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

DEPT. OF TRANSPORTATION
DOCKETS

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Application of

FRONTIER AIRLINES, INC.

Docket OST-00-7181 -42

**For exemptions from Subparts K and S of
14 C.F.R. Part 93 pursuant to 49 U.S.C.
§ 41718(a)
("beyond perimeter" slot exemptions)
Ronald Reagan Washington National
Airport, — Denver, Colorado**

**ANSWER OF
FRONTIER AIRLINES, INC.
FOR EXEMPTIONS**

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On April 27, 2000, Frontier Airlines, Inc. ("Frontier") applied for exemptions from 49 U.S.C. §§ 49104(a)(5), 49109, 49111(e) and 41714 and 41718(a), and Subparts K and S of 14 C.F.R. Part 93 ("high density rule"), to allow Frontier to operate two daily nonstop roundtrip flights between Ronald Reagan Washington National Airport ("DCA") and Denver International Airport, Colorado ("DEN"). Frontier requested four exemption slots for service beyond the DCA perimeter under the Wendell H. Ford Aviation Investment and Reform Act for the 21st Century ("FAIR-21"), Section § 41718.

On March 15, 2000, Congress enacted FAIR-21, which was signed by President Clinton on April 5, 2000. Section 231(e) of the bill creates a new 49 U.S.C. § 41718, which directs the Department to grant 12 slot exemptions "to air carriers to operate limited frequencies and aircraft on select routes between Ronald

Reagan Washington National Airport and domestic hub airports” located beyond the DCA perimeter (Le., more than 1,250 statute miles from DCA). Frontier’s application for four slot exemptions to operate two daily nonstop roundtrip flights between DEN (a hub airport) and DCA is fully consistent with each of the exemption criterion set forth in § 41718.

THE FUTURE OF AIRLINE COMPETITION

Frontier Airlines- Slot Allocations Is In The Public Interest

As a low-cost carrier that focuses on bringing its fares to a maximum number of passengers (Frontier’s low fares do not have a Saturday night stay requirement) at a highly concentrated hub and to a growing list of cities, Frontier is the type of competitor Congress had in mind when it enacted FAIR-21.

By awarding four slots to Frontier for beyond perimeter rule service, the Department would:

- allow an award winning low-cost new entrant to be the first new entrant in DCA in over 15 years;
- increase service opportunities for the only lost-cost new entrant carrier competing against a dominant carrier at a hub outside of the 1,250-mile perimeter rule;
- benefit the largest true east-west hub outside of the 1,250-mile perimeter rule; and
- bring low cost service to major markets throughout the west.

New entry is the backbone of the Airline Deregulation Act. In order for deregulation to continue, it is essential that the Department of Transportation base

its decisions upon the principles behind deregulation which call for “the encouragement of entry into air transportation markets by new air carriers, the encouragement of entry into additional air transportation markets by existing air carriers, and the continued strengthening of small air carriers so as to assure a more effective, competitive airline industry.” (The Airline Deregulation Act of 1978, P.L. 95-504, 92 Stat. 1705. Sec. 102(a)(10)).

The need to promote entry of new entrants into closed markets was a basic foundation of airline deregulation.

The key to lower prices and improved efficiency is competition, and the key to competition is competitors. The present act restricts entry into individual markets in a number of ways which make it very difficult for us to increase competition, and to make credible the threat of competitive entry. The adoption of a zone of reasonableness in which the carriers are free to set prices without government interference cannot do what it is intended to do if it is not accompanied by a corresponding, substantial liberalization of entry. A downward zone, without entry, would not reliably produce lower prices, since the threat of entry — not charitable motives — is the only sure incentive for carriers to reduce their prices. And upward fare freedom — again, absent freedom of entry — poses an immediate threat of exploitation of consumers in all those markets where regulation under the present Act has failed to create competition. The proposed bill would make it easier for carriers to enter new markets in three important ways, and for that reason, more than any other, we support it.

Testimony of Alfred Kahn, Hearings before the Subcommittee on Aviation, House Committee of Public Works and Transportation on HR 11145 (Airline Regulatory and Reform Hearing) March 6, 1978

The first objective is to replace regulation with competition as promptly and thoroughly as possible. This means that a bill should include a gradual liberalization of the standards for entry into air transportation, so that efficient existing and new carriers will have realistic opportunities to enter the market and to offer new services to travelers and shippers.

Testimony of Alfred Kahn, Hearings before the Subcommittee on Aviation, House Committee of Public Works and Transportation HR 8813 Aviation Regulatory Reform (Part II) H641-10 (Aviation Regulatory and Reform Hearing)

One, discretionary entry. These are obviously among the most important elements of the bill; a realistic threat of entry by new and existing carriers on the initiative of management alone is the essential element of competition.

It is only this threat that makes it possible to leave to management a wider measure of discretion in pricing. It is the threat of entry that will hold excessive price increases in check.

And, even more important, the possibility of entry induces businesses that are already in markets to begin to experiment with new price and quality combinations, in order to forestall threatened entry by competitors.

Testimony of Alfred Kahn, Hearings before the Subcommittee on Aviation, House Committee of Public Works and Transportation HR 8813 Aviation Regulatory Reform (Part II) H641-10 (Aviation Regulatory and Reform Hearing)

At a time when fares and concentration continue to increase, new entrants are industry leaders in providing fare competition. The Department emphasized this issue in its landmark 1996 study, “The Low Cost Airline Service Revolution.”

In that study, the Department noted:

The rapid expansion of low cost, low fare service in the United States by a growing cadre of carriers is a watershed development in domestic aviation that is having a profound effect on efficiency, competition, consumers and industry structure.

At network hub cities where low cost carriers do not compete, fare premiums are quite high and are increasing.

Therefore, the purposes of this study are... to reaffirm the Department’s resolve that new entrants be given a fair chance to compete and underscore the Department’s resolve that new entrants be given a fair chance to compete and underscore the Department’s determination to examine why low cost new entry is more successful at some cities than others.

This is another way of saying that virtually all domestic traffic growth between 1992 and 1995 is attributable to the influx of low cost service.

Passengers continue to pay substantial fare premiums at most

network hubs, particularly where low cost service has not succeeded.

The high fares hub dominant carriers have enjoyed at their hub cities clearly provides the incentive for those carriers to discourage competitive entry. And allegations of predatory behavior have increased as a result of the recent emergence and growth of a number of low cost, low fare new entrant airlines.

[Office of Aviation and International Economics (April 1996)]

Former Assistant Deputy Secretary, Patrick Murphy, emphasized the importance of carriers such as Frontier and the findings of the 1996 study when he said:

In an April 1996 study, we estimated that almost 40% of the domestic passengers traveled in markets with low-fare competition, saving consumers an estimated \$6.3 billion annually in airline fares. Indeed we concluded in April of 1996 that virtually all domestic traffic growth and all declines in average fares in recent years could be attributed to this growing form of competition.

In addition to exemptions from the slot rule, the department has begun a process of evaluating how effectively slots are being used at each airport. As some of you may know, the port authority of New York testified this spring that it believes along with GAO that slots need to be reallocated. The port authority takes the view that slots are not being effectively used at this time and as a consequence some of their facilities are underutilized. As we undergo this investigation of slot utilization, we will keep in mind the possibility of a slot redistribution away from some of the existing carriers at these airports to new entrants. A significant amount of work needs to be done in this area, and no change would take place without the full opportunity for public comment.

Speech by Patrick V. Murphy, Deputy Assistant Secretary for Aviation and International Affairs Speech before the BTCC Airline Competition Summit, Oct. 3, 1997

The Department continues to tout the impact that new entrants have on the communities they serve and on the national transportation system. The importance of new entrants in providing discipline to the pricing of the nation's dominant

carrier was again emphasized last year by the Department in its review of airport facilities. That same study noted that for new entrants to become successful and to expand, it is essential that they have opportunities to enter major business markets-including DCA. That study held:

Finding 1: Benefits of Competition Depend on Air Carrier Access

- Access to key airports in major population centers is critical to financial viability of new entrant carriers
- . Low-fare carriers have played major role in moderating airfare premiums in short-haul, local markets

[FAA/OST Task Force, Airport Business Practices and their Impact on Airline Competition (September 1999) [Excerpts]]

In a recently released updated study, “Competition in the U.S. Domestic Airline Industry: The Need for a Policy to Prevent Unfair Practices,” the Department stated:

The type of competitor entering new markets, rather than the number, which leads to competitive pricing. These findings are further supported throughout the revised white paper.

The entry of these new low-fare carriers keeps the industry honest.. I’m a strong advocate of competition and I don’t want to go back to regulation [Alfred Kahn, USA Today, April 6, 1998]

Effective competition has not been universal for all cities and regions of the country and by some measures competition is on the decline.

Since at least 1990 the Department of Transportation, the General Accounting Office and other organizations have recognized that the benefits of deregulation have been unevenly distributed. In 1990 the Secretary of Transportation referred to this as “Pockets of Problems.” Certain cities and regions were not receiving the benefits of lower fares and traffic was declining. The solution appeared to be the spread of more competition in the domestic aviation industry. In its report, the commission stated, “It is apparent that the entry of new carriers and new competitors creates downward pressure on ticket prices, reduces expenses for business and individual travelers, and stimulates total traffic.” The commission

urged that DOT continue to be receptive to certificating new applicants that can meet the Department's fitness standards.

The presence of a low-fare competitor is so influential that even in cases where the entry of a low-fare competitor is accompanied by the exit of other competitors, average fares decrease.

While the number of passengers benefiting from low-fare competition has grown steadily for years, this trend was reversed in 1997. In 1997 both the absolute and relative number of passengers in markets with low-fare competition declined.

Business travelers have been forced in recent years to bear the brunt of higher fares **in markets where network carriers are not exposed to low-fare competition, and business fares in markets where network carriers are not exposed to low-fare competition, and business fares continue to rise.**

In city-pair markets of comparable distance it is common to see fares associated with a dominant large carrier at its hub airport that are up to five times higher than fares involving low-fare carriers. **Even at hub cities where low-fare service is available in some markets, fares remain very high in other markets where low-fare service is not available.**

This study and every Department report on competition since the landmark 1996 study, emphasize the benefits that Frontier Airlines brings to Denver and all of the markets Frontier serves. By allocating Frontier the four DCA slots requested, Frontier will be able to bring its cost savings to thousands of additional passengers

The Department's "Domestic Airline Fares Consumer Report" for the Second Quarter 1999 (February 2000) demonstrates why it is in the public interest for Frontier's presence at Denver and its community markets to expand. In an attachment to that report, "Price Discrimination in the Presence of Low-Fare Competition," the Department stated:

If the number of seats available in a market is limited relative to demand, and in the absence of an effective price competitor, the airline will be able

to sell so many seats in the fare classes associated with high fares that relatively few seats will be offered at low prices in restrictive fare classes. The presence or absence of low-fare competition is an important factor affecting the number of seats made available to passengers who desire to use lower-level fares.

[“Competition in the U.S. Domestic Airline Industry: The Need for a Policy to Prevent Unfair Practices” (May 1999)]

The cost savings that Frontier already brings to the markets it serves from Denver would be significantly expanded if Frontier obtained access to DCA, where competition does not currently exist. The General Accounting Office has repeatedly noted the competitive problems existing at high density airports and the impact of those restrictions on the competitive environment

Competition in Key Airports Continues to Be Inhibited by Lack of Access to Facilities, Slot Controls and Federal Perimeter Rule.

Major established airlines have expanded their holdings of domestic air carrier takeoff and landing slots at three of the four slot-constrained airports — Reagan Washington National, New York Kennedy, and New York LaGuardia.

[US GAO Report, Airline Deregulation: Changes in Airfares, Service Quality, and Barriers to Entry (March 1999) T-RCED-99-92 [Excerpts]]

Barriers to entry persist in the airline industry. Access to airports continues to be impeded by (1) federal limits on takeoff and landing slots at the major airports in Chicago, New York and Washington; (2) long-term, exclusive-use gate leases; and (3) “perimeter rules” prohibiting flights at New York’s LaGuardia and Washington’s National airports that exceed a certain distance. While these operating barriers can potentially affect any airline, they primarily affect airlines that were started after deregulation. The newer airlines are affected the most because the established carriers hold nearly all of the slots, are usually the beneficiaries of exclusive-use gate leases, and have their hubs located close enough to LaGuardia and National that their operations are not limited by perimeter rules.

[US GAO Report, Airline Deregulation: Barriers to Entry Continue to Limit

Competition in Several Key Domestic Markets (October 1996) RCED-97-4
[Excerpts]]

By awarding service to Frontier, the Department will: encourage entry into air transportation by new air carriers; encourage additional air transportation markets by existing air carriers; continue to strengthen small carriers so as to assure a more effective competitive industry. Frontier will increase convenience of travel for passengers. Frontier's service will accomplish these goals by providing new opportunities for passengers to have more convenient and shorter elapsed travel times to DCA, and further, by reducing the need for many communities to "double or triple" connect in order to reach DCA. New DCA service for Denver will assist all Denver and Colorado area businesses. will increase economic development in the area, and maximize ties between the two communities.

In supporting Frontier's request for four slots, Denver Mayor Wellington E. Webb stated:

An award of the slots to Frontier would benefit the Denver community, the state of Colorado and other communities throughout the west.

Since the inception of Frontier's Denver-LaGuardia service, the number of passengers traveling on this route has increased more than 88 percent, while the average fare on that same route has decreased more than 22 percent. These statistics aside, that Frontier received the LaGuardia slots means the citizens and businesses of Denver and New York, as well as the communities that have air service connecting through Denver, now have additional travel options. This should be counted as a success for those communities, and especially for the Department.

As one of the few communities in the country with more than one hub carrier, Frontier's presence in our community and service to our citizens provides significant value to the city of Denver and to the state of Colorado. We hope you will demonstrate your continued support for our community and for the future of deregulation by awarding two non-stop

daily flights (four slots) from National Airport to Frontier Airlines. We believe this service will further build on both the commerce and community links between our two growing communities’.

While Frontier fully appreciates the support it has received for this petition from multiple parties, the comments of those who utilize Frontier’s services are the most compelling basis to award the four slots to Frontier. These are the voices of the American traveler²:

Your awarding these slots would benefit the Rocky Mountain business and public sector communities who must travel to and from the nation’s capitol to do our work.

Frontier Airlines is in its second year of profitability, achieved by providing to us cost-effective, reliable air transportation from Denver to other decision centers throughout the country.

Direct air service from Denver to Washington at a reasonable cost is essential to the growth of businesses in this region.

Frontier Airlines is a viable carrier, capable of making direct Washington to Denver air transportation accessible to a large number of consumers.

I have owned my own business for twenty-eight years. I average one roundtrip out of Denver every two weeks. I would benefit directly from your awarding the four slots to Frontier Airlines.

Bill Binet, The Binet Company, LLC

* * *

Frontier Airlines stepped up to the plate and has provided business travelers with reasonable, competitive options, excellent service and more leg room. Frontier has proven that a well run lower cost airline can be profitable.

The difference in fares is significant; sometimes as much as a quarter of United’ s regular fare. This can mean the difference, for small business enterprises like ours, of whether or not we can meet with our customers and

¹ Mayor Webb’s letter is attached to this petition as Exhibit A.

² Since the filing of the original application, Frontier received an additional 250 comments in support of its application (for a total of over 1,000), which it is submitting in a separate exhibit labeled “Exhibit D.”

clients or opt to the competition. Airfares have risen significantly in the past five years.. .far more than inflation.

RRWNA is a preferred destination for our business. RRWNA is much more convenient and time efficient for us. It is only appropriate that a proven low cost, well managed, competitive airline be permitted to provide us service to the nation's capitol.

Robert Wesley Brown, Mortgage Analysis Computer Corporation

* * *

Because Frontier Airlines is a Colorado company, and because the airline offers extremely good fares and provides excellent service, I am very much in favor of allowing Frontier to open new markets in as many cities as possible. Since Frontier is very competitive, they will continue to offer outstanding prices for other cities. As a last minute traveler, I very much appreciate the pricing compared to other airlines.

Marilynne McKenzie, McKenzie & Associates Ltd.

* * *

It is absolutely essential to businesses (large and small) in Denver and the Rocky Mountain region served by DIA for the Department of Transportation to promote competition. As an active participant in regional business affairs groups, I can state with complete candidness that Frontier's presence in this market has made the difference between survival and failure for a number of companies who depend upon competitive travel rates.

James "Jake" Anderson, VCS Media Group

Travelers understand the benefits of increased opportunities for affordable fares with minimum restrictions

Frontier's Petition

Frontier has requested four slots to operate two roundtrips between DEN and DCA. As a result of the size of the Denver market and the demand for affordable fares for the connecting Frontier markets beyond Denver, Frontier could successfully operate three or four daily roundtrips. Frontier recognizes the

importance of providing new entrant services at DCA, the nation's most restricted airport. Therefore, Frontier only requested four slots. It would be in the overall public interests to allow multiple carriers to initiate services at DCA. This would benefit multiple carriers, communities and the future of airline competition.

