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DEPT. OF TRANSPORTATION
DOCKET SECTION

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**BEFORE
DEPARTMENT OF TRANSPORTATION
OFFICE OF THE SECRETARY
WASHINGTON, D.C.**

Application of

AirTran Airways, Inc.

For an exemption from Subparts K
and S of 14 CFR Part 93 (Slot Restrictions at New
York LaGuardia Airport) as to provide nonstop
service between:

Bloomington/Normal, IL/Moline-Quad Cities, IL
& New York LaGuardia (combination service);

et al.

Docket: OST-97-2557 - //

**Response In Support of AirTran Filing on Behalf of
Moline/Quad Cities and Bloomington/Normal, IL**

Communications with respect to this document should be addressed to:

Mr. Kent G. George, A.A.E.
Director of Aviation
Metropolitan Airport Authority
of Rock Island County, IL
Quad City International Airport
P. O. Box 9009
Moline, IL 61265-9621

66 pgs

**BEFORE
DEPARTMENT OF TRANSPORTATION
OFFICE OF THE SECRETARY
WASHINGTON, D.C.**

Application of

AirTran Airways, Inc.

For an exemption from Subparts K
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Bloomington/Normal, IL/Moline-Quad Cities, IL
& New York LaGuardia (combination service);

et al.

Docket: OST-97-2557

**Response In Support of AirTran Filing on Behalf of
Moline/Quad Cities and Bloomington/Normal, IL**

The Moline/Quad City International Airport, along with the 770,000 plus residents of the Illinois/Iowa Quad Cities wish to add their support to the above filing on the part of AirTran Airways, Inc. (AirTran). AirTran's proposed new service would significantly increase the availability of air service to one of the Quad Cities most important markets. The overall community has been growing considerably in the last few years and traffic has increased 11+% increase in 1996 and to date this year a 6.8% increase over last year's passengers has additionally been realized.

Included with this filing as Exhibit A is an Air Service Study conducted by the Quad City International Airport's consultant, Michael Boyd of Aviation Systems Research Corporation, Golden, Colorado, which clearly supports the need for the service. Additionally, Exhibit B contains letters of support for the granting of slots to AirTran for the service to the Quad Cities and Bloomington/Normal. The response from the federal, state and local legislators, along with the corporate community, over the last week to ten days has been overwhelming as is exhibited in the attached letters of support. Enclosed with the letters of support are various articles from local newspapers concerning this service. The newspapers, together with the television and radio response, has been outstanding.

In closing, Airtran's request meets all of the provisions of the exemption section of 14 CFR Part 93. This positive response to the exemption request will not only act in compliance with the law but also serve to support and enhance the competitiveness of air service into and out of the Quad City International Airport.

Respectfully submitted,

A handwritten signature in black ink, appearing to read "Kent G. George", is written over a horizontal line.

Kent G. George, A.A.E.
Director of Aviation
Metropolitan Airport Authority of
Rock Island County, Illinois
P. O. Box 9009
Moline, IL 61265
(309) 757-1732

June 9, 1997

CERTIFICATE OF SERVICE

I hereby certify that I have this day served the following persons with a copy of the Response in Support of AirTran Filing on Behalf of Moline/Quad Cities and Bloomington/Normal, IL by depositing a true copy of same in the United States Mail with proper postage affixed thereto and addressed to each of the parties on the service list below:



Kent G. George, A.A.E.

Robert D. Swenson
President & CEO
AirTran Airways, Inc.
4170 Wiley Drive
Orlando, FL 32827

John Gillick
Winthrop Stimson, Putnam
1133 Connecticut Avenue NW
Suite 1200
Washington, D.C. 20036

Lawrence H. Brinker, Esq.
General Counsel
AirTran Airways, Inc.
4170 Wiley Drive
Orlando, Florida 32827

Robert P. Silverberg
Klein & Bagileo
1101 30th Street, NW
Washington, D.C. 20007
For Midwest Express Airlines, Inc.

Carl B. Nelson, Jr.
Associate General Counsel
American Airlines, Inc.
1101 17th Street, N.W.
Washington, D.C. 20036

Megan Rae Poldy
Associate General Counsel
Northwest Airlines, Inc.
901 15th Street, N.W. - Suite 310
Washington, D.C. 20005

R. Bruce Keiner
Crowell & Moring
1001 Pennsylvania Ave., N.W.
Suite 1100
Washington, D.C. 20004
For Continental Airlines, Inc.

Richard J. Fahy, Jr.
1800 Diagonal Road
Suite 600
Alexandria, VA 22314
for Trans World Airlines

Robert E. Cohn
Shaw, Pittman, Potts & Trowbridge
2300 N. Street N.W.
Washington, D.C. 20037
for Delta Air Lines, Inc.
Midway Airlines Corp.

Joel Stephen Burton
Ginsburg, Feldman & Bress
1250 Connecticut Ave., N.W.
Washington, D.C. 20036-1795
for United Airlines

Richard D. Mathias
Frank J. Costello
Cathleen P. Peterson
Zuckert, Scoutt & Rasenberger
888 17th Street, N.W.
Washington, D.C. 20006
for US Airways, Inc.

Michael LaPier, A.A.E.
Director of Aviation
Central Illinois Regional Airport
at Bloomington/Normal
R.R. 1, Box 26
Bloomington, IL 61704

Fred Krum
Director of Aviation
Akron-Canton Regional Airport Authority
5400 Lauby Road N.W.
Box 9
North Canton, OH 44720

Mark D. VanLoh, A.A.E.
Director of Airports
Toledo Express Airport
11013 Airport Highway
Box 11
Swanton, OH 43558

Hon. Rudolph Giuliani
Mayor, City of New York
City Hall
New York, NY 10007

Robert J. Kelly
Director of Aviation
Port Authority of New York &
New Jersey
One World Trade Center - 65N
New York, NY 10048

Patricia Lane
Federal Aviation Administration
Office of Chief Counsel
Air Space & Air Traffic Law Branch
800 Independence Ave., S.W. Room 917
Washington, D.C. 20591

Mr. Terry Igoe, A.A.E.
Executive Director
Metropolitan Knoxville Airport
McGhee Tyson Airport
P. O. Box 15600
Knoxville, TN 37901

**BEFORE THE
DEPARTMENT OF TRANSPORTATION
OFFICE OF THE SECRETARY
WASHINGTON, D.C.**

Application of :

AirTran Airways, Inc. :

For an exemption from Subparts K
and S of 14 CFR Part 93 (Slot Restrictions at New
York LaGuardia Airport) as to provide nonstop
service between:

Docket: OST-97-2557

Bloomington/Normal, IL / Moline-Quad Cities, IL
& New York LaGuardia (combination service);

et al.

**Response In Support of AirTran Filing on Behalf of
Moline/Quad Cities and Bloomington/Normal, IL**

The communities served by the Moline/Quad Cities International Airport and by Central Illinois Regional Airport at Bloomington/Normal wish to add their support to the above filing on the part of AirTran Airways, Inc.

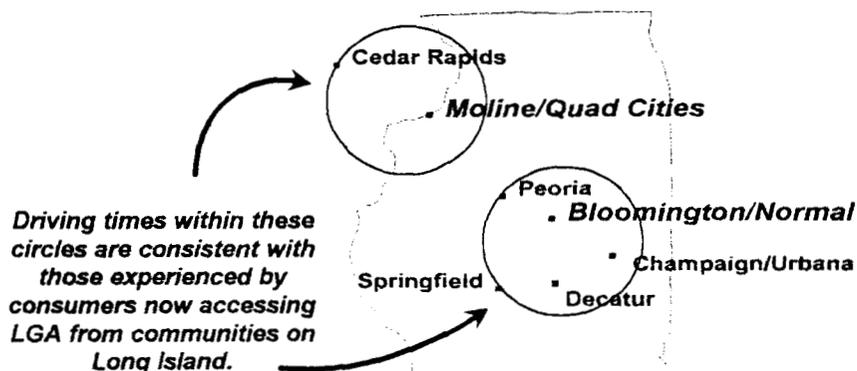
The intent of AirTran is to provide two daily round trip flights between these two airports on one hand, and New York/LaGuardia Airport on the other. As will be outlined below, this will result in enormous benefit to a population base of over 1.4 million people. The service as proposed by AirTran clearly provides enormous economic benefit to the entire downstate area of Illinois, which until now has been held captive to high fare connecting service offered by existing traditional mega-carrier systems such as United/United Express, American/American Eagle, and TWA/TWExpress. While the communities are grateful to these mega-carriers for the high degree of connectivity they offer through their connecting hubs, there is clearly a need and market room for the entry of a low-fare airline such as AirTran providing direct and nonstop service to New York/LaGuardia. We believe that this proposal on the part of AirTran will serve to increase competition and stimulate the market for all carriers, and this will clearly benefit the entire

downstate Illinois region. As LaGuardia slots are essentially public assets, the decision on the part of the Department of Transportation to agree to AirTran's proposal is one that makes the highest and best use of these scarce assets.

The AirTran Proposal Benefits Many Communities, and Also Helps Smaller Regional Communities That Have Recently Lost Air Service.

The proposed LaGuardia service by AirTran will essentially open low-fare jet service not only to the immediate communities where these airports are located, but also to several other Illinois and Iowa cities that are within a reasonably short drive.

AirTran Proposal Benefits Over 1.4 Million Consumers



AirTran Service Proposal Will Provide Low-Fare New York Access to Many Illinois and Iowa Communities Within Close Driving Time of MLI and BMI.

In this light, the AirTran proposal brings low fare access to the New York metropolitan area not only to the communities in the immediate service areas of Moline/Quad Cities and Bloomington/Normal, but also to large percentages of consumers from the environs of large cities such as Cedar Rapids, Champaign, Urbana, Decatur, Peoria, and Springfield. In fact, the drive time from several of these cities to access AirTran flights at Moline or at Bloomington is in many cases *less* than consumers now routinely experience to LaGuardia from population centers on Long Island such as Huntington, Massapequa, and other high density communities in eastern Nassau County and in Suffolk County. Furthermore, this AirTran low-fare service will benefit smaller

communities in the region which have recently seen reductions or elimination of scheduled air service at their local airports. These include Clinton, Galesburg, Sterling, and Rock Falls.

A Proven Need For AirTran Service

The AirTran proposal is also consistent with demographic shifts that have taken place in recent years and are expected to accelerate in the years ahead. The Moline/Quad Cities region has a vibrant and growing economy that now can support air service other than that consisting of feeder spokes to connecting hub-sites such as Chicago/O'Hare (by United and American systems) and St. Louis (by the TWA system). The service areas of both Moline/Quad Cities and of Bloomington/Normal have shown significantly stronger population growth than virtually any regions of the downstate area. Furthermore, the resurgence and expansion of heavy industries in the area, represented by examples such as John Deere and Mitsubishi, underscore not only the growing demand for additional service such as that proposed by AirTran, but also the pressing need for such service. In addition, service industries have expanded in the region, particularly those represented by the financial and insurance industries. Future job growth in these businesses are heavily dependent upon air service, and the AirTran proposal for LaGuardia flights accurately meets this new and growing need.

Moline/Quad Cities and Bloomington/Normal Represent The Best Use of Allowing New Entrant Service at New York/LaGuardia

The need and the benefit for LaGuardia service from Moline/Quad Cities and Bloomington/Normal is derived from the rapid and fundamental changes in the economic, demographic, and business structure of the area. The AirTran proposal meets two criteria that must be considered in determining access to LaGuardia:

1. The service meets a new and pressing need that did not exist until the recent past. The proposal addresses the needs of the future by opening LaGuardia service to an entire region, instead of just one metropolitan area.
2. The service does not duplicate existing service that a city or airport may already have. While increased access to New York LaGuardia is likely beneficial to almost any airport, the reality is that slots and capacity there is limited. Therefore, new access should be granted to airports that a) have none today, and b) will provide the greatest benefit the highest number of consumers.

The AirTran proposal meets both of these important criteria.

Moline/Quad Cities and Bloomington/Normal Have Strong And Growing Enplanement Bases. Experience Proves That AirTran Service Will Be Successful.

