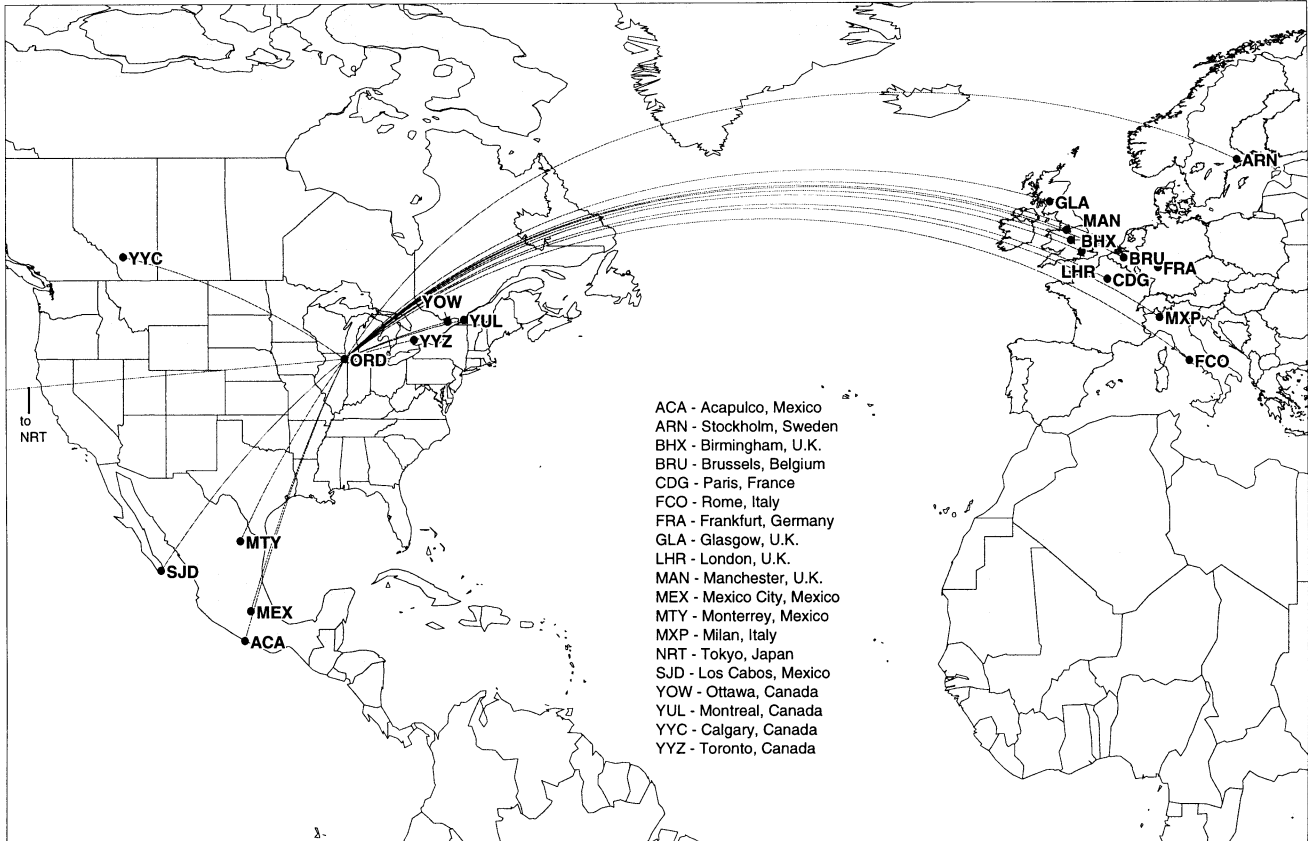


American Operates Extensive International Service At Chicago



Source: Company Records.

**American Will Provide Single Connection Online Service Between
Paris and 91 Points Beyond/Behind Chicago**

| | |
|--------------------------------------|------------------------------------|
| Albany, NY | Miami, FL |
| Albuquerque, NM | Milwaukee, WI <u>1/</u> |
| Atlanta, GA | Minneapolis/St. Paul, MN |
| Austin, GA | Monterrey, Mexico |
| Baltimore, MD | Montreal (Dorval), Canada |
| Baton Rouge, LA <u>1/</u> | Nashville, TN |
| Bloomington, IL <u>1/</u> | New Orleans, LA |
| Boston, MA | New York (LaGuardia), NY |
| Buffalo, NY | Newark, NJ |
| Calgary, Canada | NW Arkansas Regional, AR <u>1/</u> |
| Cedar Rapids, IA <u>1/</u> | Oklahoma City, OK |
| Champaign, IL <u>1/</u> | Omaha, NE <u>1/</u> |
| Chattanooga, TN <u>1/</u> | Orange County, CA |
| Cincinnati, OH <u>1/</u> | Orlando, FL |
| Cleveland, OH <u>1/</u> | Ottawa, Canada |
| Columbus, OH <u>1/</u> | Peoria, IL <u>1/</u> |
| Dallas (Love), TX | Philadelphia, PA |
| Dallas/Fort Worth, TX | Phoenix, AZ |
| Dayton, OH <u>1/</u> | Pittsburgh, PA <u>1/</u> |
| Denver, CO | Portland, OR |
| Des Moines, IA <u>1/</u> | Providence, RI |
| Detroit, MI | Raleigh/Durham, NC |
| Dubuque, IA <u>1/</u> | Reno, NV |
| Duluth, MN/Superior, WI <u>1/</u> | Rochester, MN |
| El Paso, TX | Rochester, NY |
| Evansville, IN <u>1/</u> | Salt Lake City, UT |
| Fort Lauderdale, FL | San Antonio, TX |
| Fort Wayne, IN <u>1/</u> | San Diego, CA |
| Grand Rapids, MI <u>1/</u> | San Francisco, CA |
| Green Bay, WI <u>1/</u> | San Jose, CA |
| Greenville/Spartanburg, SC <u>1/</u> | San Juan, Puerto Rico |
| Harrisburg, PA | Seattle/Tacoma, WA |
| Hartford, CT/Springfield, MA | South Bend, IN <u>1/</u> |
| Honolulu, HI | St. Louis, MO |
| Houston (Bush), TX | Stewart/Newburgh, NY |
| Huntsville, AL <u>1/</u> | Syracuse, NY |
| Indianapolis, IN <u>1/</u> | Tampa, FL |
| Jackson Hole, WY | Toledo, OH <u>1/</u> |
| Kalamazoo, MI <u>1/</u> | Toronto (Pearson), Canada |
| Kansas City, MO | Traverse City, MI <u>1/</u> |
| LaCrosse, WI <u>1/</u> | Tucson, OK |
| Las Vegas, NV | Tulsa, OK |
| Long Beach, CA | Washington (National), D.C. |
| Los Angeles, CA | White Plains, NY |
| Madison, WI <u>1/</u> | |
| Memphis, TN <u>1/</u> | |
| Mexico City, Mexico | |

1/ Operated by American Eagle.

