PAM BONDI
ATTORNEY GENERAL
STATE OF FLORIDA

OFFICE OF THE ATTORNEY GENERAL

Office of Citizen Services
The Capitol
Tallahassee, Florida 32399-1050

Telephone: (850) 414-3990
Fax: (850) 410-1630

September 23, 2013

Ms. Marta Miranda Alfaro
11850 Southwest 94th Court
Miami, Florida 33176

Dear Ms. Alfaro:

Thank you for contacting Florida Attorney General Pam Bondi's Office regarding the lawsuit to block the merger of US Airways and American Airlines filed by this office, six other attorneys general, and the United States Justice Department in federal court in D.C. on August 13, 2013.

One of the most important roles of the Attorney General of Florida is to enforce the laws to ensure a competitive and fair marketplace.

After a careful review of the facts, the decision was made that the merger would be anticompetitive and would likely lead to higher fares and increased fees for the flying public, including Florida consumers.

We appreciate hearing from you and have taken note of your concerns. Thank you for your interest in this very important matter.

Sincerely,

Frances Baker
Office of Citizen Services

Marta Miranda Alfaro
11850 SW 94 Court
Miami, FL 33176
(H) 305.252.7722
martygirl@bellsouth.net

CC/Anti-Trust Issues

September 5, 2013

Office of Attorney General
State of Florida
The Capitol PL-01
Tallahassee, FL 32399-1050

Attorney General Bondi:

This is letter is to respectfully IMPLORE you to support the merger between AMR/US Airways and to urge the U.S. Dept. of Justice to cease and desist all actions filed against US Airways. I am extremely disappointed that the State of Florida has supported such actions and as a voter, I want you to hear my voice.

This merger is going to keep competition and jobs. The Unions have unanimously agreed to this merger knowing full well there is very little overlap and will not cause ticket prices to increase; therefore consumers will benefit not just the airline industry.

There are over 100,000 employees/voters (and their families) that are depending on this merger. Over the years, US Airways pilots have helped pull US Airways out of bankruptcy by taking steep pay cuts (they are the lowest paid pilots in the industry), having their pensions taken away and watched their friends and co-workers commit suicide because they can't support their families or cope with such large, life affecting losses.

The employees/voters of US Airways (and AMR Corp.) are dedicated to providing excellent service in all positions despite the actions of the Federal Government and their lack of support. They continue to perform their job duties everyday and go above and beyond in order to keep consumers safe, protected and satisfied.

We have all watched many mergers take place in the last few years and the Federal Government has not so much as raised an eyebrow. Why now? Why THIS merger and not the others? Are someone's pockets directly benefiting from this law suit? I have to wonder. So I write to you today to look beyond politics, lobbyists, et al. Look to the people you serve and what they are saying to you. This is the reason why we vote.

Thank you,

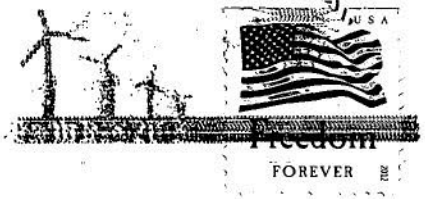
Marta Miranda Alfaro

RECEIVED
2013 SEP 11 AM 9:33
ATTORNEY GENERAL'S OFFICE

QUI FARO
11850 SW 94 Ct.
Miami, FL. 33176

MIAMI FL 331

06 SEP 2013 PM 2 L



Office of Attorney General
State of Florida
The Capitol PL-01
Tallahassee, FL 32399-1050

32399$6507

Internet Contact Information

INTERNET COMPLAINT RECEIVED BY THE ATTORNEY GENERAL'S OFFICE ON 08/27/2013

Jeff Anderson
9522 McAneeny Court
Wellington, FL, 33414 Palm Beach
Phone: (561) 444-7079
Email: sampilot@comcast.net

Name/Firm/Company: Jeff Anderson
Subject/Category: DOJ action against American Airlines Merger with USAir

Questions/Comments:
Dear Ms. Bondi,

I am asking for your support to oppose the federal DOJ lawsuit against the proposed merger of US Airways and American Airlines. As an American Airlines pilot since April 2001, I know what the merger means to me and to the thousands of other American Airlines employees. A truly competitive new airline is good for our employees, our communities and most certainly our customers. It would provide a viable competitive alternative to the two much larger carriers (Delta and United) that currently dominate the marketplace.

A viable competitor would provide greater job security for tens of thousands of workers across the country than the current struggling airline. Neither American Airlines nor US Airways alone has the network to adequately compete with the existing larger carriers; failure of one or both would result in further loss of jobs (especially in the state of Florida), less competition, higher airfares and fewer options for the flying public.

I hope you will participate in withdrawing this lawsuit from the federal DOJ and support a merged air carrier that is stronger and more consumer-friendly. A merger between American Airlines and US Airways is what's best for our country.

Thank you very much for your consideration,
Jeff Anderson

Internet Contact Information

INTERNET COMPLAINT RECEIVED BY THE ATTORNEY GENERAL'S OFFICE ON 09/11/2013

Dean Avary
1089 SW Lighthouse Dr
Palm City, FL, 34990 Martin
Phone: (954) 873-4292
Email: davary77@hotmail.com

Name/Firm/Company: American Airlines
Subject/Category: AA/Us air merger

Questions/Comments:
Pam,

I'm shocked you would oppose the merger between AA and Us Air. I would ask you to withdraw your opposition to it. Please consider:

• The Allied Pilots Association, the Association of Professional Flight Attendants, the Association of Flight Attendants-CWA and the Transport Workers Union of America – unions made up of American Airline employees whose careers depend on the competitive success of American Airlines and its affiliates – filed an amicus curiae brief with the District Court in Washington, D.C., expressing their "strong support" for the motion filed Aug. 22 by American and US Airways to set a trial date.

• The careers of American Airlines employees are inextricably intertwined with the success of American and the airline industry as a whole.

• The Justice Department ("DOJ") brought this injunction action without warning on the eve of the confirmation of a Plan of Reorganization predicated on a merger between American and US Airways.

• American and its unions had already made substantial preparations for the merger, making significant operational decisions. As a result of this suit, American finds itself in competitive limbo.

• The DOJ approved prior mergers.

• At the heart of this dispute is the question of whether American can operate with a network that will compete effectively or whether it will be forced to adopt a stand-alone strategy as a second-tier carrier left to pick over the scraps of much larger competitors.

• American cannot adopt a long-term strategy until it knows whether it will be permitted to acquire a network to compete with United and Delta.

• The damage to competition in the airline industry as a result of a less-competitive American must be minimized by a decision on the merits on as prompt a schedule as possible.

• In 2008, the DOJ approved the merger of Delta and Northwest, creating a combined carrier with a national network that easily exceeded American's capacity.

• In 2010, following the same antitrust analysis, the DOJ approved the merger

of Untied and Continental, creating a second national business carrier with a network vastly superior to American's.

• The more limited size and scope of American's network – the interconnected web of airline routes through which the airline services its customers – "put it at a competitive disadvantage relative to its largest major network carrier competitors: United and Delta."

• American's share in most regions of the United States has "significantly eroded over the last decade as its key network carrier competitors have consolidated and extended their network and scale advantages."

• One significant effect has been a steady loss of American's "high-yield corporate customers and frequent elite travelers to the superior networks of United and Delta."

• The loss of market share can be measured in a loss of American employee jobs. The APA has more than 10,000 members because it took that many pilots and more to fly the American system. Because of ever-diminishing market share, only 7,959 pilots are actively flying at American.

• Since 2000, the active number of TWU employees at American has plummeted from 35,000 to 23,000.

• The APFA workforce is about 36% smaller than it was in May 2002, when almost 25,000 flight attendants worked for American.

• Without a network similar in scale to Delta and United, American will continue to decline. The result will be fewer competitive routes for the industry, lessened competition and a significant loss of jobs.

• Following years of losses in the market dominated by United and Delta, on Nov. 29, 2011, AMR Corporation, American Airlines Inc. and affiliates were forced to file Chapter 11 reorganization proceedings in the U.S. Bankruptcy Court for the Southern District of New York.

• American's incumbent management sought to reorganize based on a stand-alone plan for emergence. The problems with this approach were apparent from the outset; ultimately, American's creditors opted for a more competitive approach followed by other industry players: building American's network to equal its competitors through a merger.

• American sought a merger partner in US Airways, whose routing network is almost entirely complementary to its own.

• American filed a Plan of Reorganization based on the merger of American and US Airways. All classes of creditors voted in favor of the plan.

• We hoped the combination of American and US Airways would significantly enhance American's ability to compete with Delta and United, thus increasing competition in the domestic and international airline markets.

• In the last few months, hundreds of pilots have been called off the furlough lists in anticipation of increased flying upon consummation of the merger.

• Increased American flights mean more competitive routes and increased competition in the industry.

• Anticipating that the closing would occur shortly after the confirmation hearing, American and US Airways had undertaken a selection process for management at the merged company. Many of American's upper management, some by their own choice, were replaced by US Airways personnel. As a result, on the management side, American is little more than a shell.

• Understandably, the management that remains lacks the same incentives as the proposed management team to aggressively protect American and its diminishing market share during any delay in closing the merger.

• It is not possible to recruit new management in light of the uncertainty hanging over the company.

• Lacking motivated incumbent leadership, American's competitive position is likely to erode further during the pendency of this case.

• Employees whose job outlook was more certain are facing further delays, more furloughs and great uncertainty regarding their future with the airline.

• The competitive position of American and the industry as a whole will be damaged while American is unable to undertake initiatives because of the uncertainty regarding its future.

• We respectfully submit that the court will inevitably deny the relief sought by the plaintiff once it reviews the evidence in this case.

• These issues must be resolved sooner rather than later.

• The DOJ injunctive action is having a real, immediate adverse impact on the lives of ordinary hard-working employees of American Airlines.

Timothy D. Averett
225 McLean Pt.
Winter Haven, FL 33884

Dear Ms. Bondi,

I'm an airline pilot for US Airways and I write to you today to tell you how disappointed I am with the lawsuit filed by the Dept. of Justice and the State of Florida. The DOJ and Florida seek to block the impending merger between my airline and American Airlines.

Since 9/11, my career has been on a downward spiral and US Airways pilots remain the lowest compensated pilots by double digit margins to their peers. I gave up my pension & 40% of my pay and benefits to nurse my company through two bankruptcies. I currently work under a bankruptcy era contract and US Airways does not pay industry standard wages because they don't have the size and revenue generating capability of either United or Delta. This merger changes everything as it contains union agreements that finally dissolve issues that have festered for years. Besides finally moving US Airways away from industry wallflower status, it also allows American to emerge from bankruptcy as a strong and viable competitor.

This lawsuit is potentially devastating to the employee's of both airlines. The DOJ helped collapse a merger between US Airways and United in the late 90's, yet lets every other merger since then proceed. Now once again, the DOJ punishes a group of US Airways pilots who have done nothing but serve the public with near flawless professional commitment. The industry consolidation door has been open and it is particularly unfair to slam the door closed on the last two horses left in a slowly colllapsing barn.

If you have ever been safely guided through the skies on either airline, you will be well served to urge the DOJ to drop the lawsuit and let the people who know how to fly, continue to fly. I've spent 29 years serving the passengers of my airline and I'm opening the cockpit door to you now and asking in the most heartfelt way, please help me earn back a portion of what I have given up. Please remove your impediment and do not unfairly dictate the winners and losers in this marketplace.

Sincerely,

Capt. Timothy D. Averett
Airbus A320/Charlotte, NC
timaverett@gmail.com
863-326-9494

RECEIVED
2013 AUG 16 AM 9:06
ATTORNEY GENERAL'S OFFICE

Tim Averett
225 McLean Pt.
Winter Haven, FL 33884-4136

TAMPA FL
SAINT PETERSBURG
14 AUG 2013 PM 3 L

Office of Attorney General
State of Florida
The Capitol PL-01
Tallahassee, FL 32399-1050

32399105099

PAM BONDI
ATTORNEY GENERAL
STATE OF FLORIDA

OFFICE OF THE ATTORNEY GENERAL

Office of Citizen Services
The Capitol
Tallahassee, Florida 32399-1050

Telephone (850) 414-3990 FAX (850) 410-1630

August 30, 2013

Ms. Laura E. Babe
2720 South 132nd Street
New Berlin, Wisconsin 53151

Dear Ms. Babe:

Thank you for contacting Florida Attorney General Pam Bondi's Office regarding the lawsuit to block the merger of US Airways and American Airlines filed by this office, six other attorneys general, and the United States Justice Department in federal court in D.C. on August 13, 2013.

One of the most important roles of the Attorney General of Florida is to enforce the laws to ensure a competitive and fair marketplace.

After a careful review of the facts, the decision was made that the merger would be anticompetitive and would likely lead to higher fares and increased fees for the flying public, including Florida consumers.

We appreciate hearing from you and have taken note of your concerns. Thank you for your interest in this very important matter.

Sincerely,

Office of Citizen Services
Florida Attorney General's Office

CS Anti-Trust Issue

Return to Frances

To: Texas, Greg Abbot: greg.abbott@texasattorneygeneral.gov
Virginia, Ken Cuccinelli, II: mailoag@oag.state.va.us
Florida, Pam Bondi: 850 410 1630 (fax)
Tennessee, Robert E. Cooper: tnattygen@ag.tn.gov
Arizona, Tom Horne: consumerinfo@azag.gov
Pennsylvania, Kathleen Kane: info@attorneygeneral.gov

Cc: USA Today: letters@usatoday.com
Chicago Tribune: ctc-tribletter@tribune.com

Dear Attorney Generals,

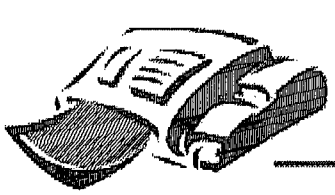
I am contacting you to reconsider your opposition to the proposed merger between US Airways and American Airlines. As a Professional Flight Attendant since 1991, I know what the merger means to me and to the thousands of other American Airlines employees. Never before have the employees and management worked so hard and well together all in an effort to save these two great companies. A merger is good for employees and it is good for U.S. consumers.

The merger will provide job security for tens of thousands of workers across the country. Neither of these companies can adequately compete with Delta and United and failure of one or both would result in the decimation of jobs, less competition, higher airfares, and fewer options for the flying public.

I hope you will reconsider your participation in this ill-advised lawsuit and instead support a stronger, more profitable, and consumer-friendly merged air carrier.

Please join us in supporting the merger between American Airlines and US Airways; it is what's best for our country.

Laura E. Babe
2720 S 132nd St
New Berlin, WI 53151
414.975.8147



faxZERO

Send a fax for free

Recipient Information

To: Pam Bondi
Company: Florida Attorney General
Fax #: 8504101630

Sender Information

From: Laura E. Babe
Email address: lebabe@wi.rr.com (from 65.30.38.157)
Sent on: Wednesday, August 21 2013 at 12:55 PM EDT

American Airlines/US Airways merger

This fax was sent using the FaxZero.com free fax service. FaxZero.com has a zero tolerance policy for abuse and junk faxes. If this fax is spam or abusive, please e-mail support@faxzero.com or send a fax to 800-980-6858. Specify fax #10094127. We will add your fax number to the block list.

Internet Contact Information

INTERNET COMPLAINT RECEIVED BY THE ATTORNEY GENERAL'S OFFICE ON 10/27/2013

TOM BAERWALD
5013 MAXWELL CIRCLE #202
Naples, FL, 34105 Collier
Phone: (312) 933-9023
Email: TBAERWALD@COMCAST.NET

Name/Firm/Company: AMERICAN AIRLINES
Subject/Category: PLEASE SUPPORT THE AMERICAN AIRLINES/ US AIR MERGER!

Questions/Comments:
ATTORNEY GENERAL BONDI:
PLEASE SUPPORT THE PROPOSED AMERICAN AIRLINES/ US AIR MERGER. IT IS GOOD FOR COMPETITION AND JOBS!
THANK YOU FOR LISTENING. TOM BAERWALD.

Internet Contact Information

INTERNET COMPLAINT RECEIVED BY THE ATTORNEY GENERAL'S OFFICE ON 10/15/2013

tom baerwald
5013 maxwell cirCLE #202
Naples, FL, 34105 Collier
Email: TBAERWALD@COMCAST.NET

Name/Firm/Company: AMERICAN AIRLINES
Subject/Category: SUPPORT THE AMERICAN AIRLINES / US AIR MERGER

Questions/Comments:
MS BONDI;
PLEASE GET BEHIND AND SUPPORT THE AMERICAN AIRLINES/ US AIR MERGER.
THANK YOU FOR LISTENING. TOM BAERWALD

Internet Contact Information

INTERNET COMPLAINT RECEIVED BY THE ATTORNEY GENERAL'S OFFICE ON 10/13/2013

TOM BAERWALD
5013 MAXWELL CIRCLE #202
Naples, FL, 34105 Collier
Phone: (312) 933-9023
Email: TBAERWALD@COMCAST.NET

Name/Firm/Company: GOOD FOR THE US AIR TRANSPORT INDUSTRY!
Subject/Category: PLEASE SUPPORT THE AMERICAN AIRLINES/ US AIR MERGER!

Questions/Comments:
MS BONDI: PLEASE SUPPORT THE AMERICAN AIRLINES/ US AIR MERGER! IT IS VERY GOOD FOR THE ECONOMY OF THE GREAT STATE OF FLORIDA! THANK YOU. TOM BAERWALD.

Internet Contact Information

INTERNET COMPLAINT RECEIVED BY THE ATTORNEY GENERAL'S OFFICE ON 10/07/2013

THOMAS BAERWALD
5013 MAXWELL CIRCLE #202
Naples, FL, 34105 Collier
Phone: (312) 933-9023
Email: TBAERWALD@COMCAST.NET

Name/Firm/Company: AMERICAN AIRLINES
Subject/Category: AMERICAN AIRLINES/ US AIR MERGER SUPPORT

Questions/Comments:
MS ATTORNEY GENERAL:
BUSINESS, EMPLOYEE, AND PUBLIC SUPPORT FOR THE MERGER OF AMERICAN AIRLINES AND US AIR IS TREMENDOUS. BOTH AIRLINES HAVE A HUGE PRESENCE IN THE GREAT STATE OF FLORIDA WITH AMERICAN AIRLINES HAVING A SUPER HUB IN MIAMI. THE COMBINATION OF THESE TWO COMPANIES WOULD ENSURE A CONTINUED LARGE PRESENCE IN THIS STATE AND KEEP TENS OF THOUSANDS OF GOOD PAYING JOBS AND BENEFITS IN THE STATE OF FLORIDA.

WITHOUT A MERGE, THE VIABILITY OF THESE TWO COMPANIES IS IN QUESTION DUE TO THE HUGE DUOPOLY OF UNITED AND DELTA AIRLINES.

A STRONG CAPABLE THIRD COMPETITOR OF THESE TWO MEGA CARRIERS IS NEEDED TO KEEP STRONG COMPETITION ALIVE IN THE US AIR TRANSPORT SECTOR OF THIS COUNTRY. THIS IN TURN WILL KEEP SO MANY GREAT JOBS WITH BENEFITS BOTH DIRECTLY AND INDIRECTLY TIED TO THESE TWO COMPANIES IN THE STATE OF FLORIDA!.

PLEASE SUPPORT AND HELP ALL PARTIES CONCERNED TO FIND A WAY TO MAKE THIS IMPORTANT MERGER TO THE STATE OF FLORIDA A HUGE SUCCESS!

THANKS FOR LISTENING. THOMAS BAERWALD

Internet Contact Information

INTERNET COMPLAINT RECEIVED BY THE ATTORNEY GENERAL'S OFFICE ON 09/18/2013

TOM BAERWALD
5013 MAXWELL CIRCLE #202
Naples, FL, 34105 Collier
Phone: (312) 933-9023
Email: TBAERWALD@COMCAST.NET

Name/Firm/Company: AMERICAN AIRLINES
Subject/Category: HUGE SUPPORT FOR THE AMERICAN AIRLINES / US AIR MERGER

Questions/Comments:
MS ATTORNEY GENERAL:
PLEASE GET BEHIND, SUPPORT, AND LEAD ALL PARTIES CONCERNED TO GET A SUCCESSFUL AMERICAN AIRLINES / US AIR MERGER.
PUBLIC, PRIVATE, AND BUSINESS SUPPORT FOR THIS MERGER IS HUGE. ALSO. TENS OF THOUSANDS OF EMPLOYEES ARE BEHIND THIS MERGE.
THE US AIRLINE INDUSTRY NEEDS A THIRD STRONG BIG AIRLINE TO COUNTER THE UNITED/ DELTA AIRLINES DUOPOLY!
TENS OF THOUSANDS OF GOOD PAYING JOBS AND BENEFITS FOR THE STATE OF FLORIDA ARE ALSO AT STAKE!
THERE ARE ALSO MANY MORE THOUSANDS OF JOBS INDIRECTLY RELATED TO THE SUCCESS OF THESE COMPANIES AT AIRPORTS AROUND THE STATE OF FLORIDA.
THANK YOU FOR LOOKING INTO THIS. THOMAS BAERWALD.

Internet Contact Information

INTERNET COMPLAINT RECEIVED BY THE ATTORNEY GENERAL'S OFFICE ON 09/03/2013

THOMAS BAERWALD
5013 MAXWELL CIRCLE #202
Naples, FL, 34105 Collier
Phone: (312) 933-9023
Email: TBAERWALD@COMCAST.NET

Name/Firm/Company: AMERICAN AIRLINES
Subject/Category: SUPPORT THE AMERICAN AIRLINES / US AIR MERGER

Questions/Comments:
Ms Attorney General,
PLEASE GET BEHIND, SUPPORT , AND LEAD ALL PARTIES CONCERNED TO FIND A WAY FOR THE AMERICAN AIRLINES/ US AIR MERGER TO HAPPEN AND BE A SUCCESS.
THERE IS HUGE BUSINESS AND PUBLIC SUPPORT FOR THIS MERGER NOT TO MENTION TENS OF THOUSANDS OF GOOD PAYING JOBS AND BENEFITS, ESPECIALLY FOR THE STATE OF
FLORIDA!
THE US AIRLINE INDUSTRY NEEDS A STRONG LONG TERM COMPETITOR TO COUNTER THE DUOPOLY OF UNITED AND DELTA AIRLINES.
THANK YOU FOR LISTENING! THOMAS A BAERWALD.

Internet Contact Information

INTERNET COMPLAINT RECEIVED BY THE ATTORNEY GENERAL'S OFFICE ON 08/23/2013

Thomas Baerwald
5013 maxwell circle #202
Naples, FL, 34105 Collier
Phone: (312) 933-9023
Email: TBAERWALD@comcast.net

Name/Firm/Company: American Airlines
Subject/Category: American Airlines/US Air merger huge public/ business support!

Questions/Comments:
Ms Bondi;
I find it very difficult to understand how your office has opposed the merger between AA and US Air.
How is this merger any different than the precedent set by the mergers of Delta/ Northwest and United/ Continental and Southwest/ AirTran?
The US Airline industry needs another big competitor to counter the duopoly of the already DOJ approved United/Continental and Delta/ Northwest mergers!
Public and business support for this mergers is huge. The addition of jobs/ benefits and real revenue for residents of the great state of Florida can not be overlooked and is very large.
The Florida Attorney Generals office needs to get behind and support this big economic engine for the state of Florida and ensure that a deal is worked out to help this merger go through!!
This has an enormous public following. thank you for listening.
Thomas a Baerwald

Internet Contact Information

INTERNET COMPLAINT RECEIVED BY THE ATTORNEY GENERAL'S OFFICE ON 10/30/2013

TOM BAERWALD
5013 MAXWELL CIRCLE #202
Naples, FL, 34105 Collier
Phone: (312) 933-9023
Email: TBAERWALD@COMCAST.NET

Name/Firm/Company: AMERICAN AIRLINES EMPLOYEE
Subject/Category: PLEASE SUPPORT THE AMERICAN AIRLINES/ US AIR MERGER!

Questions/Comments:
MS BONDI...
PLEASE SUPPORT THE AMERICAN AIRLINES / US AIR MERGER.
PUBLIC, BUSINESS, AND EMPLOYEE SUPPORT IS HUGE!
JOBS...JOBS...JOBS...JOBS...JOBS!!!!!
THANKS FOR LISTENING! TOM BAERWALD

Internet Contact Information

INTERNET COMPLAINT RECEIVED BY THE ATTORNEY GENERAL'S OFFICE ON 10/31/2013

Karen Barry
1083 Raintree Drive
Palm Beach Gardens, FL, 33410 Palm Beach
Email: kabbarry@gmail.com

Name/Firm/Company: DOJ
Subject/Category: American Airlines and USAirways merger/DOJ Lawsuit

Questions/Comments:
Hello Ms. Bondi,

I am a 25 year veteran flight attendant of American Airlines that has seen many changes over the years to my profession. We have had our paychecks slashed, benefits slashed, work rules slashed all in the hopes of keeping our airline afloat. All of my years of dedication to American Airlines stands in the balance of this much needed merger with USAirways. If American Airlines were to have to "stand alone" against the previous mega mergers of United-Continental and Delta-Northwest, I, and many of my coworkers, fear American Airlines will not be able to compete and may go the way of Pan Am, Eastern Airlines, Horizon...just to name a few. American Airlines a very large employer in the state of Florida. If we were to be unable to complete with the other large airlines and were to close our doors, thousands of employees would lose their jobs, pensions and the ability to contribute to this great state of Florida.
When I first started my career 25 years ago it was with the promise of a decent retirement and medical coverage. Our bankruptcy has stripped us of that. Now, without a merger, we may lose the little portion of our salary that is left.
Please reconsider your objection to our merger. So many American Airlines employees live here, love it here and want to continue to bring more people to this paradise state. Help us continue to bring both business travelers and tourists to Florida by letting us merge with USAirways and become the New American Airlines that can enhance the airways with a positive new direction!
Thank you so much for your consideration in helping us merge. I hope to see you on a flight very soon!
Take care,
Karen Barry

PAM BONDI
ATTORNEY GENERAL
STATE OF FLORIDA

OFFICE OF THE ATTORNEY GENERAL

Office of Citizen Services
The Capitol
Tallahassee, Florida 32399-1050

Telephone (850) 414-3990 FAX (850) 410-1630

August 30, 2013

Ms. Marcia Beaird
646 North Victoria Park Road
Fort Lauderdale, Florida 33304

Dear Ms. Beaird:

Thank you for contacting Florida Attorney General Pam Bondi's Office regarding the lawsuit to block the merger of US Airways and American Airlines filed by this office, six other attorneys general, and the United States Justice Department in federal court in D.C. on August 13, 2013.

One of the most important roles of the Attorney General of Florida is to enforce the laws to ensure a competitive and fair marketplace.

After a careful review of the facts, the decision was made that the merger would be anticompetitive and would likely lead to higher fares and increased fees for the flying public, including Florida consumers.

We appreciate hearing from you and have taken note of your concerns. Thank you for your interest in this very important matter.

Sincerely,

Office of Citizen Services
Florida Attorney General's Office

C&I Anti-trust Issue

August 21, 2013

Texas, Greg Abbot: greg.abbott@texasattorneygeneral.gov
Virginia, Ken Cuccinelli, II: mailoag@oag.state.va.us
Florida, Pam Bondi: 850 410 1630 (fax)
Tennessee, Robert E. Cooper: tnattygen@ag.tn.gov
Arizona, Tom Horne: consumerinfo@azag.gov
Pennsylvania, Kathleen Kane: info@attorneygeneral.gov

RE: American Airlines / US Airways Merger

Dear Attorney General Bondi, Kane, Cooper, Horne, Abbott and Cuccinell,

I am presently a Professional Flight Attendant of American Airlines since 1984. This has been a very long and stressful encounter that the employees of AA and US Airways have had to endure during this bankruptcy and merger. Yes, as a consumer I can understand your concerns, but the employees of American Airlines have had to sacrifice with subject to more lay-offs, pay cuts, many concessions, pension freezes, medical tripling and along with our work rules changing.

I have been around this industry for 29 years and have seen good management and poor management. The merger will provide job security for tens of thousands of workers across the country. Neither of these companies can adequately compete with Delta and United and failure of one or both would result in the decimation of jobs, less competition, higher airfares, and fewer options for the flying public.

I hope you will reconsider your participation in this ill-advised lawsuit and instead support a stronger, more profitable, and consumer-friendly merged air carrier.

A merger is good for employees and it is good for U.S. consumers.

Thank you,

Marcia Beaird
646 N Victoria park rd
FT Lauderdale, FL 33304
954-817-4140
AA-098219 IMA

Internet Contact Information

INTERNET COMPLAINT RECEIVED BY THE ATTORNEY GENERAL'S OFFICE ON 08/21/2013

Marcia Beaird
646 N Victoria park rd
Ft Lauderdale , FL, 33304
Phone: (954) 817-4140
Email: kkenner1@aol.com

Name/Firm/Company: P
Subject/Category: Antitrust Lawsuit- AA- US Airways
Street Address: Aam Bondi

Questions/Comments:
August 21, 2013

Texas, Greg Abbot: greg.abbott@texasattorneygeneral.gov
Virginia, Ken Cuccinelli, II: mailoag@oag.state.va.us
Florida, Pam Bondi: 850 410 1630 (fax)
Tennessee, Robert E. Cooper: tnattygen@ag.tn.gov
Arizona, Tom Horne: consumerinfo@azag.gov
Pennsylvania, Kathleen Kane: info@attorneygeneral.gov

RE: American Airlines / US Airways Merger

Dear Attorney General Bondi, Kane, Cooper, Horne, Abbott and Cuccinell,

I am presently a Professional Flight Attendant of American Airlines since 1984. This has been a very long and stressful encounter that the employees of AA and US Airways have had to endure during this bankruptcy and merger. Yes, as a consumer I can understand your concerns, but the employees of American Airlines have had to sacrifice with subject to more lay-offs, pay cuts, many concessions, pension freezes, medical tripling and along with our work rules changing.
I have been around this industry for 29 years and have seen good management and poor management. The merger will provide job security for tens of thousands of workers across the country. Neither of these companies can adequately compete with Delta and United and failure of one or both would result in the decimation of jobs, less competition, higher airfares, and fewer options for the flying public.
I hope you will reconsider your participation in this ill-advised lawsuit and instead support a stronger, more profitable, and consumer-friendly merged air carrier.
A merger is good for employees and it is good for U.S. consumers.

Thank you,
Marcia Beaird
646 N Victoria park rd
FT Lauderdale, FL 33304
954-817-4140
AA-098219 IMA

Internet Contact Information

INTERNET COMPLAINT RECEIVED BY THE ATTORNEY GENERAL'S OFFICE ON 09/23/2013

Marcia Beaird1
646 N Victoria park rd
Ft Lauderdale, FL, 33304 Broward
Phone: (954) 817-4140
Email: kkenner1@aol.com

Name/Firm/Company: DOH
Subject/Category: AA/US AIRWAYS.....State od Florida DOH

Questions/Comments:
September 23, 2013
Pam Bondi, Attorney General
Office of Citizens Services
Florida Attorney General's Office

Dear Attorney General Pam Bondi,

Thank you for you and your office responding to my last letter regarding the lawsuit to block the merger of US Airways and American Airlines. I do understand that the duties of the Attorney General of Florida are to enforce the law. I also understand that the other Airlines made promises that they do not uphold. But those other Airlines should be held responsible and not AA or US Airways.

The laws especially in Florida seem to have a one-sided agenda. I personally experienced firsthand with dealing with the Department of Health in 2005-present on a Malpractice case. The corruption and falsifying of documents should be of more concern with your office then if another two airlines wanting to merge together.

Attorney General Bondi what I experienced with dealing in my malpractice case with Kathryn E Price; Deputy General counsel; Larry McPherson; Executive Director DOH, MQA, DOH Expert; Dr Walter Seimen, should be of more concern to your office on how these government offices are working and handle situations.

If you will allow me to give you a little back ground of the situation and my case.