The AirTran proposal for service to New York/LaGuardia from Moline/Quad Cities and Bloomington/Normal is one conceived clearly to meet the needs created by dynamic changes in the economy of the region and of the nation. We must look at these changes and plan air service accordingly. Recent experience as well as economic and traffic trends at both Moline/Quad Cities and at Bloomington/Normal very clearly indicate that the air service needs of the future cannot be determined by historical data.

At Moline/Quad Cities, traffic was up by approximately 11% in 1996, almost double the rate of the nation as a whole. Bloomington/Normal, which is becoming a de facto regional airport for many communities in central Illinois, experienced even stronger growth, and is currently trending at 50% growth in 1997 over the previous year. In the case of AirTran, the carrier has initiated highly successful service from both airports to Orlando in the past year. At Bloomington/Normal, Frontier service to Denver, initiated in 1996, has been met with very robust traffic, and its initial single daily round trip flight (which is capacity-constrained due to a stop at Omaha) is now generating traffic at an annualized rate of 30,000 passengers. Clearly, this is an indicator that these communities will support the AirTran service to LaGuardia. Based on this, estimates of traffic completed independently by Moline/Quad Cities and Bloomington/Normal indicate AirTran will enjoy approximately 130,000 to 140,000 annual passengers on the proposed pattern of two daily round trip flights.

AirTran Proposal Will Stimulate Competition

A key part of the intent of the Department of Transportation is to increase levels of competition. The AirTran proposal for Moline/Quad Cities and Bloomington/Normal will certainly achieve this goal. With the addition of AirTran service to LaGuardia, it can be expected that other carriers will respond competitively in terms of fare offerings not only on competing connecting service to LaGuardia, but to other New York airports as well. Because it is felt that traffic is currently constrained due to high fares to New York, the result will be strong traffic stimulation that will benefit all carriers. Fares to New York airports offered on a connecting basis by United/United Express, TWA/TWExpress, and American/American Eagle can be expected to be adjusted, at least on a capacity-controlled basis, to respond to the AirTran nonstop and direct

flights. Regardless, it is felt that it is a near certainty that the entry of AirTran will result in higher levels of fare competition that will benefit over 1.4 million consumers in Illinois and Iowa.

Conclusions

Granting the exemptions sought by AirTran Airways for slots to serve Moline/Quad Cities and Bloomington/Normal from New York/LaGuardia represents a near textbook example of meeting the intentions of the Department of Transportation:

1. It meets the needs of the communities involved. Access to the New York metropolitan area represents the single largest underserved market for both Moline/Quad Cities and Bloomington/Normal.
2. It conforms not only to existing traffic demand, but also that which is developing as a result of demographic and economic shifts in the region.
3. The service proposed by AirTran will provide cost-effective New York access not only to the immediate communities of Moline/Quad Cities and Bloomington/Normal, but also to a range of other cities within reasonable driving distance of these airports, including Cedar Rapids, Peoria, Champaign, Decatur, Urbana, and Springfield. With approval of the AirTran proposal, the Department of Transportation has effectively granted all these communities cost-effective access to New York.
4. The proposal also will benefit smaller communities in the region whose local airports have lost effective scheduled air service. These include Galesburg, Sterling, and Rock Falls, all of which are vibrant communities, but which by themselves do not have sufficient populations to support local air service. Their proximity to Moline/Quad Cities will allow them to take advantage of the new access to the commercial centers of New York as a result of the AirTran proposal.
5. Businesses and consumers in service areas of both airports will enthusiastically support this new service, as evidenced by their patronage of recently-initiated service by both AirTran and Frontier.

With these points in mind, the communities represented by airports of Moline/Quad Cities and Bloomington/Normal respectfully supports AirTran's request that the Secretary grant an exemption that will provide AirTran with sufficient and appropriate slots at New York/LaGuardia to operate the pattern of service proposed.

EXHIBIT B

United States Senate

WASHINGTON, DC 20510-1304

June 9, 1997

The Honorable Rodney E. Slater
Secretary
U.S. Department of Transportation
400 Seventh Street, N.W.
Washington, DC 20590

Dear Secretary Slater:

I write today to express my strong support for an application filed by AirTran Airways for an exemption from the slot restriction rule at New York's LaGuardia Airport. I ask for your serious consideration of AirTran's request.

AirTran has filed an application for exemption (OST-97-2557) in order to provide non-stop service between Bloomington-Normal, Illinois and the Illinois and Iowa Quad Cities to LaGuardia Airport. This proposed service would enable more than 1.5 million people in the Quad Cities and the Bloomington-Normal areas non-stop access to the New York market.

Mr. Secretary, it is my understanding that AirTran's application enjoys widespread community support in both the Quad Cities and in Bloomington-Normal. I believe that granting an exemption will provide an economic boost to central and western Illinois and eastern Iowa.

I thank you in advance for your consideration of AirTran's application. I look forward to your response.

Sincerely,



Richard J. Durbin
U.S. Senator

TOM HARKIN
IOWA

(202) 224-2254
TTY (202) 224-4833
Tom_Harkin@Harkin.Senate.Gov

United States Senate

WASHINGTON, DC 20510-1502

COMMITTEES
AGRICULTURE
APPROPRIATIONS
SMALL BUSINESS
LABOR AND HUMAN
RESOURCES

Honorable Rodney Slater
Secretary
U.S. Department of Transportation
400 Seventh Street SW
Washington, DC 20590

Dear Secretary Slater:

I strongly support the Department's granting AirTran Airways Inc. an exemption from the high density airport slot limitation at New York's LaGuardia Airport (Docket OST-97-2557) to provide service to the Quad Cities.

AirTran is requesting approval to provide two daily round trip flights to LaGuardia from Moline/Quad Cities, Bloomington/Normal, Toledo/Akron, and Knoxville, Tennessee. Currently these communities lack direct or non-stop flights to New York. These proposed routes would offer improved service and, perhaps, lower costs for air travel to the New York area.

An exemption for AirTran would be in the public interest. AirTran is a new entrant carrier and would provide increased competition to the New York market. The public will benefit from the availability of a variety of low-priced services which will ensure a more effective and competitive airline industry.

I would appreciate your favorably considering the approval of AirTran's application. I appreciate your consideration of this issue.

Sincerely,



TOM HARKIN
United States Senate

LANE EVANS
17TH DISTRICT, ILLINOIS

COMMITTEES:
HOUSE COMMITTEE ON
NATIONAL SECURITY
HOUSE COMMITTEE ON
VETERANS' AFFAIRS

Congress of the United States
House of Representatives
Washington, DC 20515-1317

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MOLINE, IL 61265
(309) 793-5760
TOLL FREE: 800-322-6210
1640 N. HENDERSON ST.
GALESBURG, IL 61401
(309) 342-4411

May 29, 1997

Honorable Rodney Slater
Secretary
U.S. Department of Transportation
400 Seventh Street SW
Washington, DC 20590

Dear Secretary Slater:

I am writing to express my strong support for the application submitted by AirTran Airways Inc., seeking an exemption from the high density airport slot limitation at New York's LaGuardia Airport (Docket OST-97-2557).

AirTran is requesting approval to provide two daily round trip flights to LaGuardia from Moline/Quad Cities, Bloomington/Normal, Toledo/Akron, and Knoxville, Tennessee. Currently these communities lack direct or non-stop flights to New York. These proposed routes would offer medium-sized routes quality affordable jet service.

AirTran should be granted an exemption from the high density rule because it would be in the public interest and exceptional circumstances exist. AirTran is a new entrant carrier and will provide increased competition to the New York market. The public will benefit from the availability of a variety of low-priced services which will ensure a more effective and competitive airline industry.

Approval of AirTran's application would be an effective way to increase competition in a restricted market and provide the public with reliable and affordable air service. I would appreciate your timely review of AirTran's application.

Sincerely,
Lane Evans

LANE EVANS
Member of Congress



CONGRESS OF THE UNITED STATES

May 30, 1997

The Honorable Rodney Slater
Secretary
U.S. Department of Transportation
400 Seventh Street SW
Washington, DC 20590

Dear Secretary Slater:

I am writing to urge your consideration of an application submitted by AirTran Airways Inc., which seeks an exemption from the high density airport slot limitation at New York's LaGuardia Airport (Docket OST-97-2557).

AirTran is requesting approval to provide two daily round trip flights to LaGuardia from a number of cities including the Moline/Quad Cities area. It is my understanding that these communities currently lack direct or non-stop flights to New York.

As you know, high quality, competitively priced air travel is an essential component of economic development and growth in many mid-sized midwestern cities. It is my sense that granting this exemption would serve as an important first step toward increasing the accessibility and thus the further development of these cities. I would, therefore, hope that you would give serious consideration to the application submitted by AirTran.

I appreciate your attention to this matter.

Sincerely,

A handwritten signature in black ink, appearing to read "Jim Leach".

James A. Leach
Member of Congress

JL:ab



WILLIAM O. LIPINSKI
3^d DISTRICT, ILLINOIS

COMMITTEE ON
TRANSPORTATION AND INFRASTRUCTURE
RANKING DEMOCRATIC MEMBER,
SUBCOMMITTEE ON AVIATION
SUBCOMMITTEE ON RAILROADS
DEMOCRATIC STEERING COMMITTEE

Congress of the United States
House of Representatives
Washington, DC 20515

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12717 SOUTH RIDGELAND AVENUE
PALOS HEIGHTS, IL 60463
(708) 371-7460
6215 WEST 79TH STREET
SUITE 2A
BURBANK, IL 60459
(708) 430-0104

June 4, 1997

The Honorable Rodney Slater
Secretary
U.S. Department of Transportation
400 Seventh Street, SW
Washington, D.C. 20590

Dear Secretary Slater:

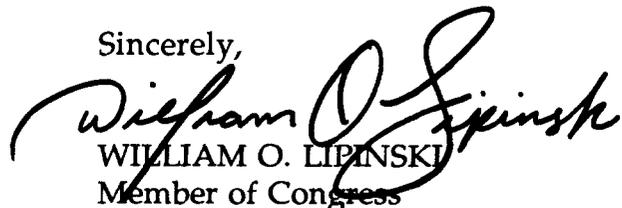
I am writing to express my support for the application by AirTran Airways Inc. seeking an exemption from the high density airport slot limitation at New York's LaGuardia Airport (Docket OST-97-2557).

AirTran is requesting approval to provide two daily round trip flights to LaGuardia from Moline/Quad Cities, Bloomington/Normal, Toledo/Akron, and Knoxville. Currently, these communities lack direct or non-stop flights to New York. These proposed routes would offer medium-sized routes quality affordable jet service.

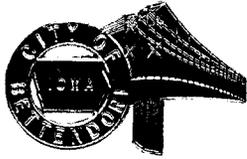
AirTran is seeking an exemption because exceptional circumstances exist and the exemption would be in the public interest. AirTran is a new entrant carrier and will provide increased competition to the New York market. The public will benefit from the availability of a variety of low-priced services.

Approval of AirTran's application would be an effective way to increase competition in a restricted market and provide the public with reliable and affordable air service. I appreciate your timely review of AirTran's application. With best wishes and kind regards, I remain

Sincerely,


WILLIAM O. LIPINSKI
Member of Congress

WOL/cc



CITY OF BETTENDORF

1609 STATE STREET • BETTENDORF, IOWA 52722-4937 • (319) 344-4000

May 29, 1997

Re: Docket No. # OST-97-2557

Mr. Rodney E. Slater,

As Mayor of Bettendorf, Iowa as well as a resident and businesswoman of the Quad Cities, I hope to enlist your support in the approval of AirTran's request for authority to operate from the Quad Cities/Bloomington-Normal to LaGuardia Airport in New York. The implementation of these reduced-fare flights would be an asset to our community, eliminating the burden and inconvenience of existing higher-priced routes to New York, as well as serving as a stimulant to the economic development of our area by opening a direct conduit for commerce and trade between the two communities.