Other Applications Submitted

Nine air carriers submitted applications for slots to serve National Airport to destinations outside of the 1,250 mile perimeter rule. In a truly deregulated environment with totally open markets, the Department would not have to choose between the applications submitted for slots. Unfortunately, that is not the case. Instead of an open, deregulated market, National Airport remains highly restricted. Under FAIR-21, only 12 slots or 6 roundtrips will be awarded for the beyond perimeter service permitted under the statute.

Of those applying for this limited slot authority, only a few, including Frontier, are new entrants that represent the future of airline deregulation. Of those applying, only Frontier would bring new levels of competition to a highly concentrated hub while offering competing services to multiple markets.

Since the airline industry was deregulated, all have emphasized that deregulation will only work if markets are open and there is a level playing field for all of those wishing to compete in the market place. While in a free market system, carriers can charge whatever fares they decide to set, others should be allowed to enter markets and charge low fares. Unfortunately, as acknowledged by Department officials, we have seen little new entry over the past several years while consolidation among the nation's largest carriers continues. The end result

is that there are fewer independent new entrant carriers in the position and willing to place pricing discipline into multiple markets.

A May 17, 2000 Aviation Daily article “U.S. Carriers Raise Fares Due to Strong Demand,” noted that “U.S. carriers yesterday raised air fares between \$5 and \$15 one way, based on stronger passenger demand. It was the third fare increase this year.” It is essential that at a time that fares are increasing and service is deteriorating that the Department take the steps to allow affordable-fare carriers, such as Frontier, to offer alternative fares, As a new entrant, Frontier offers unrestricted fares in competition to the ever-increasing fares offered by the nation’s largest carriers. Frontier’s history shows that as it enters markets, it does offer the type of pricing alternatives that were envisioned by those supporting deregulation and by Department of Transportation officials.

Of all of the applications submitted for beyond perimeter slots, Frontier’s application for Denver service is for service at a hub that is the most conveniently located hub to serve the major cities west of the perimeter rule. The attached hub service chart (Exhibit A) demonstrates the circuitry index for each city that has a pending slot request. This number is derived by taking the nonstop miles and dividing it by the actual miles flown through connecting hubs. For example, when measuring the circuitry between DCA and Seattle (SEA) offered by Frontier, the nonstop mileage between the DCA and SEA market is 2,312 miles. That number is divided by the actual routing that Frontier would use to serve these city pairs (Segment 1, which is DCA to DEN, and Segment 2, which is DEN to SEA), which has a combined mileage total of 2,490 miles. In other words, a passenger traveling from DCA to SEA on Frontier with a stop in Denver is only traveling

178 more miles than if the passenger had flown DCA to SEA nonstop. However, a passenger connecting in Los Angeles to Seattle would travel from DCA to SEA via LAX would travel 928 more miles than if the passenger had flown DCA to SEA nonstop. The same passenger flying to SEA through LAX would have flown 750 more miles if he or she had connected in DEN instead of LAX.

Of the nine applicants, five are carriers that dominate the high density airports, controlling significant numbers of slots at National Airport and all slot controlled airports and are part of the small group of carriers that dominate the entire U.S. market place. These carriers are American, United, Delta, Northwest, and TWA.

The following charts show the control that these five carriers have of slots and overall domestic market share:

TOTAL MARKET CONTROL

	DCA SLOTS	TOTAL SLOTS	TOTAL U.S. MARKET SHARE % (w/partners)
American	135	1362	17.81
US Airways	307	746	6.54
United	52	1222	19.29
Delta	96	421	16.64
NW/CO	118	320	23.55
TWA	32	173	3.84
Other	14	47	
New Entrants	0	36	
Totals	746	4297	87.67

Those five carriers control 2268 permanent slots at all high density airports with over 60 percent of DCA slots. Should a carrier with 1360 slots and 18 percent total U.S. market share; one with 1200 slots and a 20 percent market share; one with 450 slots and a 17 percent market share; one with 175 slots and has a 4 percent market share; or one part of an alliance with 150 slots and a 24 percent market share be provided with additional slots when there are only twelve to award? The future of competition would answer no! In these circumstances, none of the 10 frequencies at issue should be awarded to an incumbent carrier. Surely the Department's goal in achieving a new competitive opportunity for U.S.-China service was not the further enrichment of the incumbent carriers by granting additional frequencies to them at the expense of the new entrant.

Although Frontier holds slots at LGA, it holds none at National Airport. Considering that it has been 15 years since new entrants have been able to obtain slots at National Airport, awarding additional slots to five carriers already dominating the high density airports (including DCA), would further, and perhaps permanently, distort the future of airline deregulation.

Frontier supports access for new entrants. For the reasons listed above, Frontier believes it should receive four slots. Frontier believes it should be favored over the other applicants for the following reasons:

America West

America West is requesting 10 of the available 12 slots. Award of that number of slots would create a monopolistic western point of departure for DCA traffic. America West's request is inconsistent with a statement in its own filing that the Department should be guided by such factors as, "Avoiding unreasonable industry concentration, excessive

market domination, (and) monopoly power.” Despite this statement, America West wants 10 of the 12 slots being awarded.

While America West offers a number of connecting routes, America West will not offer service to some of the larger markets beyond the perimeter such as Denver, Salt Lake City and Albuquerque. Additionally, America West’s routings to Seattle, Portland and San Francisco would be relatively circuitous in nature, meaning consumers will travel a good distance out of their way in order to reach these cities.

America West currently operates two roundtrips from its hub in Columbus, Ohio to National Airport. For the YE4Q99, America West’s Columbus/DCA flights operated at a 39.9 percent load factor (see Data Base Products Onboard T100). Of this 39.9 percent, 38.2 percent of the traffic and 53.4 percent of the revenue generated on these flights continued onto Phoenix or Las Vegas, (or some connected beyond these two markets) (see Data Base Products O&D Plus Carrier Statistics). With the nonstop service proposed by its petition to Phoenix and Las Vegas, it is likely that most of this 38.2 percent would actually take America West’s proposed nonstop DCA flights to Phoenix or Las Vegas. With this assumption, since it is likely that America West is not spilling traffic at a 39.9 percent load factor, the recalculated load factor would be approximately 24.7 percent. At this traffic level, America West may not be able to sustain profitability on this route and may have to cancel some or all of its trips. Such a possible result is contrary to § 41718 (a)(3).

Claiming to be applying for slots as a new entrant, America West ignores its current relationships with Northwest Airlines and Continental Airlines. Continental Airlines owns approximately 9 percent of America West. Continental and Northwest are

currently implementing an alliance that would include an equity investment in Continental by Northwest. (That aspect of the alliance is being challenged by the Department of Justice.)

According to Northwest's 1999 annual report, the Northwest/Continental alliance is progressing:

We are very enthusiastic about our partnership with Continental Airlines. Domestically the alliance delivered the benefits we had projected with the two carriers sharing about equally more than \$160 million in net contribution. We expect this to increase significantly over the next several years as the alliance continues to progress. Together, Northwest and Continental have a domestic market share equivalent to American, United, or Delta.

On March 21, 2000, Continental Airlines and Northwest Airlines announced:

Continental is the fifth largest airline in the U.S., offering more than 2,200 departures daily to 136 domestic and 87 international destinations. Northwest Airlines is the fourth largest airline in the U.S., offering more than 2,600 daily departures with hubs at Detroit, Minneapolis/St. Paul, Memphis, Tokyo and Amsterdam, and with its travel partners serves more than 750 cities in 120 countries on six continents.

America West is part of the NW/CO group. America West is not a new entrant.

National Airlines

National claims that Las Vegas is the fourth largest domestic O&D market. While that may be factual, it is not a basis for awarding slots. The relevant slot question pertains to demand between DCA and LAS, as well as DCA and potential connection cities.

As National states in its petition, demand in the LAS market has actually been relatively flat with a 2.4 percent increase year over year. Additionally, Las

Vegas traffic actually decreased nearly 4.2 percent between LAS and Washington-Dulles airport year over year.

It does not appear that there is sufficient demand in National's current network to/from LAS to justify a slot award, particularly for 6 slots, or 3 roundtrips.

Today, National only offers connecting service to Los Angeles and San Francisco. National's petition states that it would like to add Seattle, Portland, San Jose and San Diego markets within the next four years. Since National will not add many of these markets for several years, slots allocated to National for Las Vegas would not have an immediate impact on a large group of travelers wishing to travel between western markets and DCA. While National would like to add those markets through Denver, Frontier already serves those markets.

National's home airport location limits the number of large markets outside of the perimeter that can take advantage of beyond perimeter service. Passengers traveling to markets such as Denver, Salt Lake City and Albuquerque will not fully benefit from Las Vegas service, as consumers are not likely to travel to Las Vegas, and then fly back to Salt Lake City, Albuquerque or Denver. This is referred to as circuitous flying, where a customer flies over his or her final destination and then reverses the trip. The routing between DCA and markets in which National would connect are much more circuitous in nature compared to the more direct routings offered by Frontier.

National will serve fewer communities outside of the perimeter. National's proposal involving service to fewer communities outside of the perimeter than Frontier's proposal.

National also states that its proposal will benefit from the number of ticketing and baggage agreements they have with other carriers such as Hawaiian, Alaska, American etc. These agreements are industry standards, and for the most part, all carriers have ticketing and baggage agreements. If this is an advantage for National, it is also an advantage for all of the other tiling carriers.

American, United, TWA, and ATA

Nonstop service to Los Angeles would primarily benefit that market only. The only domestic traffic that would actually receive increased connecting service would be the traffic traveling to/from the Southern California Basin area. Passengers will not use LAX services to connect to most of the primary west coast markets Portland, Seattle, or Phoenix. While some connecting opportunities may exist for international routings, the focus of FAIR-21 was to base slot awards on domestic traffic and growth of new entrants and domestic communities.

Conclusion

Throughout the past decade, the Department, GAO and others have all noted that the key to the success of deregulation is new entry, particularly when provided by low-cost new entrants. At the same time, those studies have noted the significant barriers to entry that limit the growth of competition.

The Department has taken steps to open LaGuardia, O'Hare, and JFK to new entry. When Frontier added LGA service to its route system, it not only

increased the Denver traffic but provided significant numbers of connecting passengers searching for reasonable fares. By adding DCA service, that traffic will continue to build, increasing demand for other west coast markets and frequencies. It is time to allow new entrants to operate at National Airport. The Department has the opportunity to allow a new entrant — Frontier Airlines — to become the first low cost carrier to receive the benefits of a United States “Open Skies” policy. The community and travelers utilizing Frontier’s services have spoken out in support of this petition, Frontier’s impact on fares and competition has been demonstrated in multiple markets, including Baltimore and La Guardia. Frontier will bring true competition to Denver and all the West Coast markets it serves. As Secretary Slater stated at the White House on March 10, 1999:

When President Clinton and Vice President Gore took office, they whole-heartedly embraced the airline deregulation movement. And this Administration continues to believe that true competition is the best protection consumers can be offered. That is why we have taken strong actions to promote competition and to prevent unfair methods of competition in aviation.

Just as the Department has advanced competition throughout the world through “Open Skies” agreements, it can take a critical step in providing for true competition in the United States by awarding Frontier Airlines four slots at National Airport. The American public will be the beneficiaries of such a decision. An award to Frontier would place a premium on the introduction of new services by an applicant that has demonstrated its ability to offer low-fare competition where existing services do not produce meaningful competition.

It is time to ensure the future of airline competition and promote low-cost new entry.

WHEREFORE, for all of the foregoing reasons, Frontier Airlines, Inc, respectfully requests that the Department grant it four (4) DCA slot exemptions, to allow it to operate two daily nonstop roundtrip flights between Ronald Reagan Washington National Airport and Denver, as more fully described above, and grant such other, further and additional relief as the public interest may require

Respectfully submitted



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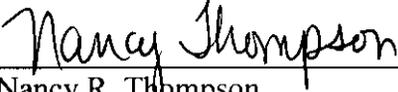
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Counsel for Frontier Airlines, Inc

May 22, 2000

CERTIFICATE OF SERVICE

I hereby certify that I served a copy of the foregoing ANSWER OF FRONTIER AIRLINES, INC. FOR EXEMPTIONS on May 22, 2000 by pre-postage first-class mail to each of the persons named on the attached service list.



Nancy R. Thompson

Honorable Bill Owens
Governor of the State of Colorado
136 State Capitol
Denver, CO 80203-1792

Bruce Baumgartner
Manager of Aviation
Denver International Airport
Airport Office Building
8500 Pena Boulevard
Denver, CO 80249-6340

Christopher Brown
Airport Manager
Ronald Reagan Washington National Airport
Metropolitan Washington Airports Authority
Washington, DC 20001

Carl B. Nelson, Jr.
Associate General Counsel
American Airlines, Inc.
1101 17th Street, N.W., Suite 600
Washington, DC 20036

Joel Stephen Burton
Donald T. Bliss
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555 13th Street, N.W.
Washington, DC 20004
(Counsel for US Airways)

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1700 N. Monroe Street, Suite 1650
Arlington, VA 22209
(Counsel Trans World Airlines)

Jeffrey A. Manley
Bruce H. Rabinovitz
Wilmer, Cutler & Pickering
2445 M Street, N.W.
Washington, DC 20037
(Counsel for United)

Honorable Wellington Webb
Mayor, City of Denver, CO
1437 Bannock Street, ST 350
Denver, CO 80202

Honorable Jim Gilmore
Governor of the State of Virginia
State Capitol
Richmond, VA 23219

Honorable Anthony A. Williams
Mayor, City of the District of Columbia
One Judiciary Square
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Associate General Counsel
Northwest Airlines, Inc.
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Jonathan S. Waller
Senior Vice President & General Counsel
Midway Airlines Corporation
2801 Slater Road, Suite 200
Morrisville, NC 27560

Joanne W. Young
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Washington Square, Suite 1100
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Metropolitan Washington Airports Authority
#1 Aviation Circle
Washington, DC 20001-6000

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1001 Pennsylvania Avenue, N.W.
Washington, DC 20004-2595
(Counsel for Continental)

Robert E. Cohn
Shaw Pittman
2300 N Street, N.W.
Washington, DC 20037
(Counsel for Delta)

George V. Carneal
Hogan & Hartson, LLP
555 Thirteenth Street, NW
Washington, DC 20004-1109
(Counsel for National)

Wellington E. Webb
MAYOR



City and County of Denver

CITY AND COUNTY BUILDING • DENVER, COLORADO • 80202

AREA CODE 303 640-2721
640-2720 (V/TDD)

April 26, 2000

The Honorable Rodney Slater
United States Department of Transportation
400 7th Street, SW
Washington, DC 20590

Dear Secretary Slater:

The recent signing of the Wendell H. Ford Aviation Investment and Reform Act for the 21st Century ("FAIR 21") has great potential to increase competition and provide more travel choices for the residents of Colorado. Under Section 41718 (a), the Department can award up to twelve (12) exemption slots to allow limited frequencies on routes between Ronald Reagan Washington National Airport and domestic hubs beyond the 1,250 mile perimeter rule. We urge you to approve the petition submitted by Denver-based Frontier Airlines for four (4) slots to allow non-stop service to Denver International Airport, which is located outside of the perimeter rule. An award of the slots to Frontier would benefit the Denver community, the state of Colorado and other communities throughout the west.

Frontier is entering its sixth year of operations, as well as its second consecutive year of profitability. It is the only airline based in Denver, and the majority of its 2,000 employees live and work in Colorado. The airline currently provides air service to 20 major metropolitan cities from its Denver hub, and 16 of those are among the top origin and destination markets as measured by the Department. Direct service to National Airport would add a significant component to Denver International Airport's scope by allowing non-stop service to our nation's capital, as well as providing convenient, one-stop service to cities served by Frontier beyond Denver.

"FAIR 21" calls for "increased competition by new entrant carriers or in multiple markets" and we believe Frontier's presence offers a strong track record in promoting air competition in Denver and throughout the country. The slots awarded by the Department to Frontier Airlines at New York's LaGuardia Airport in 1997 are a good example of how opening markets and promoting air competition is beneficial for multiple communities. Since the inception of Frontier's Denver - LaGuardia service, the number of passengers

Secretary Rodney Slater

Page 2

April 26, 2000

traveling on this route has increased more than 88 percent, while the average fare on that same route has decreased more than 22 percent. These statistics aside, that Frontier received the LaGuardia slots means the citizens and businesses of Denver and New York as well as the communities that have air service connecting through Denver, now have additional travel options. This should be counted as a success for those communities, and especially for the Department.

We are supportive of all air service we have in Denver, and will continue to promote competition and growth of all carriers in our market. As one of the few communities in the country with more than one hub carrier, Frontier's presence in our community and service to our citizens provides significant value to the city of Denver and to the state of Colorado. We hope you will demonstrate your continued support for our community and for the future of deregulation by awarding two non-stop daily flights (four slots) from National Airport to Frontier Airlines. We believe this service will further build on both the commerce and community links between our two growing communities.

Thank you in advance for your consideration.

Yours truly,

A handwritten signature in black ink, appearing to read "Wellington E. Webb". The signature is written in a cursive, flowing style.

