

**BEFORE THE
DEPARTMENT OF TRANSPORTATION
WASHINGTON, DC
October 17, 2002**

Application of)
)
 DELTA AIR LINES, INC.)
)
 for "beyond perimeter" slot exemptions pursuant) **Docket OST-00-7181**
 to 49 U.S.C. § 41718)
)
 (Washington, D.C. (DCA) – Salt Lake City, Utah))

**SUPPLEMENT NO. 1 TO
APPLICATION OF DELTA AIR LINES, INC.**

Enclosed are letters of civic, community and U.S. Congressional support for Delta's DCA-Salt Lake City proposal, to be included as evidence of record in the above-captioned proceeding.

Respectfully submitted,



Robert E. Cohn
Alexander Van der Bellen
SHAW PITTMAN LLP
2300 N Street, N.W.
Washington, D.C. 20037
(202) 663-8060

Counsel for
DELTA AIR LINES, INC.

U.S. CONGRESSIONAL SUPPORT

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

October 10, 2002

The Honorable Norman Y. Mineta
Secretary
Department of Transportation
400 7th Street, SW
Washington, D.C. 20590

Dear Mr. Secretary:

We write to urge respectfully the Department's consideration and approval of Delta Air Lines' application for slot exemptions for nonstop service between Salt Lake City (SLC) and Washington Ronald Reagan National Airport (DCA). Delta's proposal is of critical importance to the State of Utah as well as many communities in neighboring intermountain states that rely on Salt Lake City as a transportation hub.

Were it not for the restrictions on service to DCA, a major airline hub of Salt Lake City's stature would certainly have nonstop flights to the preferred airport serving our Nation's Capital. Relief from the Perimeter Rule for Salt Lake City and the State of Utah is long overdue. In fact, when Congress enacted AIR 21, the importance of making slot exemptions available for nonstop service between DCA and Salt Lake City was a key point of discussion. In light of the compelling benefits that would be provided by nonstop DCA-Salt Lake City service, it is astounding that this service has not yet been authorized -- despite two prior opportunities for the Department to do so. Delta would provide important new service and competitive benefits to beyond-perimeter cities in the western United States. 37 cities would receive new single-connection service to DCA -- including 12 neglected cities in the intermountain region that still have no single connection service to DCA.

Since National Airlines has failed to operate its authorized exemption services for more than seven months, the Department needs to reallocate these slots to a carrier that will put them to productive use. Delta's Salt Lake City proposal best satisfies the legislative objectives specified in Air 21 and will provide critically needed service and competitive relief for broad regions of the intermountain west that did not receive any improved DCA access benefits under the prior allocations of beyond-perimeter slots. Delta's DCA-SLC proposal would provide critically needed relief in terms of the "domestic network benefits" and "competition in multiple markets" objectives that Congress sought to advance in AIR 21.

Salt Lake City is the only major airline hub located in the intermountain west. Accordingly, Delta's proposed service is important not only for Salt Lake City and the State of Utah, but also for the many communities in the northern tier that depend on Salt Lake City as

Salt Lake City as their primary point of access to the national air transportation system. The best new use for these slots would be to provide relief to the intermountain and northern tier states that received virtually no new DCA access benefits under the prior slot allocations.

Accordingly, we urge you to grant Delta's application to provide this critically needed service.

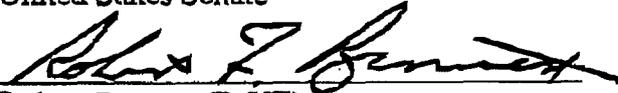
Sincerely yours,



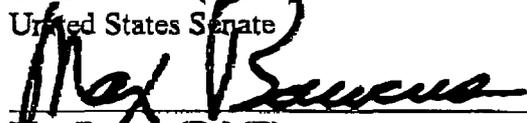
Orrin G. Hatch (R-UT)
United States Senate



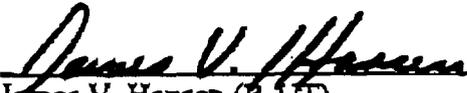
Conrad Burns (R-MT)
United States Senate



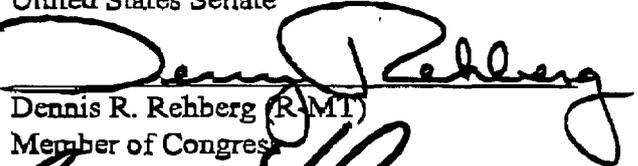
Robert Bennett (R-UT)
United States Senate



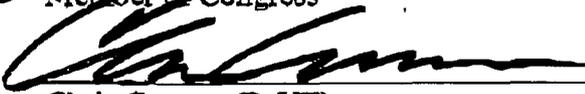
Max Baucus (D-MT)
United States Senate



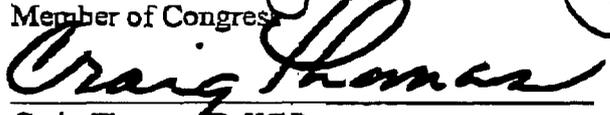
James V. Hansen (R-UT)
Member of Congress



Dennis R. Rehberg (R-MT)
Member of Congress



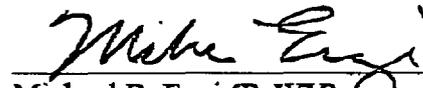
Chris Cannon (R-UT)
Member of Congress



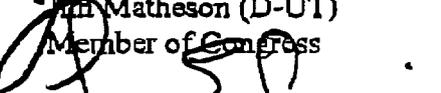
Craig Thomas (R-WY)
United States Senate



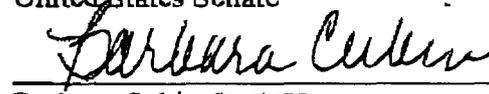
Jim Matheson (D-UT)
Member of Congress



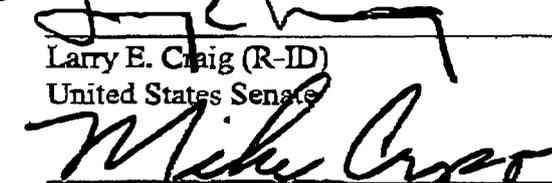
Michael B. Enzi (R-WY)
United States Senate



Larry E. Craig (R-ID)
United States Senate



Barbara Cubin (R-WY)
Member of Congress



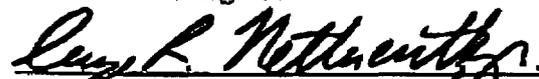
Michael D. Crapo (R-ID)
United States Senate



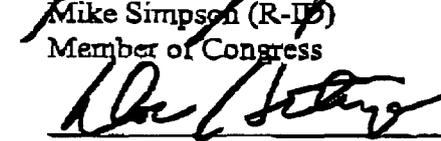
C.L. "Butch" Otter (R-ID)
Member of Congress



Mike Simpson (R-ID)
Member of Congress



George R. Nethercutt, Jr. (R-WA)
Member of Congress



Doc Hastings (R-WA)
Member of Congress

UTAH



STATE OF UTAH
OFFICE OF THE GOVERNOR
SALT LAKE CITY
84114-0801

MICHAEL O. LEAVITT
GOVERNOR

OLENE S. WALKER
LIEUTENANT GOVERNOR

October 9, 2002

The Honorable Norman Y. Mineta
Secretary
U.S. Department of Transportation
400 Seventh Street, SW
Washington, D.C. 20590

Dear Secretary Mineta:

This letter serves to express my support of Delta Air Lines' application for slot exemptions to provide new nonstop service between Salt Lake City (SLC) and Washington Ronald Reagan National Airport (DCA). Salt Lake City is a major business and population center that needs and deserves nonstop air service to our Nation's Capitol.

As you know, the so-called "Perimeter Rule" has denied many Intermountain West communities the important benefits of nonstop access to DCA. Relief from the Perimeter Rule is long overdue. I understand that when Congress enacted AIR-21 two years ago, the importance of making slot exemptions available for nonstop service between DCA and SLC was a key point of discussion.

Delta's SLC proposal excels in terms of the critical criteria identified by Congress as the primary factors in determining eligibility for beyond-perimeter DCA slot exemptions. The proposal would provide important new service and competitive benefits to western cities beyond the Perimeter Rule's boundaries, including 37 cities that would receive new single-connection service to DCA and 12 neglected cities in the Intermountain region that have no single connection service to DCA.

It makes sense that since National Airlines has failed to operate its authorized slot exemptions, the Department could reallocate these slots to a carrier that will put them to productive use. Delta's SLC proposal best satisfies the legislative objectives of AIR-21 and will provide critically needed service and competitive relief for broad regions of the Intermountain West that did not receive any improved DCA access under prior slot allocations.

Salt Lake City is the only major airline hub in the Intermountain region. Accordingly, Delta's proposed service is important not only for Salt Lake City and the State of Utah, but also for the many communities in the northern tier that depend on Salt Lake City as their primary access point to the national air transportation system.

I encourage you to grant Delta's application to provide this critically needed service.

Sincerely,

Michael O. Leavitt
Governor

ROSS C. "ROCKY" ANDERSON
MAYOR



SALT LAKE CITY CORPORATION

OFFICE OF THE MAYOR



October 1, 2002

The Honorable Norman Y. Mineta
Secretary
U.S. Department of Transportation
400 Seventh Street, SW
Washington, D.C. 20590

Dear Secretary Mineta:

I am writing to ask for your assistance on an important transportation issue for Salt Lake City. I enthusiastically support the application by Delta Air Lines for slot exemptions to initiate nonstop service between Salt Lake City (SLC) and Washington Ronald Reagan National Airport (DCA) and urge you to grant Delta's request. Salt Lake City is a large and rapidly-growing metropolitan area, a major business and population center with international recognition, and a significant regional hub for Delta. All of these factors contribute to a critical need for nonstop air service to the heart of our nation's capital.

Because of the FAA's "Perimeter Rule," Salt Lake City has previously been denied nonstop access to DCA. I understand that Salt Lake City's situation and the appropriateness of providing nonstop service between SLC and DCA were among the topics discussed when Congress enacted AIR-21 two years ago. In these discussions, Congress identified several criteria for granting DCA slot exemptions outside of the Perimeter Rule. Salt Lake City meets these criteria exceptionally well.

As a major regional hub for Delta Airlines, Salt Lake City's airport provides numerous Intermountain and Western communities with non-stop air service to the East Coast. Delta's proposal for a SLC-DCA slot exemption would provide important new service and competitive benefits to Western cities beyond the Perimeter Rule's boundaries, including 37 cities that would receive additional single-connection service to DCA and

12 cities in the Intermountain region that currently receive no service would receive a single connection service to DCA.

The number of SLC's daily departures illustrates the degree to which many communities in the West rely on SLC as a regional hub and an access point to the national air transportation system. Delta schedules 123 daily departures from SLC. SkyWest, which operates a large fleet of Canadair Regional Jets to provide short- and medium-distance access to Delta's SLC hub, operates 172 daily departures from SLC. Communities throughout the West, as well as southwestern Canada, use SkyWest's service to SLC to access Delta's national network. Non-stop service to DCA will provide residents of the western U.S. and Canada with greatly improved access to the nation's capital.

National Airlines has failed to utilize its authorized slot exemptions, and it appears the Department of Transportation will reallocate these slots to another carrier. I can assure you that Delta would put these slots to good use, as the demand for nonstop service to DCA from SLC is very high and continues to grow. The only nonstop service currently provided from SLC to the Washington area is to Dulles (IAD), and, as you know, that trip requires a time-consuming and expensive cab trip into the District of Columbia. Because of Delta's reach throughout the Intermountain West, their SLC proposal will greatly enhance access to the nation's capital, not only for the Salt Lake City metro area, but will also provide competitive relief and improved service for dozens of other communities in the Intermountain West that did not receive any improved DCA access under prior slot allocations.

I appreciate your consideration of my request that you grant Delta's application to provide this critically needed service.

Best regards,



Ross C. Anderson
Mayor

RCA/djb

BCC: Tim Campbell
Leo Mullen
Robert Dibblee
Len Simon
DJ Baxter

SALT LAKE CITY CORPORATION

OFFICE OF THE CITY COUNCIL

October 1, 2002

The Honorable Norman Y. Mineta
Secretary of Transportation
U.S. Department of Transportation
400 Seventh Street, SW
Washington, DC 20590

Dear Secretary Mineta:

The Salt Lake City Council is writing this letter in support of Delta Air Lines' application for slot exemptions to serve Salt Lake City from Ronald Reagan National Airport.

As you know from your previous helpful and appreciated visits to Salt Lake City, the Salt Lake City International Airport provides service to cities throughout the Intermountain West. Delta Air Lines has sought slot exemptions to Ronald Reagan Airport for more than two years. Given that slot exemptions again are available, Delta Air Lines' efforts to provide non-stop service between Washington and Salt Lake City should be rewarded.

The City Council supports Delta Air Lines' application for the slot exemptions for three main reasons.

First, adding non-stop service between Salt Lake City International Airport and Ronald Reagan Airport would greatly improve service to passengers in the Intermountain West by providing single connection online jet service to passengers from 37 cities. Those cities include 12 communities that would receive their first-ever single connection service. Many of the cities are small and mid-sized communities whose residents, under the "perimeter rule" at Ronald Reagan Airport, have to make two or three connecting flights to reach Washington, DC.

Second, Salt Lake City is the only major airline hub in the Intermountain West. Its location would allow it to serve as a gateway to Washington, DC, for many airline passengers throughout the West, if the federal government awards Delta Air Lines the slot exemptions. You may know that Delta Air Lines has increased its number of regional jet flights to Salt Lake City International to improve service for airline passengers and plans to continue to connect cities in the Intermountain West to each other and Salt Lake City.

Third, Salt Lake City is Delta's primary western hub. As one of the nation's largest air carriers, Delta is in a unique position to serve passengers in the western United States because of its location in Salt Lake City. From the City Council's perspective, Delta Air Lines has demonstrated a long-term commitment to the City and people living in the West. The City Council expects that commitment to continue far into the future, and any way Delta Air Lines can improve its service to residents in the West warrants the City Council's support.

We hope you will consider these reasons in reviewing Delta Air Lines' application for daily nonstop service between Ronald Reagan Airport and Salt Lake City. We believe Delta's proposal would benefit the entire West, not only the air carrier or Salt Lake City International Airport.

Again, thank you for your past efforts to improve transportation in Utah, and we look forward to working with you in the future.

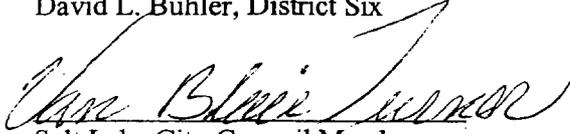
Sincerely,



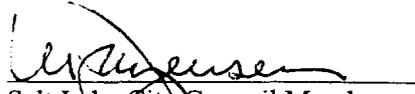
Salt Lake City Council Chair
David L. Buhler, District Six



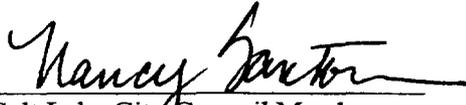
Salt Lake City Council Vice Chair
Carlton J. Christensen, District One



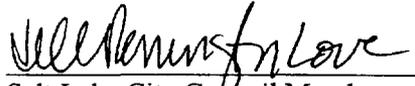
Salt Lake City Council Member
Van Blair Turner, District Two



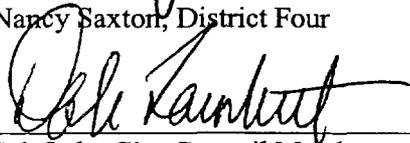
Salt Lake City Council Member
K. Eric Jergensen, District Three



Salt Lake City Council Member
Nancy Saxton, District Four



Salt Lake City Council Member
Jill Remington Love, District Five



Salt Lake City Council Member
Dale Lambert, District Seven

SLCC/raw

Cc: City Council Members

Mayor Ross C. Anderson
Robert Dibblee, Delta Air Lines
Rick Howa, Chair, Airport Board
Tim Campbell, Director of Airports
U.S. Senator Orrin Hatch
U.S. Senator Robert Bennett
U.S. Representative Jim Matheson
U.S. Representative Chris Cannon
U.S. Representative James V. Hansen
Governor Michael Leavitt
Utah Senator John Valentine

UTAH STATE SENATE

319 STATE CAPITOL • SALT LAKE CITY, UTAH 84114
 (801) 538-1035 • FAX (801) 538-1414

SENATOR
JOHN L. VALENTINE
 MAJORITY WHIP

FOURTEENTH DISTRICT
 UTAH COUNTY



857 E. 970 N.
 OREM, UT 84097
 (H) (801) 224-1693
 (D) (801) 373-6345
 FAX (801) 377-4991
 email: jvalentine@utahsenate.org

October 7, 2002

The Honorable Norman Y. Mineta
 Secretary
 U.S. Department of Transportation
 400 Seventh Street, SW
 Washington, D.C. 20590

Dear Secretary Mineta:

It is with a great deal of concern that I write you about the Delta Air Lines' application for nonstop service between Salt Lake City and Washington Ronald Reagan National Airport. I whole heartedly support their application for a slot exemption to provide that service.

Salt Lake City is a major undeserved population center whose hub is the primary access point for many small and medium sized communities for at least 5 states. Delta's proposed two daily nonstop flights to Reagan National will enhance travel options for over 60 western cities.