My case: Marcia Beaird-Case# 2005-54712
I contracted a staph infection after a Liposuction procedure in May 24, 2005 from a doctor in Miami Beach -Dr J. Howell Tiller. Within less than 48 hours after my surgery I was rushed to Broward General Hospital. I became septic and all of my organs shut down and I was in renal failure. I was in grave condition for 2 1/2 months and in a induce coma. My stay in the hospital was for 5 months which within this time I underwent several blood transfusions to debridement of my skin to extensive skin grafting. I lost over 80% of my skin along with hearing lose. My rehab will be for the rest of my life. My case had been closed by the DOH.
I have all correspondence with Ms. Kathryn Price, deputy general counsel of the Florida department of Health.
I have a signed document from my mother Ann Beaird for the Florida department of health to inspect Dr J Howell Tillers facility after this had happened to me. To date I have never received any indication that the DOH had ever

inspected his facility.
I had written to Governor Crist on my concerns since I was hitting a brick wall with the DOH. That is how I was put in contact with Ms. Price. Several times I had written to Governor Crist to voice my dismay and disbelief in the Florida Department of Health concerning the mishaps, mistakes and cover ups that this department had displayed. Not once, not twice, but several times this department has covered up their own mistakes. Continually, they denied me a fair appeal.
I continued to write to Ms. Price in concerns about my case being closed and if the DOH had inspected Dr Tiller's facility which I was getting the run around and the statement of "doctor confidentiality". Until I researched this matter n detail, I was not aware that I had 60 days to appeal their decision to close my case. I was never notified by the DOH. I never received any correspondence from this department stating that my case was reviewed and closed in August 2005. That would have been impossible for me to review since I was still in the hospital fighting for my life. I repeatedly requested from them information concerning my case. Instead, Lashonda Knight, by request from Duty General Counsel Katherine Price, I was sent another patient's complete medical nformation along with a surgery performed by J. Howell Tiller in 2002, with documentation that Dr. Tiller failed his inspection the day before surgery.
The department was well aware of Dr. Tiller not passing his inspection from documents presented from Ms. Melinda Gray. But of course the department took no disciplinary action. This was brought to the attention of Larry McPherson; Executive Director along with Dr. Tiller claims in his website that the company that gives him his accreditation he is also an inspector. Dr Tiller also went through training and accreditation to become an Inspector for the AAAASF for which he volunteers to inspect and to help gain accreditation for the facilities of his Board-certified colleagues. Mr. McPherson stated he wasn't aware of this. Well he should be aware of every little thing that the doctors n Florida do if you're going to continue to represent them in destroying someone's life. Obviously, this gross error was not meant for me to see. But by the negligence of the DOH, I did. I immediately reported this to the Inspector General and to Hippaa. It is only reasonable to surmise that after failed previous attempts, their swift response to my request now, was because they got caught exposing another patient's information, which is clearly a violation of patient confidentiality. I was granted an appeal and all of my documentation, along with an affidavit from Dr Paul Wigoda, was sent to the DOH and Ms. Price on January 16, 2009. But again the DOH displayed a cover up. The expert Dr Walter Seimen sent his response dated January 13, 2009 stating that there were no changes in his opinion. How could this be possible? My documents were not sent until three days after this date which was January 16, 2009. How was this doctor able to review and reaffirm his decision with documents not in his possession on January 13?? I consider Dr Seimen to have perjured himself. Where is the credibility of this Expert and the DOH!
After bringing this to the attention of Ms. Price she again had this same expert review my documents on January 23, 2009. Dr Seimen stated it did not change his opinion. Well of course it wouldn't since he had already committed fraud on a signed document that I have in my possession. The department of health relied on this Expert; Dr Seimen which not only committed perjury on falsifying a document, but whether under oath or not; this expert of the DOH ied out right, which told untruth statements and then signed his signature on a document. Falsifying a document is a crime when any person does it. I guess not in the DOH because of the results on my case.
In a letter dated October 6, 2009 from Ms. Price, she stated that the affidavit from Dr Wigoda, that I previously sent, was different from the affidavit we sent in our documents on January 16, 2009. Which there was no difference? At this point, I demanded an explanation and a response. To date, I have never

heard back from Ms. Price. Instead my case was closed by the probable case panel.
Attorney General Bondi I do not believe anyone should have to go through extreme circumstances that I was exposed to from Ms. Price, Dr Seimen and the Florida department of health.
Dr. Tiller's negligence almost killed me and changed my life forever. The politics and bureaucracy of the DOH might just kill me after all, not to mention everyone else that Dr. Tiller is still allowed to operate on because of the mismanagement of the State of Florida and its inability and refusal to accept accountability. How can the State of Florida, morally, ethically, responsibly and safely allow Dr. Tiller continue to practice without recourse or discipline?

Attorney General Bondi in your letter you stated that after a careful review of facts, the decision was made that a merger would be anticompetitive and would likely lead to higher fares and increased fees for the flying public, including Florida consumers. I hope that your office has thoroughly reviewed all information and is not like the Florida Department of Health. That Panel took none of the information or documentation into consideration concerning my case. In my case the DOH and the Panel of doctors had a blind eye from the truth. They were protecting the reputation of the DOH, while with no regards for me or my safety. They supported and allowed the display of corruption and negligence of the DOH towards me and my case.

I am a Florida resident, and I want to know what happened to that system that is supposed to uphold and protect its citizens, its Florida consumers?

I sincerely hope that your office is not just following the others down a path of destruction of these two Airlines, but instead thoroughly doing your job. Taking a step morally, ethically and responsibly is your position for the Florida consumers as our Attorney General.
Please do not follow the example of the DOH, Deputy General Counsel; Kathryn E Price, Expert of DOH; Dr Walter Seimen, Larry McPherson; DOH executive board and even the Governor; Governor Charlie Crist who choose to look the other way and not uphold and protect a citizen of the State of Florida.
It's sad because unless someone is experiencing that experience, you have no idea how it is effecting them. Not everything is Black and white. You need to step back and read between the lines.
I truly appreciate you taking the time to hear my concerns; I look forward from hearing from you.

Marcia Beaird
646 N Victoria park rd
Ft Lauderdale, FL 33304
954-817-4140
kkenner1@aol.com

Attached Photos:
Broward Hospital 2005; Liposuction.
Like I said not everything is black and white.

Internet Contact Information

INTERNET COMPLAINT RECEIVED BY THE ATTORNEY GENERAL'S OFFICE ON 10/08/2013

Donald Becker
1513 Ocean Shore blvd. Unit E5
Ormond Beach, FL, 32176 Volusia
Phone: (386) 441-3677
Email: db32176@gmail.com

Name/Firm/Company: American Airlines US airways
Subject/Category: AMERICAN AIRLINES US AIRWAYS MERGER

Questions/Comments:
Dear Ms Bondi, Please reconsider your position on this airline merger between American and US Airways. This combination would be a win for our state and make us more conpetative. I am an airline employee and I fear I will not have a job should this merger not be approved. I did vote in the last election for Gov Scott and would like to next year, depending on your position. My hope is you will do the right thing. THANK YOU DON BECKER

Internet Contact Information

INTERNET COMPLAINT RECEIVED BY THE ATTORNEY GENERAL'S OFFICE ON 09/03/2013

Holly Beckwith
2600 Kittbuck Way
West Palm Beach, FL, 33411 Palm Beach
Email: Wong8971@bellsouth.net

Name/Firm/Company: American Airlines/USAirways
Subject/Category: DOJ Antitrust Lawsuit

Questions/Comments:
When was the last time every union at a major American corporation worked with management for the good of everyone? That's exactly what happened at American Airlines when all 3 unions, the board of directors and the unsecured creditors decided a merger with USAirways would save our company.

Delta/Northwest and Continental/United are now mega carriers with only each other as competition. The country deserves to have another choice. Neither American nor USAirways can compete if forced to "stand alone".

A merged American is in a position to grow and prosper. That growth is important to the job security of the tens of thousands of employees. Many of these employees live and work in Florida.

Please preserve Florida jobs and keep the skies competitive by withdrawing from the DOJ antitrust lawsuit against American Airlines.

Captain Holly Beckwith
American Airlines

PAM BONDI
ATTORNEY GENERAL
STATE OF FLORIDA

OFFICE OF THE ATTORNEY GENERAL

Office of Citizen Services
The Capitol
Tallahassee, Florida 32399-1050

Telephone: (850) 414-3990
Fax: (850) 410-1630

October 25, 2013

Mrs. Mozelle S. Bell
5215 Dover Street Northeast
St. Petersburg, Florida 33703

Dear Mrs. Bell:

Thank you for contacting Florida Attorney General Pam Bondi's Office regarding the lawsuit to block the merger of US Airways and American Airlines filed by this office, six other attorneys general, and the United States Justice Department in U.S. District Court for the District of Columbia on August 13, 2013.

One of the most important roles of the Attorney General of Florida is to enforce the laws to ensure a competitive and fair marketplace.

After a careful review of the facts, the decision was made that the merger would be anticompetitive and would likely lead to higher fares and increased fees for the flying public, including Florida consumers.

We appreciate hearing from you and have taken note of your concerns. Thank you for your interest in this very important matter.

Sincerely,

Frances Baker
Office of Citizen Services

CJ Anti-Trust Bureau
SB

RECEIVED
2013 OCT 15 AM 9:43
ATTORNEY GENERAL'S OFFICE

Office of the Attorney General
State of Florida
The Capitol PL – 01
Tallahassee FL 32399-1050

Dear Madam,

I read the article in the Tampa Bay Times about six states trying to stop American Airlines and US Airways from merging. The reason they want to merge is that American Airlines needs this merger to avoid bankruptcy.

I hope Florida will reconsider.

As an occasionally frequent flyer, I was looking forward to combining my miles from my flights on American from Tampa to Chicago and on to Traverse City, Michigan, with my miles to Washington, D.C. on USAir. It would be very helpful to me to have the two airlines merge so that I can combine my miles from both airlines.

Even their names are similar. It seems like a natural to let them merge.

Thank you.

Mozelle S. Bell

Ms. Mozelle S. Bell
5215 Dover St. NE
St. Petersburg FL 33703

727-522-8459

Mozelle2@juno.com

Mrs Mozelle S Bell
5215 Dover St NE
St Petersburg, FL 33703-3230

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10 OCT 2013 PM 3 L

USA
Justice
FOREVER

Office of the Attorney General
State of Florida
PL 01, The Capitol
Tallahassee FL 32399-1050

32399105099

Internet Contact Information

INTERNET COMPLAINT RECEIVED BY THE ATTORNEY GENERAL'S OFFICE ON 10/07/2013

Juan Beltran
7445 Bob O Link Way
Port Saint Lucie, FL, 34986 Saint Lucie
Phone: (954) 464-4223
Email: jfbelt74@hotmail.com

Name/Firm/Company: US Airways
Subject/Category: American Airlines and US Airways Merge Lawsuit

Questions/Comments:
Dear Attorney General Bondi,

My name is Juan Beltran, I'm a US Airways pilot living in the Treasure Coast area. On behalf of my company and my family, I like to express were very upset with your decision on stopping the merge of our companies. Were worry about the future of our companies and the unfairness of not been able to compete with United and Delta. This merge would bring many new high paying jobs to Florida as well as security for current employees and a great future for our families. I'm a registered Democrat which voted Republican in the last election but now I'm very disappointed with our Republican leaders trying to stop our merge. Attorney General Bondi please reconsider your decision and let our companies merge so we can compete together and create the best airline in the world, with ots of high paying jobs and revenue to our great sunshine state. Help us bring the American dream back for all our families.

Best Regards

Juan Beltran

A319 FO US Aiways

Internet Contact Information

INTERNET COMPLAINT RECEIVED BY THE ATTORNEY GENERAL'S OFFICE ON 08/13/2013

Sandra Benson
13529 Kirby Smith Rd
Orlando, FL, 32832 Orange
Phone: (407) 275-5994
Email: townboundgal@aol.com

Name/Firm/Company: State of Florida
Subject/Category: Your opposition to the merger between American/USAirways

Questions/Comments:
I am incensed over the State of Florida opposing the American Airlines/USAirways merger. It seems extremely unfair for our government to approve the Delta/Northwest and United/Continental mergers and then oppose this one. It is sad when businesses struggle to stay alive that when finding a solution to the problem...there is an effort by our government to stop it from succeeding.

I am extremely disappointed in this decision to block this merger. The only recourse I have is at the polls; although this seems to not be working anymore either!!!!

Internet Contact Information

INTERNET COMPLAINT RECEIVED BY THE ATTORNEY GENERAL'S OFFICE ON 09/04/2013

James Billman
55 NW 100 St
Miami Shores, FL, 33150 Miami-Dade
Phone: (305) 799-8124
Email: billmanjj@hotmail.com

Name/Firm/Company: DOJ
Subject/Category: DOJ lawsuit and your support against the merger between American Airlines and US Airways
City: Washington Dc

Questions/Comments:
The U.S. Justice Department (DOJ) antitrust lawsuit against the American/USAirways merger is literally picking winners and losers in an industry that is supposed to be deregulated. In 2008, the DOJ permitted the creation an airline with a much larger network than American's by allowing the Delta/Northwest merger. In 2010, the United/Continental merger was approved by the current administration's very own DOJ. With the approval of the United/Continental merger, the DOJ created another airline with a much larger and more thorough network than American, again! Government influence didn't end there; in 2011, the DOJ approved the Southwest/AirTran merger, enhancing Southwest's network and making the new Southwest the largest domestic airline in the United States. The very next year, Southwest was able to have the airline industry's highest domestic market share. Consumers, and indeed all of us, will ultimately lose if the merged American/USAirways is not permitted to compete against these previously approved much larger networks.

There is little doubt the DOJ allowed the airline industry to be altered over the past several years through consolidation. Commercial airlines are now competing in an industry environment created by the DOJ. Simply put, it can be argued that the impetus for an American/USAirways deal was the DOJ's previously approved mergers. Therefore, it is inappropriate for the DOJ to suddenly change the rules. Additionally, the DOJ's argument against the merger is a contradiction. While it is asserting the merger will cause less competition it should be obvious that not allowing the merger will actually result in less competition. Instead of 3 full service carriers capable of seamlessly transporting customers throughout the United States and internationally there will only be two (UAL and DAL). This will actually force many business customers, who would prefer to fly the merged American/USAirways, to travel on the more robust networks of Delta and United.

The Allied Pilots Association, the Association of Professional Flight Attendants, the Association of Flight Attendants-CWA and the Transport Workers Union of America – unions made up of American Airline employees whose careers depend on the competitive success of American Airlines and its affiliates – filed an amicus curiae brief with the District Court in Washington, D.C., expressing their "strong support" for the motion filed Aug. 22 by American and US Airways to set a trial date.

The careers of American Airlines employees are inextricably intertwined with the success of American and the airline industry as a whole.

The Justice Department ("DOJ") brought this injunction action without warning

on the eve of the confirmation of a Plan of Reorganization predicated on a merger between American and US Airways.

American and its unions had already made substantial preparations for the merger, making significant operational decisions. As a result of this suit, American finds itself in competitive limbo.

The DOJ approved prior mergers.

At the heart of this dispute is the question of whether American can operate with a network that will compete effectively or whether it will be forced to adopt a stand-alone strategy as a second-tier carrier left to pick over the scraps of much larger competitors.

American cannot adopt a long-term strategy until it knows whether it will be permitted to acquire a network to compete with United and Delta.

The damage to competition in the airline industry as a result of a less-competitive American must be minimized by a decision on the merits on as prompt a schedule as possible.

In 2008, the DOJ approved the merger of Delta and Northwest, creating a combined carrier with a national network that easily exceeded American's capacity.

In 2010, following the same antitrust analysis, the DOJ approved the merger of Untied and Continental, creating a second national business carrier with a network vastly superior to American's.

The more limited size and scope of American's network – the interconnected web of airline routes through which the airline services its customers – "put it at a competitive disadvantage relative to its largest major network carrier competitors: United and Delta."

American's share in most regions of the United States has "significantly eroded over the last decade as its key network carrier competitors have consolidated and extended their network and scale advantages."

One significant effect has been a steady loss of American's "high-yield corporate customers and frequent elite travelers to the superior networks of United and Delta."

The loss of market share can be measured in a loss of American employee jobs. The APA has more than 10,000 members because it took that many pilots and more to fly the American system. Because of ever-diminishing market share, only 7,959 pilots are actively flying at American.

Since 2000, the active number of TWU employees at American has plummeted from 35,000 to 23,000.

The APFA workforce is about 36% smaller than it was in May 2002, when almost 25,000 flight attendants worked for American.

Without a network similar in scale to Delta and United, American will continue to decline. The result will be fewer competitive routes for the industry, lessened competition and a significant loss of jobs.

Following years of losses in the market dominated by United and Delta, on Nov. 29, 2011, AMR Corporation, American Airlines Inc. and affiliates were forced to file Chapter 11 reorganization proceedings in the U.S. Bankruptcy Court for the Southern District of New York.

American's incumbent management sought to reorganize based on a stand-alone plan for emergence. The problems with this approach were apparent from the outset; ultimately, American's creditors opted for a more competitive approach followed by other industry players: building American's network to equal its competitors through a merger.

American sought a merger partner in US Airways, whose routing network is almost entirely complementary to its own.

American filed a Plan of Reorganization based on the merger of American and US Airways. All classes of creditors voted in favor of the plan.

We hoped the combination of American and US Airways would significantly enhance American's ability to compete with Delta and United, thus increasing competition in the domestic and international airline markets.

In the last few months, hundreds of pilots have been called off the furlough lists in anticipation of increased flying upon consummation of the merger.

Increased American flights mean more competitive routes and increased competition in the industry.

Anticipating that the closing would occur shortly after the confirmation hearing, American and US Airways had undertaken a selection process for management at the merged company. Many of American's upper management, some by their own choice, were replaced by US Airways personnel. As a result, on the management side, American is little more than a shell.

Understandably, the management that remains lacks the same incentives as the proposed management team to aggressively protect American and its diminishing market share during any delay in closing the merger.

It is not possible to recruit new management in light of the uncertainty hanging over the company.

Lacking motivated incumbent leadership, American's competitive position is likely to erode further during the pendency of this case.

Employees whose job outlook was more certain are facing further delays, more furloughs and great uncertainty regarding their future with the airline.

The competitive position of American and the industry as a whole will be damaged while American is unable to undertake initiatives because of the uncertainty regarding its future.

We respectfully submit that the court will inevitably deny the relief sought by the plaintiff once it reviews the evidence in this case.

These issues must be resolved sooner rather than later.

The DOJ injunctive action is having a real, immediate adverse impact on the lives of ordinary hard-working employees of American Airlines.

Internet Contact Information

INTERNET COMPLAINT RECEIVED BY THE ATTORNEY GENERAL'S OFFICE ON 08/20/2013

Drew Blahnick
16532 SW 1st Street
Pembroke Pines, FL, 33027 Broward
Email: dblahnick@gmail.com

Name/Firm/Company: Pam Bondi
Subject/Category: American Airlines Merger

Questions/Comments:
I'm a 15 year veteran of flying jets for AA, I've watched the airline industry players bob in and out of bankruptcy - turning over pensions to the Federal Government (PBGC) and burning investors, bond holders and employees - all due to a crowded bowl of sharks under deregulation of the airlines. Your decision to sign on to Eric Holders lawsuit was extremely disappointing - by BLOCKING the merger only insures UAL and DAL freedom to grow WITHOUT adequate competition! And it places AA and US Airways future back on the chopping block. Eric Holter allowed Southwest and AirTran to merge in to the largest DOMESTIC carrier without a peep. How can you sign on to such obvious graff, manipulation and politics - from the Obama administration?? You needed to research this more, please reconsider!

Internet Contact Information

INTERNET COMPLAINT RECEIVED BY THE ATTORNEY GENERAL'S OFFICE ON 08/22/2013

John Bloemer
1319 Harbor Oaks Rd.
Jacksonville, FL, 32207 Duval; Saint Johns
Email: bloemer@gmail.com

Name/Firm/Company: Florida Attorney General
Subject/Category: US-AA Merger Support

Questions/Comments:
I ask that the Florida Attorney General withdraw her opposition to the merger between US Airways and the bankrupt American Airlines. I am a current US Airways pilot with extensive training and experience in business and finance. I believe that this merger will be good for the companies and their shareholders and creditors, good for the employees, and actually good for customers. There are currently three huge airlines (Delta, United, and Southwest). Since the airline business is a network business, neither US Airways nor American are able to effectively compete with those airlines at their current size except by paying exceptionally low wages and low prices to suppliers. For example, my wages were cut over 50% ten years ago, and have never since increased, placing great hardships on our family here in Jacksonville. Allowing the US-AA merger will add a new effective competitor to this industry. In addition, it will encourage capacity restraint, resulting in a more stable industry. Preventing the merger will ultimately result in the likely eventual dissolution of US Airways and American and further growth by the big three, reducing competition and harming consumers. I strongly urge you to withdraw your support for the Department of Justice' lawsuit that is attempting to prevent this merger. Thank you for your time and your public service.

Internet Contact Information

INTERNET COMPLAINT RECEIVED BY THE ATTORNEY GENERAL'S OFFICE ON 08/14/2013

susan branham
320 S Ann Street
Baltimore, MD, 21231
Phone: (919) 760-5254
Email: blonbabe@me.com

Name/Firm/Company: American Airlines
Subject/Category: Your block of the US/AA merger
Street Address: 320 S Ann Street
City: Baltimore, FL 21231
Phone: (919) 760-5254

Questions/Comments:
Pam,
I grew up in Sarasota, FL. I have recently moved to MD but still consider myself a Floridian. I am a 26 year flight attendant with American Airlines and have been based in Miami since 1990. As someone who voted for you I am shocked and appalled at your judgement and lack of knowledge over the merger of US/AA. How dare you play with people's livelihoods in such a careless and shameful fashion?! The DOJ allowed every other major airline to merge to prevent airline failures and massive job losses over the last 9 years. This fraudulent and shameful lawsuit is based on two things: the egos and greed of the politicos in DC. I cannot believe you would jeopardize The State of Florida's reputation. This action has nothing to do with keeping airfares low and affordable..... it is 2013, people cannot expect to pay 1985 prices. The US/AA merger stabilizes the industry. If the DOJ really wants to help the consumer, and get their hands into the airline business then: lower fuel prices, set the price for tickets, reimburse the employees who have lost their pensions. I could continue but I am sure you do not have the time or desire to continue reading what I have to write to you.
All I can really say is this: SHAME ON YOU!
You may cost those of us at AA in Miami (Florida's 12th largest employer) our careers. Hope you are happy.
As it stands you have lost an admirer and made a political enemy.

Susan Branham

Internet Contact Information

INTERNET COMPLAINT RECEIVED BY THE ATTORNEY GENERAL'S OFFICE ON 08/14/2013

Elizabeth Brannock
3397 Overbrook Drive
Conover, NC, 28613
Phone: (828) 256-9310
Email: excusemedesigns@gmail.com

Name/Firm/Company: Attorney General's office
Subject/Category: Airline Merger
Website: United States

Questions/Comments:
I just wanted to let you know that I will be sure to send you a thank you letter if you win the lawsuit against the merger between American Airlines and USAirways, as it could possibly put THOUSANDS of airline employees out of a job. But I guess this is OK so that consumers can get "their fair share" of cheaper airline tickets that currently do not even cover the costs that it takes to get them to to their destinations. Thanks Pam!

Internet Contact Information

INTERNET COMPLAINT RECEIVED BY THE ATTORNEY GENERAL'S OFFICE ON 09/20/2013

Steven Bross
901 Balsamina Dr
Brandon, FL, 33510 Hillsborough
Phone: (813) 651-5487
Email: sfbross@aol.com

Name/Firm/Company: American Airlines
Subject/Category: Anti-trust Lawsuit against American Airlines and US Airways
Street Address: DFW Airport
City: Ft Worth, TX

Questions/Comments:
Dear Ms Bondi,
My complaint is really with you. I want to urge you to withdraw your support of the Anti-Trust Lawsuit against the American Airlines and US Airways merger. I am sure by now you have heard all the arguments made by our collective bargaining union APA (Allied Pilots Association). What I would like to emphasize is this: This merger was NOT the effort of two greedy corporate CEOs getting together to make more money at the detriment of the consumer and raid the pension plans of their employees. It was, in fact, an EMPLOYEE led rebellion against a management structure bent on running American Airlines into the ground. In 2002, after taking a 30% pay cut and laying off 3500 pilots; the top 200 managers split over 290 MILLION dollars in bonuses. That contract expired in 2005 and after numerous attempts to negotiate a fair contract; management continued to collect annual bonuses while we received zero pay increases until Jan 2013. Even a record turnout for a 98% 'vote of no confidence' in our management in 2012 wasn't enough to get their attention. Then, after all this, they filed bankruptcy in order to bust any effort to continue negotiations.
The employees, through their respective unions, approached the only other airline that made merging logical. All the financial experts agreed it was the best way to eliminate a corrupt, inept, corporate management with an up and coming, innovative group of professionals.
Judge Lane recently approved emerging from bankruptcy but ONLY if the merger is approved. If this merger is NOT approved and American manages to emerge from bankruptcy anyway, it will certainly be back in bankruptcy within the next 2 years. Current management will not tolerate the contract we currently have and will do what it takes to bust it again.
Tens of thousands of jobs are at stake here. We have finally seen a light at the end of a long 11 year tunnel. Please don't make the mistake of blocking what will certainly enhance the lives of so many Floridians as well as the rest of the country. We elected you to represent the best interests of the people of this state. This merger will not only help the thousands of Florida's American Airlines employees, but the consumers as well.
Please reconsider your position.

PAM BONDI
ATTORNEY GENERAL
STATE OF FLORIDA

OFFICE OF THE ATTORNEY GENERAL

Office of Citizen Services
The Capitol
Tallahassee, Florida 32399-1050

Telephone: (850) 414-3990
Fax: (850) 410-1630

September 6, 2013

Mr. David A. Brown
4877 Jewell Terrace
Palm Harbor, Florida 34685

Dear Mr. Brown:

Thank you for contacting Florida Attorney General Pam Bondi's Office regarding the lawsuit to block the merger of US Airways and American Airlines filed by this office, six other attorneys general, and the United States Justice Department in federal court in D.C. on August 13, 2013.

One of the most important roles of the Attorney General of Florida is to enforce the laws to ensure a competitive and fair marketplace.

After a careful review of the facts, the decision was made that the merger would be anticompetitive and would likely lead to higher fares and increased fees for the flying public, including Florida consumers.

We appreciate hearing from you and have taken note of your concerns. Thank you for your interest in this very important matter.

Sincerely,

Frances Baker
Office of Citizen Services

CS/Anti-Trust Issue

August 27, 2013

Pam Bondi
Office of Attorney General
State of Florida
The Capitol PL-01
Tallahassee, FL 32399-1050

Dear Attorney General for the State of Florida,

My name is David Brown, and I am contacting you to ask that you reconsider your opposition to the proposed merger of US Airways and American Airlines. As an American Airlines pilot since January 1987, I know what this merger means to me and the thousands of other American Airlines employees. A truly competitive new airline is good for our employees, our Florida communities, and most certainly our customers worldwide. This merger would provide a viable COMPETITIVE alternative to the two much larger carriers (Delta and United—both by merger, by the way!) that currently dominate the marketplace.

A viable competitor would provide greater job security for tens of thousands of workers across the country than the currently struggling airline can hope to by itself. Neither American Airlines nor US Airways alone has the network capabilities to adequately compete with those existing larger carriers; the failure of either AA or US Air would result in further job losses, less competition, higher airfares, with fewer options for the traveling public.

I fervently hope you will reconsider your position and participation in this lawsuit, and announce your support for a merged air carrier that is stronger and more consumer-friendly. A merger between American Airlines and US Airways is in the best interests of both Florida and our country.

Thank you for your time and consideration,

Captain David A. Brown, American Airlines employee
4877 Jewell Terrace
Palm Harbor, FL 34685

Phone: 727-939-9190

PAM BONDI
ATTORNEY GENERAL
STATE OF FLORIDA

OFFICE OF THE ATTORNEY GENERAL

Office of Citizen Services
The Capitol
Tallahassee, Florida 32399-1050

Telephone: (850) 414-3990
Fax: (850) 410-1630

September 6, 2013

Mr. Scott Bryce
19729 Northwest 85th Avenue
Hialeah, Florida 33015

Dear Mr. Bryce:

Thank you for contacting Florida Attorney General Pam Bondi's Office regarding the lawsuit to block the merger of US Airways and American Airlines filed by this office, six other attorneys general, and the United States Justice Department in federal court in D.C. on August 13, 2013.

One of the most important roles of the Attorney General of Florida is to enforce the laws to ensure a competitive and fair marketplace.

After a careful review of the facts, the decision was made that the merger would be anticompetitive and would likely lead to higher fares and increased fees for the flying public, including Florida consumers.

We appreciate hearing from you and have taken note of your concerns. Thank you for your interest in this very important matter.

Sincerely,

Frances Baker
Office of Citizen Services

CS | Anti-trust issues

August 27, 2013

Scott Bryce

19729 NW 85 Avenue

Hialeah, FL 33015

Dear Attorney General,

I am contacting you to ask that you reconsider your opposition to the proposed merger of US Airways and American Airlines. As an American Airlines pilot since 2011, I know what the merger means to me and to the thousands of other American Airlines employees. A truly competitive new airline is good for our employees, our communities and most certainly our customers. It would provide a viable competitive alternative to the two much larger carriers (Delta and United) that currently dominate the marketplace.

A viable competitor would provide greater job security for tens of thousands of workers across the country than the current struggling airline. Neither American Airlines nor US Airways alone has the network to adequately compete with the existing larger carriers; failure of one or both would result in further loss of jobs, less competition, higher airfares and fewer options for the flying public.

I hope you will reconsider your participation in this lawsuit and support a merged air carrier that is stronger and more consumer-friendly. A merger between American Airlines and US Airways is what's best for our country.

Regards,

Scott Bryce

CS

Attention: Pam Bondi

Fax No. 850-410-1630

RE: American Airlines

2 pages

OS/Anti-Trust Issue JB
Need - no contact Info

27 August 2013

Dear Attorney General,

I am contacting you to ask that you reconsider your opposition to the proposed merger of US Airways and American Airlines. As an American Airlines pilot since July 1992, I know what the merger means to me and to the thousands of other American Airlines employees. A truly competitive new airline is good for our employees, our communities and most certainly our customers. It would provide a viable competitive alternative to the two much larger carriers (Delta and United) that currently dominate the marketplace.

A viable competitor would provide greater job security for tens of thousands of workers across the country than the current struggling airline. Neither American Airlines nor US Airways alone has the network to adequately compete with the existing larger carriers; failure of one or both would result in further loss of jobs, less competition, higher airfares and fewer options for the flying public.

I hope you will reconsider your participation in this lawsuit and support a merged air carrier that is stronger and more consumer-friendly. A merger between American Airlines and US Airways is what's best for our country.

Thank-you,

Monika Burdick

Monika Burdick

Internet Contact Information

INTERNET COMPLAINT RECEIVED BY THE ATTORNEY GENERAL'S OFFICE ON 09/03/2013

Mary Burnett
3745 Beauclerc circle north
Jacksonville, ----, Duval
Email: Mary.burnett@comcast.net

Name/Firm/Company: American Airlines
Subject/Category: American-US Air Merger
Street Address: Miami international airport
City: Miami Dade

Questions/Comments:
Blocking the merger is WRONG
You will ruin thousands of families that depend on American Airlines competing with the other major carriers. You should not attempt to not follow precedence with other mergers in the past. 10 years. You will be allowing Delta/United/southwest/Northwest to all benefit with the destruction of both US Air and American Airlines. Who will be left to compete in South Florida if American is destroyed?? Please reevaluate your position.

Internet Contact Information

INTERNET COMPLAINT RECEIVED BY THE ATTORNEY GENERAL'S OFFICE ON 08/16/2013

Mark BURNIGHT
4991 Lambridge Ct 106
Palm Harbor, FL, 34685 Pinellas
Phone: (813) 494-5279
Email: mark.burnight@gmail.com

Name/Firm/Company: State of Florida
Subject/Category: State of Florida vs American/US Airways Merger

Questions/Comments:
I am opposed to Pam Bondi's suit against the merger of American Airlines/US Airways. American is a major employer and an asset to the State of Florida. The decision to deny merger puts American at a competitive disadvantage to United and Delta. Denial could also create a long term adverse impact to the economies of Florida, American, the employees of American and the communities in which they work and live.

Internet Contact Information

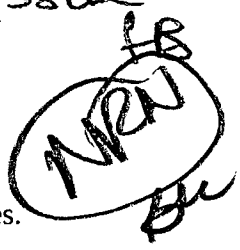
INTERNET COMPLAINT RECEIVED BY THE ATTORNEY GENERAL'S OFFICE ON 09/03/2013

Kevin Burns
1821 NE 65th Ct
Fort Lauderdale, FL, 33308 Broward
Phone: 954 423 481
Email: xpuncher@aol.com

Name/Firm/Company: The Office of the Attorney General of the Stae of Florida
Subject/Category: DOJ lawsuit to block the merger of American Airlines and USAir

Questions/Comments:
I am contacting you to ask that you reconsider your opposition to the proposed merger of US Airways and American Airlines. As an American Airlines pilot since April of 1992, I know what the merger means to me and to the thousands of other American Airlines employees here in Florida. A truly competitive new airline is good for our employees, our communities and most certainly our customers. It would provide a viable competitive alternative to the two much larger carriers (Delta and United) that currently dominate the marketplace.
A viable competitor would provide greater job security for tens of thousands of workers across the country than the current struggling airline. Neither American Airlines nor US Airways alone has the network to adequately compete with the existing larger carriers; failure of one or both would result in further loss of jobs, less competition, higher airfares and fewer options for the flying public. This lawsuit also ignores the fact that the DOJ's recent approval of the mergers between Delta/Northwest, United/Continental and the Southwest/Airtran mergers has set a precedent and has also established a marketplace where an AA/USAir merger becomes necessary in order to compete with these other much larger carriers.
I hope you will reconsider your participation in this lawsuit and support a merged air carrier that is stronger and more consumer-friendly. A merger between American Airlines and US Airways is what's best for our country.

C/ Anti-Trust Issue



Dear Attorney General Bondi:

1. I am contacting you to request that you reconsider your opposition to the proposed merger between US Airways and American Airlines. As a Professional Flight Attendant since 1991, I know what the merger means to me and to the thousands of other American Airlines employees. Never before have the employees and management worked so hard and well together all in an effort to save these two great companies. A merger is good for employees and it is good for U.S. consumers.

2. The merger will provide job security for tens of thousands of workers across the country. Neither of these companies can adequately compete with Delta and United and failure of one or both would result in the decimation of jobs, less competition, higher airfares, and fewer options for the flying public.

3. I hope you will reconsider your participation in this ill-advised lawsuit and instead support a stronger, more profitable, and consumer-friendly merged air carrier.