The availability of these flights, combined with their low-cost fare would provide a welcome convenience to many of the 700,000 potential Quad City airport patrons who would, and do, commute several hours to other airports to receive similar low-cost service. In keeping with the intent of the Airline Deregulation Act of 1978 and with the Congressional mandate to the Secretary of Transportation in 1994, the Quad Cities/Bloomington-Normal airport would appreciate the opportunity to compete and improve its service to a growing population base.

These flights would serve as an investment in the economic development of the Quad Cities area, building a link to New York that would provide for an influx of commerce and trade that may not otherwise be available. We pride ourselves in our continuing effort to expand and develop our community as a viable economic and rural homestead; therefore, the addition of these flights would be a welcome aid in our endeavor.

Please take the time to carefully review AirTran's request for the authority to provide these low-cost flights from Quad Cities/Bloomington-Normal to LaGuardia airport in New York.

Sincerely,

Ann Hutchinson
Mayor of Bettendorf, Iowa



May 28, 1997

Mr. Rodney E. Slater
Secretary
Department of Transportation
400 7th Street, S.W., Room 10200
Washington, DC 20590

Re: Docket # OST-97-2557 - AirTran Proposed Flights from Quad Cities Illinois to
LaGuardia Airport in New York

Dear Secretary Slater:

I'm taking this opportunity to write to you in support of the request by AirTran for direct flights between the Quad Cities/Bloomington Normal, Illinois to LaGuardia Airport in New York.

With a population base within a 50 mile radius of about 700,000 people, the Quad Cities direct air link to New York City could provide an important connection for our Midwestern community to serve commercial and business as well as tourism purposes. As the host community for Deere and Company, a Fortune 500 corporation, and the center for an increasing number of businesses with national and global business dealings, the Quad Cities connection with New York provide a natural next step in our area's efforts to grow into the 21st Century.

I hope you will view with favor the application of AirTran for this direct air service to LaGuardia Airport in New York and welcome you to contact the undersigned, John Gardner at the Quad City Development Group, or Kent George, Director of the Quad Cities Airport for further information regarding this application.

Mayor Mark W. Schwiebert
1528 Third Avenue / Rock Island, Illinois 61201-8678
phone (309) 793-3321 fax (309) 793-0655



Thanking you in advance for your hoped for favorable action on this, I remain,

Sincerely,

A handwritten signature in black ink, appearing to read 'Mark W. Schwiebert', with a long, sweeping horizontal stroke extending to the right.

Mark W. Schwiebert
Mayor

MWS:jp

xc: John Gardner
Kent George





OFFICE OF THE MAYOR

226 W. Fourth Street
Davenport, Iowa 52801

(319) 326-7701

Patrick J. Gibbs
Mayor

June 2, 1997

Mr. Rodney E. Slater, Secretary
Department of Transportation
400 Seventh Street, S.W., Room 10200
Washington, D.C. 20590

RE: Docket No. OST-97-2557

Dear Mr. Secretary:

I am writing in support of the request from AirTran for authority to operate from the Quad Cities/Bloomington-Normal to LaGuardia Airport in New York.

The City of Davenport is a community of 100,000, the largest of the Quad City municipalities. However, collectively we are a market of 700,000 persons within a fifty-mile radius of the Quad City International Airport. The AirTran request would provide convenient, low-cost access for us to New York.

Our area suffered significant distress over the period 1985-1993. However, through that period we prepared ourselves for recovery, in part by upgrading our Quad City airport facilities. Now, as our economic strength has revived, direct access to the New York market will allow further growth and prosperity.

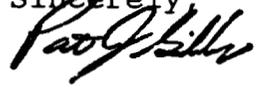
We have a strong base of companies and have certain advantages that can support their growth and the attraction of new companies. However, air service continues to be a concern. It can become an economic liability if more and more of our potential passengers are to be expected to drive three hours to Chicago to access competitive air service to New York, causing additional congestion at Chicago's airports.

We understand that AirTran is asking for exemption to the High Density Rule for new entrant carriers. However, this would be consistent with the Airline Deregulation Act of

1978 and the subsequent Congressional mandate to encourage more competitive and improved service to mid-sized communities such as ours.

Thank you for your consideration.

Sincerely,

A handwritten signature in black ink, appearing to read "Patrick J. Gibbs". The signature is written in a cursive, slightly slanted style.

Patrick J. Gibbs
Mayor



CITY OF EAST MOLINE

OFFICE OF THE MAYOR

May 28, 1997

Mr. Rodney E. Slater, Secretary
Department of Transportation
400 Seventh Street, S.W. , Room 10200
Washington, DC 20590

Re: Docket No. # OST-97-2557

Dear Secretary Slater:

Please accept this letter in support of the request filed by AirTran to provide daily air service from the Quad Cities International Airport in Moline, Illinois to LaGuardia Airport in New York City.

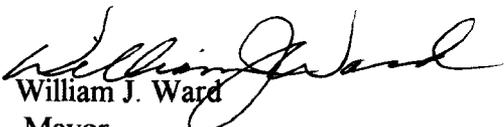
AirTran currently serves our community with low cost flights to Orlando, and their service has been well received. We are sure that the same would be true for the service to New York, as the estimated ticket cost is only about 50% of the current fares offered by other carriers. Approximately 700,000 people live within a 50 mile radius of the Quad Cities, and they must make a three hour drive to Chicago to get a lower cost for airline tickets to New York.

In addition to the proposed flights being used for personal and recreational needs, we feel that many business travelers would also use them to promote economic development.

We believe that your approval of the AirTran request would be in compliance with the intent of the Airline Deregulation Act of 1978. It also is in agreement with the Congressional mandate to the Secretary of Transportation in 1994 to permit exemption to the High Density Rule for new entrant carriers, which was designed to encourage more competition and improve service to mid-sized communities like the Quad Cities.

We appreciate your consideration of the AirTran request, and encourage you to make a favorable decision.

Sincerely,


William J. Ward
Mayor



JAMES VAN FOSSEN
STATE REPRESENTATIVE
Forty-Second District
Capitol (515) 281-0221
Voice Mail (515) 242-6118
Email: vanfos@house.legis.state.ia.us



COMMITTEES
Commerce - Regulation
Environmental Protection
Ways & Means

BUDGET SUBCOMMITTEE
Economic Development
Vice Chair

HOME ADDRESS
2502 Middle Road
Des Moines, Iowa 52803
Home: (515) 255-7776
Home Fax: (515) 255-9854

House of Representatives

STATE OF IOWA
Seventy-Sixth General Assembly
STATEHOUSE
Des Moines, Iowa 50319

June 3, 1997

The Honorable Rodney E. Slater, Secretary
Department of Transportation
400 Seventh Street, S.W., Room 10200
Washington, D.C. 20590

RE: Docket No. OST-97-2557

Dear Secretary Slater,

I write today to ask for your thoughtful consideration of AirTran's filing for authority to operate a twice daily flight from the Quad Cities (MLI) to New York's LaGuardia.

The flights would provide low cost access to New York for our market of 700,000 Iowa and Illinois residents who live within fifty miles of the Quad City International Airport.

The service would be a strong new advantage for economic development for the Quad Cities, helping small and large business grow and allowing us to attract new employment to our area.

Approval of the AirTran application would be in keeping with the intent of the airline deregulation act of 1978. The act was designed to encourage more competition and improve service to mid-sized communities like the Quad Cities!

Thank you for your time and dedication to our countries transportation needs.

Sincerely,

James Van Fossen
State Representative

EDWIN G. WINBORN
SCOTT COUNTY SUPERVISOR
416 West Fourth Street
Davenport, Iowa 52801-1187



(319) 326-8749

June 2, 1997

Mr. Rodney E. Slater, Secretary
Department of Transportation
400 Seventh Street, SW - Room 10200
Washington, DC 20590

Dear Mr. Slater:

RE: Docket No. #OST-97-2557

I am very supportive of AirTran's application to operate from the Quad Cities International Airport to LaGuardia Airport in New York. This service would provide convenient access to New York for the 700,000 individuals who live in the Quad City region.

AirTran's additional service would be a boost to the Quad Cities' economy. The service has the potential to help existing businesses and attract new companies to our area. Currently, up to 400,000 potential airport users drive three hours to Chicago to get low cost service. AirTran would provide convenient, low cost service which would enhance usage at the Quad City International Airport.

Approval of the AirTran application would be in keeping with the intent of the Airline Deregulation Act of 1978 and with the Congressional mandate to the Secretary of Transportation in 1994 to permit exemption to the High Density Rule for new entrant carriers. That mandate was designed to encourage more competition and improve service to mid-sized communities like the Quad Cities.

Thank you for your consideration of this request.

Sincerely,

Ed Winborn, Chairman
Board of Supervisors





STATE OF ILLINOIS

SENATE

SENATOR
DENNY JACOBS

STATE CAPITOL
SPRINGFIELD, ILLINOIS
62706
217/782-5957

May 29, 1997

The Honorable Rodney E. Slater, Secretary
Department of Transportation
400 Seventh Street, S.W., Room 10200
Washington, D.C. 20590

Dear Secretary Slater:

It has been brought to my attention that AirTran has filed for authority to operate from the Quad Cities/Bloomington-Normal to LaGuardia Airport in New York.

It is my feeling the flights would provide convenient, low cost access to New York for our market of 700,000 people who live within 50 miles of the Quad Cities International Airport.

There is no doubt as the Senator of the 36th District representing over 225,000 of said 700,000 people will definitely be directly benefited.

If I can provide any other information or be of any assistance please feel free to contact me.

I strongly urge a positive response to the Quad Cities International Airports request.

Sincerely,

A handwritten signature in cursive script that reads "Denny Jacobs".

Denny Jacobs
State Senator
36th District

DJ/pal

ILLINOIS HOUSE OF REPRESENTATIVES

72ND DISTRICT OFFICE:
303 18TH STREET
ROCK ISLAND, ILLINOIS 61201
309/793-4716
FAX: 309/793-4766



SPRINGFIELD OFFICE:
109 STATE CAPITOL
SPRINGFIELD, ILLINOIS 62706
217/782-5970
FAX: 217/782-8569

JOEL BRUNSVOLD
ASSISTANT MAJORITY LEADER

May 29, 1997

The Honorable Rodney E. Slater, Secretary
Department of Transportation
400 Seventy Street, S.W. Room 10200
Washington, DC 20590

Dear Mr. Slater:

Re: Docket No. OST-97-2557

I am pleased to write a letter of support for granting authority to AirTran to operate from the Quad Cities to LaGuardia Airport in New York.

Acquiring this authority would provide a valuable service to the residents of my district and the 700,000 people who live within 50 miles of the Quad City International Airport. The flights would make convenient low cost access to New York available and would encourage use of the QC Airport rather than seeing potential airport users drive to Chicago or other airports to obtain low cost service. It would be very helpful to the economic development in our area and would help both existing companies and those we are working to attract.

Thank you for your consideration in this matter.

Sincerely,

A handwritten signature in black ink, appearing to read "Joel Brunsvold".

Joel Brunsvold
State Representative
District 72

MAGGIE TINSMAN
STATE SENATOR
Twenty-First District
Scott County
Statehouse: (515) 281-3371

OFFICE ADDRESS
3541 E. Kimberly Road
Davenport, Iowa 52807
Office: (319) 359-3624
Home: (319) 332-5522
FAX - (319) 359-6671
e-mail - mtinsma@legis.state.ia.us



The Senate
STATE OF IOWA
Seventy-Seventh General Assembly
STATEHOUSE
Des Moines, Iowa 50319

COMMITTEES

Appropriations
Education
Human Resources
Judiciary
State Government
Human Services
Appropriations
Subcommittee, *Chair*

June 2, 1997

The Honorable Rodney E. Slater, Secretary
Department of Transportation
400 Seventh Street S.W. Room 10200
Washington, D.C. 20590

Dear Secretary Slater:

I am writing to request your approval of AirTran to operate from the Quad Cities/Bloomington-Normal area to LaGuardia Airport in New York. I understand that you refer to this operation as docket #OST-97-2557.

The Quad City's International Airport serves 700,000 people within a fifty mile radius. The new service would not only lend itself to low cost access to New York for travelers but also would be a strong new advantage for economic development within the Quad Cities for both existing companies and new companies looking at our area.

