



April 2, 2020

The Honorable Joel Szabat  
Assistant Secretary of Aviation and International Affairs  
U.S. Department of Transportation  
1200 New Jersey Avenue, SE  
Washington DC 20590

**RE: Docket DOT-OST-2020-0037 – Objection to Show Cause Order and Comments**

Dear Assistant Secretary Szabat:

Advanced Air appreciates the speed at which the Department is moving as well as the opportunity to comment. We do, however, have a few concerns about how this will impact the industry, specifically, smaller carriers.

In their response, Allegiant rightly points out that the Department isn't obligated to take these actions, but rather it simply authorizes them to. It is our opinion that it would be more prudent for the DOT to act on a case-by-case basis, only requiring lift when carriers demonstrably fail to provide necessary service.

This model is currently used successfully with Essential Air Service communities. If a carrier intends to stop providing the required Essential Air Service, they notify the DOT and the DOT takes action to ensure the community maintains the service it needs. There is no reason that this couldn't be handled in a similar way.

As mentioned by Allegiant and Sun Country, the Show Cause Order does not seem to consider seasonality, day of week, and other important factors. If the Department is intent on proceeding with requiring all carriers to continue to operate to all points previously served, Advanced Air fully supports Sun Country's proposal that airlines submit schedules for approval. No one is better positioned than the airlines themselves to determine demand in this changing marketplace. The DOT's current proposal would simply create overcapacity and waste, ultimately spending taxpayer funds on unnecessary operations.

Advanced Air would also like to propose an exemption for all operations normally conducted under 14 C.F.R. § 135 and 14 C.F.R. § 380 (Public Charters) to airports that are not classified as a rural airport. The limited amount of capacity provided to the non-rural, well-served routes by small operators is de minimis to ensuring they are adequately served.

Lastly, we believe any final Order should include a waiver provision allowing individual airlines to submit for approval on a case-by-case basis.

Again, we appreciate the opportunity to comment and strongly urge the DOT to reconsider the structure of the proposed Service Obligation as it relates to smaller carriers operating under 14 C.F.R. § 135 and 14 C.F.R. § 380.

Sincerely,

A handwritten signature in dark ink, appearing to read 'LS' or 'Levi Stockton', written in a cursive style.

Levi Stockton  
President