Please join us in supporting the merger between American Airlines and US Airways; it is what's best for our country.

Sincerely,

Eitan Caspi

FAX

TO:	Attorney General Pam Bondi	FROM:	Eitan Caspi
COMPANY:		COMPANY:	1963
FAX:	8504101630	FAX:	8014596141
SUBJECT:	US Air AA Merger	DATE:	Tuesday, August 20, 2013

Internet Contact Information

INTERNET COMPLAINT RECEIVED BY THE ATTORNEY GENERAL'S OFFICE ON 09/03/2013

Michael Cariello
10907 Carrollwood Drive
Tampa, FL, 33618 Hillsborough
Phone: (863) 651-4411
Email: ratso18@gmail.com

Name/Firm/Company: American Airlines Pilot
Subject/Category: American/USAirways Merger

Questions/Comments:
The Allied Pilots Association, the Association of Professional Flight Attendants, the Association of Flight Attendants-CWA and the Transport Workers Union of America – unions made up of American Airline employees whose careers depend on the competitive success of American Airlines and its affiliates – filed an amicus curiae brief with the District Court in Washington, D.C., expressing their "strong support" for the motion filed Aug. 22 by American and US Airways to set a trial date.

• The careers of American Airlines employees are inextricably intertwined with the success of American and the airline industry as a whole.

• The Justice Department ("DOJ") brought this injunction action without warning on the eve of the confirmation of a Plan of Reorganization predicated on a merger between American and US Airways.

• American and its unions had already made substantial preparations for the merger, making significant operational decisions. As a result of this suit, American finds itself in competitive limbo.

• The DOJ approved prior mergers.

• At the heart of this dispute is the question of whether American can operate with a network that will compete effectively or whether it will be forced to adopt a stand-alone strategy as a second-tier carrier left to pick over the scraps of much larger competitors.

• American cannot adopt a long-term strategy until it knows whether it will be permitted to acquire a network to compete with United and Delta.

• The damage to competition in the airline industry as a result of a less-competitive American must be minimized by a decision on the merits on as prompt a schedule as possible.

• In 2008, the DOJ approved the merger of Delta and Northwest, creating a combined carrier with a national network that easily exceeded American's capacity.

• In 2010, following the same antitrust analysis, the DOJ approved the merger of Untied and Continental, creating a second national business carrier with a network vastly superior to American's.

• The more limited size and scope of American's network – the interconnected web of airline routes through which the airline services its customers – "put

it at a competitive disadvantage relative to its largest major network carrier competitors: United and Delta."

• American's share in most regions of the United States has "significantly eroded over the last decade as its key network carrier competitors have consolidated and extended their network and scale advantages."

• One significant effect has been a steady loss of American's "high-yield corporate customers and frequent elite travelers to the superior networks of United and Delta."

• The loss of market share can be measured in a loss of American employee jobs. The APA has more than 10,000 members because it took that many pilots and more to fly the American system. Because of ever-diminishing market share, only 7,959 pilots are actively flying at American.

• Since 2000, the active number of TWU employees at American has plummeted from 35,000 to 23,000.

• The APFA workforce is about 36% smaller than it was in May 2002, when almost 25,000 flight attendants worked for American.

• Without a network similar in scale to Delta and United, American will continue to decline. The result will be fewer competitive routes for the industry, lessened competition and a significant loss of jobs.

• Following years of losses in the market dominated by United and Delta, on Nov. 29, 2011, AMR Corporation, American Airlines Inc. and affiliates were forced to file Chapter 11 reorganization proceedings in the U.S. Bankruptcy Court for the Southern District of New York.

• American's incumbent management sought to reorganize based on a stand-alone plan for emergence. The problems with this approach were apparent from the outset; ultimately, American's creditors opted for a more competitive approach followed by other industry players: building American's network to equal its competitors through a merger.

• American sought a merger partner in US Airways, whose routing network is almost entirely complementary to its own.

• American filed a Plan of Reorganization based on the merger of American and US Airways. All classes of creditors voted in favor of the plan.

• We hoped the combination of American and US Airways would significantly enhance American's ability to compete with Delta and United, thus increasing competition in the domestic and international airline markets.

• In the last few months, hundreds of pilots have been called off the furlough lists in anticipation of increased flying upon consummation of the merger.

• Increased American flights mean more competitive routes and increased competition in the industry.

• Anticipating that the closing would occur shortly after the confirmation hearing, American and US Airways had undertaken a selection process for management at the merged company. Many of American's upper management, some by their own choice, were replaced by US Airways personnel. As a result, on the

management side, American is little more than a shell.

• Understandably, the management that remains lacks the same incentives as the proposed management team to aggressively protect American and its diminishing market share during any delay in closing the merger.

• It is not possible to recruit new management in light of the uncertainty hanging over the company.

• Lacking motivated incumbent leadership, American's competitive position is likely to erode further during the pendency of this case.

• Employees whose job outlook was more certain are facing further delays, more furloughs and great uncertainty regarding their future with the airline.

• The competitive position of American and the industry as a whole will be damaged while American is unable to undertake initiatives because of the uncertainty regarding its future.

• We respectfully submit that the court will inevitably deny the relief sought by the plaintiff once it reviews the evidence in this case.

• These issues must be resolved sooner rather than later.

• The DOJ injunctive action is having a real, immediate adverse impact on the lives of ordinary hard-working employees of American Airlines.

PAM BONDI
ATTORNEY GENERAL
STATE OF FLORIDA

OFFICE OF THE ATTORNEY GENERAL

Office of Citizen Services
The Capitol
Tallahassee, Florida 32399-1050

Telephone (850) 414-3990 FAX (850) 410-1630

August 30, 2013

Mr. Stephen Carter
2450 Northeast 135th Street, Unit 1005
North Miami, Florida 33181

Dear Mr. Carter:

Thank you for contacting Florida Attorney General Pam Bondi's Office regarding the lawsuit to block the merger of US Airways and American Airlines filed by this office, six other attorneys general, and the United States Justice Department in federal court in D.C. on August 13, 2013.

One of the most important roles of the Attorney General of Florida is to enforce the laws to ensure a competitive and fair marketplace.

After a careful review of the facts, the decision was made that the merger would be anticompetitive and would likely lead to higher fares and increased fees for the flying public, including Florida consumers.

We appreciate hearing from you and have taken note of your concerns. Thank you for your interest in this very important matter.

Sincerely,

Office of Citizen Services
Florida Attorney General's Office

cc/ Anti-Trust
Issue SB

August 20, 2013 VIA FAX 850-410-1630

Dear Madam Attorney General:

1. I am contacting you to reconsider your opposition to the proposed merger between US Airways and American Airlines. As a Professional Flight Attendant since *1979*, I know what the merger means to me and to the thousands of other American Airlines employees. Never before have the employees and management worked so hard and well together all in an effort to save these two great companies. A merger is good for employees and it is good for U.S. consumers.

2. The merger will provide job security for tens of thousands of workers across the country. Neither of these companies can adequately compete with Delta and United and failure of one or both would result in the decimation of jobs, less competition, higher airfares, and fewer options for the flying public.

3. I hope you will reconsider your participation in this ill-advised lawsuit and instead support a stronger, more profitable, and consumer-friendly merged air carrier.

Please join us in supporting the merger between American Airlines and US Airways; it is what's best for our country and the thousands of families will still have jobs in our State.

Very truly yours,

Stephen Carter
2450 NE 135th Street, Unit 1005
North Miami, FL 33181

PAM BONDI
ATTORNEY GENERAL
STATE OF FLORIDA

OFFICE OF THE ATTORNEY GENERAL

Office of Citizen Services
The Capitol
Tallahassee, Florida 32399-1050

Telephone: (850) 414-3990
Fax: (850) 410-1630

September 13, 2013

Mr. Douglas L. Carter
5032 Sheridan Street
Hollywood, Florida 33021

Dear Mr. Carter:

Thank you for contacting Florida Attorney General Pam Bondi's Office regarding the lawsuit to block the merger of US Airways and American Airlines filed by this office, six other attorneys general, and the United States Justice Department in federal court in D.C. on August 13, 2013.

One of the most important roles of the Attorney General of Florida is to enforce the laws to ensure a competitive and fair marketplace.

After a careful review of the facts, the decision was made that the merger would be anticompetitive and would likely lead to higher fares and increased fees for the flying public, including Florida consumers.

We appreciate hearing from you and have taken note of your concerns. Thank you for your interest in this very important matter.

Sincerely,

Frances Baker
Office of Citizen Services

CS/Anti-trust Issues

Douglas Carter

5032 Sheridan St.

Hollywood, FL 330219

954-518-4496

Pam Bondi: 850-410-1630

Dear Attorney General,

I am contacting you to ask that you reconsider your opposition to the proposed merger of US Airways and American Airlines. As an American Airlines pilot since May of 1999, I know what the merger means to me and to the thousands of other American Airlines employees. A truly competitive new airline is good for our employees, our communities and most certainly our customers. It would provide a viable competitive alternative to the two much larger carriers (Delta and United) that currently dominate the marketplace.

A viable competitor would provide greater job security for tens of thousands of workers across the country than the current struggling airline. Neither American Airlines nor US Airways alone has the network to adequately compete with the existing larger carriers; failure of one or both would result in further loss of jobs, less competition, higher airfares and fewer options for the flying public.

I hope you will reconsider your participation in this lawsuit and support a merged air carrier that is stronger and more consumer-friendly. A merger between American Airlines and US Airways is what's best for our country.

Sincerely,

Douglas L. Carter

F.O. 737 Miami

Internet Contact Information

INTERNET COMPLAINT RECEIVED BY THE ATTORNEY GENERAL'S OFFICE ON 08/15/2013

John Cathcart
18134 SW 20th St
Miramar, FL, 33029 Broward
Email: JohnCathcart@Delta7Book.com

Name/Firm/Company: US Airways-AA
Subject/Category: DOJ Lawsuit blocking US Airways-AA merger

Questions/Comments:
Ms. Bondi,

I had to go online to confirm that my Florida Attorney General was indeed a Republican... I couldn't believe that an avowed member of the Republican Party would join with Mr. Holder's DOJ in a lawsuit that in effect seeks to pick winners and losers in the commercial aviation marketplace--even when your official justification is your (and presumably, Gov. Scott's) attempt to protect the Florida consumer.

I am a veteran (retired after 20 years Air Force), a 17-year Florida resident, and a current employee of American Airlines (737 pilot in Miami). My company has been able to "steal" (or less emotionally, "reduce") a great part of my financial future through what might accurately be characterized as a "bankruptcy of convenience." I recognize that American Airlines benefited from "the law" (which you've sworn to uphold) to do so much damage to my future; so perhaps I shouldn't complain too much about the bankruptcy and its impact on me and my family.

As you know, I was to have been compensated (at least in part) for the losses resulting from American Airlines' bankruptcy, through a payment of equity in the combined carrier that emerges from bankruptcy. Thanks to the lawsuit you've joined, that payment will certainly delayed, and will almost certainly be significantly reduced if you and Mr. Holder get your way and manage to scuttle the merger.

I'm close to retirement, so your decision to favor the competitors of my employer will likely not impact my ability to continue my employment with American Airlines over the next few years. However, your decision will impact my fellow workers, as American Airlines will likely not survive long without a merger... and if it does, it will survive in large measure because US bankruptcy laws allowed them to completely gut my contract and the contract of my co-workers to less than market rates (all this while perhaps compensating my CEO to the tune of almost $20 million for his efforts).

Where was your concern about the negative impact to consumers when United/Continental, or Delta/Northwest, or Southwest/Air Tran merged? The line you have chosen to draw in the sand will most assuredly impact my life, and I do not support your having joined this legal process.

In order to MAYBE save fare increase on 20% of AA/US Airways routes in Florida that you consider problematic (according to your press release), my employer will be handicapped by government intrusion, and I will risk having my future negatively impacted. I do NOT consider this the role of MY government... and as a Republican, I would have thought you'd have agreed.

As a life-long supporter (and active voter) of the Republican Party, it is my firm belief that you are ill-informed, misguided and wrong in this matter, and I cannot foresee your receiving my vote (nor the vote of any of my co-workers) in the future should you seek any another elected office if you decide to continue to support this lawsuit.

Want to be seen as an ally of AG Eric Holder and President Obama? Go for it... and good luck with your future in politics. Do you have Charlie Crist's phone number?

If you're interested, I'll forward other information to outline the folly in your position with respect to this issue.

Sincerely,
John Cathcart

Ms. Pam Bondi
Attorney General, State of Florida
PL01-The Capital
Tallahassee, Florida 32399

August 17, 2013

Dear Ms. Bondi,

I was indeed surprised to find that my Republican Florida Attorney General would side with Mr. Holder's Department of Justice in a lawsuit against the merger of American Airlines and US Air. This law suit will not protect the consumer. Blocking this merger will do more harm to the long struggling airline industry, the consumer, and the employees of American Airlines and US Air.

The outright rejection of this merger by Mr. Holder suggest no room for negotiation as has been past practice under more friendly administrations. This seems counter to a free enterprise system that has been part of the foundation that our country was built upon.

Ms. Bondi, after a decade of government policy that has allowed the merger of Delta/Northwest, United/ Continental, and Southwest /Air Tran why would you now tip the scale to the detriment of American Airlines and US Air. If DOJ blocks this merger the long term prospects for American/ USAir look bleak. This will lead to less competition and higher airfares for the consumer.

Your argument stating that fares MAY increase on 20% of American/USAir routes in Florida are weak at best. Imagine if you can a Miami airport without one of its largest employers (American Airlines) out of business. What will happen with airfares when the only three remaining mega carriers take over? Ms. Bondi, do you consider this intrusion to be the role of our government? I do not.

I implore you not to support this law suit and direct Attorney General Holder to settle this dispute out of court and allow the airline industry to finally recover after the tragic events of September 11, 2001.

Sincerely,

Norbert Cedler

Internet Contact Information

INTERNET COMPLAINT RECEIVED BY THE ATTORNEY GENERAL'S OFFICE ON 08/17/2013

Norbert Cedler
2199 SW Balata Terrace
Palm City, FL, 34990 Martin
Email: ncedler@gmail.com

Name/Firm/Company: Pam Bondi Attorney General State of Florida
Subject/Category: AA/USAir merger
Street Address: PL01-The Capital
City: Tallahassee, FL 32399 Leon

Questions/Comments:
Dear Ms. Bondi,

I was indeed surprised to find that my Republican Florida Attorney General would side with Mr. Holder's Department of Justice in a lawsuit against the merger of American Airlines and US Air. This law suit will not protect the consumer. Blocking this merger will do more harm to the long struggling airline industry, the consumer, and the employees of American Airlines and US Air.

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Ms. Bondi, after a decade of government policy that has allowed the merger of Delta/Northwest, United/ Continental, and Southwest /Air Tran why would you now tip the scale to the detriment of American Airlines and US Air. If DOJ blocks this merger the long term prospects for American/ USAir look bleak. This will lead to less competition and higher airfares for the consumer.

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I implore you not to support this law suit and direct Attorney General Holder to settle this dispute out of court and allow the airline industry to finally recover after the tragic events of September 11, 2001.

Sincerely,
Norbert Cedler

Internet Contact Information

INTERNET COMPLAINT RECEIVED BY THE ATTORNEY GENERAL'S OFFICE ON 10/01/2013

Norbert Cedler
2199 SW Balata Terrace
Palm City, FL, 34990 Martin
Phone: (772) 223-5501
Email: cedl159@bellsouth.net

Name/Firm/Company: Attorney General State of Florida, Ms. Pam Bondi
Subject/Category: AA/US Merger

Questions/Comments:
Dear Ms. Bondi,

See what the State of Texas did, negotiate, what a great concept.

TEXAS ATTORNEY GENERAL ANNOUNCES MERGER SUPPORT, WITHDRAWS FROM DOJ SUIT: Texas
Attorney General and gubernatorial candidate Greg Abbott announced today that the state is withdrawing from participation in the Justice Department lawsuit opposing the pending American Airlines-US Airways merger. The announcement, detailed in a press release issued by American, occurred during a press conference at the DFW International Airport Admirals Club.

Abbott's change of position is based on an agreement between AMR, US Airways and the state of Texas. Under the terms of the agreement, the new American Airlines will maintain scheduled daily service to more than 20 airports in Texas. In addition, the agreement provides that DFW International Airport will be maintained as a large hub airport for the combined airline and that the new American will maintain its headquarters in the DFW area.

In his own press release, Abbott stated, "The settlement is good for American Airlines' customers, the communities it serves and its employees. Our negotiations confirmed that the airline will preserve competition in the marketplace, maintain important routes in Texas and protect jobs."

APA applauds Abbott's decision. The American Airlines-US Airways merger would be pro-consumer and pro-competition, and we are pleased Abbott now agrees the combination of the two carriers would represent sound public policy.

APA and other unions at American Airlines and US Airways released a joint statement of appreciation this afternoon regarding Abbott's change of position, emphasizing that the merger "makes sense for competition, customers and our members we represent who want nothing more than to compete aggressively."

As a fellow Republican I hope you will follow suit. Holder's path got this one, and many other issues wrong.

Regards,
Norbert Cedler

PAM BONDI
ATTORNEY GENERAL
STATE OF FLORIDA

OFFICE OF THE ATTORNEY GENERAL

Office of Citizen Services
The Capitol
Tallahassee, Florida 32399-1050

Telephone: (850) 414-3990
Fax: (850) 410-1630

September 13, 2013

Mr. Michael L. Chaney
1485 Thomas Road
Springtown, Texas 76082-5444

Dear Mr. Chaney:

Thank you for contacting Florida Attorney General Pam Bondi's Office regarding the lawsuit to block the merger of US Airways and American Airlines filed by this office, six other attorneys general, and the United States Justice Department in federal court in D.C. on August 13, 2013.

One of the most important roles of the Attorney General of Florida is to enforce the laws to ensure a competitive and fair marketplace.

After a careful review of the facts, the decision was made that the merger would be anticompetitive and would likely lead to higher fares and increased fees for the flying public, including Florida consumers.

We appreciate hearing from you and have taken note of your concerns. Thank you for your interest in this very important matter.

Sincerely,

Frances Baker
Office of Citizen Services

os | Anti-Trust Issue

Michael L Chaney
1485 Thomas Road
Springtown, TX 76082-5444
HP: (817) 523-0899
CP: (972) 898-0422

Michael L. Chaney

August 27, 2013

Dear Attorney General,

I am contacting you to ask that you reconsider your opposition to the proposed merger of US Airways and American Airlines. As an American Airlines pilot since 1990, I know what the merger means to me and to the thousands of other American Airlines employees. A truly competitive new airline is good for our employees, our communities and most certainly our customers. It would provide a viable competitive alternative to the two much larger carriers (Delta and United) that currently dominate the marketplace.

A viable competitor would provide greater job security for tens of thousands of workers across the country than the current struggling airline. Neither American Airlines nor US Airways alone has the network to adequately compete with the existing larger carriers; failure of one or both would result in further loss of jobs, less competition, higher airfares and fewer options for the flying public.

I hope you will reconsider your participation in this lawsuit and support a merged air carrier that is stronger and more consumer-friendly. A merger between American Airlines and US Airways is what's best for our country.

Michael Chaney, Lt Col, USAF (Retired)
Captain, American Airlines

Internet Contact Information

INTERNET COMPLAINT RECEIVED BY THE ATTORNEY GENERAL'S OFFICE ON 09/27/2013

Michael Chaney
1485 Thomas Road
Springtown, TX, 76082
Phone: (817) 523-0899
Email: airmikey@uwmail.com

Name/Firm/Company: American Airlines
Subject/Category: American Airlines and US Airways Merger
Street Address: DFW International Airport
City: Dfw, TX 75261
Phone: (972) 425-5151

Questions/Comments:
Frances Baker answered my email with competitive and fair marketplace as the reason as to why you oppose the merger of American and US Airways. Might I point out Delta merging with Northwest Airlines, United merging with Continental Airlines, and Southwest merging with AirTran. You only object to this because the two airlines operate out of KDCA. Not a fair rule if you ask me or anyone else. Watch out next year that you are up for re-election, over 100,000 voters won't go your way.

Internet Contact Information

INTERNET COMPLAINT RECEIVED BY THE ATTORNEY GENERAL'S OFFICE ON 08/19/2013

Timothy Cleary
518 Solar Isle Drive
Fort Lauderdale, FL, 33301 Broward
Phone: (954) 527-5345
Email: rowan1812@yahoo.com

Name/Firm/Company: Pam Bondi
Subject/Category: Attorney General support for Eric Holder and opposition to AA/USAIR 33301
Phone: (954) 527-5345
Website: United States

Questions/Comments:
Ms. Bondi,
I am baffled to find you're supporting Eric Holder and the President's efforts to pick winner and losers in the airline business. As a 26 year employee at AA I know the only way for us to survive and compete against recently merged Delta, United and Southwest is our bankruptcy exit plan that includes USAIR. Yes my employer is bankrupt, did you not notice? Businesses should be allowed to make a profit, my employment and compensation has already been severely negatively impacted and don't look forward to a Section 7 liquidation, the next step for an airline that cannot compete against the merged larger competitors.
Why did you not complain when Delta and United and yes Southwest completed there recent mergers?
There is no doubt that your continued support of this misguided effort by Holder makes you unfit in my eyes for any further public office in Florida. You and the Governor need to go back to Republican Party ideals and stay out of this matter.

Timothy J. Cleary

Internet Contact Information

INTERNET COMPLAINT RECEIVED BY THE ATTORNEY GENERAL'S OFFICE ON 09/11/2013

Fredrick Colchin
740 Acorn St
Merritt Island, FL, 32952 Brevard
Phone: (321) 452-9242
Email: fjcolchin@hotmail.com

Name/Firm/Company: US Department of Justice
Subject/Category: DOJ lawsuit contesting AMR/US Airways merger

Questions/Comments:
Request you reconsider your opposition to the merger of American Airlines and US Airways. As an American Airlines pilot since 2000, I know what this merger means to me and the thousands of other American employees living in Florida. This merger will help ensure a stronger, more competitive company that will provide good jobs for Florida residents now and in the future. The merger would provide a viable competitive alternative to the other three major airlines serving our state (Delta, United, Southwest). Neither American nor US Airways alone has the network to adequately compete with these larger carriers, failure of one or both would result in further job loss, less competition, higher fares, and less options for the flying public.
I hope you will reconsider your participation in this lawsuit and support a merged air carrier that is stronger and more competitive for the benefit of not only the employees but also the American public.

Internet Contact Information

INTERNET COMPLAINT RECEIVED BY THE ATTORNEY GENERAL'S OFFICE ON 08/29/2013

Jim Collins
1668 Misty Lake Drive
Fleming Island, FL, 32003 Clay
Phone: (904) 535-4793
Email: jimcollins3@clearwire.net

Name/Firm/Company: Office of the Florida Attorney General??
Subject/Category: American-US Airways merger

Questions/Comments:
Dear Attorney General Bondi, I was very disappointed in your office's suit to stop the merger between AA and US Airways. I can see very little competitive problems compared with the massive issues that may be associated with a weaker American Airlines. They are doing so-so in a good economy, but as a weaker/smaller sister in the industry (to the Delta and United Airlanes, as well as Southwest/Airtran) they are very vulnerable in a downturn or big fuel cost increase. And can you even imagine the losses to our great state of Florida if the Miami hub is gutted or closed?? Tens of thousands of unemployment slips, but even worse, half as many non-stops to cities around the US and (more importantly) central and South America. A big drop in tourists and visitors, many of which will now fly through Atlanta, Houston, LA, NYC, etc.This would be devastating to our economy. After three mergers (DL-NW, UA-CO, SW-AT) it seems a little inappropriate for you to single out this merger. Especially when it will leave a weakened AA (and US Airways). And there s always the competition from the big airlines (and Spirit, jetBlue, etc.) to keep fares in check. Please reconsider your lawsuit. Thank you, Jim and Virginia Collins

PAM BONDI
ATTORNEY GENERAL
STATE OF FLORIDA

OFFICE OF THE ATTORNEY GENERAL

Office of Citizen Services
The Capitol
Tallahassee, Florida 32399-1050

Telephone: (850) 414-3990
Fax: (850) 410-1630

October 29, 2013

Mr. and Mrs. Jim Collins
1668 Misty Lake Drive
Fleming Island, Florida 32003

Dear Mr. and Mrs. Collins:

Thank you for contacting Florida Attorney General Pam Bondi's Office regarding the lawsuit to block the merger of US Airways and American Airlines filed by this office, six other attorneys general, and the United States Justice Department in U.S. District Court for the District of Columbia on August 13, 2013.

One of the most important roles of the Attorney General of Florida is to enforce the laws to ensure a competitive and fair marketplace.

After a careful review of the facts, the decision was made that the merger would be anticompetitive and would likely lead to higher fares and increased fees for the flying public, including Florida consumers.

We appreciate hearing from you and have taken note of your concerns. Thank you for your interest in this very important matter.

Sincerely,

Frances Baker
Office of Citizen Services

Dear Attorney General Bionci, ISSUE Antitrust

Just wanted to express our very strong feelings that you are making a possibly grave mistake in sueing to stop the American Airlines-USAirways merger.

We realize that you think that you are protecting consumers in the state, but this lawsuit may backfire in very real ways.

The airline industry is very cyclical. AA has lost well over $1 Billion in the last five years. They have had one or two good quarters, but their ability to weather the next downturn or oil problem could be greatly reduced without this merger. They need to be able to compete with United (Continental) and Delta (Northwest), as well as Southwest (AirTran) and all of the other carriers (Jet Blue, Republic,

Frontier, Alligiant, etc.). If they don't survive it will be a massive problem for Florida. Obviously we will lose 10000 jobs, especially in the Miami area. But much more importantly we will lose the economic engine provided by having a major hub in the state. We will lose all of the non-stop flights to South + central America (+ Europe) that bring in tourists + business. We will lose billions in revenue to other states that do have hubs (NY, Atlanta, Houston, LA, Chicago, etc.).

Please reconsider and drop the lawsuit.

Thank you.

Jim Collins
Virginia Collins

Jim Collins
1668 Misty Lake Dr
Fleming Island FL 32003
(h) 535-4793

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ATTORNEY GENERAL'S OFFICE

Jim & Virginia Collins
1668 Misty Lake Drive
Fleming Island, Florida, 32003

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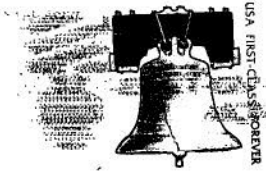


The Honorable Pam Bondi
Office of The Attorney General
Tallahassee, FL, 32399-1050

32399$9999

Internet Contact Information

INTERNET COMPLAINT RECEIVED BY THE ATTORNEY GENERAL'S OFFICE ON 09/03/2013

greg combs
936 se 15th ave.
Deerfield Beach, FL, 33441 Broward
Phone: (954) 461-0200
Email: greg-combs@att.net

Name/Firm/Company: AA/USAir
Subject/Category: AA/USAir Merger
Phone: (954) 461-0200

Questions/Comments:
Withdraw your objection to the AA/USAir merger. As a 26 year pilot we need the merger to compete with Delta, United and Southwest. I didn't hear complaints when Delta and Northwest, United and Continental and Southwest and Airtran merged. Thank-you.

Internet Contact Information

INTERNET COMPLAINT RECEIVED BY THE ATTORNEY GENERAL'S OFFICE ON 08/29/2013

Coy Conrad
210 174th St #2407
Sunny Isles Beach, FL, 33160 Miami-Dade
Phone: (336) 253-9078
Email: stconrad@earthlink.net

Name/Firm/Company: American Airlines
Subject/Category: American Airlines / US Air Merger

Questions/Comments:
Dear Attorney General,

I am contacting you to ask that you reconsider your opposition to the proposed merger of US Airways and American Airlines. As an American Airlines pilot since (insert date), I know what the merger means to me and to the thousands of other American Airlines employees. A truly competitive new airline is good for our employees, our communities and most certainly our customers. It would provide a viable competitive alternative to the two much larger carriers (Delta and United) that currently dominate the marketplace.

A viable competitor would provide greater job security for tens of thousands of workers across the country than the current struggling airline. Neither American Airlines nor US Airways alone has the network to adequately compete with the existing larger carriers; failure of one or both would result in further loss of jobs, less competition, higher airfares and fewer options for the flying public.

I hope you will reconsider your participation in this lawsuit and support a merged air carrier that is stronger and more consumer-friendly. A merger between American Airlines and US Airways is what's best for our country.

Internet Contact Information

INTERNET COMPLAINT RECEIVED BY THE ATTORNEY GENERAL'S OFFICE ON 09/03/2013

Rafael Contreras
8349 Diamond Cove Cr
Orlando, FL, 32836 Orange
Phone: (407) 304-6015
Email: rac340@hotmail.com

Name/Firm/Company: DOJ
Subject/Category: American/US Airways merger

Questions/Comments:
August 27, 2013

Rafael A. Contreras
8349 Diamond Cove Circle
Orlando, Fl 32836

Attorney General Pam Bondi
Office of Attorney General
State of Florida

Dear Attorney General,

I am contacting you to ask that you reconsider your opposition to the proposed merger of US Airways and American Airlines. As an American Airlines pilot since 1999, I know what the merger means to me and to the thousands of other American Airlines employees. A truly competitive new airline is good for our employees, our communities and most certainly our customers. It would provide a viable competitive alternative to the two much larger carriers (Delta and United) that currently dominate the marketplace.

A viable competitor would provide greater job security for tens of thousands of workers across the country than the current struggling airline. Neither American Airlines nor US Airways alone has the network to adequately compete with the existing larger carriers; failure of one or both would result in further loss of jobs, less competition, higher airfares and fewer options for the flying public.

I hope you will reconsider your participation in this lawsuit and support a merged air carrier that is stronger and more consumer-friendly. A merger between American Airlines and US Airways is what's best for our country.

Sincerely,

Rafael A. Contreras

Internet Contact Information

INTERNET COMPLAINT RECEIVED BY THE ATTORNEY GENERAL'S OFFICE ON 08/27/2013

Thomas Copeland
1 Las Olas Circle #1116
Fort Lauderdale, FL, 33316 Broward
Email: copelandthomas@hotmail.com

Name/Firm/Company: American Airlines
Subject/Category: American Airlines and USAirways Merger
Street Address: Miami International Airport
City: Miami, FL Miami-Dade

Questions/Comments:
Dear Attorney General,

I am contacting you to ask that you reconsider your opposition to the proposed merger of US Airways and American Airlines. As an American Airlines pilot since (insert date), I know what the merger means to me and to the thousands of other American Airlines employees. A truly competitive new airline is good for our employees, our communities and most certainly our customers. It would provide a viable competitive alternative to the two much larger carriers (Delta and United) that currently dominate the marketplace.

A viable competitor would provide greater job security for tens of thousands of workers across the country than the current struggling airline. Neither American Airlines nor US Airways alone has the network to adequately compete with the existing larger carriers; failure of one or both would result in further loss of jobs, less competition, higher airfares and fewer options for the flying public.

I hope you will reconsider your participation in this lawsuit and support a merged air carrier that is stronger and more consumer-friendly. A merger between American Airlines and US Airways is what's best for our country.

Thank you

PAM BONDI
ATTORNEY GENERAL
STATE OF FLORIDA

OFFICE OF THE ATTORNEY GENERAL

Office of Citizen Services
The Capitol
Tallahassee, Florida 32399-1050

Telephone (850) 414-3990 FAX (850) 410-1630

August 30, 2013

Mr. Hugh Corn
1531 Inspiration Drive, Number 4001
Dallas, Texas 75207-3772

Dear Mr. Corn:

Thank you for contacting Florida Attorney General Pam Bondi's Office regarding the lawsuit to block the merger of US Airways and American Airlines filed by this office, six other attorneys general, and the United States Justice Department in federal court in D.C. on August 13, 2013.

One of the most important roles of the Attorney General of Florida is to enforce the laws to ensure a competitive and fair marketplace.

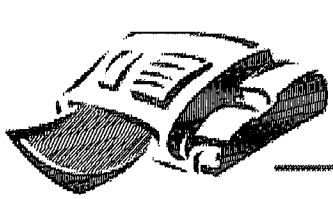
After a careful review of the facts, the decision was made that the merger would be anticompetitive and would likely lead to higher fares and increased fees for the flying public, including Florida consumers.

We appreciate hearing from you and have taken note of your concerns. Thank you for your interest in this very important matter.

Sincerely,

Office of Citizen Services
Florida Attorney General's Office

Anti-Trust issue SB



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Send a fax for free

Recipient Information

To: Pam Bondi
Company: Attorney General
Fax #: 8504101630

Sender Information

From: Hugh Corn
Company: American Airlines
Email address: hdcorn@gmail.com (from 76.183.44.80)
Sent on: Tuesday, August 20 2013 at 9:16 AM EDT

This fax was sent using the FaxZero.com free fax service. FaxZero.com has a zero tolerance policy for abuse and junk faxes. If this fax is spam or abusive, please e-mail support@faxzero.com or send a fax to 800-980-6858. Specify fax #10081781. We will add your fax number to the block list.

Hugh Corn
1531 Inspiration Dr. #4001
Dallas, TX 75207-3772

214.282.4360
hdcorn@gmail.com

Dear Attorney General:

1. I am contacting you to reconsider your opposition to the proposed merger between US Airways and American Airlines. As a Professional Flight Attendant since 1992, I know what the merger means to me and to the thousands of other American Airlines employees. Never before have the employees and management worked so hard and well together all in an effort to save these two great companies. A merger is good for employees and it is good for U.S. consumers.