Thousands of people from the Quad Cities, including most recently my 90 year old mother-in-law going to LaGuardia, drive the three hours to Chicago to obtain low cost service. Approval of the AirTran application would be in keeping with the intent of the Airline Deregulation Act of 1978 and the Congressional mandate to the Secretary of Transportation in 1994 to improve service to mid-sized communities like the Quad Cities.

Again, I would appreciate your positive consideration of this worthwhile concept. I look forward to hearing from you regarding your decision.

Sincerely,

A handwritten signature in cursive script that reads "Maggie Tinsman".

Maggie Tinsman
State Senator



Patrick J. Deluhery
State Senator

11839 100th Avenue
Davenport, Iowa 52804

The Senate

May 27, 1997

STATE OF IOWA
Statehouse

The Honorable Rodney E. Slater, Secretary
Department of Transportation
400 Seventh Street, S.W., Room 10200
Washington, DC 20590

Dear Mr. Secretary:

Re: Docket No. OST-97-2557

Please add my voice to the others you have heard in support of the application of AirTran to operate from the Quad Cities/Bloomington-Normal to LaGuardia Airport in New York. I would emphasize:

--The flights would provide convenient, low cost access to New York for our market of 700,000 people who live within 50 miles of the QC International Airport.

--The service would be a strong new advantage for economic development within the Quad Cities, helping both existing companies and those we are working to attract.

--The service would further stimulate usage of the QC airport, rather than seeing up to 400,000 potential airport users drive the three hours to Chicago or other airports to get low cost service.

--Approval of the AirTran application would be in keeping with the intent of the Airline Deregulation Act of 1978 and with the congressional mandate to the Secretary of Transportation in 1994 to permit exemption to the High Density Rule for new entrant carriers. That mandate was designed to encourage more competition and improve service to mid-sized communities like the Quad Cities.

Thank you for your consideration.

Sincerely,

Patrick J. Deluhery
State Senator

DISTRICT OFFICE
605 17TH AVE., SUITE 2
EAST MOLINE, IL 61244
309/752-7171

SPRINGFIELD OFFICE
2110 STRATTON BLDG.
SPRINGFIELD, IL 62706
217/782-3992



STATE OF ILLINOIS
HOUSE OF REPRESENTATIVES
MIKE BOLAND

COMMITTEES:

COMMERCE, INDUSTRY
& LABOR
ELECTIONS & STATE
GOVERNMENT
ELEMENTARY & SECONDARY
EDUCATION
TRANSPORTATION & MOTOR
VEHICLES

June 2, 1997

The Honorable Rodney E Slater, Secretary
Department of Transportation
400 Seventh Street SW Rm 10200
Washington DC 20590

Dear Secretary Slater:

It is my understanding that AirTran has filed for authority to operate from the Quad Cities/Bloomington-Normal to LaGuardia Airport in New York.

The Quad Cities International Airport serves a market of 700,000 which would benefit from convenient, low cost access to New York. Currently, many in our area must drive three hours plus to access low cost flights to New York.

I would greatly appreciate your favorable consideration to their request.

Sincerely,

A handwritten signature in cursive script that reads "Mike Boland".

Mike Boland
State Representative



Rock Island County Board

County Office Building • Rock Island, Illinois 61201-8627
(309) 786-4413 ext 600

County Board

June 5, 1997

Chairperson
Paul E. Mulcahey

Vice Chairperson
William R. Armstrong

Executive Secretary
Shelly L. Chapman

Committee
Chairpersons

Welfare
Kay M. Banfield

Forest Preserve
Ted E. Davies

Public Works
Walter J. Tiller

Administration
Rev. Gabriel Barber, III

Finance & Economic
Development
James E. Bohnsack

Legislative
William R. Armstrong

Board Members

Gus J. Angelos
Phillip B. Banaszek

Robert R. Bigford
John P. Dingeldoin

Patti J. Doonan
Johnny Ellis

Richard P. Fiems
Gary Freeman

Frank R. Fuhr
John Malvik

John P. Mastas
LaVern E. Ohlsen

Tom Rockwell
Fred W. Schultz

William Schultz
William R. Stengel, Jr.

Wanda M. Sweat
Cathy Wonderlich

Mr. Rodney E. Slater, Secretary
Department of Transportation
400 Seventh Street, S.W., Room 10200
Washington, DC 20590

Re: Docket No. # OST-97-2557

Dear Secretary Slater:

Please accept this letter in support of the request filed by AirTran to provide daily air service from the Quad Cities International Airport in Moline, Illinois to LaGuardia Airport in New York City.

AirTran currently serves our community with low cost flights to Orlando, and their service has been well received. We are sure that the same would be true for the service to New York, as the estimated ticket cost is only about 50% of the current fares offered by other carriers. Approximately 700,000 people live within a 50 mile radius of the Quad Cities, and they must make a three hour drive to Chicago to get a lower cost for airline tickets to New York.

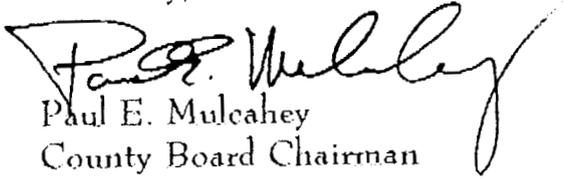
In addition to the proposed flights being used for personal and recreational needs, we feel that many business travelers would also use them to promote economic development.

We believe that your approval of the AirTran request would be in compliance with the intent of the Airline Deregulation Act of 1978. It also is in agreement with the Congressional mandate to the Secretary of Transportation in 1994 to permit exemption to the High Density Rule for new entrant carriers, which was designed to encourage more competition and improve service to mid-sized communities like the Quad Cities.



We appreciate your consideration of the AirTran request, and encourage you to make a favorable decision.

Sincerely,

A handwritten signature in black ink, appearing to read "Paul E. Mulcahey". The signature is written in a cursive style with a large, stylized initial "P".

Paul E. Mulcahey
County Board Chairman

PEM/sc



Muriel & Eldon Weber
Jodie & Scott Weber
27390 N Weber Rd
Geneseo, IL 61254
(309) 944-4991
(309) 944-3656

May 28, 1997

Mr Rodney E Slater, Secretary
Dept of Transportation
400 Seventh St, S.W Room 10200
Washington, D.C. 20590

Dear Mr Slater,

We do need a good, economical way for getting our people from Quad-City airport to the New York area. Our area serves up to 400,000 potential users that often find they must drive 3 hours to Chicago or other airports to get reasonable fare rates.

We DO NEED MORE LOW COST services of our area

Sincerely,

Muriel S Weber
Henry County Board Representative

RE Docket # CST-97-2557



The Honorable Rodney E. Slater, Secretary
Department of Transportation
400 Seventh Street, S.W., Room 10200
Washington, D.C. 20590

Re: Docket No. OST-97-2557

Dear Sir:

The Bettendorf Chamber of Commerce in Bettendorf, Iowa wishes to express its strong support for the approval of the AirTran application for authority to operate from the Quad Cities/Bloomington-Normal airports to La Guardia Airport in New York.

Our chamber has over 500 members, many of whom are business travelers engaging in commercial activity along the east coast and in European markets. The Aluminum Company of America, (rolled aluminum), Sivyer Steel Corporation (steel casings), Swan Engineering Company (tool and die manufacturers), and Comco (software development with an east coast market) are just some of the key employers who would benefit from convenient low cost access to New York.

The Quad Cities International Airport has a population of over 700,000 people within a fifty-mile radius. This area and the Bloomington-Normal MSA would be a healthy market for AirTran, as well as being a strong market-driven advantage for the attraction of new business.

In sum, AirTran service between the Quad Cities, Bloomington-Normal and New York would benefit existing QC businesses, promote significant destination travel for tourists (many of whom now drive to Chicago), and would make economic sense for the air service provider.

Our Board of Directors strongly urges you to approve the AirTran application, Docket No. OST-97-2557.

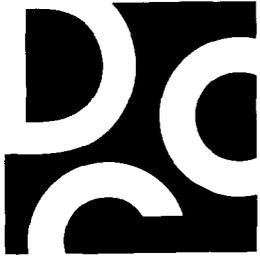
With sincere thanks,


Scott D. Tunncliff
President/CEO

cc: John Gardner, Director

A Vision, A Voice, A Community





**DAVENPORT
CHAMBER OF
COMMERCE**

May 30, 1997

The Honorable Rodney E. Slater, Secretary
Department of Transportation
400 Seventh Street, S.W., Room 10200
Washington, D.C. 20590

RE: Docket No. OST-97-2557

102 S. Harrison Street

Dear Secretary Slater:

Davenport, Iowa 52801

On behalf of the Davenport Chamber of Commerce, I want to express our support for AirTran's filing of authority to operate from the Quad Cities/Bloomington-Normal to LaGuardia Airport in New York.

319/322-1706

Davenport is a community of nearly 97,000. Our community is the largest city in the Quad Cities; a bi-state metropolitan area of nearly 350,000 on the Mississippi River. AirTran's flights would provide convenient, low cost access to New York for our market of 700,000 people who live within 50 miles of the Quad City International Airport.

FAX: 319/322-7804

These daily flights to New York would save businesses approximately 50 per cent over the current fares from the Quad Cities to New York. The service would be a strong new advantage for economic development within the Quad Cities, helping both existing companies and those we are working to attract.

AirTran service would further stimulate usage of the QC Airport, rather than see up to 400,000 potential airport users drive the three hours to Chicago or other airports to get low cost service.

Approval of the AirTran application would be in keeping with the intent of the Airline Deregulation Act of 1978 and with the Congressional mandate to the Secretary of Transportation in 1994 to permit exemption to the High Density Rule for new entrant carriers. That mandate was designed to encourage more competition and improve service to mid-sized communities like the Quad Cities.

We encourage you to approve AirTran's filing of authority to operate from the Quad Cities/Bloomington-Normal to LaGuardia Airport in New York.

Sincerely,

Kent Pilcher
Chairman of the Board

ILLINOIS
QUAD CITY
CHAMBER OF
COMMERCE

622 - 19th Street
Moline, Illinois 61265
Phone: 309-757-5416
Fax: 309-757-5435

June 6, 1997

The Honorable Rodney E. Slater, Secretary
Department of Transportation
400 Seventh Street, S.W. - Room 10200
Washington, DC 20590

Re: Docket No. OST-97-2557

Dear Secretary Slater:

On behalf of the Board of Directors of the Illinois Quad City Chamber of Commerce and the Illinois Quad City business community, we convey our *support* of AirTran Airway's application to provide passenger service between the Quad City International Airport in Moline, Illinois and LaGuardia Airport in New York.

As the coordinating organization for the Quad City Air Service Committee, we are very aware of the benefits the increased service would provide the Quad City community and the 700,000 people who live within a 50 mile radius of the Quad City Airport. In addition, the direct link with the East Coast and a major commercial center for the world will favorably position the Quad City community in our economic development efforts to diversify our local economy.

We sincerely appreciate your consideration on this issue and are willing to assist you in any manner that would be appropriate to see that AirTran Airway is successful in its application.

Sincerely,



Rick Baker
Executive Director

br



June 5, 1997

The Honorable Rodney E. Slater, Secretary
Department of Transportation
400 Seventh St., SW, Room 10200
Washington, D.C. 20590

Re: Docket No. OST-97-2557

Dear Secretary Slater,

As President of the Convention & Visitors Bureau for the Quad Cities area, I would like to endorse the request for AirTran to operate from the Quad Cities/Bloomington-Normal to LaGuardia Airport in New York.

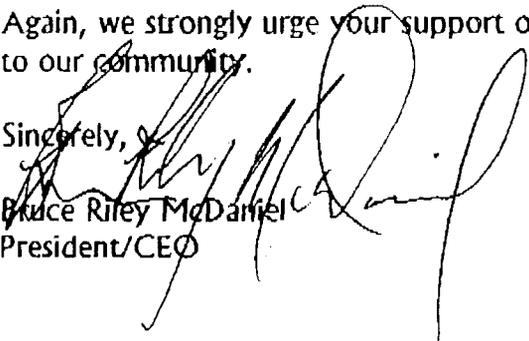
Not only would these daily flights provide convenient, low cost access to New York for our market of 700,000 people who live within 50 miles of the Quad City International Airport, it would offer inbound services for convention/meeting and leisure visitors to the Quad Cities area. Currently, limited in-bound service from the east coast significantly impacts our ability to attract visitors from that area. It is our hope that these flights will open up a whole new target market for our community and provide significant economic benefits as a result.