**American's Proposed Chicago - Paris Service
 Outbound Online Connections At Chicago**

| Departs | Frequency | From City | AA Flight Number | Arrives | Departs | Arrives | Equip |
|---------|---------------|----------------------------------|------------------|---------------|---------------|---------|-------|
| | | | | Chicago / ORD | Chicago / ORD | | |
| 1412 | 1 2 3 4 5 6 7 | AUS Baltimore, MD | 1954 | 1645 | | | M80 |
| 1430 | 1 2 3 4 5 6 7 | DFW Dallas/Fort Worth, TX | 2354 | 1652 | | | M80 |
| 1120 | 6 . | LAS Las Vegas, NV | 2008 | 1653 | | | M80 |
| 1440 | 1 2 3 4 5 6 7 | DAL Dallas (Love), TX | 2544 | 1655 | | | 100 |
| 1605 | 1 2 3 4 5 6 7 | CMI Champaign, IL | 4364 | 1655 | | | ERJ |
| 1558 | 1 2 3 4 5 . 7 | PHL Philadelphia, PA | 839 | 1714 | | | M80 |
| 1622 | 1 2 3 4 5 6 7 | CID Cedar Rapids, IA | 4293 | 1714 | | | ERJ |
| 1611 | 1 2 3 4 5 6 7 | GRB Green Bay, WI | 4240 | 1715 | | | ERJ |
| 1709 | 1 2 3 4 5 6 7 | TOL Toledo, OH | 4354 | 1720 | | | ERJ |
| 1532 | 1 2 3 4 5 6 7 | BOS Boston, MA | 1761 | 1721 | | | 100 |
| 1558 | 1 2 3 4 5 6 7 | EWR Newark, NJ | 1433 | 1722 | | | M80 |
| 1500 | 1 2 3 4 5 . 7 | DFW Dallas/Fort Worth, TX | 2256 | 1724 | | | M80 |
| 1336 | 1 2 3 4 5 6 7 | SJU San Juan, Puerto Rico | 1265 | 1726 | | | 757 |
| 1600 | 1 2 3 4 5 6 7 | LGA New York (La Guardia), NY | 341 | 1727 | | | 738 |
| 1455 | 1 2 3 4 5 . 7 | IAH Houston (Bush), TX | 1854 | 1729 | | | 100 |
| 1615 | 1 2 3 4 5 . 7 | MSP Minneapolis/St. Paul, MN | 525 | 1731 | | | M80 |
| 1520 | 1 2 3 4 5 6 7 | MIA Miami, FL | 934 | 1734 | | | 757 |
| 1127 | 1 2 3 4 5 6 7 | LAX Los Angeles, CA | 1560 | 1735 | | | M80 |
| 1650 | 1 2 3 4 5 6 7 | PIT Pittsburgh, PA | 4042 | 1735 | | | ERJ |
| 1632 | 1 2 3 4 5 6 7 | BMI Bloomington, IN | 4218 | 1736 | | | ATR |
| 1500 | 1 2 3 4 5 6 7 | AUS Austin, TX | 1358 | 1737 | | | M80 |
| 1656 | 1 2 3 4 5 6 7 | BUF Buffalo, NY | 1837 | 1737 | | | 738 |
| 1612 | 1 2 3 4 5 6 7 | BDL Hartford, CT/Springfield, MA | 1057 | 1738 | | | M80 |
| 1422 | 1 2 3 4 5 6 7 | DEN Denver, CO | 1376 | 1739 | | | M80 |
| 1651 | 1 2 3 4 5 6 7 | YYZ Toronto, Canada | 1765 | 1740 | | | 757 |
| 1627 | 1 2 3 4 5 6 7 | ALB Albany, NY | 411 | 1741 | | | M80 |
| 1628 | 1 2 3 4 5 6 7 | YUL Montreal, Canada | 2037 | 1742 | | | 738 |
| 1639 | 1 2 3 4 5 6 7 | RST Rochester, MN | 1094 | 1743 | | | 100 |
| 1652 | 1 2 3 4 5 6 7 | ROC Rochester, NY | 1119 | 1743 | | | M80 |
| 1647 | 1 2 3 4 5 6 7 | MDT Harrisburg, PA | 1787 | 1743 | | | 100 |
| 1615 | 1 2 3 4 5 6 7 | PVD Providence, RI | 1259 | 1744 | | | M80 |
| 1201 | 1 2 3 4 5 6 7 | RNO Reno, NV | 1280 | 1745 | | | 738 |
| 1652 | 1 2 3 4 5 6 7 | SYR Syracuse, NY | 437 | 1750 | | | M80 |
| 1600 | 1 2 3 4 5 6 7 | BOS Boston, MA | 1801 | 1750 | | | M80 |
| 1530 | 1 2 3 4 5 6 7 | DFW Dallas/Fort Worth, TX | 2358 | 1751 | | | M80 |
| 1153 | 1 2 3 4 5 6 7 | LGB Long Beach, CA | 1364 | 1753 | | | M80 |
| 1608 | 1 2 3 4 5 6 7 | TPA Tampa, FL | 617 | 1754 | | | 738 |
| 1153 | 1 2 3 4 5 6 7 | LAX Los Angeles, CA | 1576 | 1755 | | | 738 |
| 1735 | 1 2 3 4 5 6 7 | TVC Traverse City, MI | 4330 | 1755 | | | ATR |
| 1659 | 1 2 3 4 5 6 7 | PIA Peoria, IL | 4392 | 1755 | | | ERJ |
| 1727 | 1 2 3 4 5 6 7 | CMH Columbus, OH | 4346 | 2756 | | | ERJ |
| 1652 | 1 2 3 4 5 6 7 | DCA Washington (National), D.C. | 1173 | 1757 | | | 738 |
| 1657 | 1 2 3 4 5 6 7 | LSE LaCrosse, WI | 4268 | 1757 | | | ERJ |

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Source: American Airlines schedules.
 Effective August 15, 2000.

**American's Proposed Chicago - Paris Service
 Outbound Online Connections At Chicago**

| Departs | Frequency | From City | AA Flight Number | Arrives | Departs | Arrives | Equip |
|---------|---------------|--------------------------------|------------------|---------------|---------------|---------|-------|
| | | | | Chicago / ORD | Chicago / ORD | | |
| 1647 | 1 2 3 4 5 6 7 | BWI Baltimore, MD | 1445 | 1758 | | | M80 |
| 1225 | 1 2 3 4 5 6 7 | LAS Las Vegas, NV | 1778 | 1759 | | | M80 |
| 1656 | 1 2 3 4 5 6 7 | YOW Ottawa, Canada | 1451 | 1800 | | | 100 |
| 1650 | 1 2 3 4 5 6 7 | RDU Raleigh/Durham, NC | 1631 | 1800 | | | M80 |
| 1755 | 1 2 3 4 5 6 7 | GRR Grand Rapids, MI | 4194 | 1800 | | | ERJ |
| 1705 | 1 2 3 4 5 . 7 | CHA Chattanooga, TN | 4422 | 1800 | | | ERJ |
| 1745 | 1 2 3 4 5 6 7 | DTW Detroit, MI | 851 | 1801 | | | M80 |
| 1706 | 1 2 3 4 5 6 7 | ATL Atlanta, GA | 509 | 1804 | | | M80 |
| 1652 | 1 2 3 4 5 6 7 | SWF Stewart/Newburgh, NY | 409 | 1805 | | | 100 |
| 1706 | 1 2 3 4 5 6 7 | MSN Madison, WI | 4135 | 1805 | | | ERJ |
| 1645 | 1 2 3 4 5 6 7 | IND Indianapolis, IN | 4296 | 1805 | | | ERJ |
| 1649 | 1 2 3 4 5 6 7 | MSP Minneapolis/St. Paul, MN | 1349 | 1814 | | | 100 |
| 1700 | 6 . | PHL Philadelphia, PA | 383 | 1815 | | | 100 |
| 1702 | 1 2 3 4 5 . 7 | PHL Philadelphia, PA | 1383 | 1815 | | | M80 |
| 1706 | 1 2 3 4 5 6 7 | GSP Greenville/Spartanburg, SC | 4134 | 1815 | | | ERJ |
| 1713 | 1 2 3 4 5 6 7 | SBN South Bend, IN | 4447 | 1815 | | | ATR |
| 1600 | 1 2 3 4 5 . 7 | DFW Dallas/Fort Worth, TX | 2260 | 1824 | | | M80 |
| 1736 | 1 2 3 4 5 6 7 | CLE Cleveland, OH | 4216 | 1825 | | | ERJ |
| 1700 | 1 2 3 4 5 . 7 | LGA New York (La Guardia), NY | 345 | 1829 | | | M80 |
| 1655 | 1 2 3 4 5 6 7 | DLH Duluth, MN/Superior, WI | 4016 | 1830 | | | ERJ |
| 1700 | 1 2 3 4 5 . 7 | BOS Boston, MA | 1339 | 1848 | | | M80 |
| 1720 | 1 2 3 4 5 6 7 | EWR Newark, NJ | 1795 | 1852 | | | 100 |
| 1255 | 1 2 3 4 5 6 7 | LAX Los Angeles, CA | 88 | 1911 | | | M80 |
| 1745 | 1 2 3 4 5 6 7 | BNA Nashville, TN | 1520 | 1914 | | | 100 |
| 1323 | 1 2 3 4 5 6 7 | SNA Orange County, CA | 1668 | 1914 | | | 757 |
| 1730 | 1 2 3 4 5 6 7 | BOS Boston, MA | 1675 | 1915 | | | 738 |
| 1725 | 1 2 3 4 5 6 7 | MEM Memphis, TN | 4264 | 1915 | | | ERJ |
| 1802 | 1 2 3 4 5 6 7 | IND Indianapolis, IN | 4335 | 1915 | | | ERJ |
| 1647 | 1 2 3 4 5 6 7 | BTR Baton Rouge, LA | 4108 | 1916 | | | ERJ |
| 1700 | 1 2 3 4 5 6 7 | DFW Dallas/Fort Worth, TX | 2264 | 1918 | | | M80 |
| 1802 | 1 2 3 4 5 6 7 | DSM Des Moines, IA | 4024 | 1920 | | | ERJ |
| 1800 | 1 2 3 4 5 6 7 | LGA New York (La Guardia), NY | 349 | 1925 | | | M80 |
| 1756 | 1 2 3 4 5 6 7 | PVD Providence, RI | 1803 | 1928 | | | M80 |
| 1527 | 1 2 3 4 5 6 7 | SLC Salt Lake City, UT | 896 | 1929 | | | M80 |
| 1547 | 1 2 3 4 5 6 7 | ABQ Albuquerque, NM | 498 | 1930 | | | M80 |
| 1848 | 1 2 3 4 5 6 7 | YYZ Toronto, Canada | 1437 | 1930 | | | 100 |
| 1925 | 1 2 3 4 5 . 7 | TVC Traverse City, MI | 4328 | 1930 | | | ERJ |
| 1337 | 1 2 3 4 5 6 7 | PDX Portland, OR | 500 | 1934 | | | M80 |
| 1406 | 1 2 3 4 5 6 7 | PHX Phoenix, AZ | 1888 | 1935 | | | 757 |
| 1650 | 1 2 3 4 5 6 7 | SAT San Antonio, TX | 1338 | 1935 | | | 100 |
| 1333 | 1 2 3 4 5 6 7 | SJC San Jose, CA | 1534 | 1940 | | | 738 |
| 1325 | 1 2 3 4 5 6 7 | LAX Los Angeles, CA | 558 | 1940 | | | M80 |
| 1338 | 1 2 3 4 5 6 7 | SAN San Diego, CA | 1004 | 1940 | | | M80 |

