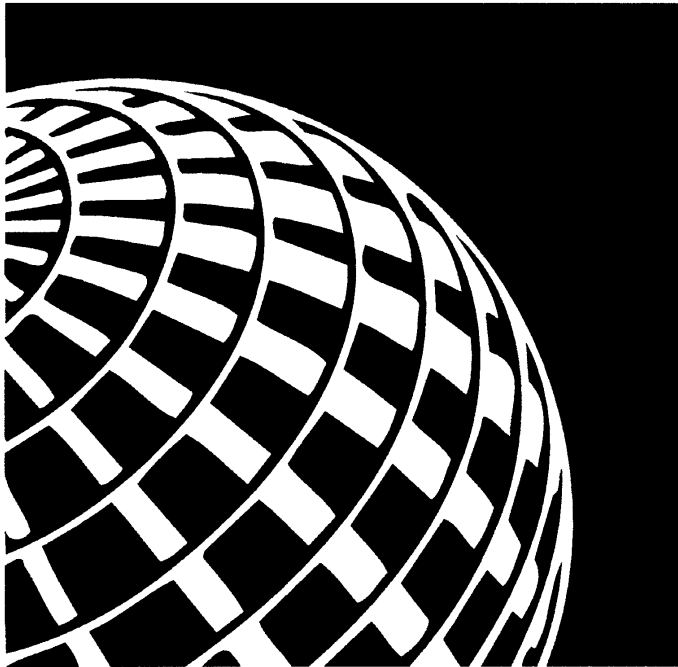

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Department of Transportation
1999 United States - Brazil
Combination Service Case
OST-99-6284**



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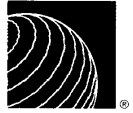
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São Paulo • Rio de Janeiro • Belo Horizonte

**Rebuttal Exhibits of
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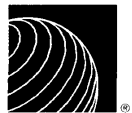
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CO-R-1137	Correcting For Inflated Market Shares And Overly Ambitious Stimulation Rates Reduces Delta's ATL-GIG Forecast By 8,744 Passengers	1
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CO-R-1141	Delta Forecasts 6,632 Annual Rio De Janeiro Passengers From Florida Over Atlanta Even Though It Represents A Significant Backhaul And Miami Has Significant Nonstop Service	1
CO-R-1142	Delta Forecasts 372 Double-Connect Passengers To Rio De Janeiro While Continental Does Not Include Any Double-Connect Traffic In Its Proposal	1
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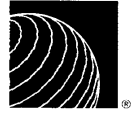
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CO-R-1156	Continental Is Asking For Only One New York/Newark Frequency	1
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CO-R-1168	Despite United's Claims, The Proposed Los Angeles - São Paulo Service Will Provide Minimal Benefit To Connecting Western U.S. Cities, Accounting For Only 16% Of United's Total Forecasted Traffic	1
CO-R-1169	United Already Has Ample Brazil Access	1
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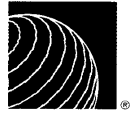
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CO-R-1177	Continental Forecasts More Cargo From New York/Newark Than The Other Carrier/Applicants	1
CO-R-1178	Continental's New York/Newark Hub Is Far Larger Than American's New York (JFK) Operation	3
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CO-R-1185	Continental At New York/Newark Operates Many More International Destinations Nonstop Than American At New York (JFK)	1
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