**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: 11/20/18*

**Active Immunized Alliances**

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| **SkyTeam** | **Star Alliance** | **Oneworld** | **Other** |
| Delta/ Air France-KLM/ Alitalia/ Czech/ KoreanDelta/ Virgin Atlantic\*/ Air France-KLM/ Alitalia\* Not a member of SkyTeam | United/ Air Canada/ Brussels/ Lufthansa/ Swiss/ Austrian/ SAS/ LOT/ TAPUnited/ Air New ZealandUnited/ AsianaUnited/ All Nippon AirwaysUnited/ COPA | American/ Lan Airlines/ Lan Peru\*\*American/ British Airways/ Iberia/ Finnair/ Royal JordanianAmerican/ Japan Air Lines\*\* Affiliate of LAN but not a member of oneworld | SAS/ IcelandairDelta/ Virgin Australia |

**Dockets**

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

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| **Aloha - Hawaiian** |
| **Inactive** | Filed: July 31, 2002Docket: [DOT-OST-2002-13002](http://www.regulations.gov/#!docketDetail;D=DOT-OST-2002-13002)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) |

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| **America West – Royal Jordanian** |
| **Inactive** | Filed: July 12, 2004Docket: [DOT-OST-2004-18613](http://www.regulations.gov/#!docketDetail;D=DOT-OST-2004-18613)Final Order: Jan. 27, 2005, Order 2005-1-23Notes: Closed out by Order 2007-5-16 (May 24, 2007) |

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| **American – Canadian International** |
| **Inactive** | Filed: November 3, 1995Docket: [DOT-OST-1995-792](http://www.regulations.gov/#!docketDetail;D=DOT-OST-1995-792)Final Order: July 15, 1996, Order 96-7-21Notes: Carve outs: New York-Toronto (U.S. POS all local O&D traffic only). Alliance ended on June 1, 2000. Closed out by Order 2007-5-16 (May 24, 2007) |

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| **American – British Airways** **(AA/BA I)** |
| **Inactive** | Filed: January 10, 1997Docket: [DOT-OST-1997-2058](http://www.regulations.gov/#!docketDetail;D=DOT-OST-1997-2058)Order: Order 99-7-22 (July 30, 1999) (terminating proceedings )  |

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| **American – LAN Airlines** |
| **Active** | Filed: December 23, 1997Docket: [DOT-OST-1997-3285](http://www.regulations.gov/#!docketDetail;D=DOT-OST-1997-3285)Final Order: September 13, 1999, Order 99-9-9Notes: Carve outs: Miami-Santiago (U.S. point-of-sale time-sensitive traffic only). Part of a broader alliance with LAN Peru, Docket [DOT-OST-2004-19964.](http://www.regulations.gov/#!docketDetail;D=DOT-OST-2004-19964) |

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| **American – Swissair - Sabena** |
| **Inactive** | Filed: November 19, 1999Docket: [DOT-OST-1999-6528](http://www.regulations.gov/#!docketDetail;D=DOT-OST-1999-6528)Final Order: Order 2000-5-13 (May 11, 2000)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). |

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| **American – TACA Group** |
| **Inactive** | Filed: March 17, 2000Docket: [DOT-OST-2000-7088](http://www.regulations.gov/#!docketDetail;D=DOT-OST-2000-7088)Final Order: NoneNotes: The proceeding was terminated by Order 2005-6-16. |

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| **American – British Airways** **(AA/BA II)** |
| **Inactive** | Filed: August 10, 2001Docket: [DOT-OST-2001-10387](http://www.regulations.gov/#!docketDetail;D=DOT-OST-2001-10387) and [11029](http://www.regulations.gov/#!docketDetail;D=DOT-OST-2001-11029)Show Cause: Order 2002-1-12 (Jan. 25, 2002)Final Order: Order 2002-4-4 (April 4, 2002)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). |

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| **American – Finnair** |
| **Active** | Filed: April 4, 2002Docket: [DOT-OST-2002-12063](http://www.regulations.gov/#!docketDetail;D=DOT-OST-2002-12063)Final Order: Order 2002-7-39 (July 30, 2002)Notes: This alliance was subsequently expanded as part of Docket [DOT-OST-2008-0252](http://www.regulations.gov/#!docketDetail;D=DOT-OST-2008-0252). |

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| **American – Swiss International Air Lines** |
| **Inactive** | Filed: June 28, 2002Docket: [DOT-OST-2002-12688](http://www.regulations.gov/#!docketDetail;D=DOT-OST-2002-12688)Final Order: Order 2002-11-12 (Nov. 22, 2002)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). |

