

38586

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

98 JUL 27 PM 4: 52  
DOCUMENTARY SERVICES DIV.  
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15 July, 1998

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

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 sewed 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,

*Mike Gallagher*  
2703 Miller Road  
Pulasky Meadows, IL 60008

The Honorable Rodney Slater  
**Secretary**  
U.S. Department of Transportation  
400 7th Street SW, **Room PL-401**  
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CC: Senator Durbin  
~~Senator~~ **Moseley-Braun**  
Congressman,

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Sincerely,

*Jeffrey R. Floyd*  
334 N. WEBBIE  
SCITRON OURG, JUL 60194

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Sincerely, DALE SAVAGE  
835 INDIAN WEAVER  
ELGIN ILL. 60123

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Sincerely,

  
507 EVERETT DR #301  
MT. AIRBORNE TEL 6056

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Sincerely,

*Chuck Bonnell*

*1487 FOREST AVE  
BALTIMORE MD 21209*

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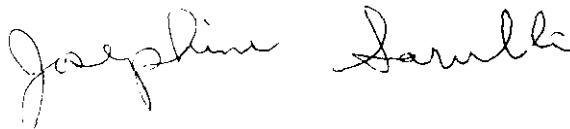
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Sincerely,



CC: Senator Durbin  
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Sincerely,

*Sara Teresa Román* 15JUL98  
5418 W. Montrose #1  
Chicago, IL 60641

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Secretary  
U.S. Department of Transportation  
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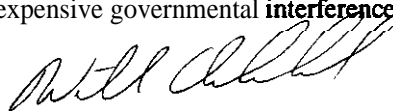
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303 S. SALINA AVE

CAULONIA, SC 29205

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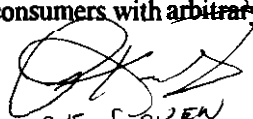
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MT PROSPECT IL 60056

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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,



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

CC: Senator Durbin  
Senator Moseley-Braun  
Congressman

98 JUL 27 PM 4: 53  
DOCUMENTARY SERVICES DIV.  
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15 July, 1998

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

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Sincerely,

*Rick Bagner*  
8203 State Line  
Munster, IN 46321

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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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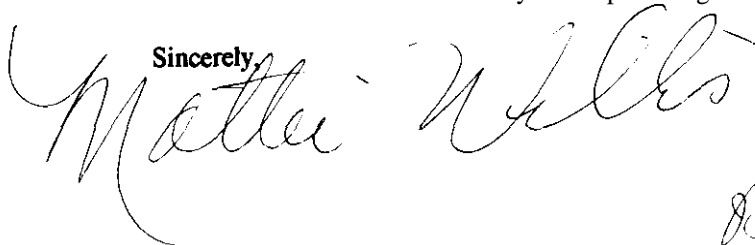
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Sincerely,



Robyn 9565  
Breadview, IL  
60050

CC: Senator Durbin  
Senator Moseley-Braun  
Congressman

The Honorable Rodney Slater  
Secretary  
U.S. Department of Transportation  
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Sincerely,

  
GIANNI BOTTAZZI  
18107 COLLINS Rd  
WOODSTOCK IL 60098

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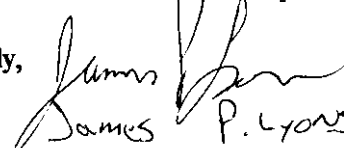
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Sincerely,

  
James P. Lyons  
1951 STEAMBOG RD  
HILLSDALE MI 49242

C Senator Durbin  
Senator Moseley-Braun  
Congressman

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Senator Moseley-Braun  
congressman

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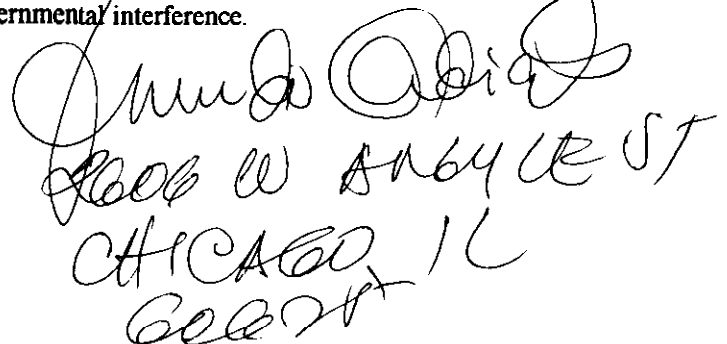
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Sincerely,

  
James W. Moseley  
Chicago, IL  
60674

CC: Senator Durbin  
Senator Moseley-Braun  
Congressman

The Honorable **Rodney Slater**  
**Secretary**

U.S. Department of Transportation 98 JUL 27 PM 4: 53  
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Sincerely,

Ralph Tucker  
1079 Florida Ln  
Elk Grove Village, IL 60007



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Secretary  
U.S. Department of Transportation  
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Sincerely,

Sheela Hussu  
134 Barom Cr  
Schaumburg, IL 60194

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Secretary  
U.S. Department of Transportation  
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Washington, D.C. 20590

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Sincerely,

*Due Johnson*

10561

*Keep your hand out of our best.*

The Honorable **Rodney Slater**  
**Secretary**  
U.S. Department of Transportation  
400 7th Street SW, Room PL-401  
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**“Policy Statement Regarding Unfair Exclusionary Practices”**

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 Huh 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,

*Ray Orzech*  
263 S. Clubhouse Dr #315  
Baltimore, IL 60067

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

CC: Senator Durbin  
Senator Moseley-Braun  
Congressman

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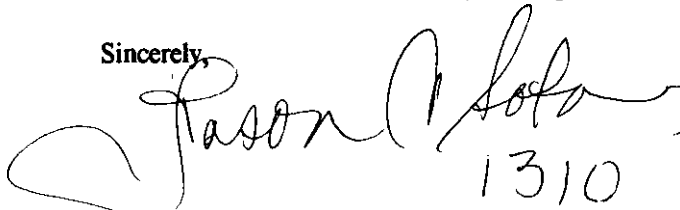
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Sincerely,

  
1310 Rivehead Ln.  
Belvidere, IL 61008