%, Y status quo, on normal fares from North America to Korea
MU	normal F/C class fares from North America should be +17%, except from Canada +15%

57 Removal of oppositions

AC requirement to have Y fare increase from Hong Kong SAR was firmly opposed by CX. After further explanation from CX and IATA, AC reluctantly abstained on their requirement.

CX requirement to expedite increases from North America Caribbean was agreed.

MU requirement to have lower increases to Canada was opposed by AC CX who required the same level of increase, at 20%. After further discussion AC CX could only consider lower increase for F fares at 15%. MU very reluctantly abstained on the compromise proposal, and the package was amended accordingly.

NH NW requirement for Y fare increase from Korea (Rep. of) was firmly opposed by KE. Seeing the strong opposition from the national carrier NH NW reluctantly abstained on their requirements.

KE requirement to have lower increases on normal fares to Korea (Rep. of) was met by firm oppositions, who preferred to have Korea in the general rule. KE counter-proposed F/C +5%, and Y +2%. Much discussion followed, and carriers agreed to the counter-proposal by KE to save the package.

Adoption of Resolutions

As developed and amended, the Chairman declared the TC3 (except Japan) – North America, Caribbean Resolutions adopted

TC31 TC3 - CENTRAL AMERICA, SOUTH AMERICA

1 APRIL 2008

CANCELLATION OF FARES/RESOLUTION

Resolution 086bb - GIT Fares between TC3 (except Japan) and Central America, South America

CX proposed

58 cancel this Resolution due to no market demand

Support AF CX MH UA

Opposition KE – fares still used

Final Status: agreed to cancel the Resolution as the fares from Korea (Rep. of) is covered by another Resolution 084o GIT fares from Korea (Rep. of) to Central America, South America

Resolution 081w - IIT Fares from Japan to Central America, South America

JL proposed

59 cancel this Resolution due to no market demand

Support AF JL

Opposition AA KE NH UA – still needed, growing business for this fare

Final Status: defeated

ONE WAY (OO) NORMAL FARES

12/05-17

60 Proposals had been received by CX to re-establish normal OO fares at 60% of RT fares and by KE from Korea (Rep. of) for status quo

Final Status agreed and included in the package for final voting normal one way (OO) fares re-established at 60% where lower, except from Korea (Rep. of) maintain at 52.5%

FARE LEVELS

61 Proposals for normal fares were received by CX KE JL UA for F and C Class fares increases ranging from 2% to 10% and for economy class fares from status quo to 10%. CX require to re-establish fares to/from Macao (MFM) at levels to from Hong Kong (HKG). This was discussed and included in the package for final voting as follows.

Normal fares from TC3

From	To	F	C	Y
TC3 except	Central America South America	+10%	+10%	+10%
China excluding Hong Kong SAR and Macao SAR except		+2%	+2%	+2%
CAN		+2%	+2%	SQ
Macao SAR (MO)		=final levels from HKG converted at latest IROE		
Hong Kong SAR		+10%	+10%	SQ
Korea (Rep. of)		+2%	+2%	SQ
Macao SAR		=final levels from HKG converted at latest IROE		

KE maximum increase of 7% for areawide
NH require Y class increase from Korea

Normal fares from TC3

From	To	F	C	Y
Central America South America	TC3 except	+10%	+10%	+10%
	Macao SAR (MO)	=final levels from HKG		

KE can only accept F/C 2%, Y status quo to Korea (Rep. of)

Special Fares to/from TC3

- 62 Proposals for special fares were received by KE for status quo to/from TC3. JL require 10% increase on Resolution 074rr but this was opposed by KE. JL proposal was included in the package for final voting with KE negative.

