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October 6, 1997

By Hand Delivery

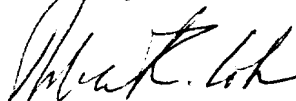
Ms. Paulette Twine
Documentary Services Division
U.S. Department of Transportation
400 7th Street, S.W.
Room PL-401
Washington, D.C. 20590

**Re: Application of Antonov Design Bureau for an Emergency
Exemption, Docket OST-97-2971**

Dear Ms. Twine:

Enclosed for filing in the referenced docket is a letter from General Electric Aircraft Engines in support of Antonov's application for an emergency exemption. Copies of this letter have been served on all persons listed on the service list attached to Antonov's October 3, 1997 application.

Sincerely,



Robert E. Cohn
Counsel for Antonov Design Bureau

Enclosure

cc: Barbara Schools
Service List

October 1, 1997

Shaw, Pittman, Potts, and Trowbridge
2300 N. Street NW
Washington, D.C. 20037
Sheryl Israel

Dear Ms. Israel,

Subject: GE90 Engine Transportation

We are writing in support of the Antonov Design Bureau application for emergency exemption from 49 U.S.C 40109 (g) to permit transportation, by Antonov Design Bureau AN-124 aircraft, of three General Electric Aircraft Engines (GE) GE90 aircraft engine and components. The first air shipment will be required on October 7th, the second air shipment will be required around October 27th, the third air shipment will be required around October 31st. The GE90 engines referenced above will be picked up in Wilmington, Ohio and delivered to Boeing in Seattle, Washington.

These air shipments are required in order to support the engine installation dates required at the Boeing Company to meet the aircraft delivery commitments. The first engine was originally scheduled at Boeing no later than September 20th. The ship date forecast at this point in time is October 7th. This engine is currently at our production engine test facility proceeding through the normal testing phase. The second engine is due at the Boeing Company no later than October 22nd, and the ship date forecast at this point in time is October 27th. The third is due at Boeing no later than October 25th and at this point in time is forecasted to ship around October 31st. Due to unforeseen delays incurred during manufacturing of these engines, the only way to meet aircraft delivery commitments is to fly these engines to Seattle. It is essential to deliver these engines to Boeing by the required dates. Failure to do so would result in the potential for serious financial penalties for both GE and Boeing.

As an installed engine, the GE90 engine will be shipped fully assembled. Each GE90 engine measures 23.83 x 12.58 x 13.17 feet and is too large to fit in any U.S. carrier aircraft. As an oversize load, ground shipment of this engine requires ten days. It should be noted that a majority of the GE90 powered B777 aircraft are being delivered to foreign airlines. This delivery will have a favorable impact on the U.S. balance of trade. We hope that we have provided sufficient information. We look forward to a favorable consideration and disposition of the Antonov Design Bureau's application for emergency exemption

Thank you for your cooperation. Please contact me with any question or comments.


R.F. Sparks
GE90 Project General Manager
General Electric Aircraft Engines
(PH) 513-243-6584
(FAX) 513-243-2781

cc: J. Minty/Air Foyle
Scott Walters/ GE Aircraft Engines
W. Glover / Boeing Comm. Airplane Group, Wash D.C. Office
W. Gray / Boeing Comm. Airplane Group
R. Thomas / Boeing Comm. Airplane Group, 777 Propulsion Programs