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**American's Proposed Chicago - Paris Service
 Outbound Online Connections At Chicago**

| Departs | Frequency | From City | AA Flight Number | Arrives | Departs | Arrives | Equip |
|---------|---------------|---------------------------------|---------------------|------------------|------------------|---------|---------|
| | | | | Chicago / ORD | Chicago / ORD | Paris | |
| 1736 | 1 2 3 4 5 6 7 | OKC Oklahoma City, OK | 1080 | 1941 | | | 100 |
| 1527 | 1 2 3 4 5 6 7 | YYC Calgary, Canada | 696 | 1942 | | | M80 |
| 1715 | 1 2 3 4 5 6 7 | MIA Miami, FL | 1058 | 1943 | | | M80 |
| 1822 | 1 2 3 4 5 . 7 | EVV Evansville, IN | 1866 | 1945 | | | ERJ |
| 1755 | 1 2 3 4 5 . 7 | XNA NW Arkansas Regional, AR | 4158 | 1945 | | | ERJ |
| 1607 | 6 . | JAC Jackson Hole, WY | 4106 | 1945 | | | 757 |
| 1832 | 1 2 3 4 5 6 7 | STL St. Louis, MO | 2352 | 1945 | | | 100 |
| 1420 | 1 2 3 4 5 6 7 | TUS Tucson, AZ | 1006 | 1945 | | | M80 |
| 1808 | 1 2 3 4 5 6 7 | EWR Newark, NJ | 1205 | 1946 | | | M80 |
| 1747 | 1 2 3 4 5 6 7 | TUL Tulsa, OK | 814 | 1946 | | | 738 |
| 1700 | 1 2 3 4 5 6 7 | IAH Houston (Bush), TX | 1428 | 1946 | | | M80 |
| 1622 | 1 2 3 4 5 6 7 | DEN Denver, CO | 662 | 1947 | | | M80 |
| 1839 | 1 2 3 4 5 6 7 | DCA Washington (National), D.C. | 1365 | 1947 | | | 100 |
| 1335 | 1 2 3 4 5 6 7 | SFO San Francisco, CA | 46 | 1947 | | | 738 |
| 1823 | 1 2 3 4 5 6 7 | PHL Philadelphia, PA | 1227 | 1948 | | | 100 |
| 1800 | 1 2 3 4 5 6 . | BOS Boston, MA | 1599 | 1948 | | | 100 |
| 1722 | 1 2 3 4 5 6 7 | MSY New Orleans, LA | 1812 | 1948 | | | M80 |
| 1347 | 1 2 3 4 5 6 7 | SEA Seattle/Tacoma, WA | 1924 | 1948 | | | M80 |
| 1948 | 1 2 3 4 5 . 7 | AZO Kalamazoo, MI | 4333 | 1948 | | | ERJ |
| 1948 | 1 2 3 4 5 . 7 | GRR Grand Rapids, MI | 4278 | 1948 | | | ERJ |
| 1859 | 1 2 3 4 5 6 7 | MKE Milwaukee, WI | 4241 | 1949 | | | ERJ |
| 1542 | 1 2 3 4 5 6 7 | ELP El Paso, TX | 1694 | 1949 | | | M80 |
| 1801 | 6 . | MCO Orlando, FL | 2015 | 1949 | | | M80 |
| 1815 | 1 2 3 4 5 6 7 | MCI Kansas City, MO | 788 | 1950 | | | M80 |
| 1710 | 1 2 3 4 5 6 7 | AUS Austin, TX | 564 | 1950 | | | M80 |
| 1845 | 1 2 3 4 5 . 7 | BMI Bloomington, IL | 4256 | 1950 | | | ATR |
| 1829 | 1 2 3 4 5 . 7 | HPN White Plains, NY | 755 | 1951 | | | 100 |
| 1823 | 6 . | MSP Minneapolis/St. Paul, MN | 1872 | 1953 | | | M80 |
| 1923 | 1 2 3 4 5 6 7 | CVG Cincinnati, OH | 4092 | 1953 | | | ERJ |
| 1910 | 1 2 3 4 5 6 7 | MSN Madison, WI | 4066 | 1954 | | | ERJ |
| 1755 | 6 7 | FLL Fort Lauderdale, FL | 2289 | 1954 | | | M80 |
| 1730 | 1 2 3 4 5 . 7 | DFW Dallas/Fort Worth, TX | 2366 | 1955 | | | M80 |
| 1820 | 1 2 3 4 5 . 7 | OMA Omaha, NE | 4198 | 1955 | | | ERJ |
| 1823 | 1 2 3 4 5 . 7 | MSP Minneapolis/St. Paul, MN | 1874 | 1955 | | | 100 |
| 1955 | 1 2 3 4 5 . 7 | TOL Toledo, OH | 4356 | 2010 | | | ERJ |
| 1845 | 1 2 3 4 5 . 7 | FWA Fort Wayne, IN | 4022 | 2010 | | | ERJ |
| | | | | | ↳ | 2045 | 1205 +1 |