FINAL VOTING**TC3-CENTRAL, SOUTH AMERICA**

- 63 The following Resolutions reflected the outcome of the discussions:

For effect 1 April 2008

Resolutions	Title
002	Revalidating/Amending Resolution between TC3 and Central America, South America
046f	Intermediate/Business Class Fares between TC3 and Central America, South America
056f	First Class Fares between TC3 and Central America, South America
066f	Economy Class Fares between TC3 and Central America, South America
066x	Restricted Economy Class Fares between TC3 and Central America, South America
070c	Excursion Fares from South America to Japan
070p	Excursion Fares from South Asian Subcontinent to Central America, South America
074rr	PEX Fares from Japan to Central America, South America
074u	PEX Fares from Central America, South America to TC3 (except Japan)
076by	PEX Fares from Korea (Rep. of) to Central America, South America
078cc	PEX Fares between Korea (Rep. of), South East Asia and Central America, South America
078tt	PEX Fares from Central America, South America to Japan
081w	IIT Fares from Japan to Central America, South America
084o	GIT Fares from Korea (Rep. of) to Central America, South America

64 Voting revealed the following:

Support	CA CZ
Abstentions	AA MH TG UA
Opposition	CX JL KE NH NW

65 Reasons for opposition were as follows:

- KE – increases to Korea (Rep. of) too high: prefer F/C +2%, Y status quo
- NH NW – require higher increases on economy fares from Korea (Rep. of), and establishment of OO fares at 60% from Korea (Rep. of)
- JL CX – require establishment of OO fares at 60% from Korea (Rep. of)

66 Removal of oppositions

KE counter-proposed to re-establish OO fares at 55% of RT levels instead of 52.5%. Opposing carriers would like to have seen higher percentage, but reluctantly abstained. They required KE to review this issue again at the next conference.

KE proposal to have lower increase was opposed by carriers who prefer to see Korea (Rep. of) in the general rule. KE further compromised, to increase F and C by 5%, and Y +2%. Carriers agreed to the counter-proposal in order to save the package.

Adoption of Resolutions

As developed and amended, the Chairman declared the TC3-Central, South America Resolutions adopted.

TC31 BETWEEN USA AND KOREA (REP. OF), MALAYSIA

15 DECEMBER 2007

OPEN AREA - PTC31 NORTH AND CENTRAL PACIFIC BETWEEN USA AND KOREA (REP. OF), MALAYSIA

67 Based on the Resolutions developed for TC31 North and Central Pacific (except Japan)-North America, Caribbean (excluding Korea (Rep. of), Malaysia-USA) the action for fare levels and conditions between Korea (Rep. of), Malaysia and USA was discussed by the conference and included in the package for final vote.

TC31 BETWEEN USA AND KOREA (REP. OF), MALAYSIA

1 APRIL 2008

FARE LEVELS

68 Fare levels for normal and special fares between USA and Korea (Rep. of), Malaysia were agreed to be amended and were included in Resolution 002.

ONE WAY (OO) NORMAL FARES

69 OO/RT formula was amended for normal fares between USA and Korea (Rep. of), Malaysia and included in Resolution 002.

FINAL VOTING: TC31 BETWEEN USA AND KOREA (REP. OF), MALAYSIA

70 A vote was taken on the following Resolutions

For effect 15 December 2007

Resolution	Title
001a	Special Applicability Resolution between Korea (Rep. of), Malaysia and USA
001oo	General Escape Resolution
002aj	Special Adopting/Amending Resolution between Korea (Rep. of), Malaysia and USA
046a	Intermediate/Business Class Fares between Korea (Rep. of), Malaysia and USA
056a	First Class Fares between Korea (Rep. of), Malaysia and USA
066a	Restricted Economy Class Fares between Korea (Rep. of), Malaysia and USA
066c	Economy Class Fares between Korea (Rep. of) and USA
070o	Excursion Fares from Korea (Rep. of) to USA
070py	Excursion Fares from USA to Korea (Rep. of), Malaysia
073g	APEX Fares from USA to Korea (Rep. of), Malaysia
073i	One Way APEX Fares from USA to Korea (Rep. of), Malaysia
073w	APEX Fares from Malaysia to USA
073z	One Way APEX Fares from Malaysia to USA
076ay	PEX Fares from Korea (Rep. of) to USA
084pp	GIT Fares from Malaysia to USA
311q	Excess Baggage Charges between Korea (Rep. of) and USA

For effect 1 April 2008

Resolution	Title
002	Revalidating/Amending Resolution between Korea (Rep. of), Malaysia and USA
Others	As listed above

Voting Record

- 71 There was no opposition to the Resolutions.
- 72 On this basis, the Resolutions between USA and Korea (Rep. of), Malaysia were declared adopted.

