

BEFORE THE  
DEPARTMENT OF TRANSPORTATION  
WASHINGTON, D.C.

DEPT. OF TRANSPORTATION  
DOCKET SECTION  
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QA-9004

Application of

UNITED AIR LINES, INC.

for an exemption pursuant to 49 U.S.C.  
§40109 (Manchester, England)

Docket OST-96-1348-1

APPLICATION OF UNITED AIR LINES, INC.  
FOR AN EXEMPTION

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DATED: May 3, 1996

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APPLICATION OF UNITED AIR LINES, INC.  
FOR AN EXEMPTION

United Air Lines, Inc. ("United") requests an exemption from 541101 pursuant to 49 U.S.C. §40109 to allow it to offer services between points in the U.S. and Manchester, England, and to integrate these services with United's other outstanding route authorizations consistent with applicable international agreements. United proposes to offer services to Manchester in conjunction with its code-share arrangements with Lufthansa German Airlines ("Lufthansa"). Services will be operated via connections at points in Germany. United requests that its exemption be issued to be effective immediately and to continue for a period of two (2) years. In support of its request, United submits the following:

1. United is planning to offer code-share service with Lufthansa on the latter's flights between the U.S. and Manchester, England via Munich, Germany. Lufthansa's Munich-Manchester services connect with United/Lufthansa code-share flights to Munich from the U.S. The code share will enable United to hold out services to Manchester, the largest city in

the North of England, from the U.S. These services will begin on June 6, 1996.

2. United is authorized to serve all points in the U.K. except Manchester on Segment 2 of its Certificate of Public Convenience and Necessity for Route 603. United is authorized to serve all points in Germany, including Munich, by its Certificate of Public Convenience and Necessity for Route 57 and to integrate that service with services pursuant to Route 603 by its route integration exemption in Order 95-5-17. Because Manchester is not included in the U.K. points for which United is authorized, however, United needs this exemption to offer code-share services to that point.

3. United's proposed U.S.-Manchester code-share services via Munich are consistent with the terms of the agreements between the U.S. and both the U.K. and Germany. Manchester is a regional U.K. airport for which multiple designations have been agreed on U.S. Route 1A of the U.S.-U.K. agreement. A U.S. carrier may serve Manchester from any U.S. gateway on this route. The services between Munich and Manchester will be blind sectors for traffic under the UA designator code -- i.e., United will not be selling service to local traffic between Munich and Manchester. Such blind sector services via any point outside the U.K. are authorized under the U.S.-U.K. agreement. United already operates similar services via Europe to other U.K. points such as Birmingham and East Midland under its code share with British Midland.

The proposed services are also fully consistent with the terms of the U.S./Germany Transitional Air Services Agreement ("TASA"). The TASA authorizes a U.S. carrier to code share to third-country points via a point in Germany with a German carrier. There are no frequency or other operational limits on such services. Lufthansa will submit an application for a Statement of Authorization to code share for United on its flights between Manchester and Munich. Lufthansa already has a Statement of Authorization to code share for United between the U.S. and Munich. Order 96-3-37.

4. In order to offer services between the U.S. and Manchester via Munich, United requests route integration authority. This will enable United to integrate its U.S.-Munich, Germany authority in its Certificate of Public Convenience and Necessity for Route 57 with its U.S.-Manchester exemption authority. The route integration exemption should be subject to the normal condition that services may be integrated consistent with applicable international agreements. As noted above, United's U.S.-Manchester services via Munich are consistent with both the U.S./U.K. and U.S./Germany agreements.

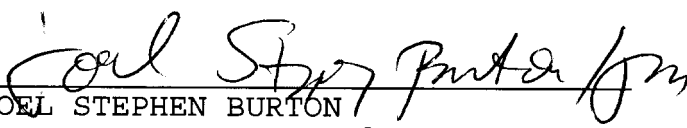
5. The code-share services of United and Lufthansa are offered pursuant to their alliance agreement which is on file with the Department in Docket 49223. These services will not affect United's commitment of equipment to the CRAF. United will comply with the conditions of 14 C.F.R. §399.88 and agrees to

take responsibility for traffic on these code-share flights ticketed under its "UA\*" designator code.

6. United and Lufthansa propose to begin operating code-share services between Munich and Manchester on June 6, 1996. In these circumstances, United requests expeditious grant of this exemption application.

WHEREFORE, on the basis of the foregoing, United requests an exemption from §41101 pursuant to 49 U.S.C. §40109 to allow it to offer services between points in the U.S. and Manchester, England, and to integrate these services with services operated pursuant to United's other outstanding certificate and exemption authority consistent with applicable international agreements. United requests that its exemption be issued for a period of two (2) years. Finally, United requests such other and different relief as the Department may deem to be consistent with the public interest.

Respectfully submitted,

  
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**DATED: May 3, 1996**  
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**CERTIFICATE OF SERVICE**

I hereby certify that I have this date served a copy of the foregoing Application of United Air Lines, Inc. For An Exemption on all persons named on the attached service list by causing a copy to be sent via first class mail, postage prepaid.

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Brenda Gardner

**DATED: May 3, 1996**

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