Wellington E. Webb
Mayor

EXHIBIT A

	<u>Nonstop Mileage</u>	<u>Seg 1 Mileage</u>	<u>Seg 2 Mileage</u>	<u>Total Mileage</u>	<u>Circuits</u>
Denver					
DEN	1,473	1,473		1,473	1.000
SEA	2,312	1,473	1,017	2,490	1.077
PDX	2,334	1,473	983	2,456	1.052
SFO	2,426	1,473	954	2,427	1.000
LAX	2,294	1,473	845	2,318	1.010
SAN	2,260	1,473	839	2,312	1.023
PHX	1,964	1,473	590	2,063	1.050
SLC	1,836	1,473	380	1,853	1.009
LAS	2,073	1,473	615	2,088	1.007
ABQ	1,637	1,473	340	1,813	1.108
ELP	1,728	1,473	565	2,038	1.179
TOTAL	22,337	16,203	7,128	23,331	1.045
Seattle					
DEN	1,473	2,312	1,017	3,329	2.260
SEA	2,312	2,312		2,312	1.000
PDX	2,334	2,312	130	2,442	1.046
SFO	2,426	2,312	679	2,991	1.233
LAX	2,294	2,312	946	3,258	1.420
SAN	2,260	2,312	1,052	3,364	1.488
PHX	1,964	2,312	1,108	3,420	1.741

SLC	1,836	2,312	689	3,001	1.635
LAS	2,073	2,312	868	3,180	1.534
ABQ	1,637	2,312	1,179	3,491	2.133
ELP	1,728	2,312	1,404	3,716	2.150
TOTAL	22,337	25,432	9,072	34,504	1.545

San Francisco

DEN	1,473	2,426	954	3,380	2.295
SEA	2,312	2,426	679	3,105	1.343
PDX	2,334	2,426	550	2,976	1.275
SFO	2,426	2,426		2,426	1.000
LAX	2,294	2,426	330	2,756	1.201
SAN	2,260	2,426	449	2,875	1.272
PHX	1,964	2,426	652	3,078	1.567
SLC	1,836	2,426	599	3,025	1.648
LAS	2,073	2,426	415	2,841	1.370
ABQ	1,637	2,426	901	3,327	2.032
ELP	1,728	2,426	998	3,424	1.981
TOTAL	22,337	26,686	6,527	33,213	1.487

Los Angeles

DEN	1,473	2,294	845	3,139	2.131
SEA	2,312	2,294	946	3,240	1.401
PDX	2,334	2,294	825	3,119	1.336

SFO	2,426	2,294	330	2,624	1.082
LAX	2,294	2,294		2,294	1.000
SAN	2,260	2,294	119	2,413	1.068
PHX	1,964	2,294	373	2,667	1.358
SLC	1,836	2,294	584	2,878	1.568
LAS	2,073	2,294	232	2,526	1.219
ABQ	1,637	2,294	677	2,971	1.815
ELP	1,728	2,294	717	3,011	1.742
TOTAL	22,337	25,234	5,648	30,882	1.383

Las Vegas

DEN	1,473	2,073	615	2,688	1.825
SEA	2,312	2,073	868	2,941	1.272
PDX	2,334	2,073	764	2,837	1.216
SFO	2,426	2,073	415	2,488	1.026
LAX	2,294	2,073	232	2,305	1.005
SAN	2,260	2,073	258	2,331	1.031
PHX	1,964	2,073	255	2,328	1.185
SLC	1,836	2,073	369	2,442	1.330
LAS	2,073	2,073		2,073	1.000
ABQ	1,637	2,073	486	2,559	1.563
ELP	1,728	2,073	583	2,656	1.537
TOTAL	22,337	22,803	4,845	27,648	1.238

Phoenix

DEN	1,473	1,964	590	2,554	1.734
SEA	2,312	1,964	1,108	3,072	1.329
PDX	2,334	1,964	1,010	2,974	1.274
SFO	2,426	1,964	652	2,616	1.078
LAX	2,294	1,964	373	2,337	1.019
SAN	2,260	1,964	304	2,268	1.004
PHX	1,964	1,964		1,964	1.000
SLC	1,836	1,964	508	2,472	1.346
LAS	2,073	1,964	255	2,219	1.070
ABQ	1,637	1,964	329	2,293	1.401
ELP	1,728	1,964	347	2,311	1.337
TOTAL	22,337	21,604	5,476	27,080	1.212

Salt Lake City

DEN	1,473	1,836	380	2,216	1.504
SEA	2,312	1,836	689	2,525	1.092
PDX	2,334	1,836	630	2,466	1.057
SFO	2,426	1,836	599	2,435	1.004
LAX	2,294	1,836	584	2,420	1.055
SAN	2,260	1,836	627	2,463	1.090
PHX	1,964	1,836	508	2,344	1.193

SLC	1,836	1,836	-	1,836	1.000
LAS	2,073	1,836	369	2,205	1.064
ABQ	1,637	1,836	493	2,329	1.423
ELP	1,728	1,836	718	2,554	1.478
TOTAL	22,337	20,196	5,597	25,793	1.155

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

Application of

FRONTIER AIRLINES, INC.

Docket OST-00-7181

**For exemptions from Subparts K and S of
14 C.F.R. Part 93 pursuant to 49 U.S.C.
§41718(a)
("beyond perimeter" slot exemptions)
Ronald Reagan Washington National
Airport, — Denver, Colorado**

**EXHIBIT B
TO
ANSWER OF
FRONTIER AIRLINES, INC.
FOR EXEMPTIONS**

Communication with respect to this document should be sent to:

Arthur T. Voss
General Counsel
Frontier Airlines, Inc.
12015 East 46th Avenue
Denver, CO 80239-3116
Tel: 303-371-7400
Fax: 303-371-7007

Edward P. Faberman
Michelle M. Faust
Ungaretti & Harris
1500 K Street, NW, Suite 250
Washington, DC 20005-1714
Tel: 202-639-7500
Fax: 202-639-7505

Paul Stephen Dempsey
Vice Chairman & Director, Frontier
Frontier Airlines, Inc.
12015 East 46th Avenue
Denver, CO 80239-3116
Telephone: 303-871-6269
Facsimile: 303-871-6711

May 22, 2000

Mill Man Steel, Inc.

1601 Arapahoe Street, Suite 400 • Denver, Colorado 80202 • Phone (303) 220-8545 • Fax (303) 220-5663

May 8, 2000

The Honorable Rodney Slater
United States Department of Transportation
400 7th Street, SW
Washington, DC 20590

Dear Secretary Slater:

The recent signing of the Wendell H. Ford Aviation Investment and Reform Act for the 21st Century (the "Ford Act") has great potential to increase competition and provide more travel choices for the residents of Colorado. Under Section 41718 (a), the Department can award up to twelve exemption slots to allow limited frequencies on routes between Ronald Reagan Washington National Airport and domestic hubs beyond the 1,250 mile perimeter rule. We urge you to approve the petition submitted by Denver-based Frontier Airlines for four slots to allow nonstop service to Denver International Airport, which is located outside of the perimeter rule. An award of the slots requested to Frontier would benefit the Denver community, Colorado, communities throughout the west and the future of airline competition.

Frontier is entering its sixth year of operations, as well as its second consecutive year of profitability. The airline currently provides air service to 20 major metropolitan cities from its Denver hub, and 16 of those are among the top origin and destination markets as measured by the Department. Direct service to National Airport would add a significant component to Frontier's scope, as well as provide convenient, one-stop service to cities served by Frontier beyond Denver.

The "Ford Act" calls for "increased competition by new entrant carriers or in multiple markets" and we believe Frontier's presence offers a strong track record in promoting air competition in Denver and throughout the country. The slots awarded by the Department to Frontier Airlines at New York's LaGuardia Airport in 1997 are a good example of how opening markets and promoting air competition is beneficial for multiple communities. Since the inception of Frontier's Denver-LaGuardia service, the number of passengers traveling on this route has increased more than 88 percent, while the average fare on that same route has decreased more than 22 percent. These statistics aside, the mere fact that the citizens and businesses of Denver (and communities connecting in Denver) and New York have additional travel options should be counted as a success for all communities, as well as for the Department.

We hope you will demonstrate your continued support for the future of deregulation by awarding two non-stop daily flights (four slots) from National Airport to Frontier Airlines. As proponents of open markets and airline competition, we thank you in advance for your consideration.

Best regards,



Scott W. Clary
Chief Operating Officer

WESTMAN

*Euse
Eberwein*

INVESTMENTS

The Honorable Rodney Slater
United States **Department** of Transportation
400 7th street SW
Washington, DC 20590

Dear Secretary Slater:

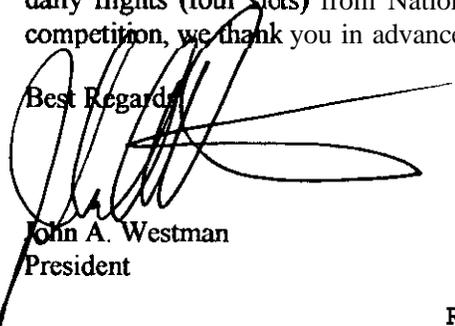
The recent signing of the Wendell **H.** Ford Aviation Investment and Reform Act for the **21st** Century (the “Ford Act”) has **great** potential to increase competition **and** provide more travel choices for the residents of Colorado. Under Section **41718** (a), the Department can award up to twelve exemption slots to allow limited frequencies on routes **between** Ronald Reagan Washington National Airport and domestic hubs beyond the **1,250** mile perimeter **rule**. We urge you to approve the petition submitted by Denver-based Frontier Airlines for four slots to allow nonstop service to Denver International Airport, which is located outside of the perimeter rule. An award of the slots requested to Frontier would benefit the Denver community, Colorado, communities throughout **the** west and **the future** of airline competition.

Frontier is entering its sixth year of operations, as well as its **second** consecutive year of profitability. The airline currently provides air service to **20** major metropolitan cities from its Denver hub, and **16** of those are among the top origin and destination markets as measured by the Department. Direct service to National Airport would add a significant component to Frontier’s scope, as well as provide convenient, one-stop service to cities served by Frontier beyond Denver.

The “Ford Act” **calls** for “increased competition by new entrant carriers or in multiple markets” and we believe Frontier’s presence offers a **strong** track record in promoting air competition in Denver and throughout **the** country. The slots awarded by the Department to Frontier Airlines at New York’s **LaGuardia** Airport in **1997** are a good example of how opening markets and promoting air competition is beneficial for multiple communities. Since the inception of Frontier’s Denver – **LaGuardia** service, the number of passengers traveling on this **route** has **increased** more than **88** percent, while the average **fare** on that same route has decreased more than **22** percent. These statistics aside, the mere fact **that** the citizens and businesses of Denver (and communities connecting in Denver) and New York have additional travel options should be counted as a success for all communities, as well as for **the** Department.

We hope you will demonstrate your continued support for the **future** of deregulation by awarding two non-stop **daily flights (four slots)** from National Airport to Frontier Airlines. As proponents of open markets and airline **competition**, we thank you in advance for your consideration.

Best Regards,



John A. Westman
President

Real Estate & Land Development

4600 “B” Montgomery Blvd., NE, Ste.103 Albuquerque, New Mexico 87109 (505)883-5221 FAX (505)883-6694

MARK S. COHEN
P.O. Box 617
Nederland, CO 80466
(303) 258-0561 E-mail: markc@oneimage.com

April 21, 2000

non. Rodney Slater
U.S. Dept. of Transportation
400 7th Street, SW
Washington, DC 20590

RE: Approval of Frontier Airlines Request to Fly From
Denver to Washington, D.C.

Dear Secretary Slater:

I am writing to express my support for Frontier Airlines' application under the Ford Act to establish four slots allowing nonstop service to Denver from Washington, D.C.

I believe allowing Frontier Airlines access to these routes will greatly increase competition and bring about a much needed decrease in prices. Denver offers the only major airport between Chicago and the West Coast, yet the market is dominated by United and prices thus remain artificially high.

I'm sure Frontier Airlines will present you with mountains of data in support of its position, and I encourage you to review that information, but in addition to quantitative data, one other factor should be considered. That is that United Airlines sucks -- as is explained more fully below.

United constantly overbooks flights so that the minutes immediately prior to boarding always resemble the scene outside the American embassy in 1975 when hundreds of South Vietnamese people reached for the sky in a vain attempt to grasp on to the last American choppers leaving Vietnam. The airline ignores seat assignments. In Denver it now has a group of carry-on baggage Nazis to enforce the carry-on rules. Its typical customer service rep has the intelligence of a Dairy Queen worker and the personality of a ring tailed lemur struck by a cattle prod. I have friends who received better food as POW's. I've had more pleasant flights freezing my big hairy ass off in the back of C-141's.

If the government can break up Microsoft, it is not too much to ask that you create a little competition for United Airlines. I urge you to approve Frontier's request.

Sincerely,

MARK S. COHEN



Benefit Dynamics Company, LLC

Elise

April 27, 2000

The Honorable Rodney Slater
United States Department of Transportation
400 7th Street, SW
Washington, DC 20590

Dear Secretary Slater:

The recent signing of the Wendell H. Ford Aviation Investment and Reform Act for the 21st Century (the "Ford Act") has great potential to increase competition and provide more travel choices for the residents of Colorado. Under Section 41718 (a), the Department can award up to twelve exemption slots to allow limited frequencies on routes between Ronald Reagan Washington National Airport and domestic hubs beyond the 1,250 mile perimeter rule. We urge you to approve the petition submitted by Denver-based Frontier Airlines for four slots to allow nonstop service to Denver International Airport, which is located outside of the perimeter rule. An award of the slots requested to Frontier would benefit the Denver community, Colorado, communities throughout the west and the future of airline competition.

Frontier is entering its sixth year of operations, as well as its second consecutive year of profitability. The airline currently provides air service to 20 major metropolitan cities from its Denver hub, and 16 of those are among the top origin and destination markets as measured by the Department. Direct service to National Airport would add a significant component to Frontier's scope, as well as provide convenient, one-stop service to cities served by Frontier beyond Denver.

The "Ford Act" calls for "increased competition by new entrant carriers or in multiple markets" and we believe Frontier's presence offers a strong track record in promoting air competition in Denver and throughout the country. The slots awarded by the Department to Frontier Airlines at New York's LaGuardia Airport in 1997 are a good example of how opening markets and promoting air competition is beneficial for multiple communities. Since the inception of Frontier's Denver - LaGuardia service, the number of passengers traveling on this route has increased more than 88 percent, while the average fare on that same route has decreased more than 22 percent. These statistics aside, the mere fact that the citizens and businesses of Denver (and communities connecting in Denver) and New York have additional travel options should be counted as a success for all communities, as well as for the Department.

We hope you will demonstrate your continued support for the future of deregulation by awarding two non-stop daily flights (four slots) from National Airport to Frontier Airlines. As proponents of open markets and airline competition, we thank you in advance for your consideration.

Best Regards,

Richard C. Anderson
#S501101

Bcc: Frontier Airlines

April 24, 2000

The Honorable Rodney Slater
 United States Department of Transportation
 400 7th Street, SW
 Washington, DC 20590

Dear Secretary Slater:

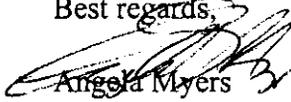
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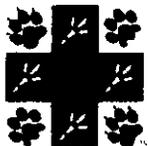
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We hope you will demonstrate your continued support for the future of deregulation by awarding two non-stop daily flights (four slots) from National Airport to Frontier Airlines. As proponents of open markets and airline competition, we thank you in advance for your consideration.

Best regards,


 Angela Myers
 Office Manager



National PetCare Centers™

office - 970/226-6632

www.nationalpet.com

fax - 970/207-4077

3540 JFK Parkway / Fort Collins, CO / 80525

Acc: Sam Alderson



Enterprises, Inc.

May 1, 2000

The Honorable Rodney Slater
United States Department of Transportation
400 7th street, SW
Washington, DC 20590

Dear Secretary Slater:

The recent signing of the Wendell H. Ford Aviation Investment and Reform Act for the 21st Century (the "Ford Act") has great potential to increase competition and provide more travel choices for the residents of Colorado. Under Section 41718(a), the department can award up to twelve exemption slots to allow limited frequencies on routes between Ronald Reagan Washington National Airport and domestic hubs beyond the 1,250 mile perimeter rule. We urge you to approve the petition submitted by Denver-based Frontier Airlines for four slots to allow nonstop service to Denver International Airport, which is located outside of the perimeter rule. An award of the slots requested to Frontier would benefit the Denver community, Colorado, communities throughout the west and the future of airline competition.

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We hope you will demonstrate your continued support for the future of deregulation by awarding two non-stop daily flights (four slots) from National Airport to Frontier Airlines. As proponents of open markets and airline competition, we thank you in advance for your consideration.

Sincerely,

A handwritten signature in black ink, appearing to read "Doug Houg", is written over a solid black line. Below the signature, the name "Douglas R. Houg" is printed in a standard black font.