**American's Proposed Paris - Chicago Service
 Inbound Online Connections At Chicago**

| Departs Paris | Arrives Chicago (ORD) | Departs Chicago (ORD) | Frequency | AA Flight Number | To City | Arrives | Equip |
|---------------|-----------------------|-----------------------|---------------|------------------|---------------------------------|---------|-------|
| 1055 | 1305 | | | | | | |
| | | ↓ | | | | | |
| | | 1415 | 1 2 3 4 5 6 7 | 4153 | AZO Kalamazoo, MI | 1601 | ERJ |
| | | 1415 | 1 2 3 4 5 6 7 | 4219 | BMI Bloomington, IL | 1520 | ATR |
| | | 1430 | 1 2 3 4 5 6 7 | 473 | LAX Los Angeles, CA | 1638 | 738 |
| | | 1434 | 1 2 3 4 5 6 7 | 4363 | CMI Champaign, IL | 1534 | ERJ |
| | | 1435 | 1 2 3 4 5 6 7 | 4005 | CMH Columbus, OH | 1657 | ERJ |
| | | 1435 | 1 2 3 4 5 6 7 | 4353 | TOL Toledo, OH | 1639 | ERJ |
| | | 1440 | 1 2 3 4 5 6 7 | 23 | DTW Detroit, MI | 1654 | M80 |
| | | 1440 | 1 2 3 4 5 6 7 | 520 | PHL Philadelphia, PA | 1745 | 100 |
| | | 1440 | 1 2 3 4 5 6 7 | 4215 | CLE Cleveland, OH | 1702 | ERJ |
| | | 1440 | 1 2 3 4 5 6 7 | 4236 | CID Cedar Rapids, IN | 1548 | ERJ |
| | | 1440 | 1 2 3 4 5 6 7 | 4295 | GRB Green Bay, WI | 1541 | ERJ |
| | | 1444 | 1 2 3 4 5 6 7 | 1347 | MSP Minneapolis/St. Paul, MN | 1614 | 100 |
| | | 1444 | 1 2 3 4 5 6 7 | 1531 | SAT San Antonio, TX | 1735 | M80 |
| | | 1444 | 1 2 3 4 5 6 7 | 4019 | DLH Duluth, MN/Superior, WI | 1614 | ERJ |
| | | 1444 | 1 2 3 4 5 6 7 | 4331 | TVC Traverse City, MI | 1704 | ATR |
| | | 1445 | 1 2 3 4 5 6 7 | 1372 | BOS Boston, MA | 1814 | 100 |
| | | 1445 | 1 2 3 4 5 6 7 | 1489 | SJC San Jose, CA | 1709 | 738 |
| | | 1445 | 1 2 3 4 5 6 7 | 1497 | OKC Oklahoma City, OK | 1649 | 100 |
| | | 1445 | 1 2 3 4 5 6 7 | 1569 | RST Rochester, MN | 1555 | 100 |
| | | 1445 | 1 2 3 4 5 6 7 | 4131 | MKE Milwaukee, WI | 1529 | ERJ |
| | | 1450 | 1 2 3 4 5 6 7 | 369 | MIA Miami, FL | 1906 | 757 |
| | | 1450 | 1 2 3 4 5 6 7 | 1021 | MSY New Orleans, LA | 1708 | M80 |
| | | 1450 | 1 2 3 4 5 6 7 | 1103 | SEA Seattle/Tacoma, WA | 1715 | M80 |
| | | 1450 | 1 2 3 4 5 6 7 | 1234 | YYZ Toronto, Canada | 1726 | 100 |
| | | 1450 | 1 2 3 4 5 6 7 | 1563 | STL St. Louis, MO | 1608 | 100 |
| | | 1450 | 1 2 3 4 5 6 7 | 1570 | DCA Washington (National), D.C. | 1741 | 100 |
| | | 1450 | 1 2 3 4 5 6 7 | 1701 | TUL Tulsa, OK | 1641 | 738 |
| | | 1455 | 1 2 3 4 5 6 7 | 83 | SFO San Francisco, CA | 1732 | 762 |
| | | 1455 | 1 2 3 4 5 6 7 | 1626 | MCO Orlando, FL | 1839 | M80 |
| | | 1500 | 1 2 3 4 5 6 7 | 362 | LGA New York (La Guardia), NY | 1810 | M80 |
| | | 1500 | 1 2 3 4 5 6 7 | 599 | PHX Phoenix, AZ | 1637 | 757 |
| | | 1500 | 1 2 3 4 5 6 7 | 873 | LAX Los Angeles, CA | 1715 | 763 |
| | | 1500 | 1 2 3 4 5 6 7 | 1311 | AUS Austin, TX | 1742 | M80 |
| | | 1500 | 1 2 3 4 5 6 7 | 1629 | SNA Orange County, CA | 1715 | 757 |
| | | 1500 | 1 2 3 4 5 6 7 | 1968 | EWB Newark, NJ | 1818 | 100 |
| | | 1500 | 1 2 3 4 5 . 7 | 2237 | DFW Dallas/Fort Worth, TX | 1732 | M80 |
| | | 1505 | 1 2 3 4 5 6 7 | 861 | SAN San Diego, CA | 1713 | 738 |
| | | 1505 | 1 2 3 4 5 6 7 | 1541 | LAX Los Angeles, CA | 1652 | M80 |
| | | 1505 | 1 2 3 4 5 6 7 | 1671 | BNA Nashville, TN | 1633 | 100 |
| | | 1505 | 1 2 3 4 5 . 7 | 4105 | XNA NW Arkansas Regional, AR | 1657 | ERJ |
| | | 1505 | 1 2 3 4 5 6 7 | 4259 | MEM Memphis, TN | 1645 | ERJ |
| | | 1510 | 1 2 3 4 5 6 7 | 4007 | IND Indianapolis, IN | 1615 | ERJ |
| | | 1520 | 1 2 3 4 5 6 7 | 845 | DEN Denver, CO | 1703 | M80 |
| | | 1520 | 1 2 3 4 5 6 7 | 1508 | BOS Boston, MA | 1853 | 100 |
| | | 1520 | 1 2 3 4 5 6 7 | 4177 | GRR Grand Rapids, MI | 1725 | ERJ |
| | | 1520 | 1 2 3 4 5 6 7 | 4267 | LSE LaCrosse, WI | 1627 | ERJ |
| | | 1530 | 1 2 3 4 5 6 7 | 2339 | DFW Dallas/Fort Worth, TX | 1757 | M80 |

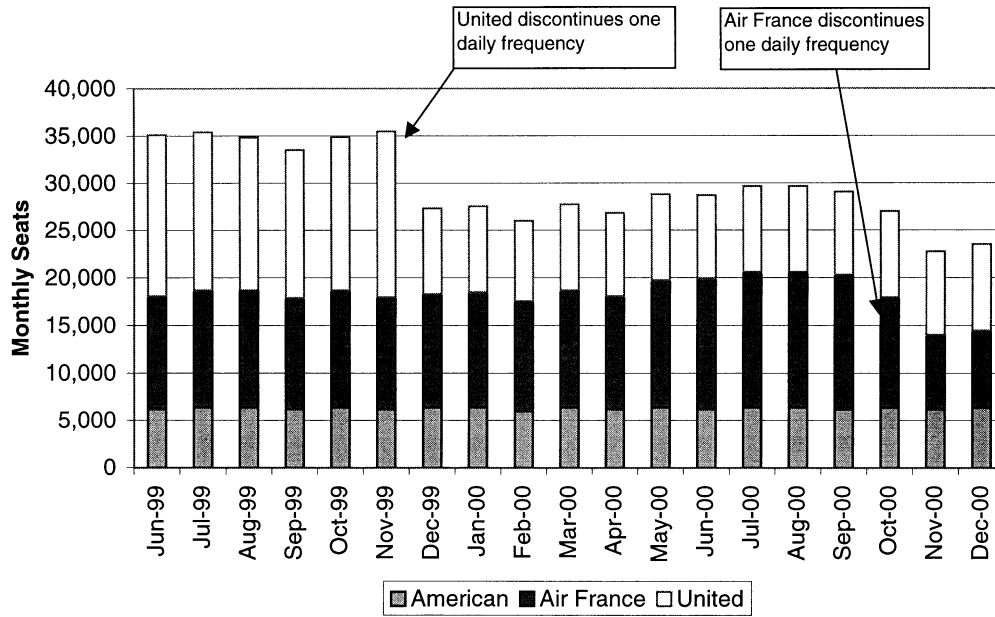
Source: American Airlines schedules.
 Effective August 15, 2000.

