

# AIRLINE ALLIANCES OPERATING WITH ANTITRUST IMMUNITY

A compendium of antitrust immunity cases administered by the Secretary of Transportation pursuant to 49 U.S.C. §§ 41308-41309.

*Last updated: 7/14/14*

## ACTIVE IMMUNIZED ALLIANCES

SkyTeam	Star Alliance	Oneworld	Other
Delta/ Air France-KLM/ Alitalia/ Czech/ Korean	United/ Air Canada/ Brussels/ Lufthansa/ Swiss/ Austrian/ SAS/ LOT/ TAP	American/ Lan Airlines/ Lan Peru**	SAS/ Icelandair
Delta/ Virgin Atlantic*/ Air France-KLM/ Alitalia	United/ Air New Zealand	American/ British Airways/ Iberia/ Finnair/ Royal Jordanian	Delta/ Virgin Australia
* Not a member of SkyTeam	United/ Asiana	American/ Japan Air Lines	
	United/ All Nippon Airways	** Affiliate of LAN but not a member of oneworld	
	United/ COPA		

## DOCKETS

Arranged alphabetically by U.S. airline party, then by date the proceeding was initiated.  
Dockets can be accessed at <http://www.regulations.gov>.

<b>Aloha - Hawaiian</b>	
<b>Inactive</b>	Filed: July 31, 2002  Docket: <a href="#">DOT-OST-2002-13002</a>  Final Order: Sept. 30, 2002, Order 2002-9-5 (authority effective until October 1, 2003)  Notes: Closed out by Order 2007-5-16 (May 24, 2007)
<b>America West – Royal Jordanian</b>	
<b>Inactive</b>	Filed: July 12, 2004  Docket: <a href="#">DOT-OST-2004-18613</a>  Final Order: Jan. 27, 2005, Order 2005-1-23  Notes: Closed out by Order 2007-5-16 (May 24, 2007)

<b>American – Canadian International</b>	
<b>Inactive</b>	<p>Filed: November 3, 1995</p> <p>Docket: <a href="#">DOT-OST-1995-792</a></p> <p>Final Order: July 15, 1996, Order 96-7-21</p> <p>Notes: Carve outs: New York-Toronto (U.S. POS all local O&amp;D traffic only). Alliance ended on June 1, 2000. Closed out by Order 2007-5-16 (May 24, 2007)</p>

<b>American – British Airways (AA/BA I)</b>	
<b>Inactive</b>	<p>Filed: January 10, 1997</p> <p>Docket: <a href="#">DOT-OST-1997-2058</a></p> <p>Order: Order 99-7-22 (July 30, 1999) (terminating proceedings )</p>

<b>American – LAN Airlines</b>	
<b>Active</b>	<p>Filed: December 23, 1997</p> <p>Docket: <a href="#">DOT-OST-1997-3285</a></p> <p>Final Order: September 13, 1999, Order 99-9-9</p> <p>Notes: Carve outs: Miami-Santiago (U.S. point-of-sale time-sensitive traffic only). Part of a broader alliance with LAN Peru, Docket <a href="#">DOT-OST-2004-19964</a>.</p>

<b>American – Swissair - Sabena</b>	
<b>Inactive</b>	<p>Filed: November 19, 1999</p> <p>Docket: <a href="#">DOT-OST-1999-6528</a></p> <p>Final Order: Order 2000-5-13 (May 11, 2000)</p> <p>Notes: Carve outs: Chicago-Zurich, Chicago-Brussels (U.S. point of sale time-sensitive traffic only). The three-way AA-SR-SN alliance was dissolved. AA-SR Terminated on November 8, 2001; AA-SN Terminated on March 21, 2002, All authorities closed out May 24, 2007. Closed out by Order 2007-5-16 (May 24, 2007).</p>

<b>American – TACA Group</b>	
<b>Inactive</b>	<p>Filed: March 17, 2000</p> <p>Docket: <a href="#">DOT-OST-2000-7088</a></p> <p>Final Order: None</p> <p>Notes: The proceeding was terminated by Order 2005-6-16.</p>