TC123 MID, SOUTH ATLANTIC**15 DECEMBER 2007****INTRODUCTION OF FARES TO/FROM KOREA (REP. OF)**

KE proposed

14/01-5, 14/03-21, 14/04-22

- 73 No agreement could be reached at last year's meeting and fares between Korea (Rep. of) and Mid Atlantic had expired on 14 December 2005, and between Korea (Rep. of) and South Atlantic fares had expired on 31 March 2007. IATA had provided a start position showing the fare levels at the time of expiry as a basis of discussion.

KE require re-instatement of the fares and proposed an increase of +2% on RT normal fares from Korea (Rep. of) and re-establish OO normal fares at 52.5%. Special fares from Korea (Rep. of) are proposed to be re-instated without any increase, except for the structural amendment to Mid Atlantic. All fares to Korea (Rep. of) are proposed to be re-instated at the levels last implemented.

This was opposed by AF BA CX JL KL who required a 10% increase in both direction, and AF KL required one way (OO) normal fares at 70% of round trip levels.

Final Status: agreed to re-instate fares to/from Korea (Rep. of) with an earlier effect 15 December 2007, with 5% increase on normal fares in both direction, and 2% additional increase with late effectiveness 1 July 2008. OO normal fares re-established at 52.5% of RT fares from Korea, with the rate to increase to 55% from 1 April 2008, and to 60% from 1 October 2008.

SPECIAL FARE STRUCTURE FROM KOREA (REP.OF) TO MID ATLANTIC

14/04-22

KE proposed

- 74 Amend special fare structure from 2-tier season to 3-tier season.

Final Status: agreed

**TC123 NORTH, MID, SOUTH ATLANTIC
(EXCEPT USA-KOREA (REP. OF), MALAYSIA)****1 APRIL 2008****COMPOSITE RESOLUTIONS****Resolution 011 – Mileages and Routes for Tariff Purposes**

6/01-10

MH proposed

- 75 amend Attachment A of the Resolution to include in the SA routing South Asian Subcontinent, Japan and Korea to permit travel via Johannesburg (JNB)

Opposition: AF BA JL KE KL – Do not see the necessity

Final Status included in the package with carriers reserved

INTRODUCTION OF FARES VIA SA

Resolution 047o – Intermediate/Business Class Fares between South Atlantic and TC3

Resolution 057o – First Class Fares between South Atlantic and TC3

Resolution 067o – Economy Class Fares between South Atlantic and TC3

MH proposed

76 Introduce normal fares between Buenos Aires (BUE) and South Asian Subcontinent, Japan, Korea (Rep. of)

Opposition AF BA KL – levels too low, one way should be increased
JL KE - fares not need to/from Japan, Korea

Final Status Levels amended to be equal the levels by AT routing between Buenos Aires(BUE) and South Asian Subcontinent. No fares to be introduced to/from Japan, Korea (Rep. of)

SPECIAL FARES MID ATLANTIC, SOUTH ATLANTIC

Resolution 071x – Excursion fares between Mid Atlantic and TC3

KE proposed

77 Amend Minimum Stay provisions to 5 days in order to reflect market reality

Abstention BA
Opposition: AF CX KL – require status quo

Final Status defeated

Resolution 071v – Excursion fares between South Atlantic and TC3 via AT, SA

KE proposed

78 Amend Minimum Stay provisions to 5 days in order to reflect market reality

Abstention BA CX
Opposition AF KL – status quo

Final Status defeated

ONE WAY (OO) NORMAL FARES

AF proposed

79 Amend one way (OO) normal fares to 70% of RT levels

Opposition KE JL – too high

Final Status 60% of RT levels where lower, except from Japan status quo
- OO fares from Korea (Rep. of) dealt separately

FARE LEVELS

- 80 Proposals had been received by AF to increase normal fares by 3% to/from TC3. JL proposed status quo to/from Japan. MH proposed 3% on normal and specials fares to/from South East Asia. BA required 5% on normal fares.