**American's Proposed Paris - Chicago Service
 Inbound Online Connections At Chicago**

| Departs Paris | Arrives Chicago (ORD) | Departs Chicago (ORD) | Frequency | AA Flight Number | To City | Arrives | Equip |
|---------------|-----------------------|-----------------------|---------------|------------------|----------------------------------|---------|---------|
| 1055 | 1305 | | | | | | |
| | | ↓ | | | | | |
| | | 1530 | 1 2 3 4 5 . 7 | 2555 | DAL Dallas (Love), TX | 1750 | 100 |
| | | 1530 | 1 2 3 4 5 6 7 | 4379 | PIA Peoria, IL | 1629 | ERJ |
| | | 1545 | 1 2 3 4 5 6 7 | 4091 | MSN Madison, WI | 1635 | ERJ |
| | | 1545 | 1 2 3 4 5 6 7 | 4446 | SBN South Bend, IN | 1630 | ATR |
| | | 1555 | 1 2 3 4 5 6 7 | 4179 | OMA Omaha, NE | 1730 | ERJ |
| | | 1600 | 1 2 3 4 5 6 7 | 358 | LGA New York (La Guardia), NY | 1914 | 738 |
| | | 1600 | 1 2 3 4 5 6 7 | 1871 | LAX Los Angeles, CA | 1817 | M80 |
| | | 1600 | 1 2 3 4 5 6 7 | 2241 | DFW Dallas/Fort Worth, TX | 1825 | M80 |
| | | 1614 | 1 2 3 4 5 6 7 | 853 | MSP Minneapolis/St. Paul, MN | 1748 | 100 |
| | | 1614 | 1 2 3 4 5 6 7 | 1450 | PHL Philadelphia, PA | 1922 | 100 |
| | | 1614 | 1 2 3 4 5 6 7 | 4023 | DSM Des Moines, IA | 1732 | ERJ |
| | | 1614 | 1 2 3 4 5 6 7 | 4154 | CVG Cincinnati, OH | 1829 | ERJ |
| | | 1615 | 1 2 3 4 5 6 7 | 1176 | RDU Raleigh/Durham, NC | 1917 | M80 |
| | | 1615 | 1 2 3 4 5 6 7 | 1788 | ATL Atlanta, GA | 1913 | 100 |
| | | 1615 | 1 2 3 4 5 6 7 | 2269 | DFW Dallas/Fort Worth, TX | 1840 | M80/757 |
| | | 1620 | 1 2 3 4 5 6 7 | 802 | DCA Washington (National), D.C. | 1911 | M80/100 |
| | | 1620 | 1 2 3 4 5 6 7 | 1028 | BWI Baltimore, MD | 1913 | M80 |
| | | 1620 | 1 2 3 4 5 6 7 | 1742 | SWF Stewart/Newburgh, NY | 1928 | 100 |
| | | 1623 | 1 2 3 4 5 . 7 | 4157 | EVV Evansville, IN | 1737 | ERJ |
| | | 1625 | 1 2 3 4 5 6 7 | 552 | DTW Detroit, MI | 1841 | M80 |
| | | 1625 | 1 2 3 4 5 6 7 | 1220 | FLL Fort Lauderdale, FL | 2032 | M80 |
| | | 1625 | 1 2 3 4 5 6 7 | 1412 | ALB Albany, NY | 1927 | M80 |
| | | 1625 | 1 2 3 4 5 6 7 | 1514 | BDL Hartford, CT/Springfield, MA | 1931 | 738 |
| | | 1625 | 1 2 3 4 5 6 7 | 1956 | YYZ Toronto, Canada | 1902 | M80 |
| | | 1625 | 1 2 3 4 5 6 7 | 2022 | BUF Buffalo, NY | 1858 | M80 |
| | | 1630 | 1 2 3 4 5 6 7 | 154 | BOS Boston, MA | 1950 | 738 |
| | | 1630 | 1 2 3 4 5 . 7 | 453 | LAX Los Angeles, CA | 1848 | M80 |
| | | 1630 | 1 2 3 4 5 6 7 | 1168 | YOW Ottawa, Canada | 1924 | 100 |
| | | 1630 | 1 2 3 4 5 6 7 | 1472 | EWR Newark, NJ | 1947 | 757 |
| | | 1630 | 1 2 3 4 5 6 7 | 1486 | TPA Tampa, FL | 2014 | M80 |
| | | 1630 | 1 2 3 4 5 6 7 | 4310 | IND Indianapolis, IN | 1732 | ERJ |
| | | 1635 | 1 2 3 4 5 6 7 | 818 | ROC Rochester, NY | 1915 | M80 |
| | | 1635 | 1 2 3 4 5 6 7 | 1089 | MIA Miami, FL | 2038 | 757 |
| | | 1635 | 1 2 3 4 5 6 7 | 1634 | YUL Montreal, Canada | 1938 | M80 |
| | | 1635 | 1 2 3 4 5 6 7 | 1836 | PVD Providence, RI | 1954 | M80 |
| | | 1644 | 1 2 3 4 5 6 7 | 4189 | BTR Baton Rouge, LA | 1904 | ERJ |
| | | 1644 | 1 2 3 4 5 6 7 | 4325 | TVC Traverse City, MI | 1849 | ERJ |
| | | 1644 | 1 2 3 4 5 . 7 | 4337 | CLE Cleveland, OH | 1912 | ERJ |
| | | 1644 | 1 2 3 4 5 6 7 | 4343 | BMI Bloomington, IL | 1746 | ATR |
| | | 1645 | 1 2 3 4 5 6 7 | 510 | MDT Harrisburg, PA | 1932 | 100 |
| | | 1650 | 1 2 3 4 5 6 7 | 4279 | GRR Grand Rapids, MI | 1848 | ERJ |
| | | 1700 | 1 2 3 4 5 6 7 | 354 | LGA New York (La Guardia), NY | 2012 | M80 |
| | | 1700 | 1 2 3 4 5 6 7 | 2245 | DFW Dallas/Fort Worth, TX | 1932 | M80 |

By November 2000, The Chicago - Paris Market Will Have Lost 12,704 Monthly Seats

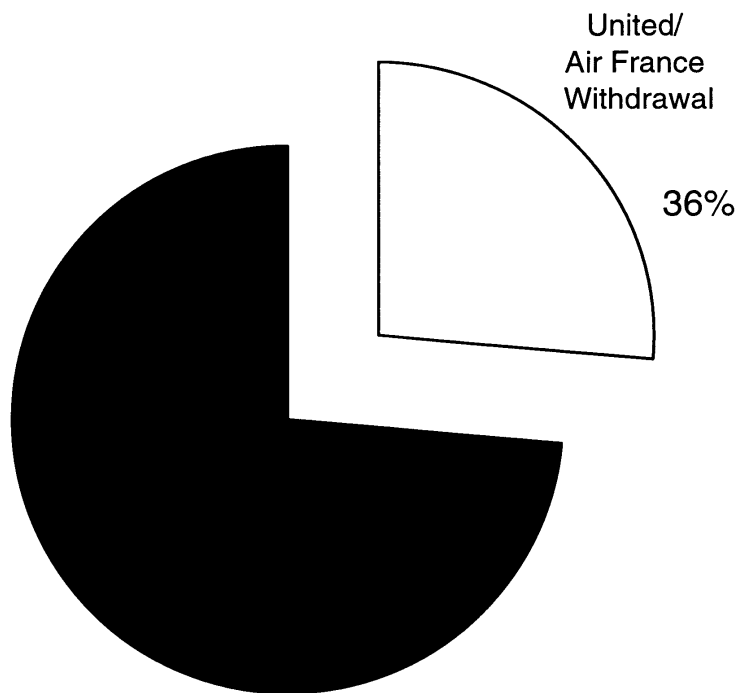
United And Air France Will Each Have Discontinued A Daily Service



Source: OAG 1999-2000.

**By November 2000, United And
Air France Will Have Withdrawn 36 Percent of
Seats Available In The Chicago - Paris Market**

November 1999 vs. November 2000 Seats



As The Sixth Largest U.S. - Paris Origin And Destination Market, Chicago Is Underserved Versus Other Large U.S. - Paris Markets

| Rank | City Pair | O&D Passengers | Percent Share | Nonstop Weekly Frequency | Passengers Per Frequency |
|------|------------------------------|-------------------|------------------|-----------------------------|-----------------------------|
| 1 | New York/Newark - Paris | 864,444 | 24.9% | 77 | 216 |
| 2 | Los Angeles - Paris | 310,550 | 8.9% | 27 | 221 |
| 3 | Bay Area - Paris | 271,805 | 7.8% | 14 | 373 |
| 4 | Washington (IAD) - Paris | 197,216 | 5.7% | 26 | 146 |
| 5 | Miami - Paris | 195,830 | 5.6% | 18 | 209 |
| 6 | Chicago - Paris | 191,023 | 5.5% | 21 | 175 |
| 7 | Boston - Paris | 185,321 | 5.3% | 19 | 188 |
| 8 | Houston - Paris | 87,177 | 2.5% | 14 | 120 |
| 9 | Atlanta - Paris | 82,227 | 2.4% | 21 | 75 |
| 10 | Philadelphia - Paris | 76,091 | 2.2% | 14 | 105 |
| 11 | Dallas/Ft. Worth - Paris | 57,679 | 1.7% | 7 | 158 |
| 12 | Detroit - Paris | 57,213 | 1.6% | 7 | 157 |
| 13 | Orlando - Paris | 52,857 | 1.5% | 0 | N/A |
| 14 | Seattle/Tacoma - Paris | 46,391 | 1.3% | 0 | N/A |
| 15 | Denver - Paris | 38,013 | 1.1% | 0 | N/A |
| 16 | Las Vegas - Paris | 36,842 | 1.1% | 0 | N/A |
| 17 | San Diego - Paris | 36,285 | 1.0% | 0 | N/A |
| 18 | New Orleans - Paris | 34,261 | 1.0% | 0 | N/A |
| 19 | Minneapolis/St. Paul - Paris | 33,154 | 1.0% | 0 | N/A |
| 20 | Cincinnati - Paris | 30,277 | 0.9% | 14 | 42 |
| 21 | Phoenix - Paris | 27,874 | 0.8% | 0 | N/A |
| 22 | Pittsburgh - Paris | 24,845 | 0.7% | 7 | 68 |
| 23 | St. Louis - Paris | 24,338 | 0.7% | 7 | 67 |
| 24 | Tampa - Paris | 21,597 | 0.6% | 0 | N/A |
| 25 | Raleigh/Durham - Paris | 19,360 | 0.6% | 0 | N/A |
| | Other | 435,333 | 12.5% | 7 | 1,196 |
| | Total | 3,477,240 | 100.0% | | |

Source: MIDT Interline Connections,
 Year ending May 2000;
 OAG, November 2000
 as of July 20, 2000.

American Airlines Press Release On The "More Room In Coach" Initiative

AMERICAN IS REMOVING THOUSANDS OF COACH SEATS ON ITS ENTIRE JET FLEET TO CREATE MORE ROOM THROUGHOUT ITS COACH CABINS

In a move that is changing the face of domestic and international coach travel, American Airlines is removing thousands of coach seats on its entire fleet of more than 700 jet aircraft, using the space to provide more room for passengers throughout its coach cabins. All told, American will remove approximately 7,200 seats – about 6.4 percent of its coach capacity – and will increase the seat pitch, or the amount of room between rows of seats, for more than 75,000 coach seats. Nearly six months of intense planning went into developing the program. As of mid-July, American had converted nearly 510 jet airplanes – about 90% of its jet fleet – and has already removed about 5,300 seats.