<b>American – British Airways (AA/BA II)</b>	
<b>Inactive</b>	<p>Filed: August 10, 2001</p> <p>Docket: <a href="#">DOT-OST-2001-10387</a> and <a href="#">11029</a></p> <p>Show Cause: Order 2002-1-12 (Jan. 25, 2002)</p> <p>Final Order: Order 2002-4-4 (April 4, 2002)</p> <p>Notes: The Final Order granted the parties' motion to dismiss the case. The docket was closed out by Order 2007-5-16 (May 24, 2007) (closing out - 10387).</p>

<b>American – Finnair</b>	
<b>Active</b>	<p>Filed: April 4, 2002</p> <p>Docket: <a href="#">DOT-OST-2002-12063</a></p> <p>Final Order: Order 2002-7-39 (July 30, 2002)</p> <p>Notes: This alliance was subsequently expanded as part of Docket <a href="#">DOT-OST-2008-0252</a>.</p>

<b>American – Swiss International Air Lines</b>	
<b>Inactive</b>	<p>Filed: June 28, 2002</p> <p>Docket: <a href="#">DOT-OST-2002-12688</a></p> <p>Final Order: Order 2002-11-12 (Nov. 22, 2002)</p> <p>Notes: After a brief cessation of service by Swiss, the parties temporarily renewed their alliance before terminating it in 2005 as Swiss moved into the Star Alliance organization and then became a subsidiary of Lufthansa. The docket was closed out by Order 2007-5-16 (May 24, 2007).</p>

<b>American – SN Brussels</b>	
<b>Inactive</b>	<p>Filed: November 13, 2003</p> <p>Docket: <a href="#">DOT-OST-2003-16530</a></p> <p>Final Order: Order 2004-4-10 (April 15, 2004)</p> <p>Notes: The parties renewed their alliance after a brief cessation of service by Sabena, now SN Brussels. Subsequently, antitrust immunity terminated by notice of the parties, effective October 26, 2009.</p>

<b>American – LAN – LAN Perú</b>	
<b>Active</b>	<p>Filed: December 22, 2004</p> <p>Docket: <a href="#">DOT-OST-2004-19964</a></p> <p>Final Order: Order 2005-10-8 (Oct. 13, 2005)</p> <p>Notes: See Docket <a href="#">DOT-OST-1997-3285</a> for a related proceeding. There is also a related common branding proceeding in Docket <a href="#">DOT-OST-2005-21121</a>. The Final Order imposed carve outs for U.S. point-of-sale traffic affecting time sensitive travelers in Miami-Lima and Miami-Santiago.</p>

<b>American – Iberia – Finnair – Malev – Royal Jordanian</b>	
<b>Inactive</b>	<p>Filed: July 24, 2007</p> <p>Docket: <a href="#">DOT-OST-2007-28845</a></p> <p>Final Order: None.</p> <p>Notes: Order 2008-6-18 (June 16, 2008) dismissed the case without prejudice, per the parties' request. The parties had moved to dismiss after DOT issued a notice requiring further information before the record could be declared substantially complete.</p>

<b>American – British Airways - Iberia – Finnair – Royal Jordanian (Oneworld Transatlantic Case)</b>	
<b>Active</b>	<p>Filed: August 15, 2008</p> <p>Docket: <a href="#">DOT-OST-2008-0252</a></p> <p>Show Cause: Order 2010-2-8 (Feb. 13, 2010)</p> <p>Final Order: Order 2010-7-8 (July 20, 2010)</p> <p>Notes: The authority was granted subject to a slot remedy. For a period of 10 years from the date of approval, applicants must transfer four slot pairs at London Heathrow to competitors: 2 for Heathrow-Boston services and 2 for services between Heathrow and any U.S. city.</p>

<b>American – Japan Airlines</b>	
<b>Active</b>	<p>Filed: February 12, 2010</p> <p>Docket: <a href="#">DOT-OST-2010-0059</a></p> <p>Show Cause: Order 2010-10-4 (Oct. 6, 2010)</p> <p>Final Order: Order 2010-11-10 (Nov. 10, 2010)</p> <p>Notes: The initial filing was made in Docket <a href="#">DOT-OST-2010-0034</a>. The filing was consolidated with a similar request from United/Continental and All Nippon Airways.</p>