Douglas R. Houg

Logistics & Transportation

5151 Bannock Street O Denver, Colorado 80216
(303) 298-8000 O Fax (303) 295-2800



6404 South Quebec Street
Building One
Englewood, Colorado 80111
www.macc-trac.com
1 (800) 444-7071 FAX: (303)770-8847

Mortgage Analysis Computer Corporation

April 28, 2000

RECEIVED
MAY 31 2000
BY: *[Signature]*

The Honorable Rodney Slater
U.S. Department of Transportation
400 7th Street, SW
Washington, DC 20590

Dear Mr. Secretary:

I'm writing to request your support for Frontier Airlines in their bid to serve the Ronald Reagan Washington National Airport. Such service would be of great convenience to those of us who live and work in Denver.

I hope you will support Frontier because their service to Washington National is greatly needed.

Very truly yours,

William G. McCanne

Vice President &
General Counsel

ENCLOSURE

MACC-TRAC Integrity Servicing™
"Ultimate Mortgage Quality Assurance" ®

Larry D. Heath
10679 Singleleaf Court, Parker, CO 80134

(303) 841-0552

April 24, 2000

The Honorable Rodney Slater
United States Department of Transportation
400 7th Street, SW
Washington, DC 20590



Dear Mr. Slater:

The recent signing of the Wendell H. Ford Aviation Investment and Reform Act for the 21st Century has great potential to increase competition and provide more travel choices for the Residents of Colorado. Under Section 41718 (a), the Department can award up to twelve exemption slots to allow limited frequencies on routes between Ronald Reagan Washington National Airport and dome hubs beyond the 1,250 mile perimeter rule. I urge you to approve the petition submitted by Denver-based Frontier Airlines for four slots to allow nonstop service to Denver International Airport, which is located outside of the perimeter rule. An award of the slots requested to Frontier would benefit the Denver community, Colorado, communities throughout the west and the future of airline competition.

The "Ford Act" calls for increased competition by new entrant carriers or in multiple markets and we believe Frontier's presence offers a strong track record in promoting air competition in Denver and throughout the country. The slots awarded by the Department to Frontier Airlines at New York's LaGuardia Airport in 1997 are a good example of how opening markets and promoting air competition is beneficial for multiple communities. Since the inception of Frontier's Denver - LaGuardia service, the number of passengers traveling on this route has increased more than 88 percent, while the average fare on that same route has decreased more than 22 percent. These statistics aside, the mere fact that the citizens and businesses of Denver and communities connecting in Denver and New York have additional travel options should be counted as a success for all communities, as well as for the Department.

I hope you will demonstrate your continued support for the future of deregulation by awarding two non-stop daily flights (four slots) from National Airport to Frontier Airlines. As a proponent of open markets and airline competition, I thank you in advance for your consideration

Best Regards,

Larry D. Heath
cc Frontier Airlines



April 28, 2000

The Honorable Rodney Slater
United States Department of Transportation
400 7th Street, SW
Washington, DC 20590

Dear Secretary Slater:

The recent signing of the Wendell H. Ford Aviation Investment and Reform Act for the 21st Century (the "Ford Act") has great potential to increase competition and provide more travel choices for the residents of Colorado. Under Section 41718(a), the Department can award up to twelve exemption slots to allow limited frequencies on routes between Ronald Reagan Washington National Airport and domestic hubs beyond the 1,250 mile perimeter rule. We urge you to approve the petition submitted by Denver-based Frontier Airlines for four slots to allow non-stop service to Denver International Airport, which is located outside the perimeter rule. An award of the slots requested to Frontier would benefit the Denver community, Colorado, communities throughout the west and the future of airline competition.

Frontier is entering its sixth year of operations, as well as its second consecutive year of profitability. The airline currently provides air service to 20 major metropolitan cities from its Denver hub, and 16 of those are among the top origin and destination markets, as measured by the Department. Direct service to National Airport would add a significant component to Frontier's scope, as well as provide convenient, one-stop service to cities served by Frontier beyond Denver.

The Ford Act calls for "increased competition by new entrant carriers or in multiple markets" and we believe Frontier's presence offers a strong track record in promoting air competition in Denver and throughout the country. The slots awarded by the Department to Frontier Airlines at New York's LaGuardia Airport in 1997 are a good example of how opening markets and promoting air competition is beneficial for multiple communities. Since the inception of Frontier's Denver/LaGuardia service, the number of passengers traveling this route has increased more than 88 percent, while the average fare on that same route has decreased more than 22 percent. These statistics aside, the mere fact that the citizens and businesses of Denver (and communities connecting in Denver) and New York have additional travel options should be counted as a success for all communities, as well as for the Department.

We hope you will demonstrate your continued support for the future of deregulation by awarding two non-stop daily flights (four slots) from National Airport to Frontier Airlines. As proponents of open markets and airline competition, we thank you in advance for your consideration.

Respectfully submitted,

A handwritten signature in black ink, appearing to read 'Gary D. White'.

Gary D. White
Executive Vice President

GDW:sau

cc: Mr. Sam Addoms, Frontier Airlines

Corporate Headquarters
P.O. Box 1103
2120 South 72nd Street
Omaha, Nebraska 68101



Stonegate Complex • 16025 Sequoia Drive • Parker, CO 80134
Phn 720-851-9273 • Fax 720-851-8905 • www.paramount-financial.net

April 30, 2000

The Honorable Rodney Slater
United States Department of Transportation
400 7th street, SW
Washington, DC 20590

Dear Secretary Slater:

The recent signing of the Wendell H. Ford Aviation Investment and Reform Act for the 21st Century (the "Ford Act") has great potential to increase competition and provide more travel choices for the residents of Colorado. Under Section 41718 (a), the Department can award up to twelve exemption slots to allow limited frequencies on routes between Ronald Reagan Washington National Airport and domestic hubs beyond the 1,250 mile perimeter rule. We urge you to approve the petition submitted by Denver-based Frontier Airlines for four slots to allow nonstop service to Denver International Airport, which is located outside of the perimeter rule. An award of the slots requested to Frontier would benefit the Denver community, Colorado, communities throughout the west and the future of airline competition.

Frontier is entering its sixth year of operations, as well as its second consecutive year of profitability. The airline currently provides air service to 20 major metropolitan cities from its Denver hub, and 16 of those are among the top origin and destination markets as measured by the Department. Direct service to National Airport would add a significant component to Frontier's scope, as well as provide convenient, one-stop service to cities served by Frontier beyond Denver.

The "Ford Act" calls for "increased competition by new entrant carriers or in multiple markets" and we believe Frontier's presence offers a strong track record in promoting air competition in Denver and throughout the country. The slots awarded by the Department to Frontier Airlines at New York's LaGuardia Airport in 1997 are a good example of how opening markets and promoting air competition is beneficial for multiple communities. Since the inception of Frontier's Denver - LaGuardia service, the number of passengers traveling on this route has increased more than 88 percent, while the average fare on that same route has decreased more than 22 percent. These statistics aside, the mere fact that the citizens and businesses of Denver (and communities connecting in Denver) and New York have additional travel options should be counted as a success for all communities, as well as for the Department.

We hope you will demonstrate your continued support for the future of deregulation by awarding two non-stop daily flights (four slots) from National Airport to Frontier Airlines. As proponents of open markets and airline competition, we thank you in advance for your consideration.

Sincerely,

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

Douglas Gregg
President
Paramount Financial Group, Inc.

✓ cc: Sam Addoms, Frontier Airlines

F.Y.I



Advanced Office Concepts

507 Shoreview Park Road, Shoreview, MN 55126-7014
Phone 651-481-0151 • Fax 651-481-0816 • www.advancedofficeconcepts.com

4-28-2000

The Honorable Rodney Slater
United States Dept of Transportation
400 7th Street SW
Washington, DC 20590

Dear Secretary Slater,

The recent Signing of the Wendell H. Ford Aviation Investment and Reform Act for the 21st Century (the "Ford Act") has great potential to increase competition and provide more travel choices for the residents of Colorado. Under section 41718(a), the Department can award up to twelve exemption slots to allow limited frequencies on routes between Ronald Regan Washington Nat'l Airport and domestic hubs beyond the 1250 mile perimeter rule. We urge you to approve the petition submitted by Denver-based Frontier Airlines for four slots to allow nonstop service to Denver Int'l Airport, which is located outside the perimeter rule. An award of the slots requested to Frontier would benefit the Denver community, Colorado, communities throughout the west and the future of airline competition.

Frontier is entering its sixth year of operations as well as its second consecutive year of profitability. The airline currently provides air service to 20 major metropolitan cities from its Denver hub, and 16 of those are among the top origin and destination markets as measured by the Department. Direct service to the Nat'l Airport would add a significant component to Frontier's scope, as well as provide convenient, one stop service to cities served by Frontier beyond Denver.

The "Ford Act" calls for increased competition by new entrant carriers or in "multiple markets" and we believe Frontier's presence offers a strong track record in promoting air competition in Denver and throughout the country. The slots awarded by the Department to Frontier Airlines at New York's LaGuardia Airport in 1997 are a good example of how opening markets and promoting air competition is beneficial for multiple communities. Since the inception of Frontier's Denver-LaGuardia service, the number of passengers traveling on this route has increased more than 88 percent, while the average fare on that same route has decreased more than 22 percent. These statistics aside, the mere fact that the citizens and businesses of Denver (and communities connecting in Denver) and New York have additional travel options should be counted as a success for all communities, as well as for the Dept.

We hope you will demonstrate your continued support for the future of deregulation by awarding two non-stop daily flights (four slots) from National Airport to Frontier Airlines. As proponents of open markets and airline competition, we thank you in advance for your consideration:

Best Regards,

Steven Goldstein / President

Advanced Office Concepts

bcc Frontier Airlines
Pres Sam Adams



The Honorable Rodney Slater
 United States Department of Transportation
 400 7th street, SW
 Washington, DC 20590

Dear Secretary Slater:

The recent signing of the Wendell H. Ford Aviation Investment and Reform Act for the 21st Century (the "Ford Act") has great potential to increase competition and provide more travel choices for the residents of Colorado. Under Section 41718 (a), the Department can award up to twelve exemption slots to allow limited frequencies on routes between Ronald Reagan Washington National Airport and domestic hubs beyond the 1,250 mile perimeter rule. We urge you to approve the petition submitted by Denver-based Frontier Airlines for four slot? to allow nonstop service to Denver International Airport, which is located outside of perimeter rule. An award of the slots requested to Frontier would benefit the Denver community, Colorado, communities throughout the west and the future of airline of competition.

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The "Ford Act" calls for "increased competition by new entrant carriers or in multiple markets" and we believe Frontier's presence offers a strong track record in promoting air competition in Denver and throughout the country. The slots awarded by the Department to Frontier Airliner at New York's LaGuardia Airport in 1997 are a good example of how opening markets and promoting air competition is beneficial for multiple communities. Since the inception of Frontier's Denver - LaGuardia service, the number of passengers traveling on this route has increased more than 88 percent, while the average fare on that same route has decreased 22 percent. These statistics aside, the mere fact that the citizens and businesses of Denver (and communities connecting in Denver) and New York have additional travel options should be counted as a success for all communities, as well as for the Department.

We hope you will demonstrate your continued support for the future of deregulation by awarding two new stop daily flights (four slots) from National Airport to Frontier Airlines. As proponents of open markets and airline competition, we thank you in advance for your consideration.

Best Regards,

A handwritten signature in black ink, appearing to read "V. Gerber", written over a white background.

Victor F. Gerber
 President CardService International, Atlanta

CARDSERVICE EZ • 3195 BUFORD HIGHWAY • SUITE 6 • DULUTH, GA 30096 • 770/623-4127 • FAX 770/813-9445

REGISTERED AGENT FOR

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77907



CENTRAL MOTIVE POWER, INC.



05-97-2230 -14

The Honorable Rodney Slater
United States Department of Transportation
400 7th Street, SW
Washington, DC 20590

Dear Secretary Slater.

The recent signing of the Wendell H. Ford Aviation Investment and Reform Act for the 21st Century (the "Ford Act") has great potential to increase competition and provide more travel choices for the residents of Colorado. Under Section 41718 (a), the Department can award up to twelve exemption slots to allow limited frequencies on routes between Ronald Reagan Washington National Airport and domestic hubs beyond the 1,250 mile perimeter rule. We urge you to approve the petition submitted by Denver-based Frontier Airlines for four slots to allow nonstop service to Denver International Airport, which is located outside of the perimeter rule. An award of the slots requested to Frontier would benefit the Denver community, Colorado, communities throughout the west and the future of airline competition.

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We hope you will demonstrate your continual support for the future of deregulation by awarding two non-stop daily flights (four slots) from National Airport to Frontier Airlines. As proponents of open markets and airline competition, we thank you in advance for your consideration.

Best Regards,

Harry Ellison
President/CEO
Central Motive Power
Denver, Co

— Engine Components Specialists —

00 APR 25 11:14 AM '00
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77905

ORIGINAL

DEPT. OF TRANSPORTATION
Dockets

00 APR 25 10 4: 17

4-21-00

The Honorable Rodney Slater
United States Department of Transportation
400 7th Street, SW
Washington, DC 20590

Dear Secretary Slater:

OST-97-2230-18

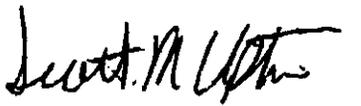
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We hope you will demonstrate your continued support for the future of deregulation by awarding two non-stop daily flights (four slots) from National Airport to Frontier Airlines. As proponents of open markets and airline competition, we thank you in advance for your consideration.

Best Regards,


6280 E. Florida Ave
Denver, CO 80224

Guynn, Zoe

From: CSSAPRES@aol.com
Sent: Friday, May 05, 2000 11:03 PM
To: dcsupport@flyfrontier.com
Subject: (no subject)

TO congress:

I wholeheartedly support awarding Frontier Airlines one of the available slots from DIA to National. I have historically had to fly either to Dulles and drive late in the evening to DC or connect through Chicago, running the risk of missing the curfew and getting diverted elsewhere. Frontier has certainly earned its place with its hub in Denver, having created a very healthy competitive atmosphere without sacrificing safety, reliability, and service.

Robert L. McGee, Jr.
1595 so. spruce St.
Denver, CO 80231

Guynn, Zoe

From: Cronin, Bob [cronin@visa.com]
Sent: Saturday, May 06, 2000 9:19 PM
To: 'dcsupport@flyfrontier.com'
Subject: Capitol to Capitol

I'd like to register my support for airline competition and have Frontier Airlines as a nonstop choice between **DIA** and Washington National Airport. Please let me know if there is anything else I can do to support this effort. Thank you.

Bob Cronin
Phone: 303-486-7316
Fax: 303-486-7507
Email: cronin@visa.com

Guynn, Zoe

From: Phillip Friday [pfriday@wam.umd.edu]

Sent: Friday, May 05, 2000 9:07 AM

To: dcsupport@flyfrontier.com

Subject: dc to denver

to whom it may concern,
please let frontier fly non-stop from **dc** to **denver**. this would greatly help my in my business and pleasure travels.
sincerely,
phillip friday

Guynn, Zoe

From: brian-meek [brian-meek@email.msn.com]
Sent: Friday, May 05, 2000 6:23 PM
To: dcsupport@flyfrontier.com
Subject: Denver / DC Service

Hello!

As an occasional Frontier customer and a frequent traveler, I support your

quest to gain access to the Denver / DC (Reagan) route.

I can be contacted at this e-mail address if you need any additional information.

Good luck!

brian meek

"The universe is a magical place, patiently waiting for our wits to grow sharper"

Guynn, Zoe

From: Nathanael Renfro [verdure%qwestinternet.net@pop3.qwestinternet.net]
Sent: Saturday, May 06, 2000 9:37 PM
To: dcsupport@flyfrontier.com
Subject: DIA direct to National

Frontier has served me well in the past the only complaint I have is having to commute from the DC to **BWI**. The Baltimore Washington International airport may include Washington in its title but it is far from being able to serve the District's commuting needs. National is much more user friendly and I think it will do the patrons of Frontier Airlines to have the flexibility and convince of flying in and out of National.

Guynn, Zoe

From: Shelly Cesena (US-DEV) [SCesena@us.ci.org]
Sent: Friday, May 05, 2000 12:51 PM
To: 'dcsupport@flyfrontier.com'
Subject: DIA to Washington National

I'd like to see you fly this route non-stop!!

Guynn, Zoe

From: Darryn Zuehlke [darryndenver@yahoo.com]
Sent: Friday, May 05, 2000 9:59 AM
To: dcsupport@flyfrontier.com
Subject: Flights to National Airport

Greetings,

I'm writing to express my support of Frontier Airlines' application to fly direct to Washington Reagan National Airport (DCA) as provided for in the Ford Act. Frontier is truly a customer-oriented airline that deserved the right to serve that airport.

The "Ford Act" cites the opportunity to 'increase competition by new entrant air carriers or in multiple markets' as a motivating factor when awarding these new slots. Frontier has excelled in keeping airfares in Denver at a reasonable level, with its competition to airline-giant United Airlines. It is a new entrant air carrier which has proven its worthy financially end will only improve affordable, quality flights to Denver and the West by being granted slots at National Airport.

I strongly urge the federal government to consider Frontier's application, and grant its request to serve direct, non-stop flights from Denver to Washington Reagan National Airport. It is much more worthy of these slots than larger airlines such as United and American, which already have direct service from a number of cities.

