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DEPT. OF TRANSPORTATION
JUN 11 1997

BEFORE THE
DEPARTMENT OF TRANSPORTATION
WASHINGTON, D. C. JUN 9 9 30

Joint Application of

AMERICAN AIRLINES, INC.
and
BRITISH AIRWAYS Plc

under 49 U.S.C. Sections 41308 and 41309
for approval of and antitrust immunity for
alliance agreement

Docket OST- 97 - 2058

**MOTION FOR LEAVE TO FILE AND
REPLY OF TRANS WORLD AIRLINES, INC.**

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June 9, 1997

RJF

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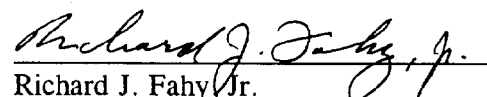
TWA hereby moves for the to file this reply as an otherwise unauthorized document in this proceeding. American and British Airways' Answer, dated June 4, 1997, has raised one valid argument in response to TWA's Motion for Modification and Clarification of Order 97-5-13. However, the problem can be easily resolved while still requiring the information requested by TWA. No party will be damaged by this filing because TWA is proposing a means to resolve the applicants' problems with production of the CRS displays. In support of its motion, TWA states as follows:

1. American and BA make one valid point in response to TWA's motion. They claim that the requirement to construct CRS displays is already burdensome because it requires that they must

create 14,976 simulated CRS screens. Therefore, they argue that they should not be required to produce more screens for major markets such as New York-London. This burden is created because the Department has requested three different departure times screens in each market. This is really not necessary in transatlantic markets, in which, because of time zone changes, flights have very definite time channels. Screens for 7 a.m. departure times are simply irrelevant because nobody takes transatlantic trips departing at that hour. TWA suggests that the Department reduce the burden on the applicants by requiring only one departure time for each market. Westbound, this could be at 12 noon for points in the United Kingdom and 10 a.m. for points on the Continent. Eastbound, departure times could be 6 p.m. for points in the Eastern time zone, 4 p.m. for Central, 3 p.m. for Rocky Mountain, and 1 p.m. for Pacific. This will reduce the burden on the applicants by two-thirds, and will easily enable them to produce displays for the additional city pairs requested by TWA.

2. The Department may also want to consider how it will use a exhibit of 15,000 CRS screens. Reduction in the number of pages as proposed by TWA may actually make the exhibit more useful.

Respectfully submitted,



Richard J. Fahy Jr.
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Trans World Airlines, Inc.

June 9, 1997