"We believe that transforming our aircraft to offer more room throughout coach makes good business sense and is the right thing to do in today's competitive environment," said Mike Gunn, American's executive vice president of marketing and planning. He said the coach seat decision is a logical extension of American's expanding service commitment. "By taking out seats and creating more room in coach – row after row after row – on the entire fleet, we are making American a better service provider, and a better value for our customers," Gunn said.

The majority of the work is being done at American's Tulsa, Okla., and Alliance-Fort Worth, Tex., maintenance bases at a cost of about \$70 million. It expands the living space in the airline's coach cabins from the present industry standard of 31 and 32 inches to a predominant level of 34 and 35 inches of space, with some reaching as much as 36 inches. On the Super 80, American's largest fleet, coach living space increasing by as much as 35 percent.

When the project is complete, about 58 percent of American's coach seats will have a seating pitch of 34 inches or more – and about 98 percent of coach seats will have seat room greater than today's industry standard -- creating more coach passenger space on a major carrier than at any time since the deregulation of the airline industry more than 20 years ago. The added space is being offered using new generation coach seats with adjustable leather headrests that American began installing on many of its jets last year.

American launched the conversion work in February and expects to have the entire two-class fleet of approximately 600 jets converted to roomier coach cabins by November. Work on 98 three-class international airplanes will begin this fall and will finish next year. To handle the work in a steady, efficient process, American has set up five special maintenance lines at the Tulsa base and one special line at Alliance. In the end, American will transform coach cabins in 12 different types of domestic and international aircraft, ranging from the Fokker 100 and the MD80 to its longest-range jet, the Boeing 777.

The number of seats being removed from each airplane varies, depending on aircraft size and cabin design. In the case of American's MD80s, which account for 37 percent of the airline's total jet fleet, two rows totaling 10 seats have been eliminated from each aircraft. The first aircraft with the roomier coach cabin, a 129-seat MD80, went into scheduled service on Feb. 12. American will offer the new coach cabins in every corner of its route system, from the mainland United States, Hawaii and Alaska to Europe, the Caribbean, the Atlantic, Japan and Latin America.

Among many elements of the airline's service commitment, Gunn cited an investment of nearly \$6 billion in new aircraft, a \$400 million program for new seats and new aircraft interiors, and the recent groundbreaking for new \$1 billion terminals at Miami International Airport and New York's Kennedy International Airport.

The new coach seats American has been installing are manufactured by Recaro, a highly respected firm well known for building luxury seats for automobiles such as Mercedes and Porsche. Ergonomically designed for comfort and increased legroom, the new coach seats feature stylish upholstery, six-way adjustable leather headrests, and power ports for computers in selected rows.

Adding more room throughout the coach cabin to the comfort and convenience of the new coach seats "is a powerful signal to our customers and our employees that American is determined to lead the way to better customer service," Gunn said.

**The New York/Newark - Paris Market Already Receives
77 Weekly Frequencies Operated By Five Combination Carriers**

New York/Newark - Paris Service

| Carrier | Weekly Flights Operated |
|----------------|------------------------------------|
| Air France | 35 |
| American | 14 |
| Continental | 14 |
| Delta | 7 |
| TWA | 7 |
| Total | 77 |

**The Department Should Grant American's Second Daily
Chicago - France Frequency Before Granting Delta Its Seventh Daily
Online New York - France Frequency**

Delta Already Offers Six Daily Online Services in the New York - France Market

| City Pair | Marketing Carrier | Operating Carrier | Daily Marketed Frequencies |
|------------------------------|------------------------------|------------------------------|---|
| New York (JFK) - Paris (CDG) | Delta | Delta | 1 |
| New York (JFK) - Lyon | Delta | Delta | 1 |
| New York (JFK) - Nice | Delta | Delta | 1 |
| New York (JFK) - Paris (CDG) | Delta | Air France | 3 |
| TOTAL | | | 6 |

**Both United And Delta Propose Unneeded Additions To
 The New York/Newark - Paris Market**

| <u>Carrier</u> | <u>Departs JFK/EWR</u> | | |
|--------------------------|----------------------------|------------|---|
| Air France | 8:00 AM | | |
| Delta (proposed) | 4:45 PM | 45 minutes | Delta's proposed operation would be the third Paris flight departing New York/Newark within a 45 minute time period. |
| Air France | 5:05 PM | | |
| Air France | 5:30 PM | | |
| TWA | 6:20 PM | 95 minutes | United's proposed operation would be the sixth Paris flight departing New York/Newark within a 95 minute time period. |
| American | 6:35 PM | | |
| United (proposed) | 7:00 PM | | |
| Delta | 7:10 PM | | |
| Air France | 7:50 PM | | |
| Continental | 7:55 PM | | |
| Continental | 9:45 PM | | |
| American | 9:45 PM | | |
| Air France | 10:55 PM | | |

Source: OAG, August 2000.

Delta and United Offer Only 35 And 9 Online Connecting Markets Behind JFK, Respectively, Versus 91 Behind Chicago For American

Delta Air Lines

Atlanta, GA
Baltimore, MD 1/
Barbados 2/
Boston, MA
Cancun, Mexico 3/
Chicago, IL
Cincinnati, OH
Cleveland, OH 1/
Dallas/Fort Worth, TX
Denver, CO
Detroit, MI 1/
Fort Lauderdale, FL
Grenada, Grenada 2/
Hartford, CT/Springfield, MA
Kingston, Jamaica 2/
Las Vegas, NV
Los Angeles, CA
Mexico City, Mexico
Miami, FL
Montego Bay, Jamaica 2/
Norfolk, VA 1/
Orlando, FL
Philadelphia, PA
Phoenix, AZ
Pittsburgh, PA 1/
Portland, OR
Raleigh/Durham, NC 1/
Richmond, VA 1/
Salt Lake City, UT
San Diego, CA
San Francisco, CA
Seattle/Tacoma, WA
Tampa, FL
Toronto, Canada 4/
Washington (National), D.C.

United Air Lines

Boston, MA
Buenos Aires, Argentina
Chicago, IL
Los Angeles, CA
San Francisco, CA
San Juan, Puerto Rico
Sao Paulo, Brazil
Seattle/Tacoma, WA
Washington (Dulles), D.C.

NOTE: See Exhibit AA-22.

1/ Operated by Trans States Airlines.

2/ Operated by Air Jamaica.

3/ Operated by Aeromexico.

4/ Operated by Atlantic Southeast Airlines.

Source: OAG, August 2000.

Delta Offers 144 Weekly Online Frequencies Between The U. S. And France

| City Pair | Marketing Carrier | Operating Carrier | Weekly Marketed Frequencies |
|--------------------------------|--------------------------|--------------------------|------------------------------------|
| Atlanta - Paris (CDG) | Delta | Delta | 7 |
| Cincinnati - Paris (CDG) | Delta | Delta | 7 |
| New York (JFK) - Paris (CDG) | Delta | Delta | 7 |
| New York (JFK) - Lyon | Delta | Delta | 7 |
| New York (JFK) - Nice | Delta | Delta | 7 |
| Atlanta - Paris (CDG) | Delta | Air France | 14 |
| Boston - Paris (CDG) | Delta | Air France | 12 |
| Chicago (ORD) - Paris (CDG) | Delta | Air France | 14 |
| Cincinnati - Paris (CDG) | Delta | Air France | 7 |
| Los Angeles - Paris (CDG) | Delta | Air France | 13 |
| New York (JFK) - Paris (CDG) | Delta | Air France | 21 |
| Philadelphia - Paris (CDG) | Delta | Air France | 7 |
| San Francisco - Paris (CDG) | Delta | Air France | 7 |
| Washington (IAD) - Paris (CDG) | Delta | Air France | 14 |
| TOTAL | | | 144 |