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| **American – SN Brussels** |
| **Inactive** | Filed: November 13, 2003Docket: [DOT-OST-2003-16530](http://www.regulations.gov/#!docketDetail;D=DOT-OST-2003-16530)Final Order: Order 2004-4-10 (April 15, 2004)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. |

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| **American – LAN – LAN Perú** |
| **Active** | Filed: December 22, 2004Docket: [DOT-OST-2004-19964](http://www.regulations.gov/#!docketDetail;D=DOT-OST-2004-19964)Final Order: Order 2005-10-8 (Oct. 13, 2005)Notes: See Docket [DOT-OST-1997-3285](http://www.regulations.gov/#!docketDetail;D=DOT-OST-1997-3285) for a related proceeding. There is also a related common branding proceeding in Docket [DOT-OST-2005-21121](http://www.regulations.gov/#!docketDetail;D=DOT-OST-2005-21121). The Final Order imposed carve outs for U.S. point-of-sale traffic affecting time sensitive travelers in Miami-Lima and Miami-Santiago. |

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| **American – Iberia – Finnair – Malev – Royal Jordanian** |
| **Inactive** | Filed: July 24, 2007Docket: [DOT-OST-2007-28845](http://www.regulations.gov/#!docketDetail;D=DOT-OST-2007-28845)Final Order: None.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. |

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| **American – British Airways - Iberia – Finnair – Royal Jordanian** **(Oneworld Transatlantic Case)** |
| **Active** | Filed: August 15, 2008Docket: [DOT-OST-2008-0252](http://www.regulations.gov/#!docketDetail;D=DOT-OST-2008-0252)Show Cause: Order 2010-2-8 (Feb. 13, 2010)Final Order: Order 2010-7-8 (July 20, 2010)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. |

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| **American – Japan Airlines** |
| **Active** | Filed: February 12, 2010Docket: [DOT-OST-2010-0059](http://www.regulations.gov/#!docketDetail;D=DOT-OST-2010-0059)Show Cause: Order 2010-10-4 (Oct. 6, 2010)Final Order: Order 2010-11-10 (Nov. 10, 2010)Notes: The initial filing was made in Docket [DOT-OST-2010-0034](http://www.regulations.gov/#!docketDetail;D=DOT-OST-2010-0034). The filing was consolidated with a similar request from United/Continental and All Nippon Airways. |

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| **American – Qantas**Seeking Approval under 49 U.S.C. § 41309 But No Antitrust Immunity |
| **Active** | Filed: June 7, 2011Docket: [DOT-OST-2011-0111](http://www.regulations.gov/#!docketDetail;D=DOT-OST-2011-0111)Final Order: Order 2011-11-12 (Nov. 9, 2011)Notes: Consistent with the application filed, the Department granted approval of the alliance agreement in November 2011, but did not make a grant of antitrust immunity. Subsequently, the carriers sought antitrust immunity to expand their commercial arrangements. |

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| **American – Qantas**Seeking Approval and a Grant of Antitrust Immunity |
| **Inactive** | Filed: June 9, 2015Docket: [DOT-OST-2015-0129](https://www.regulations.gov/#!docketBrowser;rpp=25;po=0;D=DOT-OST-2015-0129)Show Cause Order: 2016-11-16 (Nov. 18, 2016) (tentatively disapproving the application and denying a grant of antitrust immunity)Final Order: 2016-12-15 (Dec. 18, 2016) (dismissing the application and closing the docket) |

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| **American – LATAM Airlines Group** |
| **Pending** | Filed: May 16, 2016Docket: DOT-OST-2016-0087Application involves American, LATAM Airlines, LATAM Airlines Brazil, LAN Peru, LATAM Airlines Paraguay, LATAM Airlines Colombia |

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| **Delta – Austrian – Sabena - Swissair** |
| **Inactive** | Filed: September 8, 1995Docket: [DOT-OST-1995-618](http://www.regulations.gov/#!docketDetail;D=DOT-OST-1995-618)Final Order: Order 96-6-33 (June 14, 1996)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).  |