It is my understanding that Congress enacted AIR-21 two years ago as an exemption to the so called "Perimeter Rule", which has in the past been a bar to obtaining non stop service to Reagan from Salt Lake. Since National Airlines has not provided service for over eight months from its Las Vegas operation to Reagan, it seems critical to obtain the relief envisioned by AIR-21 for the intermountain communities for you to grant Delta's application.

Thank you for the opportunity to give input into this important decision.

Sincerely,

Senator John L. Valentine
 Senate Majority Whip

JULV:MINETA

UTAH STATE SENATE

319 STATE CAPITOL • SALT LAKE CITY, UTAH 84114
(801) 538-1035 • FAX (801) 538-1414

SENATOR
CURTIS S. BRAMBLE

SIXTEENTH DISTRICT
UTAH COUNTY



3613 N. 870 E.
PROVO, UT 84604
(H) (801) 226-3663
(O) (801) 373-1040
email: cbramble@unhsenate.org

The Honorable Norman Y. Mineta,
Secretary
U.S. Department of Transportation
400 Seventh Street, SW
Washington, D.C. 20590

October 3, 2002

Dear Secretary Mineta:

As a Utah State Senator, former Provo City Airport Board Chairman, and frequent traveler to Washington, D.C., I am writing to express my strong support of Delta Air Lines' application for slot exemptions to provide new nonstop service between Salt Lake City (SLC) and Washington Ronald Reagan National Airport (DCA). In the afterglow of the enormously successful 2002 Winter Olympics, Salt Lake City is gaining national attention as a major business and population center that needs and deserves nonstop air service to our Nation's Capitol.

As you know, the so-called "Perimeter Rule" has denied many Intermountain West communities, like Salt Lake City, the important benefits of nonstop access to DCA. Relief from the Perimeter Rule is long overdue. I understand that when Congress enacted AIR-21 two years ago, the importance of making slot exemptions available for nonstop service between DCA and SLC was a key point of discussion.

Delta's SLC proposal excels in terms of the critical criteria identified by Congress as the primary factors in determining eligibility for beyond-perimeter DCA slot exemptions. The proposal would provide important new service and competitive benefits to western cities beyond the Perimeter Rule's boundaries, including 37 cities that would receive new single-connection service to DCA and 12 neglected cities in the Intermountain region that have no single connection service to DCA.

Since National Airlines has failed to operate its authorized slot exemptions, the Department needs to reallocate these slots to a carrier that will put them to productive use. Delta's SLC proposal best satisfies the legislative objectives of AIR-21 and will provide critically needed service and competitive relief for broad regions of the Intermountain West that did not receive any improved DCA access under prior slot allocations.

Salt Lake City is the only major airline hub in the Intermountain region. Accordingly, Delta's proposed service is important not only for Salt Lake City and the State of Utah, but also for the many communities in the northern tier that depend on Salt Lake City as their primary access point to the national air transportation system.

I urge you to grant Delta's application to provide this critically needed service.

Sincerely,

Curtis S. Bramble
Utah State Senate, District 16

UTAH STATE SENATE

319 STATE CAPITOL • SALT LAKE CITY, UTAH 84114
(801) 538-1035 • FAX (801) 538-1878

SENATOR
L. STEVEN POULTON
MAJORITY LEADER

NINTH DISTRICT
SALT LAKE COUNTY

4524 BRIARCREEK DR.
SALT LAKE CITY, UT 84117
(H) (801) 272-4338
(O) (801) 481-4477
FAX (801) 486-7541



October 11, 2002

The Honorable Norman Y. Mineta
Secretary
U.S. Department of Transportation
400 Seventh Street, SW
Washington, D.C. 20590

Dear Secretary Mineta:

I am writing to express my strong support of Delta Air Lines' application for slot exemptions to provide new nonstop service between Salt Lake City (SLC) and Washington Ronald Reagan National Airport (DCA). Salt Lake City is a major business and population center that needs and deserves nonstop air services to our Nation's Capitol.

As you know, the so-called "Perimeter Rule" has denied many Intermountain West communities, like Salt Lake City, the important benefits of nonstop access to DCA. Relief from the Perimeter Rule is long overdue. I understand that when Congress enacted AIR-21 two years ago, the importance of making slot exemptions available for nonstop service between DCA and SLC was a key point of discussion.

Delta's SLC proposal excels in terms of the critical criteria identified by Congress as the primary factors in determining eligibility for beyond-perimeter DCA slot exemptions. The proposal would provide important new service and competitive benefits to western cities beyond the Perimeter Rule's boundaries, including 37 cities that would receive new single-connection service to DCA and 12 neglected cities in the Intermountain region that have no single connection service to DCA.

It makes sense to Salt Lake City that since National Airlines has failed to operate its authorized slot exemptions, that Department needs to reallocate these slots to a carrier that will put them to productive use. Delta's SLC proposal best satisfies the legislative objectives of AIR-21 and will provide critically needed service and competitive relief for broad regions of the Intermountain West that did not receive any improved DCA access under prior slot allocations.

Salt Lake City is the only major airline hub in the Intermountain region. Accordingly, Delta's proposed service is important not only for Salt Lake City and the State of Utah, but also for the many communities in the northern tier, like Boise, ID, that depend on Salt Lake City as their primary access point to the national air transportation system.

I urge you to grant Delta's application to provide this critically needed service.

Sincerely,

A handwritten signature in black ink, appearing to read "L. Steven Poulton", written in a cursive style.

Senator L. Steven Poulton
State Senate Majority Leader

HOUSE OF REPRESENTATIVES
STATE OF UTAH



REPRESENTATIVE TOM HATCH

73RD DISTRICT
(BEAVER, GARFIELD, KANE, PIUTE,
SEVIER, WASHINGTON AND WAYNE COUNTIES
P.O. BOX 391
PANGUITCH, UTAH 84759
RES. (435) 876-2214 / BUS. (435) 876-8808
FAX (435) 876-2421
E-Mail: thatch@le.state.ut.us

STANDING COMMITTEES: PUBLIC UTILITIES AND
TECHNOLOGY; NATURAL RESOURCES, AGRICULTURE
AND ENVIRONMENT; RULES
APPROPRIATIONS: EXECUTIVE APPROPRIATIONS, VICE
CHAIR; NATURAL RESOURCES

The Honorable Norman Y. Mineta
Secretary
U.S. Department of Transportation
400 Seventh Street, SW
Washington, D.C. 20590

Dear Secretary Mineta:

I am writing to express my strong support of Delta Air Lines' application for slot exemptions to provide new nonstop service between Salt Lake City (SLC) and Washington Ronald Reagan National Airport (DCA). Salt Lake City is a major business and population center that needs and deserves nonstop air service to our Nation's Capitol.

As you know, the so-called "Perimeter Rule" has denied many Intermountain West communities, like St. George, Utah, the important benefits of nonstop access to DCA. Relief from the Perimeter Rule is long overdue. I understand that when Congress enacted AIR-21 two years ago, the importance of making slot exemptions available for nonstop service between DCA and SLC was a key point of discussion.

Delta's SLC proposal excels in terms of the critical criteria identified by Congress as the primary factors in determining eligibility for beyond-perimeter DCA slot exemptions. The proposal would provide important new service and competitive benefits to western cities beyond the Perimeter Rule's boundaries, including 37 cities that would receive new single-connection service to DCA and 12 neglected cities in the Intermountain region that have no single connection service to DCA.

It makes sense to me that since National Airlines has failed to operate its authorized slot exemptions, the Department needs to reallocate these slots to a carrier that will put them to productive use. Delta's SLC proposal best satisfies the legislative objectives of AIR-21 and will provide critically needed service and competitive relief for broad regions of the Intermountain West that did not receive any improved DCA access under prior slot allocations.

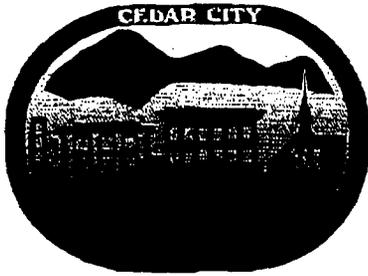
Salt Lake City is the only major airline hub in the Intermountain region. Accordingly, Delta's proposed service is important not only for Salt Lake City and the State of Utah, but also for the many communities in the southern tier, like Cedar City and St. George, that depend on Salt Lake City as their primary access point to the national air transportation system.

I urge you to grant Delta's application to provide this critically needed service.

Sincerely,

A handwritten signature in cursive script that reads "Thomas V. Hatch". The signature is written in dark ink and is positioned above the printed name and title.

Thomas V. Hatch
State Representative
District 73



CEDAR CITY

P.O. Box 249
 10 North Main • Cedar City, UT 84721
 435-586-2950 • Fax 435-586-4362
www.cedarcity.org

Mayor
 Gerold R. Sherratt

Council Members
 Joe Burgess
 Raymond A. Green
 Georgin Beth Thompson
 John Westwood
 Steve Wood

City Manager
 Joe McIlroy

October 14, 2002

The Honorable Norman Y. Mineta
 Secretary
 U.S. Department of Transportation
 400 Seventh Street, SW
 Washington, D.C. 20590

Dear Secretary Mineta:

I am writing to express the strong support of Cedar City, Utah, for Delta Air Lines' application for slot exemptions to provide new nonstop service between Salt Lake City (SLC) and Washington Ronald Reagan National Airport (DCA). Cedar City is served by the Salt Lake City airport and a direct flight to Washington D.C.'s Ronald Reagan Airport would be greatly used by our citizens.

As you know, the so-called "Perimeter Rule" has denied many Intermountain West communities, like Cedar City, the important benefits of nonstop access to DCA. Relief from the Perimeter Rule is long overdue. I understand that when Congress enacted AIR-21 two years ago, the importance of making slot exemptions available for nonstop service between DCA and SLC was a key point of discussion.

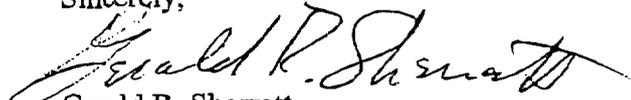
Delta's SLC proposal excels in terms of the critical criteria identified by Congress as the primary factors in determining eligibility for beyond-perimeter DCA slot exemptions. The proposal would provide important new service and competitive benefits to western cities beyond the Perimeter Rule's boundaries, including 37 cities that would receive new single-connection service to DCA and 12 neglected cities in the Intermountain region that have no single connection service to DCA.

It makes sense to the citizens of Cedar City that since National Airlines has failed to operate its authorized slot exemptions, the Department needs to reallocate these slots to a carrier that will put them to productive use. Delta's SLC proposal best satisfies the legislative objectives of AIR-21 and will provide critically needed service and competitive relief for broad regions of the Intermountain West which did not receive any improved DCA access under prior slot allocations.

Salt Lake City is the only major airline hub in the Intermountain region and all commercial flights out of the Cedar City Regional Airport connect with it. Accordingly, Delta's proposed service is important not only for Salt Lake City and the State of Utah, but also for the many communities in the southern and northern tiers, like Cedar City, that depend on Salt Lake City as their primary access point to the national air transportation system.

Cedar City urges you to grant Delta's application to provide this critically needed service.

Sincerely,



Gerald R. Sherratt
Mayor of Cedar City



**SALT LAKE
COUNTY**

CELEBRATING OUR
SESQUICENTENNIAL
150 YEARS OF SERVICE
1852 - 2002

NANCY WORKMAN
SALT LAKE COUNTY MAYOR

MAYOR'S CABINET

ALAN DAYTON
DEPUTY MAYOR
adayton@co.slc.ut.us

DAVID MARSHALL
CHIEF ADMINISTRATIVE OFFICER
dmarshall@co.slc.ut.us

GERALDINE SHAW
INTERGOVERNMENTAL AFFAIRS
DIRECTOR
gshaw@co.slc.ut.us

JOHN W. ROSENTHAL
BUSINESS & ECONOMIC
DEVELOPMENT
DIRECTOR
jrosenthal@co.slc.ut.us

GREG CURTIS
MAYOR'S LEGAL COUNSEL
gcurtis@co.slc.ut.us

TED PHILLIPS
COMMUNICATION DIRECTOR
tphillips@co.slc.ut.us

SALT LAKE COUNTY
GOVERNMENT CENTER
2001 S. STATE STREET
SUITE N2100
SALT LAKE CITY
UTAH 84190-1020
TEL (801) 468-3351
FAX (801) 468-3535
nworkman@co.slc.ut.us

CITIZEN ADVOCATE
(801) 468-2727

October 2, 2002

The Honorable Norman Y. Mineta
Secretary
U.S. Department of Transportation
400 Seventh Street, SW
Washington, D.C. 20590

Dear Secretary Mineta:

I am writing to express my strong support of Delta Air Lines' application for slot exemptions to provide new nonstop service between Salt Lake City (SLC) and Washington Ronald Reagan National Airport (DCA). Salt Lake City is a major business and population center that needs and deserves nonstop air service to our Nation's Capitol.

As you know, the so-called "Perimeter Rule" has denied many Intermountain West communities the important benefits of nonstop access to DCA. Relief from the Perimeter Rule is long overdue. I understand that when Congress enacted AIR-21 two years ago, the importance of making slot exemptions available for nonstop service between DCA and SLC was a key point of discussion.

Delta's SLC proposal excels in terms of the critical criteria identified by Congress as the primary factors in determining eligibility for beyond-perimeter DCA slot exemptions. The proposal would provide important new service and competitive benefits to western cities beyond the Perimeter Rule's boundaries, including 37 cities that would receive new single-connection service to DCA and 12 neglected cities in the Intermountain region that have no single connection service to DCA.

It makes sense to Salt Lake County that since National Airlines has failed to operate its authorized slot exemptions, the Department needs to reallocate these slots to a carrier that will put them to productive use. Delta's SLC proposal best satisfies the legislative objectives of AIR-21 and will provide critically needed service and competitive relief for broad regions of the Intermountain West that did not receive any improved DCA access under prior slot allocations.

Salt Lake City is the only major airline hub in the Intermountain region. Accordingly, Delta's proposed service is important not only for Salt Lake City and the State of Utah, but also for the many communities in the northern tier that depend on Salt Lake City as their primary access point to the national air transportation system.

I urge you to grant Delta's application to provide this critically needed service.

Sincerely,



Nancy Workman
Salt Lake County Mayor

NW/dd

October 2, 2002

**COUNTY COUNCIL**

Winston A. Wilkinson
Council District #5

David Johnson
Council Assistant

**SALT LAKE COUNTY
 GOVERNMENT CENTER**
 2001 S. State Street
 Suite N2200
 Salt Lake City
 Utah 84190-1010
 Tel (801) 468-2930
 Fax (801) 468-3029

The Honorable Norman Y. Mineta
 Secretary
 U.S. Department of Transportation
 400 Seventh Street, SW
 Washington, D.C. 20590

Dear Secretary Mineta:

I am writing to express my strong support of Delta Airlines' application for slot exemptions to provide new nonstop service between Salt Lake City (SLC) and Washington Ronald Reagan National Airport (DCA). Salt Lake City is a major business and population center that needs and deserves nonstop air service to our Nation's Capitol.

As you know, the so-called "Perimeter Rule" has denied many Intermountain West communities, like Salt Lake City, the important benefits of nonstop access to DCA. Relief from the Perimeter Rule is long overdue. I understand that when Congress enacted AIR-21 two years ago, the importance of making slot exemptions available for nonstop service between DCA and SLC were a key point of discussion.

Delta's SLC proposal excels in terms of critical criteria identified by Congress as the primary factors in determining eligibility for beyond-perimeter DCA slot exemptions. The proposal would provide important new service and competitive benefits to western cities beyond the Perimeter Rule boundaries, including 37 cities that would receive new single-connection service to DCA and 12 neglected cities in the Intermountain region that has no single connection service to DCA.

It makes sense to the Salt Lake County Council that since National Airlines has failed to operate its authorized slot exemptions, the Department needs to reallocate these slots to a carrier that will put them to productive use. Delta's SLC proposal best satisfies the legislative objective of AIR-21 and will provide critically needed service and competitive relief for broad regions of the Intermountain West that did not receive any improved DCA access under prior slot allocations.

Salt Lake City is the only major airline hub in the Intermountain region. Accordingly, Delta's proposed service is important not only for Salt Lake City and the State of Utah, but also for the many communities in the northern tier that depend on Salt Lake City as their primary access point to the national air transportation system.

We urge you to grant Delta's application to provide this critically needed service.

Sincerely,

Winston A. Wilkinson
 Salt Lake County Council

October 10, 2002

The Honorable Norman Y. Mineta
Secretary
U.S. Department of Transportation
400 Seventh Street, SW
Washington, D.C. 20590

Re: SLC-DCA Nonstop Service

Dear Secretary Mineta:

I am writing to express my strong support of Delta Air Lines' application for slot exemptions to provide new nonstop service between Salt Lake City (SLC) and Washington Ronald Reagan National Airport (DCA). Salt Lake City is a major business and population center that needs and deserves nonstop air service to our Nation's Capitol.

As you know, the so-called "Perimeter Rule" has denied many Intermountain West communities, like Salt Lake County and the Salt Lake Valley, the important benefits of nonstop access to DCA. Relief from the Perimeter Rule is long overdue. I understand that when Congress enacted AIR-21 two years ago, the importance of making slot exemptions available for nonstop service between DCA and SLC was a key point of discussion.

