

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

Application of)	
)	
)	
AMERICAN EAGLE AIRLINES, INC.)	Docket OST-98-4647
)	
under 49 U.S.C. 41714 for an exemption from the high)	
density rule governing Chicago O'Hare slots (14 CFR)	
Part 93) (Greenville/Spartanburg, South Carolina))	
)	

**ANSWER OF UNITED AIR LINES, INC. AND
CONTINGENT MOTION FOR LEAVE TO FILE**

Communications with respect to this document should be sent to:

SHELLEY LONGMUIR
Senior Vice President-Governmental Affairs
International and Regulatory Affairs
MARK ANDERSON
Senior Director--Governmental Affairs
UNITED AIR LINES, INC.
1025 Connecticut Avenue, N.W.
Suite 1210
Washington, DC 20036

MICHAEL G. WHITAKER
Vice President-International and
Regulatory Affairs
JONATHAN P. MOSS
Director--Regulatory Affairs
UNITED AIR LINES, INC.
P.O. Box 66100
Chicago, Illinois 60666

JEFFREY A. MANLEY
BRUCE H. RABINOVITZ
CATHLEEN P. PETERSON

KIRKLAND & ELLIS
655 Fifteenth Street, N.W.
Washington, DC 20005
(202) 879-5161 (Phone)
(202) 879-5200 (Fax)
jeffrey_manley@kirkland.com (email)

Counsel for
UNITED AIR LINES, INC.

DATED: January 7, 1999

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

Application of)	
)	
AMERICAN EAGLE AIRLINES, INC.)	Docket OST-98-4647
)	
under 49 U.S.C. 41714 for an exemption from the high)	
density rule governing Chicago O'Hare slots (14 CFR)	
Part 93) (Greenville/Spartanburg, South Carolina))	
)	

DATED: January 7, 1999

**ANSWER OF UNITED AIR LINES, INC. AND
CONTINGENT MOTION FOR LEAVE TO FILE**

United Air Lines, Inc. ("United") submits the following answer to the Second Motion of Reno Air to Strike, filed December 28, 1998, in the above-captioned proceeding:¹

1. In its Second Motion to Strike, Reno Air seeks to remove from the record in this proceeding United's December 18, 1998 answer, which discusses the possible implications of American's acquisition of Reno Air on Reno Air's Chicago O'Hare exemption slots and American Eagle's slot exemption application pending in this docket. Reno Air claims that this is not the appropriate forum in which to comment on the disposition of Reno Air's exemption slots.

2. For the reasons detailed in United's December 18, 1998 answer, which United incorporates herein by reference, the disposition of Reno Air's Chicago O'Hare new entrant exemption slots, two of which continue to go unused, has a direct bearing on American Eagle's

¹ Reno Air, Inc. ("Reno Air") seeks leave to file its Second Motion to Strike. If the Department grants Reno Air leave, United requests leave to file this answer to respond to Reno Air's contentions and highlight recent developments that bear on this proceeding. Acceptance of United's answer will provide a more complete record for the Department's consideration.

pending slot exemption application in this docket. Nevertheless, because American has now acquired a majority holding in Reno Air,² United is filing concurrently an Application to Reopen the Record in Dockets 49743 and OST-97-2771, the dockets in which Reno Air was granted new entrant exemption slots for the Reno-Chicago O'Hare market, so that the issue can be thoroughly explored.

Respectfully submitted,



JEFFREY A. MANLEY
CATHLEEN P. PETERSON
KIRKLAND & ELLIS
655 Fifteenth Street, NW
Washington, DC 20005
(202) 879-5161

Counsel for
UNITED AIR LINES, INC.

DATED: January 7, 1999

\\AVIATION\United\1651\UA Answer to Second Motion to Strike

² See *American Acquires Majority of Reno Stock, Merger Planning Proceeds*, Aviation Daily, December 24, 1998, at 509.