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Before the
U.S. Department of Transportation 99 FEB 19 PM 3:30
Washington, D.C.

DOCKET SECTION

Application of the Greenville- :
Spartanburg Airport Commission for :
an exemption from 14 CFR Part 93, : Docket OST-99-5130
Subparts K and S, under 49 USC 41714 :
to allow nonstop service to Chicago :
O'Hare International Airport :

Application of the Greenville-
Spartanburg Airport Commission
for Chicago O'Hare Exemption Slots

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February 19, 1999

NOTICE: The applicant requests herein that the Department
establish an accelerated answer date to this
application.

Before the
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The Greenville-Spartanburg Airport Commission respectfully requests, pursuant to 49 USC 41714, that the Department grant it an exemption from the requirements of 14 CFR Part 93, Subparts K and S, so that the community may obtain slots that would allow the operation of nonstop service between Greenville/Spartanburg, South Carolina, and Chicago O'Hare International Airport, Illinois.

On October 23, 1998, American Eagle Airlines, Inc. submitted an application in Docket OST-98-4647 for the award of three O'Hare exemption slots, which it proposed to use for nonstop service, with 50-seat regional jet aircraft, in the Greenville/Spartanburg-O'Hare market. That application is pending, as are applications for O'Hare exemption slots submitted on March 11, 1998 by the Community of Savannah, Georgia/

Hilton Head, South Carolina (Docket OST-98-3603), and on June 24, 1998 by Atlantic Coast Airlines, Inc. d/b/a United Express (Docket OST-98-3982).

In the event that the Department determines to grant O'Hare exemption slots to a community, rather than to an air carrier, Greenville-Spartanburg wishes to be considered for such an award. We hereby seek to secure three Chicago O'Hare exemption slots, which will be held in the name of the community for the benefit of the public, and used for nonstop regional jet service between Greenville/Spartanburg and Chicago O'Hare.

The needs of Greenville/Spartanburg for nonstop access to O'Hare have been well-documented in prior pleadings submitted by the Greenville-Spartanburg Airport Commission and numerous other supporting parties in Docket OST-98-4647. We incorporate all of those submissions herein by reference.

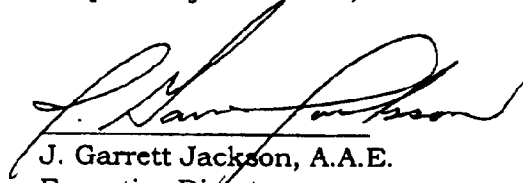
In brief, Chicago is the third largest O&D market for Greenville/Spartanburg, and securing nonstop jet service to O'Hare is absolutely critical to the economy of upstate South Carolina. Currently, companies in the greater Greenville/Spartanburg area that do business in Chicago and the upper Midwest must either send their employees backtracking to Charlotte, or make them endure ever-increasing connecting delays at Atlanta. And for the "privilege" of using such

inconvenient connecting service, our passengers pay some of the highest fares in the country. As shown in the Department's Domestic Airline Fares Consumer Report for the first quarter of 1998, the average one-way fare between Greenville/Spartanburg and Chicago, at \$307, is higher than that in any other market in the 551 to 600 mileage block.

Without question, the inferior service and high fares in the Chicago-Greenville/Spartanburg market have had a dampening effect on the region's economic growth and potential. Greenville/Spartanburg and the State of South Carolina urgently need nonstop regional jet service to O'Hare.

In order to expedite this matter, we urge the Department to accelerate the answer date to our application, which would normally be 15 days, and require interested parties to respond within five days. The Department could then proceed immediately to a final decision awarding O'Hare exemption slots to the Greenville-Spartanburg Airport Commission, if the Department determines to grant slots to a community rather than to an air carrier.

Respectfully submitted,

A handwritten signature in black ink, appearing to read "J. Garrett Jackson", written over a horizontal line.

J. Garrett Jackson, A.A.E.
Executive Director
Greenville-Spartanburg Airport
Commission

February 19, 1999