Delta's SLC proposal excels in terms of the critical criteria identified by Congress as the primary factors in determining eligibility for beyond-perimeter DCA slot exemptions. The proposal would provide important new service and competitive benefits to western cities beyond the Perimeter Rule's boundaries, including 37 cities that would receive new single-connection service to DCA and 12 neglected cities in the Intermountain region that have no single connection service to DCA.

It makes sense to me as a Council Member of the Salt Lake County Council, that since National Airlines has failed to operate its authorized slot exemptions, the Department needs to reallocate these slots to a carrier that will put them to productive use. Delta's SLC proposal best satisfies the legislative objectives of AIR-21 and will provide critically needed service and competitive relief for broad regions of the Intermountain West that did not receive any improved DCA access under prior slot allocations.

Salt Lake City is the only major airline hub in the Intermountain region. Accordingly, Delta's proposed service is important not only for Salt Lake



COUNTY COUNCIL

Russell C. Skousen
Council District #4

Kara Thompson
Council Assistant

SALT LAKE COUNTY
GOVERNMENT CENTER
2001 S. State Street
Suite N2200
Salt Lake City
Utah 84190-1010
Tel (801) 488-2930
Fax (801) 488-3029

City and the State of Utah, but also for the many communities in the northern tier, that depend on Salt Lake City as their primary access point to the national air transportation system.

I urge you to grant Delta's application to provide this critically needed service.

Sincerely,

A handwritten signature in black ink, appearing to read "Russell C. Skousen". The signature is fluid and cursive, with a long horizontal stroke at the end.

Russell C. Skousen
Council Member, District #4
Salt Lake County Council

October 10, 2002

The Honorable Norman Y. Mineta
Secretary
U.S. Department of Transportation
400 Seventh Street, SW
Washington, D.C. 20590



COUNTY COUNCIL

Dear Secretary Mineta:

Michael H. Jensen
Council District #2

I am writing to express my strong support of Delta Air Lines' application for slot exemptions to provide new nonstop service between Salt Lake City (SLC) and Washington Ronald Reagan National Airport (DCA). Salt Lake City is a major business and population center that needs and deserves nonstop air service to our Nation's Capitol.

Katharine Boden
Council Assistant

As you know, the so-called "Perimeter Rule" has denied many Intermountain West communities, like the Salt Lake Valley, the important benefits of nonstop access to DCA. Relief from the Perimeter Rule is long overdue. I understand that when Congress enacted AIR-21 two years ago, the importance of making slot exemptions available for nonstop service between DCA and SLC was a key point of discussion.

SALT LAKE COUNTY
GOVERNMENT CENTER
2001 S. State Street
Suite N2200
Salt Lake City
Utah 84190-1010
Tel (801) 468-2930
Fax (801) 468-3029

Delta's SLC proposal excels in terms of the critical criteria identified by Congress as the primary factors in determining eligibility for beyond-perimeter DCA slot exemptions. The proposal would provide important new service and competitive benefits to western cities beyond the Perimeter Rule's boundaries, including 37 cities that would receive new single-connection service to DCA and 12 neglected cities in the Intermountain region that have no single connection service to DCA.

It seems logical to Salt Lake County that since National Airlines has failed to operate its authorized slot exemptions, the Department needs to reallocate these slots to a carrier that will put them to productive use. Delta's SLC proposal best satisfies the legislative objectives of AIR-21 and will provide critically needed service and competitive relief for broad regions of the Intermountain West that did not receive any improved DCA access under prior slot allocations.

Salt Lake City is the only major airline hub in the Intermountain region. Accordingly, Delta's proposed service is important not only for Salt Lake City and the State of Utah, but also for the many communities in the northern tier that depend on Salt Lake City as their primary access point to the national air transportation system.

I urge you to grant Delta's application to provide this critically needed service.

Sincerely,

Michael H. Jensen
Salt Lake County Council Member

October 1, 2002

The Honorable Norman Y. Mineta
Secretary
U.S. Department of Transportation
400 Seventh Street, SW
Washington, D.C. 20590

Salt Lake City
Department of Airports

AMF Box 22084
Salt Lake City, UT 84122
Tel 801.575.2400
Fax 801.575.2679

Dear Secretary Mineta:

I am writing to express my strong support of Delta Air Lines' application for slot exemptions to provide new nonstop service between Salt Lake City (SLC) and Washington Ronald Reagan National Airport (DCA). Salt Lake City is a major business and population center that needs and deserves nonstop air service to our Nation's Capitol.

As you know, the so-called "Perimeter Rule" has denied many Intermountain West communities, like Salt Lake City, the important benefits of nonstop access to DCA. Relief from the Perimeter Rule is long overdue. I understand that when Congress enacted AIR-21 two years, the importance of making slot exemptions available for nonstop service between DCA and SLC was a key point of discussion.

Delta's SLC proposal excels in terms of the critical criteria identified by Congress as the primary factors in determining eligibility for beyond-perimeter DCA slot exemptions. The proposal would provide important new service and competitive benefits to western cities beyond the Perimeter Rule's boundaries, including 37 cities that would receive new single-connection service to DCA and 12 neglected cities in the Intermountain region that have no single connection service to DCA.

Since National Airlines has failed to operate its authorized slot exemptions, the Department needs to reallocate these slots to a carrier that will put them to productive use. Delta's SLC proposal best satisfies the legislative objectives of AIR-21 and will provide critically needed service and competitive relief for broad regions of the Intermountain West that did not receive any improved DCA access under prior slot allocations.

Salt Lake City is the only major airline hub in the Intermountain region. Accordingly, Delta's proposed service is important not only for Salt Lake City and the State of Utah, but also for the many communities in the northern tier that depend on Salt Lake City as their primary access point to the national air transportation system.

I urge you to grant Delta's application to provide this critically needed service.

Sincerely,



Timothy L. Campbell, A.A.E.
Executive Director

October 1, 2002

The Honorable Norman Y. Mineta
Secretary
U.S. Department of Transportation
400 Seventh Street, SW
Washington, D.C. 20590

Salt Lake City
Department of Airports

AMF Box 22084
Salt Lake City, UT 84122
Tel 801.575.2400
Fax 801.575.2679

Dear Secretary Mineta:

I am writing on behalf of the Salt Lake City Department of Airports' Board to express my strong support of Delta Air Lines' application for slot exemptions to provide new nonstop service between Salt Lake City (SLC) and Washington Ronald Reagan National Airport (DCA). Salt Lake City is a major business and population center that needs and deserves nonstop air service to our Nation's Capitol.

As you know, the so-called "Perimeter Rule" has denied many Intermountain West communities, like Salt Lake City, the important benefits of nonstop access to DCA. Relief from the Perimeter Rule is long overdue. I understand that when Congress enacted AIR-21 two years, the importance of making slot exemptions available for nonstop service between DCA and SLC was a key point of discussion.

Delta's SLC proposal excels in terms of the critical criteria identified by Congress as the primary factors in determining eligibility for beyond-perimeter DCA slot exemptions. The proposal would provide important new service and competitive benefits to western cities beyond the Perimeter Rule's boundaries, including 37 cities that would receive new single-connection service to DCA and 12 neglected cities in the Intermountain region that have no single connection service to DCA.

Since National Airlines has failed to operate its authorized slot exemptions, the Department needs to reallocate these slots to a carrier that will put them to productive use. Delta's SLC proposal best satisfies the legislative objectives of AIR-21 and will provide critically needed service and competitive relief for broad regions of the Intermountain West that did not receive any improved DCA access under prior slot allocations.

Salt Lake City is the only major airline hub in the Intermountain region. Accordingly, Delta's proposed service is important not only for Salt Lake City and the State of Utah, but also for the many communities in the northern tier that depend on Salt Lake City as their primary access point to the national air transportation system.

I urge you to grant Delta's application to provide this critically needed service.

Sincerely,

Richard Howa
Board Chair, Salt Lake City Department of Airports



State of Utah

THE UTAH AIR TRAVEL COMMISSION

135 North 2400 West
Salt Lake City, Utah 84116
(801) 715-2260
(801) 715-2276 Fax

Scott R. Slaymaker
Chairman

Meghan Z. Holbrook
Vice Chairwoman

William G. Gibbs
Legal Counsel

Monte R. Yeager
Executive Coordinator

October 3, 2002

MEMBERS

Fred Ball
H. David Burton
A. Paul Bruno
Hal M. Clyde
Keith S. Christensen
Shelli Gardner
Karin Kane
Theodore (Bud) G. Mahas
Larry G. Mankin
Daniel D. McArthur
Kathleen E. McDermott
Mark Slack
R. Anthony Sweet
John (Jack) F. Tanner
Jeremy Taylor

THE HONORABLE NORMAN Y. MINETA
Secretary
U.S. Department of Transportation
400 Seventh Street, SW
Washington, D.C. 20590

Re: Delta Air Lines Salt Lake City/Washington Service

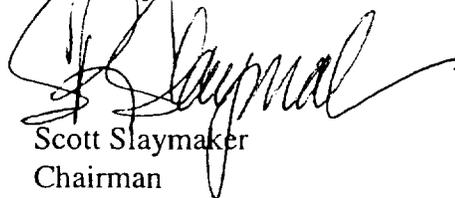
Dear Secretary Mineta:

The Utah Air Travel Commission (UATC) is the official body designated by the State of Utah, the Salt Lake City Corporation, and the Salt Lake Area Chamber of Commerce to represent Utah's interest for improved air service.

Just seven months ago, Salt Lake City welcomed the world by hosting the 2002 Winter Olympics. The Salt Lake City International Airport was a major transportation link in the success of the games. In addition, Salt Lake City's hub carrier, Delta Air Lines, was a significant Olympic partner, bringing thousands of spectators and participants to the games. News reports have credited Salt Lake City as hosting the "best ever" Olympics. No doubt, the Olympic Theme, "*Light the Fire Within,*" was instrumental in raising the bar.

Salt Lake City desires again to raise the bar by petitioning the U.S. Department of Transportation to approve the application by Delta Air Lines to provide non-stop service between Salt Lake City (SLC) and Washington Ronald Reagan National Airport (DCA). This commission strongly supports the city's desire and Delta's request.

Sincerely,



Scott Slaymaker
Chairman

Stantec Consulting Inc.
3995 South 700 East Suite 300
Salt Lake City UT 84107
Tel: (801) 261-0090 Fax: (801) 266-1671
stantec.com



Stantec

October 7, 2002

The Honorable Norman Y. Mineta
Secretary
U.S. Department of Transportation
400 Seventh Street, SW
Washington, D.C. 20590

Dear Secretary Mineta:

I am writing to express my strong support of Delta Air Lines' application for slot exemptions to provide new nonstop service between Salt Lake City (SLC) and Washington Ronald Reagan National Airport (DCA). Salt Lake City is a major business and population center that needs and deserves nonstop air service to our Nation's Capitol.

As you know, the so-called "Perimeter Rule" has denied many Intermountain West communities, like Salt Lake City, the important benefits of nonstop access to DCA. Relief from the Perimeter Rule is long overdue. I understand that when Congress enacted AIR-21 two years ago, the importance of making slot exemptions available for nonstop service between DCA and SLC was a key point of discussion.

Delta's SLC proposal excels in terms of the critical criteria identified by Congress as the primary factors in determining eligibility for beyond-perimeter DCA slot exemptions. The proposal would provide important new service and competitive benefits to western cities beyond the Perimeter Rule's boundaries, including 37 cities that would receive new single-connection service to DCA and 12 neglected cities in the Intermountain region that have no single connection service to DCA.

It makes sense to Stantec Consulting Inc. that since National Airlines has failed to operate its authorized slot exemptions, the Department needs to reallocate these slots to a carrier that will put them to productive use. Delta's SLC proposal best satisfies the legislative objectives of AIR-21 and will provide critically needed service and competitive relief for broad regions of the Intermountain West that did not receive any improved DCA access under prior slot allocations.

Salt Lake City is the only major airline hub in the Intermountain region. Accordingly, Delta's proposed service is important not only for Salt Lake City and the State of Utah, but also for the many communities in the northern tier that depend on Salt Lake City as their primary access point to the national air transportation system.

I urge you to grant Delta's application to provide this critically needed service.

Sincerely,

E. Gregory Thorpe, PE
Principal, Transportation
Stantec Consulting Inc.

Buildings
Environment
Industrial
Transportation
Urban Land

257 East 200 South, Suite 600
Salt Lake City, Utah 84111 USA

October 1, 2002

The Honorable Norman Y. Mineta
Secretary
U.S. Department of Transportation
400 Seventh Street, SW
Washington, D.C. 20590



Dear Secretary Mineta:

I am writing to express my strong support of Delta Air Lines' application for slot exemptions to provide new nonstop service between Salt Lake City (SLC) and Washington Ronald Reagan National Airport (DCA). Salt Lake City is a major business and population center that needs and deserves nonstop air service to our Nation's Capitol.

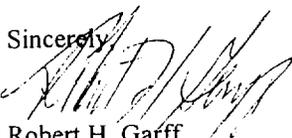
As you know, the so-called "Perimeter Rule" has denied many Intermountain West communities, the important benefits of nonstop access to DCA. Relief from the Perimeter Rule is long overdue. I understand that when Congress enacted AIR-21 two years ago, the importance of making slot exemptions available for nonstop service between DCA and SLC was a key point of discussion.

Delta's SLC proposal excels in terms of the critical criteria identified by Congress as the primary factors in determining eligibility for beyond-perimeter DCA slot exemptions. The proposal would provide important new service and competitive benefits to western cities beyond the Perimeter Rule's boundaries, including 37 cities that would receive new single-connection service to DCA and 12 neglected cities in the Intermountain region that have no single connection service to DCA.

Since National Airlines has failed to operate its authorized slot exemptions, the Department needs to reallocate these slots to a carrier that will put them to productive use. Delta's SLC proposal best satisfies the legislative objectives of AIR-21 and will provide critically needed service and competitive relief for broad regions of the Intermountain West that did not receive any improved DCA access under prior slot allocations.

Salt Lake City is the only major airline hub in the Intermountain region. Accordingly, Delta's proposed service is important not only for Salt Lake City and the State of Utah, but also for the many communities in the northern tier, that depend on Salt Lake City as their primary access point to the national air transportation system.

I urge you to grant Delta's application to provide this critically needed service.

Sincerely,

Robert H. Garff
Chairman

CC: Robert L. Dibblee, Delta Air Lines
RHG/car



WEST VALLEY CITY
Unity · Pride · Progress

October 7, 2002

The Honorable Norman Y. Mineta
Secretary
U.S. Department of Transportation
400 Seventh Street, SW
Washington, DC 20590

Dear Secretary Mineta:

I am writing to express my strong support of Delta Air Lines' application for slot exemptions to provide new nonstop service between Salt Lake City (SLC) and Washington Ronald Reagan National Airport (DCA). The Salt Lake City metropolitan area is a major business and population center that needs and deserves nonstop air service to our Nation's Capitol.

As you know, the so-called "Perimeter Rule" has denied many Intermountain West communities, like West Valley City, the important benefits of nonstop access to DCA. Relief from the Perimeter Rule is long overdue. I understand the when Congress enacted AIR-21 two years ago, the importance of making slot exemptions available for nonstop service between DCA and SLC was a key point of discussion.

Delta's SLC proposal excels in terms of the critical criteria identified by congress as the primary factors in determining eligibility for beyond-perimeter DCA slot exemptions. The proposal would provide important new service and competitive benefits to western cities beyond the Perimeter Rule's boundaries, including 37 cities that would receive new single-connection service to DCA and 12 neglected cities in the Intermountain region that have no single connection service to DCA.

It makes sense to West Valley City that since National Airlines has failed to operate its authorized slot exemptions, the Department needs to reallocate these slots to a carrier that will put them to productive use. Delta's SLC proposal best satisfies the legislative objectives of AIR-21 and will provide critically needed service and commuter relief for broad regions of the intermountain West that did not receive any improved DCA access under the prior slot allocations.

Salt Lake City is the only major airline hub in the Intermountain region. Accordingly, Delta's proposed service is important not only for Salt Lake City and the State of Utah, but also for the many communities in the northern tier, like West Valley City, that depend on Salt Lake City as their primary access point to the national air transportation system.

I urge you to grant Delta's application to provide this critically needed service.

Sincerely,

John Patterson
West Valley City Manager

October 7, 2002

The Honorable Norman Y. Mineta
Secretary
U.S. Department of Transportation
400 Seventh Street, SW
Washington, DC 20590

Dear Secretary Mineta:

Thank you for your consideration of Delta Air Lines' application for slot exemptions to provide new nonstop service between Salt Lake City (SLC) and Washington Ronald Reagan National Airport (DCA). I strongly support Delta's request. The Salt Lake City metropolitan area is a major business and population center, and Salt Lake International Airport is the only major airline hub in the Intermountain region. Delta's proposed service is important not only for Salt Lake City and the State of Utah, but also for many communities in Wyoming, Idaho and Nevada that depend on Salt Lake City as their primary access point to the national air transportation system.

I do not profess to have a comprehensive understanding of the so-called "Perimeter Rule" however I do understand that it has denied many Intermountain West communities the important benefits of nonstop access to DCA. Therefore, relief from the Perimeter Rule is long overdue.

Delta's SLC proposal excels in terms of providing important new service and competitive benefits to western cities, including 37 cities that would receive new single-connection service to DCA and 12 neglected cities in the Intermountain region that have no single connection service to DCA.