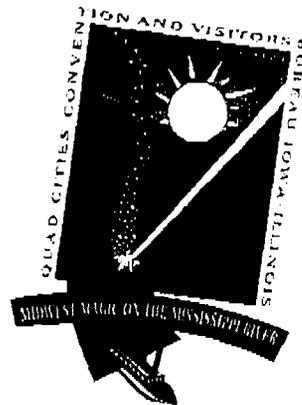
Additionally, the addition of this service would further stimulate usage of the Quad City International Airport, rather than seeing a large number of potential airport users travel three hours or more to Chicago or other airports to get low-cost, affordable service.

Approval of the AirTran application would also be in keeping with the intent of the Airline Deregulation Act of 1978 and with the Congressional mandate to the Secretary of Transportation in 1994 to permit exemption to the High Density Rule for new entrant carriers. It is our understand that this mandate was designed to encourage more competition and improve service to mid-sizes communities like the Quad Cities.

Again, we strongly urge your support of this application and its benefits to our community.

Sincerely,


Bruce Riley McDaniel
President/CEO



(309) 788-7800

(800) 747-7800

Fax: (309) 788-7898

IOWA OFFICE

102 South Harrison Street
Davenport, IA 52801-1807

ILLINOIS OFFICE

2021 River Drive
Moline, IL 61265-1460



**HENRY
COUNTY
ECONOMIC
DEVELOPMENT
PARTNERSHIP**

Henry County Courthouse • 100 South Main • Cambridge, Illinois 61238
Phone (309) 937-5192 • Fax (309) 937-5936

June 4, 1997

Mr. Rodney E. Slater, Secretary
Department of Transportation
400 Seventh St., S.W., Room 10200
Washington, DC 20590

Dear Mr. Slater,

On behalf of the Henry County Economic Development Partnership Board of Directors, I would like to express our collective support of AirTran Airline, currently operating at The Quad City International Airport in Moline, IL, to apply for authority to extend their air service to LaGuardia Airport in New York.

The Quad City International Airport is conveniently located in Rock Island County, which borders Henry County, making it easily accessible from Interstate 80. This service would increase the use of the Quad City Airport by providing convenient, low cost air service for Henry County residents and visitors as opposed to a longer commute to Chicago and other airports.

Furthermore, we feel it would greatly enhance our development opportunities by providing this additional service to potential business prospects. We are asking that you seriously consider and approve AirTrans request to extend their service.

Sincerely,



Dr. Charles Warthen, Chairman
Henry County Economic Development Partnership

DEERE & COMPANY

JOHN DEERE ROAD, MOLINE, ILLINOIS 61265-8098 U.S.A



June 6, 1997

Mr. Rodney E Slater
Secretary, Department of Transportation
400 Seventh Street SW, Room 10200
Washington, D.C. 20590

RE: DOCKET NO. #OST-97-2557

Dear Mr. Slater:

AirTran, currently providing service from the Quad Cities, Moline IL International airport to Des Moines and Orlando has filed for authority to operate from the Quad Cities to LaGuardia Airport in New York. It is our position that approval of the filing will directly benefit John Deere as well as the potential market of 700,000 within a 50 mile radius of the Quad Cities.

This service will enhance our ability to provide convenient travel from the Quad Cities airport to New York for our corporate, high yield travelers. There are also many other corporations that utilize the Quad Cities airport and support the New York market.

Deere & Company is also piloting a couple of projects that are going promote the Quad Cities area as a destination. The John Deere Commons is scheduled to open in July of 1997. This will be an interactive agricultural museum - state of the art displays will promote tourism and education. We are also opening a retail store that will stock all of the John Deere Logo products including our Nascar line, Ertl toys, and more. Tourism numbers are being predicted at 450,000 plus.

Deere & Company, the PGA, and the Quad City Classic have jointly announced an unprecedented relationship to open a TPC golf course at Deere Run. Deere will be the title sponsor of the Quad City Classic tournament in 1997 and continue to be the title sponsor for the first TPC tournament in 1998 and continue for the next five years.

Our intent is to send the message that this approval will be in compliance with the Airline Deregulation Act of 1978 and with the Congressional mandate to the Secretary of Transportation in 1994 which permits exemption to the High Density Rule for new carriers. Deere & Company would encourage you to approve AirTran's application and would support the utilization of their routes.

Sincerely,



Paul Knedler
Manager, Visitor & Special Services

Black Hawk College
50
YEARS
OF
EXCELLENCE,
KNOWLEDGE
&
INSPIRATION
1946-1996

May 29, 1997

Mr. Rodney E. Slater
Secretary
Department of Transportation
400 Seventh Street, SW, Room 10200
Washington, DC 20590

Re: Docket No. # OST-97-2557

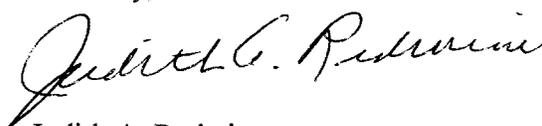
Dear Mr. Slater:

AirTran, currently flying between (Quad Cities) Moline, Illinois and Des Moines, Iowa and Orlando, Florida, has filed for authority to operate from the Quad Cities/Bloomington-Normal to LaGuardia Airport in New York. These additional flights would provide convenient, low cost access to New York City for our market of 700,000 people who live within 50 miles of the Quad Cities International Airport.

This additional service would be a strong new advantage for economic development within the Quad Cities, helping both existing companies as well as future companies our community is working to attract. This service would further stimulate usage of the Quad Cities International Airport, eliminating the need to drive three hours to Chicago or other airports to get low cost service.

Approval of the AirTran application would be in keeping with the intent of the Airline Deregulation Act of 1978 and with the Congressional mandate to the Secretary of Transportation in 1994 to permit exemption to the High Density Rule for new entrant carriers. The Black Hawk College administration encourages you to approve AirTran's application; we believe it would be beneficial to our College and to the community we serve.

Sincerely,



Judith A. Redwine
President

Anniversary Honorary
Committee
Gary D. Andersen
Hans Becherer
Anita S. Bird
Pryce Boeyc
Stanley J. Bright
Gerald L. Butts
Emma Carrillo-Peters
James H. Collins
Fred Dearborn
Oscar Ellis
Dennis Fox
Robert A. Fusie
Thomas G. Getz
Suzanne R. Golden
Grace Good
Richard D. Gottlieb
William T. Green
Bernard Hank
Perry Hansen
Diane Harris
Hunt Harris
James E. Hecker
Peter Lardner
Stuart R. Lefstein
Eleanor Lundberg Milnes
Dr. Jeffrey N. Maurus
Jill McLaughlin
Marc R. Parise
Evelyn Perlmutter
Dr. Harold Perlmutter
Richard J. Puffer
Douglas W. Reynolds
Thomas H. Robinson
Steven J. Spivey
Gerald J. Taylor
Theodore D. Vlahos
Stewart R. Winstein
John Wetzel
Charles M. Wilson



Quad City Development Group

27 May 1997

The Honorable Rodney E. Slater
Secretary
Department of Transportation
400 Seventh Street, S.W., Room 10200
Washington, DC 20590

Dear Mr. Secretary:

Re: Docket No. OST-97-2557

The Quad City Development Group supports the application by AirTran for authority to operate twice daily flights between the Quad Cities/Bloomington-Normal and LaGuardia Airport.

AirTran's proposal is in keeping with the Development Group's efforts to improve air service at the Quad City International Airport.

Convenient, low cost service like that proposed by AirTran will:

- Stimulate use of the airport, protecting and enhancing the federal, state and local investment in that facility.
- Make the retention and recruitment of job-providing industries (the Development Group's primary focus) much easier.
- Eliminate the need for hundreds of thousands of Quad Cities to drive three hours or more to Chicago and other distant cities in order to find low cost fares.
- Encourage more competition and thus more frequent, lower cost service with better equipment, among current Quad City carriers.

AirTran's recently introduced service to Orlando, FL, has been an extremely positive development for the Quad Cities. The community looks forward to the added benefits of direct service to New York.

Sincerely,

A handwritten signature in black ink, appearing to read "John C. Gardner".

John C. Gardner
President



Western-Southern Life
Cincinnati, Ohio

K. MICHAEL STEFFEN, LUTCF

MEMBER:
EXECUTIVE CLUB

3024 - 14TH AVENUE
ROCK ISLAND, IL 61201

SUBJECT: Community Support for AirTran in the Quad Cities

**TO: The Honorable Rodney E. Slater, Secretary
Department of Transportation
400 Seventh Street, S.W., Room 10200
Washington, D.C. 20590**

1. I am in support of the AirTran link proposed between the Quad Cities and LaGuardia Airport in New York.
2. The flights would provide convenient, low cost access to New York for our market of 500,000+ people who live within 50 miles of the QC Airport.
3. Competition is healthy, and AirTran would improve service to mid-sized communities like our Quad Cities.
4. Thanks for your careful consideration.

Sincerely,
Mike Steffen
K. MICHAEL STEFFEN
Branch Manager

Fax to 788-4964

Michael G. Schrantz
Chairman and
Chief Executive Officer

Norwest Bank Iowa, N.A.
203 West Third Street
Davenport, Iowa 52801-1977
319/383-3480

NORWEST BANKS

May 28, 1997

Mr. Rodney E. Slater, Secretary
Department of Transportation
400 Seventh Street, S.W., Room 10200
Washington, D.C. 20590

Re: Docket No: #0ST-97-2557

Dear Mr. Slater:

I would ask that you please give every consideration to approving the request to operate air transportation from the Quad Cities/Bloomington-Normal to La Guardia Airport in New York.

Information we now have indicates dramatically reduced air fares. This in itself has great benefit, but to have direct access to La Guardia provides great convenience to everyone, especially the business traveler. Within our immediate market area, the benefits would touch a population of 700,000 people.

Adding additional cost effective service will greatly enhance our ability to attract new national and international business. In recent years many companies throughout the world have considered our area to relocate or start new businesses. In all cases, transportation cost and convenience weigh heavily on their decisions.

Because of the cost to fly from our airport, it is often times cheaper to drive to Chicago, Minneapolis, St. Louis, etc. to book flights. Currently we estimate about 400,000 potential users drive to major airports to take advantage of the lower priced tickets.

Approval of the AirTran application would be in keeping with the intent of the Airline Deregulation Act of 1978 and with the Congressional mandate to the Secretary of Transportation in 1994 to permit exemption to the High Density Rule for new entrant carriers. The mandate certainly fits our needs in the Quad Cities.

Sincerely,



Michael G. Schrantz
Chairman and C.E.O.

MGS/srl

Thomas H Robinson
President and
Chief Executive Officer

Bank One, Quad Cities, NA
501 15th Street
Moline IL 61265 2180

MAY 28 1997
Tel 309 757 8400
Fax 309 757 8479



May 28, 1997

Rodney E. Slater, Secretary
Department of Transportation
400 Seventh Street, S.W., Room 10200
Washington, DC 20590

Dear Mr. Slater:

RE: Docket No. # OST-97-2557

I am writing on behalf of AirTran and their request to begin offering flights between the Quad Cities/Bloomington-Normal and LaGuardia Airport in New York.

I believe this would be a valuable service to the businesses and residents of the Quad City area. This would provide inexpensive access to New York from our market which includes approximately 700,000 people living within 50 miles of the Quad Cities International Airport.

We have definitely been lacking in the ability to provide direct access to the East Coast and the markets provided to us. The service would give us a strong new economic development advantage, helping both existing companies and those we are working to locate here.