Following packages were developed based on proposals and further discussions

North Atlantic

Normal Fares from TC3

[11/02-12]

From	To	F	C	Y
TC3 except	North Atlantic	+3%	+3%	+3%
Japan (JP) Korea (Rep. of) (KR)		SQ	SQ	SQ
South Asian Subcontinent		+5%	+5%	+3%

BA KL AF require increases from Japan, Korea (Rep. of)
KE prefer status quo

Normal Fares from North Atlantic

From	To	F	C	Y
North Atlantic	TC3 except	+3%	+3%	+3%
	Korea (Rep. of) (KR)	SQ	SQ	SQ
	South Asian Subcontinent	+5%	+5%	+3%

AF require increases to Korea (Rep. of)

Mid Atlantic

Normal Fares from TC3

From	To	F	C	Y
TC3 except	Mid Atlantic	+3%	+3%	+3%
Japan (JP)		SQ	SQ	SQ
Korea (Rep. of) (KR)		SQ	SQ	SQ
South Asian Subcontinent		+5%	+5%	+3%

KL AF require increase from Japan, Korea (Rep. of)

Normal fares from Mid Atlantic

From	To	F	C	Y
Mid Atlantic	TC3	+3%	+3%	+3%
	Korea (Rep. of) (KR)	SQ	SQ	SQ

South Atlantic**Normal fares from TC3**

From	To	F	C	Y
TC3 except	South Atlantic	+3%	+3%	+3%
Japan (JP)		Via AT: SQ	Via AT: SQ	Via AT: SQ
Korea (Rep. of) (KR)		SQ	SQ	SQ
South Asian Subcontinent		+5%	+5%	+3%

Special fares from TC3

From	To	Special Fares
South East Asia	South Atlantic	+3%

Normal fares from South Atlantic

From	To	F	C	Y
South Atlantic	TC3 except	+3%	+3%	+3%
	Japan (JP)	Via AT: +10%	Via AT: +10%	Via AT: +10%
	Korea (Rep. of) (KR)	SQ	SQ	SQ

KE increase to Japan too much

Special fares from South Atlantic

From	To	Special Fares
South Atlantic	South East Asia	+3%

FINAL VOTING**TC123****NORTH ATLANTIC (EXCEPT BETWEEN USA AND KOREA (REP. OF), MALAYSIA)**

81 The following Resolutions reflected the outcome of the discussions:

For effect 1 April 2008

Resolutions	Title
002	Revalidating/Amending Resolution between North Atlantic and TC3
046m	Intermediate/Business Class Fares between North Atlantic and TC3
056m	First Class Fares between North Atlantic and TC3
066m	Economy Class Fares between North Atlantic and TC3
071cc	Excursion Fares between North Atlantic and South Asian Subcontinent
071f	Excursion Fares between Canada, USA and Pakistan
071p	Excursion Fares between North Atlantic and South East Asia
072n	Excursion Fares from India, Pakistan to Canada, USA

Resolutions	Title
073aa	One Way APEX Fares from Pakistan to Canada, USA
073bb	APEX Fares from North Atlantic to India
073vv	APEX Fares between Canada, USA and South East Asia
074ky	PEX Fares from Japan to Mexico
078t	PEX Fares from North Atlantic to India
115v	Meeting Competition Canada/USA-Indonesia/Malaysia/Singapore/Thailand/South Asian Subcontinent
311n	Excess Baggage Charges to/from Canada

82 Voting revealed the following:

Support	MH
Abstentions	AA CX JL KE NW TG
Opposition	AF BA

83 Reasons for opposition were as follows:

- AF BA – require 60% of RT levels for one way (OO) normal fares from Japan, Korea (Rep. of)

This was discussed and KE could finally agree to 55% of RT normal fare levels effective 1 April 2008 and 60% for effect 1 October 2008. JL reluctantly abstained on 60% from Japan in order to save the package. This was agreed for North, Mid and South Atlantic and packages were amended accordingly.

