

**BEFORE THE
DEPARTMENT OF TRANSPORTATION
WASHINGTON, D.C.**

Joint Application of)	
)	
UNITED AIR LINES, INC.)	
and)	
COMPANIA MEXICANA DE AVIACION,)	Docket OST-97-3237
S.A. DE C.V.)	
)	
for an exemption under 49 U.S.C. §40109 and a)	
statement of authorization under 14 C.F.R. §212)	
(U.S.-Mexico code sharing))	

**SECOND SUPPLEMENT OF UNITED AIR LINES, INC. AND
COMPANIA MEXICANA DE AVIACION, S.A. DE C.V.**

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UNITED AIR LINES, INC.

DATED: March 18, 1999

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**SECOND SUPPLEMENT OF UNITED AIR LINES, INC. AND
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United Air Lines, Inc. ("United") and Compania Mexicana de Aviacion, S.A. de C.V. ("Mexicana") hereby supplement their above-captioned joint application, as amended on February 12, 1999, and supplemented on February 22, 1999, in order to clarify their short-term transborder exemption authority needs. Although United has identified the Newark-Cozumel route as one on which there are overlapping requests for authority, including United's December 12, 1997 request pending in this docket,¹ United and Mexicana are not pursuing Newark-Cozumel authority at this time because they do not have near-term plans to code share on the

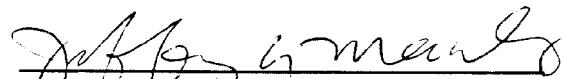
¹ See the December 16, 1998 and February 18, 1999 Answers of United to the Application of Northwest Airlines, Inc. pending in Docket OST-98-4832.

route. The routes for which United and Mexicana seek immediate authority were identified in their February 12, 1999 amendment filed in this docket. That list includes Newark-Cancun and Newark-Mexico City, but does not include Newark-Cozumel.

Respectfully submitted,


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