**Delta And Its Partner Air France, Together, Offer 320 Weekly Frequencies
 Between the U.S. And France**

| City Pair | Marketing Carrier | Operating Carrier | Weekly Marketed Frequencies |
|--------------------------------|--------------------------|--------------------------|------------------------------------|
| Atlanta - Paris (CDG) | Delta | Delta | 7 |
| Cincinnati - Paris (CDG) | Delta | Delta | 7 |
| New York (JFK) - Paris (CDG) | Delta | Delta | 7 |
| New York (JFK) - Lyon | Delta | Delta | 7 |
| New York (JFK) - Nice | Delta | Delta | 7 |
| Atlanta - Paris (CDG) | Delta | Air France | 14 |
| Boston - Paris (CDG) | Delta | Air France | 12 |
| Chicago (ORD) - Paris (CDG) | Delta | Air France | 14 |
| Cincinnati - Paris (CDG) | Delta | Air France | 7 |
| Los Angeles - Paris (CDG) | Delta | Air France | 13 |
| New York (JFK) - Paris (CDG) | Delta | Air France | 21 |
| Philadelphia - Paris (CDG) | Delta | Air France | 7 |
| San Francisco - Paris (CDG) | Delta | Air France | 7 |
| Washington (IAD) - Paris (CDG) | Delta | Air France | 14 |
| Atlanta - Paris (CDG) | Air France | Air France | 14 |
| Boston - Paris (CDG) | Air France | Air France | 12 |
| Chicago (ORD) - Paris (CDG) | Air France | Air France | 14 |
| Cincinnati - Paris (CDG) | Air France | Air France | 7 |
| Houston - Paris (CDG) | Air France | Air France | 7 |
| Los Angeles - Paris (CDG) | Air France | Air France | 13 |
| Miami - Paris (CDG) | Air France | Air France | 11 |
| New York/Newark - Paris (CDG) | Air France | Air France | 35 |
| Philadelphia - Paris (CDG) | Air France | Air France | 7 |
| San Francisco - Paris (CDG) | Air France | Air France | 7 |
| Washington (IAD) - Paris (CDG) | Air France | Air France | 14 |
| Atlanta - Paris (CDG) | Air France | Delta | 7 |
| Cincinnati - Paris (CDG) | Air France | Delta | 7 |
| New York/Newark - Paris (CDG) | Air France | Delta | 7 |
| New York (JFK) - Lyon | Air France | Delta | 7 |
| New York (JFK) - Nice | Air France | Delta | 7 |
| TOTAL | | | 320 |

**Delta's Alliance Partner, Air France, Could Operate Up To
 52 Additional Weekly Frequencies That Are
 Unused By French Carriers Under The
 U.S. - France Air Transport Agreement**

| <u>U.S. Gateway</u> | <u>France Gateway</u> | <u>French Carrier</u> | <u>Weekly Frequencies</u> |
|---|-----------------------|-----------------------|-------------------------------|
| Atlanta | Paris | Air France | 14 |
| Boston | Paris | Air France | 7 |
| Cincinnati | Paris | Air France | 7 |
| Newark | Paris | Air France | 7 |
| Washington DC | Paris | Air France | 14 |
| Houston | Paris | Air France | 7 |
| New York (JFK) | Paris | Air France | 28 |
| Los Angeles | Paris | Air France | 14 |
| Los Angeles | Paris | AOM Minerve | 5 |
| Miami | Paris | Air France | 7 |
| Chicago | Paris | Air France | 14 |
| Philadelphia | Paris | Air France | 7 |
| San Francisco | Paris | Air France | 7 |
| Total Allocated | | | 138 |
| Total Available Frequencies ^{1/} | | | 190 |
| Unused Frequencies | | | 52 |

**That's More Than Seven Daily Frequencies That
 Can Be Used To Build Up Air France And Delta Service At
 New York, Atlanta, And Elsewhere.**

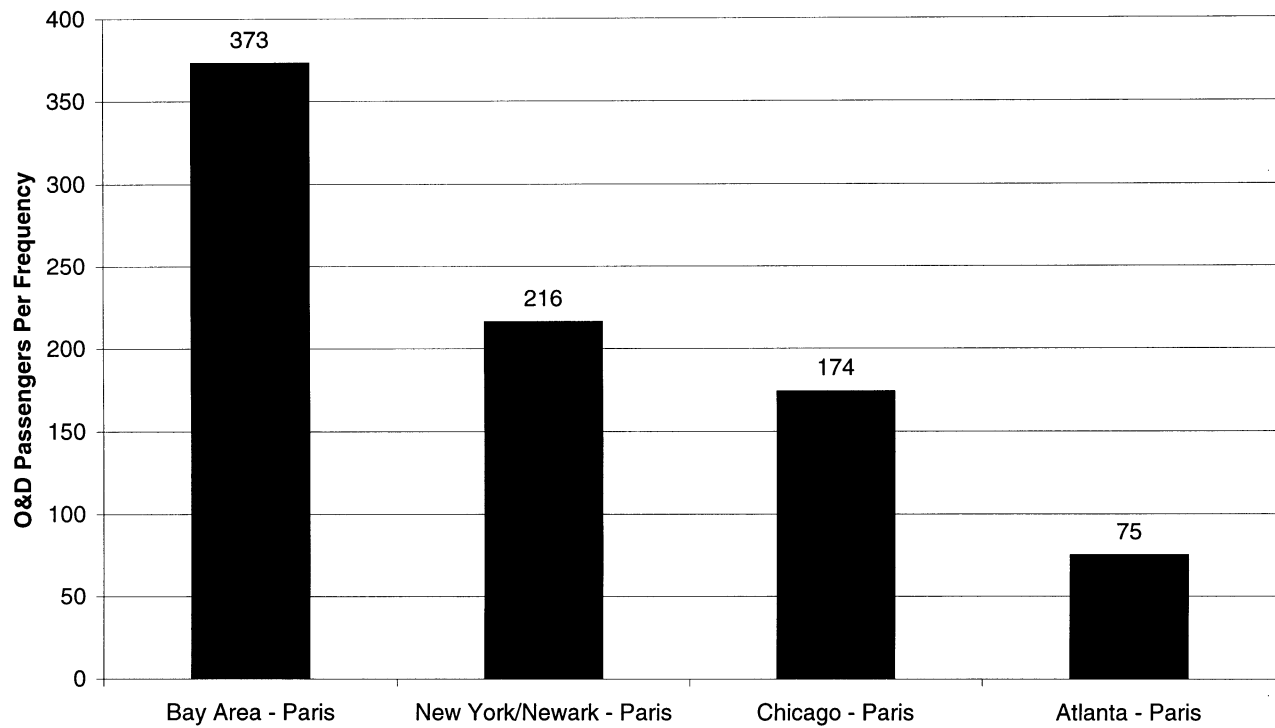
^{1/} U.S. - France Air Transport Agreement, as of July 2000.

Of All The Service Proposals, Atlanta - Paris Has The Smallest Local Origin And Destination Market

| Rank | City Pair | O&D Passengers | Percent Share | Nonstop Weekly Frequency | Passengers Per Frequency |
|------|------------------------------|-------------------|------------------|-----------------------------|-----------------------------|
| 1 | New York/Newark - Paris | 864,444 | 24.9% | 77 | 216 |
| 2 | Los Angeles - Paris | 310,550 | 8.9% | 27 | 221 |
| 3 | Bay Area - Paris | 271,805 | 7.8% | 14 | 373 |
| 4 | Washington (IAD) - Paris | 197,216 | 5.7% | 26 | 146 |
| 5 | Miami - Paris | 195,830 | 5.6% | 18 | 209 |
| 6 | Chicago - Paris | 191,023 | 5.5% | 21 | 175 |
| 7 | Boston - Paris | 185,321 | 5.3% | 19 | 188 |
| 8 | Houston - Paris | 87,177 | 2.5% | 14 | 120 |
| 9 | Atlanta - Paris | 82,227 | 2.4% | 21 | 75 |
| 10 | Philadelphia - Paris | 76,091 | 2.2% | 14 | 105 |
| 11 | Dallas/Ft. Worth - Paris | 57,679 | 1.7% | 7 | 158 |
| 12 | Detroit - Paris | 57,213 | 1.6% | 7 | 157 |
| 13 | Orlando - Paris | 52,857 | 1.5% | 0 | N/A |
| 14 | Seattle - Paris | 46,391 | 1.3% | 0 | N/A |
| 15 | Denver - Paris | 38,013 | 1.1% | 0 | N/A |
| 16 | Las Vegas - Paris | 36,842 | 1.1% | 0 | N/A |
| 17 | San Diego - Paris | 36,285 | 1.0% | 0 | N/A |
| 18 | New Orleans - Paris | 34,261 | 1.0% | 0 | N/A |
| 19 | Minneapolis/St. Paul - Paris | 33,154 | 1.0% | 0 | N/A |
| 20 | Cincinnati - Paris | 30,277 | 0.9% | 14 | 42 |
| 21 | Phoenix - Paris | 27,874 | 0.8% | 0 | N/A |
| 22 | Pittsburgh - Paris | 24,845 | 0.7% | 7 | 68 |
| 23 | St. Louis - Paris | 24,338 | 0.7% | 7 | 67 |
| 24 | Tampa - Paris | 21,597 | 0.6% | 0 | N/A |
| 25 | Raleigh/Durham - Paris | 19,360 | 0.6% | 0 | N/A |
| | Other | 435,333 | 12.5% | 7 | 1,196 |
| | Total | 3,477,240 | 100.0% | | |

Source: MIDT Interline Connections,
 Year ending May 2000;
 OAG, November 2000
 as of July 20, 2000.