<b>American – Qantas</b> No antitrust immunity sought	
<b>Active</b>	<p>Filed: June 7, 2011</p> <p>Docket: <a href="#">DOT-OST-2011-0111</a></p> <p>Final Order: Order 2011-11-12 (Nov. 9, 2011)</p> <p>Notes: Consistent with the application filed, the Department granted approval of the alliance agreement, but did not make a grant of antitrust immunity.</p>

<b>Delta – Austrian – Sabena - Swissair</b>	
<b>Inactive</b>	<p>Filed: September 8, 1995</p> <p>Docket: <a href="#">DOT-OST-1995-618</a></p> <p>Final Order: Order 96-6-33 (June 14, 1996)</p> <p>Notes: When it was active, the alliance was subject to carve outs for U.S. point-of-sale time sensitive traffic in the Atlantic-Zurich, Atlanta-Brussels, Cincinnati-Zurich, New York-Brussels, New York-Vienna, New York-Geneva, and New York-Zurich markets. The Atlantic Excellence alliance ended on August 6, 2000. The docket was closed out by Order 2007-5-16 (May 24, 2007).</p>

<b>Delta – Air France/KLM – Alitalia – Czech Airlines</b>	
<b>Active</b>	<p>Filed: August 15, 2001</p> <p>Docket: <a href="#">DOT-OST-2001-10429</a></p> <p>Final Order: Order 2002-1-6 (Jan. 18, 2002)</p> <p>Notes: At the time of approval, the alliance was subject to carve outs for U.S. point-of-sale time sensitive passengers in the Atlanta-Paris, and Cincinnati-Paris markets. The carve outs were removed by an order in Docket <a href="#">DOT-OST-2007-28644</a>. This alliance was expanded in Dockets <a href="#">DOT-OST-2002-11842</a> and <a href="#">DOT-OST-2007-28644</a>.</p>

<b>Delta – Korean Air Lines – Air France/KLM – Alitalia – Czech Airlines</b>	
<b>Active</b>	<p>Filed: March 13, 2002</p> <p>Docket: <a href="#">DOT-OST-2002-11842</a></p> <p>Final Order: Order 2002-6-18 (June 27, 2002)</p> <p>Notes: This alliance was expanded in <a href="#">Docket DOT-OST-2007-28644</a>.</p>

<b>Delta – Northwest - Air France/KLM – Alitalia – Czech Airlines (SkyTeam I Case)</b>	
<b>Inactive</b>	<p>Filed: September 24, 2004</p> <p>Docket: <a href="#">DOT-OST-2004-19214</a> (consolidated with the codeshare docket - 19215) on October 24, 2004).</p> <p>Show Cause: Order 2005-12-12 (December 22, 2005) (tentatively denying the application for antitrust immunity).</p> <p>Final Order: Order 2006-2-1 (February 6, 2006) (granting a motion to dismiss immunity request but approving code-share authority).</p>

<b>Delta – Northwest - Air France/KLM – Alitalia – Czech Airlines (SkyTeam II Case)</b>	
<b>Active</b>	<p>Filed: June 28, 2007</p> <p>Docket: <a href="#">DOT-OST-2007-28644</a></p> <p>Show Cause: Order 2008-4-17 (April 9, 2008)</p> <p>Final Order: Order 2008-5-32 (May 22, 2008).</p> <p>Notes: Carve outs from Order 2002-1-6 in Docket <a href="#">DOT-OST-2001-10429</a> were removed.</p>

<b>Delta – Virgin Blue Group</b>	
<b>Active</b>	<p>Filed: July 9, 2009</p> <p>Docket: <a href="#">DOT-OST-2009-0155</a></p> <p>Show Cause Orders: Order 2008-4-17 (April 9, 2008) Order 2010-9-4 (September 8, 2010) (tentatively denying the antitrust immunity). Subsequent Order 2011-5-8 (May 10, 2011) (tentatively granting antitrust immunity based upon substantial changes to the application).</p> <p>Final Order: 2011-6-9 (June 10, 2011) (granting approval of the application subject to conditions, including capacity commitments).</p>