National Airlines has failed to operate its authorized slot exemptions. The Department needs to reallocate these slots to a carrier that will put them to productive use. Delta's SLC proposal best satisfies legislative objectives and will provide critically needed service and commuter relief for broad regions of the intermountain West that did not receive any improved DCA access under the prior slot allocations.

I urge you to grant Delta's application to provide this critically needed service.

Sincerely,

Tammy Kikuchi
Salt Lake City Airport Board Member
3600 S. Constitution Blvd.
West Valley City, Utah 84119



Salt Lake City Marriott Downtown

75 South West Temple
Salt Lake City, Utah 84101
801/531-0800
FAX: 801/537-6161

October 1, 2002

The Honorable Norman Y. Mineta
Secretary
U.S. Department of Transportation
400 Seventh Street, SW
Washington, D.C. 20590

Dear Secretary Mineta:

I am writing to express my strong support of Delta Air Lines' application for slot exemptions to provide new nonstop service between Salt Lake City (SLC) and Washington Ronald Reagan National Airport (DCA). Salt Lake City is a major business and population center that needs and deserves nonstop air services to our Nation's Capitol.

As you know, the so-called "Perimeter Rule" has denied many Intermountain West communities, like Salt Lake City, the important benefits of nonstop access to DCA. Relief from the Perimeter Rule is long overdue. I understand that when Congress enacted AIR-21 two years ago, the importance of making slot exemptions available for nonstop service between DCA and SLC was a key point of discussion.

Delta's SLC proposal excels in terms of the critical criteria identified by Congress as the primary factors in determining eligibility for beyond-perimeter DCA slot exemptions. The proposal would provide important new service and competitive benefits to western cities beyond the Perimeter Rule's boundaries, including 37 cities that would receive new single-connection service to DCA and 12 neglected cities in the Intermountain region that have no single connection service to DCA.

It makes sense that since National Airlines has failed to operate its authorized slot exemptions, the Department needs to reallocate these slots to a carrier that will put them to productive use. Delta's SLC proposal best satisfies the legislative objectives of AIR-21 and will provide critically needed service and competitive relief for broad regions of the Intermountain West that did not receive any improved DCA access under prior slot allocations.

Salt Lake City is a major airline hub in the Intermountain region. Accordingly, Delta's proposed service is important not only for Salt Lake City and the State of Utah but also for the many communities that depend on Salt Lake City as their primary access point to the national air transportation system.

I urge you to grant Delta's application to provide this critically needed service.

Sincerely,

Steve Lundgren
Area General Manager

SJ/lcd



OFFICIAL HOTEL SUPPLIER OF THE
U.S. OLYMPIC TEAM



A Family Tradition Since 1892

October 2, 2002

The Honorable Norman Y. Mineta
Secretary
U.S. Department of Transportation
400 Seventh Street, SW
Washington, D.C. 20590

Dear Secretary Mineta:

I am writing to express my strong support of Delta Air Lines' application for slot exemptions to provide new nonstop service between Salt Lake City (SLC) and Washington Ronald Reagan National Airport (DCA). Salt Lake City is a major business and population center that needs and deserves nonstop air service to our Nation's Capitol.

As you know, the so-called "Perimeter Rule" has denied many Intermountain West communities, like Salt Lake City, the important benefits of nonstop access to DCA. Relief from the Perimeter Rule is long overdue. I understand that when Congress enacted AIR-21 two years ago, the importance of making slot exemptions available for nonstop service between DCA and SLC was a key point of discussion.

Delta's SLC proposal excels in terms of the critical criteria identified by Congress as the primary factors in determining eligibility for beyond-perimeter DCA slot exemptions. The proposal would provide important new service and competitive benefits to western cities beyond the Perimeter Rule's boundaries, including 37 cities that would receive new single-connection service to DCA and 12 neglected cities in the Intermountain region that have no single connection service to DCA.

It makes sense to Salt Lake City that since National Airlines has failed to operate its authorized slot exemptions, the Department needs to reallocate these slots to a carrier that will put them to productive use. Delta's SLC proposal best satisfies the legislative objectives of AIR-21 and will provide critically needed service and competitive relief for broad regions of the Intermountain West that did not receive any improved DCA access under prior slot allocations.

Salt Lake City is the only major airline hub in the Intermountain region. Accordingly, Delta's proposed service is important not only for Salt Lake City and the State of Utah, but also for the many communities in the northern tier, like Boise, Idaho, that depend on Salt Lake City as their primary access point to the national air transportation system.

I urge you to grant Delta's application to provide this critically needed service.

Sincerely,

A handwritten signature in black ink, appearing to read "R. Anthony Sweet", is written over a large, stylized flourish.

R. Anthony Sweet
President/CEO
Sweet Candy Company

S W E E T C A N D Y C O M P A N Y



October 2, 2002

The Honorable Norman Y. Mineta
Secretary
U.S. Department of Transportation
400 Seventh Street, SW
Washington, D.C. 20590

Dear Secretary Mineta:

I am writing to express my strong support of Delta Air Lines' application for slot exemptions to provide new nonstop service between Salt Lake City (SLC) and Washington Ronald Reagan National Airport (DCA). Salt Lake City is a major business and population center that needs and deserves nonstop air service to our Nation's Capitol.

As you know, the so-called "Perimeter Rule" has denied many Intermountain West communities, like Salt Lake City, the important benefits of nonstop access to DCA. Relief from the Perimeter Rule is long overdue. I understand that when Congress enacted AIR-21 two years ago, the importance of making slot exemptions available for nonstop service between DCA and SLC was a key point of discussion.

Delta's SLC proposal excels in terms of the critical criteria identified by Congress as the primary factors in determining eligibility for beyond-perimeter DCA slot exemptions. The proposal would provide important new service and competitive benefits to western cities beyond the Perimeter Rule's boundaries, including 37 cities that would receive new single-connection service to DCA and 12 neglected cities in the Intermountain region that have no single connection service to DCA.

It makes sense to me that since National Airlines has failed to operate its authorized slot exemptions, the Department needs to reallocate these slots to a carrier that will put them to productive use. Delta's SLC proposal best satisfies the legislative objectives of AIR-21 and will provide critically needed service and competitive relief for broad regions of the Intermountain West that did not receive any improved DCA access under prior slot allocations.

Salt Lake City is the only major airline hub in the Intermountain region. Accordingly, Delta's proposed service is important not only for Salt Lake City and the State of Utah, but also for the many communities in the northern tier that depend on Salt Lake City as their primary access point to the national air transportation system.

I urge you to grant Delta's application to provide this critically needed service.

Sincerely,

Richard J. Howa
President/CEO

RJH:cm
Cc: Mr. Robert L. Dibblee
Delta Airlines



United Way
OF SALT LAKE

The smart way.
The compassionate way.
The **United Way**.

October 4, 2002

The Honorable Norman Y. Mineta
Secretary
U.S. Department of Transportation
400 Seventh Street, SW
Washington, D.C. 20590

Dear Secretary Mineta:

I am writing to express my strong support of Delta Air Lines' application for slot exemptions to provide new nonstop service between Salt Lake City and Washington Ronald Reagan National Airport (DCA). Salt Lake City is the major business and population center for the Intermountain West and needs and deserves nonstop service to Washington, D.C.

The so-called "Perimeter Rule" has denied many Intermountain West communities the important benefits of nonstop access to DCA. Relief from the Perimeter Rule is long overdue. I understand that when Congress enacted AIR-21 two years ago, the importance of making slot exemptions available for nonstop service between DCA and Salt Lake City was a key point of discussion.

Delta's Salt Lake City proposal excels in terms of the critical criteria identified by Congress as the primary factors in determining eligibility for beyond-perimeter DCA slot exemptions. The proposal would provide important new service and competitive benefits to western cities beyond the Perimeter Rule's boundaries, including 37 cities that would receive new single-connection service to DCA and 12 neglected cities in the Intermountain region that have no single connection service to DCA.

It makes sense to me and to United Way of Salt Lake that since National Airlines has failed to operate its authorized slot exemptions; the Department needs to reallocate these slots to a carrier that will put them to productive use. Delta's Salt Lake City proposal best satisfies the legislative objectives of AIR-21 and will provide critically needed service and competitive relief for broad regions of the Intermountain West that did not receive any improved DCA access under prior slot allocations.

Salt Lake City is the only major airline hub in the Intermountain region. It is also the primary business, tourism and population center in our region. Delta's proposed service is important not only for Salt Lake City and the State of Utah, but also for the many other small and mid-sized communities in our area that depend on Salt Lake City as their primary access point to the national air transportation system.

I urge you to grant Delta's application to provide this critically needed service.

Sincerely,

Deborah Bayle Nielsen
President and CEO

United Way of Salt Lake serves Salt Lake, Summit, and Tooele Counties

ZIONS BANK®

A. SCOTT ANDERSON
*President and
Chief Executive Officer*

October 4, 2002

The Honorable Norman Y. Mineta
Secretary
U.S. Department of Transportation
400 Seventh Street, SW
Washington, D.C. 20590

Dear Secretary Mineta:

I am writing to express my strong support of Delta Air Lines' application for slot exemptions to provide new nonstop service between Salt Lake City (SLC) and Washington Ronald Reagan National Airport (DCA). Salt Lake City is a major business and population center that needs and deserves nonstop air service to our Nation's Capitol.

As you know, the so-called "Perimeter Rule" has denied many Intermountain West communities, like Salt Lake City, the important benefits of nonstop access to DCA. Relief from the Perimeter Rule is long overdue. I understand that when Congress enacted AIR-21 two years ago, the importance of making slot exemptions available for nonstop service between DCA and SLC was a key point of discussion.

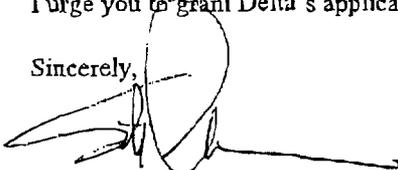
Delta's SLC proposal excels in terms of the critical criteria identified by Congress as the primary factors in determining eligibility for beyond-perimeter DCA slot exemptions. The proposal would provide important new service and competitive benefits to western cities beyond the Perimeter Rule's boundaries, including 37 cities that would receive new single-connection service to DCA and 12 neglected cities in the Intermountain region that have no single connection service to DCA.

It makes sense to allow Delta Air Lines and the Intermountain West Hub of Salt Lake City to utilize this connection since National Airlines has failed to operate its authorized slot exemptions, the Department needs to reallocate these slots to a carrier that will put them to productive use. Delta's SLC proposal best satisfies the legislative objectives of AIR-21 and will provide critically needed service and competitive relief for broad regions of the Intermountain West that did not receive any improved DCA access under prior slot allocations.

Salt Lake City is the only major airline hub in the Intermountain region. Accordingly, Delta's proposed service is important not only for Salt Lake City and the State of Utah, but also for the many communities in the northern tier, from Idaho, Wyoming, Montana, Oregon, and Nevada that depend on Salt Lake City as their primary access point to the national air transportation system.

I urge you to grant Delta's application to provide this critically needed service.

Sincerely,



A. Scott Anderson

ASA/rl

280 SOUTH 400 WEST
SUITE 200
SALT LAKE CITY, UT 84101
PH 801.521.2903
FAX 801.359.2420
richter7.com



October 4, 2002

The Honorable Norman Y. Mineta
Secretary
U.S. Department of Transportation
400 Seventh Street, SW
Washington, D.C. 20590

Dear Secretary Mineta:

I am writing to express my strong support of Delta Air Lines' application for slot exemptions to provide new nonstop service between Salt Lake City (SLC) and Washington Ronald Reagan National Airport (DCA). Salt Lake City is a major business and population center that needs and deserves nonstop air service to our Nation's Capitol.

As you know, the so-called "Perimeter Rule" has denied many Intermountain West communities, like Salt Lake City, the important benefits of nonstop access to DCA. Relief from the Perimeter Rule is long overdue. I understand that when Congress enacted AIR-21 two years ago, the importance of making slot exemptions available for nonstop service between DCA and SLC was a key point of discussion.

Delta's SLC proposal excels in terms of the critical criteria identified by Congress as the primary factors in determining eligibility for beyond-perimeter DCA slot exemptions. The proposal would provide important new service and competitive benefits to western cities beyond the Perimeter Rule's boundaries, including 37 cities that would receive new single-connection service to DCA and 12 neglected cities in the Intermountain region that have no single connection service to DCA.

It makes sense to us that since National Airlines has failed to operate its authorized slot exemptions, the Department needs to reallocate these slots to a carrier that will put them to productive use.

Delta's SLC proposal best satisfies the legislative objectives of AIR-21 and will provide critically needed service and competitive relief for broad regions of the Intermountain West that did not receive any improved DCA access under prior slot allocations.

Our business and others in Salt Lake City urge you to grant Delta's application to provide this critically needed service.

Sincerely,



Peggy Lander

Peggy Lander

Partner, Executive Vice President



Date: October 9, 2002

TO: Robert L. Dibblee
Delta Air Lines
FR: Andrea M. Packer
Utah Transit Authority

Mr. Dibblee,

Following this cover sheet is a copy of a letter of support sent to Secretary Mineta from John English, UTA General Manager, in support of Delta's application to provide nonstop service between Salt Lake City and National Airport. Our letter was mailed today, October 10, 2002.

Our employees travel to Washington regularly, and a direct flight to National Airport would greatly benefit our organization. We appreciate this opportunity to support Delta's efforts to provide this service.

If you have any questions about our letter, please contact me at the numbers provided below. We look forward to a positive outcome to your application.

Best regards,

Andrea M. Packer
Manager of Community Relations
Utah Transit Authority
801.287.2288 office
801.231.4048 cell



October 9, 2002

The Honorable Norman Y. Mineta
Secretary
U.S. Department of Transportation
400 Seventh Street, SW
Washington, D.C. 20590

Dear Secretary Mineta:

I am writing to express my support of Delta Air Lines' application to provide nonstop service between Salt Lake City (SLC) and Washington Ronald Reagan National Airport (DCA). As Salt Lake City is a major business and population center, nonstop air service to National Airport is a necessary service that would greatly benefit Utah's business travelers and Delta Air Lines.

Many cities in the Intermountain West, like Salt Lake City, have been denied nonstop access to DCA under the so-called "Perimeter Rule." Relief from this restriction is long overdue. I understand that when Congress enacted AIR-21 two years ago, the importance of making slot exemptions available for nonstop service between DCA and SLC was a key point of discussion.

Delta's application more than meets the criteria identified by Congress in determining eligibility for beyond-perimeter DCA slot exemptions. Delta's proposal would provide important new service and competitive benefits to numerous western cities, including 37 cities that would receive new single-connection service to DCA and 12 cities that have no single connection service to DCA.

To give you an example of the critical need for nonstop service between SLC and DCA, in the past year, employees from the Utah Transit Authority have made literally dozens of trips to Washington DC. Nonstop service has required us to fly into the Dulles or Baltimore airports and then travel to Washington DC. Nonstop service to DCA would greatly benefit our organization in terms of convenience, time and money.

Since National Airlines has failed to operate its authorized slot exemptions, the Utah Transit Authority urges the Department to reallocate these slots to a carrier that will operate them effectively. Salt Lake City is the only major airline hub in the Intermountain West. Delta's SLC proposal will provide needed service and competitive benefits not only for Salt Lake City and the State of Utah, but also for the many communities throughout the region that depend on Salt Lake City as their primary access point to the national air transportation system.

On behalf of the Utah Transit Authority, I encourage you to grant Delta's application to provide this critically needed service.

Sincerely,

A handwritten signature in black ink, appearing to read "John M. English", written over a faint, larger version of the same signature.

John M. English
General Manager
Utah Transit Authority
P.O. Box 30810
Salt Lake City, Utah 84130

UTAH TRANSIT AUTHORITY



TRANSPORTATION MANAGEMENT
ASSOCIATION OF UTAH

October 3, 2002

The Honorable Norman Y. Mineta
Secretary
U.S. Department of Transportation
400 Seventh Street, SW
Washington, D.C. 20590

Dear Secretary Mineta:

On behalf of the TMA/UT Board we hereby express our strong support of Delta Air Lines' application for slot exemptions to provide new nonstop service between Salt Lake City (SLC) and Washington Ronald Reagan National Airport (DCA). Salt Lake City is a major business and population center that needs and deserves nonstop air service to our Nation's Capitol.

As you know, the so-called "Perimeter Rule" has denied many Intermountain West communities the important benefits of nonstop access to DCA. Relief from the Perimeter Rule is long overdue. I understand that when Congress enacted AIR-21 two years ago, the importance of making slot exemptions available for nonstop service between DCA and SLC was a key point of discussion.

Delta's SLC proposal excels in terms of the critical criteria identified by Congress as the primary factors in determining eligibility for beyond-perimeter DCA slot exemptions. The proposal would provide important new service and competitive benefits to western cities beyond the Perimeter Rule's boundaries, including 37 cities that would receive new single-connection service to DCA and 12 neglected cities in the Intermountain region that have no single connection service to DCA.

