

**BEFORE THE
U.S. DEPARTMENT OF TRANSPORTATION
WASHINGTON, DC**

Applications of)	
)	
AIRTRAN AIRWAYS, INC.)	Docket OST-2000-7182
SPIRIT AIRLINES, INC.)	
COMAIR, INC.)	
MIDWEST AIRLINES, INC.)	
US AIRWAYS, INC.)	
)	
For exemptions pursuant to 14 C.F.R. Part 93,)	
Subparts K and S, pursuant to 49 U.S.C.)	
§ 41718(b), Special Rules for Ronald Reagan)	
Washington National Airport)	
(within-perimeter Slot exemptions))	
)	

**RESPONSE OF AIRTRAN AIRWAYS, INC.
TO REPLY OF MIDWEST AIRWAYS, INC.**

Communications with respect to this document should be sent to:

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Counsel for AirTran Airways, Inc.

Dated: March 12, 2008

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**RESPONSE OF AIRTRAN AIRWAYS, INC.
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On March 7, 2008, Midwest Airlines filed a rambling thirteen page document making one additional attempt to protect its monopoly hold on service between Ronald Reagan Washington National Airport (“DCA”) and General Mitchell International Airport (MKE).

DOT Order 2008-2-28 awarded AirTran two DCA slots and directed AirTran Airways to file proposed flight schedules and effective start dates for the new service no later than seven (7) business days from the Order’s service date (February 27, 2008). AirTran filed its response well within those seven business days. In its response, AirTran proposed to utilize the two slots awarded by Order 2008-2-28 in the 1500 and 1700 hours, both available time slots according to the FAA.

Midwest's comments that AirTran will not meet the Department's requirements to initiate flights with the awarded slots by May 3, 2008, is another fictional claim to protect its monopoly service.

AirTran is prepared to initiate service with the new slots on May 3, 2008. Nevertheless, AirTran asked if it could start the service on May 6, 2008, which would allow AirTran to more easily incorporate the flights in its entire system; this is important for any new service. However, if the Department will not grant a "three" day extension, AirTran will start service on May 3.¹

Midwest's comments suggest how distraught its management is that AirTran will bring additional service and fare options to the residents of the Milwaukee area and to connecting cities. Passengers are seeking low-fare service, and Midwest has never had true low-fare competition. Fortunately, for passengers, Midwest will now face competition in a critical business market.

AirTran again asks that its request to operate 1500 and 1700 slots be approved.

Respectfully submitted,



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Date: March 12, 2008


Counsel for AirTran Airways, Inc.

¹ We note that May 3 is less than 60 days from now.

CERTIFICATE OF SERVICE

I certify that on March 12, 2008, I served a copy of the foregoing Response of AirTran Airways, Inc. to Reply of Midwest Airways, Inc. via email, upon those addressees listed below:

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