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| **Delta – Air France/KLM – Alitalia – Czech Airlines** |
| **Active** | Filed: August 15, 2001Docket: [DOT-OST-2001-10429](http://www.regulations.gov/#!docketDetail;D=DOT-OST-2001-10429)Final Order: Order 2002-1-6 (Jan. 18, 2002)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 [DOT-OST-2007-28644](http://www.regulations.gov/#!docketDetail;D=DOT-OST-2007-28644). This alliance was expanded in Dockets [DOT-OST-2002-11842](http://www.regulations.gov/#!docketDetail;D=DOT-OST-2002-11842) and [DOT-OST-2007-28644](http://www.regulations.gov/#!docketDetail;D=DOT-OST-2007-28644). |

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| **Delta – Korean Air Lines – Air France/KLM – Alitalia – Czech Airlines** |
| **Active** | Filed: March 13, 2002Docket: [DOT-OST-2002-11842](http://www.regulations.gov/#!docketDetail;D=DOT-OST-2002-11842)Final Order: Order 2002-6-18 (June 27, 2002)Joint Venture: Letter approving Joint Venture with conditions, DOT-OST-2002-11842-0021 (11/20/17)Order denying motion of JetBlue to institute a *de novo* proceeding: Order 2017-11-8Notes: This alliance was expanded in [Docket DOT-OST-2007-28644](http://www.regulations.gov/#!docketDetail;D=DOT-OST-2007-28644). |

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| **Delta – Northwest - Air France/KLM – Alitalia – Czech Airlines** **(SkyTeam I Case)** |
| **Inactive** | Filed: September 24, 2004Docket: [DOT-OST-2004-19214](http://www.regulations.gov/#!docketDetail;D=DOT-OST-2004-19214) (consolidated with the codeshare docket -19215) on October 24, 2004).Show Cause: Order 2005-12-12 (December 22, 2005) (tentatively denying the application for antitrust immunity).Final Order: Order 2006-2-1 (February 6, 2006) (granting a motion to dismiss immunity request but approving code-share authority). |

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| **Delta – Northwest - Air France/KLM – Alitalia – Czech Airlines** **(SkyTeam II Case)** |
| **Active** | Filed: June 28, 2007Docket: [DOT-OST-2007-28644](http://www.regulations.gov/#!docketDetail;D=DOT-OST-2007-28644)Show Cause: Order 2008-4-17 (April 9, 2008)Final Order: Order 2008-5-32 (May 22, 2008). Notes: Carve outs from Order 2002-1-6 in Docket [DOT-OST-2001-10429](http://www.regulations.gov/#!docketDetail;D=DOT-OST-2001-10429) were removed. |

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| **Delta – Virgin Blue Group** |
| **Active** | Filed: July 9, 2009Docket: [DOT-OST-2009-0155](http://www.regulations.gov/#!docketDetail;D=DOT-OST-2009-0155)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).Final Order: 2011-6-9 (June 10, 2011) (granting approval of the application subject to conditions, including capacity commitments). |

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| **Delta –Virgin Atlantic - Air France/KLM – Alitalia** |
| **Active** | Filed: April 8, 2013Docket: [DOT-OST-2013-0068](http://www.regulations.gov/#!docketDetail;D=DOT-OST-2013-0068)Show Cause Order: Order 2013-8-21 (Aug. 30, 2013)Final Order: Order 2013-9-14 (Sept. 23, 2013) |

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| **Delta –Aeromexico** |
| **Active** | Filed: March 31, 2015Docket: [DOT-OST-2015-0070](https://www.regulations.gov/#!docketBrowser;rpp=25;po=0;D=DOT-OST-2015-0070)Show Cause: 2016-11-2 (Nov. 4, 2016)Final: 2016-12-13 (Dec. 14, 2016) (approving and making a grant of antitrust immunity to become effective at a future date once certain conditions, notably slot divestitures, have been met).Show Cause (slot allocations): 2017-3-1 (March 2, 2017) (tentatively proposing to assign 24 slot-pairs for service between the U.S. and Mexico as required under Order 2016-12-13).Final Order (slot allocations): 2017-4-6 (April 10, 2017) (makes final the allocation of 24 slot-pairs for service between the U.S. and Mexico).*Note: ATI effective upon submission of the Joint Applicants’ Notice, May 5, 2017 (DOT-OST-2015-0070-0171).*The antitrust immunity expires five years from the effective date of the antitrust immunity. |

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| **IATA** |
| **Inactive** | Filed: July 6, 2006Docket: [DOT-OST-2006-25307](http://www.regulations.gov/#!docketDetail;D=DOT-OST-2006-25307)Show Cause: Order 2006-7-3, July 6, 2006, proceeding initiated by the show-cause order.Final Order: Order 2007-3-23 (March 30, 2007) (revoking immunity for tariff conferences in major markets). Some immunity remains from other proceedings. |

