

## HONG KONG FIFTH-FREEDOM ALL CARGO FREQUENCIES

Carrier	Frequencies Requested	Routings As Stated in Application	Aircraft	Startup Date
<b>Evergreen</b>	3	San Francisco-Anchorage-Seoul-Hong Kong and reverse routing (two frequencies) and New York (JFK)-Columbus-Anchorage-Seoul-Hong Kong and reverse routing (one frequency)	B-747	No later than 30 to 60 days after award
<b>Federal Express</b>	1	U.S.-Hong Kong-Manila and beyond to other unspecified points <sup>1</sup>	MD-11	30 days from award
<b>Gemini</b>	3	Eastbound: Los Angeles-New York-Brussels-Abu Dhabi-Delhi-Bangkok-Hong Kong-Guam-Honolulu-Los Angeles <sup>2</sup>	DC-10-30F or MD-11F	90 days from receipt of award
<b>Northwest</b>	3	Anchorage-Seoul-Hong Kong and reverse routing <sup>3</sup>	B-747	Within 90 days of award
<b>Polar</b>	3	New York (JFK)-Chicago-Anchorage-Seoul-Hong Kong and reverse routing	B-747F	Immediately upon award
<b>United Parcel Service</b>	3	Hong Kong-Manila <sup>4</sup>	B-757 and B-767	Upon receipt of award

<sup>1</sup>Federal Express states that Anchorage will be the last traffic point in the United States.

<sup>2</sup> Gemini states that within 4 to 6 months of inauguration of service eastbound it will begin operation on same route westbound, originating and terminating in Los Angeles.

<sup>3</sup>Northwest service to and from Anchorage will connect with Northwest cargo service to and from New York (JFK), Chicago, Los Angeles, and San Francisco.

<sup>4</sup>UPS states that Anchorage would be the last traffic point in the United States.

## EVIDENCE REQUEST

In responding to this evidence request, all parties are advised to heed the admonitions and notice regarding compliance contained in the attached order. The base year for developing forecast data should be the 12-month period ending June 30, 2000. Submission of the following evidentiary information should be for the forecast year ending June 30, 2002:<sup>1</sup>

- Proposed schedules showing startup dates, complete routings (including all intermediate points) from origin to destination of all single-plane service that would operate in the fifth-freedom Hong Kong markets, days scheduled, equipment types, available capacity for the through routing, and variation of frequencies/routings by traffic season, if applicable.
- Historical schedules with complete routings from origin to destination for all U.S.-Asia and intra-Asia services over the two-year period ending December 31, 2000, including days scheduled, equipment types, available capacity for the through routing, and variation of frequencies/routings by traffic season, if applicable.
- A cargo traffic forecast for each fifth-freedom Hong Kong market proposed to be served based on the intended schedules. Such forecast should also specify the amount of traffic originating in or destined for the United States that will also be transported on the proposed single-plane flights permitting the Department to determine by direction the amount of cargo forecasted for each single-plane market, including U.S.-Hong Kong, U.S.-third-country, third-country to third-country, and Hong Kong fifth-freedom traffic on all proposed flights. The traffic forecasts must clearly provide the source and basis for the traffic projections.
- A statement specifying whether the carrier would accept partial grant of its frequency allocation application, how such allocation would be used, and the start-up for such services if different than above. Also state whether there is a minimum number of frequencies that the carrier will accept.
- A description of cooperative arrangements currently undertaken and anticipated by the applicants in each of the third/fourth and fifth-freedom markets at issue.
- If cooperative arrangements are involved, state the percentage of total capacity presently sold in each such market by the applicant; and state the percentage of total capacity to be sold in each such market by the applicant upon receipt of the frequencies at issue in this case.

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<sup>1</sup>All financial data and responsive information must be given in U.S. dollars and all weights must be in U.S. pounds.