It would appear to me that approval of AirTran's application would be keeping within the intent of the Airline Deregulation Act of 1978. This clearly meets the intent to encourage more competition and improve service to the middle-sized communities like the Quad Cities and our surrounding neighbors.

Sincerely,

A handwritten signature in black ink that reads "T.H. Robinson". The signature is fluid and cursive, with the first letters of each word being capitalized and prominent.

T. H. Robinson
President and
Chief Executive Officer

THR/jlr



Iowa-American Water Company

230 E. 2nd St. • P.O. Box 979 • Davenport, IA 52805 • (319) 324-3264 • Fax 322-4325

K. B. EARNHARDT, JR.
Vice President and Manager

May 29, 1997

Mr. Rodney E. Slater, Secretary
Department of Transportation
400 7th Street, S.W., Room 10200
Washington, D.C. 20590

Re: Docket No. OST-97-2557

Dear Secretary Slater:

I urge your favorable consideration of the application of AirTran for authority to operate from the Quad Cities/Bloomington-Normal airports to LaGuardia Airport.

The service that AirTran is proposing will provide significant travel advantages for our company and our employees who travel regularly to the offices of our parent company in New Jersey. The caliber of aircraft and convenient service that AirTran is proposing as well as their favorable fares will be beneficial.

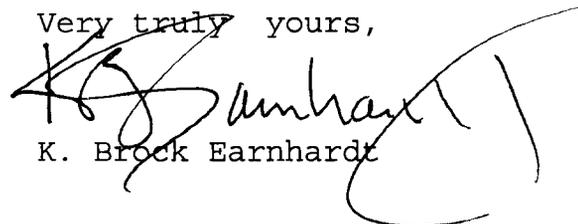
The advantages of convenience, quality, and economy will be tremendously important to our community. It will provide a real operable connection to New York for the 700,000 people who live within the 50 mile radius of Quad City International Airport. The service will be a strong new advantage for economic development in our two-state area. It will benefit Iowa-American, as I've indicated, and it will help us attract new prospects to the community.

Increasing numbers of potential airline passengers travelling to and from our community are bypassing Quad City International Airport by driving the three hours to Chicago or other airports to take advantage of lower cost service. Approval of the AirTran application will further stimulate usage of the QC airport.

I believe that approval of the AirTran application will be consistent with the intent of the Airline Deregulation Act of 1978 and with the Congressional mandate to the Secretary of Transportation in 1994 to permit exemption to the High Density Rule for new entrant carriers. That mandate was designed to encourage more competition and improve service to mid-sized communities such as the Quad Cities.

Thank you for your consideration of this important issue to our community.

Very truly yours,



K. Brock Earnhardt

KBE:be



May 29, 1997

The Honorable Rodney E. Slater, Secretary
Department of Transportation
400 7th Street SW
Room 10200
Washington, DC 20590

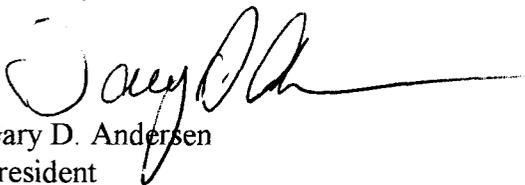
Dear Secretary Slater:

It is our understanding that Air Tran has an application pending with your office to provide air service between the Quad Cities and LaGuardia Airport in New York City.

We would like to offer our strong support in favor of this application. Operating a business in the Quad Cities, it is extremely discouraging to see travelers make the 160 mile commute to O'Hare Airport in Chicago, or to Cedar Rapids, Iowa, or other places, in order to obtain affordable air fares. Carriers like Air Tran enhance the usefulness of the Quad City Airport. That is an important asset to both existing businesses and potential companies and employees we try to recruit.

We hope you will look favorably upon Air Trans application for expanded service from the Quad Cities.

Sincerely,



Gary D. Andersen
President

1523 - 8th Street
East Moline, IL
61244-2190
(309) 755-0671



832-15th Avenue • East Moline, Illinois 61244
(309) 755-0611 • Fax (309) 752-9213

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MAY 29, 1997

The Honorable Rodney E. Slater, Secretary
Department of Transportation
400 Seventh Street, S.W., Room 10200
Washington, DC 20590

Re; Docket No. OST-97-2557

Dear Mr. Slater,

It is the opinion of this Travel Agency Manager, that direct flights from the Quad City International Airport to New Yorks Laguardia Airport by AirTran, would be a great benefit to residents & businesses in western Illinois and eastern Iowa. Our mid-size community loses business to people who now drive to Chicago for lower fares. AirTrans low fare transportation to New York City on the east coast would be a great stimulant to increased traffic at our Quad City International Airport. Approval of the AirTran application would also be in keeping with the Airline Deregulation Act of 1978.

A handwritten signature in cursive script that reads "Don Furan".

DONALD D. FURAN, CTC
MANAGER



PHILIP A. HABAK, M.D., F.A.C.P., F.A.C.C.
JON A. ROBKEN, M.D., F.C.C.P., F.A.C.C.
J. RANDOLPH LEWIS, M.D., F.R.C.P.(C), F.A.C.C.
MICHAEL C. GIUDICI, M.D., F.A.C.P., F.A.C.C.
EDMUND P. COYNE, M.D., F.A.C.P., F.A.C.C.

PRAKASH R. BONTU, M.D., F.C.C.P., F.A.C.C.
NICOLAS W. SHAMMAS, M.D., F.A.C.C.
WILLIAM J. WITCIK, M.D., F.A.C.C.
DAVID W. ORIAS, M.D.

May 29, 1997

THE HONORABLE RODNEY E SLATER, SECRETARY
DEPARTMENT OF TRANSPORTATION
400 SEVENTH STREET SW ROOM 10200
WASHINGTON DC 20590

RE: Docket No. OST-97-2557

Dear Mr. Slater:

I am writing to ask your support for AirTran's request to operate between the Quad Cities and LaGuardia Airport in New York. The potential benefits to the Quad Cities are great with direct market access to the nation's largest population center. Presently all the flights, with the exception of AirTran's flights to Orlando, in and out of the Quad Cities are through a hub which increases the cost and decreases the convenience of doing business in the Quad Cities. This would also help relieve some congestion at O'Hare International Airport, as Chicago is still struggling with the question of whether to build a third airport there, due to the high traffic volume at O'Hare.

Approval of the AirTran application would be in keeping with the intent of the Airline Deregulation Act of 1978, and with the Congressional mandate to the Secretary of Transportation in 1994 to permit exemption to the High Density Rule for new entrant carriers.

Thank you for your consideration of this important step in the economic health of the Quad Cities and the entire region.

Sincerely,

Michael C. Giudici, M.D.

MCG/mh
t: 5/29/97



MISSMAN, STANLEY & ASSOCIATES, P.C.

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Rock Island, Illinois 61204-6040
FAX (309) 788-7691

June 2, 1997

The Honorable Rodney E. Slater, Secretary
Department of Transportation
400 Seventh Street, S.W., Room 10200
Washington, DC 20590

Re: Docket No. OST-97-2557

Dear Mr. Slater:

I wish to show my utmost support for the Department of Transportation to approve the request of AirTran to operate from the Quad Cities/Bloomington-Normal area to LaGuardia Airport in New York. This additional air service from our area would provide convenient, low cost access to New York for the 700,000 people who live and work in our area.

This would be very advantageous to members of my firm when the need arises to visit the New York area, and would also stimulate usage of the Quad City International Airport. Presently, up to 400,000 potential airport users drive to Chicago or other airports to receive low cost service.

Please consider the above request, as this new service would also be a strong new advantage for economic development within the Quad Cities. Thank you for your consideration.

Respectfully submitted,

MISSMAN, STANLEY & ASSOCIATES, PROF. CORP.

By

Robert C. Ryken, President

RCR:n



Clinton Community College
Scott Community College
Muscatine Community College

EASTERN IOWA COMMUNITY COLLEGE DISTRICT

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(319) 322-5015 • FAX (319) 322-3956

May 29, 1997

Mr. Rodney E. Slater, Secretary
Department of Transportation
400 Seventh Street, SW, Room 10200
Washington, DC 20590

RE: Docket No. #OST-97-2557

Dear Secretary Slater:

This letter is in support of Air Trans filing for authority to operate from the Quad Cities to LaGuardia Airport.

I am Chancellor of Eastern Iowa Community College District (EICCD). We serve approximately 360,000 people in four counties in eastern Iowa. Through the years, our organization has been fortunate to have key personnel who are leaders in their field of expertise. With that comes the demand from various national organizations to have them participate in conferences. The ability to have better access to a primary destination such as New York would be a great advantage.

EICCD is also very involved with business and industry in the area. Clearly, one of their chief concerns for their future growth and development is an ability to access timely and reliable air transportation.

Current estimates are that as many as 400,000 people drive the three hours to Chicago to take advantage of direct flights at lower costs. Allowing Air Trans to have the LaGuardia connection would go a long way toward relieving the congestion at O'Hare and would encourage better service at our mid-size city airport.

Thank you for your consideration.

Sincerely,

John T. Blong
Chancellor

JTB:tp

 **estes company**

101 W. SECOND ST. • SUITE 301 • P.O. BOX 3608 • DAVENPORT, IOWA 52808
(319) 322-7301 • FAX (319) 322-2503

May 29, 1997

Mr. Rodney E. Slater
Department of Transportation
400 - 7th Street, SW, Room No. 10200
Washington, DC 20590

RE: #OST-97-2557

Dear Mr. Slater:

I am writing to voice my support of Airtran's efforts to establish routes between the Quad Cities International Airport in Moline, Illinois and New York's LaGuardia Airport.

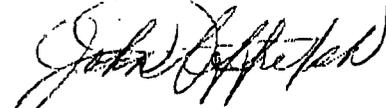
I believe strongly that this route can have many benefits. First, it would save the over 700,000 Quad City residents nearly 50% on their fares to this large metropolitan airport. Secondly, it would directly assist our business with greater opportunities for exposure. In addition, many prospective industrial firms looking to locate in the Quad Cities have cited the lack of Air service as a negative to our area. This service would help to alleviate this problem and also help keep the many Quad City residents using our Airport versus driving to Chicago or St. Louis.

I think you will agree that your approval will be in keeping with the intent of the Airline Deregulation Act of 1978 and Congressional Mandate to the Secretary of Transportation in 1994 to permit exemption to the High Density Rule for the new entrant carriers.

I appreciate your attention to this matter and I hope you will vote in favor of Airtran's efforts to help the Quad Cities.

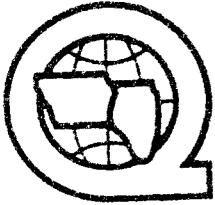
Sincerely,

ESTES COMPANY



JOHN AFFRE

Business Development Manager



IOWA-ILLINOIS INTERNATIONAL TRADE ASSOCIATION

192 SOUTH HARRISON STREET, DAVENPORT, IOWA 52801, (319)322-1706 FAX (319)322-7804

May 30, 1997

The Honorable Rodney E. Slater, Secretary
Department of Transportation
400 Seventh Street, S.W., Room 10200
Washington, D.C. 20590

RE: Docket No. OST-97-2557

Dear Secretary Slater:

On behalf of the Iowa-Illinois International Trade Association, I want to express our support for AirTran's filing of authority to operate from the Quad Cities/Bloomington-Normal to LaGuardia Airport in New York.

Davenport is a community of nearly 97,000. Our community is the largest city in the Quad Cities; a bi-state metropolitan area of nearly 350,000 on the Mississippi River. AirTran's flights would provide convenient, low cost access to New York for our market of 700,000 people who live within 50 miles of the Quad City International Airport.

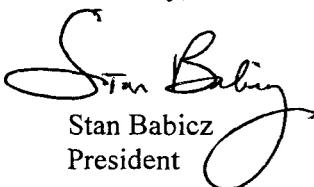
These daily flights to New York would save businesses approximately 50 per cent over the current fares from the Quad Cities to New York. The service would be a strong new advantage for economic development within the Quad Cities, helping both existing companies and those we are working to attract.

AirTran service would further stimulate usage of the QC Airport, rather than see up to 400,000 potential airport users drive the three hours to Chicago or other airports to get low cost service.