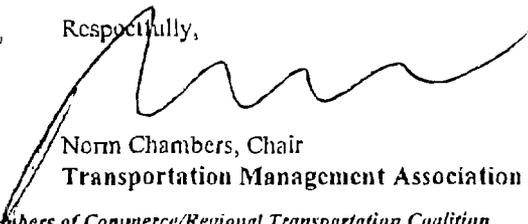
It makes sense to TMA/Utah that since National Airlines has failed to operate its authorized slot exemptions, the Department needs to reallocate these slots to a carrier that will put them to productive use. Delta's SLC proposal best satisfies the legislative objectives of AIR-21 and will provide critically needed service and competitive relief for broad regions of the Intermountain West that did not receive any improved DCA access under prior slot allocations.

Salt Lake City is the only major airline hub in the Intermountain region. Accordingly, Delta's proposed service is important not only for Salt Lake City and the State of Utah, but also for many other western communities in Idaho, Wyoming, Montana, and Nevada that depend on Salt Lake City as their primary access point to the national air transportation system.

Authorizing Delta to serve Salt Lake City from DCA will dramatically enhance service and competition for DCA-western U.S. passengers. Delta will provide 37 western U.S. cities with new single-connection service to DCA, including twelve small communities that will receive their first ever single connection service.

We urge you to grant Delta's application to provide this critically needed service.

Respectfully,


Norm Chambers, Chair
Transportation Management Association of Utah

- Hank One*
- Beneficial Life Insurance Company*
- Honneville International Corporation*
- Brigham Young University*
- Bullock Law Firm, L.L.C.*
- Church of Jesus Christ of Latter Day Saints*
- Cooper / Roberts Architects*
- Delta Center*
- Dexter Book Company*
- Downtown Alliance*
- Fidelity Investments*
- Newspaper Agency Corporation*
- Prescott Muir Architects*
- Prism / Design Architects*
- PSOMAS*
- R&O Construction*
- Salt Lake City Dept. of Airports*
- Salt Lake Convention & Visitors Bureau*
- Salt Lake Olympic Organizing Committee*
- Salt Lake Small Business Development Center*
- Spartan Consulting Group*
- Sunray Transportation, Inc.*
- United Parcel Service of America*
- University of Utah*
- Utah Shuttle Service*
- Utah Transit Authority*
- Wells Fargo*
- Westminster College*
- Zions Securities Corp.*

Wasatch Area Chapters of Commerce/Regional Transportation Coalition
Salt Lake Area • Provo City • Ogden • North Davis • Sandy City • Park City • Murray City • West Valley City • East Valley • Tooele • West Jordan

The Wells Fargo logo, consisting of the words "WELLS" and "FARGO" stacked vertically in a white, serif font on a black rectangular background.

Mark D. Howell
Executive Vice President
Division Manager

**Commercial Banking
Intermountain Division**
MAC U1228-043
299 S. Main, 4th Floor
Salt Lake City, UT 84111
801 246-1780
801 246-1790 Fax
mhowell@wellsfargo.com

October 7, 2002

The Honorable Norman Y. Mineta
Secretary
U.S. Department of Transportation
400 Seventh Street, SW
Washington, D.C. 20590

Dear Secretary Mineta:

I am writing to express my strong support of Delta Air Lines' application for slot exemptions to provide new nonstop service between Salt Lake City (SLC) and Washington Ronald Reagan National Airport (DCA). Salt Lake City is a major business and population center that needs and deserves nonstop air service to our Nation's Capitol.

As you know, the so-called "Perimeter Rule" has denied many Intermountain West communities, like Salt Lake City, the important benefits of nonstop access to DCA. Relief from the Perimeter Rule is long overdue. I understand that when Congress enacted AIR-21 two years ago, the importance of making slot exemptions available for nonstop service between DCA and SLC was a key point of discussion.

Delta's SLC proposal excels in terms of the critical criteria identified by Congress as the primary factors in determining eligibility for beyond-perimeter DCA slot exemptions. The proposal would provide important new service and competitive benefits to western cities beyond the Perimeter Rule's boundaries, including 37 cities that would receive new single-connection service to DCA and 12 neglected cities in the Intermountain region that have no single connection service to DCA.

It would be a great benefit to the Intermountain Area and to Wells Fargo, which banks this area, to obtain the spots that National Airlines is not using and allocate them to Delta, which is the primary carrier out of SLC. Delta's SLC proposal best satisfies the legislative objectives of AIR-21 and will provide critically needed service and competitive relief for broad regions of the Intermountain West that did not receive any improved DCA access under prior slot allocations.

Salt Lake City is the only major airline hub in the Intermountain region. Accordingly, Delta's proposed service is important not only for Salt Lake City and the State of Utah, but also for the many communities in the northern tier, like Ogden, Logan, and Brigham City, that depend on Salt Lake City as their primary access point to the national air transportation system. Many areas up in Idaho such as Boise, Twin Falls, and Idaho Falls also depend on SLC as a connecting point in airline travel.

I urge you to grant Delta's application to provide this critically needed service.

Sincerely,

Mark D. Howell

A handwritten signature in black ink, appearing to read "Mark D. Howell", with a long horizontal flourish extending to the right.

Larry H. Miller Sports & Entertainment

301 WEST SOUTH TEMPLE, SALT LAKE CITY, UTAH 84101 / 801-325-2000 / FAX: 801-325-2516

October 10, 2002

The Honorable Norman Y. Mineta
Secretary
U.S. Department of Transportation
400 Seventh Street, SW
Washington, D.C. 20590

Dear Secretary Mineta:

I am writing to express my strong support of Delta Air Lines' application for slot exemptions to provide new nonstop service between Salt Lake City (SLC) and Washington Ronald Reagan National Airport (DCA). Salt Lake City is a major business and population center that needs and deserves nonstop air service to our Nation's Capitol.

As you know, the so-called "Perimeter Rule" has denied many Intermountain West communities, like Salt Lake City, the important benefits of nonstop access to DCA. Relief from the Perimeter Rule is long overdue. I understand that when Congress enacted AIR-21 two years ago, the importance of making slot exemptions available for nonstop service between DCA and SLC was a key point of discussion.

Delta's SLC proposal excels in terms of the critical criteria identified by Congress as the primary factors in determining eligibility for beyond-perimeter DCA slot exemptions. The proposal would provide important new service and competitive benefits to western cities beyond the Perimeter Rule's boundaries, including 37 cities that would receive new single-connection service to DCA and 12 neglected cities in the Intermountain region that have no single connection service to DCA.

Since National Airlines has failed to operate its authorized slot exemptions, the Department needs to reallocate these slots to a carrier that will put them to productive use. Delta's SLC proposal best satisfies the legislative objectives of AIR-21 and will provide critically needed service and competitive relief for broad regions of the Intermountain West that did not receive any improved DCA access under prior slot allocations.

Salt Lake City is the only major airline hub in the Intermountain region. Accordingly, Delta's proposed service is important not only for Salt Lake City and the State of Utah, but also for the many communities in the northern tier like our sports and entertainment group that depend on Salt Lake City as their primary access point to the national air transportation system.

We urge you to grant Delta's application to provide this critically needed service.

Sincerely,



Dennis V. Haslam
President

DVII/ja



Cron

SUITTER AXLAND

A UTAH PROFESSIONAL LAW CORPORATION

FRANCIS H. SUITTER

175 South West Temple
Seventh Floor
Salt Lake City, Utah 84101-1480
Telephone (801) 532-7300

E-Mail: sa@suitter.com
Facsimile: (801) 532-7355

October 1, 2002

The Honorable Norman Y. Mineta
Secretary
U.S. DEPARTMENT OF TRANSPORTATION
400 Seventh Street, SW
Washington, D.C. 20590

Re: Airline Service Between Salt Lake City and Washington National

Dear Secretary Mineta:

I am writing to express my strong support of Delta Air lines' application for slot exemptions to provide nonstop service between Salt Lake City (SLC) and Washington Ronald Reagan National Airport (DCA). Salt Lake City has become a major business and population center that needs nonstop air service to our Nation's Capitol.

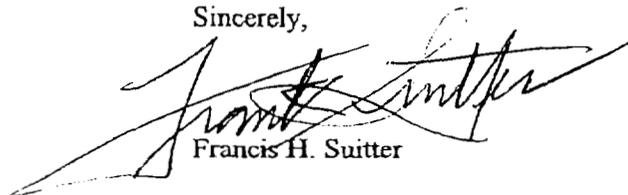
The "Perimeter Rule" has denied many Intermountain West communities the benefits of nonstop access to DCA. I understand that when Congress enacted AIR-21 two years ago, the importance of making slot exemptions available for nonstop service between DCA and SLC was a key point of discussion. However, SLC was not awarded any of the slot exemptions.

I am aware that National Airlines, a small Las Vegas based carrier, received authority to operate LAS-DCA service. However, National has failed to operate this service for more than eight months. Because National Airlines has failed to operate these authorized slot exemptions, it makes sense to reallocate these slots to a carrier that will put them to productive use. Delta's SLC proposal satisfies the legislative objectives of AIR-21 and will provide critically needed air service for broad regions of the Intermountain West.

Salt Lake City is the only major airline hub in the Intermountain region. Accordingly, Delta's proposed service is important for all of Utah as well as many of the northern tier communities located in Montana, Wyoming, Idaho and Nevada that depend on Salt Lake City as their primary access point to the national air transportation system.

I urge you to grant Delta's application to provide this essential service.

Sincerely,



Francis H. Switter

IDAHO



OFFICE OF THE MAYOR
911 North 7th Avenue
P.O. Box 4169
Pocatello, Idaho 83205
(208) 234-6163
Fax: (208) 234-6297
www.cityofpocatello.org

ROGER W. CHASE
Mayor

Pocatello City Council:
RON FRASURE
GARY MOORE
HARRY NEUHARDT
EVA JOHNSON NYE
RICHARD STALLINGS
BRIAN T. UNDERWOOD

October 9, 2002

The Honorable Norman Y. Mineta, Secretary
U.S. Department of Transportation
400 Seventh Street, SW
Washington, D.C. 20590

Dear Secretary Mineta:

I am writing to express my strong support of Delta Air Lines' application for slot exemptions to provide new nonstop service between Salt Lake City (SLC) and Washington Ronald Reagan National Airport (DCA). Salt Lake City is a major business and population center that needs and deserves nonstop air service to our Nation's Capitol.

As you know, the so-called "Perimeter Rule" has denied many Intermountain West communities, like Pocatello, the important benefits of nonstop access to DCA. Relief from the Perimeter Rule is long overdue. I understand that when Congress enacted AIR-21 two years ago, the importance of making slot exemptions available for nonstop service between DCA and SLC was a key point of discussion.

Delta's SLC proposal excels in terms of the critical criteria identified by Congress as the primary factors in determining eligibility for beyond-perimeter DCA slot exemptions. The proposal would provide important new service and competitive benefits to western cities beyond the Perimeter Rule's boundaries, including 37 cities that would receive new single-connection service to DCA and 12 neglected cities in the Intermountain region that have no single connection service to DCA.

It makes sense to us that since National Airlines has failed to operate its authorized slot exemptions, the Department needs to reallocate these slots to a carrier that will put them to productive use. Delta's SLC proposal best satisfies the legislative objectives of AIR-21 and will provide critically needed service and competitive relief for broad regions of the Intermountain West that did not receive any improved DCA access under prior slot allocations.

Salt Lake City is the only major airline hub in the Intermountain region. Accordingly, Delta's proposed service is important not only for Salt Lake City and the State of Utah, but also for the many communities in the northern tier, like Pocatello, that depend on Salt Lake City as their primary access point to the national air transportation system.

I urge you to grant Delta's application to provide this critically needed service.

Sincerely,

Roger W. Chase
Mayor

The Honorable Norman Y. Mineta
Secretary
U.S. Department of Transportation
400 Seventh Street, SW
Washington, D.C. 20590

Dear Secretary Mineta:

I am writing to express my strong support of Delta Air Lines' application for slot exemptions to provide new nonstop service between Salt Lake City (SLC) and Washington Ronald Reagan National Airport (DCA). Salt Lake City is a major business and population center that needs and deserves nonstop air service to our Nation's Capitol.

As you know, the so-called "Perimeter Rule" has denied many Intermountain West communities, like Boise, the important benefits of nonstop access to DCA. Relief from the Perimeter Rule is long overdue. I understand that when Congress enacted AIR-21 two years ago, the importance of making slot exemptions available for nonstop service between DCA and SLC was a key point of discussion.

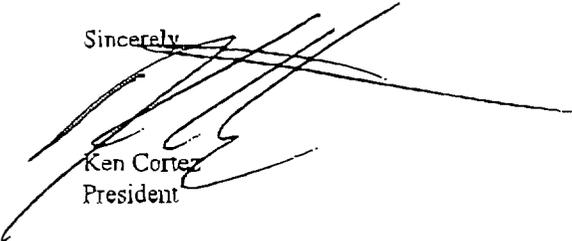
Delta's SLC proposal excels in terms of the critical criteria identified by Congress as the primary factors in determining eligibility for beyond-perimeter DCA slot exemptions. The proposal would provide important new service and competitive benefits to western cities beyond the Perimeter Rule's boundaries, including 37 cities that would receive new single-connection service to DCA and 12 neglected cities in the Intermountain region that have no single connection service to DCA.

It makes sense to us, Metalcraft, Inc. in Boise, Idaho, that since National Airlines has failed to operate its authorized slot exemptions, the Department needs to reallocate these slots to a carrier that will put them to productive use. Delta's SLC proposal best satisfies the legislative objectives of AIR-21 and will provide critically needed service and competitive relief for broad regions of the Intermountain West that did not receive any improved DCA access under prior slot allocations.

Salt Lake City is the only major airline hub in the Intermountain region. Accordingly, Delta's proposed service is important not only for Salt Lake City and the State of Utah, but also for the many communities in the northern tier, like Boise, that depend on Salt Lake City as their primary access point to the national air transportation system.

I urge you to grant Delta's application to provide this critically needed service.

Sincerely,



Ken Cortez
President

H. BRENT COLES
MAYOR



OFFICE OF THE MAYOR

October 3, 2002

The Honorable Norman Y. Mineta
Secretary
U.S. Department of Transportation
400 Seventh Street, SW
Washington, D.C. 20590

Dear Secretary Mineta:

I am writing to express my strong support of Delta Air Lines' application for slot exemptions to provide new nonstop service between Salt Lake City (SLC) and Washington Ronald Reagan National Airport (DCA). Salt Lake City is a major business and population center that needs and deserves nonstop air service to our Nation's Capitol.

As you know, the so-called "Perimeter Rule" has denied many Intermountain West communities, like Boise, the important benefits of nonstop access to DCA. Relief from the Perimeter Rule is long overdue. I understand that when Congress enacted AIR-21 two years ago, the importance of making slot exemptions available for nonstop service between DCA and SLC was a key point of discussion.

Delta's SLC proposal excels in terms of the critical criteria identified by Congress as the primary factors in determining eligibility for beyond-perimeter DCA slot exemptions. The proposal would provide important new service and competitive benefits to western cities beyond the Perimeter Rule's boundaries, including 37 cities that would receive new single-connection service to DCA and 12 neglected cities in the Intermountain region that have no single connection service to DCA.

It makes sense to the City of Boise that since National Airlines has failed to operate its authorized slot exemptions; the Department needs to reallocate these slots to a carrier that will put them to productive use. Delta's SLC proposal best satisfies the legislative objectives of AIR-21 and will provide critically needed service and competitive relief for broad regions of the Intermountain West that did not receive any improved DCA access under prior slot allocations.

Salt Lake City is the only major airline hub in the Intermountain region. Accordingly, Delta's proposed service is important not only for Salt Lake City and the State of Utah, but also for the many communities in the northern tier, like Boise, that depend on Salt Lake City as their primary access point to the national air transportation system.

I urge you to grant Delta's application to provide this critically needed service.

Very truly yours,

A handwritten signature in black ink, appearing to read "H. Brent Coles". The signature is fluid and cursive, with a long horizontal flourish extending to the right.

H. Brent Coles
Mayor



JACK RIGGS, MD
LIEUTENANT GOVERNOR

October 3, 2002

The Honorable Norman Y. Mineta
Secretary
U.S. Department of Transportation
400 Seventh Street, SW
Washington, D.C. 20590

Dear Secretary Mineta:

I am writing to express my strong support of Delta Air Lines' application for slot exemptions to provide new nonstop service between Salt Lake City (SLC) and Washington Ronald Reagan National Airport (DCA). Salt Lake City, with many Idaho ties, is a major business and population center that needs and deserves nonstop air service to our Nation's Capitol.

As you know, the so-called "Perimeter Rule" has denied many Intermountain West communities, like Boise, the important benefits of nonstop access to DCA. Relief from the Perimeter Rule is long overdue. I understand that when Congress enacted AIR-21 two years ago, the importance of making slot exemptions available for nonstop service between DCA and SLC was a key point of discussion.

Delta's SLC proposal would provide important new service and competitive benefits to western cities beyond the Perimeter Rule's boundaries, including 37 cities that would receive new single-connection service to DCA and 12 neglected cities in the Intermountain region that have no single connection service to DCA.

Since National Airlines has failed to operate its authorized slot exemptions, the people of Idaho would like the Department to reallocate these slots to a carrier that will put them to productive use. Delta's SLC proposal best satisfies the legislative objectives of AIR-21 and will provide critically needed service and competitive relief for broad regions of the Intermountain West that did not receive any improved DCA access under prior slot allocations.

Salt Lake City is the only major airline hub in the Intermountain region. Accordingly, Delta's proposed service is important not only for Salt Lake City and the State of Utah, but also for the many communities in the State of Idaho that depend on Salt Lake City as their primary access point to the national air transportation system.

