

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

**U.S. – FRANCE FREQUENCY
ALLOCATION PROCEEDING**

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) **Docket OST-2000-7628**
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**MOTION FOR LEAVE TO FILE AND
AMENDMENT NO. 1 TO APPLICATION OF
DELTA AIR LINES , INC.**

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July 19, 2000

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DELTA AIR LINES , INC.¹**

Delta Air Lines, Inc. (“Delta”) hereby amends its request for U.S.-France combination service frequencies as follows:

1. Delta requests seven (7) frequencies for Atlanta-Paris service commencing October 29, 2000. Delta proposes to operate its second daily Atlanta-Paris flight on a year-round basis using state-of-the-art Boeing 777 Aircraft equipped with 52 BusinessElite and 225 coach seats (277 total seats). The Boeing 777 is the largest capacity aircraft in Delta’s fleet, and is larger than any other aircraft proposed for use in this case.

¹ Delta requests leave to file its amended application one day late, due to the short procedural timeframe involved and internal difficulties in coordinating the revisions to Delta’s proposal with work and travel schedules. Delta is serving this amended application on all parties by facsimile today. No party will be prejudiced by Delta’s application, and all interested parties will have ample opportunity to comment on Delta’s revised proposal in the context of the frequency allocation proceeding established by the Department.

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2. Delta now proposes to introduce a second daily JFK-Paris flight using the opportunities available April 1, 2001.² Delta would operate its proposed JFK-Paris flight using B-767-300ER Aircraft equipped with 48 BusinessElite and 147 coach seats (total 195 seats).

Delta has sufficient B-767-300ER and B-777 aircraft in its existing fleet to operate the proposed services. In addition, Delta has more aircraft of both types on order.

Delta holds underlying authority to serve France, and currently provides Atlanta-Paris and New York-Paris service pursuant to its existing certificate and exemption authority. Delta asks that the Department take official notice of the exemption, certificate, and route integration authority on file with the Department.

Delta has been in communication with the French authorities and anticipates no difficulties in obtaining sufficient Paris (CDG) slots for its proposed October 29, 2000 or April 1, 2001 services. Atlanta is not slot controlled, and Delta has sufficient slot resources at JFK to ensure the timely introduction of its New York services, should additional slots not be available from other sources.

Opening Argument

Delta's initial application has already detailed the substantial benefits of an award to Delta for New York (JFK) – Paris service. Delta's amended Atlanta

² For purposes of this proceeding, Delta ranks its JFK proposal second behind Atlanta in order of precedence.

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proposal would establish significantly enhanced U.S.-Paris services from the largest and most strategically important hub airport in the United States. Given that there continues to be a shortage of adequate capacity to meet the large pent-up demand for U.S.-Paris service, just as the Department concluded in the recent U.S.-Colombia proceeding, Delta's Atlanta network proposal here, coupled with the large capacity advantage of the 777, would be "particularly significant and compelling in a market that has been artificially restricted for so many years." Order 2000-7-19 at 6.

From Atlanta, Delta and the Delta Connection carriers offer nearly 900 flights to some 164 nonstop destinations. The unmatched size and scope of the Atlanta hub give Delta the unique ability to benefit more U.S. communities with enhanced Paris service options than any other applicant. Delta serves each of the other top three U.S.-Europe destinations – London and Frankfurt – with double daily Delta flights, but due to lack of sufficient frequencies, Delta has been limited to providing just a single daily Atlanta-Paris flight.

While American and United will no doubt claim that Delta's alliance with Air France should preclude Delta from receiving additional frequencies, the Delta/Air France SkyTeam alliance is, in fact, a compelling reason for an award to Delta. Not only is demand for Atlanta-Paris service thriving as a result of the SkyTeam alliance, but the connecting traffic flows via the respective Paris and Atlanta hubs have created a severe capacity shortfall on this critical pipeline route.

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An award to Delta will enhance not only U.S.-Paris network competition, but will also facilitate world-wide alliance competition of the SkyTeam Alliance against the larger rival oneworld and Star alliances.

WHEREFORE, Delta urges the award to Delta of seven frequencies for Atlanta-Paris service commencing October 29, 2000, and seven frequencies for New York-Paris service commencing April 1, 2001.

Respectfully submitted,

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CERTIFICATE OF SERVICE

I hereby certify that a copy of the foregoing Motion for Leave to File and Amendment No. 1 to Application of Delta Air Lines, Inc., has been served this 19th day of July, 2000, upon each of the following persons, by facsimile or first class mail.

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