Adoption of Resolutions

As developed and amended, the Chairman declared the TC123 North Atlantic Resolutions adopted.

MID ATLANTIC

84 The following Resolutions reflected the outcome of the discussions:

For effect 15 December 2007

Resolutions	Title
002ar	Special Adopting/Amending Resolution between Mid Atlantic and TC3
046n	Intermediate/Business Class Fares between Mid Atlantic and TC3
056n	First Class Fares between Mid Atlantic and TC3
066n	Economy Class Fares between Mid Atlantic and TC3
071x	Excursion Fares between Mid Atlantic and TC3

For effect 1 April 2008

Resolutions	Title
001a	Special Applicability Resolution between Mid Atlantic and TC3
001i	General Escape Resolution
002	Revalidating/Amending Resolution between North Atlantic and TC3
046n	Intermediate/Business Class Fares between Mid Atlantic and TC3
056n	First Class Fares between Mid Atlantic and TC3
066n	Economy Class Fares between Mid Atlantic and TC3
071x	Excursion Fares between Mid Atlantic and TC3
074iy	PEX Fares from Japan to Columbia, Venezuela

85 Voting revealed the following:

Support CX
 Abstentions AA AF BA JL KE MH NW TG UA

86 Adoption of Resolutions

As there was no opposition to the package, the Chairman declared the TC123 Mid Atlantic Resolutions adopted.

SOUTH ATLANTIC

87 The following Resolutions reflected the outcome of the discussions:

For effect 15 December 2007

Resolutions	Title
002bc	Special Adopting/Amending Resolution between South Atlantic and TC3
046o	Intermediate/Business Class Fares between South Atlantic and TC3
056o	First Class Fares between South Atlantic and TC3
066o	Economy Class Fares between South Atlantic and TC3
071v	Excursion Fares between South Atlantic and TC3 via AT, SA
078v	PEX Fares between South Atlantic and TC3 via AT, SA

For effect 1 April 2008

Resolutions	Title
002	Revalidating/Amending Resolution between South Atlantic and TC3
046o	Intermediate/Business Class Fares between South Atlantic and TC3
056o	First Class Fares between South Atlantic and TC3
066o	Economy Class Fares between South Atlantic and TC3
071v	Excursion Fares between South Atlantic and TC3 via AT, SA
074ny	PEX Fares from Japan to South Atlantic
078v	PEX Fares between South Atlantic and TC3 via AT, SA

88 Voting revealed the following:

Support	CX MH
Abstentions	AA AF BA JL KE NW TG

89 Adoption of Resolutions

As there was no opposition to the package, the Chairman declared the TC123 South Atlantic Resolutions adopted.

TC123 BETWEEN USA AND KOREA (REP. OF), MALAYSIA

15 DECEMBER 2007

OPEN AREA - BETWEEN USA AND KOREA (REP. OF), MALAYSIA

90 Based on the Resolutions developed for TC123 between USA and Korea (Rep. of), Malaysia the action for fare levels and conditions was discussed by the conference and included in the package for final vote.

TC123 BETWEEN USA AND KOREA (REP. OF), MALAYSIA

1 APRIL 2008

FARE LEVELS

91 Fare levels for normal and special fares between USA and Korea (Rep. of), Malaysia were amended and were included in Resolution 002.

ONE WAY (OO) NORMAL FARES

92 OO/RT formula was amended for normal fares between Malaysia and USA and from Korea (Rep. of) to 60%. From Korea (Rep. of) to USA, OO/RT formula was amended to 55% effective 1 April 2008 and to 60% effective 1 October 2008. This was included in the 002 Package.