Thank you

Darryn Zuehlke
Denver, Colorado

Do You Yahoo!?

Send instant messages & get **email** alerts with Yahoo! Messenger.
<http://im.yahoo.com/>

Guynn, Zoe

From: MOST, DAVID [most@ucla.edu]
Sent: Sunday, May 07, 2000 12:51 AM
To: dcsupport@flyfrontier.com
Subject: frontier airlines

I support airline competition, and I would like to have Frontier as a nonstop choice between DIA and Washington National.

Thank you,
David Most

Guynn, Zoe

From: Linda Moseley [LMoseley@bens.org]
Sent: Monday, May 08, 2000 11:06 AM
To: 'dcsupport@flyfrontier.com'
Subject: Frontier to DC

YES! Regarding the recently signed Wendell H. Ford **Avation** Investment and Reform Act, specifically Section 41718(a), I would **like Frontier Airlines** to receive authorization from the DOT for two daily nonstop flights between Denver International Airport and Ronald Reagan Washington National Airport. **I suport** airline competition and more travel choices!

Sincerely,

Linda S. Moseley
6919K Mary Caroline Cir.
Alexandria, VA 22310

Guynn, Zoe

From: PKTRocky@aol.com
Sent: Thursday, May 04, 2000 1:54 PM
To: dcsupport@flyfrontier.com
Subject: RE: Ronald Reagan Washington National Airport

Yes: Regarding the recently signed Wendell H. Ford Aviation Investment and Reform Act, specifically Section 4178(a) I would Like Frontier Airlines to receive authorization from the DOT for **two** daily nonstop flights between

Denver International Airport and Ronald Reagan Washington National Airport.

I support airline competition and More Travel choices!

Steve Tomlinson
843 South 11th Avenue
Brighton, CO 80601

Guynn, Zoe

From: TvIBud@aol.com
Sent: Saturday, May 06, 2000 8:51 PM
To: dcsupport@flyfrontier.com
Subject: Service to DCA

Nonstop service to DCA from the West is LONG OVERDUE!!!

These new slots should go to Frontier Airlines from Denver and to National Airlines out of Las Vegas.

Both of these carriers provide outstanding service and keep fares low

Sincerely,

Rudy Castillo
2180 E Warm Springs Rd.
Apt 1101
Las Vegas, NV 89119

Guynn, Zoe

From: Salleeally@aol.com
Sent: Sunday, May 07, 2000 9:10 PM
To: dcsupport@flyfrontier.com
Subject: Support of direct flights from DIA to DC

I strongly support Frontier airlines in their mission to provide better customer service in the way of direct flights between DIA and Ronald Reagan National Airport in Washington D.C. Frontier often is the lowest priced

airline and as I am searching for this exact flight right now I would love to have a non-stop flight run by Frontier.
Sally R. Beightol

Guynn, Zoe

From: Denbosddg@aol.com
sent: Friday, May 05, 2000 11:10 AM
To: dcsupport@flyfrontier.com
Subject: Washington National service

Hello,
My name is Philip Stubbs, and as a frequent flier out of Denver International Airport it is my great hope that Frontier Airlines will be awarded at least two slots at Washington National Airport. Denver International is a major regional hub, and if Frontier Airlines is able to offer such service **between** Denver and Washington National, the citizens of Denver, the state of Colorado, and the entire Rocky Mountain region will enjoy exceptional service and fares. And that's a perfect combination for successful competition.

Philip C. Stubbs
Denver. CO

Guynn, Zoe

From: Jim Bargmann [dcejim@hotmail.com]
Sent: Saturday, May 06, 2000 9:29 AM
To: dcsupport@flyfrontier.com
Subject: Yes! I want Washington Service!

Yes! You can count me in as someone who would like to see Frontier fly to Washington, DC. I've enjoyed Frontier service for many years - on both the old and new Frontier and would love to see their quality service expanded to this important market.

Sincerely,

Jim Bargmann
10754 Foxwood Court
Parker, CO 80138

Get Your Private, Free E-mail from MSN Hotmail at <http://www.hotmail.com>

Guynn, Zoe

From: Lewis, LaJuan [lewisl@rockymountainnews.com]
Sent: Thursday, May 11, 2000 8:47 AM
To: 'dcsupport@flyfrontier.com'
Subject: Flying into DC National

As a Native Washingtonian now living in Denver, it would be a welcome convenience to fly directly into our Nation's capitol from Denver, CO. NO more taxis from Dulles or alternate transportation options from BWI...just fly into the beautiful, new Reagan National Airport hop on the metro and reach the outlying suburbs.

Please press forward with your efforts to offer direct flights from Denver, to Reagan National Airport and keep me **ap**ri**s**ed of your efforts.

LaJuan M. Lewis
Recruitment Account Executive
Denver Rocky Mountain News
ph: 303.892.5452
fx: 303.892.2691
lewisl@rockymountainnews.com

Guynn, Zoe

From: Vincent J. Tornillo [vtornillo@MAXIMSGI.COM]
Sent: Wednesday, May 10, 2000 1:35 PM
To: 'dcsupport@flyfrontier.com'
Subject: In support of routes to RRNA

Maybe the DOJ should look into the Monopolistic practices of UAL in the Denver Market. If it thinks Microsoft is a BAD monopoly that thwarts competition, then what the heck is UAL? At least when you have a problem w/ MS. they stay with you until it is resolved and provide unparalleled customer service. Where is UA? Ranked 10th in Customer service w/ a 75

80% market share in the Denver area!

As someone who travels 30-35 weeks a year and who is pretty much forced to fly UAL, I welcome the routes and the competition

Good luck!

Vince Tornillo
Maxim Solution Group, Inc
Rocky Mountain District
Ph: 303-383-1883 x202
Fax: 303-383-1886
vtornillo@maximsgi.com
www.maximsgi.com

Guynn, Zoe

From: PATBILLHELLER [PATBILLHELLER@email.msn.com]

Sent: Wednesday, May 10, 2000 6:29 PM

To: dcsupport@flyfrontier.com

Subject: Non-stop to Ronald Reagan Washington Natl Airport

Most certainly **Coloradoans** need a low-fare airline carrier flying directly to Ronald Reagan Washington National Airport! **Coloradoans** must not be left to the mercy of the major airline carriers and their high-priced tickets. Frontier has proved to the public that it is interested in the average citizen by keeping their fares reasonable and their service far above the major carriers, We firmly support Frontier's bid for two daily flights into Reagan and appreciate Frontier's efforts to try and acquire these slots.

Mr. and Mrs. William Heller and family

.....
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<http://www.gohip.com/freevideo/>

Guynn, Zoe

From: N205AU [n205au@uswest.net]
Sent: Thursday, May 11, 2000 10:31 AM
To: dcsupport@flyfrontier.com
Subject: Support for Froniter Airlines service between DEN and DCA

NOTE: Please feel free to use all, some or none of the following. I just want you to know of my support. . .rgrds/Shelburne SLCOO

May 11, 2000

Senate Transportation Committee:
Attn: Senator Conrad Burns. Chairman

Dear Connie:

You may remember me from my days in Billings, Montana in the 80's and of my work there. You may recall the absolute dedication and enthusiasm I put into my appraisal practice as well as to my assignment to the world hunger project in the Rocky Mountain region of our church.

Now, years later, I find myself sharing that same dedication and enthusiasm as an employee of Frontier Airlines. With the current opportunity opening for air service to/from Washington, D.C., I am pleased to add my comments and support for Frontier Airlines in its request to provide non-stop service between Denver and Washington's National (Regan) Airport.

Presently, there is no non-stop service between the two cities. I think It's time that changed!

The Frontier Airlines that flew you and I and our fellow Montanans between the Big Sky Country to cities **across** the U.S. had a special focus - US! Today's Frontier has captured and retained that focus in the form of The Spirit of the West. That's not just a slogan, it's a spirit we display daily in our determination to be a successful and quality airline company. As much energy as I put into a project, I would not be writing this if I didn't have every confidence in, and appreciation for, the strides my company has made to make it affordable and enjoyable to fly!

Connie, since 1996, I have experience this "spirit" among my fellow employees, our line crews, ground personnel, mechanics and our staff at the home office. This 'Spirit of the West' is evident daily - on every flight, at every ticket counter, in every city we serve.

There's no doubt in my mind that Frontier will bring this same enthusiasm and professionalism to the Ronald Regan Airport and to the people in the

District and surrounding areas as it has to the other 23 cities it currently serves. Frontier will help fill the present void of air service between Denver and Washington. And we will do it in a way that will give flyers the satisfaction of receiving the best care and value for their dollar (just as we have done in our other 23 cities).

Finally, let me say that I am proud of what my fellow employees and I have done to make Frontier Airlines what it is today. I hope you agree and that you will consider our request to 'share our spirit' in the nation's capital with the award of 'slots' when the time comes to make the decision.

Sincerely,

John Shelburne #914
595w 4925s
Riverdale, UT 84405

Guynn, Zoe

From: GEOMAN49@aol.com
Sent: Wednesday, May 10, 2000 8:06 AM
To: dcsupport@flyfrontier.com
Subject: WashingtonNationalFlight

Dear DOT:

Please award Frontier Airlines the opportunity to fly Non-Stop between Denver and Washington National(Regan) Airport.

Thank You,

Clifford C.Clark
7709 S. Glencoe Way
Littleton, CO 80122

Guynn, Zoe

From: earl [erwilsonjr@hereintown.net]

Sent: Tuesday, May 09, 2000 9:49 PM

To: dcsupport@flyfrontier.com

Subject: Washington National

I have always found Frontier to be an excellent airline in terms of service and dependability. I urge you to award Frontier the Denver-Washington National authority. I, as well as many of my friends and family, would greatly benefit from this. If you award this to Frontier I can guarantee that you will not regret it.

Jason Wilson

Guynn, Zoe

From: Scott Scharringhausen [house124@hotmail.com]

Sent: Tuesday, May 09, 2000 5:00 PM

To: dcsupport@flyfrontier.com

Subject: support

I would love to see this service go into effect. I have flown over 10,000 miles on Frontier since October 99 and have friends in DC. I am planning a trip to go see them this summer.

Guynn, Zoe

From: Richard Levine [rflevine@inst-clin-res.org]
Sent: Wednesday, May 10, 2000 3:21 PM
To: dcsupport@flyfrontier.com
Subject: slots at DCA

I live in the DC area and my daughter is starting college in Colorado. It would be great if we could fly back and forth through DCA (estimated 10 DC-Denver legs/year for the family).

Sincerely,

Richard F. Levine

Guynn, Zoe

From: JTHenry30@aol.com
Sent: Tuesday, May 09, 2000 2:45 PM
To: dcsupport@flyfrontier.com
Subject: NONSTOP - capitol to capitol

To Whom it may concern:

Yes! I would like Frontier Airlines to receive authorization on the DOT for two daily nonstop flights between Denver International Airport and Ronald Reagan Washington National Airport (Wendell H. Ford Aviation Investment and Reform Act, specifically Section 41718 [a]). I support airline competition and more travel choices.

Sincerely,

John T. Henry
POB 360
Pierce c o 80650

Guynn, Zoe

From: Henry Claypool [lukmeg@erols.com]
Sent: Tuesday, May 09, 2000 8:28 PM
To: dcsupport@flyfrontier.com
Subject: link the DIA & DCA

Please allow **Frontier** airlines to begin a daily non-stop flight between DCA-DIA. It is high time that real competition **come** to the National airport. Frontier can do this just look what they have done in other markets

Guynn, Zoe

From: Gareth Snow [gs70119@earthlink.net]
Sent: Monday, May 08, 2000 2:28 PM
To: dcsupport@flyfrontier.com
Subject: Let Frontier IN!

DCA needs Frontier. As a native Virginian who has moved west, I resent having to fly to BWI or IAD in order to use a low cost carrier.
G. Snow

Guynn, Zoe

From: Stuart McColl [stu@softwarehero.com]
Sent: Tuesday, May 09, 2000 9:26 AM
To: 'dcsupport@flyfrontier.com'
Subject: Frontier Airlines & Ronald Reagan Airport

Frontier Airlines has excellent connections throughout the country via their DIA hub. As a passenger I appreciate their low prices, high level of service, and contribution to competition. They would server that route in and out of Washington DC well and provide a means for govt employees to reduce expense as they travel in and out of Washington DC. Please assign them a route in and out of DC.

Thanks,

Stuart McColl

Guynn, Zoe

From: Glenn Cunningham [gacunningham@email.msn.com]
Sent: Monday, May 08, 2000 5:03 PM
To: dcsupport@flyfrontier.com
Subject: DEN to DCA!!!

To whom it may concern,

I am writing in support of this route addition for Frontier Airlines. This would be a tremendous improvement in service for the Denver area. As a State capitol and an aspiring world class city, Denver would benefit a great deal from this service addition. Thank you for your consideration of this request. Sincerely,

Glenn A. Cunningham
Citation VII Captain
Executive Jet Aviation, Inc.
GACunningham@email.msn.com
303-831-8484

Guynn, Zoe

From: JHenry30@aol.com
Sent: Tuesday, May 09, 2000 2:43 PM
To: dcsupport@flyfrontier.com
Subject: capitol to capitol - NONSTOP

To Whom it may concern:

Yes! I would like Frontier Airlines to receive authorization on the DOT for two daily nonstop flights between Denver International Airport and Ronald Reagan Washington National Airport (Wendell H. Ford Aviation Investment and Reform Act, specifically Section 41718 [a]). I support airline competition and more travel choices.

Sincerely,

Janice Henry
POB 360
Pierce CO 80650

Guynn, Zoe

From: Glenn Cunningham [gacunningham@email.msn.com]
Sent: Monday, May 08, 2000 5:03 PM
To: dcsupport@flyfrontier.com
Subject: DEN to DCA!!!

To whom it may concern,

I am writing in support of this route addition for Frontier Airlines. This would be a tremendous improvement in service for the Denver area. As a State capitol and an aspiring world class city, Denver would benefit a great deal from this service addition. Thank you for your consideration of this request. Sincerely,

Glenn A. Cunningham
Citation VII Captain
Executive Jet Aviation, Inc.
GACunningham@email.msn.com
303-831-8484

Guynn, Zoe

From: Gareth Snow [gs70119@earthlink.net]
Sent: Monday, May 08, 2000 2:28 PM
To: dcsupport@flyfrontier.com
Subject: Let Frontier IN!

DCA needs Frontier. As a native Virginian who has moved west, I resent having to fly to BWI or IAD in order to use a low cost carrier.
G Snow

Guynn, Zoe

From: Meredith Moseley [Meredith.Moseley@Colorado.EDU]
Sent: Monday, May 01, 2000 10:29 PM
To: dcsupport@flyfrontier.com
Subject: Frontier to DC!!!!

I hope it's not too late to tell you how much I want Frontier to fly direct to Washington DC!

YES! Regarding the recently signed Wendell H. Ford Aviation Investment and Reform Act, specifically Section 41718(a), I would like Frontier Airlines to receive authorization from the DOT for two daily nonstop flights between Denver International Airport and Ronald Reagan Washington National Airport. I support airline competition and more travel choices!!!

Very sincerely,

Meredith P. Moseley
2200 Canyon Blvd. #3
Boulder, CO 80302

Guynn, Zoe

From: Jenneve Shay Gentry [jengen@prodigy.net]

Sent: Thursday, April 27, 2000 9:50 PM

To: dcsupport@flyfrontier.com

Subject: my support

I greatly support the non-stop flights to Washington from Denver. It is very inconvenient when traveling with children to have lay **overs**.

Jenneve Gentry

Guynn, Zoe

From: ELNEEL [ELNEEL@tillygraves.com]
Sent: Thursday, April 27, 2000 1:32 PM
To: 'dcsupport@flyfrontier.com'
Subject: National Airport

I would love to see Frontier flights into National Airport. Let me know what else I can do in your support. Edgar L. Neel
Tilly & Graves, P.C.
1050 Seventeenth Street
Denver, CO 80265-2080
elneel@tillygraves.com
303-321-8811
303-321-7690 (fax)

This e-mail may contain confidential and/or privileged information that is intended only for the addressee. Do not read, copy or disseminate it unless you are the addressee. If you received this e-mail in error, please notify the sender by replying to the message and then deleting it from your system.
We appreciate your assistance in the event of any such error.

Guynn, Zoe

From: charles.w.mcdowell@lmco.com
Sent: Monday, May 01, 2000 5:48 PM
To: dcsupport@flyfrontier.com
Subject: New flights to Washington Reagan National Airport

I would like to add my voice to the list of those who support Frontier Airlines' efforts to secure landing slots at Washington Reagan National Airport (**DCA**) for nonstop service to Denver, Colorado. Frontier Airlines offers high-quality transportation for a reasonable cost. The airline is well-managed and has been very successful in developing a viable, profitable niche for affordable air travel to and from (and through) Denver, Colorado. Granting Frontier Airlines slots at **DCA** would be a wise choice and I encourage the DOT to act in Frontier's favor.