2. The merger will provide job security for tens of thousands of workers across the country. Neither of these companies can adequately compete with Delta and United and failure of one or both would result in the decimation of jobs, less competition, higher airfares, and fewer options for the flying public.

3. I hope you will reconsider your participation in this ill-advised lawsuit and instead support a stronger, more profitable, and consumer-friendly merged air carrier.

Please join us in supporting the merger between American Airlines and US Airways; it is what's best for our country.

Best regards,

Hugh Corn

Internet Contact Information

INTERNET COMPLAINT RECEIVED BY THE ATTORNEY GENERAL'S OFFICE ON 10/06/2013

Peter Cristaudo
1210 Balboa Ct
Weston, FL, 33326 Broward
Phone: (954) 648-7009
Email: Fllpilot1@gmail.com

Subject/Category: USAirways/American Merger

Questions/Comments:
Dear Attorney General Bondi,

My name is Peter Cristaudo. I have been employed by USAirways for almost 30 years. I am writing you to voice my opion on the merger with American Airlines.

I cannot in the life of me understand the State of Florida objecting to this merger. It will increase competition in and out of Florida.
First lets just take a look at the major cities in the State. Ft Lauderdale is a major hub for Jet Blue, Spirit, Southwest, and Delta. Orlando and Tampa also have each including United. How would our merger not increase competition ?

Miami is a Incredible hub for American. Employs thousands of people. Not only working for American but support the Airlines other services.

The merger would create an Airline that would be able to compete on an even playing field with the other mega carriers that the DOJ approved. Delta/Northwest, United/Continental, Southwest/Airtran.
Airline tickets are still at a affordable price. Most increases are do to fuel cost. Every penny a gallon increase that the airlines have to pay equate to millions of dollars extra cost to the airline.

This merger just makes sense. Without it USAirways/American will flounder as 2 major carriers that cannot compete withe the others. Jobs will be lost because the only way to make money will be to try and shrink to profitability. Just look at USAirways the last 5 years. For every new airplane we get, we park an older one. No growth, no expansion. No new contracts and were still on bankruptcy wages.

This merger is good for the customer. More choices and options to get from point A to B.

Please reconsider and withdraw your lawsuit. Texas did and I think Florida should also.

If you have any questions or would like to discuss this matter any further, please do not hesitate to contact me. I can be reached at either email or my cell. I would even make a trip to meet you personally. MIA-TLH on American Eagle.

Regards,

Peter Cristaudo
Fllpilot1@gmail.com

954 648 700

Internet Contact Information

INTERNET COMPLAINT RECEIVED BY THE ATTORNEY GENERAL'S OFFICE ON 08/17/2013

Kevin Crook
13320 Parkside Terrace
Cooper City, FL, 33330 Broward
Phone: (954) 680-9337
Email: KLcrook@aol.com

Name/Firm/Company: American Airlines
Subject/Category: Anti Trust Lawsuit

Questions/Comments:
Ms. Bondi,

I am writing to you in response to you and the state of Florida joining the Antitrust lawsuit to block the merger between AA and USAir. I am employed as a Captain at American Airlines and live and work in south Florida. I went online to confirm that my Florida Attorney General was indeed a Republican and ran her campaign along with Gov Scott as a pro business conservative. I couldn't believe that an avowed member of the Republican Party would join with Mr. Holder's DOJ in a lawsuit that seeks to pick winners and losers in the commercial aviation marketplace--even when the previous mergers by all accounts have been successful and the airlines are finally making money- for a change. This would not be a surprise if the DOJ had opposed the previous mergers with similar dynamics but the current objection seems quite hypocritical.

This is part of your press quote,
“The two airlines compete directly on thousands of heavily traveled nonstop and connecting routes. If this merger is completed, consumers will face decreased competition and increased prices because airlines can cut service and raise prices with less fear of competitive responses from rivals.”

Have you really researched this? My information is that the two airlines compete directly on only 12 non stop routes. This is far fewer routes than the three previous mergers and yet you or the DOJ did not oppose those??? The consumers that you claim to be helping would end up paying even more dearly if the merger does not happen. The 2 smaller airlines that are left alone will slowly but surely become weaker as United, Delta, and Southwest Airlines dominate the airline industry. Trust me, they want to raise fares and earn a decent return on the huge capital investment that is required to run a successful airline. As a pro business Republican it seems that you forget that the airlines are a business. Four large and well run Airlines would be a better competitive landscape for all the stakeholders, including the passengers.

I have been voting Republican all of my life and I and my family never miss any election no matter how small. The vast majority of my fellow pilots and co-workers are conservative and support the Republican Party in every election. I can tell you now that if you and the Governor continue to support this misguided effort I will not be supporting you or any Republican aligned with you in the upcoming election cycle. Do you really want to be seen as an ally of AG Eric Holder and President Obama? If this is an attempt to appear populist and try to be a moderate then expect your base in the conservative part of the party to stay home the next time you and the Governor are running for re-election.

If you are interested our pilots Union and the two companies can give you a complete briefing on the benefits to our state by allowing this merger to go forward. I really wish you had gotten this before you mistakenly joined this misguided and clearly politically driven lawsuit by the DOJ.
Sincerely,
Kevin Crook

Internet Contact Information

INTERNET COMPLAINT RECEIVED BY THE ATTORNEY GENERAL'S OFFICE ON 08/22/2013

Kevin Crook
13320 Parkside Terrace
Cooper City, FL, 33330 Broward
Email: klcrook@aol.com

Name/Firm/Company: American Airlines
Subject/Category: AA/ USair Merger

Questions/Comments:
Ms. Bondi,
Thank you for having your team get back to me so quickly concerning you joining the DOJ's lawsuit against the proposed merger between AA and USair. You said you had carefully examined the facts of the case and concluded that the merger would be anti-competitive and harm consumers. That is not the burden the DOJ and you must prove in court. You must prove that the consumer would be hurt so badly that the merger must not be allowed. I am copying a great analysis for you to review so that you may be fully informed. The benefits to the companies, communities, and the passengers we serve WILL be enhanced by this merger and your opposition to it is not an informed position.
Thanks again for your time.
Sincerely, Kevin Crook

By Popular Demand: PlaneBusiness Analysis Of GAO Report on American Airlines-US Airways Merger

2 Replies

Several weeks ago, after the GAO issued its report on the American Airlines-US Airways merger, PlaneBusiness Banter contributing editor Brett Snyder (who provides detailed analysis for PBB on various airline industry issues on a regular basis) took a very close look at the study. I had problems with the study from the get-go. As a result, I wanted someone to pick it apart for us and give us their opinion.

The conclusions Brett came to were more or less the same ones we took from the study at the time: besides there being problems on several key data issues, there was nothing in the study that would serve as evidence that a merger between the two airlines was anti-competitive to an extent that would warrant a thumbs-down by the DOJ.

We have had numerous requests, since the DOJ's announcement last week, to repost this analysis publicly – outside the PBB subscriber firewall. So – here you are. This column originally ran in PlaneBusiness Banter on Friday, July 19.

July 19, 2013 – PlaneBusiness CrankyAnalysis: The GAO Report On American/US Airways Merger -More Holes Than Swiss Cheese

Editor's Note: This week PlaneBusiness Banter contributing editor, analyst, and chief airline dork Brett Snyder takes a look at the recent GAO report on the

pending merger between American Airlines and US Airways. Given a flurry of "anti-competitive" articles in the press of late, and given some obvious data issues with the GAO report, we thought it was important to take a deep dive into the data. Brett, as usual, was more than ready for the challenge.

C R A N K Y A N A L Y S I S

By Brett Snyder, Contributing Editor, PBB

As American and US Airways march ever closer to finalizing their merger, there is still one big hurdle to overcome… government antitrust approval. This shouldn't be difficult, but lately there has been some bad press trying to seed doubt on whether the merger will be approved.

Much of this backlash is being fueled by a government report that is woefully incomplete at best. I thought it would be a good idea to take this thing apart so that the real impact can be shown.

The report in question is from the Government Accountability Office (GAO). The GAO issued its report on June 19 entitled, "Issues Raised by the Proposed Merger of American Airlines and US Airways." In the 31 page document, the GAO brings up a lot of potential issues and opponents of the merger have flocked to this as some sort of smoking gun. It's not.

First, let's get one thing out of the way. Will this merger reduce competition? Of course it will. If you have a set of competitors and two of them merge, then there will be fewer competitors in the market. That means less competition, but it's hardly a reason to deny the merger. The key is for the government to determine whether the merger will harm competition enough that it creates an antitrust concern. That's where things get difficult.

The GAO did some math to calculate what the effect of the merger would be on the routes currently flown by the two carriers. It took a year's worth of traffic in each domestic airport-pair and then defined an effective competitor as one that had at least 5 percent of the traffic. After eliminating markets with fewer than 520 passengers each way during that year, it then looked at markets that would see the loss of an effective competitor.

I immediately saw some problems with some of the agency's conclusions. So we set out to take a look at the underlying data and do our own research.

Unfortunately, the GAO told us that it had "outsourced" the data search to a consulting firm, therefore it could not share the underlying data.

I've been working with masFlight to try to recreate the analysis. So far, we've been unsuccessful at getting it to match up exactly. But we did get pretty close. The total number of markets that would lose an effective competitor was 1,665 according to GAO. The media, much less merger critics, rarely mention that 210 markets will actually gain an effective competitor, but we don't need to focus on that. It's really this revelation by the GAO that is what everyone needs to focus on.

"However, the great majority of these markets also have other effective competitors."

Let's take a closer look at those 1,665 markets.

Of those markets, more than 70 percent will still have 3 or more effective competitors. It's hard to argue that those are going to be markets without significant competition even after the merger. In fact, competition will be heightened in some markets since the new American will have enough heft to provide serious competition to United and Delta. So let's focus on those markets that will either become monopolies or will be reduced to having only one other carrier in the market after the merger since those are the ones that would be most concerning.

According to the GAO, there are 24 markets that will drop from 2 effective carriers to only 1 after this merger (we found 23) and 475 markets that will will go from 3 to 2 effective carriers (we found 484). But during the process of putting our own analysis together, we found a few problems with the analysis by the GAO.

1) The GAO included both interline and domestic codeshare itineraries in its analysis. That is misguided. Of the 484 markets dropping from 3 to 2 carriers, a full quarter of them aren't even served by both carriers today. Wait, what?

For example, let's take a look at a market like Charlotte to Midland/Odessa. US Airways doesn't even fly to Midland and doesn't even file fares in the market, but you have people who fly US Airways to Dallas or Houston and then connect on American or United from there. Does US Airways really deserve to get credit for this passenger? And will competition really be reduced after the merger? I find that hard to believe. You'll have two strong carriers in the market

Or look at Reno to Wichita. US Airways does sell tickets in this market because of its current codeshare with United. Together, United and US Airways have 75 percent of the market and they are hardly competing with each other. When American and US Airways merge, that will reduce the percent of travelers flying on United to under 60 percent. American and US Airways together will be a much stronger competitor than American alone.

If we eliminate those markets, that leaves us with only 371 markets that will see truly reduced competition.

2) Of those 371 markets, nearly 30 percent have significant service from other carriers at alternate airports. However, the GAO report utilizes numbers only for specific airport-pairs even though in antitrust analyses, you're supposed to look at total city-pairs. So why isn't that happening? According to the report itself:

"It is generally preferable, time permitting, to assess city-pair, rather than airport-pair, changes in competition. Some larger U.S. cities (New York, Chicago, Los Angeles, Washington, D.C.) have more than one commercial airport that can compete for passenger traffic. DOJ generally considers the relevant market to be a city-pair combination, but also examines the airport pair if relevant."

In other words, GAO didn't have the time to do the full and proper analysis, so t just put out what it could. It's very strange that GAO would do this, particularly since the inclusion of Washington's National and Dulles airports as members of a single city pair in an antitrust analysis more than a decade ago was a huge contributor to the failure of the United/US Airways merger.

If we take out markets with significant service from other airlines in alternate markets we're down to 265 markets, give or take.

3) Looking at those 265 markets that will go from 3 to 2 competitors, will these markets really see a great deal of harm from lack of competition? Not all of them, that's for sure.

Look at the biggest market left, Boston to San Juan. JetBlue is the behemoth in this market with just over 75 percent of the traffic. US Airways has about 8 percent while American has a little less than that. Combined, they will have a whopping 14 percent, but does anyone really think either of those airlines are driving pricing in this market? No way, it's JetBlue. And that won't change a bit.

Then there are the markets like Chicago to Honolulu. United has over 60 percent of the market. American has 25 percent and US Airways has 7 percent. If anything, this merger will make American a more effective competitor of United by allowing it to offer more options.

This is repeated over and over again in many markets. So will any markets truly suffer? Sure. These are mostly smaller markets. Cities that come up over and over in the data are places like Tallahassee and Chattanooga. These are cities that will see reduced competition, but is it enough to deny a merger that will provide so much benefit in other ways? I don't see how.

The markets that should cause the greatest concern are naturally the ones where competition will be eliminated entirely. So let's take a look at those markets. GAO shows 24 markets that will have service by only one airline after the merger. Our analysis turned up 23, including 2 of which weren't on the GAO list (GAO had 3 that weren't on ours). So let's look at all 26 of them.

•3 markets are interline markets that aren't served by both airlines. Burbank-Dallas/Ft Worth was served by American but the airline has since pulled out of Burbank entirely. Meanwhile, Dallas/Ft Worth-Lawton and Dallas/Ft Worth-Williamsport simply aren't served by US Airways and American. Throw these out.

•7 markets are to St Croix, a market that is only seasonally served by US Airways. Considering American's strength in the Caribbean this merger might create more service for St Croix in the end since US Airways provides very little today.

•2 markets no longer have US Airways as an effective competitor when including alternate airports (Boston-Miami and DFW-San Jose). US Airways doesn't take enough traffic in the city-pair analysis to break that 5 percent threshhold.

•10 markets have more effective competitors in alternate airports. This is particularly amusing since the GAO report states,

"And unlike the United/Continental merger, where most of the endpoint cities had other airports in the region, fewer of these airport pairs have significant other airports in the region. This is especially true for the Charlotte (CLT)/Dallas (DFW) and Phoenix (PHX)/DFW pairs where few alternate options are available at either endpoint."

The piece about Phoenix to Dallas/Ft Worth is just so wrong. So very, very wrong.

Spirit does not carry a ton of traffic today between DFW and Phoenix/Mesa but it does serve the market. More importantly, Southwest carries more than 20 percent of the market between Dallas and Phoenix when you include Love Field.

And starting next October, Love Field opens up and Southwest can fly anywhere it wants from there throughout the US. I can guarantee that Phoenix will be one of the first cities to get nonstop service so it should grow its share more.

Here is how these ten markets break down.

altairports

Where does that leave us? It leaves us with a grand total of 4 markets that would be truly impacted by the merger. There's DFW to both Philly and Charlotte, Charlotte to St Thomas, and DFW to Palm Springs.

The point here is not that competition won't be impacted at all. It would be silly to claim that. The point is that the impact won't be nearly as dire as has been suggested and there will be real benefits as well.

While I wouldn't be surprised to see the Feds require that some slots be surrendered at Washington/National to gain approval, I find it hard to believe that the Feds could find a way to reject this merger on antitrust grounds.

_____

Brett Snyder

Brett is the author of the award-winning airline industry blog The Cranky Flier and also runs his Cranky Concierge air travel assistance business. Though Brett has loved the industry since he was a kid (and was even a travel agent at the age of 12), he only began working for the airlines as a college intern for USAir. After graduation, he did pricing for America West and marketing for United, among other roles.

In 2005, Brett created the travel search site for leading comparison-shopping company PriceGrabber.com. He graduated from The George Washington University with a bachelor's degree in business in 1999 and received a Master of Business Administration from Stanford University in 2004. He lives in Long Beach with his wife, son, new daughter, and two dogs. You can find him on Twitter under the name @crankyflier and you can email him at cf@crankyflier.com.

This entry was posted in PlaneBriefs, Ratty Old Bear Suits and Raging Bulls and tagged American Airlines, American airlines merger, antitrust, DOJ merger, GAO report, US Airways, US Airways merger on August 21, 2013 by Holly.

Internet Contact Information

INTERNET COMPLAINT RECEIVED BY THE ATTORNEY GENERAL'S OFFICE ON 08/13/2013

Robin Dannahower
1650 Cherrystone Way
Vero Beach, FL, 32963 Indian River
Phone: (772) 579-5709
Email: rdannahower@comcast.net

Name/Firm/Company: none
Subject/Category: US Airways & American Merger

Questions/Comments:
DO NOT oppose the merger of US Airways and American Airlines. The sate did not oppose other airline mergers NOR did you do anything about the greedy banks. I will vote against anyone going against this merger, period.

Internet Contact Information

INTERNET COMPLAINT RECEIVED BY THE ATTORNEY GENERAL'S OFFICE ON 09/03/2013

Brian Darkes
2295 Fox Wood Ct
Saint Cloud, FL, 34771 Osceola
Email: bkd.windsong@gmail.com

Name/Firm/Company: DOJ
Subject/Category: DOJ anti-merger action against American Airlines and US Airways

Questions/Comments:
I do not support your decision to join in the DOJ action against AMR and US Airways. Preventing this merger will result in a duopoly in the "mega" carrier markets of Delta and United. If allowed to stand alone, the incompetent management of AMR will again run the company into bankruptcy and more jobs will be lost in the long run. This action is short-sighted and wrong.

Internet Contact Information

INTERNET COMPLAINT RECEIVED BY THE ATTORNEY GENERAL'S OFFICE ON 09/04/2013

Spencer Day
7501 East Treasure Dr., Apt 8A
North Bay Village, FL, 33141 Miami-Dade
Phone: (781) 710-9442
Email: spenceday@yahoo.com

Name/Firm/Company: Florida Attorney General Office
Subject/Category: Note to Pam Bondi

Questions/Comments:

Ms. Bondi,

As a Florida resident, your constituent, and an employee of American Airlines, I wish to write in order to urge you to abandon your ill-conceived suit blocking the merger of AMR Corporation dba American Airlines and USAirways, LLC.

While your decision to join a very limited number of States' Attorneys General in this effort may have seemed an attempt to protect the Florida consumer from increased pricing for airline transportation, the broad consensus among the press, business leadership, airline industry experts, the legal community, and your substantial American Airlines employee constituency is that this case is completely devoid of merit, and a noteworthy waste of Florida taxpayer resources.

While I might otherwise applaud an Attorney General's effort to pursue a just cause, ignoring the fact that it is enraging an overwhelming block of his/her own constituents, the fact remains that this suit is no just cause. It is worth observing that this “overwhelming block of constituents” is more specifically the State's third largest single employer (excluding the State's Universities and Hospitals), falling only behind Disney and Universal Studio. But political suicide notwithstanding, the merits of this case will be demonstrated, either the easy way, by carefully considering the many meritorious reasons to go forth with this merger and coming to a reasoned decision to drop this lawsuit, or the hard way, by losing this suit in court at enormous cost to all parties concerned.

This suit purports to protect the consumer from increased price pressure. Much has been written in the press to discredit this meritless accusation. So much so, in fact, that it is impossible to summarize the facts regarding complexities of airline pricing in a mere letter. This suit ignores so many facets of global and domestic competition, airline financial histories, and consumer benefits. It seems palpably obvious to industry experts, however, that forcing American Airlines and USAirways to remain as stand alone entity is harmful, both to them, and to the consumer. Specifically, neither entity alone has the network breadth, access to Capital, or growth potential, to compete with the much larger Delta and United Airlines domestically and internationally, nor the much larger domestic network operated by Southwest. An airline's ability to generate passenger traffic is substantially linked to it's ability to transport a given consumer from any two cities worldwide (or nationwide, when making a comparison to Southwest). American and USAirways both have vastly hampered networks in comparison to their larger rivals.

This suit also seems to ignore the quite obvious fact that one party, American, is in bankruptcy proceedings at this very moment, and the other entity, USAirways, has been through Chapter 11 twice in the last decade. Those facts don't support the argument that these are financially healthy, stable stand alone entities. To presuppose that these two airlines will be healthy corporate entities in the future could be described as ignorance of airline economic history or outright folly, or both. And as mentioned above, both entities would be fighting the battle with hands tied behind their respective backs. While no one likes to pay more than is necessary for a product or service, the fact remains that the simple cost of running an airline has never, historically, been fully met by the airlines' revenue. Hence the, now universal, bankruptcies of the major carriers. Some price increasing, through whatever means, must occur simply to cover the cost of an airline operation. The thought that consumers are being unfairly treated is total nonsense. Airline ticket prices have been declining substantially for many decades, a price decline that is unequaled in any other industry. To accelerate that decline, at the expense of an airline's ability to merely break even, is just plain irresponsible.

Fighting this merger will cause the slow and painful decline of both airlines involved, will eliminate the ability to have a competitive balance with Delta and United permitting that duopoly to have complete and unbalanced control of the pricing in their respective markets, will diminish meaningful competition with foreign carriers competing aggressively for the American customer, will mean a substantial lowering of the quality of the products offered to consumers, and most importantly, it will be to the detriment of tens of thousands of your own Florida residents who are employees of American Airlines.

If it is really necessary to continue this suit into court, I have absolute confidence that this suit will fail, costing both American Airlines and the State of Florida millions in legal expenses, and it will needless cost American hundreds of millions of dollars in increased bankruptcy related costs, further damaging one of Florida's largest employers. Florida should be the promoter of corporate health, vigorous employment, and the associated consumer benefits, not the destroyer thereof. I hope you revisit your opposition to this merger and drop this suit with greatest speed.

Sincerely,

Spencer D. Day

Internet Contact Information

INTERNET COMPLAINT RECEIVED BY THE ATTORNEY GENERAL'S OFFICE ON 09/04/2013

Rebecca DeBrocke
4833 W Bay Villa Ave
Tampa, FL, 33611 Hillsborough
Email: Rbrown11@tampabay.rr.com

Name/Firm/Company: Us Attorney's office
Subject/Category: Your rejection of the American Airlines/USAirways merger.

Questions/Comments:
Your rejection of the AA/UsAirways merger does not make sense. It would create more competition in the market and save/create more jobs in the industry in the long run.

Internet Contact Information

INTERNET COMPLAINT RECEIVED BY THE ATTORNEY GENERAL'S OFFICE ON 08/21/2013

Paul DiFrank
4127 Center Gate Blvd
Sarasota, FL, 34233 Sarasota
Phone: (941) 320-9049
Email: paul.difrank@yahoo.com

Name/Firm/Company: Pam Bondi Florida AG
Subject/Category: Effort to Block Merger of US Airways and AMR

Questions/Comments:
I cannot fully express my displeasure when I learned that you support the DOJ suit to prevent the merging of American Airlines, and US Airways.

The effects of the merger will be nothing but positive for the State of Florida - jobs will be both preserved and created, and the new American Airlines will once again be a strong and viable entity within the industry. Without the merger, American Airlines will most likely wither into obscurity and cease operations, despite management's assurance that "We can go it alone." The numbers, the financials, state otherwise.

The merger of American with US Air will NOT create an uncompetitive environment; there will be no less than THREE major carriers competing directly, as well as Southwest, Jet Blue, Alaska, and a dozen others who can and will compete to keep costs reasonable. As opposed to your view that this merger will reduce the major carriers from 4 to 3. Please look at the size of United and Delta (since they have been allowed to merge with Northwest and Continental, respectively) American and US Airways as stand alone carriers can not be considered a Major airline after the two behemoths that have been allowed to be created. There was no outcry of the removal of those overlapping flights UAL/Continental, Delta/NWA. I am sure if you were to look at connecting flights with those previous mergers, that under those terms those should not have been approved.

For the first time in over a decade, the airline industry is doing better than bare survival. For the sake of over 100,000 workers, the traveling public, and the industry itself, please allow this merger to continue. Allow the MARKET to determine who thrives, and who does not.

It is disheartening to once again see an elected official simply spin chosen talking points of an issue, as opposed to truly understanding the issue that s sitting in front of you.

\You will lose my vote, and the vote of every adult member of my famiuly, and as many friends as I can convince - most of them being airline people - if you continue to support the DOJ in this matter.

Thank you for your time.

Sincerely,
Paul DiFrank

Internet Contact Information

INTERNET COMPLAINT RECEIVED BY THE ATTORNEY GENERAL'S OFFICE ON 09/03/2013

Michael Donohue
8118 SW 163rd PL
Miami, FL, 33193 Miami-Dade
Phone: (786) 429-7055
Email: mdonohue@yahoo.com

Name/Firm/Company: American Airlines
Subject/Category: Airline Consolidation

Questions/Comments:
The U.S. Justice Department (DOJ) antitrust lawsuit against the American/USAirways merger is literally picking winners and losers in an industry that is supposed to be deregulated. In 2008, the DOJ permitted the creation an airline with a much larger network than American's by allowing the Delta/Northwest merger. In 2010, the United/Continental merger was approved by the current administration's very own DOJ. With the approval of the United/Continental merger, the DOJ created another airline with a much larger and more thorough network than American, again! Government influence didn't end there; in 2011, the DOJ approved the Southwest/AirTran merger, enhancing Southwest's network and making the new Southwest the largest domestic airline in the United States. The very next year, Southwest was able to have the airline industry's highest domestic market share. Consumers, and indeed all of us, will ultimately lose if the merged American/USAirways is not permitted to compete against these previously approved much larger networks.

There is little doubt the DOJ allowed the airline industry to be altered over the past several years through consolidation. Commercial airlines are now competing in an industry environment created by the DOJ. Simply put, it can be argued that the impetus for an American/USAirways deal was the DOJ's previously approved mergers. Therefore, it is inappropriate for the DOJ to suddenly change the rules. Additionally, the DOJ's argument against the merger is a contradiction. While it is asserting the merger will cause less competition it should be obvious that not allowing the merger will actually result in less competition. Instead of 3 full service carriers capable of seamlessly transporting customers throughout the United States and internationally there will only be two (UAL and DAL). This will actually force many business customers, who would prefer to fly the merged American/USAirways, to travel on the more robust networks of Delta and United.

Internet Contact Information

INTERNET COMPLAINT RECEIVED BY THE ATTORNEY GENERAL'S OFFICE ON 09/03/2013

Mike Donohue
8118 SW 163rd PL
Miami, FL, 33193 Miami-Dade
Phone: (786) 429-7055
Email: mdonohue@yahoo.com

Name/Firm/Company: American Airlines
Subject/Category: AA / USAir merger

Questions/Comments:

I am contacting you to ask that you reconsider your opposition to the proposed merger of US Airways and American Airlines. As an American Airlines pilot since (insert date), I know what the merger means to me and to the thousands of other American Airlines employees. A truly competitive new airline is good for our employees, our communities and most certainly our customers. It would provide a viable competitive alternative to the two much larger carriers (Delta and United) that currently dominate the marketplace.

A viable competitor would provide greater job security for tens of thousands of workers across the country than the current struggling airline. Neither American Airlines nor US Airways alone has the network to adequately compete with the existing larger carriers; failure of one or both would result in further loss of jobs, less competition, higher airfares and fewer options for the flying public.

I hope you will reconsider your participation in this lawsuit and support a merged air carrier that is stronger and more consumer-friendly. A merger between American Airlines and US Airways is what's best for our country.

Internet Contact Information

INTERNET COMPLAINT RECEIVED BY THE ATTORNEY GENERAL'S OFFICE ON 09/03/2013

Norwood Edge
PO Box 12238
Miami, FL, 33101 Miami-Dade
Phone: (949) 278-0114
Email: la737driver@gmail.com

Name/Firm/Company: Florida Office of the Attorney General
Subject/Category: Anti Trust
Street Address: The Capitol PL-01
City: Tallahasee, FL 32399-1050
Phone: (850) 414-3300

Questions/Comments:
• The Allied Pilots Association, the Association of Professional Flight Attendants, the Association of Flight Attendants-CWA and the Transport Workers Union of America – unions made up of American Airline employees whose careers depend on the competitive success of American Airlines and its affiliates – filed an amicus curiae brief with the District Court in Washington, D.C., expressing their "strong support" for the motion filed Aug. 22 by American and US Airways to set a trial date.

• The careers of American Airlines employees are inextricably intertwined with the success of American and the airline industry as a whole.

• The Justice Department ("DOJ") brought this injunction action without warning on the eve of the confirmation of a Plan of Reorganization predicated on a merger between American and US Airways.

• American and its unions had already made substantial preparations for the merger, making significant operational decisions. As a result of this suit, American finds itself in competitive limbo.

• The DOJ approved prior mergers.

• At the heart of this dispute is the question of whether American can operate with a network that will compete effectively or whether it will be forced to adopt a stand-alone strategy as a second-tier carrier left to pick over the scraps of much larger competitors.

• American cannot adopt a long-term strategy until it knows whether it will be permitted to acquire a network to compete with United and Delta.

• The damage to competition in the airline industry as a result of a less-competitive American must be minimized by a decision on the merits on as prompt a schedule as possible.

• In 2008, the DOJ approved the merger of Delta and Northwest, creating a combined carrier with a national network that easily exceeded American's capacity.

• In 2010, following the same antitrust analysis, the DOJ approved the merger of Untied and Continental, creating a second national business carrier with a network vastly superior to American's.

• The more limited size and scope of American's network – the interconnected web of airline routes through which the airline services its customers – "put it at a competitive disadvantage relative to its largest major network carrier competitors: United and Delta."

• American's share in most regions of the United States has "significantly eroded over the last decade as its key network carrier competitors have consolidated and extended their network and scale advantages."

• One significant effect has been a steady loss of American's "high-yield corporate customers and frequent elite travelers to the superior networks of United and Delta."

• The loss of market share can be measured in a loss of American employee jobs. The APA has more than 10,000 members because it took that many pilots and more to fly the American system. Because of ever-diminishing market share, only 7,959 pilots are actively flying at American.

• Since 2000, the active number of TWU employees at American has plummeted from 35,000 to 23,000.

• The APFA workforce is about 36% smaller than it was in May 2002, when almost 25,000 flight attendants worked for American.

• Without a network similar in scale to Delta and United, American will continue to decline. The result will be fewer competitive routes for the industry, lessened competition and a significant loss of jobs.

• Following years of losses in the market dominated by United and Delta, on Nov. 29, 2011, AMR Corporation, American Airlines Inc. and affiliates were forced to file Chapter 11 reorganization proceedings in the U.S. Bankruptcy Court for the Southern District of New York.

• American's incumbent management sought to reorganize based on a stand-alone plan for emergence. The problems with this approach were apparent from the outset; ultimately, American's creditors opted for a more competitive approach followed by other industry players: building American's network to equal its competitors through a merger.

• American sought a merger partner in US Airways, whose routing network is almost entirely complementary to its own.

• American filed a Plan of Reorganization based on the merger of American and US Airways. All classes of creditors voted in favor of the plan.

• We hoped the combination of American and US Airways would significantly enhance American's ability to compete with Delta and United, thus increasing competition in the domestic and international airline markets.

• In the last few months, hundreds of pilots have been called off the furlough lists in anticipation of increased flying upon consummation of the merger.

• Increased American flights mean more competitive routes and increased competition in the industry.

• Anticipating that the closing would occur shortly after the confirmation

hearing, American and US Airways had undertaken a selection process for management at the merged company. Many of American's upper management, some by their own choice, were replaced by US Airways personnel. As a result, on the management side, American is little more than a shell.

• Understandably, the management that remains lacks the same incentives as the proposed management team to aggressively protect American and its diminishing market share during any delay in closing the merger.

• It is not possible to recruit new management in light of the uncertainty hanging over the company.

• Lacking motivated incumbent leadership, American's competitive position is likely to erode further during the pendency of this case.

• Employees whose job outlook was more certain are facing further delays, more furloughs and great uncertainty regarding their future with the airline.

• The competitive position of American and the industry as a whole will be damaged while American is unable to undertake initiatives because of the uncertainty regarding its future.

• We respectfully submit that the court will inevitably deny the relief sought by the plaintiff once it reviews the evidence in this case.

• These issues must be resolved sooner rather than later.

• The DOJ injunctive action is having a real, immediate adverse impact on the lives of ordinary hard-working employees of American Airlines.

Please withdraw your support for the US DOJ suit.

Norwood Edge

Internet Contact Information

INTERNET COMPLAINT RECEIVED BY THE ATTORNEY GENERAL'S OFFICE ON 10/04/2013

Richard Engelstad
3940 NE 17th ave
Oakland Park, FL, 33334 Broward
Phone: (954) 567-4005
Email: Reinfl@bellsouth.net

Name/Firm/Company: American airlines
Subject/Category: American US airways merger

Questions/Comments:
Dear General Bondi
I am writing to you, to request that you drop your opposition to the merger between American US airways merger. As a resident of the great state of Florida and a proud employee of American Airlines for 29 years, I see this merger as the only way my company can compete with delta and united. I've dedicated my career to this fine company, only to see my once proud airline driven into the ground by incompetent management. The only way we can grow and prosper is to replace our current management with a team of people that can run my company in a safe and creative environment. My company was driven into bankruptcy by our inability to compete with larger better run companies. Let my company soar to many new cities from our Miami hub. I invision my company flying to every major cities throughout the United States, and new destinations throughout the globe

Internet Contact Information

INTERNET COMPLAINT RECEIVED BY THE ATTORNEY GENERAL'S OFFICE ON 09/20/2013

albert fardella
6503 n military trail apt 904
Boca Raton, FL, 33496 Palm Beach
Phone: (954) 729-4378
Email: alfardella6503@comcast.net

Name/Firm/Company: no firm
Subject/Category: merger of american airlines and us airlines

Questions/Comments:
would like it if you would allow the merger of American airlines and U S AIR.

