

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

In the Matter of)	
)	
)	Docket DOT-OST-2008-0127
2009 U.S.-China All-Cargo)	
Designation and Frequency)	
Allocation Proceeding)	

**APPLICATION OF TRADEWINDS AIRLINES, INC.
FOR A CERTIFICATE OF PUBLIC CONVENIENCE AND NECESSITY,
U.S.- CHINA DESIGNATION, AND FREQUENCY ALLOCATION [ERRATA]**

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Attorney for TradeWinds Airlines, Inc.

May 16, 2008

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

In the Matter of)

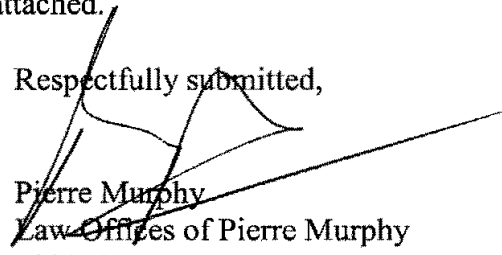
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Docket DOT-OST-2008-0127

**APPLICATION OF TRADEWINDS AIRLINES, INC.
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To correct typographical errors on page 1 of 4 of Exhibit WI-11, and page 3 of 7 of Exhibit WI-10 of TradeWinds' Application filed herein May 9, 2008, TradeWinds respectfully seeks leave to file the corrected pages attached.

Respectfully submitted,


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payload and lower fuel consumption makes the B-747-400 freighter nearly 30% more fuel efficient on a payload per gallon basis than the B-747-200 freighter. Id.

The U.S. – China Air Cargo market is marked by a severe directional traffic imbalance. As shown in Exhibit WI-2, US DOT data indicates that air cargo flows (by weight) from China to the U.S. are nearly three times greater than outbound U.S. to China traffic. This flow imbalance appears to be a permanent feature of this market, and has recently worsened. These unbalanced flows create operational obstacles to traditional east-west Trans-Pacific air cargo services that must compensate for outbound traffic weakness with the higher volumes and yields on the return segment. Exhibit WI-3, shows recent data also indicates that air cargo growth in the market has been slowing recently.⁵ These current market conditions make such challenging circumstances difficult, but not impossible, to overcome.

TradeWinds recognizes this defining market characteristic and intends to address the traffic imbalance by eliminating the westbound Trans-Pacific (U.S.- China) segment by focusing on one-directional, eastbound, round-the-world routings that capture the strengths of the Chinese air cargo market. Rather than relying on eastbound traffic to subsidize western flows out of China, TradeWinds will utilize its existing global service network and customer base to support viable and sustained U.S. to China air cargo service.

⁵ TradeWinds understands that DOT T-100 data does not fully measure the total air cargo volumes actually moving in the U.S.-China market as it represents a smaller “on flight” volume rather than “true” O&D flows. Nonetheless, TradeWinds believes that DOT data still portrays the imbalance and overall growth level in the market.

Information Response (“IR”) #1¹

Schedule & Routing²:

A. Beijing Service:

Frequency	PVG		
<u>Number</u>	<u>Dep</u>	<u>Routing</u>	
1	SUN	MIA-MXP-DXB-PVG-ANC-LAX-MIA-AGT-LIM-MIA	
2	WED	MIA-MXP-DXB-CAN-ANC-LAX-MIA-AGT-LIM-MIA	

See: Exhibit WI-1

B. Tianjin Service:

Frequency	TJN		
<u>Number</u>	<u>Dep</u>	<u>Routing</u>	
3	SUN	IAH-MXP-ALA-TSN-ICN-ANC-ORD-IAH-SCL-BOG-IAH	
4	WED	IAH-MXP-ALA-TSN-ICN-ANC-ORD-IAH-SCL-BOG-IAH	

C. Guangzhou Service:

Frequency	CAN		
<u>Number</u>	<u>Dep</u>	<u>Routing</u>	
5	MON	JFK-CPH-MXP-DAC-CAN-ANC-JFK	
6	THU	JFK-CPH-MXP-DAC-CAN-ANC-JFK	

¹ See: DOT Order 2008-4-22, Appendix, Paragraph II(1).

² See: Exhibit WI-1


CERTIFICATE OF SERVICE

I hereby certify that I have, on May 16, 2008 served via email the foregoing Errata of TradeWinds Airlines, Inc. on the following persons:

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