FINAL VOTING: TC123 BETWEEN USA AND KOREA (REP. OF), MALAYSIA

93 A vote was taken on the following Resolutions

For effect 15 December 2007

Resolution	Title
001a	Special Applicability Resolution between USA and Korea (Rep. of), Malaysia
001i	General Escape Resolution
002aj	Special Adopting/Amending Resolution between USA and Korea (Rep. of), Malaysia
047t	Intermediate/Business Class Fares between USA and Korea (Rep. of), Malaysia
057t	First Class Fares between USA and Korea (Rep. of), Malaysia
067t	Economy Class Fares between USA and Korea (Rep. of), Malaysia
071ay	Excursion Fares between USA and Malaysia
073ox	APEX Fares between USA and Malaysia
115v	Meeting Competition

For effect 1 April 2008

Resolution	Title
002	Special Revalidating/Amending Resolution between USA and Korea (Rep. of), Malaysia
others	as above

Voting Record

94 There was no opposition to the Resolutions.

Support	none
Abstention	CX JL
Opposition	none

95 As there remained no opposition the Chairman declared the TC123 Alliance package adopted.

CLOSE OF MEETING

96 The Chairman noted carriers' disappointments that an agreement between Japan and North America, Caribbean could not be reached. He thanked the Members and IATA staff for their cooperation and assistance.

97 The TC31 North & Central and TC123 North, Mid, South Atlantic meetings were closed at 1815 hours on Saturday, 25 October 2007.

ATTENDANCE RECORD

Submitted by IATA

CHAIRMAN: FOGED, JORGEN

COMPANY	CO	REPRESENTATIVE	TEL. NO./E-MAIL
Air Canada	AC	BENTZEN, Torben +	+1 514 422 0210 torben.bentzen@aircanada.ca
Air China	CA	WEI, Shao + LI, Ning +	+86 (10) 6466 3598 shaowei@mail.airchina.com.cn +86 (10) 6466 3598 ningli@mail.airchina.com.cn
Air France	AF	PRUNIER-BILLARD, Catherine +	+33 (1) 4156 5353 caprunier@airfrance.fr
All Nippon Airways	NH	ISHII, Masakazu + ISHII, Tomoji +	+81 3 6735 1748 masa.ishii@ana.co.jp +81 3 6735 1717 tom.ishii@ana.co.jp
American Airlines	AA	YAPP, Ian +	+1 817 967 36 35 Ian.Yapp@aa.com
British Airways	BA	HANIF, Burhan +	+44 (208) 73 84163 burhan.hanif@ba.com
Cathay Pacific Airways	CX	CHENG, Jimmy * CHAN, Fanny +	+852 (2747) 5433 jimmy_cheng@cathaypacific.com +852 (2747) 5231 fanny_yf_chan@cathaypacific.com
China Eastern	MU	SUN, Mr Xiao + LIU, Ms Jing	+86 (21) 5113 1313 sunxiao@ce-air.com +86 (21) 51131313 jing.liu@ce-air.com
China Southern Airlines	CZ	WANG, Ms Xiaolei + GU, Ms Danielle +	+86 20 8613 7850 wang_xl@cs-air.com +86 20 8613 8680 gudan@cs-air.com
Japan Airlines International	JL	HATTA, Ms Keiko* INAGAKI, Mr Takashi + KOJIMA, Ms Hiroko + TAKAHASHI, Mr Takuma +	+81 3 5460 3754 keiko.hatta@jal.com +81 3 5460 3758 takashi.inagaki@jal.com +81 3 5460 3754 hiroko.kojima@jal.com +81 3 5460 3752 takuma.takahashi@jal.com
KLM	KL	MULIER, Tom*	+3120649966 tom.mulier@klm.com
Korean Air	KE	OK, Min Jung+ LEE, Si Yeon +	+82 (2) 2656 7520 mjok@koreanair.com +82 (2) 2656 7521 siyeonlee@koreanair.com
Malaysian Airlines	MH	SEAH, Mr Ching Tiam+	+603 7842574 seah@mas.com.my
Northwest Airlines	NW	VENSKÉ, Keikou+ ANTILLA, Alex +	+81 (3) 5400 7238 keikou.venske@nwa.com +81 (3) 5400 7235 alex.antilla@nwa.com
Thai International	TG	WAIARSA, Cherdsak + WASINSOMBUT, Pranee+	+662 545 1891 cherdsak.w@thaiairways.com +662 5451890 pranee.w@thaiairways.com
United Airlines	UA	STIPPLER, Mr Ryan +	+847-700-6737 ryan.stippler@united.com

