

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

U.S. – RUSSIA OVERFLIGHT RIGHTS)
_____)

Docket OST-97-2610

**APPLICATION OF NORTHWEST AIRLINES, INC.
FOR TEMPORARY ALLOCATION OF UNUSED FREQUENCIES**

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July 27, 2000

**BEFORE THE
DEPARTMENT OF TRANSPORTATION
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U.S. – RUSSIA OVERFLIGHT RIGHTS)
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Docket OST-97-2610

Dated: July 27, 2000

**APPLICATION OF NORTHWEST AIRLINES, INC.
FOR TEMPORARY ALLOCATION OF UNUSED FREQUENCIES**

Northwest Airlines, Inc. (“Northwest”) hereby applies for a temporary allocation of 6 weekly one-way Russia overflight frequencies for flights between Europe and the Indian subcontinent that are currently allocated to United Air Lines. In support of this request, Northwest states as follows:

1. Under Annex IV of the U.S.-Russia Air Transport Agreement, U.S. carriers may operate 28 weekly one-way Russia overflight frequencies between Europe and the Indian subcontinent. All 28 of those frequencies have been allocated. Northwest has received an allocation of 8 frequencies, United has received an allocation of 14 frequencies, Polar Air Cargo has received one frequency and Delta Air Lines has received 5 frequencies. See Notice of Action Taken, Docket OST-97-2610 (May 25, 1999); Notice of Action Taken, Docket OST-99-5286 (May 3, 1999).

2. Northwest presently operates daily service to India, via Amsterdam (4 weekly flights to Mumbai and 3 weekly flights to Delhi). Effective October 29, 2000, Northwest will increase its US-Amsterdam-India direct service to twice daily (one daily flight each to Mumbai

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and Delhi). Northwest will utilize all 8 of its currently allocated Russia one-way overflight frequencies in conjunction with its existing and planned service to Delhi, but Northwest's daily service to Delhi will require a total of 14 one-way Russia overflight frequencies.¹

3. On July 21, 2000, United advised the Department that it does not intend to use any of its 14 one-way frequencies until April 1, 2001. See Application of United Air Lines, Inc. for Waiver of Dormancy Condition, Docket OST-97-2610 (July 21, 2000). Rather than allow all 14 of United's frequencies to go unused until April 1, 2001, Northwest proposes to use 6 of those frequencies until that date. The temporary allocation of 6 frequencies to Northwest would be consistent with the Department's policy of maximizing the use of valuable bilateral rights. Northwest needs and intends to use the 6 frequencies as soon as possible, while United will not use them for another 8 months. Northwest is willing to return the 6 frequencies to United on April 1, 2001.²

5. The Department has previously approved the temporary allocation of 9 of United's 14 frequencies to Delta. See Notice of Action Taken, Docket OST-99-5286 (May 3, 1999).³ The Department approved this temporary allocation at the same time that it allocated 5

¹ Northwest has been unable to utilize its allocation of Russia overflight frequencies to date due to the Federal Aviation Administration ("the FAA") prohibition on U.S. carrier flights through Afghanistan airspace. See SFAR No. 67, 63 Fed. Reg. 26683, 26687 and 45658 (1998). On May 10, 2000, the FAA prohibition with respect to Afghanistan expired. On June 2, 2000, Northwest filed with the Department of Treasury Office of Foreign Assets Control for a license permitting Northwest to pay overflight fees in conjunction with use of Afghanistan airspace. Northwest will utilize its Russia overflight frequencies promptly upon receipt of such license.

² If this application is granted, Northwest reserves the right to request an extension of the temporary allocation in the event that United does not operate the frequencies on April 1, 2001.

³ This temporary allocation expired on October 30, 1999, and the 9 frequencies reverted to United.

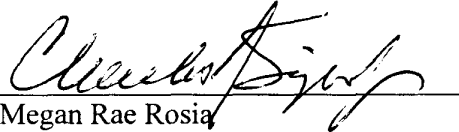
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frequencies to Delta for use on a continuing basis. The temporary allocation of 6 of United's frequencies to Northwest is similarly justified and in the public interest.

WHEREFORE, Northwest requests that the Department allocate to it, until April 1, 2001, 6 of the 14 one-way Russia overflight frequencies currently allocated to United Air Lines, as discussed above.

Respectfully submitted,



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