I urge you to grant Delta's application to provide this critically needed service.

Respectfully,

Jack Riggs, MD
Lieutenant Governor
State of Idaho



P.O. Box 2106 Boise, ID 83701 • 312 S. 9th Boise, ID 83702 phone: 208.344.7777 fax: 208.344.6236

October 3, 2002

CONVENTION &
VISITORS BUREAU

The Honorable Norman Y. Mineta
Secretary
U.S. Department of Transportation
400 Seventh Street, SW
Washington, D.C. 20590

Dear Secretary Mineta:

I am writing to express my support of Delta Air Lines' application for slot exemptions to provide new nonstop service between Salt Lake City (SLC) and Washington Ronald Reagan National Airport (DCA). Salt Lake City is a major business and population center that needs and deserves nonstop air service to our Nation's Capitol. This service is equally important to our capitol city of Boise as Delta Air Lines provides several daily flights to and from Boise to Salt Lake City. As Idaho's primary corporate and government center increased one stop service to Washington D.C. is critical.

As you know the so-called "Perimeter Rule" has denied many intermountain west communities, like Boise, the important benefits of expanded access to DCA. Relief from the Perimeter Rule is long overdue. I understand that when Congress enacted AIR-21 two years ago, the importance of making slot exemptions available for nonstop service between DCA and SLC was a key point of discussion.

While Boise is now privileged to be the home for an important group of corporate headquarters there are no guarantees that those companies will stay in our city if air transportation to major destinations including Washington, D.C., does not continue to be easily available.

Delta's SLC proposal excels in terms of critical criteria identified by Congress as the primary factors in determining eligibility for beyond-perimeter DCA slot exemptions. The proposal would provide important new service and competitive benefits to western cities beyond the Perimeter Rules boundaries, including 37 cities that would receive new single-connection service to DCA and 12 neglected cities in the intermountain region that have no single connection service to DCA.

It makes sense to the Boise Convention & Visitors Bureau that since National Airlines has failed to operate its authorized slot exemptions, the Department needs to reallocate those slots to a carrier that will put them to productive use. Delta's SLC proposal best satisfies the legislative objectives of AIR-21 and will help guarantee the economic well-being for regions of the intermountain west that have not received any improved DCA access under prior slot allocations.

Salt Lake City is the only major airline hub in this region of the country. Accordingly, Delta's proposed service is not only important for Salt Lake City, but also for neighboring cities like Boise that depend on Salt Lake City as one of their primary access points to the national air transportation system.

Representing the traveling public in the City of Boise and the State of Idaho, I urge you to grant Delta's application to provide this critically needed air service.

Respectfully submitted,

Bobbie Patterson
Executive Director

WASHINGTON (STATE)



P.O. BOX 2241
Tri-Cities, WA 99302-2241
509-735-8486
1-800-254-5824
Fax 509-783-9005
www.visittri-cities.com
bureau@visittri-cities.com

October 3, 2002

The Honorable Norman Y. Mineta, Secretary
U.S. Department of Transportation
400 Seventh Street, SW
Washington, D.C. 20590

Dear Secretary Mineta,

I am writing to express our communities' strong support of Delta Air Lines' application for slot exemptions to provide new nonstop service between Salt Lake City (SLC) and Washington Ronald Reagan National Airport (DCA).

Delta Airlines provides the only jet service into the Tri-Cities (Pasco, Kennewick, Richland, Washington State) and the only east coast service that does not require the traveler to "back track" through Seattle or Portland for connections into Pasco. As a result, many travelers are using direct flights provided by Delta Airlines from Pasco to Salt Lake as the route of choice when traveling eastbound.

The Tri-Cities is the fourth largest metropolitan area in Washington State, and tourism is our third largest industry. Tourism employs more than 4000 people locally, and generates state and local tax revenues of \$18.6 million annually. Our community is breaking ground on a 70,000 sq. ft convention center that will serve national conventions and meetings. Approval of a direct DCA-SLC route will be important in securing these meetings for our community, and will help strengthen our regional economy through visitor spending.

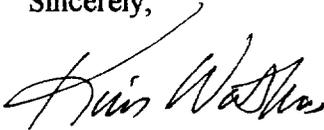
Since National Airlines has failed to operate its authorized slot exemptions, it seems logical, that the U.S. Department of Transportation would reallocate these slots to a carrier that stands ready to offer productive air service. Delta's SLC proposal best satisfies legislative objectives and will provide critically needed service and competitive relief for rural areas, like ours, that rely heavily on the tourism industry to ensure a healthy and diverse economy.

Salt Lake City is the only major airline hub in the Intermountain region. Accordingly, Delta's proposed service is important not only for Salt Lake City and the State of Utah,

but for communities in the western states, like the Tri-Cities (Pasco, Kennewick, Richland, Washington) that depend on Salt Lake City as our primary access point to the national air transportation system.

I urge you to grant Delta's application to provide us with this critically needed service.

Sincerely,

A handwritten signature in black ink, appearing to read "Kris Watkins". The signature is fluid and cursive, with a prominent initial "K" and a long, sweeping underline.

Kris Watkins
President & CEO

Cc: Bill Martin
Diehl Rettig
Robert L. Dibblee



TRI-CITIES AIRPORT

A PORT OF PASCO FACILITY

3601 NORTH 20th AVENUE • PASCO, WASHINGTON 99301

PORT COMMISSION:

O.E. "Ernie" BOSTON
JAMES T. KLINDWORTH
DEL L. LATHIM

JAMES E. TOOMEY
EXECUTIVE DIRECTOR

JAMES L. MORASCH
DIRECTOR OF AIRPORTS

RONALD L. FORAKER
ASSISTANT DIRECTOR
OF AIRPORTS

October 3, 2002

The Honorable Norman Y. Mineta
Secretary
U.S. Department of Transportation
400 Seventh Street, SW
Washington, D.C. 20590

Dear Secretary Mineta:

On behalf of the Commissioners, Staff and the Tri-Cities traveling public, we are writing to express our strong support of Delta Air Lines' application for slot exemptions to provide new nonstop service between Salt Lake City (SLC) and Washington Ronald Reagan National Airport (DCA). Salt Lake City is a major business and population center that needs and deserves nonstop air service to our Nation's Capitol, Washington, D.C., and continually ranks as one of the top destinations for the originating Tri-Cities passengers. Direct service to DCA would eliminate the multiple time-consuming stops.

As you know, the so-called "Perimeter Rule" has denied many Intermountain West communities, like the Tri-Cities, the important benefits of one-stop access to DCA. Relief from the Perimeter Rule is long overdue. We understand that when Congress enacted AIR-21 two years ago, the importance of making slot exemptions available for nonstop service between DCA and SLC was a key point of discussion.

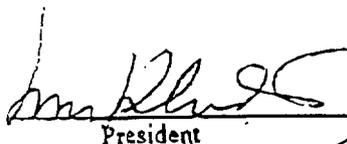
Delta's SLC proposal excels in terms of the critical criteria identified by Congress as the primary factors in determining eligibility for beyond-perimeter DCA slot exemptions. The proposal would provide important new service and competitive benefits to western cities beyond the Perimeter Rule's boundaries, including 37 cities that would receive new single-connection service to DCA and 12 neglected cities in the Intermountain region that have no single connection service to DCA.

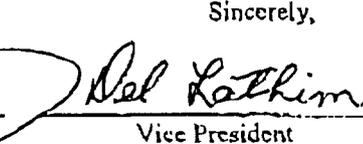
It makes sense to us at the Port of Pasco that since National Airlines has failed to operate its authorized slot exemptions, the Department needs to reallocate these slots to a carrier that will put them to productive use. Delta's SLC proposal best satisfies the legislative objectives of AIR-21 and will provide critically needed service and competitive relief for broad regions of the Intermountain West that did not receive any improved DCA access under prior slot allocations.

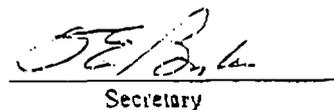
Salt Lake City is the only major airline hub in the Intermountain region. Accordingly, Delta's proposed service is important not only for Salt Lake City and the State of Utah, but also for the many communities in the northern tier, like the Tri-Cities that depend on Salt Lake City as an access point to the National Air Transportation System.

We urge you to grant Delta's application to provide this critically needed service.

Sincerely,


President


Vice President


Secretary


Director of Airports


Executive Director

Dibblee, Robert

From: Stephen K. Eugster [eugster@eugsterlaw.com]
Sent: Monday, October 14, 2002 8:07 AM
To: Dibblee, Robert
Subject: National Air Port - Delta

Stephen K. Eugster*Spokane City Council Member*

120 Minnesota Building • 423 West First Avenue
Spokane, Washington 99201-3700
509-624-5566 • Fax 509-838-4274
www.SteveEugster.com

E-Mail: Eugster@EugsterLaw.com

October 14, 2002

Norman Y. Mineta
Secretary
U.S. Department of Transportation
400 Seventh Street, SW
Washington, D.C. 20590

Secretary Mineta:

I write to express my strong support of Delta Air Lines' application for slot exemptions to provide new nonstop service between Salt Lake City (SLC) and Washington Ronald Reagan National Airport (DCA).

Salt Lake City is a major business and population center that needs and deserves nonstop air service to our Nation's Capitol. It is also vitally connected to Spokane and other cities in the Intermountain West – the area west of the Rocky Mountains.

As you know, the so-called "Perimeter Rule" has denied many Intermountain West communities, like Spokane, the important benefits of nonstop access to DCA. Relief from the Perimeter Rule is long overdue. I understand that when Congress enacted AIR-21 two years ago, the importance of making slot exemptions available for nonstop service between DCA and SLC was a key point of discussion.

Delta's SLC proposal excels in terms of the critical criteria identified by Congress as the primary factors in determining eligibility for beyond-perimeter DCA slot exemptions. The proposal would provide important new service and competitive benefits to western cities beyond the Perimeter Rule's boundaries, including 37 cities that would receive new single-connection service to DCA and 12 neglected cities in the Intermountain region that have no single connection service to DCA.

It makes sense to me as a member of the City Council of the City of

10/14/02

Spokane that since National Airlines has failed to operate its authorized slot exemptions, the Department needs to reallocate these slots to a carrier that will put them to productive use. Delta's SLC proposal best satisfies the legislative objectives of AIR-21 and will provide critically needed service and competitive relief for broad regions of the Intermountain West that did not receive any improved DCA access under prior slot allocations.

Salt Lake City is the only major airline hub in the Intermountain region. Accordingly, Delta's proposed service is important not only for Salt Lake City and the State of Utah, but also for the many communities in the northern tier, like Spokane and the over 420,000 people who live in the immediate area, that depend on Salt Lake City as their primary access point to the national air transportation system.

I urge you to grant Delta's application to provide this critically needed service.

Sincerely,

E

Stephen K. Eugster
Spokane City Council Member

LAW OFFICES OF
**RETTIG, OSBORNE, FORGETTE
O'DONNELL, ILLER & ADAMSON, LLP**
6725 W. CLEARWATER AVENUE
KENNEWICK, WASHINGTON
99336-1788

DIEHL R. RETTIG
STEPHEN T. OSBORNE
FRANCOIS X. FORGETTE
MICHAEL L. O'DONNELL
BRIAN J. ILLER
CHERYL R.G. ADAMSON
JOHN P. RAEKES
JEFFREY T. SPERLINE
STELLA J. EDENS

TELEPHONE: (509) 783-6154
TELEFAX: (509) 783-0858

October 8, 2002

OUR FILE NO.

The Honorable Norman Mineta
Secretary, U.S. Department of Transportation
400 7th Street SW
Washington D.C. 20590

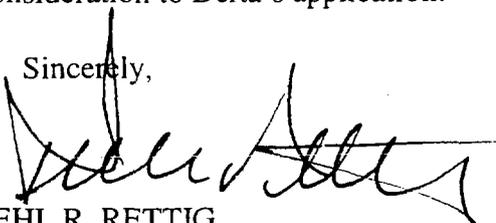
Re: Delta Airlines Application for Slot Exceptions to Provide New Non-Stop Service
Between Salt Lake City and Washington Ronald Regan National Airport

Dear Secretary Mineta:

I reside in Tri-Cities, Washington, a medium sized (150,000 population) community in South Central Washington served by Delta Airlines. We are also home to the Hanford Reservation, which stores approximately one-half of the nation's high level nuclear waste. We have a considerable amount of traffic in and out of our community from Washington D.C. It is important that we have strong and reliable air links between our community and the nation's capital. We are served by two airlines with eastbound connections; Delta Airlines, which has been our long term provider and, more recently, United Airlines. Our Delta link to the east coast is through Salt Lake City. Accordingly, we are very supportive of Delta's application for slot exceptions to provide new non-stop service between Salt Lake City and Washington Ronald Regan National Airport.

I sincerely hope you will give favorable consideration to Delta's application.

Sincerely,


DIEHL R. RETTIG

DRR/rp
C:\LSFILES\DRR\MinetaLTR.wpd

cc: Robert Dibblee

TRI-CITY INDUSTRIAL DEVELOPMENT COUNCIL

901 N. Colorado, Kennewick, WA 99336-7685 USA

1-800-TRI-CITY 509-735-1000 509-735-6609 fax

tridec@tridec.org

www.tridec.org

October 1, 2002

The Honorable Norman Y. Mineta
Secretary
U.S. Department of Transportation
400 Seventh Street, SW
Washington, D.C. 20590

Dear Secretary Mineta:

I am writing to express my strong support of Delta Air Lines' application for slot exemptions to provide new nonstop service between Salt Lake City (SLC) and Washington Ronald Reagan National Airport (DCA). Salt Lake City is a major business and population center that needs and deserves nonstop air service to our Nation's Capitol.

As you know, the so-called "Perimeter Rule" has denied many Intermountain West communities, like the Tri-Cities (Pasco-Kennewick-Richland) in the State of Washington, the important benefits of nonstop access to DCA. Relief from the Perimeter Rule is long overdue. I understand that when Congress enacted AIR-21 two years ago, the importance of making slot exemptions available for nonstop service between DCA and SLC was a key point of discussion.

Delta's SLC proposal excels in terms of the critical criteria identified by Congress as the primary factors in determining eligibility for beyond-perimeter DCA slot exemptions. The proposal would provide important new service and competitive benefits to western cities beyond the Perimeter Rule's boundaries, including 37 cities that would receive new single-connection service to DCA and 12 neglected cities in the Intermountain region that have no single connection service to DCA.

It makes sense to TRIDEC that since National Airlines has failed to operate its authorized slot exemptions, the Department needs to reallocate these slots to a carrier that will put them to productive use. Delta's SLC proposal best satisfies the legislative objectives of AIR-21 and will provide critically needed service and competitive relief for broad regions of the Intermountain West that did not receive any improved DCA access under prior slot allocations.

Salt Lake City is the only major airline hub in the Intermountain region. Accordingly, Delta's proposed service is important not only for Salt Lake City and the State of Utah, but also for the many communities in the northern tier, like the Tri-Cities, Washington (PSC), that depend on Salt Lake City as their primary access point to the national air transportation system.

On behalf of the Tri-City Industrial Development Council (TRIDEC), I urge you to grant Delta's application to provide this critically needed service.

Sincerely,

A handwritten signature in black ink, appearing to read "William A. Martin". The signature is fluid and cursive, written over a horizontal line.

William A. Martin, CEcD
President

The Honorable Norman Y. Mineta
Secretary
U.S. Department of Transportation
400 Seventh Street, SW
Washington, D.C. 20590

Dear Secretary Mineta:

I am writing to express my strong support of Delta Air Lines' application for slot exemptions to provide new nonstop service between Salt Lake City (SLC) and Washington Ronald Reagan National Airport (DCA). Salt Lake City is a major business and population center that needs and deserves nonstop air service to our Nation's Capitol.

As you know, the so-called "Perimeter Rule" has denied many Intermountain West communities, like Pasco, Kennewick & Richland, the important benefits of nonstop access to DCA. Relief from the Perimeter Rule is long overdue. I understand that when Congress enacted AIR-21 two years ago, the importance of making slot exemptions available for nonstop service between DCA and SLC was a key point of discussion.

Delta's SLC proposal excels in terms of the critical criteria identified by Congress as the primary factors in determining eligibility for beyond-perimeter DCA slot exemptions. The proposal would provide important new service and competitive benefits to western cities beyond the Perimeter Rule's boundaries, including 37 cities that would receive new single-connection service to DCA and 12 neglected cities in the Intermountain region that have no single connection service to DCA.

Since National Airlines has failed to operate its authorized slot exemptions, the Department needs to reallocate these slots to a carrier that will put them to productive use. Delta's SLC proposal best satisfies the legislative objectives of AIR-21 and will provide critically needed service and competitive relief for broad regions of the Intermountain West that did not receive any improved DCA access under prior slot allocations.

Salt Lake City is the only major airline hub in the Intermountain region. Accordingly, Delta's proposed service is important not only for Salt Lake City and the State of Utah, but also for the many communities in the northern tier, like Pasco, Kennewick & Richland, that depend on Salt Lake City as their primary access point to the national air transportation system.

I urge you to grant Delta's application to provide this critically needed service.

Sincerely,

VJ Meadows
Air Service Task Force Member



CH2MHILL
Hanford Group, Inc.

