

BEFORE THE  
DEPARTMENT OF TRANSPORTATION  
WASHINGTON, D.C.

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NEW U.S. – ARGENTINA COMBINATION )  
SERVICE OPPORTUNITIES ) Docket OST-99-6210  
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REPLY OF THE GEORGIA AND ATLANTA PARTIES

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**October 6, 1999**

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

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**REPLY OF THE GEORGIA AND ATLANTA PARTIES**

The Georgia and Atlanta Parties (including the State of Georgia, the City of Atlanta, Hartsfield International Airport, and the Metro Atlanta Chamber of Commerce) hereby reply to the answers submitted by the competing carrier/gateway applicants. No party has submitted any evidence that would refute the Georgia and Atlanta Parties contention that an award of Year One frequencies to Delta for Atlanta-Buenos authority will maximize the public benefits in this case.

As the Georgia and Atlanta Parties will show in the course of this proceeding, there are extensive communities of interest between Atlanta’s primary catchment area and Argentina, and Delta’s extensive hub operation at Atlanta’s Hartsfield International Airport will produce unsurpassed service improvements on a nationwide scale.

Hartsfield recently surpassed Chicago to become the busiest airport in the United States. By contrast, Houston claims only to be the eighth largest international passenger gateway with substantially fewer passenger than Atlanta. (Houston Answer at 4). With significantly more passengers traveling via Delta’s Atlanta hub, more

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passengers from cities across the country will have access to Argentina from Atlanta than from Houston.

New York/Newark is one of the best served U.S.-Argentina gateways in the country and receives multiple daily flights from three different carriers. Atlanta should receive its first daily nonstop service before New York/Newark receives its fourth. Given that Continental's proposal represents no significant improvement over existing New York/Newark services, it is perhaps understandable that Continental's application has not received any civic party support to date.

Finally, United's application to provide service at Los Angeles (which is also unsupported) would be inferior to Delta at Atlanta. United is a major incumbent to Argentina and already provides online service to Los Angeles via three alternative gateways. Atlanta will not receive nonstop U.S. flag service unless Delta receives an award in this proceeding. However, United could provide nonstop service at Los Angeles by switching frequencies from any of its three other gateways.

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WHEREFORE, the Georgia and Atlanta Parties urge the Department to grant the application of Delta Air Lines, Inc. to provide new nonstop service between Atlanta, Georgia and Buenos Aires, Argentina, commencing September 1, 2000.

Respectfully submitted,

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## CERTIFICATE OF SERVICE

I hereby certify that a copy of the foregoing Reply of the Georgia and Atlanta Parties was served this 6th day of October, 1999, on each of the following persons via facsimile, hand delivery, or first class mail, postage prepaid:

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