STATE OF FLORIDA

PAM BONDI
ATTORNEY GENERAL

OFFICE OF THE ATTORNEY GENERAL

Office of Citizen Services
The Capitol
Tallahassee, Florida 32399-1050

Telephone: (850) 414-3990
Fax: (850) 410-1630

September 19, 2013

Mr. Bill Faris
18181 Riverchase Court
Alva, Florida 33920

Dear Mr. Faris:

Thank you for contacting Florida Attorney General Pam Bondi's Office regarding the lawsuit to block the merger of US Airways and American Airlines filed by this office, six other attorneys general, and the United States Justice Department in federal court in D.C. on August 13, 2013.

One of the most important roles of the Attorney General of Florida is to enforce the laws to ensure a competitive and fair marketplace.

After a careful review of the facts, the decision was made that the merger would be anticompetitive and would likely lead to higher fares and increased fees for the flying public, including Florida consumers.

We appreciate hearing from you and have taken note of your concerns. Thank you for your interest in this very important matter.

Sincerely,

Kimberly D'Amico
Office of Citizen Services

CBI Anti-trust issue

Dear Attorney General Bondi,

I am contacting you to ask that you reconsider your opposition to the proposed merger of US Airways and American Airlines. As an American Airlines pilot since 2000 and a Florida state resident since 1996, I know what the merger means to me and to the thousands of other American Airlines employees and our state. A truly competitive new airline is good for our employees, our communities, and most certainly our customers. It would provide a viable competitive alternative to the two much larger carriers (Delta and United) that currently dominate the marketplace.

A viable competitor would provide greater job security for tens of thousands of workers across the country. Neither American Airlines nor US Airways alone has the network to adequately compete with the existing larger carriers; failure of one or both would result in further loss of jobs, less competition, higher airfares, and fewer options for the flying public.

I hope you will reconsider your participation in this lawsuit and support a merged air carrier that is stronger and more consumer-friendly. A merger between American Airlines and US Airways is what's best for our country and most certainly our state. Thank you for your consideration.

Sincerely,

Bill Faris,
American Airlines, Miami, 767 Pilot
18181 Riverchase CT
Alva, FL 33920
239-693-0052
bltfaris@embarqmail.com

Internet Contact Information

INTERNET COMPLAINT RECEIVED BY THE ATTORNEY GENERAL'S OFFICE ON 08/30/2013

Richard Farmer
6411 Fox Run Circle
Jupiter, FL, 33458 Palm Beach
Email: dubrf@yahoo.com

Name/Firm/Company: American Airlines/US Airways
Subject/Category: Airlines

Questions/Comments:
Dear Attorney General,

I am contacting you to ask that you reconsider your opposition to the proposed merger of US Airways and American Airlines.

As an American Airlines pilot since 1990, I know what the merger means to me and to the thousands of other American Airlines employees. A truly competitive new airline is good for our employees, our communities and most certainly our customers. It would provide a viable competitive alternative to the two much larger carriers (Delta and United) which currently dominate the marketplace.

A viable competitor would provide greater job security, for tens of thousands of workers across the country, than the current struggling airline. Neither American Airlines nor US Airways alone has the network to adequately compete with the existing larger carriers; failure of one or both would result in further loss of jobs, less competition, higher airfares and fewer options for the flying public.

I hope you will reconsider your participation in this lawsuit and support a merged air carrier that is stronger and more consumer-friendly.

It is shocking to me, to see the government pick winners in the marketplace.

This lawsuit does just that. It was clear, when the Delta/Northwest merger occurred, that the only way for the other four carriers to compete, with such a comprehensive domestic and global network, was by merging in some combination.

After the United/Continental merger, the only viable combination left was American/US Airways.

Without this merger, we will be left with two international mega-carriers with so much power and ubiquity in the marketplace that others will be left in an "also ran" category.

Let us remember, also, that the largest domestic carrier is Southwest Airlines. With four large networks, plus a number of vibrant, expanding smaller airlines, there will be plenty of competition within our borders.

Over the last few decades, since deregulation, there have been many airline failures, and huge losses within this industry. This volatility is not good. Our nation needs a stable airline industry.

A merger between American Airlines and US Airways is best for our country.

Sincerely,

Richard Farmer

Date Received:	**10/23/2013 11:37:25 AM**	Date Resolved:	
From:	**Kym Oswald**		
Unit:	**Citizen Services**		
To:	**Citizen Help**		
Subject:	**Fw: Rep. Patrick Murphy's support for AA and US Airways**		

Please put in Active db and respond with template.
----- Forwarded by Kym Oswald/OAG on 10/23/2013 11:36 AM -----

From:	"Governor Rick Scott" <Rick.Scott@eog.myflorida.com>
To:	<richard.farmer@aa.com>
Cc:	"Sunburst" <sunburst@eog.myflorida.com>
Date:	10/23/2013 09:46 AM
Subject:	RE: Rep. Patrick Murphy's support for AA and US Airways

Dear Mr. Farmer:

Thank you for contacting Governor Rick Scott's Office and sharing your opinion about a merger between American Airlines and US Airways. To ensure they are aware of your comments, I forwarded your email to the Attorney General's Office.

Contact information is provided below.

The Honorable Pam Bondi
Office of the Attorney General
The Capitol
Tallahassee, Florida 32399-1050
(850) 414-3990
www.myfloridalegal.com/contact

Thank you again for writing.

Sincerely,

Warren Davis
Office of Citizen Services
Executive Office of the Governor

-----Original Message-----
From: richard.farmer@aa.com [mailto:richard.farmer@aa.com]
Sent: Tuesday, October 22, 2013 9:32 PM
To: Governor Rick Scott
Subject: Rep. Patrick Murphy's support for AA and US Airways

Richard Farmer
6411 Fox Run Cir
Jupiter, FL 33458-1830

October 22, 2013

The Honorable Rick Scott
The Capitol, 400 S. Monroe Street
Tallahassee, FL 32399-0001

Dear Governor Scott:

I am writing to express my strong support for the combination of American Airlines and US Airways.

Also, with great pleasure, I wish to thank Rep. Patrick Murphy, my representative in the House, for joining with 67 other members in a letter of support to the President.

It is my hope that good sense prevails and all who are receiving this letter will move to end all State and Federal blocks to this merger.

US Airways and American, by combining, will ensure their survival and the jobs they provide, after decades of upheaval and loss for their employees.

As one airline, they will be the ONLY POSSIBLE competitor to United and Delta. To allow these two mega-airlines to remain unchecked in the marketplace would be disastrous for the consumer.

A combined American and US Airways will be of comparable size to each of these two airlines and will have the comprehensive network needed to compete with them.

Texas Attorney General Abbott has settled with the airlines. It is time for my Attorney General Pam Bondi to come to an agreement in a similar fashion.

I appeal to each of you to use your good offices to end the DOJ law suit and allow the merger of American with US Airways.

I am not alone - the widespread support for this merger underscores the fact that it is the right path forward for both airlines and the customers and communities they serve.

Let American and US Airways move forward with this merger so that consumers, communities and employees can begin to enjoy the benefits of the new American.

Sincerely

Richard Farmer

Internet Contact Information

INTERNET COMPLAINT RECEIVED BY THE ATTORNEY GENERAL'S OFFICE ON 08/16/2013

Egbert Fisher
149 NW 34th Street
Oakland Park, FL, 33309 Broward
Phone: (954) 336-3177
Email: eggiefish1@yahoo.com

Name/Firm/Company: Attorney General State of Florida
Subject/Category: American Airlines/US Airways merger

Questions/Comments:
Attorney General Bondi:

As a citizen of the State of Florida, I object to your lawsuit to prevent the merger of American Airlines and U.S. Airways. American Airlines is one of the largest employers in Southern Florida and your lawsuit to prevent this merger can lead to the liquidation of American Airlines, employee layoffs, not only at American Airlines, but also vendors and contractors associated with American Airlines who are based in Southern Florida.

As one of the many employees of American Airlines, we have survived the attacks of September 11, 2001, where many of us lost family and friends and we are still in the process of rebounding. All of us are dealing with our company in bankruptcy and deep employee concessions to keep this company afloat, day to day terrorist threats and of course with the unknown future of our company.

With this lawsuit, you have added fuel to a burning fire, and your reasoning mirrors that of the Department of Justice and the other states to justify your lawsuit.

Attorney General Bondi, when was the last time, if ever, have you spoken with employees of either airline to find out what we've been through or currently going through during this turbulent time in our industry? I challenge you to contact our various unions and have a discussion before you go any further with this lawsuit. Lives and livelihoods are stake with your challenge and I hope you will take the time to find out about the human toll of your actions.

Sincerely,

Egbert R. Fisher
Inflight Supervisor
American Airlines
Miami Airport.

Internet Contact Information

INTERNET COMPLAINT RECEIVED BY THE ATTORNEY GENERAL'S OFFICE ON 09/25/2013

Egbert Fisher
149 NW 34th Street
Oakland Park, FL, 33309 Broward
Email: eggiefish1@yahoo.com

Name/Firm/Company: Pam Bondi
Subject/Category: your suit re aa/usairways merger and you canceling execution to raise funds for your re election campaign

Questions/Comments:
in reference to your response to my email asking why you joined the lawsuit blocking the merger of american airlines and us airways. your response stated the merger would lead to higher airfares and fees, and be anticompetitive for the residents of florida. miss bondi, do you know anything about the airline business? have you ever worked for an airline? your answer was the standard answer given by every attorney general involved in the suit. the truth is, you joined the suit to help your further your career.

WHY DIDN'T YOU SUE TO BLOCK THE MERGER OF UNITED AND CONTINENTAL AIRLINES OR DELTA AND NORTHWEST AIRLINES? you were silent during those mergers and all those airlines serve florida, including the south florida area. where was your voice during those mergers?

oh by the way, very classy of you to delay an execution which was the same day as a fundraiser for your reelection. i can't believe that you continued with the fundraiser and now you apologize. you're only apologizing because you got caught. you should be removed from office. you are self serving and i was truly happy to see you cringe on the news. resign now.

Internet Contact Information

INTERNET COMPLAINT RECEIVED BY THE ATTORNEY GENERAL'S OFFICE ON 09/03/2013

craig fortson
201 landings blvd
Weston, FL, 33327 Broward
Phone: (954) 389-1330
Email: craig035@aol.com

Name/Firm/Company: American Airlines
Subject/Category: American Airlines US Air merger

Questions/Comments:
Ms. Bondi,
I urge you to support the American Airlines, US Air merger.
I think it is important to the economy of South Florida and for all the employees of American Airlines.

Thank You for your consideration.

Craig Fortson

Internet Contact Information

INTERNET COMPLAINT RECEIVED BY THE ATTORNEY GENERAL'S OFFICE ON 08/30/2013

Timothy Fountain
1605 Lenox Ave
Miami Beach, FL, 33139 Miami-Dade
Phone: (305) 781-7676
Email: Tfountain69@gmail.com

Name/Firm/Company: Florida Attorney General
Subject/Category: American Airlines merger
Street Address: Statehouse
City: Tallahassee, FL Leon

Questions/Comments:
As a beleaguered veteran employee of American Airlines, please drop your opposition to our merger with US Airways. This is our livelihoods you are playing with.

CS/Anti-Trust
ASAP
OPR

Dear Attorney General Bondi,

I am contacting you to ask that you reconsider your opposition to the proposed merger of US Airways and American Airlines. As an American Airlines pilot since 1987 I know what the merger means to me and to the thousands of other American Airlines employees. My wife is also employed at American as a flight attendant. A truly competitive new airline is good for our employees, our communities and most certainly our customers. It would provide a viable competitive alternative to the two much larger carriers (Delta and United) that currently dominate the marketplace.

A viable competitor would provide greater job security for tens of thousands of workers across the country than the current struggling airline. Neither American Airlines nor US Airways alone has the network to adequately compete with the existing larger carriers; failure of one or both would result in further loss of jobs, less competition, higher airfares and fewer options for the flying public. It is ironic but most employees have only recently embraced the notion of merging as a direct result of Department of Justice approval of mergers between Delta and Northwest, United and Continental and Southwest and Airtran. Only a decade ago we were the largest carrier and competed on equal footing with United and Delta. We were known as the "Big 3" in the industry. Today, as a result of previously approved mergers we are a distant third and about to be replaced by Southwest. This merger would once again give us the ability to compete head-to-head with our traditional competitors, United and Delta, thus assuring lively competition instead of the duopoly they now enjoy.

I hope you will reconsider your participation in this lawsuit and support a merged air carrier that is stronger and more consumer-friendly. A merger between American Airlines and US Airways is not only good for Florida and many of its residents but it is what is best for our country.

Sincerely,

Brian B. Franz
305-772-0953

Kristin C. Franz
305-772-0602

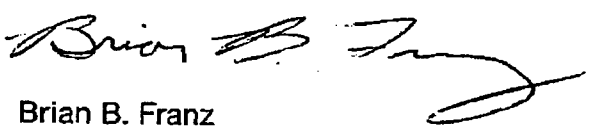
Dear Attorney General Bondi,

I am contacting you to ask that you reconsider your opposition to the proposed merger of US Airways and American Airlines. As an American Airlines pilot since 1987 I know what the merger means to me and to the thousands of other American Airlines employees. My wife is also employed at American as a flight attendant. A truly competitive new airline is good for our employees, our communities and most certainly our customers. It would provide a viable competitive alternative to the two much larger carriers (Delta and United) that currently dominate the marketplace.

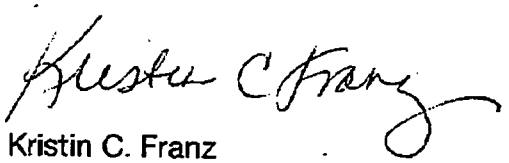
A viable competitor would provide greater job security for tens of thousands of workers across the country than the current struggling airline. Neither American Airlines nor US Airways alone has the network to adequately compete with the existing larger carriers; failure of one or both would result in further loss of jobs, less competition, higher airfares and fewer options for the flying public. It is ironic but most employees have only recently embraced the notion of merging as a direct result of Department of Justice approval of mergers between Delta and Northwest, United and Continental and Southwest and Airtran. Only a decade ago we were the largest carrier and competed on equal footing with United and Delta. We were known as the "Big 3" in the industry. Today, as a result of previously approved mergers we are a distant third and about to be replaced by Southwest. This merger would once again give us the ability to compete head-to-head with our traditional competitors, United and Delta, thus assuring lively competition instead of the duopoly they now enjoy.

I hope you will reconsider your participation in this lawsuit and support a merged air carrier that is stronger and more consumer-friendly. A merger between American Airlines and US Airways is not only good for Florida and many of its residents but it is what is best for our country.

Sincerely,



Brian B. Franz
305-772-0953



Kristin C. Franz
305-772-0602

Internet Contact Information

INTERNET COMPLAINT RECEIVED BY THE ATTORNEY GENERAL'S OFFICE ON 08/15/2013

Tom Frazer
12710 SW 34th Place
Davie, FL, 33330 Broward
Phone: (954) 873-9545
Email: jmfrazer@gmail.com

Name/Firm/Company: American Airlines
Subject/Category: AA/USAir Merger

Questions/Comments:
Please read the following and then reconsider your position on the American Airlines and US Air merger.

Thank you,

Tom Frazer

August 15, 2013

Will Politics Destroy US Airways and What's Left of American Airlines

This week, under some of the most incredulous accusations ever foisted against the airline industry, the US Attorney General Eric Holder with support from a handful of state Attorneys General blocked what should have been the -one-- airline merger that was a no brainer to approve.

Ten years ago American Airlines:

- Was the largest of six major network carriers. Today, of the four that remain, American is by far the financially weakest and the distant third argest network carrier

- Was the largest airline employer with over 100,000 employees. Today, American only has 64,000 employees (mainline operations)

- Operated over 2,700 flights per day. Today, American operates only 1,800 flights per day (mainline operations)

Most important to recognize is that all of the above occurred -without-- American merging with another carrier. Furthermore until the DOJ's actions this week, American was on track to exit their ongoing bankruptcy and merge with the ndustry's smallest network carrier, US Airways.

To in any way compare the -current-- airline industry to what the industry was n 2001 and before the 911 tragedy is ludicrous. 911 was the direct cause of airline bankruptcies, billions in financial losses, tens of thousands of jobs ost, and the loss of passenger demand. Just as the industry was bailing out of ts 911 demise, it was hit with skyrocketing fuel increases soon followed by the economic collapse of 2008.

Contrary to the Attorney General's accusations, the loss of capacity, airline jobs, and higher air fares had nothing to do with airline mergers.

Here's what the Attorney General left out from his outrageous vote pandering actions to stop the American and US Airways merger.

- Starting with year 2001 through year 2005, Delta, Northwest, American, United, Continental, and US Airways lost money -every-- year. In fact, excluding $billions in additional bankruptcy losses, the major network airlines above accumulated $33 billion in losses over those five years!

Since year 2000, excluding relatively small profits in 2006 and 2007, American has lost money every year and has accumulated over $12 billion in NET losses over that time period. That loss excludes several $billion more in losses that will be accounted for when American exits their ongoing bankruptcy.

Since year 2000 and through year 2012 and after accounting for the last three profitable years, no major network airline to date has a NET profit. In fact all six of the major network airlines noted above had an accumulated NET loss of $30 billion as they started this year.

Southwest's profit margins since the 2008 Delta/Northwest merger averaged a depressing 2.4%. As low as that was for Southwest, they led the industry in profit margins over the past five years. For some perspective, Southwest's profit margins for the five years prior to 911 averaged 9.1%.

- By any credible analyst's accounting, it was only due to the recent mergers that the year-after-year industry loss of $billions finally stopped. While several airlines were able to achieve record profits over the past couple of years, their profit margins were in the low single digits which would be financially unacceptable for most business sectors.

- In 2012, excluding special items, Delta had the network carriers' -highest-- profit margin with a paltry 4.2%. US Airways margin was 3.9%. Southwest Airlines margin was a dismal 2.4%. Once again, American had another loss and reported a negative .5% margin. Note that Delta's network leading margin was less than half of what it was in the later 1990's.

- In 2008, Delta (DAL) and Northwest skated through their merger. In 2012, Delta controlled 25% of the industry's* capacity

- In 2010, in order to compete with a significantly larger merged Delta, United merged with Continental and once again, there were no DOJ objections. In 2012, United/Continental controlled 27% of the industry's* capacity

- In 2011, Southwest Airlines (LUV) was losing market share to their much lower cost competitor Air Tran. Once again, the DOJ allowed the Southwest-Air Tran merger to sail through with no objections. In 2012, Southwest/Air Tran had the industry's highest domestic market share (Air Tran operates a small amount of routes to the Caribbean and Mexico). It's important to note that the Southwest-Air Tran merger pushed Southwest into the nation's largest domestic airline

Prior to Southwest's acquisition of Air Tran only two years ago, Air Tran was one of the nation's -lowest-- fare airlines. In fact, immediately prior to that merger, Air Tran's average fare per mile was 20% --less-- than Southwest.

So where did the DOJ's prior to this week's open door merger policy leave American and US Airways (LCC)? In 2012, American controlled just 18% of the industry's* capacity, and US Airways was well behind with 10%

* Industry capacity uses the cumulative total of United, Delta, American, US Airways, Southwest, Alaska (ALK), and JetBlue (JBLU) and their regional affiliates

While it -sounds-- great to hear how keeping American and US Airways separate will somehow magically create stronger better and more competition and thereby keeping air fares lower, nothing could be further from the reality of what will occur.

The facts are that Delta, United, and Southwest -all-- with their recent DOJ approved mergers have now become so large and so financially strong, that it is pure fantasy to suggest that either American and/or US Airways will be competitive as stand-a-lone airlines.

The DOJ's Anti-Trust Lawsuit makes several preposterous "claims". One of those claims is that the prior approved mergers -supposedly–were the cause of higher air fares and reduced service/capacity. It's incredibly obvious that the DOJ knows nothing about the industry, where the airline industry has been, and more-so, why it is where it is today.

Here are some "air fare" facts the DOJ conveniently left out of their anti-trust suit:

- Just ten years ago (2002), the (spot) price of jet fuel was .69 cents/gallon. Fuel expense for the industry was less than 14% of industry revenue. Last year, jet fuel averaged $3.06/gallon, a 344% increase. For 2012, 36% of industry -record-- revenues were needed to pay for fuel.

- Ten years ago, the industry average passenger fare to fly one mile (yield) was 11.48 cents. Adjusted just for inflation and excluding the exorbitant ncrease in fuel costs, the average passenger fare per mile in 2012 would have been 14.65 cents. The actual industry average passenger fare per mile in 2012 was 14.70 cents and barely above simple inflation. After accounting for the ncrease in ancillary fees and fuel costs, air fares have simply not increased as the Attorney General claims.

For a more visual look at air fares and just how outrageous the Attorney General's claims are, let's look at Southwest's air fares. Note that Southwest operates the most capacity to the most airports in the US and is recognized as the "low fare" airline. Southwest does not have baggage fees. Southwest is typically used by politicians as the "airline" all airlines should be like.

Southwest's average passenger fare per mile (yield) and year-over-year change

Year - cents - y/y change

2002 - 11.77

2003 - 11.97 +1.7%

2004 - 11.76 -1.8%

2005 - 12.09 +2.8%

2006 - 12.93 +6.9%

2007 - 13.08 +1.2%

2008 - 14.35 +9.7%

2009 - 13.29 -7.4%

2010 - 14.72 +10.8%

2011 - 14.97 +1.7%

2012 - 15.64 +4.5%

Total air fare change since 2002 for Southwest was +3.87 cents/mile (+33%). CPI inflation over the same time period was 28%.

When comparing the 2012 passenger fare per mile to year 2002, the largest network merged carriers all had smaller fare increases than (unmerged) Southwest and especially (unmerged) JetBlue.

Change in average passenger fare per mile from 2002-2012

JetBlue = +51%

Southwest = +33%

Delta = +31%

United = +30%

American = +25%

US Airways = +10%

Furthermore, when looking at air fare/mile changes over the past five years, Southwest again had the highest increase of all competitors.

The DOJ's law suit suggests US Airways market share at Washington Regan Airport (DCA) is anti-competitive. Reality is if it weren't for the DOJ recently approving US Airways trading over a hundred (restricted) landing slots at New York's LaGuardia Airport (LGA) for Delta's (restricted) landing slots at DCA, Delta would not now be in control of LGA and US Airways would not have their high market share lead in DCA.

Now after Delta has already achieved their dominance at LGA, the DOJ makes an issue of the DCA landing slots that US Airways gained from the Delta swap. Furthermore, if it weren't for US airways having so many "slots" to/from DCA, dozens of small communities would not have non-stop flights to the DCA airport.

Here are some more facts Attorney General Holder left out in his law suit reasoning.

- At Chicago Midway Airport, there were 16.7 million passengers last year. Southwest carried 90.2% of them, and their Air Tran merger adds another 3.8%

- At Houston Hobby Airport, there were 10.2 million passengers last year. Southwest carried 88.6% of them, and their Air Tran merger adds another 4%.

- At Dallas Love Field Airport, there were 7.7 million passengers last year. Southwest carried 96.3% of them.

- At Baltimore MD Airport (competes with DCA), there were 21.5 million passengers last year. Southwest carried 59.2% of them, and their Air Tran merger adds another 12.4%.

Would it be better to have three more-or-less equally strong airlines competing or four? The only legitimate option going forward is to have a fourth -equally strong–competitor for United, Delta, and Southwest. The merger of American and US Airways is the best choice and better for the industry, the communities they serve, and especially for the consumer.

Dozens of once great airlines went out of business for one primary reason: they failed to remain competitive with the -industry--. Without a merger, there is simply no possibility American and US Airways will be able to compete over the long-term in what is now a much consolidated industry.

Internet Contact Information

INTERNET COMPLAINT RECEIVED BY THE ATTORNEY GENERAL'S OFFICE ON 08/23/2013

Ian Funderburg
3313 Weston St
Charlotte, NC, 28209
Phone: (843) 367-5075
Email: ian.c.funderburg@gmail.com

Name/Firm/Company: Office of the Attorney General of Florida
Subject/Category: US Airways-American Airlines Merger, FL

Questions/Comments:
Attorney General Holder and Attorneys General to:
Arizona Pennsylvania
District of Columbia Texas
Florida Virginia

I write to you in regard to your lawsuit filed in the Department of Justice, seeking to block the merger between my employer (US Airways Group) and American Airlines (AMR Corporation). I echo the sentiment expressed to all of you by our various labor unions, and my fellow colleagues who adamantly oppose your position. Your filing comes at a time that is most perplexing, and poses many questions in regard to the logic and possible motivations behind your decision.

Why Is a Merger Good For Us?

While I understand your concern that a merger between our two families would cause air fare prices to rise skyward, I disagree with your assumptions. On the contrary, a merger between our two companies would offer more destinations to consumers, therefore boosting our economy by increasing competition, creating jobs, improving labor conditions, and bolstering labor relations between employees, our unions, and respective companies. Another benefit of our union would be the potential for air fares to fluctuate with demand from consumers and to match the current economic market. Our leadership at US Airways and American Airlines is well aware that intentionally raising air fares would be counterproductive.

A merger between US Airways and American Airlines to create the new American Airlines allows our nation the opportunity to create a World Class air carrier to represent our nation, and rival competitors such as Singapore Airlines, Emirates, and Lufthansa Airlines. All of these national airlines provide an impeccable service to their customers. However, the difference is that these airlines benefit from governmental subsidies, enabling these firms to procure and maintain revolutionary aircraft that offer efficiency, comfort, and a five star experience by providing the finest materials for their cabin crews.

For the past year, employees at both US Airways and American Airlines have anticipated joining our two families together in hopes of being a part of something great. Morale has increased tremendously among our colleagues, who look forward to joining forces. I too, am encouraged and believe that the American public and the world will benefit from a newly combined US Airways and American Airlines. With the youngest and most efficient fleet of aircraft, we will be able to provide a wide range of services for our customers, a healthy boost to our economy, and of course there is the potential to drive fares down to an affordable rate. Is that not what we want? - To attract consumers with

competitive air fares?

Airline Deregulation Act of 1978

In 1978, the Airline Deregulation Act (ADA) was enacted to remove government control over fares, reduction of services, and the exclusion of competition. It has provided the pathway for airlines to regulate competition among themselves, and allow market entry for new ventures. The ADA exposes consumers to the market force of the industry, while protecting them from unreasonable inflation of air fares. Airlines are able to run efficiently without interference from government. The ADA of 1978 also ensures that airlines are granted immunity from antitrust suits and the possible stifling of competition.

State of the Airline Industry – Rising Costs

The industry is ever evolving, and I remind you that there are several contributing factors such as the variable and continually rising costs of Jet-A fuel which currently stands at a national average of $5.52 per gallon. Fuel costs are the largest contributor to rising fares that can make or break an airline.

For decades, apart from the global aviation industry, the aviation industry in the United States has suffered tremendously as a result of national tragedy, and economic instability. Airline employees throughout the industry voluntarily and involuntarily endured wage reductions. In an effort to revive the industry n the last decade, airlines such as United and Continental Airlines, Delta and Northwest Airlines, and most recently AirTran and Southwest Airlines deemed it necessary to consolidate their resources in an effort to survive. In fact, mergers and acquisitions saved United Airlines, as well as AirTran, and have done what they were intended to do by increasing competition, offering competitive fares, and more destination options for their consumers.

As our economy improves, airlines are posting record profits for the first time n over ten years, but it still may not be enough to save American Airlines – a "Legacy Carrier" of the United States. Apart from the potential size of our mpending union, I ask you what is different from past mergers? We are simply seeking to compete with our larger competitors.

Consequences of Your Lawsuit

If your efforts are successful, I believe you will have done a disservice to the airline industry and the economy of the United States. You will have cost the thousands of employees at American Airlines their jobs, some of whom have served over forty years in their positions, sacrificed, and would be severely mpacted by your actions.

To conclude, I strongly urge you to rescind your lawsuit, and allow for our merger to continue as planned. We depend on government officials to act in the best interest of the consumer. We look forward to a resolution that will benefit the employees of US Airways, the New American Airlines, and the American consumer.

Sincerely,

Ian Funderburg, Flight Attendant

US Airways, Inc.

Internet Contact Information

INTERNET COMPLAINT RECEIVED BY THE ATTORNEY GENERAL'S OFFICE ON 08/20/2013

Jean Gaddini
1177 President St.
Elburn, IL, 60119
Phone: (630) 365-1022
Email: jjudette@aol.com

Name/Firm/Company: American Airlines, US Airways
Subject/Category: Merge of AA and US Airlines

Questions/Comments:
Dear Attorney General:

1. I am contacting you to reconsider your opposition to the proposed merger between US Airways and American Airlines. As a Professional Flight Attendant since 1988, I know what the merger means to me and to the thousands of other American Airlines employees. Never before have the employees and management worked so hard and well together all in an effort to save these two great companies. A merger is good for employees and it is good for U.S. consumers.

2. The merger will provide job security for tens of thousands of workers across the country. Neither of these companies can adequately compete with Delta and United and failure of one or both would result in the decimation of jobs, less competition, higher airfares, and fewer options for the flying public.

3. I hope you will reconsider your participation in this ill-advised lawsuit and instead support a stronger, more profitable, and consumer-friendly merged air carrier.

Please join us in supporting the merger between American Airlines and US Airways; it is what's best for our country.

Internet Contact Information

INTERNET COMPLAINT RECEIVED BY THE ATTORNEY GENERAL'S OFFICE ON 08/15/2013

Doug Gadesi
8080 nw 96th terrace apt#101
Tamarac , FL, 33321
Phone: (954) 993-4600
Email: stevie101173@yahoo.com

Name/Firm/Company: Pam bondi
Subject/Category: Blocking the AA/USair merger

Questions/Comments:
I am an employee of American Airlines. Have been employed with them for about 18 years. I usually tow the line when it comes to politicians cause I don't generally trust either party. I am writing you to make you a promise if you continue to push this blocking of the airline merger I will do everything in my power to vote you out of office the first opportunity i get with thousands of other employees and fellow floridians who continue to believe the constant interference from the government is hindering the growth of this country. What you and the attorney generals of the other states involved including the DOJ is just a way of trying to control an industry that Ronald Regan chose to deregulate. It's unlawful and unjust to try and control when and if you wanna chose to have total power over the industry or not. You people in office cry and moan about baling the airlines out and here you have to trying to strengthen themselves against the other legacy carriers who have merged and yet you wanna interfere in this one. Again you do what you gotta do and come voting time we will do what we have to do to make sure you no longer represent the state of Florida.

Internet Contact Information

INTERNET COMPLAINT RECEIVED BY THE ATTORNEY GENERAL'S OFFICE ON 09/04/2013

G.B. Galyon
18851 SE Crosswinds Lane
Jupiter, FL, 33478 Palm Beach
Email: galyon@bellsouth.net

Name/Firm/Company: DOJ
Subject/Category: DOJ AAL

Questions/Comments:
We, the employees of American Airlines and US Airways, stakeholders, the traveling public, and those who support the free-market, petition the Obama Administration to withdraw the Department of Justice suit seeking to block the merger between American Airlines and US Airways, Case 1:13-cv-01236.

Our industry has suffered immensely for more than a decade, with tens of thousands of jobs lost, families uprooted, and devastating bankruptcies. Recent airline consolidation has moved the industry toward a level of stability that has not been seen since before the Airline Deregulation Act of 1978. Allowing these two final network airlines to merge will complete this stabilization and bring increased service, fair competition, and career stability to more than 100,000 employees.

PAM BONDI
ATTORNEY GENERAL
STATE OF FLORIDA

OFFICE OF THE ATTORNEY GENERAL

Office of Citizen Services
The Capitol
Tallahassee, Florida 32399-1050

Telephone: (850) 414-3990
Fax: (850) 410-1630

October 2, 2013

Captain G. B. Galyon
18851 Southeast Crosswinds Lane
Jupiter, Florida 33478

Dear Captain Galyon:

Thank you for contacting Florida Attorney General Pam Bondi's Office regarding the lawsuit to block the merger of US Airways and American Airlines filed by this office, six other attorneys general, and the United States Justice Department in U.S. District Court for the District of Columbia on August 13, 2013.

One of the most important roles of the Attorney General of Florida is to enforce the laws to ensure a competitive and fair marketplace.

After a careful review of the facts, the decision was made that the merger would be anticompetitive and would likely lead to higher fares and increased fees for the flying public, including Florida consumers.

We appreciate hearing from you and have taken note of your concerns. Thank you for your interest in this very important matter.

Sincerely,

Frances Baker
Office of Citizen Services

CS/ANTI-TRUST ISSUE

Captain G.B. Galyon
18851 SE Crosswinds Lane
Jupiter, FL 33478
galyon@bellsouth.net

Ms. Pam Bondi
Fax: 850-410-1630
August 26, 2013

Dear Attorney General, I am contacting you to ask that you reconsider your opposition to the proposed merger of US Airways and American Airlines. As an American Airlines pilot since May of 1985, I know what the merger means to me and to the thousands of other American Airlines employees. A truly competitive new airline is good for our employees, our communities and most certainly our customers. It would provide a viable competitive alternative to the two much larger carriers (Delta and United) that currently dominate the marketplace.

