

BEFORE THE
DEPARTMENT OF TRANSPORTATION
WASHINGTON, D.C.

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Application of)
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KOREAN AIR LINES CO., LTD.)
)
)
for an exemption from)
49 U.S.C. § 41301)
(Seoul - Denver))
)

Docket OST 96-1381

ANSWER OF THE CITY AND COUNTY OF DENVER
IN SUPPORT OF THE APPLICATION OF KOREAN AIR LINES

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September 18, 1997

**BEFORE THE
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**ANSWER OF THE CITY AND COUNTY OF DENVER
IN SUPPORT OF THE APPLICATION OF KOREAN AIR LINES**

The City and County of Denver ("Denver") respectfully submits this Answer in Support of the Application of Korean Air Lines Co., Ltd. ("KAL") for an exemption to provide scheduled single-plane, one-stop service between Denver and Seoul, Korea, via San Francisco. In support of this Answer, Denver states as follows:

1. Denver International Airport ("DIA") ranks seventh nationwide in terms of passengers and serves the State of Colorado and the entire Intermountain West region.
2. KAL's Denver service, which commenced on May 23, 1997, is playing an important role in meeting the needs of the people and businesses of Denver and the

Intermountain West for better international service and is stimulating additional trade and tourism between Colorado and Korea.

3. Denver and the Intermountain West clearly can support direct service to Seoul. For the year ended September 30, 1995, the region had 43,000 Korean O&D passengers and 250,000 visitors to/from Korea. Over 24 percent of South Korea-U.S. travelers visited the Mountain Region in 1994 and for the three-year period 1992 to 1994 the Mountain Region was the fastest growing U.S. destination for South Korean visitors.

4. Cargo traffic is also significant. For the period 1992 to 1995, Colorado's exports to Korea increased by 117 percent, more than double, and reached \$140 million in 1995.

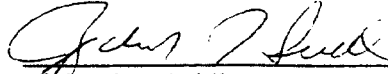
5. Except for KAL's service to Seoul, DIA has no non-stop or single-plane service to Korea or any other point in the Far East.

6. Without KAL's service, Denver passengers would have to travel to West Coast cities and change planes for connecting flights in order to reach Korea. This highly unsatisfactory situation would place Denver area businesses at a serious competitive disadvantage in shipping and receiving cargo and would impose burdens and inconvenience on business and tourist travelers.

7. The Department has granted KAL authority to provide scheduled service between Seoul and Denver via Los Angeles under the Cities Program. Order 96-8-46. The reasons for approval in that case apply equally to KAL's Application to have its Denver service continued via San Francisco.

8. In summary, the public interest in allowing Denver to continue to receive single-plane service to Seoul clearly supports the approval of KAL's Application.

Respectfully submitted,



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