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| **IATA** |
| **Pending** | Filed: April 29, 2016Docket: [DOT-OST-2016-0071](https://www.regulations.gov/docket?D=DOT-OST-2016-0071) |

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| **Northwest - KLM** |
| **Active** | Filed: September 9, 1992Docket: 46731Final Order: Order 93-1-11 (Jan. 11, 1993)Notes: This alliance was expanded in Docket [DOT-OST-2007-28644](http://www.regulations.gov/#!docketDetail;D=DOT-OST-2007-28644). |

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| **Northwest – KLM - Alitalia** |
| **Inactive** | Filed: May 11, 1999Docket: [DOT-OST-1999-5674](http://www.regulations.gov/#!docketDetail;D=DOT-OST-1999-5674)Final Order: Order 99-12-5 (Dec. 3, 1999)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). |

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| **Northwest – Malaysia** |
| **Inactive** | Filed: January 13, 2000Docket: [DOT-OST-2000-6791](http://www.regulations.gov/#!docketDetail;D=DOT-OST-2000-6791)Final Order: Order 2000-10-12 (Oct. 13, 2000).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). |

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| **United - Lufthansa** |
| **Active** | Filed: February 29, 1996Docket: [DOT-OST-1996-1116](http://www.regulations.gov/#!docketDetail;D=DOT-OST-1996-1116)Show Cause: Order 96-5-12 (May 9, 1996)Final Order: Order 96-5-27 (May 20, 1996)Notes: The alliance is subject to carve outs for U.S. point-of-sale nonstop O&D traffic in the Chicago-Frankfurt and Washington-Frankfurt markets. The alliance was expanded in subsequent dockets. |

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| **United – Lufthansa - SAS** |
| **Active** | Filed: May 28, 1996Docket: [DOT-OST-1996-1411](http://www.regulations.gov/#!docketDetail;D=DOT-OST-1996-1411)Final Order: Order 96-11-1 (Nov. 1, 1996)Notes: This alliance was expanded in subsequent dockets. |

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| **United – Air Canada** |
| **Active** | Filed: June 4, 1996Docket: [DOT-OST-1996-1434](http://www.regulations.gov/#!docketDetail;D=DOT-OST-1996-1434)Final Order: Order 97-9-21 (Sept. 19, 1997).Notes: The Final Order granted immunity for transborder markets only. The scope was expanded to global immunity in Docket [DOT-OST-2005-22922](http://www.regulations.gov/#!docketDetail;D=DOT-OST-2005-22922). The alliance was subject to carve outs for all U.S. point-of-sale local O&D traffic in the Chicago-Toronto and San Francisco-Toronto markets. |

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| **United – Air New Zealand** |
| **Active** | Filed: December 17, 1999Docket: [DOT-OST-1999-6680](http://www.regulations.gov/#!docketDetail;D=DOT-OST-1999-6680)Final Order: Order 2001-4-2 (April 3, 2001)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. |

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| **United – Austrian – Lufthansa - SAS** |
| **Active** | Filed: August 18, 2000Docket: [DOT-OST-2000-7828](http://www.regulations.gov/#!docketDetail;D=DOT-OST-2000-7828)Final Order: Order 2001-1-19 (Jan. 26, 2001)Notes: This alliance was expanded in a subsequent docket. |

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| **United – Copa** |
| **Active** | Filed: December 22, 2000Docket: [DOT-OST-2000-8577](http://www.regulations.gov/#!docketDetail;D=DOT-OST-2000-8577)Final Order: Order 2001-5-1 (May 3, 2001)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. |

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| **United – bmi – Austrian – Lufthansa - SAS**  |
| **Active** | Filed: September 5, 2001Docket: [DOT-OST-2001-10575](http://www.regulations.gov/#!docketDetail;D=DOT-OST-2001-10575) and [11029](http://www.regulations.gov/#!docketDetail;D=DOT-OST-2001-11029)Orders: April 4, 2002, Order 2002-4-4 (Subject to achieving US-UK open skies within six months of issue date of order). October 3, 2002, Order 2002-10-6 (Subject to achieving US-UK open skies by December 31, 2002). December 31, 2002, Order 2002-12-22 (Subject to achieving US-UK open skies by June 30, 2003). June 30, 2003, Order 2003-6-39 (Subject to achieving US-UK open skies agreement).Sept 12, 2007, Order 2007-9-12, authority granted effective March 30, 2008 (docket [11029](http://www.regulations.gov/#!docketDetail;D=DOT-OST-2001-11029)).Notes: Bmi ceased operations in 2012. |