Atlanta Has Far Less Demand Per Frequency Than Any Other Proposed Gateway



Source: OAG, November 2000
as of July 26, 2000;
MIDT Interline Connections, year ending May 2000.

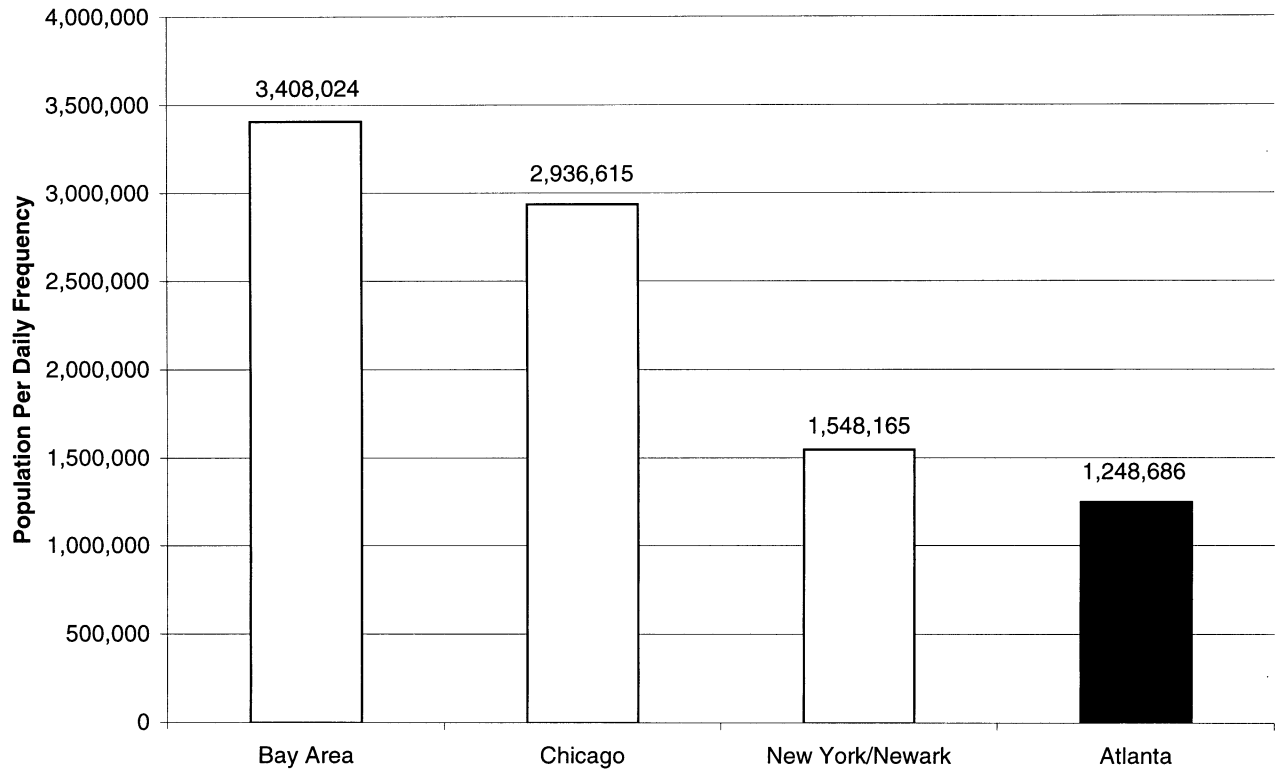
Atlanta Has Far Less Demand Per Frequency Than Any Other Proposed Gateway

| Market | Yearly Nonstop Frequencies <u>1/</u> | O&D Passenger Bookings | Passengers Per Frequency |
|-------------------------|---|---|-------------------------------------|
| Bay Area - Paris | 730 | 271,805 | 373 |
| New York/Newark - Paris | 4,015 | 864,444 | 216 |
| Chicago - Paris | 1,095 | 191,023 | 174 |
| Atlanta - Paris | 1,095 | 82,227 | 75 |

1/ Yearly number calculated based on November 2000 OAG data.

Source: OAG, November 2000;
MIDT Interline Connections, Year ending May 2000.

Atlanta Has The Least Need For Additional U.S. - France Nonstop Service



Source: OAG, November 2000
as of July 20, 2000;
<http://www.census.gov>, 1999 population estimates.

Atlanta Has The Least Need For Additional U.S. - France Nonstop Service

| Metro Area | 1999 Population Estimates | Daily Frequencies | Population Per Daily Frequency |
|-------------------|--|------------------------------|---|
| Bay Area | 6,816,047 | 2 | 3,408,024 |
| Chicago | 8,809,846 | 3 | 2,936,615 |
| New York/Newark | 20,126,150 | 13 | 1,548,165 |
| Atlanta | 3,746,059 | 3 | 1,248,686 |

Source: OAG, November 2000
as of July 20, 2000;
<http://www.census.gov>, 1999 population estimates.

**American's Chicago - Paris Proposal Provides A Less Circuitous Routing Than
 Delta's Atlanta - Paris Proposal In 18 Of The Top 25 U.S. - Paris Markets**

| O&D Market Rank | City Pair | Nonstop Distance | AA Distance via Chicago | DL Distance via Atlanta | AA Circuity Is Less Than Delta | DL Circuity Is Less Than AA |
|-----------------------|------------------------------|---------------------|----------------------------|----------------------------|--------------------------------------|-----------------------------------|
| 1 | New York/Newark - Paris | 3,630 | 4,863 | 5,182 | X | |
| 2 | Los Angeles - Paris | 5,654 | 5,888 | 6,329 | X | |
| 3 | Bay Area - Paris | 5,574 | 5,993 | 6,521 | X | |
| 4 | Washington (IAD) - Paris | 3,845 | 4,732 | 4,927 | X | |
| 5 | Miami - Paris | 4,579 | 5,332 | 4,982 | | X |
| 6 | Chicago - Paris | 4,142 | 4,142 | 4,985 | X | |
| 7 | Boston - Paris | 3,440 | 5,000 | 5,333 | X | |
| 8 | Houston - Paris | 5,024 | 5,077 | 5,077 | <u>1/</u> | <u>1/</u> |
| 9 | Atlanta - Paris | 4,386 | 4,741 | 4,386 | | X |
| 10 | Philadelphia - Paris | 3,719 | 4,810 | 5,053 | X | |
| 11 | Dallas/Ft. Worth - Paris | 4,936 | 4,943 | 5,111 | X | |
| 12 | Detroit - Paris | 3,942 | 4,379 | 4,991 | X | |
| 13 | Orlando - Paris | 4,556 | 5,132 | 4,783 | | X |
| 14 | Seattle - Paris | 5,009 | 5,868 | 6,564 | X | |
| 15 | Denver - Paris | 4,898 | 5,049 | 5,593 | X | |
| 16 | Las Vegas - Paris | 5,444 | 5,661 | 6,129 | X | |
| 17 | San Diego - Paris | 5,702 | 5,869 | 6,274 | X | |
| 18 | New Orleans - Paris | 4,801 | 4,973 | 4,805 | | X |
| 19 | Minneapolis/St. Paul - Paris | 4,231 | 4,486 | 5,294 | X | |
| 20 | Cincinnati - Paris | 4,146 | 4,397 | 4,761 | X | |
| 21 | Phoenix - Paris | 5,486 | 5,586 | 5,970 | X | |
| 22 | Pittsburgh - Paris | 3,901 | 4,545 | 4,914 | X | |
| 23 | St. Louis - Paris | 4,389 | 4,399 | 4,871 | X | |
| 24 | Tampa - Paris | 4,631 | 5,148 | 4,794 | | X |
| 25 | Raleigh/Durham - Paris | 4,053 | 4,779 | 4,742 | | X |

Source: MIDT Interline Connections,
 Year ending May 2000;
 SABRE.

1/ American and Delta Have Exactly The Same Circuity In The Houston-Paris Market.

**Delta And Its Partner Air France, Together, Already Market 42 Weekly
Atlanta - Paris Frequencies**

| City Pair | Marketing Carrier | Operating Carrier | Weekly Frequencies |
|-----------------------|------------------------------|------------------------------|-------------------------------|
| Atlanta - Paris (CDG) | Delta | Delta | 7 |
| Atlanta - Paris (CDG) | Air France | Delta | 7 |
| Atlanta - Paris (CDG) | Air France | Air France | 14 |
| Atlanta - Paris (CDG) | Delta | Air France | 14 |
| TOTAL | | | 42 |