Approval of the AirTran application would be in keeping with the intent of the Airline Deregulation Act of 1978 and with the Congressional mandate to the Secretary of Transportation in 1994 to permit exemption to the High Density Rule for new entrant carriers. That mandate was designed to encourage more competition and improve service to mid-sized communities like the Quad Cities.

We encourage you to approve AirTran's filing of authority to operate from the Quad Cities/Bloomington-Normal to LaGuardia Airport in New York.

Sincerely,


Stan Babicz
President



OFFICE OF THE PRESIDENT

June 2, 1997

The Honorable Rodney E. Slater, Secretary
Department of Transportation
400 Seventh Street, S.W., Room 10200
Washington, D.C. 20590

Dear Secretary Slater:

This letter is to request the approval of AirTran to operate between the Quad Cities/Bloomington-Normal area to LaGuardia Airport in New York. As president of St. Ambrose University, I see a positive impact to our local community through this decision. Benefits of air service to LaGuardia include:

- Convenient, lower-cost access to New York for approximately 700,000 people who live within 50 miles of the Quad Cities International Airport.
- A strong advantage for economic development within the Quad Cities helping both current businesses and those we are working to attract.
- Stimulate usage of the Quad Cities airport.
- Encourage competition and improve service to mid-sized communities like the Quad Cities in keeping with the Airline Deregulation Act of 1978 and the Congressional mandate in 1994 to permit exemption to the High Density Rule for new entrant carriers.

I would be grateful for your thoughtful consideration of this request.

Sincerely,

Edward Rogalski, Ph.D.
President

ER:cm

June 2, 1997

Mr. Rodney E. Slater, Secretary
Department of Transportation
400 Seventh Street, S.W., Room 10200
Washington, D.C. 20590



RE: Docket No. # OST-97-2557

Dear Mr. Slater:

The purpose of this letter is to support the filing of AirTran for authority to provide air service between the Quad Cities/Bloomington-Normal, Illinois to LaGuardia Airport in New York. The proposed service of two outbound and two inbound jet flights daily would contribute greatly to the air service provided through the Quad Cities International Airport.

The Quad Cities Airport serves a market area of over 700,000 people in eastern Iowa and western Illinois. The AirTran service to LaGuardia would provide this market with convenient, low cost service to the greater New York area. It also holds the potential of reducing the some 400,000 potential airport users who drive the three hours to Chicago or other airports to get low cost service. With the congestion at Chicago's O'Hare International Airport, any operating authority which would relieve this situation and improve overall air travel efficiencies should be viewed favorably.

As I am sure you are aware, the quality of a community's air transportation system aids greatly in a community's economic development efforts. It enables existing companies in their ability to operate profitably and it assists in the attraction of new employers. The Quad Cities Airport has outstanding facilities which have resulted from excellent management and community support. We now need the same level of air service to match the quality of the airport facility. The proposed AirTran service will move the Quad Cities closer to that objective.

Furthermore, I encourage the approval of the AirTran application in that it would be in keeping with the intent of the Airline Deregulation Act of 1978. That mandate was designed to encourage more competition and improve service to mid-sized communities like the Quad Cities.

Your favorable action on AirTran's application will be greatly appreciated.

Sincerely,

A handwritten signature in black ink, appearing to read "Ted Johnson".

Ted Johnson
Community Bank President

Moline Dispatch Publishing Company, L.L.C.

The Dispatch The Rock Island Argus The Gold Book The Leader Cityline Showcase

June 2, 1997

The Honorable Rodney E. Slater, Secretary
Department of Transportation
400 Seventh Street, S.W., Room 10200
Washington, D.C. 20590

re: Docket No. OST-97-2557

Dear Mr. Secretary:

The AirTran application to provide service between the Quad Cities/Bloomington-Normal and LaGuardia Airport offers exciting hope to thousands of travelers in the Quad-Cities area of Eastern Iowa and Western Illinois.

Residents of our area are so starved for economical air transportation that an estimated 400,000 passengers each year begin their airline journeys with 170-mile auto trips to Chicago's Midway or O'Hare airports. They end those flights with 170-mile drives home.

The AirTran proposal would mean unprecedented convenience and economy to these residents, and should stimulate countless others to take advantage of such direct service to the East Coast. The service also should force existing carriers to be more competitive. Other than for occasional excursion fares, current pricing on most flights from Moline borders on the absurd.

Improved service and more competitive pricing also are in concert with the Airline Deregulation Act of 1978. Achieving those goals also would have a major positive impact on companies doing business in our area, and those considering expansion here.

Thank you for your consideration.

Sincerely,



Gerald J. Taylor
Publisher



MidAmerican Energy Company
One RiverCenter Place
106 East Second Street
Davenport, Iowa 52801
319 333-8607 Telephone

Lynn K. Vorbrich
Executive Vice President

June 2, 1997

The Honorable Rodney E. Slater, Secretary
Department of Transportation
400 Seventh Street, S.W., Room 10200
Washington, DE. 20590

Re: Docket No. OST-97-2557

Dear Secretary Slater:

I am writing to express MidAmerican Energy Company's (MEC) support of AirTran's filing for authority to operate from the Quad Cities/Bloomington-Normal, Illinois to LaGuardia Airport, New York.

New York City is arguably one of the top three centers for world commerce. It certainly is the number one commercial center in the United States. As such, it is a magnet, drawing people for many reasons. Because of New York City's stature, this flight is particularly important to MidAmerican's Quad Cities operation for three primary reasons.

First, it will provide much more convenient access to New York City for the several flights our personnel make per month. It will save our company dollars and time, allowing us to be more productive. It will also help reduce congestion in two major hub airports we must fly through to get to LaGuardia; namely Chicago O'Hare and St. Louis Lambert Field.

Secondly, MEC strongly supports economic development within its communities. Good air service is an integral component to a community's economic vitality. Many of our existing manufacturing AND retail customers, both large and small, regularly fly to New York. This flight would certainly save expenses, time and improve their productivity as well.

Finally, AirTran would provide competition and improved service as envisioned by the Airline Deregulation Act of 1978 and with the Congressional mandate of 1994 to permit the Secretary of Transportation to make exemption to the High Density Rule for new entrants.

We strongly urge you to approve AirTran's request at the earliest date. Thank you for your consideration.

Sincerely,

A handwritten signature in black ink that reads "Lynn Vorbrich". The signature is written in a cursive, flowing style.

LKV/kt

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319/323-0123 FAX 319/324-3530

June 2, 1997

Mr. Rodney E. Slater, Secretary
Department of Transportation
400 7th Street, S.W.
Room 10200
Washington, D.C. 20590

Dear Mr. Slater:

Please provide AirTran your favorable approval to operate from the Quad Cities/Bloomington-Normal to LaGuardia Airport in New York. This added service would provide us with more convenient, low-cost access to New York where we have several clients we meet with regularly. Many of our business people in this community regularly travel to New York, and not only would this access help all of our businesses, it would also be a tremendous economic development tool for the Quad Cities and Bloomington-Normal area. We are otherwise dependent upon the major hubs such as Chicago and St. Louis to access New York. This makes it almost impossible for us to accomplish our travel and business in just one day.

Apparently, AirTran has determined this service is economically feasible for them to provide. Please let the Airline Deregulation Act work the way it was intended and let free enterprise improve service to the mid-sized communities like the Quad Cities.

Your consideration is appreciated.

Sincerely yours,

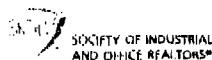
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Shive-Hattery, Inc.
1830 Sixth Avenue
P.O. Box 11169
Moline, IL
61266-8669

June 2, 1997

Mr. Rodney E. Slater, Secretary
Department of Transportation
400 Seventh Street, S.W., Room 10200
Washington, D.C. 20590

RE: Docket No. # OST-97-2557

Dear Mr. Slater:

My firm strongly supports the efforts of AirTran in providing service from the Quad Cities to LaGuardia Airport in New York. While this area serves a population base of 700,000 people within a 50-mile radius, we have very limited direct service beyond our main hubs of Chicago and St. Louis. This direct service to the East Coast will help our travel, not only on business trips, but also for family vacations. Many people currently drive to these hubs for connections to other parts of the country.

As a member of the Quad City Development Group and as a consultant to firms wishing to locate to our area, I am very well aware of the benefits to attracting firms to our area. This direct service will be a tremendous asset to us.

Approval of the AirTran application would be in keeping with the intent of the Airline Deregulation Act of 1978 and with the Congressional mandate to the Secretary of Transportation in 1994 to permit exemption to the High Density rule for new entrant carriers. That mandate was designed to encourage more competition and improve service to mid-sized communities like the Quad Cities.

Sincerely,

SHIVE-HATTERY, INC.

A handwritten signature in cursive script that reads "Myron K. Scheibe".

Myron K. Scheibe, P.E. & L.S.
Vice President

Terracon

ENVIRONMENTAL, INC.

135 Ambassador Drive
Naperville, Illinois 60540
(630) 357-7228 Fax: (630) 357-9489

John F. Hartwell, P.E.
J. Lee Hutchins, Jr., D. Sc., P.E.
Francis A. Breen, MSc

June 3, 1997

The Honorable Rodney E. Slater, Secretary
Department of Transportation
400 Seventh Street, S.W., Room 10200
Washington, D.C. 20590

Subject: Docket No. OST-97-2557

Dear Mr. Slater:

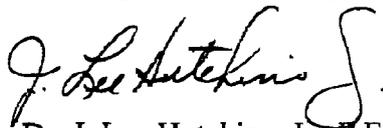
Terracon Environmental, Inc., is pleased to provide this letter of support for the application of AirTran to provide air service from the Quad Cities/Bloomington-Normal to LaGuardia in New York. Convenient, low cost air service with schedules that accommodate both business and non-business travelers is increasingly important.

Terracon personnel are often required to travel from offices served by regional airports. The current level of service often forces a difficult choice between driving time and uncertain schedules with several potential connections in order to reach our ultimate destination. The service contemplated in the above referenced application will be a benefit in our business operations.

The Airline Deregulation Act of 1978 anticipated a higher degree of competition in the airline industry as well as continuing changes in the user market. AirTran's application is an attempt to increase the level of air service to a mid-size community that is situated at the fringe of the service area for an international hub airport.

Thank you for your time in reviewing this letter of support for the AirTran application.

Very truly yours,
TERRACON ENVIRONMENTAL, INC.



Dr. J. Lee Hutchins, Jr., P.E., AICP
Associate Principal

Offices of The Terracon Companies, Inc. Environmental Engineers and Scientists
Arizona ■ Arkansas ■ Colorado ■ Idaho ■ Illinois ■ Iowa ■ Kansas ■ Minnesota
Missouri ■ Montana ■ Nebraska ■ Nevada ■ Oklahoma ■ Tennessee ■ Texas ■ Utah ■ Wyoming

QUALITY ENGINEERING SINCE 1965

May 27, 1997

MAY 28 1997

Director	
Operations	
Adm.	
Engineering	
Safety Sec.	
Maintenance	
Union	

Dear Mr. George:

This letter follows one that I sent to the ARGUS . . . regarding the article on AirTran. I, along with family and friends, feel this is a wonderful idea.

A longtime New Yorker, I would like to visit more frequently. But the extra time and expense of first stopping at Chicago, discourages me. Driving, rather than than flying to Chicago, is not an option for everyone. AirTran, however, is an intelligent solution. It can only lead to more happy travellers--in and out of the Quad Cities.

Sincerely,

Cheryl A. Herman
2611 35th Street
Rock Island, IL
61201

June 3, 1997
233 Wilshire Drive
Colona, Illinois 61241
Phone: 309-949-2458

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

Dear Secretary Slater,

This letter is my personal request that you consider permitting Air Tran a direct route from Moline, Illinois (Quad Cities) to New York City (Docket # OST-97-2557). I join with many others in expressing an urgent need for this direct service from both a personal and business perspective.