* = Accredited Representative

+ = Accredited Alternate

NAME	TITLE	E-MAIL
HABIB, Mohamed	Manager, Pricing Solutions	HabibM@iata.org
SATO, Alban	Manager, Tariff Meetings	SatoA@iata.org
BASTART, Barbra	Assistant Manager, Tariff Meetings	BastartB@iata.org
CHAN, Camille	Assistant Manager, Passenger Fares	ChanC@iata.org

TC31 North and Central Pacific
(Applicable to/from USA/US Territories)

Effective Date: 1 April 2008

The TC31 North & Central Pacific Conference met 15 – 20 October 2007 in Bangkok to develop an agreement intended effective 1 April 2008. These changes are summarized below.

Applicable to/from USA

- F and C Normal fares between from TC3 (except Japan) increased by 7%, except from Korea (Rep. of) status quo
- Special fares from South East Asia increased by 5%
- One way fares (OO) re-established at 60% of round trip (RT) levels where lower, except from Korea re-established at 55%
- Special fare seasonality amended in certain markets

Applicable to/from Canada, Mexico, Caribbean

- Fares specified between Toronto (YTO) and Korea (Rep. of) and China excluding Hong Kong SAR and Macao SAR
- Add-ons in Canada amended
- Other changes generally as shown to/from USA above.

Applicable to/from Central, South America

- Normal fares increased by 2% to 10% with status quo exceptions.
- PEX fares from Japan increased by 10%.
- GIT fares cancelled and fares deleted.
- Special fare seasonality amended in certain markets.

Cancelled Resolutions

Reso	Title	Action
086bb	GIT Fares between TC3 (except Japan) and Central America, South America	Cancelled

TC123 North, Mid, South Atlantic
(Applicable to/from USA/US Territories)

Effective Date: 1 April 2008

The TC123 North, Mid, South Atlantic Conference met 15 – 20 October 2007 in Bangkok to develop an agreement intended effective 1 April 2007.

North Atlantic

Applicable to/from USA

- Normal fares increased by 3-5% varying by market and status quo exceptions.
- One way fares re-established at 60% of round trip levels where lower with some exceptions.
- Other minor changes including special fare seasonality, charges and conditions were also agreed.

Not applicable to/from USA

- Changes generally as shown to/from USA above.

Mid Atlantic

- Normal fares increased by 3-5% varying by market with status quo exceptions, with additional 2% increase to/from Korea (Rep. of) for late effectiveness 1 July 2008
- One way fares re-established at 60% of round trip levels where lower with some exceptions.
- From Korea (Rep. of), three-tier seasonal structure introduced for Excursion fares
- Other minor changes including special fare seasonality, charges and conditions were also agreed.

South Atlantic

- Normal fares increased by 3-5% varying by market with status quo and higher exceptions, with additional 2% increase to/from Korea (Rep. of) for late effectiveness 1 July 2008
- One way fares re-established at 60% of round trip levels where lower with some exceptions.
- Between Buenos Aires and South Asian Subcontinent, normal fares via SA introduced.
- Other minor changes including special fare seasonality, charges and conditions were also agreed.

Areawide

- South Atlantic Routing introduced between South Atlantic and South Asian Subcontinent