<b>Delta –Virgin Atlantic - Air France/KLM – Alitalia</b>	
<b>Active</b>	<p>Filed: April 8, 2013</p> <p>Docket: <a href="#">DOT-OST-2013-0068</a></p> <p>Show Cause Order: Order 2013-8-21 (Aug. 30, 2013)</p> <p>Final Order: Order 2013-9-14 (Sept. 23, 2013)</p>

<b>IATA</b>	
<b>Inactive</b>	<p>Filed: July 6, 2006</p> <p>Docket: <a href="#">DOT-OST-2006-25307</a></p> <p>Show Cause: Order 2006-7-3, July 6, 2006, proceeding initiated by the show-cause order.</p> <p>Final Order: Order 2007-3-23 (March 30, 2007) (revoking immunity for tariff conferences in major markets). Some immunity remains from other proceedings.</p>

<b>Northwest - KLM</b>	
<b>Active</b>	<p>Filed: September 9, 1992</p> <p>Docket: 46731</p> <p>Final Order: Order 93-1-11 (Jan. 11, 1993)</p> <p>Notes: This alliance was expanded in Docket <a href="#">DOT-OST-2007-28644</a>.</p>

<b>Northwest – KLM - Alitalia</b>	
<b>Inactive</b>	<p>Filed: May 11, 1999</p> <p>Docket: <a href="#">DOT-OST-1999-5674</a></p> <p>Final Order: Order 99-12-5 (Dec. 3, 1999)</p> <p>Notes: Alitalia terminated its relationship with the other parties on October 28, 2001. The docket was closed out by Order 2007-5-16 (May 24, 2007).</p>



<b>Northwest – Malaysia</b>	
<b>Inactive</b>	<p>Filed: January 13, 2000</p> <p>Docket: <a href="#">DOT-OST-2000-6791</a></p> <p>Final Order: Order 2000-10-12 (Oct. 13, 2000).</p> <p>Notes: The alliance was never implemented. The parties notified DOT in October 2005 of their intention not to pursue their alliance. The docket was closed out by Order 2007-5-16 (May 24, 2007).</p>

<b>United - Lufthansa</b>	
<b>Active</b>	<p>Filed: February 29, 1996</p> <p>Docket: <a href="#">DOT-OST-1996-1116</a></p> <p>Show Cause: Order 96-5-12 (May 9, 1996)</p> <p>Final Order: Order 96-5-27 (May 20, 1996)</p> <p>Notes: The alliance is subject to carve outs for U.S. point-of-sale nonstop O&amp;D traffic in the Chicago-Frankfurt and Washington-Frankfurt markets. The alliance was expanded in subsequent dockets.</p>

<b>United – Lufthansa - SAS</b>	
<b>Active</b>	<p>Filed: May 28, 1996</p> <p>Docket: <a href="#">DOT-OST-1996-1411</a></p> <p>Final Order: Order 96-11-1 (Nov. 1, 1996)</p> <p>Notes: This alliance was expanded in subsequent dockets.</p>

<b>United – Air Canada</b>	
<b>Active</b>	<p>Filed: June 4, 1996</p> <p>Docket: <a href="#">DOT-OST-1996-1434</a></p> <p>Final Order: Order 97-9-21 (Sept. 19, 1997).</p> <p>Notes: The Final Order granted immunity for transborder markets only. The scope was expanded to global immunity in Docket <a href="#">DOT-OST-2005-22922</a>. The alliance was subject to carve outs for all U.S. point-of-sale local O&amp;D traffic in the Chicago-Toronto and San Francisco-Toronto markets.</p>

<b>United – Air New Zealand</b>	
<b>Active</b>	<p>Filed: December 17, 1999</p> <p>Docket: <a href="#">DOT-OST-1999-6680</a></p> <p>Final Order: Order 2001-4-2 (April 3, 2001)</p> <p>Notes: The alliance is subject to carve outs for all U.S. point-of-sale time-sensitive passengers in the Los Angeles-Auckland and Los Angeles-Sydney markets.</p>

<b>United – Austrian – Lufthansa - SAS</b>	
<b>Active</b>	<p>Filed: August 18, 2000</p> <p>Docket: <a href="#">DOT-OST-2000-7828</a></p> <p>Final Order: Order 2001-1-19 (Jan. 26, 2001)</p> <p>Notes: This alliance was expanded in a subsequent docket.</p>