Charles McDowell
charles.w.mcdowell@lmco.com

Guynn, Zoe

From: Whitney [whitney@gorivercitytravel.com]
Sent: Thursday, April 27, 2000 4:45 PM
To: dcsupport@flyfrontier.com
Subject: New slots for direct flights

As the Client Services Manager for an agency with \$multi-million annual sales and a client base of 70% corporate, 30% leisure/vacation, I can speak on behalf of our agency, RIVER CITY TRAVEL in support of direct/non-stop service between Denver and Washington National, In our opinion, affordable air service between those two markets is long overdue.

In March 2000, I flew myself and my entire family of 4 from Portland, OR to BWI via Denver, even though our preferred airport would have been Washington National. Why? Non-stop service between Denver and BWI of course!

So, on behalf of the entire staff at RIVER CITY TRAVEL, we would like to see our clients benefit from the option of flying Frontier from Portland to Washington National, with only ONE STOP (which would be Denver).

Sincerely,

Whitney B. Pettigrew
Client Services Manager
RIVER CITY TRAVEL, **INC**
3701NE Sandy Blvd., Suite 2
Portland, OR 97232

Guynn, Zoe

From: Gniogtuo@aol.com
Sent: Tuesday, May 02, 2000 8:42 PM
To: dcsupport@flyfrontier.com
Subject: Non stop flights to Washington, DC

I plan on taking four youth and one adult this fall (September) to Washington DC by air. I am very supportive of Frontier getting direct flights to and from Denver- - Washington, DC.

John Beltz
2038 Leyden
Denver, CO 80207

Guynn, Zoe

From: Fox, Doug [DFox@CIRA.colostate.edu]
Sent: Tuesday, May 02, 2000 10:05 AM
To: 'dcsupport@flyfrontier.com'
Subject: Non stops from DEN to Ronald Reagan airport

I support the request by Frontier Airlines for a nonstop route between Denver & Ronald Reagan Airport

Douglas G. Fox, Ph.D., QEP
Senior Scientist, Visibility & Air Resources Management
Web Site: <http://www.cira.colostate.edu>
Cooperative Institute for Research on the Atmosphere (CIRA)
Colorado State University
Fort Collins, CO 80523-1375
970-221-0800 / 970-491-3983
FAX 224-5023

Guynn, Zoe

From: JSIRMO@aol.com
Sent: Thursday, April 27, 2000 9:29 PM
To: dcsupport@flyfrontier.com
Subject: Nonstop Denver to DCA

Good evening,

As a frequent traveler from the Pentagon to
pints
west, I would find it extremely beneficial to have a nonstop flight from
DCA
to Denver. Time is money and quality of life. Please support Frontier
Airlines decision to provide nonstop service from these two cities.
Competition is good for the consumer and for improving services and
products.
Thank you.

Sincerely,

Mark E.

Harper

Guynn, Zoe

From: Jane Luptak [jluptak@niu.edu]
Sent: Thursday, April 27, 2000 9:27 AM
To: dcsupport@flyfrontier.com
Subject: Nonstop flights to Washington D.C

I am writing to support nonstop flights for Frontier between DIA and Washington International Airport. Frontier is a dependable and cost affordable airline, and it is not fair to have to travel with the big price, big names to get there without stops.

Thank you,
Jane Luptak

Guynn, Zoe

From: Rottaf22@aol.com
Sent: Thursday, April 27, 2000 3:41 PM
To: dcsupport@flyfrontier.com
Subject: Nonstop flights to Washington National

Dear Mr. Addoms,]

I wholeheartedly support your quest for nonstop flights from Denver to Washington's National airport. Please forward my support for your new service.]

Joseph Smie

Guynn, Zoe

From: Smschugar@aol.com
Sent: Sunday, April 30, 2000 7:55 PM
To: dcsupport@flyfrontier.com
Subject: support

I support flights from DIA to Washington National Airport
Stephanie Schugar

Guynn, Zoe

From: Hwalleagle@aol.com
Sent: Wednesday, April 26, 2000 3:08 PM
To: dcsupport@flyfrontier.com
Subject: Support of Nonstop Service

Regarding the recently signed Wendell H. Ford aviation Investment and reform act, specifically section 41718(a), I would like Frontier airlines to receive authorization from the DOT for two daily nonstop flights between Denver International Airport and Ronald Reagan Washington National Airport. We support airline competition and more travel choices!!!!!!
Howard & Connie Waller
P.O. Box 36
Littleton. CO 80160

Guynn, Zoe

From: Mark W. Zalkin [mzalkin@earthlink.net]
Sent: Monday, May 01, 2000 10:30 AM
To: dcsupport@flyfrontier.com; Mark W. Zalkin
Subject: Support of Nonstop to National Airport from DEN on F9

Regarding the recently signed Wendell H. Ford Aviation Reform Act, section 41718(a), I would like Frontier Airlines to receive authorization from the DOT for two daily nonstop flights from Denver International Airport and Ronald Regan Washington National Airport. I support airline competition and more travel choices !

Thanks.

Mark W. Zalkin

Mark W. Zalkin
Zalkin Training and Development
Performance Improvement Training, Coaching and Assessments
6000 East Evans Avenue, Suite 1-250
Denver, Colorado 80222 USA
(303) 756-5504 . (303) 756-0035 - FAX
mark@zalkin-training.com
www.zalkin-training.com

" Coaching Individuals and Organizations to Peak Performance Since 1985
"

Gynn, Zoe

From: Shellie Bandy [sbandy@fedex.com]
Sent: Monday, May 01, 2000 9:21 AM
To: dcsupport@flyfrontier.com
Subject: svc

I would like to see service from Frontier Airlines from DCA to DIA
Shellie Bandy
sbandy@fedex.com

Guynn, Zoe

From: Tom Carllon [tomcarllon@home.com]
Sent: Sunday, April 30, 2000 5:28 PM
To: dcsupport@flyfrontier.com
Subject: Washington National

To the Colorado Congressional delegation:

I am very pleased that Congress passed the "Ford Act." At last, my favorite hometown airline, Frontier Airlines, has a chance to help Colorado consumers by lowering airfares from Denver to Washington National. They did it between Denver and LaGuardia, and I know they are committed to the same low, competitive fares to the nation's capital. Please give some of the new "Ford Act" slots to Frontier Airlines and show your support for new entrant air carriers like Frontier.

Thank you

Tom Carllon
tomcarllon@home.com
9597 W. Ohio Ave.
Lakewood, CO 80226-4059

Guynn, Zoe

From: Critter1985@aol.com
Sent: Sunday, April 30, 2000 2:24 PM
To: dcsupport@flyfrontier.com
Subject: Washington National Airport

Dear Congressman

I would like you to take a look at Frontier's interests in Washington DC. In recent years DCA has expanded greatly with the new terminal and the opening to more airlines. USAirways currently operates a large part of the airport (over 20 gates to be exact). Gate space is indeed limited at DCA. Fare?. at Washington National tend to be very high due to the dominance of 'major' airlines(United, Delta, TWA, United). Major airlines are rarely quick to cut fares to help the consumer(as history tells us). History has told us how low-fare carriers have always benefited the consumer. Companies like PeopleExpress and Frontier have made changes to the industry by revamping expenses without cutting things like service and safety. It is shown how in many cases low-fare carriers have better safety records than even major carriers. Frontier is a very valuable asset to the Denver Community and Colorado. Frontier protects Denver from a United Monopoly where fares would be "sky" high. Lobbying for a Washington/National-Denver route operated by Frontier would help Frontier gain an even better foothold in Denver to help protect the citizens of Denver. It would help citizens get an even better connection to Downtown Washington. If anyone deserves the award it is Frontier. They have one of the best safety records in the industry, as well as a high customer satisfaction rating. If Frontier is awarded this route I'm sure they will not cheat the consumer by charging them high fares for the luxury.

Sincerely,
Alexander Balloon

Guynn, Zoe

From: Tom Goldsmith [events@jazzfilmfestival.org]
Sent: Wednesday, May 03, 2000 2:12 PM
To: dcsupport@flyfrontier.com

This organization supports the request of Frontier Airlines to be authorized to provide direct service between DIA and Washington National.
Tom Goldsmith, director
Denver Jazz on Film Festival, Inc.
2 Acoma St., unit 10, Denver, CO 80223
ph/fax: 303.871.1950
<http://www.jazzfilmfestival.org>

Guyenn, Zoe

From: Junius Drumgold [jdrumgol@hq.nasa.gov]
Sent: Wednesday, May 03, 2000 10:17 AM
To: dcsupport@flyfrontier.com
Subject: Frontier Airlines should have a presence at Reagan National Airport.
Importance: High

To whom it may concern,

I live in the Washington, D.C. Metropolitan Area. I am a traveler who has flown Frontier airlines and found it to be a world class airline, even though it is a small Colorado company. The treatment I received was wonderful. The employees of Frontier were courteous and extremely accommodating. However, there is one complaint that I have about using Frontier. Up until now, all of their closest flights have left from the Baltimore-Washington International (BWI) Airport. Getting to BWI from Northern Virginia has been quite the chore. I always wondered why Frontier didn't also have flights leaving from Reagan National Airport in Arlington, VA. So, when I heard that Frontier was vying for spots to operate out of National, I wanted to lend my support. Having slots at National would better serve more D.C. area travelers. Hopefully, Frontier will be allowed to operate out of National. It would considerably promote my west coast travel.

I urge you to do whatever is necessary to allow Frontier to operate out of Ronald Reagan National Airport for the benefit of the D.C. Metropolitan area and Denver-based air traveling population. This will also provide a positive impact on free enterprise for the airline industry. Healthy competition needs to be fostered, and a smaller airline such as Frontier needs to be given the opportunity to offer the D.C. Metropolitan community courteous, efficient and reliable air travel services.

Thank you very much for your time and consideration. I wish you much luck with your efforts to acquire flight slots at National Airport.

Sincerely,

Junius Drumgold

Junius Drumgold

Training Coordinator,

Computer Training Center

NASA Headquarters

Washington, D.C.

5/4/00

phone: (202) 358-1111

email: Junius.Drumgold@hq.nasa.gov

<http://www.hq.nasa.gov/office/codec/codeci/ctc/ctc.htm>

Guynn, Zoe

From: Russ Cowart [rcowart@i3.com]
Sent: Wednesday, May 03, 2000 2:54 PM
To: dcsupport@flyfrontier.com
Subject: Washington National / Regan Support

To whom it may concern:

I travel between Denver and Washington D.C. at least once every month or so.

It would be much more convenient and cost effective for me if I could fly on Frontier directly between DIA and DCA. Please approve this route as soon as possible.

Thanks for your attention.

Russ Cowart

Russell S. Cowart
President
i-cubed : information integration & imaging LLC
201 Linden Street : Third Floor
Fort Collins, CO 80524
970-482-4400 voice
970-482-4499 fax
www.i3.com

Guynn, Zoe

From: incomex@concentric.net
Sent: Wednesday, May 03, 2000 10:14 PM
To: dcsupport@flyfrontier.com
Subject: yep, dc would be a perfect destination

from denver we need this route.
good idea.
david burleigh
thegov@commodities.org

Guynn, Zoe

From: Kiran Narahari [narahari@purdue.edu]
Sent: Monday, April 24, 2000 6:57 PM
To: dcsupport@flyfrontier.com
Subject: We need a flight from DEN to DCA!

I would like to extend my support for Frontier's application to start nonstop service between Denver and Washington National. Unlike the applications coming from airlines like Delta and American, Frontier is the only true low cost carrier applying to serve DCA. In addition, Frontier would allow people in Salt Lake City, Los Angeles and Phoenix to have an easy connection in Denver. Frontier has shown that they can fill seats on their aircraft in this market. Service to Baltimore is very frequently at capacity. The addition of DCA to Frontier's route structure will allow Denver passengers easy access to Washington on the Metro. A DEN-DCA route on Frontier makes sense for everyone.

Guynn, Zoe

From: Joel Pfitzinger [Joel.Pfitzinger@Colorado.EDU]
Sent: Tuesday, May 02, 2000 1 :17 PM
To: dcsupport@flyfrontier.com
Subject: [Fwd: Frontier to DC]

----- Original Message -----
Subject: Frontier to DC
Date: Mon. 1 May 2000 22:33:14 -0600 (MDT)
From: Meredith Moseley <Meredith.Moseley@Colorado.EDU>
To: Joel Pfitzinger <joel.pfitzinger@Colorado.EDU>

To: dcsupport@flyfrontier.com

YES! Regarding the recently signed Wendell H. Ford Aviation Investment and Reform Act, specifically Section 41718(a), I would like Frontier Airlines to receive authorization from the DOT for two daily nonstop flights between Denver International Airport and Ronald Reagan Washington National Airport. I suport airline competition and more travel choices!

Sincerely,

Joel Pfitzinger
2200 Canyon Blvd. #16
Boulder, CO 80302

Guynn, Zoe

From: FTINCOLO@aol.com
Sent: Wednesday, April 26, 2000 11:38 AM
To: dcsupport@flyfrontier.com
Subject: DC

Please add my name to the list of supporters for this expanded service.

Fred Tiller

Guynn, Zoe

From: ebrunett [ebrunett@uwyo.edu]
Sent: Thursday, April 27, 2000 8:25 PM
To: dcsupport@flyfrontier.com
Subject: DC Nonstop

YES! Regarding the redcently wigned Wendell H. Ford Aviation Investment and Reform Act, specifically Section 41718(a), I would like Frontier Airlines to receive authorization from the DOT for two daily nonstop flights between Devnver International Airport and Ronald Reagan Washington National Airport. I support airline competition and more travel choices.

Emery Brunett Jr
506 canby st.
Laramie, WY 82072
April 27, 2000

Additional comment: I and my friends are citizens of Wyoming,
therefore it is just important to use as those from Colorado

Guynn, Zoe

From: ebrunett [ebrunett@uwyo.edu]
Sent: Thursday, April 27, 2000 8:10 PM
To: Daschle, Tom: dcsupport@flyfrontier.com; Enzi, Michael
Subject: DC Nonstop Support

YES! Regarding the redcently wigned Wendell H. Ford Aviation Investment and Reform Act, specifically Section 41718(a), I would like Frontier Airlines to receive authorization from the DOT for two daily nonstop flights between Devnver International Airport and Ronald Reagan Washington National Airport. I support airline competition and more travel choices.

Emery W. Brunett
315 South 11th St.
Laramie, WY 82070

April 27, 2000

Additional comment: I and my friends are citizens of Wyoming, therefore it is just important to use as those from Colorado

Guynn, Zoe

From: R. Kinney [rlynnk@earthlink.net]
Sent: Tuesday, May 02, 2000 2:24 PM
To: dcsupport@flyfrontier.com
Subject: DC Support

to whom it may concern,

My company is expanding to D.C. this summer and I will be traveling from Denver to D.C. ever month for a year and then every other month after that.

I support Frontier going to D.C. and think it will help reduce the cost we are now paying to go to D.C.

Robin Kinney
Operations Mgr.
Nurses for Newborns Fnd

ph. 303.403.9101 fax 303.403.9107
robin@nurses-for-newborns.org

Gynn, Zoe

From: troan@uswet.net
Sent: Tuesday, May 02, 2000 1:08 PM
To: dcsupport@flyfrontier.com
Subject: dc support

We hope that you get to fly the nonstop route to dc
and plan to fly frontier to dc often. good luck

Guynn, Zoe

From: jniswon [jniswon@uswest.com]
Sent: Thursday, April 27, 2000 10:12 AM
To: dcsupport@flyfrontier.com
Subject: DCA AIR SVC

I support Frontier Airlines effort to gain nonstop access to Washington National Airport.

Jerry Niswonger
303 375-0403

Guynn, Zoe

From: Rob Kalpak [rob@flysmart.com]
Sent: Sunday, April 30, 2000 8:58 PM
To: dcsupport@flyfrontier.com
Subject: dca-den

Let's give DCA some competitive fares to the west
Frontier Airlines should be awarded the nonstop route to Denver from DCA

-Rob Kalpak

Travel Agent, Stone Mountain, GA

Guynn, Zoe

From: mstevens@rcgit.com
Sent: Tuesday, May 02, 2000 2:38 PM
To: dcsupport@flyfrontier.com
Subject: Direct Nonstop Flights between Denver DIA and Washington National Airports

I support increased competition between Denver and the Washington DC area.
Given United's overwhelming market share of the Denver flights, I openly support and encourage other carriers out of Denver to major government and business destinations on the east coast, including Washington DC.

Mark Stevenson
RCG Information Technology
4643 S. Ulster Street, Suite 800
Denver, CO 80237
(303) 226-4347
mstevens@rcgit.com

Guynn, Zoe

From: Laura Sunny Romero [sunnyromero@uswest.net]
Sent: Wednesday, April 26, 2000 9:10 AM
To: dcsupport@flyfrontier.com
Subject: Frontier Airlines

Importance: High

To whom it may concern,

Yes ! Regarding the recently signed Wendell H. Ford Aviation Investment and Reform Act, specifically Section 41718(a), I would like Frontier Airlines to receive authorization from the DOT for two daily nonstop flights between Denver International Airport and Ronald Reagan Washington National Airport. I support airline competition and more travel Choices.