CH2M HILL
Hanford Group, Inc.
P.O. Box 1500
Richland, WA 99352

The Honorable Norman Y. Mineta
Secretary
U.S. Department of Transportation
400 Seventh Street, SW
Washington D.C. 20590

Dear Secretary Mineta:

I am writing to express my strong support of Delta Air Lines' application for slot exemptions to provide new nonstop service between Salt Lake City (SLC) and Washington Ronald Reagan National Airport (DCA). Salt Lake City is a major business and population center that needs and deserves nonstop air service to our Nation's Capitol.

As you know, the so-called "Perimeter Rule" has denied many Intermountain West communities, like the Tri-Cities of Pasco, Kennewick and Richland, Washington, the important benefits of nonstop access to DCA. Relief from the Perimeter Rule is long overdue. I understand that when Congress enacted AIR-21 two years ago, the importance of making slot exemptions available for nonstop service between DCA and SLC was a key point of discussion.

Delta's SLC proposal excels in terms of the critical criteria identified by Congress as the primary factors in determining eligibility for beyond-perimeter DCA slot exemptions. The proposal would provide important new service and competitive benefits to western cities beyond the Perimeter Rule's boundaries, including 37 cities that would receive new single-connection service to DCA and 12 neglected cities in the Intermountain region that have no single connection service to DCA.

It makes sense to CH2M HILL Hanford Group that since National Airlines has failed to operate its authorized slot exemptions, the Department needs to reallocate these slots to a carrier that will put them to productive use. Delta's SLC proposal best satisfies the legislative objectives of AIR-21 and will provide critically needed service and competitive relief for broad regions of the Intermountain West that did not receive any improved DCA access under prior slot allocations.

Salt Lake City is the only major airline hub in the Intermountain region. Accordingly, Delta's proposed service is important for the many communities in the northern tier, like the Tri-Cities, that depend on Salt Lake City as their primary access point to the national air transportation system.

I urge you to grant Delta's application to provide this critically needed service.

Sincerely,

Edward S. Aromi, Jr.
President and General Manager

cc: Richard Corrigan

Pacific Northwest National Laboratory

Operated by Battelle for the
U.S. Department of Energy

October 7, 2002

The Honorable Norman Y. Mineta
Secretary
U.S. Department of Transportation
400 Seventh Street, SW
Washington, D.C. 20590

Dear Mr. Secretary:

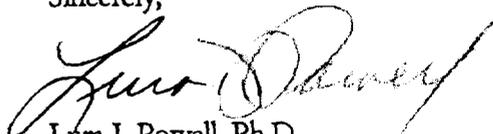
I am writing to express my support of Delta Air Lines' application for slot exemptions to provide new nonstop service between Salt Lake City and Washington's Ronald Reagan National Airport.

Here at the U.S. Department of Energy's Pacific Northwest National Laboratory, travel is critical to our business. Many of our 3,800 staff members fly regularly to Washington, D.C., to confer with DOE and other agencies. In fact, this past fiscal year alone, nearly 1300 flights were taken by PNNL staff to the Washington, D.C., area, usually arriving at Dulles International. The availability of nonstop service from Salt Lake City to Ronald Reagan National Airport would save considerable travel time and place many of our staff members significantly closer to the federal offices where they conduct business.

I would add that Delta's proposed service is important for the entire intermountain region, not just Salt Lake City and the State of Utah. Many communities — like our tri-city area of Richland, Kennewick, and Pasco, Washington— depend on Salt Lake City as a primary access point to the national air transportation system.

On behalf of PNNL, I urge you to grant Delta's application to provide this critically needed service.

Sincerely,



Lura J. Powell, Ph.D.
Director

902 Battelle Boulevard • P.O. Box 999 • Richland, WA 99352

Telephone (509) 375-6600 ■ Email Lura.Powell@pnl.gov ■ Fax (509) 375-6844



Benton-Franklin Council Of Governments

1622 Terminal Drive
Phone: (509) 943-9185

P.O. Box 217
FAX: (509) 943-6756

Richland, WA 99352
~~XXXXXXXXXXXX~~
Website: www.wa.gov/bfcog

October 2, 2002

The Honorable Norman Y. Mineta
Secretary
U.S. Department of Transportation
400 Seventh Street, SW
Washington, D.C. 20590

Dear Secretary Mineta:

The Benton-Franklin Council of Governments strongly supports Delta Air Lines' application for slot exemptions to provide new nonstop service between Salt Lake City (SLC) and Washington's Ronald Reagan National Airport (DCA). Salt Lake City is a major business and population center that needs and deserves nonstop air service to our Nation's Capitol.

As you know, the so-called "Perimeter Rule" has denied many Intermountain West communities the important benefits of nonstop access to DCA. Relief from the Perimeter Rule is long overdue. We understand that when Congress enacted AIR-21 two years ago, the importance of making slot exemptions available for nonstop service between DCA and SLC was a key point of discussion.

Delta's SLC proposal excels in terms of the critical criteria identified by Congress as the primary factors in determining eligibility for beyond-perimeter DCA slot exemptions. The proposal would provide important new service and competitive benefits to western cities beyond the Perimeter Rule's boundaries, including 37 cities that would receive new single-connection service to DCA and 12 neglected cities in the Intermountain region that have no single connection service to DCA.

It makes sense to BFCG that since National Airlines has failed to operate its authorized slot exemptions, the Department needs to reallocate these slots to a carrier that will put them to productive use. Delta's SLC proposal best satisfies the legislative objectives of AIR-21 and will provide critically needed service and competitive relief for broad regions of the Intermountain West that did not receive any improved DCA access under prior slot allocations.

Salt Lake City is the only major airline hub in the Intermountain region. Accordingly, Delta's proposed service is important not only for Salt Lake City and the State of Utah, but also for the many communities in the northern tier, including our Tri-Cities Airport (PSC), that depend on Salt Lake City as their primary access point to the national air transportation system.

We urge you to grant Delta's application to provide this critically needed service to downtown Washington, D.C.

Sincerely,


Bob Olson, President

MONTANA



Chamber of Commerce

Your Business Advocate

Secretary Norman Y. Mineta
U.S. Department of Transportation
400 Seventh Street SW
Washington, D.C. 20590

Secretary Mineta,

The Montana Chamber of Commerce supports Delta Air Lines' application for slot exemptions to provide new nonstop service between Salt Lake City (SLC) and Washington Ronald Reagan National Airport (DCA). Salt Lake City is a major business and population center that needs and deserves nonstop air service to our Nation's Capitol. Salt Lake City and Delta Air Lines are also important connections for Montanans flying to Washington.

As you know, the so-called "Perimeter Rule" has denied many Intermountain West communities, like Montana, the important benefits of nonstop access to DCA. Relief from the Perimeter Rule is long overdue. I understand that when Congress enacted AIR-21 two years ago, the importance of making slot exemptions available for nonstop service between DCA and SLC was a key point of discussion.

Delta's SLC proposal excels in terms of the critical criteria identified by Congress as the primary factors in determining eligibility for beyond-perimeter DCA slot exemptions. The proposal would provide important new service and competitive benefits to western cities beyond the Perimeter Rule's boundaries, including 37 cities that would receive new single-connection service to DCA and 12 neglected cities in the Intermountain region that have no single connection service to DCA.

It makes sense to us that, since National Airlines has failed to operate its authorized slot exemptions, the Department needs to reallocate these slots to a carrier that will put them to productive use. Delta's SLC proposal best satisfies the legislative objectives of AIR-21 and will provide critically needed service and competitive relief for broad regions of the Intermountain West that did not receive any improved DCA access under prior slot allocations.

We urge you to grant Delta's application to provide this critically needed service.

Sincerely,

Webb Scott Brown, CAE
President/CEO

cc: Montana Congressional Delegation
Robert Dibblee, Delta Airlines



Great Falls International Airport Authority

2800 Terminal Drive
Great Falls, MT 59404-5599

(406) 727-3404

Fax (406) 727-6929

Email gtfintairport@gtfairport.com .et

The Honorable Norman Y. Mineta
Secretary
U.S. Department of Transportation
400 Seventh Street, SW
Washington, D.C. 20590

Dear Secretary Mineta:

I am writing to express my strong support of Delta Air Lines' application for slot exemptions to provide new nonstop service between Salt Lake City (SLC) and Washington Ronald Reagan National Airport (DCA). Salt Lake City is a major business and population center that needs and deserves nonstop air service to our Nation's Capitol.

As you know, the so-called "Perimeter Rule" has denied many Intermountain West communities, like Great Falls, the important benefits of nonstop access to DCA. Relief from the Perimeter Rule is long overdue. I understand that when Congress enacted AIR-21 two years ago, the importance of making slot exemptions available for nonstop service between DCA and SLC was a key point of discussion.

Delta's SLC proposal excels in terms of the critical criteria identified by Congress as the primary factors in determining eligibility for beyond-perimeter DCA slot exemptions. The proposal would provide important new service and competitive benefits to western cities beyond the Perimeter Rule's boundaries, including 37 cities that would receive new single-connection service to DCA and 12 neglected cities in the Intermountain region that have no single connection service to DCA.

It makes sense to the Great Falls Airport Authority that since National Airlines has failed to operate its authorized slot exemptions, the Department needs to reallocate these slots to a carrier that will put them to productive use. Delta's SLC proposal best satisfies the legislative objectives of AIR-21 and will provide critically needed service and competitive relief for broad regions of the Intermountain West that did not receive any improved DCA access under prior slot allocations.

Salt Lake City is the only major airline hub in the Intermountain region. Accordingly, Delta's proposed service is important not only for Salt Lake City and the State of Utah, but also for the many communities in the northern tier, like Montana, that depend on Salt Lake City as their primary access point to the national air transportation system.

I urge you to grant Delta's application to provide this critically needed service.

Sincerely,

Deb Kottel OS

Deb Kottel
Chairwoman
Great Falls International Airport Authority Board



Glacier Park International Airport

October 1, 2002

The Honorable Norman Y. Mineta
Secretary
U.S. Department of Transportation
400 Seventh Street, SW
Washington, D.C. 20590

Re: Approving Delta Service SLC - DCA

Dear Secretary Mineta:

On behalf of thousands of travelers in northwest Montana the Flathead Municipal Airport Authority strongly supports the application of Delta Air Lines for slot award for non-stop service between Salt Lake City and Washington Regan National Airport. The Salt Lake hub is key to many inter-mountain cities like ours and in this region there is a great unmet demand for direct non-stop flights in this market.

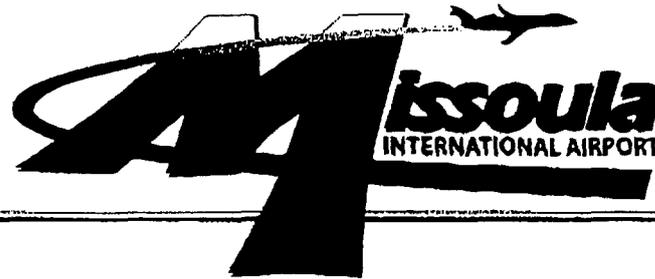
We understand that there are airlines whose slots into DCA are unused. As your Department evaluates the applications for a reallocation of those unused slots, we urge your consideration of the need of 37 communities served by the Salt Lake hub.

Thank you and we look forward to future Delta service SLC-DCA non-stop.

Sincerely,

Monte M. Eliason
Airport Manager

MME:ma



October 3, 2002

The Honorable Norman Y. Mineta
Secretary
U.S. Department of Transportation
400 Seventh Street, SW
Washington, D.C. 20590

Dear Secretary Mineta:

I am writing to express my strong support of Delta Air Lines' application for slot exemptions to provide new nonstop service between Salt Lake City (SLC) and Washington Ronald Reagan National Airport (DCA). Salt Lake City is a major business and population center that needs and deserves nonstop air service to our Nation's Capitol.

As you know, the so-called "Perimeter Rule" has denied many Intermountain West communities, like Missoula Montana, the important benefits of nonstop access to DCA. Relief from the Perimeter Rule is long overdue. I understand that when Congress enacted AIR-21 two years ago, the importance of making slot exemptions available for nonstop service between DCA and SLC was a key point of discussion.

Delta's SLC proposal excels in terms of the critical criteria identified by Congress as the primary factors in determining eligibility for beyond-perimeter DCA slot exemptions. The proposal would provide important new service and competitive benefits to western cities beyond the Perimeter Rule's boundaries, including 37 cities that would receive new single-connection service to DCA and 12 neglected cities in the Intermountain region that have no single connection service to DCA.

Salt Lake City is the only major airline hub in the Intermountain region. Accordingly, Delta's proposed service is important not only for Salt Lake City and the State of Utah, but also for the many communities in the northern tier, like Missoula Montana, that depend on Salt Lake City as their primary access point to the national air transportation system.

I urge you to grant Delta's application to provide this critically needed service.

Sincerely,

Jack Meyer
Chair, Missoula County Airport Authority

Gallatin Field Airport

Serving Bozeman, Big Sky, Southwest Montana and Yellowstone National Park

COPY

October 4, 2002

The Honorable Norman Y. Mineta
Secretary
U.S. Department of Transportation
400 Seventh Street, SW
Washington, D.C. 20590

Dear Secretary Mineta:

Delta Air Lines and their connection carrier Skywest currently carry nearly 40% of Montana's air travelers through their western hub in Salt Lake City. Many of those travelers are going to and from Washington D.C. For this reason, I urge you to give favorable consideration to Delta's application for slot exemptions to provide service between Salt Lake City (SLC) and Washington Ronald Reagan National Airport (DCA).

Thank you for your consideration

Sincerely,

Ted Mathis

Ted Mathis, A.A.E.
Airport Director

Post-It™ brand fax transmittal memo 7671		# of pages ▶ 1
To ROBERT DIBBLEE	From TED MATHIS	
Co.	Co.	
Dept.	Phone #	
Fax #	Fax #	



2850 Skyway Drive
Helena, Montana 59602
Telephone: 406/442-2821
Fax: 406/449-2340
rsmercer@helenaairport.com

Airport Director
RONALD S. MERCER

October 1, 2002

The Honorable Norman Y. Mineta
Secretary
U.S. Department of Transportation
400 Seventh Street, SW
Washington, D.C. 20590

Dear Secretary Mineta:

I am writing to express my strong support of Delta Air Lines' application for slot exemptions to provide new nonstop service between Salt Lake City (SLC) and Washington Ronald Reagan National Airport (DCA). Salt Lake City is a major business and population center that needs and deserves nonstop air service to our Nation's Capitol.

The "Perimeter Rule" has denied many northwest communities, like Helena, the important benefits of nonstop access to DCA. Relief from the Perimeter Rule is long overdue. It is clear that when Congress enacted AIR-21 two years ago, the importance of making slot exemptions available for nonstop service between DCA and SLC was a key point of discussion.

Delta's SLC proposal excels in terms of the critical criteria identified by Congress as the primary factors in determining eligibility for beyond-perimeter DCA slot exemptions. The proposal would provide important new service and competitive benefits to western cities beyond the Perimeter Rule's boundaries, including 37 cities that would receive new single-connection service to DCA and 12 neglected cities in the intermountain region that have no single connection service to DCA.

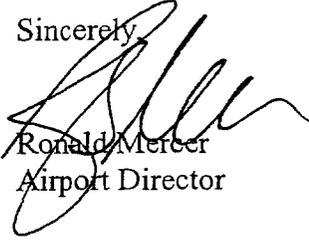
It makes sense to Helena, Montana that since National Airlines has failed to operate its authorized slot exemptions, the Department needs to reallocate these slots to a carrier that will put them to productive use. Delta's SLC proposal best satisfies the legislative objectives of AIR-21 and will provide critically needed service and competitive relief for broad regions of the intermountain west that did not receive any improved DCA access under prior slot allocations.

Salt Lake City is the only major airline hub in the intermountain region. Accordingly, Delta's proposed service is important not only for Salt Lake City and the State of Utah, but also for the many communities in the northern tier, like Helena, that depend on Salt Lake City as their primary access point to the national air transportation system.

The Honorable Norman Y. Mineta
October 1, 2002
Page Two

The Helena Regional Airport Authority and I urge you to grant Delta's application to provide this critically needed service.

Sincerely,

A handwritten signature in black ink, appearing to read "R. Mercer", written over the printed name and title.

Ronald Mercer
Airport Director



CITY OF BILLINGS

CHARLES F. TOOLEY, MAYOR

P.O. BOX 1178
BILLINGS, MONTANA 59103
(406) 657-8296
FAX (406) 657-8390

October 1, 2002

The Honorable Norman Y. Mineta
Secretary
U.S. Department of Transportation
400 Seventh Street, SW
Washington, D.C. 20590

Dear Secretary Mineta:

I am writing to express my support of Delta Air Lines' application to provide new nonstop service between Salt Lake City (SLC) and Washington Ronald Reagan National Airport (DCA). Salt Lake City is a major business and population center that needs and deserves nonstop air service to our Nation's Capital.

As you know, the so-called "Perimeter Rule" has denied many Intermountain West communities, like Billings, the important benefits of nonstop access to DCA. Relief from the Perimeter Rule is long overdue. I understand that when Congress enacted AIR-21 two years ago, the importance of making slot exemptions available for nonstop service between DCA and SLC was a key point of discussion.