A viable competitor would provide greater job security for tens of thousands of workers across the country than the current struggling airline. Neither American Airlines nor US Airways alone has the network to adequately compete with the existing larger carriers; failure of one or both would result in further loss of jobs, less competition, higher airfares and fewer options for the flying public.

I hope you will reconsider your participation in this lawsuit and support a merged air carrier that is stronger and more consumer-friendly. A merger between American Airlines and US Airways is what's best for our country.

Sincerely,

Capt. G.B. Galyon

Internet Mail Reply .. Sent

Remarks: No prev. postal or email.

From: attorney.general@myfloridalegal.com
To: **KAREN.GAROFALO@SRQ-AIRPORT.COM**

Subject: **From Attorney General Pam Bondi**
Date: 09/26/2013 11:40:40 AM

Thank you for contacting Florida Attorney General Pam Bondi's Office regarding the lawsuit to block the merger of US Airways and American Airlines filed by this office, six other attorneys general, and the United States Justice Department in federal court in D.C. on August 13, 2013.

One of the most important roles of the Attorney General of Florida is to enforce the laws to ensure a competitive and fair marketplace. After a careful review of the facts, the decision was made that the merger would be anti-competitive and would likely lead to higher fares and increased fees for the flying public, including Florida consumers.

We appreciate hearing from you and have taken note of your concerns. Thank you for your interest in this very important matter.

Sincerely,

Office of Citizen Services
Florida Attorney General's Office
PL-01, The Capitol
Tallahassee, Florida 32399-1050
Telephone: **(850) 414-3990**
Toll-free within Florida: **(866) 966-7226**
Website: www.myfloridalegal.com

PLEASE DO NOT REPLY TO THIS E-MAIL. THIS ADDRESS IS FOR PROCESSING ONLY.

To contact this office please visit the Attorney General's website at www.myfloridalegal.com and complete the on-line contact form. Again, thank you for contacting the Office of the Florida Attorney General.

Date: 09/16/2013 03:03:50 PM
To: '"oag.civil.eserve@myfloridalegal.com"' <oag.civil.eserve@myfloridalegal.com>
From: Karen Garofalo <karen.garofalo@srq-airport.com>
karen.garofalo@srq-airport.com

Subject: Letter of Support

Please note the attached letter of support from the Sarasota Manatee Airport Authority to The Honorable Pam Bondi, Attorney General, State of Florida. A hard copy has been placed in the mail to Ms. Bondi. Thank you for your assistance in this matter.

Regards,

Karen Garofalo

Karen Garofalo

Executive Assistant

Sarasota Manatee Airport Authority

6000 Airport Circle

Sarasota, FL 34243

941-359-5200, ext. 4216

karen.garofalo@srq-airport.com

- Ltr Support - AA-USAIR.pdf

Created: Jason Lawrence .. 09/26/2013 10:02:33 AM
Last Edited: Last Edited: Kym Oswald .. 09/26/2013 11:07:23 AM

SARASOTA MANATEE AIRPORT AUTHORITY

COMMISSIONERS
Carlos Beruff
Dr. Gary Kompothecras
Henry Rodriguez
Jack Rynerson
Leslie Wells
Dr. Peter A. Wish

PRESIDENT, CEO
Fredrick J. Piccolo

srq-airport.com

September 16, 2013

The Honorable Pam Bondi
Attorney General
State of Florida
Plaza Level 01, The Capitol
400 South Monroe Street
Tallahassee, FL 32399-1050

RE: American Airlines/ U S Airways Merger

Dear Attorney General:

The Sarasota Manatee Airport Authority, which operates the Sarasota Bradenton International Airport (SRQ) would like to inform you that we support the merger of American Airlines and US Airways and believe it would increase the level of service at SRQ.

Presently, US Airways serves the airport with three daily flights to their hub in Charlotte and one daily nonstop flight to Washington Reagan National Airport (DCA). The airport previously wrote to our elected representatives with concerns about the potential loss of DCA service should the merger be turned down. Our community depends on that service for access to our nation's capital.

The combination of these two airlines would offer an immediate benefit to our community. At this time, the over 750,000 residents of our two county area do not have access to the One World Alliance that is part of the American Airlines system. This limits the choices of our population to the 841 destinations that are in that Alliance and also precludes those 841 destinations from accessing Sarasota-Bradenton as well. That has a negative effect on tourism and the economic development of the community.

Additionally, SRQ presently has neither westbound service nor service to Miami which is the gateway to Central and South America. Given two of American's major hubs are in Dallas-Fort Worth and Miami, we are confident that the merger would lead to addition of those destinations given there would be no added cost of operation at SRQ because US Airways already has a full service station at our airport.

We hope you will consider these matters as your department moves forward and re-evaluate the State's position on the merger. Thank you for your consideration of our request.

Sincerely,

Fredrick J. Piccolo, A. A. E.
President, Chief Executive Officer

cc: Senator Bill Nelson
Senator Marco Rubio
Congressman Vern Buchanan

cc/ Anti-trust issues
MAG - no contact info

Dear Attorney General Bondi:

I am contacting you to ask that you reconsider your opposition to the proposed merger of US Airways and American Airlines. As an American Airlines pilot since 1984, I know what the merger means to me and to the thousands of other American Airlines employees. A truly competitive new airline is good for our employees, our communities and most certainly our customers. It would provide a viable competitive alternative to the two much larger carriers (Delta and United) that currently dominate the marketplace.

A viable competitor would provide greater job security for tens of thousands of workers across the country than the current struggling airline. Neither American Airlines nor US Airways alone has the network to adequately compete with the existing larger carriers; failure of one or both would result in further loss of jobs, less competition, higher airfares and fewer options for the flying public.

I hope you will reconsider your participation in this lawsuit and support a merged air carrier that is stronger and more consumer-friendly. A merger between American Airlines and US Airways is what's best for our country.

Sincerely,

Scott Gibson

Scott Gibson

PAM BONDI
ATTORNEY GENERAL
STATE OF FLORIDA

OFFICE OF THE ATTORNEY GENERAL

Office of Citizen Services
The Capitol
Tallahassee, Florida 32399-1050

Telephone (850) 414-3990 FAX (850) 410-1630

August 30, 2013

Mr. Luis Giraldo
4301 Southwest 16 Street
Miami, Florida 33134

Dear Mr. Giraldo:

Thank you for contacting Florida Attorney General Pam Bondi's Office regarding the lawsuit to block the merger of US Airways and American Airlines filed by this office, six other attorneys general, and the United States Justice Department in federal court in D.C. on August 13, 2013.

One of the most important roles of the Attorney General of Florida is to enforce the laws to ensure a competitive and fair marketplace.

After a careful review of the facts, the decision was made that the merger would be anticompetitive and would likely lead to higher fares and increased fees for the flying public, including Florida consumers.

We appreciate hearing from you and have taken note of your concerns. Thank you for your interest in this very important matter.

Sincerely,

Office of Citizen Services
Florida Attorney General's Office

cc/ Anti-Trust Issue

August 19, 2013

Pam Bondi
Attorney General of Florida

Dear Attorney General:

I am contacting you to reconsider your opposition to the proposed merger between US Airways and American Airlines. As a Professional Flight Attendant since (*insert year you started flying*), I know what the merger means to me and to the thousands of other American Airlines employees. Never before have the employees and management worked so hard and well together all in an effort to save these two great companies. A merger is good for employees and it is good for U.S. consumers.

The merger will provide job security for tens of thousands of workers across the country. Neither of these companies can adequately compete with Delta and United and failure of one or both would result in the decimation of jobs, less competition, higher airfares, and fewer options for the flying public.

I hope you will reconsider your participation in this ill-advised lawsuit and instead support a stronger, more profitable, and consumer-friendly merged air carrier.

Please join us in supporting the merger between American Airlines and US Airways; it is what's best for our country.

Respectfully,

Luis Giraldo

American Airlines Empl. No. 356662

4301 SW 16 Street

Miami FL, 33134

PAM BONDI
ATTORNEY GENERAL
STATE OF FLORIDA

OFFICE OF THE ATTORNEY GENERAL
Citizen Services

PL-01, The Capitol
Tallahassee, Florida 32399-1050
Phone: (850) 414-3990 Fax: (850) 410-1630
Website: *http://www.myfloridalegal.com*

September 9, 2013

Mr. Jeremy Goodin
1998 Southwest 175th Avenue
Miramar, Florida 33029

Dear Mr. Goodin:

The Florida Attorney General's Office has received your complaint, forwarded by the Florida Governor's Office, regarding the lawsuit to block the merger of US Airways and American Airlines filed by this office, six other attorneys general, and the United States Justice Department in federal court in D.C. on August 13, 2013.

One of the most important roles of the Attorney General of Florida is to enforce the laws to ensure a competitive and fair marketplace.

After a careful review of the facts, the decision was made that the merger would be anticompetitive and would likely lead to higher fares and increased fees for the flying public, including Florida consumers.

We appreciate hearing from you and have taken note of your concerns. Thank you for your interest in this very important matter.

Sincerely,

Rose Huskey
Office of Citizen Services

13/9/4 11:11 AM

Received Via Postal Mail
Postal Number: P13-282759

Category: Legal Issues

Governor's Office of Citizen Services
Room 1901, The Capitol
Tallahassee, Florida 32399
850-488-4441 (Office) — 850-487-0801 (Fax)

Status: Assigned
Public Record

Summary: Airline Merger. Will forward to the AG's office directly.
Agency Referenced
Forwarded By:

Assigned To

Section: Citizen Services (CAS)
Coordinator: Warren Davis; Jennifer Britt
Author: Martha Lynn

Assignment Comments:

Letter Date	Assigned	Due	Reply	Filed
08/02/2013	08/29/2013	09/12/2013		

From Mr. Jerome Goodin

Title: Mr.
Business:
Phone Number:
Address: 1998 Southwest 175th Avenue
Miramar, Florida 33029 . . County/Province: Broward
Email Address:
General comments and related documents

Modification History

Created: 08/29/2013 11:26:10 AM Lauren Kirksey
Last Edited: 09/04/2013 11:14:07 AM Martha Lynn

>>>> 08/29/2013 11:27 AM Lauren Kirksey
Subject changed from blank to Legal Issues. Status changed from Received to Assigned. Assignment changed from Warren Davis; Jennifer Bri Barbara Traylor. Letter date changed from blank to 08/02/2013.
08/29/2013 11:42 AM Assignment notification sent to BARBARA TRAYLOR
>>>> 09/04/2013 11:14 AM Martha Lynn
Assignment changed from Barbara Traylor to Martha Lynn.

When response is completed and issues resolved, please return tracking document to EOG Citizen Services with "Action Taken" section completed. If a unit or agency is incorrectly assigned correspondence, it should be returned to the Governor's Office of Citizen Services to be reassigned.

ACTION TAKEN

☑ Response by letter ☐ Response by e-mail ☐ Response by phone ☑ No Reply Necessary

☐ Date of Response _____ ☐ Name of Responder _____

☐ Relog to: _____

Comments: Will Forward to the AG's office.

Rev _____

Rev _____

Submitted by: Martha Lynn
(Please print legibly)

Jerome Goodin
1998 SW 175th Avenue
Miramar, FL 33029
August 20, 2013

Office of Governor Rick Scott
State of Florida
The Capitol
400 S. Monroe St.
Tallahassee, FL 32399-0001

Subject: Florida Participation in US DOJ Lawsuit in the Merger of US Airways and American Airlines

Dear Governor Scott

I was disappointed to learn that the Secretary of State of Florida has joined the lawsuit by the US Department of Justice to block the merger of US Airways and American Airlines. This merger ensures a stronger, more competitive, leaner company will emerge.

First, I would like to share a personal story. I was a First Officer for TWA when 9/11/2001 occurred. We were in the process of merging with American Airlines. Due to the attacks on that day – I was furloughed or unemployed for 10 years, 3 months and 10 days. The Airline industry – particularly American – continued to suffer the after-effects of the attacks on 9-11.

It was just this year, in January 2013, that I returned to flying with American Airlines. It was because of the promised merger with US Airways that I was afforded an opportunity to work again with both of these great companies.

Economically, American wasn't able to compete due to legacy contracts and cost structures; the merger with US Airways will allow the company to do that. In the marketplace today, too much seat capacity is flying on the operating carriers. This over-supply depresses prices for all the carriers. This lack of profit margin is the reason that American declared bankruptcy in the first place. The Lawsuit alleges that prices will rise substantially if the two carriers merge. Some price increases are inevitable to ensure the survival of the carrier outside of bankruptcy.

Job losses *will occur* in Florida if American is prevented from merging. Not only the jobs of American Airlines employees at the Miami hub will be lost. The Airline has a job-multiplier effect as well. American's strong presence here creates jobs for the Miami Airport authority and many subcontractors that supply services to support American's operations.

In addition, the air service that American and US Airways provide from Miami offers some of the best regional and international service connections essential to the Florida Economy to the Caribbean and Central America. Since the South Florida economy is buoyed by this international trade – given Miami's multi-cultural characteristics – these air-links provide the path for commerce to occur. If American is substantially crippled here – it could cripple the state itself. That traffic will flow around Miami and could easily be serviced by Atlanta (Delta's Hub) or Houston (United's Hub). Can you imagine asking Floridians to fly to Atlanta to travel to the Islands or South and Central America?

Finally, I am like many of my fellow Pilots a Veteran and military Retiree. I chose to move to Florida after I left the military because of the climate, the economy, the vibrancy of the Florida lifestyle and the favorable business and tax climate. I would hate to think that I would have to leave this state and re-locate to chase yet another career. Please don't force me to make that decision.

I urge you, Governor Scott, to direct the State Attorney General, Pam Bondi, to withdraw from this lawsuit for the good of the citizens of Florida, Florida jobs and especially the employees of this 'almost' combined company.

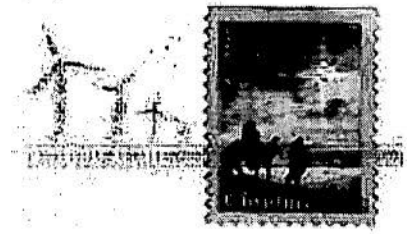
Thank you for your support.

Sincerely,

Jerome Goodin

Jerome Goodin
American Airlines First Officer
Miami, Florida

Jerome Goodin
1998 SW 175th Avenue
Miramar, FL 33029



legal
CAS Bank
Airline Merger

Office of Governor Rick Scott
State of Florida
The Capitol
400 S. Monroe St.
Tallahassee, FL 32399-0001

32399659199

13/9/4 11:11 AM

PAM BONDI
ATTORNEY GENERAL
STATE OF FLORIDA

OFFICE OF THE ATTORNEY GENERAL

Office of Citizen Services
The Capitol
Tallahassee, Florida 32399-1050

Telephone: (850) 414-3990
Fax: (850) 410-1630

September 13, 2013

Mr. Jerome Goodin
1998 Southwest 175th Avenue
Miramar, Florida 33029

Dear Mr. Goodin:

Thank you for contacting Florida Attorney General Pam Bondi's Office regarding the lawsuit to block the merger of US Airways and American Airlines filed by this office, six other attorneys general, and the United States Justice Department in federal court in D.C. on August 13, 2013.

One of the most important roles of the Attorney General of Florida is to enforce the laws to ensure a competitive and fair marketplace.

After a careful review of the facts, the decision was made that the merger would be anticompetitive and would likely lead to higher fares and increased fees for the flying public, including Florida consumers.

We appreciate hearing from you and have taken note of your concerns. Thank you for your interest in this very important matter.

Sincerely,

Frances Baker
Office of Citizen Services

CS/Anti-Trust 1884
PR JB
Questo Franco

Jerome Goodin
1998 SW 175th Avenue
Miramar, FL 33029
August 21, 2013

Office of Attorney General
State of Florida
The Capitol PL-01
Tallahassee, FL 32399-1050

Subject: Florida Participation in US DOJ Lawsuit in the Merger of US Airways and American Airlines

To the Attorney General, Ms. Pam Bondi:

I have enclosed a letter which I sent recently to Governor Scott. This letter details my thoughts regarding the proposed merger of American and US Airways. It is my opinion that the merger should continue unencumbered by further legal action by the State of Florida and the US Department of Justice. I encourage you to consult with Governor Scott and withdraw Florida's participation in this legal action.

The lawsuit to block the merger cites 'increasing fares' as a reason for opposing the merger. However, it was the inability of American to increase fares in light of intense competition was the reason it sank into bankruptcy. The US Department of Transportation Inspector General's report shows that the major airlines continue to lose Billions of dollars each year (See Reference Figure 4; p. 6). Clearly, the fares must inevitably rise to allow all the carriers to remain in business for the long term.

What is happening then? Consolidation is taking place which has decreased the number of major carriers from 10 to 5 over the past decade (Reference, p. 7). This removes 'capacity' or 'supply' in the marketplace which lowers operating costs for the airlines. It also puts pressure on the ticket prices, allowing them to rise to compensate for the actual cost to produce that supply. Economically – the mergers are leveling the playing field – not distorting it.

It is recognized that energy costs in the form of fuel represents the largest percentage of ticket prices. The volatility in the price of fuel results in a corresponding change in ticket prices. Fuel costs are the primary reason fare increases in this industry (Reference; p. 4)

I think the report by the DOT Inspector General says it best:

CONCLUSION: *"Although the industry is still in transition, the data in this report suggest that some of the most significant trends of recent years—including but not limited to a more consolidated industry with less competition, fewer flight options for small communities, and revenue-enhancing baggage and other fees—may continue for the*

foreseeable future as airlines further improve their adaptability to changing market forces." (Reference p.15; emphasis added.)

For these reasons and many others, I respectfully request that your staff review Florida's participation in this lawsuit to block the merger. The Airline Industry and the State of Florida will be better for it.

Sincerely,

Jerome Goodin
American Airlines First Officer
Miami, Florida

REFERENCE:
Office of the Inspector General
US Department of Transportation
"Aviation Industry Performance: A Review of the Aviation Industry, 2008–2011"
Number: CC-2012-029
Date Issued: September 24, 2012
http://www.oig.dot.gov/sites/dot/files/Aviation%20Industry%20Performance%5E9-24-12.pdf

Jerome Goodin
1998 SW 175th Avenue
Miramar, FL 33029
August 20, 2013

Office of Governor Rick Scott
State of Florida
The Capitol
400 S. Monroe St.
Tallahassee, FL 32399-0001

Subject: Florida Participation in US DOJ Lawsuit in the Merger of US Airways and American Airlines

Dear Governor Scott

I was disappointed to learn that the Secretary of State of Florida has joined the lawsuit by the US Department of Justice to block the merger of US Airways and American Airlines. This merger ensures a stronger, more competitive, leaner company will emerge.

First, I would like to share a personal story. I was a First Officer for TWA when 9/11/2001 occurred. We were in the process of merging with American Airlines. Due to the attacks on that day – I was furloughed or unemployed for 10 years, 3 months and 10 days. The Airline industry – particularly American – continued to suffer the after-effects of the attacks on 9-11.

It was just this year, in January 2013, that I returned to flying with American Airlines. It was because of the promised merger with US Airways that I was afforded an opportunity to work again with both of these great companies.

Economically, American wasn't able to compete due to legacy contracts and cost structures; the merger with US Airways will allow the company to do that. In the marketplace today, too much seat capacity is flying on the operating carriers. This over-supply depresses prices for all the carriers. This lack of profit margin is the reason that American declared bankruptcy in the first place. The Lawsuit alleges that prices will rise substantially if the two carriers merge. Some price increases are inevitable to ensure the survival of the carrier outside of bankruptcy.

Job losses *will occur* in Florida if American is prevented from merging. Not only the jobs of American Airlines employees at the Miami hub will be lost. The Airline has a job-multiplier effect as well. American's strong presence here creates jobs for the Miami Airport authority and many subcontractors that supply services to support American's operations.

In addition, the air service that American and US Airways provide from Miami offers some of the best regional and international service connections essential to the Florida Economy to the Caribbean and Central America. Since the South Florida economy is buoyed by this international trade – given Miami's multi-cultural characteristics – these air-links provide the path for commerce to occur. If American is substantially crippled here – it could cripple the state itself. That traffic will flow around Miami and could easily be serviced by Atlanta (Delta's Hub) or Houston (United's Hub). Can you imagine asking Floridians to fly to Atlanta to travel to the Islands or South and Central America?

Finally, I am like many of my fellow Pilots a Veteran and military Retiree. I chose to move to Florida after I left the military because of the climate, the economy, the vibrancy of the Florida lifestyle and the favorable business and tax climate. I would hate to think that I would have to leave this state and re-locate to chase yet another career. Please don't force me to make that decision.

I urge you, Governor Scott, to direct the State Attorney General, Pam Bondi, to withdraw from this lawsuit for the good of the citizens of Florida, Florida jobs and especially the employees of this 'almost' combined company.

Thank you for your support.

Sincerely,

Jerome Goodin

Jerome Goodin
American Airlines First Officer
Miami, Florida

Office of Inspector General

AVIATION INDUSTRY PERFORMANCE

A Review of the Aviation Industry, 2008–2011

Number: CC-2012-029
Date Issued: September 24, 2012

RECEIVED
2013 AUG 23 AM 9:40
ATTORNEY GENERAL'S OFFICE

Jerome Goodin
1998 SW 175th Avenue
Miramar, FL 33029

Office of Attorney General
State of Florida
The Capitol PL-01
Tallahassee, FL 32399-1050

32399105099

Internet Contact Information

INTERNET COMPLAINT RECEIVED BY THE ATTORNEY GENERAL'S OFFICE ON 09/03/2013

Richard Gosselin
568 Live Oak Ln
Weston, FL, 33327 Broward
Phone: (954) 349-4404
Email: RicGoose@aol.com

Name/Firm/Company: I work for American Airlines
Subject/Category: DOJ lawsuit preventing merger of AA and USAIR
Street Address: Miami Int'l Airport
City: Miami, FL Miami-Dade

Questions/Comments:
I voted for you and now I need your help if it is possible.

The U.S. Justice Department (DOJ) antitrust lawsuit against the American/USAirways merger is literally picking winners and losers in an industry that is supposed to be deregulated. In 2008, the DOJ permitted the creation an airline with a much larger network than American's by allowing the Delta/Northwest merger. In 2010, the United/Continental merger was approved by the current administration's very own DOJ. With the approval of the United/Continental merger, the DOJ created another airline with a much larger and more thorough network than American, again! Government influence didn't end there; in 2011, the DOJ approved the Southwest/AirTran merger, enhancing Southwest's network and making the new Southwest the largest domestic airline in the United States. The very next year, Southwest was able to have the airline industry's highest domestic market share. Consumers, and indeed all of us, will ultimately lose if the merged American/USAirways is not permitted to compete against these previously approved much larger networks.

This is my career and my family's security and future at stake here. This is all I have to support my wife and kids since I retired from the USAF Reserves. This is the future of many employees for both companies.

If your influence can assist in having the DOJ drop its Lawsuit it would greatly be appreciated by many Floridians who work for AA and USAIR.

Thanks so much for your time. I'm sure you are very busy.

Richard A Gosselin Jr.

PAM BONDI
ATTORNEY GENERAL
STATE OF FLORIDA

OFFICE OF THE ATTORNEY GENERAL

Office of Citizen Services
The Capitol
Tallahassee, Florida 32399-1050

Telephone: (850) 414-3990
Fax: (850) 410-1630

September 6, 2013

Ms. Jean K. Graff
385 South Williams Street
Denver, Colorado 80209

Dear Ms. Graff:

Thank you for contacting Florida Attorney General Pam Bondi's Office regarding the lawsuit to block the merger of US Airways and American Airlines filed by this office, six other attorneys general, and the United States Justice Department in federal court in D.C. on August 13, 2013.

One of the most important roles of the Attorney General of Florida is to enforce the laws to ensure a competitive and fair marketplace.

After a careful review of the facts, the decision was made that the merger would be anticompetitive and would likely lead to higher fares and increased fees for the flying public, including Florida consumers.

We appreciate hearing from you and have taken note of your concerns. Thank you for your interest in this very important matter.

Sincerely,

Frances Baker
Office of Citizen Services

05 | ANTI-TRUST ISSUES

Dear Attorney General Bondi,

I am an American Airlines employee and am writing to request your reconsideration in your opposition of the proposed merger of American Airlines and US Airways. I have been a Professional Flight Attendant since 1985. Employees at both of our companies have worked under very strenuous conditions and have come together with both labor and management to support the merging of our companies and preserve tens of thousands of jobs within our airlines. This merger would be positive for employees and good for US consumers.

The allowance of the mergers of United and Continental, and Delta and Northwest, make it unlikely that our carriers could survive individually in this duopoly arena. The loss of our merger would create a less competitive industry, loss of jobs, higher airfares and fewer flying options.

I would ask your thoughtful reconsideration in opposing this merger, for the good of tens of thousands of employees as well as the health of the airline industry, and the ultimate benefit of US consumers.

Sincerely,

Jean Kane Graff

American Airlines Flight Attendant
385 S. Williams Street
Denver, CO 80209
303-871-8910

Internet Contact Information

INTERNET COMPLAINT RECEIVED BY THE ATTORNEY GENERAL'S OFFICE ON 08/27/2013

Matthew Grondin
4508 Ramsgate Ct
Arlington, TX, 76013
Phone: (817) 528-4638
Email: matt.grondin@hotmail.com

Name/Firm/Company: American Airlines / US Airways
Subject/Category: AA / US Airways Merger

Questions/Comments:
Dear Attorney General,

I am a Miami based pilot contacting you to ask that you reconsider your opposition to the proposed merger of US Airways and American Airlines. As an American Airlines pilot since 2001, I know what the merger means to me and to the thousands of other American Airlines employees. A truly competitive new airline is good for our employees, our communities and most certainly our customers. It would provide a viable competitive alternative to the two much larger carriers (Delta and United) that currently dominate the marketplace.

A viable competitor would provide greater job security for tens of thousands of workers across the country than the current struggling airline. Neither American Airlines nor US Airways alone has the network to adequately compete with the existing larger carriers that the Department of Justice allowed to merge; failure of one or both would result in further loss of jobs, less competition, higher airfares and fewer options for the flying public.

I hope you will reconsider your participation in this lawsuit and support a merged air carrier that is stronger and more consumer-friendly. A merger between American Airlines and US Airways is what's best for Florida and our country.

Respectfully,
Matthew Grondin
MIA based B737 First Officer, American Airlines

CS/Anti-trust issues
NMNd - no contact in

Dear Ms. Bondi

I am contacting you to ask that you reconsider your opposition to the proposed merger of US Airways and American Airlines. As an American Airlines pilot since 1999, I know what the merger means to me and to the thousands of other American Airlines employees. A truly competitive new airline is good for our employees, our communities and most certainly our customers. It would provide a viable competitive alternative to the two much larger carriers (Delta and United) that currently dominate the marketplace.

A viable competitor would provide greater job security for tens of thousands of workers across the country than the current struggling airline. Neither American Airlines nor US Airways alone has the network to adequately compete with the existing larger carriers; failure of one or both would result in further loss of jobs, less competition, higher airfares and fewer options for the flying public.

I hope you will reconsider your participation in this lawsuit and support a merged air carrier that is stronger and more consumer-friendly. A merger between American Airlines and US Airways is what's best for our country.

Sincerely,

Greg Guzik

Internet Contact Information

INTERNET COMPLAINT RECEIVED BY THE ATTORNEY GENERAL'S OFFICE ON 08/16/2013

David Hallett
111 Santander Dr
Jupiter, FL, 33458 Palm Beach
Phone: (561) 775-9101
Email: dhdavhal@aol.com

Name/Firm/Company: Florida office of Attorney General
Subject/Category: Support of DOJ!

Questions/Comments:
This week, under some of the most incredulous accusations ever foisted against the airline industry, the US Attorney General Eric Holder with support from a handful of state Attorneys General blocked what should have been the one--airline merger that was a no brainer to approve.
Dozens of once great airlines went out of business for one primary reason: they failed to remain competitive with the industry--. Without a merger, there is simply no possibility American and US Airways will be able to compete over the long-term in what is now a much consolidated industry.
Do you have any idea how important American Airlines is to the economy of Florida?
It is my firm belief that you are ill-informed, misguided and wrong in this matter, and I cannot foresee your receiving my vote in the future should you seek any another elected office if you decide to continue to support this lawsuit.

PAM BONDI
ATTORNEY GENERAL
STATE OF FLORIDA

OFFICE OF THE ATTORNEY GENERAL

Office of Citizen Services
The Capitol
Tallahassee, Florida 32399-1050

Telephone: (850) 414-3990
Fax: (850) 410-1630

October 14, 2013

Mr. Mitchell Halpin
3501 Gallagher Drive
Tallahassee, Florida 32309-3247

Dear Mr. Halpin:

Thank you for contacting Florida Attorney General Pam Bondi's Office regarding the lawsuit to block the merger of US Airways and American Airlines filed by this office, six other attorneys general, and the United States Justice Department in U.S. District Court for the District of Columbia on August 13, 2013.

One of the most important roles of the Attorney General of Florida is to enforce the laws to ensure a competitive and fair marketplace.

After a careful review of the facts, the decision was made that the merger would be anticompetitive and would likely lead to higher fares and increased fees for the flying public, including Florida consumers.

We appreciate hearing from you and have taken note of your concerns. Thank you for your interest in this very important matter.

Sincerely,

Frances Baker
Office of Citizen Services

CS) Anti-Trust Issues

To whom it may concern:

I am writing regarding the proposed American Airlines-US Airways merged. The companies have attempted to get consumers to write in to show their support, but I am writing in for the opposite reason.

Please do not allow this merger to happen. Already with are seeing a degradation of service, destruction of elite programs that are bordering on anti-consumer do to the assumption there could soon be 3 carriers.
The United-Continental Merger has caused nothing, but headaches, reduction of service, and a worse travel experience for the consumer.

Additionally, this will be a negative for one of the Hubs along the East Coast. Currently, American/US Airways have domestic/international hubs/"focus cities" in JFK, PHL, DCA, CLT, and MIA.

In Previous merger one of the Hubs would see a reduction.
Examples:
US/America West – PIT saw a huge reduction
DL/NW – MEM and CVG saw reductions from Hub status
UA/CO – CLE has seen a huge reduction and DEN has also seen a reduction in traffic.

Which hub will disappear along the East Coast?

On the west coast, they have DFW, PHX, and LAX. Will one of them disappear?

Doug Parker claims none of these hubs will shut down, but this is what all of the previous mergers have claimed -- and they proceeded to shut down at least one hub. Further, any business person can tell you that some rationalization will be necessary.

In DCA and many small markets (like Tallahassee), prices of fares will go up hurting the consumer, because US/AA control too many flights.

Further, as you have seen from the UA-CO merger, consumer complaints skyrocketed, the promised benefits have not materialized for both the consumer and for the shareholder. UA-CO promised over 1 Billion USD in merger synergies, yet they are struggling to meet profit levels of the companies pre-merger (ie. combine pre-UA/CO revenue and the combined carrier is not producing the results promised).

There is no competitive reason to allow these carriers to merge, neither carrier brings a network that is complementary to the other that would produce a positive result for the consumer.

In this case US Airways has NO service to Asia, while American has

limited service to Asia. Both have service to Europe, AA has considerable service to South America while US has limited service to South America. Neither service Oceania or Africa.

While this merger is being touted as producing benefits for the consumer and to allow these companies to be stronger together, neither company is bringing a network, that combined, truly makes them a stronger company. The only way they become stronger is by reducing competition and raising the price of airfare to the consumer.

This merger SHOULD NOT happen.

Thank you for your time.

Mitchell Halpin
C/O SoMoGa, Inc.
1400 Village Square Blvd
Suite 3-335
Tallahassee, FL 32312

RECEIVED
2013 OCT -2 AM 9:20
ATTORNEY GENERAL'S OFFICE

Mr. Mitchell Halpin
3501 Gallagher Dr
Tallahassee, FL 32309-3247

★ PROUD SUPPORTER OF THE USO ★

Office of Attorney General
State of Florida
The Capitol PL-01
Tallahassee FL 32399-0001

9239659199

Received Via Postal Mail
Postal Number: P13-285432

Category: Transportation Issues, Legal Issues
Summary: Airline merger
Agency Referenced:
Forwarded By:

Governor's Office of Citizen Services
Room 1901, The Capitol
Tallahassee, Florida 32399
850-488-4441 (Office) — 850-487-0801 (Fax)

Status: Assigned
Public Record

Assigned To

Section:	Citizen Services (CAS)
Coordinator:	Warren Davis; Jennifer Britt
Author:	Martha Lynn

Assignment Comments:

Letter Date	Assigned	Due	Reply	Filed
10/02/2013	10/14/2013	10/28/2013		

From **Mr. Mitchell Halpin**

Title:	Mr.
Business:	**SoMoGa, Incorporated**
Phone Number:	
Address:	1400 Village Square Boulevard Tallahassee, Florida 32312 . . . County/Province: Leon
Email Address:	

General comments and related documents

Modification History

Created:	10/14/2013 02:08:28 PM .. Jonathan Orcel
Last Edited:	10/15/2013 11:19:33 AM .. Martha Lynn

>>>> 10/14/2013 02:10: PM Jonathan Orcel
Subject changed from blank to Transportation Issues; Legal Issues. Status changed from Received to Assigned. Assignment changed from Wa
Davis; Jennifer Britt to Barbara Traylor. Letter date changed from blank to 10/02/2013.
10/14/2013 02:15 PM Assignment notification sent to BARBARA TRAYLOR
>>>> 10/15/2013 11:18: AM Martha Lynn
Assignment changed from Barbara Traylor to Martha Lynn.