Sincerely yours,

Laura "Sunny" Romero
4255 Kittredge St, #617
Denver, c o 80239
#(303)373-2996
email: sunnyromero@uswest.net

Guynn, Zoe

From: Heather Doty [doty@ucsub.colorado.edu]
Sent: Monday, May 01, 2000 10:44 PM
To: dcsupport@flyfrontier.com
Subject: Frontier to DC

YES! Regarding the recently signed Wendell H. Ford Aviation Investment and Reform Act, specifically Section 41718(a), I would like Frontier Airlines to receive authorization from the DOT for two daily nonstop flights between Denver International Airport and Ronald Reagan Washington National Airport. I support airline competition and more travel choices!

Sincerely,

Heather A. Doty
2200 Canyon Blvd. #3
Boulder, CO 80302

Guynn, Zoe

From: **MAXEVENT@aol.com**
Sent: Tuesday, April 25, 2000 10:14 PM
To: **dcsupport@flyfrontier.com**
Subject: (no subject)

Yes! Regarding the recently signed Wendell H. Ford Aviation and Reform Act, specifically Section 41718(a), I would like Frontier Airlines to receive

authorization from the DOT for two daily nonstop flights between Denver International Airport. I support airline competition and more travel choices!!!

Sincerely,

Lisa L. Benda

Guynn, Zoe

From: PKW1234@aol.com
Sent: Tuesday, April 25, 2000 7:51 PM
To: dcsupport@flyfrontier.com
Subject: (no subject)

I would love to have Frontier fly between DIA and Washington D.C. YOU
have
my strong support.

Paula Walter

Guynn, Zoe

From: Doris Mundy [dtrave1@ix.netcom.com]
Sent: Tuesday, April 25, 2000 3:57 PM
To: dcsupport@flyfrontier.com
Subject: (no subject)

Yes I would like Frontier Airlines to receive authorization from DOT for two daily nonstop flights between Denver International Airport and Ronald Reagan Washington National Airport. I support airline competition and more travel choices. Doris Mundy 4046 Niblick Drive Niwot CO 80503 303-447-1660

Guynn, Zoe

From: **lmorgan@netreach.net**
Sent: Monday, April 24, 2000 4:19 PM
To: **dcsupport@flyfrontier.com**
Subject: airline competition

Dear Sir/Madame:

I understand that Frontier Airlines currently flies non-stop from Denver International Airport to Washington National Airport. I know people who use this flight on a regular basis and are more than pleased with the services you provide. Please do not discontinue these most valuable and relied-upon flights. Please forward this message to the Dept. of Transportation by Frontier.

I look forward to your response

Sincerely,
lmorgan@netreach.net

Guyann, Zoe

From: Nyquist, Carla J [NyquiCJ@LOUISVILLE.STORTEK.COM]
Sent: Tuesday, April 25, 2000 2:43 PM
To: 'dcsupport@flyfrontier.com'
Subject: Airline competition & travel choices

I hereby request authorization from the Department of Transportation for Frontier Airlines to offer two daily non-stop flights between **DIA** and Ronald

Regan National Airport. I support airline **competition & more** travel choices.

Sect **41718** (A).

Thank you.

Carla Nyquist

Guynn, Zoe

From: John E. Mitchell [JohnEsca@prodigy.net]
Sent: Tuesday, April 25, 2000 11:18 AM
To: dcsupport@flyfrontier.com
Subject: DC Flights

We would like **Frontier** Airlines to receive authorization for 2 daily nonstop flights between **DIA** and Washington National Airport. We support airline competition and more travel choices, especially at an airport such as **DIA** where competition seems to be attempted to be strangled by United Airlines.

John E. Mitchell & Colleen O'Connell Mitchell
11376 Last Dollar Pass
Littleton, CO 80125

Guynn, Zoe

From: Patrick Hammond [krl@email.msn.com]
Sent: Tuesday, April 25, 2000 12:34 PM
To: dcsupport@flyfrontier.com
Subject: DC nonstop letter

Dear Frontier Airlines:

I have used you as my first choice in airlines for about three years now. Not only do you provide great service, but you are much more **affordable** to the other **major** airlines.

When I heard that you had an opportunity to have non-stop flight service to Washington, DC, I knew that I wanted to help you in this goal. I have several friends in that area of the country, and I would love the competition that would be afforded were this made a reality.

I hope that this idea becomes a reality, and hope that you are given the right to fly there non-stop. You may forward this **email** to anyone of influence.

Sincerely,

Patrick W Hammond
101 W Irvington PL #4
Denver, CO 80223

Guynn, Zoe

From: Stephen [stephen@hypermall.net]

Sent: Tuesday, April 25, 2000 10:36 PM

To: dcsupport@flyfrontier.com

Subject: dc support

Please **cast** my vote. for direct flights to Reagan National Airport from Denver International Airport

Guynn, Zoe

From: Rob Fry [rob_fry@hotmail.com]
Sent: Monday, April 24, 2000 1:26 PM
To: dcsupport@flyfrontier.com
Subject: denver to dc flights

To whom it may concern:

I would like to express my support for Frontier Airlines to begin roundtrip flights from DIA to DCA. I am in the process of moving to the Denver area in the next few weeks and I will be traveling from Denver to DC on a monthly basis. Adding these flights will significantly improve my travel options.

Thank you

Rob Fry
chuddle@alumni.umich.edu

Get Your Private, Free E-mail from **MSN Hotmail** at <http://www.hotmail.com>

Guynn, Zoe

From: Jai Mehta [jai.mehta@brightware.com]
Sent: Tuesday, April 25, 2000 11:34 AM
To: 'dcsupport@flyfrontier.com'
Subject: DIA and Washington National

To whomever it may concern,

I fully support and see the need for direct flights between **DIA** and Washington National.

Please carefully consider the tremendous benefits of allowing a low cost provider such as Frontier Airlines the right to fly non-stop between Denver

and Washington.

Sincerely,

> Jai Mehta
> Sales Engineer
> Tel: (303) 373-0346
> Cell: (303) 949-4141
> Fax: (303) 307-4710
> Brightware, Inc.
> eCustomer Assistance Made Simple(tm)
> 16199 E. 48th Ave. Ste# 923 Denver, CO 80239
>
>
>

Guyann, Zoe

From: Michael Dunlevie [mrdunlevie@sperberg-associates.com]
Sent: Tuesday, April 25, 2000 3:51 PM
To: dcsupport@flyfrontier.com
Subject: DIA direct to Wash. D.C.

Regarding the recently signed Wendell H. Ford Aviation Investment and Reform Act, specifically Section 41718(a), I would like Frontier Airlines to receive authorization from the DOT for two daily nonstop flights between Denver International Airport and Ronald Reagan Washington National Airport. I support airline competition and more travel choices.

Signed: Michael R. Dunlevie
P.O. Box 2504, Edwards, CO 81632

Guynn, Zoe

From: **marybeths@PETA-Online.org**
Sent: Monday, April 24, 2000 9:56 AM
To: **dcsupport@flyfrontier.com**
Subject: Flights from DC to Denver

I would very much appreciate your pursuing the right to fly directly between Washington's Reagan National Airport and Denver as I would make the trip for business and pleasure much more often than I am now able to do if I could get a decent fair! Mary Beth Sweetland

Guynn, Zoe

From: E. Stapleton [bandimal@yahoo.com]
Sent: Monday, April 24, 2000 5:27 PM
To: dcsupport@flyfrontier.com
Subject: Ford act support for Frontier Airlines

Mr. **Secretary**:

Competition is very important to our nation's economy, especially when it comes to lower prices and higher quality.

I support Frontier Airlines's application for flight slots between Reagan National Airport in Washington, D.C., and Denver International Airport. Historically, Frontier's presence has helped to lower prices on air fares when entering a new market; this can only help passenger satisfaction, and increase quality among competitors.

Thank you for your consideration.

Sincerely,
Elizabeth **S.**

Do You **Yahoo!**?
Send online invitations with **Yahoo!** Invites.
<http://invites.yahoo.com>

Guynn, Zoe

From: steve schulze [firemansteve@uswest.net]
Sent: Wednesday, April 26, 2000 7:53 AM
To: dcsupport@flyfrontier.com
Subject: Frontier slot at Washington National

I support and would like to see Frontier Airlines be awarded a nonstop flight between **DIA** and Washington National.

Guynn, Zoe

From: Jim C. Herron [jcherron@ria.net]

Sent: Monday, April 24, 2000 8:14 AM

To: dcsupport@flyfrontier.com

Subject: Non-Stop to Washington D.C.

I strongly support the idea of awarding a gate and a non-stop flight from Denver to Washington D. C. to Frontier Airlines. Frontier is an affordable and competitive airline. I always check the fares on Frontier to have a very good market comparison of the other airlines.

Thank you

Jim Herron
Limon

Gynn, Zoe

From: **SavageLC@aol.com**
Sent: Tuesday, April 25, 2000 8:02 PM
To: **dcsupport@flyfrontier.com**
Subject: Please Fly Between Denver and Washington D.C.

I strongly support Frontier's entry into this market. I have only flown Frontier Airlines once and that was to attend my Father's funeral a few weeks ago. I was so very impressed with Frontier's service that I would like to fly Frontier whenever possible.

Sincerely,
Carolyn savage (SavageLC@aol.com)

Guynn, Zoe

From: M1CK11@aol.com
Sent: Monday, April 24, 2000 9:39 PM
To: dcsupport@flyfrontier.com
Subject: Service to Washington, DC

I want to add my support to approval by the Department of Transportation to permit Frontier Airlines to provide two daily nonstop flights between Denver International Airport and Ronald Reagan Washington National Airport. It is important to provide a variety of carriers the opportunity to provide nonstop service between the airport pairs. This increased service will foster competition, which will in turn lower fares for passengers leaving Denver. The virtual monopoly of United Airlines in Denver restricts competition in **some** markets. Frontier Airlines is a quality air carrier that can help lower the cost of travel to Washington, DC.

Thank you,

David Goss
16106 E. Nassau Dr.
Aurora, CO 80013

Guynn, Zoe

From: Berman [berfam@gateway.net]
Sent: Tuesday, April 25, 2000 5:09 PM
To: dcsupport@flyfrontier.com
Subject: Support competition

As a frequent flyer, I support airline competition and would like to have Frontier as a nonstop choice between **DIA** and Reagan Washington National Airport.

Guynn, Zoe

From: Schare, Stuart [SSchare@haglerbailly.com]
Sent: Tuesday, April 25, 2000 1:53 PM
To: 'dcsupport@flyfrontier.com'
Subject: Support for flights to DCA

To Frontier Airlines:

As a former D.C. resident, I know the frustration of having to fly connecting routes or drive to distant airports every time I wanted to go to the western U.S. Now, as a Denver resident, I find the **same** frustration when seeking to return to my friends and family or when making business trips to my corporate home office in Washington.

It is especially frustrating in light of the fact that United Airlines, of which I am a Premier frequent flyer, has a virtual stranglehold on traffic coming and going to and from Denver's DIA. Very few other airlines can provide the direct routes or frequency of flights to compete with United, thus limiting competition and allowing advanced-purchase fares to skyrocket (just compare United fares from Denver to San Francisco versus Seattle to San Francisco, for example). Given that Washington D.C.'s primary alternative, **Dulles** airport, is a hub for not a competitor (which could allow for more direct flights to Denver) but for United, it leaves too few alternatives.

Competition in the airline industry has been a great thing for **travellers**. But for those cities and routes that get left out, or that are under the disproportionate control of just one airline, it represents a frustrating limitation to the benefits of deregulation. You have my support for the award of new routes to **DCA** to an airline that will increase competition, rather than prolong the regional near-monopoly that currently exists.

Sincerely,

Stuart **Schare**
2736 Wolff Street
Denver, CO 80212
(303) 477-5370
email: stuart@schare.com

Guynn, Zoe

From: Ken Harris [harriskl@email.msn.com]

Sent: Tuesday, April 25, 2000 10:15 PM

To: dcsupport@flyfrontier.com

Subject: support to Washington

We would love to see additional airline service to Washington D.C. Rates are often very high and one has very few choices from Denver, especially if one does not want to have a stop at another Hub. We support this effort.

Sincerely,
Linda Harris

4/26/00

Gynn, Zoe

From: BABSRON@aol.com
Sent: Tuesday, April 25, 2000 9:40 PM
To: dcsupport@flyfrontier.com
Subject: Washington National Airport (Ronald Reagan)

I support a vote of approval by the US Department of Transportation allowing Frontier Airlines two nonstop flights daily from Denver to Washington DC

(Ronald Reagan/Washington National Airport). There needs to be more competition within the US airline industry as well as more travel choices for the US public.

Ronald Ogle
1068 A Delta Drive
Lafayette, CO 80026

Guynn, Zoe

From: Robert Blaine Holt [rbholt@uswest.net]
Sent: Monday, April 24, 2000 1 1:03 PM
To: dcsupport@flyfrontier.com
Subject: Washington National Service

Dear Mr. Addoms,

I am a Denver based attorney: I travel to the District of Columbia frequently. I would greatly appreciate the availability of non-stop service to Washington-National Airport. Please count on me for support of this initiative.

Robert B. Holt
1622 Race Street
Denver, CO 80206

(303) 322-7029

Yes! Regarding the recently signed Wendell H. Ford Aviation Investment and Reform Act, specifically Section 41718(a), I would like Frontier Airlines to receive authorization from the DOT for two daily nonstop flights between Denver International Airport and Ronald Reagan Washington National Airport. I support airline competition and more travel choices!

Signature: James C. Queen

Print Name: James C. Queen

Address: 826 Emerson St, NW Wash DC 2006

Date: 22 Apr 2002 Additional comments: One between 9 AM - 12 noon and another 1-4 PM

Mail to: Frontier Airlines, DC Nonstop Support, P.O. Box 17304, Denver, CO 80217
Or e-mail the message above to: dcsupport@flyfrontier.com
Information supplied is for use by Frontier Airlines only.

Yes! Regarding the recently signed Wendell H. Ford Aviation Investment and Reform Act, specifically Section 41718(a), I would like Frontier Airlines to receive authorization from the DOT for two daily nonstop flights between Denver International Airport and Ronald Reagan Washington National Airport. I support airline competition and more travel choices!

Signature: Dick Gann

Print Name: DICK GANN

Address: 7426 S. CLARKSON CIR. LOVELAND, CO 80127

Date: 4/24/00 Additional comments: _____

Mail to: Frontier Airlines, DC Nonstop Support, P.O. Box 17304, Denver, CO 80217
Or e-mail the message above to: dcsupport@flyfrontier.com
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Signature: Linda L. Meyer

Print Name: LINDA L. MEYER

Address: 2958 S. Bellaire

Date: 4/24/00 Additional comments: Keep Frontier Healthy + Competitive

Mail to: Frontier Airlines, DC Nonstop Support, P.O. Box 17304, Denver, CO 80217
Or e-mail the message above to: dcsupport@flyfrontier.com
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Signature: Jo Ann Hayes
Print Name: _____
Address: _____
Date: 4/23/2000 Additional comment _____


Jo Ann Hayes
367 Garfield St.
Denver, CO 80206

Mail to: Frontier Airlines, DC Nonstop Support, P.O. Box 17304, Denver, CO 80217
Or e-mail the message above to: dcsupport@flyfrontier.com
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Signature: Arvin E. Lyon
Print Name: ARVIN E. LYON
Address: 5987 S. HIGH RD. MORRISON, CO 80465
Date: 4/21/00 Additional comments: _____

Mail to: Frontier Airlines, DC Nonstop Support, P.O. Box 17304 Denver CO 80217
Or e-mail the message above to: dcsupport@flyfrontier.com
Information supplied is for use by Frontier Airlines only

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Signature: Thomas P. Lewis
Print Name: Tom Gamvath
Address: 14456 E Warren Pl. - Aurora CO 80014
Date: 4/1 Additional comments: Why over fly GJT? Why not DEN GJT
LAS SAN, DEN GJT LAX, DEN GJT SEA, DEN GJT SEA, DEN PUB ARR 2X P.

Mail to: Frontier Airlines, DC Nonstop Support, P.O. Box 17304, Denver, CO 80217
Or e-mail the message above to: dcsupport@flyfrontier.com
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Signature: *Diane Steele*

Print Name: _____



Diane Steele
1759 S. Kearney St.
Denver, CO 80224-2134

Address: _____

Date: 7-24-00

Additional comments: _____

Mail to: Frontier Airlines, DC Nonstop Support, P.O. Box 17304, Denver, CO 80217
Or e-mail the message above to: dcsupport@flyfrontier.com
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Signature: *FLYRAJ*

Print Name: FLYRAJ BOND IT

Address: 1774 S. URBAN ST.

