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BEFORE THE
DEPARTMENT OF TRANSPORTATION
WASHINGTON, D. C.

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U.S.-U.K. ALLIANCE CASE

: OST-2001-11029 -12

FURTHER JOINT SUBMISSION OF AMERICAN AIRLINES, INC.
AND BRITISH AIRWAYS PLC IN RESPONSE TO ORDER 2001-11-10

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November 28, 2001

BEFORE THE
DEPARTMENT OF TRANSPORTATION
WASHINGTON, D. C.

U.S.-U.K. ALLIANCE CASE : OST-2001-11029

FURTHER JOINT SUBMISSION OF AMERICAN AIRLINES, INC.
AND BRITISH AIRWAYS PLC IN RESPONSE TO ORDER 2001-11-10

American Airlines, Inc. and British Airways Plc, in further response to Order 2001-11-10, November 20, 2001,¹ hereby submit the following material to update their joint application for antitrust immunity.

Attachment A summarizes U.S.-U.K. frequency changes for American, British Airways, and other carriers since September 11, 2001. Attachment A also shows which canceled or suspended frequencies appear to have been restored in schedules for summer 2002 based on current OAG information, as well as information in Annex 2 submissions.

Order 2001-11-10, p. 13 n. 36, also requires the joint applicants to provide "the most recent documents regarding...any planned (or current draft) transatlantic schedules to be implemented for each of two years after implementation of

¹On November 21, 2001, American and British Airways partially responded to Order 2001-11-10, and requested an extension of time until November 28, 2001 to complete their submission.

the proposed alliance." As the joint applicants stated in their application submitted on August 10, 2001 (OST-2001-10387), and again in a confidential joint response to Order 2001-9-15 on September 28, 2001 (OST-2001-10387 and 10388), the joint applicants have not yet finalized any schedule changes to be made after implementation of the proposed alliance.

However, the joint applicants used best efforts to comply with Order 2001-9-15 by providing preliminary draft schedules for winter 2002 (November 2002 - March 2003) and for summer 2003 (April 2003 - October 2003). See joint response of September 28, 2001, item 5. The joint applicants generally anticipate that transatlantic schedules will be restored to pre-September 11 levels by the time they are able to implement an immunized joint alliance schedule. Accordingly, the joint applicants confirm that they currently do not intend to revise the foregoing preliminary schedules based on the effects of September 11.

Finally, American and British Airways are separately submitting confidential documents responsive to Order 2001-11-10 under a joint motion for confidential treatment pursuant to 14 CFR 302.12.

Respectfully submitted,

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November 28, 2001

Attachment A
U.S.-U.K. Frequencies for September 2001, November 2001 and July 2002

Scheduled Weekly Frequencies

<u>Airline</u>	<u>Route</u>	<u>September 2001 (Pre-9/11)</u>	<u>November 2001 (Post-9/11)</u>	<u>July 2002 (As of 11/21)</u>
AA	BOS-LHR	14	14	14
AA	DFW-LGW	14	7	14
AA	EWR-LHR	7	7	7
AA	JFK-LHR	42	28	42
AA	LAX-LHR	7	7	7
AA	MIA-LHR	7	7	7
AA	ORD-BHX	7	0	7
AA	ORD-GLA	7	0 ⁽¹⁾	7
AA	ORD-LHR	35	21	28
AA	ORD-MAN	7	7	7
AA	RDU-LGW	7	7	7
AA	STL-LGW	7	7	7
AI	JFK-LHR	7	6	7
AI	ORD-LHR	3	2	3
BA	ATL-LGW	7	7	7
BA	BOS-LHR	21	14	21
BA	BWI-LGW	7	0	0
BA	CLT-LGW	7	0	0
BA	CLT-BWI-LHR	0	7	7
BA	DEN-LGW	7	7	7
BA	DFW-LGW	7	7	7
BA	DTW-LHR	7	7	7
BA	EWR-LHR	14	14	14
BA	IAD-LHR	19	14	19
BA	IAH-LGW	10	7	13
BA	JFK-LGW	7	0	0
BA	JFK-LHR (Subsonic)	42	35	42
BA	JFK-LHR (Concorde)	0	6	14
BA	JFK-MAN	7	7	7
BA	LAX-LHR	14	14	14
BA	MCO-LGW	7	7	7
BA	MIA-LHR	14	14	14
BA	ORD-LHR	14	14	14
BA	PHL-LHR	14	14	14
BA	PHX-LGW	7	7	7
BA	SAN-LGW	7	5	7
BA	SEA-LHR	7	7	7
BA	SFO-LHR	14	14	14
BA	TPA-LGW	3	3	4
BD	IAD-MAN	6	6	6
BD	ORD-MAN	7	7	7
CO	CLE-LGW	7	0	7
CO	EWR-BHX	7	7	7
CO	EWR-GLA	7	6	7
CO	EWR-LGW	14	14	14
CO	EWR-MAN	7	6	7

Attachment A
U.S.-U.K. Frequencies for September 2001, November 2001 and July 2002

Scheduled Weekly Frequencies

<u>Airline</u>	<u>Route</u>	<u>September 2001 (Pre-9/11)</u>	<u>November 2001 (Post-9/11)</u>	<u>July 2002 (As of 11/21)</u>
CO	EWR-STN	7	0	0
CO	IAH-LGW	14	14	14
DL	ATL-LGW	21	21	21
DL	ATL-MAN	7	7	7
DL	BOS-LGW	7	7	7
DL	CVG-LGW	7	7	7
KU	JFK-LHR	3	3	4
NW	DTW-LGW	14	7 ⁽¹⁾	7
NW	MSP-LGW	7	5	7
NZ	LAX-LHR	7	7	7
PK	JFK-MAN	5	4	4
UA	BOS-LHR	7	7	7
UA	EWR-LHR	7	7	7
UA	IAD-LHR	21	14 ⁽¹⁾	21
UA	JFK-LHR	21	14	21
UA	LAX-LHR	14	7 ⁽¹⁾	14
UA	ORD-LHR	21	21	21
UA	SFO-LHR	21	14 ⁽¹⁾	21
US	CLT-LGW	7	7	7
US	PHL-LGW	14	7 ⁽¹⁾	14
US	PHL-MAN	7	7	7
US	PIT-LGW	7	7	7
VS	BOS-LGW	7	0	0
VS	BOS-LHR	0	7	7
VS	EWR-LGW	7	0	0
VS	EWR-LHR	7	12	12
VS	IAD-LHR	7	7	7
VS	JFK-LHR	21	14	14
VS	LAS-LGW	3	3	2
VS	LAX-LHR	14	14	14
VS	MCO-LGW	14	14	16
VS	MCO-MAN	6	0	6
VS	MIA-LGW	7	7	7
VS	ORD-LHR	7	0	0
VS	SFO-LGW	4	0 ⁽¹⁾	0
VS	SFO-LHR	7	7	7

Source: OAG data

Notes:

⁽¹⁾Frequency reduction already published prior to 9/11

⁽²⁾Virgin does not appear to have updated its OAG schedules for the Summer 02 traffic season. Indeed, Virgin's Annex II filings propose restoration of, inter alia, daily LHR-ORD and a third daily JFK-LHR service in Summer 2002

CERTIFICATE OF SERVICE

I hereby certify that I have this day served the foregoing document by hand delivery or first-class mail on all persons named on the attached service list.


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November 28, 2001

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