

BEFORE THE
DEPARTMENT OF TRANSPORTATION
WASHINGTON, D.C.

SEP 10 1997
3:43 PM

Application of)
)
)
 US AIRWAYS, INC.) Docket OST-97-2857
)
 for an exemption pursuant to)
 49 U.S.C. § 40109)
 (Philadelphia-London (Gatwick)))
)

ANSWER OF BRITISH AIRWAYS PLC

Communications with respect to this document

should be addressed to:

DAVID HOLMES
Director of Corporate
Resources
British Airways Plc
P.O. Box 10, Speedbird House
Heathrow Airport
Hounslow TW6 2JA, England

CHRISTOPHER M. ALLEN
Head of Competition and
Industry Affairs
British Airways Plc
P.O. Box 10, Speedbird House
Heathrow Airport
Hounslow TW6 2JA, England

ANTHONY FORTNAM
Vice President, Government
and Industry Affairs
British Airways Plc
1850 K Street, N.W.
Suite 300
Washington, D.C. 20006

PAUL C. JASINSKI
General Counsel, USA
British Airways Plc
75-20 Astoria Boulevard
Jackson Heights, NY 11370

MARK McCALL
DARYL A. LIBOW
JEFFREY W. JACOBS
RICHARD H. SAUER
Sullivan & Cromwell
1701 Pennsylvania Avenue, N.W.
Washington, D.C. 20006
(202) 956-7500

September 10, 1997

BEFORE THE
DEPARTMENT OF TRANSPORTATION
WASHINGTON, D.C.

Application of)
)
)
 US AIRWAYS, INC.) Docket OST-97-2857
)
 for an exemption pursuant to)
 49 U.S.C. § 40109)
 (Philadelphia-London (Gatwick)))
)

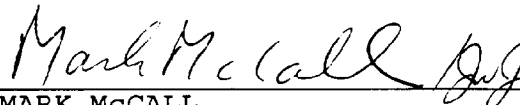
ANSWER OF BRITISH AIRWAYS PLC

British Airways Plc ("British Airways") files this answer to the application of US Airways, Inc. ("US Airways") for an exemption to provide scheduled service between Philadelphia and London's Gatwick Airport

British Airways does not have a position on the substance of US Airways' application, but to the extent that it may be relevant to this proceeding, does want to correct a significant misstatement in US Airways' application. US Airways claims that in 1993, British Airways "forced" (Application, page 2) or "required" (Application, page 6) US Airways (then USAir) to relinquish its U.S.-U.K. routes. In fact, USAir voluntarily agreed to relinquish its U.S.-U.K. routes in anticipation of governmental requirements, which materialized when the Department of Justice required the relinquishment of the routes as a condition to approval of

British Airways' investment in USAir. That requirement was embodied in a consent agreement between USAir and the Department of Justice, which was filed on March 15, 1993 and approved by the U.S. District Court for the District of Columbia on September 30, 1993.

Respectfully submitted,

A handwritten signature in cursive script that reads "Mark McCall" followed by a small flourish.

MARK McCALL
DARYL A. LIBOW
JEFFREY W. JACOBS
RICHARD H. SAUER
Sullivan & Cromwell
1701 Pennsylvania Avenue, N.W.
Washington, D.C. 20006
(202) 956-7500

Counsel for British Airways Plc

September 10, 1997