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CC: Senator Durbin  
Senator Moseley-Braun  
Congressman

The Honorable Rodney Slater  
**Secretary**  
U.S. Department of Transportation  
400 7th Street SW, Room **PL-401**  
Washington, D.C. 20590

DEPARTMENT OF TRANSPORTATION  
98 JUL 24 PM 1:33  
DOCKET SECTION

15 July, 1998

RE: **Docket OST-1998-3713 - 7 %**  
**"Policy Statement Regarding Unfair Exclusionary Practices"**

Bear Secretary Slater,

I am writing as one of 90,000 stakeholders of United Airlines in the U.S., and about your proposed guidelines for fair competition among airlines. The air transport industry experienced substantial upheaval twenty years ago, when it was de-regulated, and the country profited greatly from the result. We must not take a step backward, and yield **free** market preferences to government interference. A move to re-regulate this dynamic industry will have disastrous impact on consumers, airline employees, and communities now served by competitive air carriers.

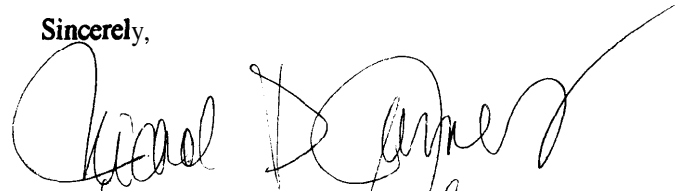
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If action is necessary to prevent unfair competitive practices, let that be accomplished by the Department of Justice who should enforce the existing anti-trust laws. Don't replace the free market choice of consumers with arbitrary and expensive governmental interference.

Sincerely,

  
133 S. Lombard  
Lombard IL 60148

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MAYBELLINE P. LOU  
9040 SKOKIE BLVD  
SKOKIE IL 20077

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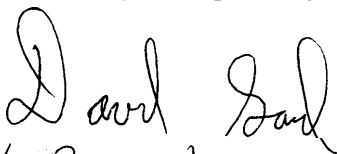
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McHenry IL 60050

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DANIELA DEVITO  
2717 S PRINCETON 3RD FLOOR  
CHICAGO IL 60616

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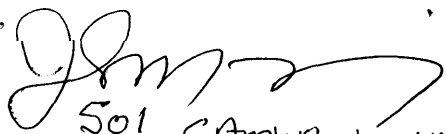
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501 Camino de la Reina  
SAN DIEGO CA 92108

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Sincerely,

*Lonnie Belmonte*  
2601 S. 59th Ave  
Crown Pt 60804

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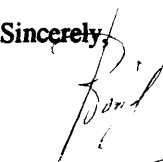
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ANDREW BRASILE

2644 ORL ST

RIVER GROVE, IL 60171

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*William Gonzalez*  
2840 N KENNETH  
CHICAGO ILL 60641

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MANUEL RODRIGUEZ  
2625 S. WILLARD  
CHICAGO, IL 60623

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If action is necessary to prevent unfair competitive practices, let that be accomplished by the Department of Justice who should enforce the existing anti-trust laws. Don't replace the free market choice of consumers with arbitrary and expensive governmental interference.

Sincerely,

*Ramona Sabeed*

1413 ELGIN

FOREST PARK 60130

CC: Senator Durbin  
Senator Moseley-Braun  
Congressman

The Honorable Rodney Slater  
Secretary  
U.S. Department of Transportation  
400 7th Street SW, Room PL-401  
Washington, D.C. 20590

15 July, 1998

**RE: Docket OST-1998-3713**  
**"Policy Statement Regarding Unfair Exclusionary Practices"**

DEPARTMENT OF TRANSPORTATION  
98 JUL 24 PM 1:33  
DOCKET SECTION

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Sincerely,

*Timothy Wang*  
7-15-98  
2900 S Wells ST  
Chicago, IL 60616

CC: Senator Durbin  
Senator Moseley-Braun  
Congressman

The Honorable Rodney Slater  
Secretary  
U. S . Department of Transportation  
400 7th Street SW, Room PL-401  
Washington, D.C. 20590

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Sincerely,

*Stewart Storey*

11080 COOLIDGE  
WEST CHICAGO IL.  
60185

CC: Senator Durbin  
Senator Moseley-Braun  
Congressman

The Honorable Rodney Slater  
Secretary  
U. S . Department of Transportation  
400 7th Street SW, Room PL-401  
Washington, D.C. 20590

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Sincerely,

*Handwritten signature:*  
116 WOODING ELEC DR.  
CAROL STREAM, IL 60138

CC: Senator Durbin  
Senator Moseley-Braun  
Congressman

The Honorable Rodney Slater  
Secretary  
U.S. Department of Transportation  
400 7th Street SW, Room PL-401  
Washington, D.C. 20590