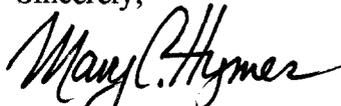
As a mother sending her first-born college graduate daughter off to New York City to begin a career this month, I am going to be one of the first to be in line for an Air Tran ticket from Moline! In the past, it has been an all day challenge to reach New York since it often entails a three hour drive to the Chicago Airport, making connections and getting into the city at the other end. Prices have often been higher to fly between the Quad Cities and Chicago than between Chicago and New York presenting a dilemma for the Quad City Airport supporters like us. Do we pay the excess air cost or take the time to drive to the less costly airport? Both time and money are often issues here.

As a business woman and wife of a Case IH employee, I would also like to comment on the business advantages. With Case IH beginning more world-wide operations, my husband will be traveling between the Quad Cities and Brazil every several weeks for the next year. Rather than routing him from QC to Chicago to Atlanta to Sao Paulo, He would be able to fly direct to NYC and take a direct flight to Sao Paulo from there. Not only would this be more time saving for him, but an energy conservation opportunity for the airline industry.

In conclusion, I urge you to strongly consider allowing this Air Tran Opportunity of direct flight from the Quad Cities to New York City. As business expands and children move out of their families homes, air travel becomes a more important way of life. To keep small airports financially solvent, to assist new airlines in getting a foothold in the industry in the spirit of American Entrepreneurship, and to keep our smaller towns in touch with the world, it is imperative to continue developing strong transportation ties.

Thank you for your consideration in this matter and best wishes in facing the challenges of keeping our country's transportation links outstanding.

Sincerely,



Mary C. Hymes, MS, RD, LD
Adj. Professor of Biology/Black Hawk College
CEO/Consulting Dietitian Stone Soup & Such, Inc.
Mother of newest Macy's Employee (Harold Square, NYC)
Wife of Case IH Senior Engineer/Brazilian Project

June 5, 1997

Honorable Rodney Slater
Secretary of Transportation
United States Department of Transportation
400 Seventh Street SW
Washington, D.C. 20590

RE: Docket No. 057-97-2557

Dear Secretary Slater:

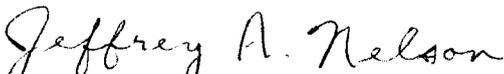
By Resolution 97-13, the Board of Trustees of the Rock Island County Metropolitan Mass Transit District (MetroLINK) voted unanimously to endorse AirTrans Airways' efforts to establish and operate convenient, direct, non-stop passenger flights between the Quad City International Airport in Moline, Illinois, and LaGuardia International Airport in New York, New York.

Being a provider of transportation services to the general public, MetroLINK understands the needs of Quad City individuals and businesses for convenient, direct, non-stop passenger airline service to and from major markets in the United States. We believe that, since the implementation of regulatory reform within the airline industry in the early 1980's, medium-size markets, such as the Quad Cities, have been left without vital, affordable jet service. Successful strategies proven by AirTrans clearly show that changing travel demands require alternatives to the provision of the traditional methods of supplying scheduled airline service to the general public.

The Quad City Metropolitan Area is the largest population base in the Midwest Region without direct service to New York. Your decision to grant AirTrans' request will allow the Quad Cities to continue to grow as a transportation hub.

Thank you for your time and consideration of this matter.

Sincerely,

A handwritten signature in cursive script that reads "Jeffrey A. Nelson".
Jeffrey A. Nelson
General Manager

cc: Kent George, Director of Aviation
Quad City International Airport

**RESOLUTION SUPPORTING THE OPPORTUNITY FOR AIRTRANS AIRWAYS
TO OFFER DIRECT, NON-STOP FLIGHTS
BETWEEN THE QUAD CITY INTERNATIONAL AIRPORT IN MOLINE, ILLINOIS,
AND LAGUARDIA INTERNATIONAL AIRPORT IN NEW YORK, NEW YORK**

RESOLUTION 97-13

WHEREAS, the Rock Island County Metropolitan Mass Transit District (MetroLINK) is a provider of transportation services to the general public; and

WHEREAS, MetroLINK understands the needs of Quad City individuals and businesses for convenient, direct, non-stop passenger airline service to and from major markets in the United States; and

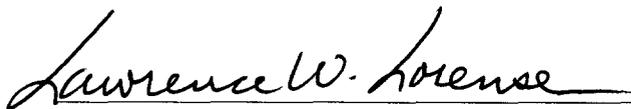
WHEREAS, AirTrans Airways is pursuing the establishment of such direct, non-stop passenger airline service to and from LaGuardia International Airport in New York, New York.

NOW, THEREFORE, BE IT RESOLVED, that the Board of Trustees of the Rock Island County Metropolitan Mass Transit District (MetroLINK) endorses the efforts of AirTrans Airways to establish and operate convenient, direct, non-stop passenger flights between the Quad City International Airport in Moline, Illinois, and LaGuardia International Airport in New York, New York; and

BE IT FURTHER RESOLVED, that the Board of Trustees of the Rock Island County Metropolitan Mass Transit encourages the United States Department of Transportation to honor the request of AirTrans Airways to establish and operate such convenient, direct, non-stop passenger service between the Quad City International Airport in Moline, Illinois, and LaGuardia International Airport in New York, New York, by approving access privileges at LaGuardia International Airport to AirTrans Airways for the stated purpose.

Adopted by the Board of Trustees of the Rock Island County Metropolitan Mass Transit District this **Fourth Day of June 1997**.

Signed:



Signature

Lawrence W. Lorensen
Name

Chairman, Board of Trustees
Title

Attested:



Signature

Robert E. Jensen
Name

Secretary-Treasurer, Board of Trustees
Title

AirTran wants to fly to the Big Apple

By Rita Pearson
Staff writer

MOLINE — The Quad-Cities' newest airline is asking federal regulators for permission to offer direct round-trip flights to New York City.

AirTran Airways, the Orlando-based airline that began service from the Quad-Cities to Orlando in March, announced Friday it had applied to the U.S. Department of Transportation for airport slots at New York's LaGuardia Airport.

Such service would provide Quad-Cities' travelers their first direct air connection to New York City. Currently, travelers must make at least one other stop before reaching New York from the Quad-Cities.

"This opens up a whole new market for us," Kent George, director of aviation for the Quad City International Airport, Moline, said.

If the application is approved, AirTran would offer two daily round-trip flights to LaGuardia

from Moline, Bloomington-Normal, Toledo-Akron in Ohio, and Knoxville, Tenn.

"Currently, travelers in these communities lack direct or non-stop flights to New York's LaGuardia Airport," AirTran's president and chief executive Robert Swenson said. "The proposed routes would expand upon our successful strategy of offering quality, medium-sized markets much needed affordable jet service."

The New York market also

would be only the second major market for AirTran services. The start-up airline now connects Orlando with 23 cities throughout the United States using a fleet of Boeing 737-200 aircraft.

A potential schedule for the Quad-Cities could have flights leaving the Quad City Airport at 6:40 a.m. and 12:40 p.m., according to Mr. George. Possible return flights could arrive at noon and 10:30 p.m., he said.

Eric Hanson, AirTran director of sales and public relations, said

the airline is hopeful the DOT will act on its request very quickly.

The slots are restricted at LaGuardia Airport under a high-density rule, Mr. George explained. Many airlines have attempted to obtain those slots, but have been denied because they could not display a need for the air service and for other reasons, Mr. George said.

PLEASE SEE **FLIGHT, A2**

FLIGHT

FROM PAGE A1

The Quad City Airport Authority has completed a market study and determined the need for direct

The Quad City Airport Authority has completed a market study and determined the need for direct service to New York.

service to New York, Mr. George said. However, the federal government will need to hear from Quad-Cities travelers.

He encouraged Quad-Citians to write letters to the DOT and Feder-

al Aviation Administration to express their interest in direct service to New York City, he said.

The timing for AirTran's application could not be better. Within the past few weeks, officials from the FAA, the DOT and some other agencies have identified a need for stimulating the market areas from slot-restricted airports, such as LaGuardia, Mr. George said.

The federal agencies have not determined how best to stimulate that interest, he said.

Although it is uncertain if and when the federal regulators will respond to AirTran's request, the airline believes a realistic timeline would be within the next six to nine months, Mr. Hanson, the AirTran spokesman, said.

The airline plans to offer the same type of affordable fares it now offers, with deeper discounts given on tickets purchased in advance or with a Saturday layover.

New airline may fly Q-C to New York

■ AirTran considers offering direct flights.

By John Willard

QUAD-CITY TIMES

5-24-97

The folks who brought you Mickey Mouse want to bring you the Big Apple.

Two months after it launched direct service from the Quad-Cities to Orlando, Fla., home of Walt Disney World, AirTran Airways has asked permission to operate flights between the Quad-Cities and LaGuardia Airport in New York City.

If the application is approved by the U.S.

Department of Transportation, AirTran would operate two daily round-trip flights from the Quad-City Airport to LaGuardia, airline representative Eric Hanson said.

Service could begin in late August or early September, he said.

Fares have not been established, he said, but they would be comparable to the airline's current low-cost fares to Orlando. Those fares range from \$99 to \$229 one-way.

Under the plan, a flight would leave the Quad-City Airport at mid-morning and stop in Bloomington/Normal, Ill., before arriving at LaGuardia. An evening flight would leave Bloomington/Normal, stop in the Quad-Cities and fly on to LaGuardia.

For the return trip, a flight would leave LaGuardia early in the morning, stop in the Quad-Cities and continue to Bloomington/Normal. That afternoon, it would leave LaGuardia and stop in Bloomington/Normal before landing in the Quad-Cities.

“
The proposed routes would expand upon our successful strategy of offering quality, medium-sized markets much needed, affordable jet service.”

ROBERT SWENSON
AirTran president
and CEO

...nspec. after approval is granted, Hanson said.

Other cities that would get service to LaGuardia under AirTran's plan are Toledo and Akron-Canton in Ohio and Knoxville, Tenn.

“Currently, travelers in these communities lack direct or nonstop flights. The proposed routes would expand upon our successful strategy of offering quality, medium-sized markets much needed affordable jet service,” AirTran president and chief executive officer Robert Swenson said.

Hanson said the airline's direct service from the Quad-Cities to Orlando, launched March 6, has been profitable and was a factor in its decision to expand service to New York.

Kent George, director of aviation at the Quad-City Airport, said AirTran's proposed route expansion further helps in the development of the community's air service and is another effort to meet the needs of the Quad-City traveling community.

Fly us to New York

Federal regulators should give, without delay, their permission to a Quad-Cities airline to offer direct round-trip nonstop flights to New York City.

AirTran Airways, a proven Orlando-based airline that began service from the Quad-Cities to Orlando in March, recently applied to the U.S. Department of Transportation

for airport slots at New York's LaGuardia Airport.

"This opens up a whole new market for us," Kent George, director of aviation for the Quad City International Airport, said.

The New York service would be the first offered in the Quad-Cities. Area

THE ISSUE

How can the Q-C win air service to New York City?

travelers must now make at least one stop before making it to the Big Apple.

AirTran's president and chief executive Robert Swenson said. "The proposed routes would expand upon our successful strategy of offering quality, medium-sized markets much needed affordable jet service."

Convincing regulators may not be easy. According to Mr. George, slots are restricted at LaGuardia Airport under a high-density rule and other airlines have attempted to get them in the past, but were denied because they couldn't show a need. That shouldn't be a problem here.

The Quad City Airport Authority has completed a market study and determined the need for direct service to New York, Mr. George said. It would help, however, if the government also heard from Quad-Cities travelers who want the direct flight. We encourage Quad-Citians to write letters detailing their support for the venture.

Letters should be addressed to: Honorable Rodney Slater, secretary, U.S. Department of Transportation, 400 7th St., SW, Washington, D.C., 20590. Please indicate somewhere in the letter Docket No. OST-97-2557. Mr. George is requesting that the letters be sent by *this* Thursday to: Quad City Airport Authority, ATTN: Kent George, PO Box 9009, Moline, IL 61265. He hopes to put the letters together in a packet to be hand-delivered to Washington June 9.

In a New York minute, we came up with a host of reasons for supporting AirTran's request. But try as we might, we couldn't find a single thing bad about it.

The FAA and DOT should be similarly convinced. Your support will help.