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BEFORE THE  
DEPARTMENT OF TRANSPORTATION  
WASHINGTON, D.C.

DEPARTMENT OF TRANSPORTATION

99 FEB -2 PM 2:38

DOCKET SECTION

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Agreements Adopted by the Traffic :  
Conferences of the International :  
Air Transport Association :  
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Docket OST-98-4827

APPLICATION FOR APPROVAL OF AGREEMENTS  
BY THE  
INTERNATIONAL AIR TRANSPORT ASSOCIATION

**SUPPLEMENTAL DOCUMENTATION**

February 2, 1999

Communications with respect to  
this document should be sent to:

David M. O'Connor  
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**APPLICATION FOR APPROVAL OF AGREEMENTS**

**SUPPLEMENTAL DOCUMENTATION**

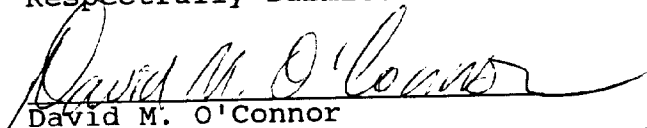
Pursuant to statements submitted by Member airlines of the International Air Transport Association (IATA), the undersigned has been constituted to be their attorney-in-fact for filing with the Department of Transportation copies of agreements adopted by the IATA Traffic Conferences.

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 filed with the Department an application on December 1, 1998, for approval of certain agreements among IATA member airlines in the docket cited below.

This application is to be supplemented with the enclosed summary which provides additional explanation of the pending agreement.

Filed: February 2, 1999      Supplement: Docket OST-98-4827  
**SUMMARY for Mail Vote 979**

Respectfully submitted:



David M. O'Connor  
Director, Exterior Relations - U.S.  
International Air Transport Association

Attorney-in-fact

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 persons:

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

Donald L. Pevsner  
1765 East Riviera Dr.  
Merritt Island, FL 32952  
(upon request)

  
David M. O'Connor

February 2, 1999  
Date Served

## COMP MV/P 979 RESO 024j

This Mail Vote seeks to establish which fare to use for the HIP check when on a sector there are different fares due to day of week application. This is the practice in the industry but no industry rule reflects it.

### Example:

For a fare component NYC-LON-ATH there is only one Normal Y class fare and this permits routing via LON as it is within the mileage. When checking the HIP NYC-LON however there are 2 Normal Y class fares depending on the day of the week of the 'overwater' crossing. The rule directs which of the two fares is to be used.

If travel 'overwater' from NYC to LON is on a Monday then the NYC-LON fare to be used for the HIP check is the fare applicable on a Monday.

This day of week rule is applied in accordance with the rules directing how the day of week is to be determined. For example if the fare component is MEX-DFW-NYC-LON-ATH and the criteria for application of the day of the week of the Transatlantic crossing this will be the criteria used to select the day of week fare for the HIP check.

There is presently no industry rule and it is therefore open to interpretation as to whether the lower fare should be used in all such cases. This Mail Vote establishes the industry requirement as outlined above.