Date: 4/15

Additional comments: WOO RAJ I

Mail to: Frontier Airlines, DC Nonstop Support, P.O. Box 17304, Denver, CO 80217
Or e-mail the message above to: dcsupport@flyfrontier.com
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Signature: *Barbara Klein*

Print Name: Barbara Klein

Address: 713 Blue Mountain Drive Ft Collins 80526

Date: 5/10/00

Additional comments: _____

Mail to: Frontier Airlines, DC Nonstop Support, P.O. Box 17304, Denver, CO 80217
Or e-mail the message above to: dcsupport@flyfrontier.com
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Signature: _____
Print Name: Phillip D. Tracy
Address: 1600 Park Ave. #12A Pagosa Spgs. Co 81147
Date: 04-22-00 Additional comments: _____

Mail to: Frontier Airlines, DC Nonstop Support, P.O. Box 17304, Denver, CO 80217
Or e-mail the message above to: dcsupport@flyfrontier.com
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Signature: Kathleen Kilcullen
Print Name: KATHLEEN KILCULLEN
Address: 6831 SPRINGHILL DR. Longmont, CO. 80503
Date: 4-18-00 Additional comments: _____

We need more service from D.S.A

Mail to: Frontier Airlines, DC Nonstop Support, P.O. Box 17304, Denver, CO 80217
Or e-mail the message above to: dcsupport@flyfrontier.com
Information supplied is FOR USE by Frontier Airlines only.

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Signature: Laura A. Hindman
Print Name: Laura A. Hindman
Address: 348 TURKIC AVE BERTHOUD CO 80513
Date: 4/15/00 Additional comments: I travel alone w/ a kids to WASH DC - tired of being gassed by United!
Mail to: Frontier Airlines, DC Nonstop Support, P.O. Box 17304, Denver, CO 80217
Or e-mail the message above to: dcsupport@flyfrontier.com
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Yes! Regarding the recently signed Wendell H. Ford Aviation Investment and Reform Act, specifically Section 41718(a), I would like Frontier Airlines to receive authorization from the DOT for two daily nonstop flights between Denver International Airport and Ronald Reagan Washington National Airport. I support airline competition and more travel choices!

Signature: Wallace E. Carroll, Jr.

Print Name: WALLACE E. CARROLL, JR.

Address: Box 159 FRANKTOWN, CALIF. 90116

Date: 4/22/00 Additional comments: AS AN OCCASIONAL TRAVELER TO WASHINGTON, THIS SERVICE WILL BE A GREAT TIME SAVER.

Mail to: Frontier Airlines, DC Nonstop Support, P.O. Box 17304, Denver, CO 80217
Or e-mail the message above to: dcsupport@flyfrontier.com

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Signature: Helen V. Stavig

Print Name: Helen V. Stavig

Address: 1406 S. Elm St. Denver CO 80222

Date: 4/23/00 Additional comments: _____

Mail to: Frontier Airlines, DC Nonstop Support, P.O. Box 17304 Denver, CO 80217
Or e-mail the message above to: dcsupport@flyfrontier.com

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Signature: Helen Blaise Brigham

Print Name: HELEN ELISE BRIGHAM

Address: 3545 ALLISON CT WHEAT RIDGE CO

Date: 4/24/00 Additional comments: DIA IS TOO EXPENSIVE 8003

TO FLY OUT OF, UNITED HAS A STRANGLE-HOLD

Mail to: Frontier Airlines, DC Nonstop Support, P.O. Box 17304 Denver, CO 80217
Or e-mail the message above to: dcsupport@flyfrontier.com

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Signature: Frances Corsetto
Print Name: FRANCES S. CORSETTO
Address: 400 MADISON ST - DENVER CO 80206
Date: 4/24/00 Additional comments: THIS WOULD EASE THE

STRANGLEHOLD UNITED AIRLINES HAS ON THE DENVER MARKET, AND THE FINANCIAL BURDEN ON ALL OF US THAT

Mail to: Frontier Airlines, DC Nonstop Support, P.O. Box 17304, Denver, CO 80217

Or e-mail the message above to: dcsupport@flyfrontier.com

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**IT HAS!
CREATED!**

Yes! Regarding the recently signed Wendell H. Ford Aviation Investment and Reform Act, specifically Section 41718(a), I would like Frontier Airlines to receive authorization from the DOT for two daily nonstop flights between Denver International Airport and Ronald Reagan Washington National Airport. I support airline competition and more travel choices!

Signature: Ginny Johannes
Print Name: GINNY JOHANNES
Address: 5805 WEST 18TH GREELEY CO 80634
Date: 26 APR 99 Additional comments: _____

Mail to: Frontier Airlines, DC Nonstop Support, P.O. Box 17304, Denver, CO 80217

Or e-mail the message above to: dcsupport@flyfrontier.com

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Signature: Julia Secor
Print Name: JULIA SECOR
Address: 5 VISTA RD, ENGLEWOOD, CO 80110
Date: 4/22/00 Additional comments: _____

Mail to: Frontier Airlines, DC Nonstop Support, P.O. Box 17304, Denver, CO 80217

Or e-mail the message above to: dcsupport@flyfrontier.com

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Signature: Ralph H. Knud

Print Name: RALPH H. KNUD

Address: 262 RAINIE ROAD GOLDEN, CO. 80403

Date: 4/22/00 Additional comments: FRONTIER IS AN EXCELLENT

CARRIER - GIVE US SOME REAL COMPETITION TO WASHINGTON !!

Mail to: Frontier Airlines, DC Nonstop Support, P.O. Box 17304, Denver, CO 80217
Or e-mail the message above to: dcsupport@flyfrontier.com.
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Signature: Cheryl S. Jacobs

Print Name: Cheryl S. Jacobs

Address: 900 Grant St., #924 Denver CO

Date: 4/22/00 Additional comments: 802031

Mail to: Frontier Airlines, DC Nonstop Support, P.O. Box 17304 Denver CO 80217
Or e-mail the message above to: dcsupport@flyfrontier.com
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Signature: Sharon A. Engelhardt

Print Name: Sharon A. Engelhardt

Address: 1051 Mason Street Aurora CO 80010

Date: 4/24/00 Additional comments: _____

Mail to: Frontier Airlines, DC Nonstop Support, P.O. Box 17304, Denver, CO 80217
Or e-mail the message above to: dcsupport@flyfrontier.com
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Signature: Sam A Brin
Print Name: Sam A Brin
Address: 2447 #A S Victoria St. Aurora CO 80014
Date: 4/25/00 Additional comments: Great idea. I support this 100%

Mail to: Frontier Airlines, DC Nonstop Support, P.O. Box 17304, Denver, CO 80217
Or e-mail the message above to: dcsupport@flyfrontier.com
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Signature: George Voight
Print Name: GEORGE VOIGHT
Address: 11405 62.50 RD.
Date: 4-20-00 Additional comments: I used Frontier many times in the past, looking forward to future usage.

Mail to: Frontier Airlines, DC Nonstop Support, P.O. Box 17304, Denver, CO 80217
Or e-mail the message above to: dcsupport@flyfrontier.com
Information supplied is for use by Frontier Airlines only.

Restrictions
currently
recently
y to and

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Signature: Mary Reed Wolff
Print Name: MARY REED WOLFF
Address: 1120 MADISON ST.
Date: 4/13/00 Additional comments: The convenience of National Airport is a real plus. More competitive for Frontier.

Mail to: Frontier Airlines, DC Nonstop Support, P.O. Box 17304 Denver, CO 80217
Or e-mail the message above to: dcsupport@flyfrontier.com
Information supplied is for use by Frontier Airlines only.

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Signature: Alice W. Schneider
Print Name: Alice W. Schneider
Address: 3640 W. Livvate Place
Date: 4-24-00 Additional comments: _____

Mail to: Frontier Airlines, DC Nonstop Support, P.O. Box 17304, Denver, CO 80217
Or e-mail the message above to: dcsupport@flyfrontier.com
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Signature: Barb Luebchow
Print Name: Barb Luebchow
Address: PO Box 563 Bayfield CO 81122
Date: 4/24/00 Additional comments: would like to fly Frontier as a team as we get going to Nursing School in Denver in the early 60s

Mail to: Frontier Airlines, DC Nonstop Support, P.O. Box 17304, Denver, CO 80217
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Signature: _____
Print Name: _____
Address: _____
Date: 4-15-00 Additional comments: _____



Mr. Dene L. Clark
2224 E. 14th Ave. Apt. 2
Denver, CO 80206-2153

keep up the good war

Mail to: Frontier Airlines, DC Nonstop Support, P.O. Box 17304, Denver, CO 80217
Or e-mail the message above to: dcsupport@flyfrontier.com
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Signature: Susan Hickinbotham

Print Name: SUSAN Hickinbotham

Address: 1250 Orchard Rd

Date: 4/14/00 Additional comments: Would love to have

a non-stop to Reagan National - Been flying thru

Mail to: Frontier Airlines, DC Nonstop Support, P.O. Box 17304, Denver, CO 80217

Or e-mail the message above to: dcsupport@flyfrontier.com S.H. 5

Information supplied is for use by Frontier Airlines only

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Signature: Kathleen E Lucero

Print Name: KATHLEEN E LUCERO

Address: 14735 W 58th Ave

Date: 4-14-00 Additional comments: As a travel agent.

The question is often asked for non stop to

Mail to: Frontier Airlines, DC Nonstop Support, P.O. Box 17304, Denver, CO 80217

Or e-mail the message above to: dcsupport@flyfrontier.com DCA

Information supplied is for use by Frontier Airlines only

...the distance between Washington National and Houston. The recently enacted Wendell H. Ford Aviation Investment and Reform Act for the 21st Century includes exemptions for 12 new nonstop flights a day to and from Washington National (six round trips within the 1,250-mile limit and six beyond the 1,250 limit).

Yes! Regarding the recently signed Wendell H. Ford Aviation Investment and Reform Act, specifically Section 41718(a), I would like Frontier Airlines to receive authorization from the DOT for two daily nonstop flights between Denver International Airport and Ronald Reagan Washington National Airport. I support airline competition and more travel choices!

Signature: Gary Rife

Print Name: GARY RIFE

Address: 2403 S. OAKLAND CIR AURORA CO. 80014

Date: 4-21-00 Additional comments: Denver needs more

competition for United and Frontier is the best choice!

Mail to: Frontier Airlines, DC Nonstop Support, P.O. Box 17304, Denver, CO 80217

Or e-mail the message above to: dcsupport@flyfrontier.com

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Signature: Lisa A Finn
Print Name: LISA A. FINN
Address: 5215 S. FRASER ST. AURORA CO 80015
Date: 4/25/00 Additional comments: _____

Mail to: Frontier Airlines, DC Nonstop Support, P.O. Box 17304, Denver, CO 80217
Or e-mail the message above to: dcsupport@flyfrontier.com
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Signature: Kelly K. App
Print Name: Kelly App
Address: 7764 S Harlan Way Littleton, CO 80120
Date: 4-20-00 Additional comments: _____

Mail to: Frontier Airlines, DC Nonstop Support, P.O. Box 17304, Denver, CO 80217
Or e-mail the message above to: dcsupport@flyfrontier.com
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Signature: Georgene Mulvaney (Travel Agent)
Print Name: GEORGENE MULVANEY
Address: 1665 Apple Valley Rd, Lyons, Co, 80540
Date: 4/15/00 Additional comments: FRONTIER IS OUR FAVORITE AIRLINE BECAUSE OF THE LOW FARES & FRIENDLESS
P.S. WE LOVE THE ANIMALS ON THE TAILS !!!

Mail to: Frontier Airlines, DC Nonstop Support, P.O. Box 17304, Denver, CO 80217
Or e-mail the message above to: dcsupport@flyfrontier.com
Information supplied is for use by Frontier Airlines only.

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Signature: *Ron Sady*
Print Name: Ron Sady
Address: 9858 E Maplewood Cr. Denver, CO Englewood, CO
Date: 4-21-00 Additional comments: 80111

Mail to: Frontier Airlines, DC Nonstop Support, P.O. Box 17304, Denver, CO 80217
Or e-mail the message above to: dcsupport@flyfrontier.com
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Yes! Regarding the recently signed Wendell H. Ford Aviation Investment and Reform Act, specifically Section 41718(a), I would like Frontier Airlines to receive authorization from the DOT for two daily nonstop flights between Denver International Airport and Ronald Reagan Washington National Airport. I support airline competition and more travel choices!

Signature: *Bobby H. Hov*
Print Name: Bobby H. Hov
Address: 992 S. Kingston St Aurora, CO 80012
Date: 4/27/00 Additional comments: _____

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Signature: *Melissa Magee*
Print Name: Melissa A. Magee
Address: 9636 W. Chaffield Ave #E Littleton CO 80120
Date: 4-18-00 Additional comments: _____

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Signature: Matt Garland

Print Name: Matt Garland

Address: 12015 W Dartmouth Ave A-301 Co. Greenwood Co 80227

Date: 4-18-00 Additional comments: _____

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Signature: Christopher App

Print Name: CHRISTOPHER APP

Address: 7764 S. Harlan Way, Littleton, CO 80128

Date: 24 April 2000 Additional comments: _____

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Signature: Barbara App

Print Name: Barb App

Address: 7764 S. Harlan Way / Littleton CO 80128

Date: 4-20-00 Additional comments: _____

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Signature: *Alex Caslav*

Print Name: Alex Caslav

Address: 8716 South Y CAMP Rd. Solihua, CO 80135

Date: 4-25-00 Additional comments: _____

Mail to: Frontier Airlines, DC Nonstop Support, P.O. Box 17304, Denver, CO 80217

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Signature: _____

Print Name: JAMES ZAVIST

Address: 1900 S. CLARISON ST. DENVER CO 80202

Date: 5/2/00 Additional comments: THE "LITTLE GUY"

DESERVES A LEVEL PLAYING FIELD!

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Signature: *Sharon T. Evans*

Print Name: Sharon T. Evans

Address: 14406 E. Wyoming Place Aurora, CO

Date: 5-1-2000 Additional comments: Frontier is a great

airline, people friendly, good prices, good service

Mail to: Frontier Airlines, DC Nonstop Support, P.O. Box 17304, Denver, CO 80217

Or e-mail the message above to: dcsupport@flyfrontier.com

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Signature: *Patricia Foltz*

Print Name: ROY + PATRICIA FOLTZ

Address: 2542 S. VAREW ST. LAKEWOOD CO 80227

Date: 4/30/99

Additional comments: We appreciate Frontier Airlines in Denver!

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included from Washington National (six nonstop flights within 1,250 mile limit and six beyond the 1,250 limit).

Yes! Regarding the recently signed Wendell H. Ford Aviation Investment and Reform Act, specifically Section 41718(a), I would like Frontier Airlines to receive authorization from the DOT for two daily nonstop flights between Denver International Airport and Ronald Reagan Washington National Airport. I support airline competition and more travel choices!

Signature: *Adele Mahle*

Print Name: ADELE MAHLE

Address: 545 TACK PINE CT

Date: 4/25

Additional comments: I would also like to see you consider flights to Indianapolis

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Signature: *Josie Heath*

Print Name: JOSIE HEATH

Address: 2455 VASSAR DR. BOULDER CO

Date: 4/2000

Additional comments: Frontier has the best customer service & we need the DC Denver route

Mail Frontier Airlines, DC Nonstop Support, P.O. Box 17304, Denver, CO 80217

Or e-mail the message above to: dcsupport@flyfrontier.com

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...Investment and Reform Act for the
includes exemptions for 12 new nonstop flights a day to and
from Washington National (six round trips within the 1,250-
mile limit and six beyond the 1,250 limit).

Yes! Regarding the recently signed Wendell H. Ford Aviation Investment and Reform Act, specifically Section 41718(a), I would like Frontier Airlines to receive authorization from the DOT for two daily nonstop flights between Denver International Airport and Ronald Reagan Washington National Airport. I support airline competition and more travel choices!

Signature: Jason Gullette

Print Name: Jason Gullette

Address: 1130 S. Madison St - Denver, CO 80210

Date: 4/30/00 Additional comments: United needs more competition @ DIA.

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Signature: Donald L Davis

Print Name: Donald L Davis

Address: 1372 Dahlia St Denver CO 80220

Date: 4-27-00 Additional comments: GREAT SERVICE!
MORE DESTINATIONS WOULD BE GREAT TOO

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Signature: John J. Martin

Print Name: JOHN J MARTIN

Address: 961 S KITTREDGE WY

Date: 27 Apr 00 Additional comments: _____

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Signature: Jean R Friend
Print Name: Jean R Friend
Address: 2607 B Hydraulic Rd, Charlottesville, VA
Date: 4/22/00 Additional comments: _____

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Signature: Ronald A. Petricola
Print Name: Ronald A. Petricola
Address: 2777 So. Yosemite Circle New York, NY
Date: 4/28/00 Additional comments: _____

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Signature: Barbara Ward
Print Name: BARBARA WARD
Address: 20406 SAGEWOOD LANE
Date: 4/28/2000 Additional comments: I'd like more choices & more competition. Better prices.

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Signature: Brian Thies

Print Name: Brian Thies

Address: 6910 Pierce St. Arvada, CO 80003

Date: 4-19-00 Additional comments: _____

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Signature: Donald R. Bay

Print Name: Donald R. Bay

Address: 7710 W. 35TH AVE

Date: 4-21-00 Additional comments: WHEAT RIDGE, CO 80033

Mail to: Frontier Airlines, DC Nonstop Support P.O. Box 17304, Denver, CO 80217
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