

BEFORE THE
DEPARTMENT OF TRANSPORTATION
WASHINGTON, D. C.

In the matter of :
 :
 THE WENDELL H. FORD AVIATION :
 INVESTMENT AND REFORM ACT FOR : OST-00-7179
 THE 21st CENTURY :
 :
 for exemptions from 14 CFR Part 93, :
 under 49 USC 41716(a) (ORD slots) :

CERTIFICATION OF AMERICAN EAGLE AIRLINES, INC.

American Eagle Airlines, Inc., pursuant to the Department's Notice of April 14, 2000, and the blanket exemption authority granted by Order 2000-4-14, April 14, 2000, hereby submits its certification for an exemption from 14 CFR Part 93, under 49 USC 41716(a), to secure (1) two Chicago O'Hare (ORD) arrival slots and one ORD departure slot for regional jet service to Greensboro, North Carolina, and (2) one ORD arrival slot and two ORD departure slots for regional jet service to Norfolk, Virginia.

American Eagle certifies that its service meets each of the criteria set forth in the Wendell H. Ford Aviation Investment and Reform Act for the 21st Century, 49 USC 41716(a).

1. American Eagle will operate service with a combination of 50-seat ERJ-145 and 37-seat ERJ-135 Stage 3 compliant aircraft, effective March 2, 2001.

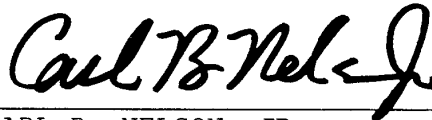
2. Greensboro and Norfolk qualify as small hub airports under 49 USC 41714(h)(8). American Eagle's operations will be new service between Chicago O'Hare, on the one hand, and Greensboro and Norfolk, on the other, as defined by AIR 21.¹

3. Under the applicable statute and Order 2000-4-14, American Eagle is entitled to (1) two ORD arrival slots (at 7:15 a.m. and 6:45 p.m.) and one ORD departure slot (at 8:15 p.m.) for service to Greensboro, and (2) one ORD arrival slot (at 8:45 a.m.) and two ORD departure slots (at 8:45 a.m. and 8:15 p.m.) for service to Norfolk, as shown on the attached page.

¹American Eagle was not providing nonstop service between ORD and Greensboro or between ORD and Norfolk during the week of November 1, 1999. See 49 USC 41717(b)(1). American Eagle started ORD-Greensboro service on December 15, 2000, and received AIR 21 exemption slots based on its certification of October 12, 2000 in this docket. However, American Eagle subsequently determined that it did not require such slots for the period December 15, 2000 - March 1, 2001, and returned the slots to the FAA. The current certification requests ORD-Greensboro slots beginning March 2, 2001. American Eagle is starting ORD-Norfolk service on March 2, 2001, and has not previously submitted an AIR 21 certification for that market.

4. Pursuant to Order 2000-4-14, and in accordance with 14 CFR 302.4(b), I hereby state that pursuant to 18 USC 1001, I, as internal counsel for the pleader, in my individual capacity and as the authorized representative of the pleader, have not in any manner knowingly and willfully falsified, concealed or failed to disclose any material fact or made any false, fictitious, or fraudulent statement or knowingly used any documents which contain such statements in connection with the preparation, filing, or prosecution of the pleading. I understand that an individual who is found to have violated the provisions of 18 USC 1001 shall be fined or imprisoned not more than five years, or both.

Respectfully submitted,



CARL B. NELSON, JR.
Associate General Counsel
American Airlines, Inc.

Counsel for American Eagle
Airlines, Inc.

January 25, 2001