When response is completed and issues resolved, please return tracking document to EOG Citizen Services with "Action Taken" section completed. If a unit or agency is incorrectly assigned correspondence, it should be returned to the Governor's Office of Citizen Services to be reassigned.

ACTION TAKEN

☐ Response by letter ☐ Response by e-mail ☐ Response by phone ☑ No Reply Necessary

☐ Date of Response _____ ☐ Name of Responder _____

☐ Relog to: _____

Comments: Will forward to the AG's office directly

Rev. _____

Rev. _____

Submitted by: Martha Lynn
(Please print legibly)

To whom it may concern:

I am writing regarding the proposed American Airlines-US Airways merged. The companies have attempted to get consumers to write in to show their support, but I am writing in for the opposite reason.

Please do not allow this merger to happen. Already with are seeing a degradation of service, destruction of elite programs that are bordering on anti-consumer do to the assumption there could soon be 3 carriers.
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Doug Parker claims none of these hubs will shut down, but this is what all of the previous mergers have claimed -- and they proceeded to shut down at least one hub. Further, any business person can tell you that some rationalization will be necessary.

In DCA and many small markets (like Tallahassee), prices of fares will go up hurting the consumer, because US/AA control too many flights.

Further, as you have seen from the UA-CO merger, consumer complaints skyrocketed, the promised benefits have not materialized for both the consumer and for the shareholder. UA-CO promised over 1 Billion USD in merger synergies, yet they are struggling to meet profit levels of the companies pre-merger (ie. combine pre-UA/CO revenue and the combined carrier is not producing the results promised).

There is no competitive reason to allow these carriers to merge, neither carrier brings a network that is complementary to the other that would produce a positive result for the consumer.

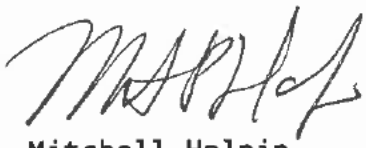
In this case US Airways has NO service to Asia, while American has

limited service to Asia. Both have service to Europe, AA has considerable service to South America while US has limited service to South America. Neither service Oceania or Africa.

While this merger is being touted as producing benefits for the consumer and to allow these companies to be stronger together, neither company is bringing a network, that combined, truly makes them a stronger company. The only way they become stronger is by reducing competition and raising the price of airfare to the consumer.

This merger SHOULD NOT happen.

Thank you for your time.



Mitchell Halpin
C/O SoMoGa, Inc.
1400 Village Square Blvd
Suite 3-335
Tallahassee, FL 32312

'13/10/15 11:17 AM

Mr. Mitchell Halpin
3501 Gallagher Dr
Tallahassee, FL 32309-3247

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airline merger
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Office of Gov Rick Scott
State of Florida
The Capitol
400 S. Monroe St.
Tallahassee, FL 32399-0001

32399853699

Internet Contact Information

INTERNET COMPLAINT RECEIVED BY THE ATTORNEY GENERAL'S OFFICE ON 08/16/2013

Mitch Hanson
1483 NE 53rd Ct
Fort Lauderdale, FL, 33334 Broward
Phone: (954) 336-2720
Email: a10face@gmail.com

Name/Firm/Company: American Airlines and US Airways
Subject/Category: Anti-trust
Street Address: 1483 NE 53rd Ct
City: Fort Lauderdale, FL 33334 Broward
Phone: (954) 336-2720

Questions/Comments:
Ms. Bondi,

I don't understand how a Republican can claim to be pro-business yet block the proposed merger of AMR and US Air.

If this merger is blocked AMR and US Air will both wither on the vine until they both are forced back into bankruptcy or outright liquidation. If your goal is to destroy two long-storied aviation companies and thousands of jobs then you are doing a great job. If you are trying to protect consumers then why did you not object to the DAL-NWA, United-CAL or Southwest-Airtran deals? If you believe running two companies out of business is going to help competition you have a lot to learn. 3 large competitors are much better than 2.

Please re-consider your support for your anti-trust stance. As a pro-business Republican I'm appalled that you have sided with the liberals in this instance.

PAM BONDI
ATTORNEY GENERAL
STATE OF FLORIDA

OFFICE OF THE ATTORNEY GENERAL

Office of Citizen Services
The Capitol
Tallahassee, Florida 32399-1050

Telephone: (850) 414-3990
Fax: (850) 410-1630

September 13, 2013

Mr. Dag Hanssen
1201 Guava Isle
Fort Lauderdale, Florida 33315

Dear Mr. Hanssen:

Thank you for contacting Florida Attorney General Pam Bondi's Office regarding the lawsuit to block the merger of US Airways and American Airlines filed by this office, six other attorneys general, and the United States Justice Department in federal court in D.C. on August 13, 2013.

One of the most important roles of the Attorney General of Florida is to enforce the laws to ensure a competitive and fair marketplace.

After a careful review of the facts, the decision was made that the merger would be anticompetitive and would likely lead to higher fares and increased fees for the flying public, including Florida consumers.

We appreciate hearing from you and have taken note of your concerns. Thank you for your interest in this very important matter.

Sincerely,

Frances Baker
Office of Citizen Services

CB | Anti-trust issues

Dear Attorney General,

I am contacting you to ask that you reconsider your opposition to the proposed merger of US Airways and American Airlines. As an American Airlines pilot since November 2000, I know what the merger means to me and to the thousands of other American Airlines employees. A truly competitive new airline is good for our employees, our communities and most certainly our customers. It would provide a viable competitive alternative to the two much larger carriers (Delta and United) that currently dominate the marketplace.

A viable competitor would provide greater job security for tens of thousands of workers across the country than the current struggling airline. Neither American Airlines nor US Airways alone has the network to adequately compete with the existing larger carriers; failure of one or both would result in further loss of jobs, less competition, higher airfares and fewer options for the flying public.

I hope you will reconsider your participation in this lawsuit and support a merged air carrier that is stronger and more consumer-friendly. A merger between American Airlines and US Airways is what's best for our country.

Sincerely

Dag Hanssen

1201 Guava Isle,

Fort Lauderdale, FL 33315

954 465 4116

csy33@comcast.net

Internet Contact Information

INTERNET COMPLAINT RECEIVED BY THE ATTORNEY GENERAL'S OFFICE ON 09/07/2013

Jace Hardy
12371 NW 51st Street
Coral Springs, FL, 33076 Brevard; Broward
Phone: (954) 892-9206
Email: jnhardy58@yahoo.com

Name/Firm/Company: Your Office
Subject/Category: US Air/American Air Merger

Questions/Comments:
Dear Pam Bondi, Florida AG

I am writing to you as your supporter. You have done a wonderful job in your position as our Attorney General. So I am both surprised and disappointed in your joining the U.S. Justice Department to stop the merger of American Airlines and U.S. Airways.

You are seriously mistaken if you think the merger will reduce competition and consumer choice. This merger will create a more robust airline to compete with Delta and United. Opportunities for American Airlines to grow and exercise the options it has for airplane orders will increase with this merger. Instead of ayoffs, there will be more job opportunities.

I am a Captain at AA and have studied the industry for years. I can tell you that as a stand-alone carrier American's prospects for growth are minimal. Up until this proposed merger American had no viable long-term business plan. Their growth plans did not take into account Delta's and United's superior revenue capturing ability. The organic growth of our stand-alone plan would never take place because our competitors can counter our expansion and do so with better yields in most markets. With no merger growth will come with great osses and will be our demise.

Our financial losses of the past decade are more a function of revenue loss and ess a function of cost. Our bankruptcy has only addressed the cost side of the equation.

In the very long run, with no merger, American will be a much smaller airline. We will remain strong in Miami and Dallas, but our other hubs will shrink or go away entirely. Sure, we made a profit this past quarter but we still trailed the industry. Long term, if you want an airline in Florida that will provide Florida passengers with the most options at competitive prices you really need to retract your support of the Justice Department Lawsuit.

Thank you for your attention.

Jace Hardy M.S. Aeronautical Science (Embry Riddle Aeronautical University)
Coral Springs, FL
AA Captain B-737
954-892-9206

STATE OF FLORIDA

PAM BONDI
ATTORNEY GENERAL

OFFICE OF THE ATTORNEY GENERAL

Office of Citizen Services
The Capitol
Tallahassee, Florida 32399-1050

Telephone: (850) 414-3990
Fax: (850) 410-1630

September 19, 2013

Mr. Mark Harris
3825 South Lake Drive
Boynton Beach, Florida 33435

Dear Mr. Harris:

Thank you for contacting Florida Attorney General Pam Bondi's Office regarding the lawsuit to block the merger of US Airways and American Airlines filed by this office, six other attorneys general, and the United States Justice Department in federal court in D.C. on August 13, 2013.

One of the most important roles of the Attorney General of Florida is to enforce the laws to ensure a competitive and fair marketplace.

After a careful review of the facts, the decision was made that the merger would be anticompetitive and would likely lead to higher fares and increased fees for the flying public, including Florida consumers.

We appreciate hearing from you and have taken note of your concerns. Thank you for your interest in this very important matter.

Sincerely,

Kimberly D'Amico
Office of Citizen Services

C8 antitrust issue

Pam Bondi: 850-410-1630 (fax)

Dear Attorney General,

I am contacting you to ask that you reconsider your opposition to the proposed merger of US Airways and American Airlines. As an American Airlines pilot since Feb 1991, I know what the merger means to me and to the thousands of other American Airlines employees. A truly competitive new airline is good for our employees, our communities and most certainly our customers. It would provide a viable competitive alternative to the two much larger carriers (Delta and United) that currently dominate the marketplace.

A viable competitor would provide greater job security for tens of thousands of workers across the country than the current struggling airline. Neither American Airlines nor US Airways alone has the network to adequately compete with the existing larger carriers; failure of one or both would result in further loss of jobs, less competition, higher airfares and fewer options for the flying public.

I hope you will reconsider your participation in this lawsuit and support a merged air carrier that is stronger and more consumer-friendly. A merger between American Airlines and US Airways is what's best for our country.

Thanks

Mark Harris
3825 South Lake Drive
Boynton Beach, Florida 33435

Capitol / Anti-Trust Issue

Congress of the United States
Washington, DC 20515

ATTN CATE

September 27, 2013

The Honorable Pam Bondi
Attorney General
State of Florida
The Capitol PL-01
Tallahassee, FL 32399-1050

Dear Attorney General Bondi:

On behalf of our respective communities, airline employees, and the flying public, we write to express our deep disappointment about your decision to support the Department of Justice's (DOJ) recent federal lawsuit against the merger of American Airlines and US Airways. While we share your concern for ensuring robust market competition and protecting consumers, preventing this merger from proceeding will not only have the opposite effect, but negatively impact tens of thousands of American jobs. A successful merger between American Airlines and US Airways represents a responsible path forward in the highly competitive airline industry, giving the combined company the resources it needs to compete with the country's two largest carriers, United and Delta, as well as internationally. Therefore, we urge you to withdraw your support from the DOJ's lawsuit, and allow the merger to resume.

As you well know, the DOJ has approved three major airline mergers within recent years: Delta and Northwest in 2008, United and Continental in 2010, and Southwest and Air Tran in 2011. The DOJ's lawsuit against the merger of American Airlines and US Airways is inconsistent with its previous actions and industry reality, as well as risks putting both companies at a severe competitive disadvantage in an increasingly duopolistic market. Left to operate separately, American Airlines and US Airways will not have the market share, size, and scale to best compete with larger carriers or offer consumers more competitive fares. Instead of having three major global competitors to choose from, consumers will be faced with just two that have less incentive to price their services more competitively. On the other hand, American Airlines and US Airways have far fewer route overlaps than either of the previously approved mergers, and the combined company will be comparable in fleet size to United and Delta.

Since the previous mergers were approved, the airline industry has added relatively little capacity while passenger air travel has risen. Once the largest of "legacy" carriers, American Airlines has made a commendable effort to remain independent despite increased economic pressure. Since filing for bankruptcy protection in November 2011, it has taken considerable steps to reduce labor costs and renegotiate aircraft and other leases, while continuing to make the investments necessary to stay competitive and transform itself into a flagship carrier with a 21st century fleet. We believe that American Airlines has demonstrated its intention to remain an industry leader, and that the proposed merger with US Airways will allow it to exit bankruptcy swiftly and more effectively compete.

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Furthermore, the merger between American Airlines and US Airways enjoys overwhelming support from their unions, as well as investors, the Pension Benefit Guaranty Corporation (PBGC), and other stakeholders. For years, the hardworking employees of both airlines have made great sacrifices to help strengthen their companies amid changing conditions that have caused many carriers to go out of business, communities to lose service, and workers to lose jobs. This merger will mean increased job security and new opportunities for the workers of American Airlines and US Airways, as well as those communities served by the combined airline. The DOJ's lawsuit to prevent the merger proposal before bankruptcy court approval has already caused harm to US Airways pilots who have been working for a below-scale wage for a decade, and stood to gain $1.6 billion in wages and benefits from a new contract over six years.

Finally, we remain concerned by the negative economic impact that an unsuccessful merger will have on our communities, the State of Florida, and our nation as a whole. Our Congressional districts are home to several major airports, including Miami International Airport (MIA), Hollywood-Fort Lauderdale International Airport (FLL), Palm Beach International Airport (PBI), Orlando International Airport (MCO), Tampa International Airport (TPA), and Jacksonville International Airport (JAX), that connect Florida to other hubs and destinations in the United States. These airports are vitally important to tapping Florida's economic potential by supporting the flow of tourism and commerce with Latin America and the Caribbean. In addition, American Airlines and US Airways currently support thousands of jobs in Florida. Given that one airline job translates into approximately 17 additional jobs, including in related sectors such as airports, aircraft manufacturing, and suppliers, this merger stands to benefit millions more.

American Airlines and US Airways have proposed a merger agreement that will allow them to provide competitive services to air travelers, better pay and benefits for their employees, and support economic growth in Florida. Rather than help foster greater market competition, the DOJ's lawsuit will effectively pick winners and losers at the cost of airline workers and consumers. This merger is a tremendous opportunity that will impact the future of our airline industry for years to come. Withdrawing your support from the DOJ's lawsuit will help ensure that Floridians and all Americans have more choices when they travel. We thank you for your attention to this important matter, and look forward to your response.

Sincerely,

Alcee L. Hastings
Member of Congress

Debbie Wasserman Schultz
Member of Congress

Ted Deutch
Member of Congress

Frederica S. Wilson
Member of Congress

Lois Frankel
Member of Congress

Joe Garcia
Member of Congress

Patrick E. Murphy
Member of Congress

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U.S. HOUSE OF REPRESENTATIVES
WASHINGTON, DC 20515–0920

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OFFICIAL BUSINESS

Alcee L. Hastings
M.C.

The Honorable Pam Bondi
Attorney General
State of Florida
The Capitol PL-01
Tallahassee, FL 32399-1050

Internet Contact Information

INTERNET COMPLAINT RECEIVED BY THE ATTORNEY GENERAL'S OFFICE ON 08/28/2013

Donald Hatfield
2081 Hambridge Ave
Kannapolis, NC, 28081
Phone: (704) 996-3145
Email: dwhatfield624@gmail.com

Name/Firm/Company: US Airways
Subject/Category: AA/US DOJ lawsuit
Street Address: 2081 Hambridge Ave
City: Kannapolis 28081
Phone: (704) 996-3145
Website: United States

Questions/Comments:
I am writing to express my strong support for the combination of American Airlines and US Airways.

Your actions have no merit. Please don't ignore the 108,000 employees of the new American. We ALL want this merger. This is crucial to our families and their futures. Please don't ignore decades of instability in the airline business and BILLIONS in losses.

Together, American and US Airways will bring new competition to benefit domestic and international airline customers.

The improved network, product, and travel experience will attract new customers, allowing the airlines to compete with the country's largest air carriers - Delta, United Airlines and Southwest - and a number of fast - growing low-cost carriers, including Virgin America, JetBlue, Spirit, Allegiant and others in a way neither airline can do alone.

The employees of American and US Airways will benefit from improved opportunities and just want the chance to compete as one for the business of the flying public.

Sincerely,
Wayne Hatfield
US Airways Pilot

Internet Contact Information

INTERNET COMPLAINT RECEIVED BY THE ATTORNEY GENERAL'S OFFICE ON 08/14/2013

David Heberling
PO Box 338
Greensboro, MD, 21639
Email: mail@smoothlandings.us

Name/Firm/Company: USAirways
Subject/Category: USAirways/American merger

Questions/Comments:
My name is David Heberling. I am a pilot for USAirways. The US Department of Justice recently announced its opposition to the proposed merger between my company and American Airlines. This opposition is based upon anti-trust principals and the role of my company as spoiler in the airline industry. The DOJ document laments the shrinkage from 9 legacy airlines to the current 4. It also seems to discount the affect Southwest Airlines has on the airline industry. I am dismayed that the DOJ has come out so strongly against this proposed merger, and stopping it will have a detrimental effect on my finances and quality of life.

It seems odd that the DOJ has such a fondness for the period of time that saw such upheaval in the airline industry. When deregulation was enacted in 1978, it set in motion a slow motion wreck that saw the loss of over 100,000 airline jobs, the disappearance of several established airlines, and a race to see who could lose the biggest amount of money. Every couple of years saw the emergence of a new start up airline with fire sale prices that ensured that no airline could make any money. Airline employee pay and benefits experienced extreme downward pressure as airlines sought to squeeze every penny of expense out of the balance sheet. Does anyone remember the rapid increase in available seats that ruled out profits for anyone?

Does anyone other than the DOJ seriously discount the effect that Southwest Airlines has on the rest of the airline industry? They were born at the dawn of deregulation and survived the perils of that period and made profits while others were losing their shirts. I find it highly ironic that the DOJ saw fit to make USAirways the stand in for this stalwart airline. The remaining legacy carriers do not operate in a vacuum. Besides Southwest, there is still Jet Blue, Alaska, Virgin America, Spirit, and Allegiant Airlines. Even if USAirways and American merge, these other airlines will still be competing with us.

Doug Parker is a discounter. Did his discounting ways cease when he merged America West Airlines with USAirways? Heck no! Even the DOJ showcases our Advantage Fares. So what is the rationale for saying Doug Parker is going to change his stripes when he becomes the CEO of the merged New American? Just because the DOJ cannot imagine what life will be like without Advantage Fares, does not mean that Doug Parker is clueless as well. Give the guy credit where credit is due. I think in this case, past performance does predict future events.

Now, I finally get to me. I have not had a raise in pay since 2004. My union contract has not been amended since the merger with USAirways. I have been commuting to Phoenix, AZ (my pilot domicile) from my home in Maryland for 26 years. This merger will give me pay raises for the next six years. I will be

able to bid and hold a pilot position in either DCA, PHL, or JFK. Since February 8th 2013, I have been accruing the difference in pay between my current contract and the one that becomes active upon the consummation of this merger. If this merger is stopped, none of this will happen. I say to you, take the blinders off and let this merger happen.

Internet Contact Information

INTERNET COMPLAINT RECEIVED BY THE ATTORNEY GENERAL'S OFFICE ON 09/05/2013

lawrence herron
15564 palma lane
Wellington, FL, 33414 Palm Beach
Phone: (561) 333-0308
Email: larry@ameri-carib.com

Name/Firm/Company: American Airlines
Subject/Category: American Airlines merger
City: Fort Worth, TX

Questions/Comments:
Proof of price guaging by American Airlines can be seen easily by looking at the new average rate of American -Miami to Nassau, bahamas 491.00 round trip compared to middle to upper 200.00's a month or so ago. Jet blue is 275.00, Bahama Air about the same. American airlines increase of 80%. My fares to St. Maarten have gone up over 300.00, this is not beetter or competitive, it is price guaging.

Internet Contact Information

INTERNET COMPLAINT RECEIVED BY THE ATTORNEY GENERAL'S OFFICE ON 10/16/2013

JOhn HIgley
14171 Paradise Point rd
Palm Beach Gardens, FL, 33410 Palm Beach
Phone: 51 309-4310
Email: johnhigley61@gmail.com

Name/Firm/Company: American Airlines
Subject/Category: Blocking the AA-USAIR merger
Street Address: Miami Airport
City: Miami, FL 33400 Miami-Dade

Questions/Comments:
Hi, I have been a pilot for almost 30 years with American. I know we provide numerous job in south florida. Please reconsider for actions against the airlines. If the deal does not go thru, you will likely have 2 BIG Airlines nstead of 3. Thank you for your time.

Captain John Higley

Internet Contact Information

INTERNET COMPLAINT RECEIVED BY THE ATTORNEY GENERAL'S OFFICE ON 10/04/2013

Don Hildewig
5858 Benevent dr
Sarasota, FL, 34238 Sarasota
Phone: (941) 312-5326
Email: hildewig@comcast.net

Name/Firm/Company: American Airlines
Subject/Category: American Airlines

Questions/Comments:
My concern is why you are not supporting the proposed merger with American Airlines and US Air. American Airlines is a major employer in Florida providing much needed air travel from the US to Florida as well as a major shipper of product especially out of the Miami area.

If the merger doesn't go thru, American Airlines I believe will not survive on its own. The previous mergers have all been approved and this one should too and will not lesson the competition in the airline industry.
don Hildewig

Internet Contact Information

INTERNET COMPLAINT RECEIVED BY THE ATTORNEY GENERAL'S OFFICE ON 08/25/2013

Mark Hines
15809 Feeny Court
Charlotte, NC, 28278
Phone: (704) 953-1276
Email: b.markhines@gmail.com

Name/Firm/Company: American Airlines
Subject/Category: American - USAirways merger

Questions/Comments:
Please reconsider your objection to the proposed merger between American & USAirways.
If allowed to merge, the New American Airlines would be close to the size of Delta and United. The United States needs a 3rd competitor to these two mega airlines that the DOJ helped to create!

Southwest Airlines would still be the largest domestic airline in the United States regardless of a merger between American & USAirways.

This merger will increase competition, NOT lesson it!

Our country needs a healthy airline industry, NOT one that finds itself on life support with every world crisis that happens!
thank you for considering this request.
Respectfully submitted,
Mark Hines

Internet Contact Information

INTERNET COMPLAINT RECEIVED BY THE ATTORNEY GENERAL'S OFFICE ON 08/28/2013

Chuck Hintze
2425 SE 9th St
Pompano Beach, FL, 33062 Broward
Phone: 1-954-781-5767
Email: chuckhintze@gmail.com

Name/Firm/Company: American Airlines
Subject/Category: American Airlines USair Merger

Questions/Comments:
Dear Attorney General Bondi,

I am contacting you to ask that you reconsider your opposition to the proposed merger of US Airways and American Airlines. As an American Airlines pilot since October, 1984, I know what the merger means to me and to the thousands of other American Airlines employees. A truly competitive new airline is good for our employees, our communities and most certainly our customers. It would provide a viable competitive alternative to the two much larger carriers (Delta and United) that currently dominate the marketplace.

A viable competitor would provide greater job security for tens of thousands of workers across the country than the current struggling airline. Neither American Airlines nor US Airways alone has the network to adequately compete with the existing larger carriers; failure of one or both would result in further loss of jobs, less competition, higher airfares and fewer options for the flying public.

• The careers of American Airlines employees are inextricably intertwined with the success of American and the airline industry as a whole.

• The Justice Department ("DOJ") brought this injunction action without warning on the eve of the confirmation of a Plan of Reorganization predicated on a merger between American and US Airways.

• American and its unions had already made substantial preparations for the merger, making significant operational decisions. As a result of this suit, American finds itself in competitive limbo.

• The DOJ approved prior mergers.

• At the heart of this dispute is the question of whether American can operate with a network that will compete effectively or whether it will be forced to adopt a stand-alone strategy as a second-tier carrier left to pick over the scraps of much larger competitors.

• American cannot adopt a long-term strategy until it knows whether it will be permitted to acquire a network to compete with United and Delta.

• The damage to competition in the airline industry as a result of a less-competitive American must be minimized by a decision on the merits on as prompt a schedule as possible.

• In 2008, the DOJ approved the merger of Delta and Northwest, creating a combined carrier with a national network that easily exceeded American's capacity.

• In 2010, following the same antitrust analysis, the DOJ approved the merger of Untied and Continental, creating a second national business carrier with a network vastly superior to American's.

• The more limited size and scope of American's network – the interconnected web of airline routes through which the airline services its customers – "put it at a competitive disadvantage relative to its largest major network carrier competitors: United and Delta."

• American's share in most regions of the United States has "significantly eroded over the last decade as its key network carrier competitors have consolidated and extended their network and scale advantages."

• One significant effect has been a steady loss of American's "high-yield corporate customers and frequent elite travelers to the superior networks of United and Delta."

• The loss of market share can be measured in a loss of American employee jobs. The APA has more than 10,000 members because it took that many pilots and more to fly the American system. Because of ever-diminishing market share, only 7,959 pilots are actively flying at American.

• Since 2000, the active number of TWU employees at American has plummeted from 35,000 to 23,000.

• The APFA workforce is about 36% smaller than it was in May 2002, when almost 25,000 flight attendants worked for American.

• Without a network similar in scale to Delta and United, American will continue to decline. The result will be fewer competitive routes for the industry, lessened competition and a significant loss of jobs.

• Following years of losses in the market dominated by United and Delta, on Nov. 29, 2011, AMR Corporation, American Airlines Inc. and affiliates were forced to file Chapter 11 reorganization proceedings in the U.S. Bankruptcy Court for the Southern District of New York.

• American's incumbent management sought to reorganize based on a stand-alone plan for emergence. The problems with this approach were apparent from the outset; ultimately, American's creditors opted for a more competitive approach followed by other industry players: building American's network to equal its competitors through a merger.

• American sought a merger partner in US Airways, whose routing network is almost entirely complementary to its own.
Comm.doc

• American filed a Plan of Reorganization based on the merger of American and US Airways. All classes of creditors voted in favor of the plan.

• We hoped the combination of American and US Airways would significantly enhance American's ability to compete with Delta and United, thus increasing competition in the domestic and international airline markets.

• In the last few months, hundreds of pilots have been called off the furlough lists in anticipation of increased flying upon consummation of the merger.

• Increased American flights mean more competitive routes and increased competition in the industry.

• Anticipating that the closing would occur shortly after the confirmation hearing, American and US Airways had undertaken a selection process for management at the merged company. Many of American's upper management, some by their own choice, were replaced by US Airways personnel. As a result, on the management side, American is little more than a shell.

• Understandably, the management that remains lacks the same incentives as the proposed management team to aggressively protect American and its diminishing market share during any delay in closing the merger.

• It is not possible to recruit new management in light of the uncertainty hanging over the company.

• Lacking motivated incumbent leadership, American's competitive position is likely to erode further during the pendency of this case.

• Employees whose job outlook was more certain are facing further delays, more furloughs and great uncertainty regarding their future with the airline.

• The competitive position of American and the industry as a whole will be damaged while American is unable to undertake initiatives because of the uncertainty regarding its future.

• We respectfully submit that the court will inevitably deny the relief sought by the plaintiff once it reviews the evidence in this case.

• These issues must be resolved sooner rather than later.

• The DOJ injunctive action is having a real, immediate adverse impact on the lives of ordinary hard-working employees of American Airlines

I hope you will reconsider your participation in this lawsuit and support a merged air carrier that is stronger and more consumer-friendly. A merger between American Airlines and US Airways is what's best for our country and our state.

Respectfully,
Captain Chuck Hintze

PAM BONDI
ATTORNEY GENERAL
STATE OF FLORIDA

OFFICE OF THE ATTORNEY GENERAL

Office of Citizen Services
The Capitol
Tallahassee, Florida 32399-1050

Telephone: (850) 414-3990
Fax: (850) 410-1630

September 27, 2013

Mr. and Mrs. Harry Hope
3 Portofino Drive, Unit 1501
Pensacola Beach, Florida 32561-2497

Dear Mr. and Mrs. Hope:

Thank you for contacting Florida Attorney General Pam Bondi's Office regarding the lawsuit to block the merger of US Airways and American Airlines filed by this office, six other attorneys general, and the United States Justice Department in federal court in D.C. on August 13, 2013.

One of the most important roles of the Attorney General of Florida is to enforce the laws to ensure a competitive and fair marketplace.

After a careful review of the facts, the decision was made that the merger would be anticompetitive and would likely lead to higher fares and increased fees for the flying public, including Florida consumers.

We appreciate hearing from you and have taken note of your concerns. Thank you for your interest in this very important matter.

Sincerely,

Frances Baker
Office of Citizen Services

HARRY and JACKIE L. HOPE
3 PORTOFINO DR #1501
PENSACOLA BEACH, FL 32561-2497

09 September 2013

ATTORNEY GENERAL PAM BONDI
OFFICE OF ATTORNEY GENERAL OF FLORIDA
THE CAPITOL PL-01
TALLAHASSEE, FL 32399-1050

Ref: Approval of the US Airways and American Airlines merger

Dear Ms. Bondi:

We strongly request that you reconsider your opposition to the proposed merger of US Airways and American Airlines. The combined companies and expanded route structure would create easier Florida access to desirable current and new destinations. It would be a significant benefit to Florida residents like us and will attract international and domestic business to Florida. You will likely agree that Florida welcomes the world's business interest.

This new company will definitely provide a viable competitive alternative to the two much larger carriers (Delta and United) that currently dominate the marketplace.

Neither American Airlines nor US Airways alone has the network to adequately compete with the existing larger carriers; failure of one or both would result in further loss of Florida jobs, less competition, higher airfares and fewer options for travel to and from our state.

I hope you will reconsider your participation in this lawsuit and support a merged air carrier that is stronger and more consumer-friendly. A merger between American Airlines and US Airways is what's best for Florida and the USA.

Thank you for all your effort in our interest.

Sincerely yours,

Harry Hope Jackie L. Hope

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2013 SEP 12 AM 9:20
ATTORNEY GENERAL'S OFFICE

Harry and Jackie L. Hope
3 Portofino Dr #1501
Pensacola Beach, FL 32561

PENSACOLA FL 325

09 SEP 2013 PM 2 L

ATTORNEY GENERAL PAM BONDI
OFFICE OF THE ATTORNEY GENERAL OF FLORIDA
THE CAPITOL PL-01
TALLAHASSEE, FL 32399-1050

32399105099

Internet Contact Information

INTERNET COMPLAINT RECEIVED BY THE ATTORNEY GENERAL'S OFFICE ON 08/23/2013

Dale Hopta
6740 SW 132 ST
Miami, FL, 33156 Miami-Dade
Phone: (305) 588-0760
Email: dalehopta@aol.com

Name/Firm/Company: Usair
Subject/Category: American/Usair Merger
Street Address: 6740 SW 132 ST
City: Miami 33156
Phone: (305) 588-0760

Questions/Comments:
My disappointment in your support of the justice department lawsuit against the American/Usair merger is overwhelming. As a conservative 58 year old male with as many years a resident of Miami, Florida a veteran and an Airline Pilot for 30 years, your choice to counter our efforts to repair an industry disadvantaged by our federal government since Jimmy Carter and deregulation, and now you want to regulate at will. The justice department has given free will to Delta and United to control the airline industry by size alone.
Remember those who voted for you and your conservative views, please reconsider your position on this issue and support the future of our state and the recovery of the airline industry. Should you wish a personal view and actual history of the career of an Airline Pilot during the last 30 years please do not hesitate to call me at 305 588-0760.
Respectfully with Honor
Dale Hopta

Internet Contact Information

INTERNET COMPLAINT RECEIVED BY THE ATTORNEY GENERAL'S OFFICE ON 08/22/2013

Michael Horn
9105 Quartz Lane
Naples, FL, 34120 Collier
Phone: (239) 595-2926
Email: Eagkedriver045@yahoo.com

Name/Firm/Company: Florida Attorney General Pam Bondi
Subject/Category: FL AG's opposition to the American Airlnes / USAir Merger

Questions/Comments:
Attorney General's Bondi's opposition to the AA/USAir merger is based on false premises. In order to fairly compete with United and Delta, AA/USAir must merge. As a 21-year American Airlines pilot, I have personally suffered over $1M in lost pay and retirement benefits as a result of AA not being profitable. It is imperative AA/USAir merge in order to restore a sustainable and profitable business model. Atty. General Bondi's opposition to the merger harms the employees of AA/USAir, lessons competition w/Delta and United and is unfair to the FL consumers who will have less choices in air travel if AA is weakened.

Internet Contact Information

INTERNET COMPLAINT RECEIVED BY THE ATTORNEY GENERAL'S OFFICE ON 09/04/2013

Lawrence Hurd
8774 Indian River Run
Boynton Beach, FL, 33472 Palm Beach
Phone: (561) 732-1187
Email: hurd777@yahoo.com

Name/Firm/Company: American Airlines
Subject/Category: DOJ and American Airlines / US Airways Merger
City: Dallas/Fort Worth, TX
Website: aa.com

Questions/Comments:
Dear Attorney General,

I am contacting you to ask that you reconsider your opposition to the proposed merger of US Airways and American Airlines. As an American Airlines pilot since January 1990, I know what the merger means to me and to the thousands of other American Airlines employees. A truly competitive new airline is good for our employees, our communities and most certainly our customers. It would provide a viable competitive alternative to the two much larger carriers (Delta and United) that currently dominate the marketplace.
A viable competitor would provide greater job security for tens of thousands of workers across the country than the current struggling airline. Neither American Airlines nor US Airways alone has the network to adequately compete with the existing larger carriers; failure of one or both would result in further loss of jobs, less competition, higher airfares and fewer options for the flying public.
I hope you will reconsider your participation in this lawsuit and support a merged air carrier that is stronger and more consumer-friendly. A merger between American Airlines and US Airways is what's best for our country.
The following are some points to consider:• The Allied Pilots Association, the Association of Professional Flight Attendants, the Association of Flight Attendants-CWA and the Transport Workers Union of America – unions made up of American Airline employees whose careers depend on the competitive success of American Airlines and its affiliates –filed an amicus curiae brief with the District Court in Washington, D.C., expressing their "strong support" for the motion filed Aug. 22 by American and US Airways to set a trial date.