Delta's SLC proposal excels in terms of the critical criteria identified by Congress as the primary factors in determining eligibility for beyond-perimeter DCA slot exemptions. The proposal would provide important new service and competitive benefits to western cities beyond the Perimeter Rule's boundaries, including 37 cities that would receive new single-connection service to DCA and 12 neglected cities in the Intermountain region that have no single connection service to DCA.

It makes sense to us here in Billings that if National Airlines has failed to operate its authorized slot exemptions; the Department needs to reallocate these slots to a carrier that will put them to productive use. Delta's SLC proposal satisfies the legislative objectives of AIR-21 and will provide critically needed service and competitive relief for broad regions of the Intermountain West that did not receive improved DCA access under prior slot allocations.

Salt Lake City is a major airline hub in the Intermountain region. Accordingly, Delta's proposed service is important not only for Salt Lake City but also for the many communities in the northern tier, like Billings, that depend on Salt Lake City as their primary access point to the national air transportation system.

I urge you to grant Delta's application to provide this critically needed service.

Sincerely,

Charles F. Tooley
Mayor



CITY OF BILLINGS

AVIATION AND TRANSIT DEPARTMENT

1901 Terminal Circle, Room 216
Billings Logan International Airport
Billings, Montana 59105-1996
(406) 657-8495
(406) 657-8438 FAX
www.flybillings.com

October 3, 2002

J. Bruce Putnam, A.A.E.
Director of Aviation and Transit

Thomas H. Binford, A.A.E.
Assistant Director of Aviation

The Honorable Norman Y. Mineta
Secretary
U.S. Department of Transportation
400 Seventh Street, S.W.
Washington, D.C. 20590

Dear Secretary Mineta:

I am writing to express my support of Delta Air Lines' application for slot exemptions to provide new nonstop service between Salt Lake City (SLC) and Washington Ronald Reagan National Airport (DCA). Salt Lake City is a major business and population center that needs and deserves nonstop air service to our Nation's Capitol.

Delta's SLC proposal excels in terms of the critical criteria identified by Congress as the primary factors in determining eligibility far beyond perimeter DCA slot exemptions. The proposal would provide important new service and competitive benefits to western cities beyond the Perimeter Rule's boundaries.

It makes sense to the City of Billings Airport staff that since National Airlines has failed to operate its authorized slot exemptions, the Department needs to reallocate these slots to a carrier that will put them to productive use. Delta's SLC proposal satisfies the legislative objectives of AIR-21, and will provide needed service and competitive relief for broad regions of the Intermountain West.

Delta's proposed service is important not only for Salt Lake City, but also for the many communities in the northern tier, like Billings, that depend on Salt Lake City as one access point to the national air transportation system.

We urge you to grant Delta's application to provide this service enhancement.

Sincerely,

J. Bruce Putnam, A.A.E.
Director of Aviation and Transit

JBP:mdb

cc: Delta Corres
Chrono
B. Putnam
T. Binford
K. Ploehn
Robert Diblee, Delta Air Lines, SLC

"Expect Excellence"



RMS
MANAGEMENT
SERVICES

36 South
Last Chance
Gulch

Suite A
Helena, MT
59601

phone 406-443-1160
fax 406-443-4614

rmsmanagement.com

October 4, 2002

The Honorable Norman Y. Mineta
Secretary
U.S. Department of Transportation
400 Seventh Street, SW
Washington, D.C. 20590

Dear Secretary Mineta:

I am writing to express my strong support of Delta Air Lines' application for slot exemptions to provide new nonstop service between Salt Lake City (SLC) and Washington Ronald Reagan National (DCA).

As you know, the so-called "Perimeter Rule" has denied many Intermountain West communities, like Helena, the important benefits of nonstop access to DCA. Relief from the Perimeter Rule is long overdue. I understand that when Congress enacted AIR-21 two years ago, the importance of making slot exemptions available for nonstop service between DCA and SLC was a key point of discussion. Delta's SLC proposal excels in terms of the critical criteria identified by Congress as the primary factors in determining eligibility for beyond-perimeter DCA slot exemptions. The proposal would provide important new service and competitive benefits to western cities beyond the Perimeter Rule's boundaries, including 37 cities that would receive new single-connection service to DCA and 12 neglected cities in the Intermountain region that have no single connection service to DCA.

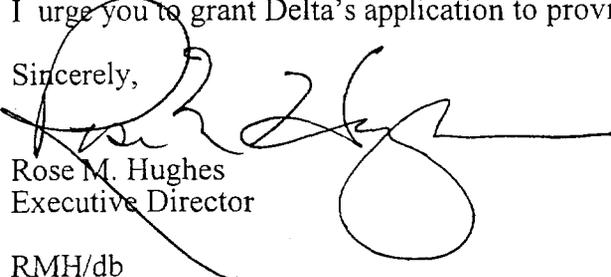
It makes sense to me that since National Airlines has failed to operate its authorized slot exemptions, the Department needs to reallocate these slots to a carrier that will put them to productive use. Delta's SLC proposal best satisfies the legislative objectives of AIR-21 and will provide critically needed service and competitive relief for broad regions of the Intermountain West that did not receive any improved DCA access under prior slot allocations.

Salt Lake City is the only major airline hub in the Intermountain region. Accordingly, Delta's proposed service is important not only for Salt Lake City and the State of Utah, but also for the many communities in the northern tier, like Helena, Montana that depend on Salt Lake City as their primary access point to the national air transportation system.

In my business I fly to and from Washington, D.C. on a regular basis. Delta is able to provide single connection service (through Salt Lake City) to a number of east coast locations—but not to our nation's capital. It is time for those of us in Montana's capital city to have access to reasonable connections to our nation's capital. A direct flight from Salt Lake City would go a long way toward accomplishing that.

I urge you to grant Delta's application to provide this critically needed service.

Sincerely,


Rose M. Hughes
Executive Director

RMH/db

10-11-02 9:21 AM BROWNING, KALECZYC
11 406 443 6882

BBROWNING, KALECZYC, BERRY & HOVEN, P.C.

139 NORTH LAST CHANCE GULCH
POST OFFICE BOX 1697
HELENA, MT 59624
TELEPHONE (406) 443-6820
TELEFAX (406) 443-6882

ATTORNEYS AT LAW
MARK R. TAYLOR
INTERNET ADDRESS markt@bkbh.com

517 SECOND STREET N.E.
WASHINGTON, D.C. 20002
TELEPHONE (202) 546-1066
TELEFAX (202) 546-1084

October 11, 2002

The Honorable Norman Y. Mineta
Secretary
U.S. Department of Transportation
400 Seventh Street, SW
Washington, D.C. 20590

Dear Secretary Mineta:

I am writing to express my strong support of Delta Air Lines' application for slot exemptions to provide new nonstop service between Salt Lake City (SLC) and Washington Ronald Reagan National Airport. Salt Lake City is a major business and population center that needs and deserves nonstop air service to our Nation's Capitol.

Being a Georgetown University graduate and our firm having an active federal lobbying practice, I frequently travel to D.C. for both business and pleasure. Delta is the only national airline carrier that services Helena, Montana's Capitol. In addition to my interests, nonstop access for Montana state officials and employees who travel to our Nation's Capitol would provide substantial cost and time savings to the State of Montana.

Relief from the Perimeter Rule is long overdue. I understand that when Congress enacted AIR-21 two years ago, the importance of making slot exemptions available for nonstop service between DCA and SLC was a key point of discussion. It makes sense to Helena constituents that since National Airlines has failed to operate its authorized slot exemptions, the Department needs to reallocate these slots to a carrier that will put them to productive use. Delta's SLC proposal best satisfies the legislative objectives of AIR-21 and will provide critically needed service and competitive relief for broad regions of the Intermountain West that did not receive any improved DCA access under prior slot allocations.

I urge you to grant Delta's application to provide this critically needed service.

Sincerely,


Mark R. Taylor



**MONTANA
WOOL
GROWERS
ASSOCIATION**

P.O. Box 1699
Helena, Montana 59624
Phone: (406) 443-1333
Fax: (406) 449-0696
UPS Delivery: 7 Edwards Street

Robert L. Dibblee
Delta Airlines
50 South Main Street #105
Suite 490
Salt Lake City, Utah 84144

October 9, 2002

Dear Mr. Dibblee,

I am a Delta Skymiles member and enjoy your airline. I understand that Delta may acquire a landing time at National Airport in Washington DC for a direct flight from Salt Lake City, Utah to Reagan National.

I need to fly to Washington at least three and sometimes more times a year. I would sure support a direct flight. I want to express my support to whomever to help Delta get the necessary landing time slots.

I trust you've contacted Senators Baucus and Burns as well as Representative Dennis Rehberg about your needs.

Sincerely,


Bob Gilbert
Secretary

October 2, 2002

Mr. Norman Y. Mineta
Secretary of Transportation
400 7th Street, SW
Washington, D C 20590

Re: Reallocation of Gate Slots At Ronald Reagan National Airport

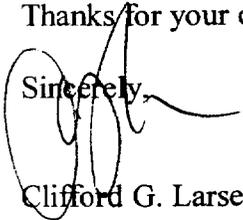
Dear Secretary Mineta,

I and all your other friends in rural places like Missoula, Montana wish you well in your enduring efforts to meet the current challenges of the Department of Transportation. I had the pleasure of meeting you at a couple of different meetings in DC relating to aviation as I serve as a Commissioner on our local Airport Authority.

Please consider this letter one of support for the application by Delta Airlines to be awarded currently unused gate slots at Ronald Reagan National (CDA) airport. Many of my colleagues and I would sincerely appreciate the opportunity to fly non-stop from Salt Lake City (our Delta connecting city) to our nation's capital. We would save money and time, not to mention the inconvenience of a Dulles connection. I understand there are some regulatory issues to be considered but the logic of a Salt Lake City – Ronald Reagan National connection makes a world of sense to me.

Thanks for your consideration.

Sincerely,



Clifford G. Larsen

October 7, 2002

The Honorable Norman Y. Mineta
Secretary
U.S. Department of Transportation
400 Seventh Street, SW
Washington, D.C. 20590

Dear Secretary Mineta:

I am writing to express my strong support of Delta Air Lines' application for slot exemptions to provide new nonstop service between Salt Lake City (SLC) and Washington Ronald Reagan National Airport (DCA). Salt Lake City is a major business and population center that needs and deserves nonstop air service to our Nation's Capitol.

The "Perimeter Rule" has denied many Intermountain West communities, like Helena, the important benefits of nonstop access to DCA. Relief from the Perimeter Rule is long overdue. I understand that when Congress enacted AIR-21 two years ago, the importance of making slot exemptions available for nonstop service between DCA and SLC was a key point of discussion.

It makes sense to the Montana Taxpayers Association and our members that since National Airlines has failed to operate its authorized slot exemptions, the Department needs to reallocate these slots to a carrier that will put them to productive use. Salt Lake City is the only major airline hub in the Intermountain region that many cities such as Helena have access to.

The citizens of Montana deserve better access to our nation's capitol. I urge you to grant Delta's application to provide this critically needed service.

Sincerely,

Mary Whittinghill
President
Montana Taxpayers Association

Cc: Senator Max Baucus
Senator Conrad Burns
Representative Dennis Rehberg


Holiday Inn
Grand Montana
 1344 13th Ave

October 4, 2002

The Honorable Norman Y. Mineta
 Secretary
 U.S. Department of Transportation
 400 Seventh Street, SW
 Washington, D.C. 20590

Dear Secretary Mineta:

I am writing to express my strong support of Delta Air Lines' application for slot exemptions to provide new nonstop service between Salt Lake City (SLC) and Washington Ronald Reagan National Airport (DCA). Salt Lake City is a major business and population center that needs and deserves nonstop air service to our Nation's Capitol.

As you know, the so-called "Perimeter Rule" has denied many Intermountain West communities, like Billings, MT the important benefits of nonstop access to DCA. Relief from the Perimeter Rule is long overdue. I understand that when Congress enacted AIR-21 two years ago, the importance of making slot exemptions available for nonstop service between DCA and SLC was a key point of discussion.

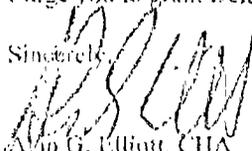
Delta's SLC proposal excels in terms of the critical criteria identified by Congress as the primary factors in determining eligibility for beyond-perimeter DCA slot exemptions. The proposal would provide important new service and competitive benefits to western cities beyond the Perimeter Rule's boundaries, including 37 cities that would receive new single-connection service to DCA and 12 neglected cities in the Intermountain region that have no single connection service to DCA.

It makes sense to the city of Billings and to the industries that serve the tourists and business travelers in and out of our community that since National Airlines has failed to operate its authorized slot exemptions, the Department needs to reallocate these slots to a carrier that will put them to productive use. Delta's SLC proposal best satisfies the legislative objectives of AIR-21 and will provide critically needed service and competitive relief for broad regions of the Intermountain West that did not receive any improved DCA access under prior slot allocations.

Salt Lake City is the only major airline hub in the Intermountain region. Accordingly, Delta's proposed service is important not only for Salt Lake City and the State of Utah, but also for the many communities in the northern tier, like Billings, that depend on Salt Lake City as their primary access point to the national air transportation system.

I urge you to grant Delta's application to provide this critically needed service.

Sincerely,


 Alan G. Elliott, CHA
 General Manager

A Frontier of its Own

5900 Midland Road, Billings, Montana 59101 • 406.248.7701 • fax 406.248.8954 • sales fax 406.248.2031
 toll free reservations 1.800.HOLIDAY • www.holiday-inn.com/billings-west

→ **Hotel • Tower • Montana Convention Center** ←

WYOMING



Jackson Hole Mountain Resort
P. O. Box 290
Teton Village, WY 83025
Administrative Office (307) 733-2292
FAX (307) 733-2660

The Honorable Norman Y. Mineta
Secretary
U.S. Department of Transportation
400 Seventh Street, SW
Washington, D.C. 20590

Dear Secretary Mineta:

I am writing to express my strong support of Delta Air Lines' application for slot exemptions to provide new nonstop service between Salt Lake City (SLC) and Washington Ronald Reagan National Airport (DCA). Salt Lake City is a major business and population center that needs and deserves nonstop air service to our Nation's Capitol.

As you know, the so-called Perimeter Rule has denied many Intermountain West communities, like Jackson Hole, the important benefits of nonstop access to DCA. Relief from the Perimeter Rule is long overdue. I understand that when Congress enacted AIR-21 two years ago, the importance of making slot exemptions available for nonstop service between DCA and SLC was a key point of discussion.

Delta's SLC proposal excels in terms of the critical criteria identified by Congress as the primary factors in determining eligibility for beyond-perimeter DCA slot exemptions. The proposal would provide important new service and competitive benefits to western cities beyond the Perimeter Rule's boundaries, including 37 cities that would receive new single-connection service to DCA and 12 neglected cities in the Intermountain region that have no single connection service to DCA.

It makes sense to Jackson Hole Mountain Resort, the ski-company and Jackson's largest employer, and JH-Air, a Jackson Hole community based organization of local business interests, both based in Jackson Hole, Wyoming. Both organizations support that since National Airlines has failed to operate its authorized slot exemptions, the Department needs to reallocate these slots to a carrier that will put them to productive use. Delta's SLC proposal best satisfies the legislative objectives of AIR-21 and will provide critically needed service and competitive relief for broad regions of the Intermountain West that did not receive any improved DCA access under prior slot allocations.

Salt Lake City is the only major airline hub in the Intermountain region. Accordingly, Delta's proposed service is important not only for Salt Lake City and the State of Utah, but also for the many communities in the northern tier, like Cody, that depend on Salt Lake City as their primary access point to the national air transportation system.

We urge you to grant Delta's application to provide this critically needed service.

Sincerely,

A handwritten signature in black ink, appearing to read "R. Stone", with a long horizontal line extending to the right.

Ronald P. Stone
Manager, Airline Program
Jackson Hole Mountain Resort

CERTIFICATE OF SERVICE

I hereby certify that a copy of the foregoing Supplement of Delta Air Lines, Inc. has been served this 17th day of October, 2002, upon each of the following persons:¹

Carl B. Nelson, Jr.
Associate General Counsel
American Airlines, Inc.
carl.nelson@aa.com

Brian Hunt
General Counsel
American Trans Air
brian.hunt@iflyata.com

Bruce Keiner, Jr.
Lorraine Halloway
Crowell & Moring
rbkeiner@crowell.com
lhalloway@crowell.com

Joann Young
Baker & Hostetler
jyoung@bakerlaw.com

Bruce H. Rabinovitz
Jeffrey A. Manley
Wilmer, Cutler & Pickering
brabinovitz@wilmer.com
jmanley@wilmer.com

Marshall Sinick
Squire, Sanders & Dempsey
msinick@ssd.com

Megan Rae Rosia
Managing Director, Government Affairs &
Associate General Counsel
Northwest Airlines, Inc.
megan.rosia@nwa.com

Edward Faberman
Ungaretti & Harris
epfaberman@uhl.com

¹ To facilitate electronic service, Delta is serving the text of its supplement only via email. The referenced supporting letter attachments will be available almost immediately on the Department's website and the widely-used commercial service, airlineinfo.com. Delta will provide a hard copy of the support letters immediately to any party, upon request.

George Carneal
Ronald Brower
Hogan & Hartson
gucarneal@hhlaw.com
rpbrower@hhlaw.com

Edward S. Faggen
Vice President & General Counsel
Metropolitan Washington Airports
Authority
faggene@mwaa.com



Alexander Van der Bellen