

BEFORE THE  
FEDERAL AVIATION ADMINISTRATION  
WASHINGTON, D. C.

DEPARTMENT OF TRANSPORTATION  
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DOCKET SECTION

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Notice of Proposed Rulemaking re 14 CFR  
Part 93, High Density Airports; Allocation  
of Slots (U.S.-Canada)  
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FAA-1999-  
4971 "4"

COMMENTS OF AMERICAN AIRLINES, INC.

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February 11, 1999

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FEDERAL AVIATION ADMINISTRATION  
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Notice of Proposed Rulemaking re 14 CFR : FAA-1999-  
Part 93, High Density Airports; Allocation : 4971  
of Slots (U.S.-Canada) :  
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COMMENTS OF AMERICAN AIRLINES, INC.

American Airlines, Inc. hereby submits comments on the captioned Notice of Proposed Rulemaking (Notice No. 99-20, 64 Fed. Reg. 2085, January 12, 1999) concerning the conversion of high density slots at New York LaGuardia and Chicago O'Hare airports, held by U.S. and Canadian carriers, from international to domestic, pursuant to the United States-Canada Air Transport Agreement of February 25, 1995.

American supports the FAA's proposed action. Under the NPRM, the FAA would reclassify as domestic 15 international slots held by American at LaGuardia, and 18 international slots held by American at O'Hare, which American has used for U.S.-Canada transborder services? Such a conversion of international slots to domestic will comply with the provisions of the new U.S. -Canada bilateral agreement, as the FAA has explained

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<sup>1</sup>On April 29, 1998, American applied for exemption to redesignate 15 LaGuardia slots, which American uses for New York-Canada service, from international to domestic (FAA Docket 29200). The NPRM is consistent with American's application.

in detail in the NPRM (64 Fed. Reg. 2087-88). It will also provide American and other affected U.S. carrier slot holders with increased scheduling flexibility at both LaGuardia and O'Hare, since domestic slots "can be used for U.S.-Canada transborder service, any other domestic service, or for international service" (64 Fed. Reg. 2088).

The FAA should promptly make the NPRM final, as the proposed action is consistent with the U.S.-Canada Air Transport Agreement, and will provide increased scheduling flexibility to affected U.S. carriers.

Respectfully submitted,

A handwritten signature in black ink, reading "Carl B. Nelson, Jr." in a cursive script. The signature is written over a horizontal line.

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

February 11, 1999

CERTIFICATE OF SERVICE

I hereby certify that I have this day served the foregoing document by first-class mail on all persons named on the attached service list.

  
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CARL B. NELSON, JR.

February 11, 1999

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