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Sincerely,

39 Mill Pond Dr  
Mendota (IL) IL  
(630) 512-8147  


CC: Senator Durbin  
Senator Moseley-Braun  
Congressman

The Honorable Rodney Slater  
Secretary  
U.S. Department of **Transportation**  
400 7th Street SW, Room **PL-401**  
Washington, D.C. 20590

DEPARTMENT OF TRANSPORTATION  
98 JUL 26 AM 1:33  
DOCKET SECTION

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Sincerely,

MICHAEL RAINER  
1404 N GREENMEADOWS BLVD  
SPRINGWOOD IL 60107

CC: Senator Durbin  
Senator Moseley-Braun  
Congressman

The Honorable Rodney Slater  
**Secretary**  
U.S. Department of Transportation  
400 7th Street SW, Room **PL-401**  
Washington, D.C. 20590

15 July, 1998

DEPARTMENT OF TRANSPORTATION  
98 JUL 21 PM 1:33  
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Sincerely, *JOE RIPLINGER*  
*445 LLOYD ST*  
*CAOY IL 60013*



CC: Senator Durbin  
Senator Moseley-Braun  
Congressman

The Honorable Rodney Slater  
Secretary  
U. S . Department of Transportation  
400 7th Street SW, Room PL-401  
Washington, D.C. 20590

15 July, 1998

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DOCKET SEC. ION

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Sincerely,

*J. E. Porter*  
2010 S. 11<sup>th</sup> AVE  
MAYWOOD IL 60153

U.S. Senator Durbin  
U.S. Senator Moseley-Braun  
Congressman

The Honorable Rodney Slater  
Secretary  
U. S. Department of Transportation  
400 7th Street SW, Room PL-401  
Washington, D.C. 20590

15 July, 1998

DEPARTMENT OF TRANSPORTATION  
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Sincerely,

*Pat Gargos*  
*1715 Robbie Ln*  
*Mt Prospect, IL 60056*

CC Senator Durbin  
Senator Moseley-Braun  
Congressman

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Secretary  
U.S. Department of Transportation  
400 7th Street SW, Room PL-401  
Washington, D.C. 20590

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Sincerely,

*Quane Gideon*  
1841 Home  
Berwyn, IL 60402

CC: ~~Senator Durbin~~  
Senator Moseley-Braun  
Congressman

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Secretary  
U.S. Department of Transportation  
400 7th Street SW, Room PL-401  
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Dear Secretary Slater,

I am writing as one of 90,000 stakeholders of United Airlines in the U.S., and about your proposed guidelines for fair competition among airlines. The air transport industry experienced substantial upheaval twenty years ago, when it was de-regulated, and the country profited greatly from the result. We must not take a step backward, and yield **free** market preferences to government interference. A move to re-regulate this dynamic industry will have disastrous impact on consumers, airline employees, and communities now served by competitive air carriers.


When the industry was de-regulated, some carriers failed. That was because they did not adapt to the competitive environment, they were accustomed to doing business with protection by the government, and did not refocus on providing a competitive product in an intensely competitive industry. At United Airlines, most of us gave up benefits and took salary cuts to allow our company to be competitive and efficient in the new and exciting arena of the **free** market for our services. We, at United, are now the largest ESOP in the nation, and have been successful competing against other carriers who are free to enter the market. The changes you propose will alter the terrain as this industry moves, and may lead to shrinkage rather than growth, especially in the small communities you propose to help.

The Hub and Spoke system, which enables air carriers to succeed in the de-regulated environment, is dependent on spokes feeding traffic into hubs. As such, the major carriers seek to identify and serve spoke business to connect at hubs for longer range air transport. If guidelines prevent major carriers from competing for that spoke business, the system may fail. If you restrict the number of seats an incumbent is allowed to offer at reduced fare, you will restrict the benefits of competitive selection available to the consumer, and may thwart the positive impact that de-regulation produced. On an average, consumers are paying 33% less (adjusting for inflation) for air travel than they did under regulation. Since 1990 alone, consumer prices in general have risen twenty percent faster than the average air fare. The savings are not limited to lower air fares, a Brookings Institute study estimates that efficient connections through hubs saves consumers considerable time, and placed a value of \$10 Billion per year on that time.

Because of de-regulation, and the competition among providers, consumers are enjoying the opportunity to travel by air, twice as many people are flying now than when the industry was regulated. The airlines fly to more places, and do it at more affordable fares than ever before. Those fares, and the services offered directly result from the competitive nature of the free market. If you remove the competition, and the incentive to attract and retain customers, you will lose twenty years of improvement.

If action is necessary to prevent unfair competitive practices, let that be accomplished by the Department of Justice who should enforce the existing anti-trust laws. Don't replace the free market choice of consumers with arbitrary and expensive governmental interference.

Sincerely,

  
MATTHEW R. FUCHSEN  
320. N. YORK RD.  
ELMHURST, IL. 60126