<b>United – Copa</b>	
<b>Active</b>	<p>Filed: December 22, 2000</p> <p>Docket: <a href="#">DOT-OST-2000-8577</a></p> <p>Final Order: Order 2001-5-1 (May 3, 2001)</p> <p>Notes: The case was originally filed by Continental Airlines. United, upon merging with Continental, retained the antitrust immunity with approval from DOT in a route transfer proceeding.</p>

<b>United – bmi – Austrian – Lufthansa - SAS</b>	
<b>Active</b>	<p>Filed: September 5, 2001</p> <p>Docket: <a href="#">DOT-OST-2001-10575</a> and <a href="#">11029</a></p> <p>Orders: April 4, 2002, Order 2002-4-4 (Subject to achieving US-UK open skies within six months of issue date of order).</p> <p>October 3, 2002, Order 2002-10-6 (Subject to achieving US-UK open skies by December 31, 2002).</p> <p>December 31, 2002, Order 2002-12-22 (Subject to achieving US-UK open skies by June 30, 2003).</p> <p>June 30, 2003, Order 2003-6-39 (Subject to achieving US-UK open skies agreement).</p> <p>Sept 12, 2007, Order 2007-9-12, authority granted effective March 30, 2008 (docket <a href="#">11029</a>).</p> <p>Notes: Bmi ceased operations in 2012.</p>

<b>United – Asiana</b>	
<b>Active</b>	<p>Filed: January 3, 2003</p> <p>Docket: <a href="#">DOT-OST-2003-14202</a></p> <p>Final Order: Order 2003-5-18 (May 14, 2003)</p>

<b>United - Lufthansa – SAS – Austrian – bmi - LOT – Swiss – TAP – Air Canada</b>	
<b>Active</b>	<p>Filed: November 4, 2005</p> <p>Docket: <a href="#">DOT-OST-2005-22922</a></p> <p>Show Cause: Order 2006-12-17 (Dec. 19, 2006)</p> <p>Final Order: Order 2007-2-16 (Feb. 13, 2007)</p> <p>Notes: This alliance was expanded in a subsequent docket. See also <a href="#">DOT-OST-1996-1434</a>, because Air Canada is part of the immunized alliance. Bmi ceased operations in 2012.</p>

<b>United – Brussels– Lufthansa – Air Canada – SAS – Austrian – BMI – LOT – Swiss – TAP</b>	
<b>Active</b>	<p>Filed: July 23, 2008</p> <p>Docket: <a href="#">DOT-OST-2008-0234</a></p> <p>Show Cause: Order 2009-4-5 (April 7, 2009)</p> <p>Final Order: Order 2009-7-10 (July 10, 2009)</p> <p>Notes: Authority granted subject to certain carve outs. See the docket for further details. Brussels Airlines, a Lufthansa-controlled affiliate, added as a subsidiary by Order 2011-11-16 (Nov. 16, 2011). Bmi ceased operations in 2012.</p>

<b>United – ANA</b>	
<b>Active</b>	<p>Filed: December 23, 2009</p> <p>Docket: <a href="#">DOT-OST-2010-0059</a>.</p> <p>Show Cause: Order 2010-10-4 (Oct. 6, 2010)</p> <p>Final Order: Order 2010-11-10 (Nov. 10, 2010)</p> <p>Notes: The initial application was filed in Docket <a href="#">DOT-OST-2009-0350</a>.</p>

<b>Air France/KLM – Air Tahiti Nui – Delta - Alitalia</b>	
<b>Inactive</b>	<p>Filed: April 15, 2013</p> <p>Docket: <a href="#">DOT-OST-2013-0077</a></p> <p>Show Cause: Order 2014-3-17 (March 28, 2014) (tentatively denying a grant of antitrust immunity)</p> <p>Order: Order 2014-4-31 (April 29, 2014) (granting the applicants’ motion to dismiss without prejudice).</p> <p>Notes: The application was dismissed upon motion of the parties following the show-cause order.</p>

<b>SAS – Iceland Air</b>	
<b>Active</b>	<p>Filed: April 13, 2000</p> <p>Docket: <a href="#">DOT-OST-2000-7248</a></p> <p>Final Order: Order 2000-10-13 (Oct. 13, 2000)</p>