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| **United – Asiana**  |
| **Active** | Filed: January 3, 2003Docket: [DOT-OST-2003-14202](http://www.regulations.gov/#!docketDetail;D=DOT-OST-2003-14202)Final Order: Order 2003-5-18 (May 14, 2003) |

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| **United - Lufthansa – SAS – Austrian – bmi - LOT – Swiss – TAP – Air Canada**  |
| **Active** | Filed: November 4, 2005Docket: [DOT-OST-2005-22922](http://www.regulations.gov/#!docketDetail;D=DOT-OST-2005-22922)Show Cause: Order 2006-12-17 (Dec. 19, 2006)Final Order: Order 2007-2-16 (Feb. 13, 2007)Notes: This alliance was expanded in a subsequent docket. See also [DOT-OST-1996-1434](http://www.regulations.gov/#!docketDetail;D=DOT-OST-1996-1434), because Air Canada is part of the immunized alliance. Bmi ceased operations in 2012. |

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| **United – Brussels– Lufthansa – Air Canada – SAS – Austrian – BMI – LOT – Swiss – TAP**  |
| **Active** | Filed: July 23, 2008Docket: [DOT-OST-2008-0234](http://www.regulations.gov/#!docketDetail;D=DOT-OST-2008-0234)Show Cause: Order 2009-4-5 (April 7, 2009)Final Order: Order 2009-7-10 (July 10, 2009) 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. |

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| **United – ANA**  |
| **Active** | Filed: December 23, 2009Docket: [DOT-OST-2010-0059](http://www.regulations.gov/#!docketDetail;D=DOT-OST-2010-0059). Show Cause: Order 2010-10-4 (Oct. 6, 2010)Final Order: Order 2010-11-10 (Nov. 10, 2010)Notes: The initial application was filed in Docket [DOT-OST-2009-0350](http://www.regulations.gov/#!docketDetail;D=DOT-OST-2009-0350). |

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| **Air France/KLM – Air Tahiti Nui – Delta - Alitalia**  |
| **Inactive** | Filed: April 15, 2013Docket: [DOT-OST-2013-0077](http://www.regulations.gov/#!docketDetail;D=DOT-OST-2013-0077)Show Cause: Order 2014-3-17 (March 28, 2014) (tentatively denying a grant of antitrust immunity)Order: Order 2014-4-31 (April 29, 2014) (granting the applicants’ motion to dismiss without prejudice).Notes: The application was dismissed upon motion of the parties following the show-cause order. |

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| **SAS – Iceland Air**  |
| **Active** | Filed: April 13, 2000Docket: [DOT-OST-2000-7248](http://www.regulations.gov/#!docketDetail;D=DOT-OST-2000-7248)Final Order: Order 2000-10-13 (Oct. 13, 2000) |

Pending Cases with Latest Department Actions

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| **American – Qantas Airways II**  |
| **Pending** | Filed: February 26, 2018 Docket: [DOT-OST-2018-0030](https://www.regulations.gov/docket?D=DOT-OST-2018-0030)Order Requesting Additional Information: Order 2018-6-9 (June 13, 2018) Notice for Access to Documents and Suspension of Procedural Schedule (November 1, 2018) |

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| **Hawaiian Airlines – Japan Airlines**  |
| **Pending** | Filed: June 15, 2018Docket: [DOT-OST-2018-0084](https://www.regulations.gov/docket?D=DOT-OST-2018-0084)Order Requesting Additional Information: Order 2018-8-16 (August 20, 2018) |

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| **Delta/Air France/KLM/Virgin Atlantic (Blue Skies)** |
| **Pending** | Filed: July 20, 2018 (Joint Motion to Amend Order 2013-9-14) Docket: [DOT-OST-2013-0068](https://www.regulations.gov/docket?D=DOT-OST-2013-0068) Notice Providing Access to Documents: August 7, 2018 |

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| **Delta Airlines – WestJet**  |
| **Pending** | Filed: October 11, 2018 Docket: [DOT-OST-2018-0154](https://www.regulations.gov/docket?D=DOT-OST-2018-0154)Notice Providing Access to Documents and Suspension of Procedural Schedule: October 16, 2018 |