• The careers of American Airlines employees are inextricably intertwined with the success of American and the airline industry as a whole.

• The Justice Department ("DOJ") brought this injunction action without warning on the eve of the confirmation of a Plan of Reorganization predicated on a merger between American and US Airways.

• American and its unions had already made substantial preparations for the merger, making significant operational decisions. As a result of this suit, American finds itself in competitive limbo.

• The DOJ approved prior mergers.

• At the heart of this dispute is the question of whether American can operate with a network that will compete effectively or whether it will be forced to

adopt a stand-alone strategy as a second-tier carrier left to pick over the scraps of much larger competitors.

• American cannot adopt a long-term strategy until it knows whether it will be permitted to acquire a network to compete with United and Delta.

• The damage to competition in the airline industry as a result of a less-competitive American must be minimized by a decision on the merits on as prompt a schedule as possible.

• In 2008, the DOJ approved the merger of Delta and Northwest, creating a combined carrier with a national network that easily exceeded American's capacity.

• In 2010, following the same antitrust analysis, the DOJ approved the merger of Untied and Continental, creating a second national business carrier with a network vastly superior to American's.

• The more limited size and scope of American's network – the interconnected web of airline routes through which the airline services its customers – "put it at a competitive disadvantage relative to its largest major network carrier competitors: United and Delta."

• American's share in most regions of the United States has "significantly eroded over the last decade as its key network carrier competitors have consolidated and extended their network and scale advantages."

• One significant effect has been a steady loss of American's "high-yield corporate customers and frequent elite travelers to the superior networks of United and Delta."

• The loss of market share can be measured in a loss of American employee jobs. The APA has more than 10,000 members because it took that many pilots and more to fly the American system. Because of ever-diminishing market share, only 7,959 pilots are actively flying at American.

• Since 2000, the active number of TWU employees at American has plummeted from 35,000 to 23,000.

• The APFA workforce is about 36% smaller than it was in May 2002, when almost 25,000 flight attendants worked for American.

• Without a network similar in scale to Delta and United, American will continue to decline. The result will be fewer competitive routes for the industry, lessened competition and a significant loss of jobs.

• Following years of losses in the market dominated by United and Delta, on Nov. 29, 2011, AMR Corporation, American Airlines Inc. and affiliates were forced to file Chapter 11 reorganization proceedings in the U.S. Bankruptcy Court for the Southern District of New York.

• American's incumbent management sought to reorganize based on a stand-alone plan for emergence. The problems with this approach were apparent from the outset; ultimately, American's creditors opted for a more competitive approach followed by other industry players: building American's network to equal its competitors through a merger.

• American sought a merger partner in US Airways, whose routing network is almost entirely complementary to its own.

• American filed a Plan of Reorganization based on the merger of American and US Airways. All classes of creditors voted in favor of the plan.

• We hoped the combination of American and US Airways would significantly enhance American's ability to compete with Delta and United, thus increasing competition in the domestic and international airline markets.

• In the last few months, hundreds of pilots have been called off the furlough lists in anticipation of increased flying upon consummation of the merger.

• Increased American flights mean more competitive routes and increased competition in the industry.

• Anticipating that the closing would occur shortly after the confirmation hearing, American and US Airways had undertaken a selection process for management at the merged company. Many of American's upper management, some by their own choice, were replaced by US Airways personnel. As a result, on the management side, American is little more than a shell.

• Understandably, the management that remains lacks the same incentives as the proposed management team to aggressively protect American and its diminishing market share during any delay in closing the merger.

• It is not possible to recruit new management in light of the uncertainty hanging over the company.

• Lacking motivated incumbent leadership, American's competitive position is likely to erode further during the pendency of this case.

• Employees whose job outlook was more certain are facing further delays, more furloughs and great uncertainty regarding their future with the airline.

• The competitive position of American and the industry as a whole will be damaged while American is unable to undertake initiatives because of the uncertainty regarding its future.

• We respectfully submit that the court will inevitably deny the relief sought by the plaintiff once it reviews the evidence in this case.

• These issues must be resolved sooner rather than later.

• The DOJ injunctive action is having a real, immediate adverse impact on the lives of ordinary hard-working employees of American Airlines.

Thank you for your consideration in this matter.

Internet Contact Information

INTERNET COMPLAINT RECEIVED BY THE ATTORNEY GENERAL'S OFFICE ON 09/09/2013

David Hutchins
33 Harbour Drive North
Ocean Ridge, FL, 33435 Palm Beach
Email: dahutchins@comcast.net

Name/Firm/Company: US Airways/American Air Lines
Subject/Category: American Air Lines/US Airways Merger

Questions/Comments:
I am greatly disappointed that you are joining the suit to block the merger.
As a retired captain, I can attest that neither US Airways or American Air Lines will be able to compete with Delta or United. If airline consolidation is bad for the public, why not break up the 2 existing mega-carriers?
The 2 airlines employ significant Florida based personnel and many Florida residents commute to domiciles outside the state. Jobs will be lost, the AMR operation in Miami will be downsized and consumers will face fewer opportunities and higher costs.
As a registered Republican who supported your last campaign, I can promise that I will not be so inclined in future elections unless your office changes its standing in the suit.
David Hutchins

PAM BONDI
ATTORNEY GENERAL
STATE OF FLORIDA

OFFICE OF THE ATTORNEY GENERAL

Office of Citizen Services
The Capitol
Tallahassee, Florida 32399-1050

Telephone: (850) 414-3990
Fax: (850) 410-1630

September 13, 2013

Mr. John C. Jackson
1129 North Victoria Park Road
Fort Lauderdale, Florida 33304

Dear Mr. Jackson:

Thank you for contacting Florida Attorney General Pam Bondi's Office regarding the lawsuit to block the merger of US Airways and American Airlines filed by this office, six other attorneys general, and the United States Justice Department in federal court in D.C. on August 13, 2013.

One of the most important roles of the Attorney General of Florida is to enforce the laws to ensure a competitive and fair marketplace.

After a careful review of the facts, the decision was made that the merger would be anticompetitive and would likely lead to higher fares and increased fees for the flying public, including Florida consumers.

We appreciate hearing from you and have taken note of your concerns. Thank you for your interest in this very important matter.

Sincerely,

Frances Baker
Office of Citizen Services

CS/Antitrust Issues

August 28, 2013

Dear Pam Bondi; Florida Attorney General,

I am contacting you to ask that you reconsider your opposition to the proposed merger of US Airways and American Airlines. As an American Airlines pilot since (*insert date*), I know what the merger means to me and to the thousands of other American Airlines employees. A truly competitive new airline is good for our employees, our communities and most certainly our customers. It would provide a viable competitive alternative to the two much larger carriers (Delta and United) that currently dominate the marketplace.

A viable competitor would provide greater job security for tens of thousands of workers across the country than the current struggling airline. Neither American Airlines nor US Airways alone has the network to adequately compete with the existing larger carriers; failure of one or both would result in further loss of jobs, less competition, higher airfares and fewer options for the flying public.

I hope you will reconsider your participation in this lawsuit and support a merged air carrier that is stronger and more consumer-friendly. A merger between American Airlines and US Airways is what's best for our country.

Sincerely,

John C. Jackson

1129 N. Victoria Park Rd

Ft. Lauderdale, FL 33304

CC| Anti-trust issues

August 28, 2013

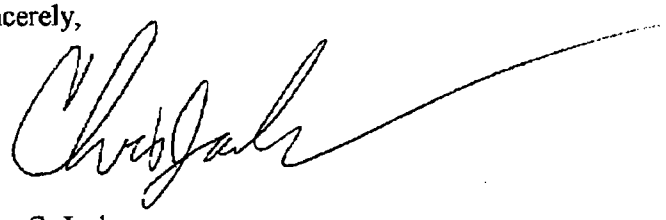
Dear Attorney General,

I am contacting you to ask that you reconsider your opposition to the proposed merger of US Airways and American Airlines. As an American Airlines pilot since (*July 20, 1989*), I know what the merger means to me and to the thousands of other American Airlines employees. A truly competitive new airline is good for our employees, our communities and most certainly our customers. It would provide a viable competitive alternative to the two much larger carriers (Delta and United) that currently dominate the marketplace.

A viable competitor would provide greater job security for tens of thousands of workers across the country than the current struggling airline. Neither American Airlines nor US Airways alone has the network to adequately compete with the existing larger carriers; failure of one or both would result in further loss of jobs, less competition, higher airfares and fewer options for the flying public.

I hope you will reconsider your participation in this lawsuit and support a merged air carrier that is stronger and more consumer-friendly. A merger between American Airlines and US Airways is what's best for our country.

Sincerely,



John C. Jackson

1129 N. Victoria Park Road

Fort Lauderdale, FL 33304

STATE OF FLORIDA

PAM BONDI
ATTORNEY GENERAL

OFFICE OF THE ATTORNEY GENERAL

Office of Citizen Services
The Capitol
Tallahassee, Florida 32399-1050

Telephone: (850) 414-3990
Fax: (850) 410-1630

September 19, 2013

Ms. Joan Jaicks
459 Bayview Drive Northeast
St. Petersburg, Florida 33704

Dear Ms. Jaicks:

Thank you for contacting Florida Attorney General Pam Bondi's Office regarding the lawsuit to block the merger of US Airways and American Airlines filed by this office, six other attorneys general, and the United States Justice Department in federal court in D.C. on August 13, 2013.

One of the most important roles of the Attorney General of Florida is to enforce the laws to ensure a competitive and fair marketplace.

After a careful review of the facts, the decision was made that the merger would be anticompetitive and would likely lead to higher fares and increased fees for the flying public, including Florida consumers.

We appreciate hearing from you and have taken note of your concerns. Thank you for your interest in this very important matter.

Sincerely,

Kimberly D'Amico
Office of Citizen Services

459 Bayview Dr NE
St Petersburg, FL 33704
September 3, 2013

CS/Anti-Trust
155200

Dear Attorney General,

As a former member (25 years) of the Pinellas County Republican Executive Committee, and an alternative delegate to the 1988 Republican National Convention I am asking you to reconsider your opposition to the proposed merger of American Airlines and US Airways. Their performance in our state is outstanding.

A competative new airline is good for our communities. It also would pride a competitive alternative to the two larger carriers (Delta and United) currently dominating the marketplace.

I hope you will reconsider your participation in this lawsuit. A merger between American Airline and US Airways is best for our country and especially Florida. Lets move forward in the right direction.

Sincerely,

Joan Jacks
Precinct #138
Pinellas County

RECEIVED
2013 SEP -5 AM 8:56
ATTORNEY GENERAL'S OFFICE

Mead Johnson NUTRITIONALS, U.S.

Joan Jaicks
459 Bayview Dr. NE
St. Petersburg, FL 33704

TAMPA FL 335
SAINT PETERSBURG FL
03 SEP 2013 PM 1 L

USA
Justice
FOREVER

Office of Attorney General Pam Bondi
~~State of Florida~~
Capitol PL-01
Tallahassee, FL 32399-1050

32399105099

CS/Anti-trust Issues
Encl
Reply
9/6/13

September 6, 2013

Dear Attorney General Pam Bondi,

I am sure you have received many letters from employees of American Airlines. As a spouse of an American Airlines employee, I am asking you to reconsider your opposition to the proposed merger of American Airlines and US Airways.

We have struggled through many years of uncertainty as American Airlines fought to stay out of bankruptcy and, ultimately, failed. Through it all we have dealt with reduced wages for our spouses, increased workloads, and the restructuring of benefits, which, in some cases, amounted to more money out of our pockets on a decreased income. All this has occurred while the prices of everything in the market place continue to rise. Many have lost a portion of their anticipated retirement benefits. Of those, many are close to retirement age and will not have enough years left in the work force to overcome this loss.

The demise of either one of these airlines will not just affect their employees. There are thousands of people employed in jobs that exist because they, in some way, service these airlines or the airports out of which they operate. I live in an area that is considered a tourist destination, Southwest Florida. We have seen "season" shorten in the last 5-7 years. Many "snowbirds" say they just can't afford to come in October, go home for Christmas, and return in January for the rest of the season. So they, for the most part, wait now and come in January. Our entire community suffers from the lack of tourism dollars. Stronger airlines would be in a position to be more competitive thereby giving consumers more options.

I will admit, I don't understand why the Department of Justice has a problem with this merger when it did not have an issue with the merger of other carriers in the past. It seems it would be more beneficial to many thousands of people if all parties could work together constructively to correct whatever the obstacles to this merger may be in the Department of Justice's eyes.

Please reconsider your position.

Thank you,

Karen Jarstad

Karen Jarstad

jarstadkd@hotmail.com

Internet Contact Information

INTERNET COMPLAINT RECEIVED BY THE ATTORNEY GENERAL'S OFFICE ON 08/21/2013

Susan Jaworski
40 Brittany Dr.
Oaakwood, IL, 60013
Email: susan4026@comcast.net

Name/Firm/Company: American Airlines
Subject/Category: American Airlines/U.S. Air Merger
Street Address: O'Hare Chicago, IL
City: Chicago, IL

Questions/Comments:
Dear Attorney General:

I am contacting you to reconsider your opposition to the proposed merger between US Airways and American Airlines. As a Professional Flight Attendant since (insert year you started flying), I know what the merger means to me and to the thousands of other American Airlines employees. Never before have the employees and management worked so hard and well together all in an effort to save these two great companies. A merger is good for employees and it is good for U.S. consumers.

The merger will provide job security for tens of thousands of workers across the country. Neither of these companies can adequately compete with Delta and United and failure of one or both would result in the decimation of jobs, less competition, higher airfares, and fewer options for the flying public.

I hope you will reconsider your participation in this ill-advised lawsuit and instead support a stronger, more profitable, and consumer-friendly merged air carrier.

Please join us in supporting the merger between American Airlines and US Airways; it is what's best for our country.

Thank you,

Regards,

Susan Jaworski

PAM BONDI
ATTORNEY GENERAL
STATE OF FLORIDA

OFFICE OF THE ATTORNEY GENERAL

Office of Citizen Services
The Capitol
Tallahassee, Florida 32399-1050

Telephone (850) 414-3990 FAX (850) 410-1630

August 30, 2013

Mr. Scott Jeffery
4820 Northeast 15th Terrace
Oakland Park, Florida 33334

Dear Mr. Jeffery:

Thank you for contacting Florida Attorney General Pam Bondi's Office regarding the lawsuit to block the merger of US Airways and American Airlines filed by this office, six other attorneys general, and the United States Justice Department in federal court in D.C. on August 13, 2013.

One of the most important roles of the Attorney General of Florida is to enforce the laws to ensure a competitive and fair marketplace.

After a careful review of the facts, the decision was made that the merger would be anticompetitive and would likely lead to higher fares and increased fees for the flying public, including Florida consumers.

We appreciate hearing from you and have taken note of your concerns. Thank you for your interest in this very important matter.

Sincerely,

Office of Citizen Services
Florida Attorney General's Office

Anti-Trust
ISSUE

Subj: **Attn: Pam Bondi**
Date: 8/20/2013 10:48:24 A.M. Eastern Daylight Time
From: Scotchie9@aol.com
To: scotchie9@aol.com

Dear Attorney General:

1. I am contacting you to reconsider your opposition to the proposed merger between US Airways and American Airlines. As a Professional Flight Attendant since 1986, I know what the merger means to me and to the thousands of other American Airlines employees. Never before have the employees and management worked so hard and well together all in an effort to save these two great companies. A merger is good for employees and it is good for U.S. consumers.

2. The merger will provide job security for tens of thousands of workers across the country. Neither of these companies can adequately compete with Delta and United and failure of one or both would result in the decimation of jobs, less competition, higher airfares, and fewer options for the flying public.

3. I hope you will reconsider your participation in this ill-advised lawsuit and instead support a stronger, more profitable, and consumer-friendly merged air carrier.

Scott Jeffery
4820 NE 15th ter.
Oakland Park, FL 33334

Eric Jensen
606 Shore Rd
North Palm Beach, FL
33408

CSI Anti-trust issue
Hydrocall

Ms. Pam Bondi, Attorney General
Office of Attorney General
State of Florida
The Capitol PL-01
Tallahassee, FL 32399-1050

26 August 2013

Dear Attorney General Bondi,

I am contacting you to ask that you reconsider your opposition to the proposed merger of US Airways and American Airlines. As an American Airlines pilot since 1991, I know what the merger means to me and to the thousands of other American Airlines employees.

A truly competitive new airline is good for our employees, our communities and most certainly our customers. It would provide a viable competitive alternative to the two much larger carriers (Delta and United) that currently dominate the marketplace.

A viable competitor would provide greater job security for tens of thousands of workers across the country than the current struggling airline.

Neither American Airlines nor US Airways alone has the network to adequately compete with the existing larger carriers; failure of one or both would result in further loss of jobs, less competition, higher airfares and fewer options for the flying public.

I hope you will reconsider your participation in this lawsuit and support a merged air carrier that is stronger and more consumer-friendly.

A merger between American Airlines and US Airways is what's best for our country.

Sincerely,

Eric C Jensen

This is not Politics -
unless you plan on separating Delta / NW
Continental / United - Support the
Merger!

Internet Contact Information

INTERNET COMPLAINT RECEIVED BY THE ATTORNEY GENERAL'S OFFICE ON 08/26/2013

eric jensen
606 shore road
North Palm Beach, FL, 33408 Palm Beach
Phone: (561) 881-7226
Email: ericorion@bellsouth.net

Name/Firm/Company: American Airlines
Subject/Category: Support American Airlines merger

Questions/Comments:
I am contacting you to ask that you reconsider your opposition to the proposed merger of US Airways and American Airlines. As an American Airlines pilot since 1991, I know what the merger means to me and to the thousands of other American Airlines employees.

A truly competitive new airline is good for our employees, our communities and most certainly our customers. It would provide a viable competitive alternative to the two much larger carriers (Delta and United) that currently dominate the marketplace.

A viable competitor would provide greater job security for tens of thousands of workers across the country than the current struggling airline.

Neither American Airlines nor US Airways alone has the network to adequately compete with the existing larger carriers; failure of one or both would result in further loss of jobs, less competition, higher airfares and fewer options for the flying public.

I hope you will reconsider your participation in this lawsuit and support a merged air carrier that is stronger and more consumer-friendly.

A merger between American Airlines and US Airways is what's best for our country.

Eric Jensen
606 Shore Rd
North Palm Beach, FL
33408

CSI Anti-trust issue
Hydrocall

Ms. Pam Bondi, Attorney General
Office of Attorney General
State of Florida
The Capitol PL-01
Tallahassee, FL 32399-1050

26 August 2013

Dear Attorney General Bondi,

I am contacting you to ask that you reconsider your opposition to the proposed merger of US Airways and American Airlines. As an American Airlines pilot since 1991, I know what the merger means to me and to the thousands of other American Airlines employees.

A truly competitive new airline is good for our employees, our communities and most certainly our customers. It would provide a viable competitive alternative to the two much larger carriers (Delta and United) that currently dominate the marketplace.

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A merger between American Airlines and US Airways is what's best for our country.

Sincerely,

Eric C Jensen

This is not Politics -
unless you plan on separating Delta / NW
Continental / United - Support the
Merger!

Internet Contact Information

INTERNET COMPLAINT RECEIVED BY THE ATTORNEY GENERAL'S OFFICE ON 09/03/2013

Jeff Johnson
7834 SE Mammoth Dr
Hobe Sound, FL, 33455 Martin
Phone: (772) 475-3513
Email: mallardstx@gmail.com

Name/Firm/Company: DOJ
Subject/Category: DOJ

Questions/Comments:
Allow American Airlines /US Airway to merge NOW.

Delta/ Northwest and SouthWest/ AirTrans and United/ Contential

all merged and with No problems...

Thanks Jeff Johnson

Internet Contact Information

INTERNET COMPLAINT RECEIVED BY THE ATTORNEY GENERAL'S OFFICE ON 08/20/2013

Mitch Jones
321 E. Victoria Trails Blvd.
Deland, FL, 32724 Volusia
Phone: (386) 279-7106
Email: jones24302@bellsouth.net

Name/Firm/Company: State of Florida
Subject/Category: US Air - American Merger

Questions/Comments:
Ms. Bondi - As a Republican who voted for you, I was shocked and horrified to see that you had joined in with Eric Holder's anti-business goons in their suit to stop the merger of US Air & American Airlines. The airlines have been losing money for decades due to over-capacity and now you want to stop them from taking practical business measures so they can provide financial stability to their employees and shareholders! I beg you to reconsider this misguided effort!
Sincerely,

Internet Contact Information

INTERNET COMPLAINT RECEIVED BY THE ATTORNEY GENERAL'S OFFICE ON 09/03/2013

Eric Kalke
171 La Mesa Dr.
St. Augustine, FL, 32095 Saint Johns
Phone: (904) 201-1998
Email: limaco82@gmail.com

Name/Firm/Company: American Airlines
Subject/Category: Your opposition to AA/USAir merger
Street Address: Miami Intl Airport
City: Miami, FL Miami-Dade
Phone: (305) 526-1200
Website: n/a
Date of Transaction: 11/01/2013
Amount Paid: 0

Questions/Comments:
Dear Attorney General Bondi,

I am contacting you to ask that you reconsider your opposition to the proposed merger of US Airways and American Airlines. As an American Airlines pilot since 1990, I know what the merger means to me and to the thousands of other American Airlines employees. A truly competitive new airline is good for our employees, our communities and most certainly our customers. It would provide a viable competitive alternative to the two much larger carriers (Delta and United) that currently dominate the marketplace.
A viable competitor would provide greater job security for tens of thousands of workers across the country than the current struggling airline. Neither American Airlines nor US Airways alone has the network to adequately compete with the existing larger carriers; failure of one or both would result in further loss of jobs, less competition, higher airfares and fewer options for the flying public.
I hope you will reconsider your participation in this lawsuit and support a merged air carrier that is stronger and more consumer-friendly. A merger between American Airlines and US Airways is what's best for our country.
Sincerely,

Eric C. Kalke
Captain, American Airlines
St. Augustine

Internet Contact Information

INTERNET COMPLAINT RECEIVED BY THE ATTORNEY GENERAL'S OFFICE ON 09/04/2013

Frederick Arthur Kammire
13738 Elsie Road
Conifer, CO, 80433
Phone: (305) 889-1914
Email: teddyaa@aol.com

Name/Firm/Company: Capt B-777 American Airlines
Subject/Category: American/ US Air Merger
Street Address: 625 Palmetto Dr.
City: Miami Springs, FL 33166 Miami-Dade
Phone: (305) 889-1914

Questions/Comments:
Please support the merger of American/US Air. If we are not competitive, then CEO Horton will run us into the ground and we will no longer exist as American Airlines

Internet Contact Information

INTERNET COMPLAINT RECEIVED BY THE ATTORNEY GENERAL'S OFFICE ON 08/14/2013

George Karagiannis
1509 Topp Lane
Glenview, IL, 60025 Indian River
Phone: (847) 691-8302
Email: kalwmt@aol.com

Name/Firm/Company: American Airlines merger
Subject/Category: American/US Airways merger

Questions/Comments:
In regard to the merger with American and US Airways....from the passenger view, Chicago to Miami is strictly an American Airlines route with the most non-stops and large jets. United offers 2 smaller jets per day, the only option for Chicago residents with non-stops to Florida is mainly American. United has reduced the cities it serves non-stop from Chicago. US Airways is my alternative to Miami, despite it is a connection, they code share, giving United miles. Otherwise I must fly to Fort Lauderdale. But you are correct about routes will be monopolized, many of the airlines already have given less competition on certain routes. American can stand alone and provide good service, same with US Airways which is the least desirable with business travelers.

Internet Contact Information

INTERNET COMPLAINT RECEIVED BY THE ATTORNEY GENERAL'S OFFICE ON 08/22/2013

Jason Keen
7279 Aldwych Lane
Denver, NC, 28037
Phone: (828) 461-6005
Email: skeen79@att.net

Name/Firm/Company: DOJ and Attorney Generals
Subject/Category: American US Airways Merger

Questions/Comments:
1. I am contacting you to reconsider your opposition to the proposed merger between US Airways and American Airlines. As a Professional Airline Pilot since 2004. I know what the merger means to me and to the thousands of other American and US Airways employees. Never before have the employees and management worked so hard and well together all in an effort to save these two great companies. A merger is good for employees and it is good for U.S. consumers.

2. The merger will provide job security for tens of thousands of workers across the country. Neither of these companies can adequately compete with Delta and United and failure of one or both would result in the decimation of jobs, less competition, higher airfares, and fewer options for the flying public.

3. I hope you will reconsider your participation in this ill-advised lawsuit and instead support a stronger, more profitable, and consumer-friendly merged air carrier.

Please join us in supporting the merger between American Airlines and US Airways; it is what's best for our country.

Jason Scott Keen
US Airways First Officer
(828)461-6005

Internet Contact Information

INTERNET COMPLAINT RECEIVED BY THE ATTORNEY GENERAL'S OFFICE ON 08/30/2013

Paul Kidzus
8721 Poazza del Lago
Estero, FL, 33928 Lee
Phone: (469) 222-6004
Email: P.kidzus@gmail.com

Name/Firm/Company: American Airlines
Subject/Category: AA-USAir lawsuit to block merger

Questions/Comments:
Dear Madaam Attorney General,

I am contacting you to ask that you reconsider your opposition to the proposed merger of US Airways and American Airlines. As an American Airlines pilot since October 1987, I know what the merger means to me and to the thousands of other American Airlines employees. A truly competitive new airline is good for our employees, our communities and most certainly our customers. It would provide a viable competitive alternative to the two much larger carriers (Delta and United) that currently dominate the marketplace.

A viable competitor would provide greater job security for tens of thousands of workers across the country than the current struggling airline. Neither American Airlines nor US Airways alone has the network to adequately compete with the existing larger carriers; failure of one or both would result in further loss of jobs, less competition, higher airfares and fewer options for the flying public.

I hope you will reconsider your participation in this lawsuit and support a merged air carrier that is stronger and more consumer-friendly. A merger between American Airlines and US Airways is what's best for our country.

Thank you for all you do for all the citizens of the Great State of Florida. I truly value the time and efforts ALL our elected officials put forward.

Paul Kidzus

Internet Contact Information

INTERNET COMPLAINT RECEIVED BY THE ATTORNEY GENERAL'S OFFICE ON 09/03/2013

John Koenig
5745 Boca Chica Lane
Boca Raton, FL, 33433 Palm Beach
Phone: (561) 362-8920
Email: chip.koenig@gmail.com

Name/Firm/Company: US DOJ/ GOV of FL
Subject/Category: American Airlines/ USAirways merger

Questions/Comments:
Please do not support the DOJ"s attempt to block this merger. Blocking this merger will only reduce competition by leaving travelers with less competition by having only two major carriers with a worldwide network.

Internet Contact Information

INTERNET COMPLAINT RECEIVED BY THE ATTORNEY GENERAL'S OFFICE ON 08/31/2013

Allen Kohn
2220 Palmer Place
Palm Harbor, FL, 34685 Pinellas
Phone: (727) 474-6820
Email: Allenkohn@tampabay.rr.com

Name/Firm/Company: American Airlines
Subject/Category: American Airlines/US Air Anti-trust Suit

Questions/Comments:
I am writing to voice my disappointment with Florida's participation in the DOJ lawsuit attempting to block the American Airlines/US Airways merger. As a 15 year employee of American Airlines, I know that this company cannot compete with the two mega airline companies created by the mergers of Delta/Northwest and United/Continental. Allowing American and US Air to merge would create a third competitive option for the traveling public. It would increase competition not reduce it. It would also save thousands of jobs in Florida particularly in the Miami and Orlando areas. I urge you to research the merits of this case with experts in the airline business. If you do, I'm sure you will conclude that this DOJ suit is bad for the traveling public, bad for business and bad for the Florida economy. Thank you, Allen Kohn, Lt Col, USAF, Ret.

Internet Contact Information

INTERNET COMPLAINT RECEIVED BY THE ATTORNEY GENERAL'S OFFICE ON 10/01/2013

Allen Kohn
2220 Palmer Place
Palm Harbor, FL, 34685 Pinellas
Phone: (727) 474-6820
Email: allenkohn@tampabay.rr.com

Name/Firm/Company: Floriday Attorney General's Office
Subject/Category: DOJ Lawsuit

Questions/Comments:
I am writing again to voice my disappointment with Florida's participation in the DOJ lawsuit attempting to block the American Airlines/US Airways merger. As a 15 year employee of American Airlines, I know the old AA cannot compete with the three mega airline companies created by the mergers of Delta/Northwest, United/Continental and Southwest/Airtran. Recently the Texas attorney general's office withdrew support for this misguided suit. Florida's support of this suit is a slap in the face to the thousands people who work and live here. It is bad for business in general and for the Florida economy specifically. I urge you to research the merits of this case with experts in the airline business. If you do, I'm sure you will conclude that this DOJ suit is not good for Florida or Governor Scott's reelection chances.
Thank you, Allen Kohn, Lt Col, USAF, Ret.

Internet Contact Information

INTERNET COMPLAINT RECEIVED BY THE ATTORNEY GENERAL'S OFFICE ON 09/03/2013

Frank Kovacs
4325 NW 18th St. Apt 315
Miami, FL, 33126 Miami-Dade
Email: fjkov777@gmail.com

Name/Firm/Company: American
Subject/Category: DOJ MERGER LAWSUITE AGAINST AMERICA AND USAIRWAYS
Street Address: 4325 NW 18th St. Apt 315
City: Miami, FL 33126 Miami-Dade
Phone: (440) 623-9003

Questions/Comments:
The careers of American Airlines employees are inextricably intertwined with the success of American and the airline industry as a whole.

• The Justice Department ("DOJ") brought this injunction action without warning on the eve of the confirmation of a Plan of Reorganization predicated on a merger between American and US Airways.

• American and its unions had already made substantial preparations for the merger, making significant operational decisions. As a result of this suit, American finds itself in competitive limbo.

• The DOJ approved prior mergers.

• At the heart of this dispute is the question of whether American can operate with a network that will compete effectively or whether it will be forced to adopt a stand-alone strategy as a second-tier carrier left to pick over the scraps of much larger competitors.

• American cannot adopt a long-term strategy until it knows whether it will be permitted to acquire a network to compete with United and Delta.

• The damage to competition in the airline industry as a result of a less-competitive American must be minimized by a decision on the merits on as prompt a schedule as possible.

• In 2008, the DOJ approved the merger of Delta and Northwest, creating a combined carrier with a national network that easily exceeded American's capacity.

• In 2010, following the same antitrust analysis, the DOJ approved the merger of Untied and Continental, creating a second national business carrier with a network vastly superior to American's.

• The more limited size and scope of American's network – the interconnected web of airline routes through which the airline services its customers – "put it at a competitive disadvantage relative to its largest major network carrier competitors: United and Delta."

• American's share in most regions of the United States has "significantly eroded over the last decade as its key network carrier competitors have consolidated and extended their network and scale advantages."

• One significant effect has been a steady loss of American's "high-yield corporate customers and frequent elite travelers to the superior networks of United and Delta."

• The loss of market share can be measured in a loss of American employee jobs. The APA has more than 10,000 members because it took that many pilots and more to fly the American system. Because of ever-diminishing market share, only 7,959 pilots are actively flying at American.

• Since 2000, the active number of TWU employees at American has plummeted from 35,000 to 23,000.

• The APFA workforce is about 36% smaller than it was in May 2002, when almost 25,000 flight attendants worked for American.

• Without a network similar in scale to Delta and United, American will continue to decline. The result will be fewer competitive routes for the industry, lessened competition and a significant loss of jobs.

• Following years of losses in the market dominated by United and Delta, on Nov. 29, 2011, AMR Corporation, American Airlines Inc. and affiliates were forced to file Chapter 11 reorganization proceedings in the U.S. Bankruptcy Court for the Southern District of New York.

• American's incumbent management sought to reorganize based on a stand-alone plan for emergence. The problems with this approach were apparent from the outset; ultimately, American's creditors opted for a more competitive approach followed by other industry players: building American's network to equal its competitors through a merger.

• American sought a merger partner in US Airways, whose routing network is almost entirely complementary to its own.

• American filed a Plan of Reorganization based on the merger of American and US Airways. All classes of creditors voted in favor of the plan.

• We hoped the combination of American and US Airways would significantly enhance American's ability to compete with Delta and United, thus increasing competition in the domestic and international airline markets.

• In the last few months, hundreds of pilots have been called off the furlough lists in anticipation of increased flying upon consummation of the merger.

• Increased American flights mean more competitive routes and increased competition in the industry.

• Anticipating that the closing would occur shortly after the confirmation hearing, American and US Airways had undertaken a selection process for management at the merged company. Many of American's upper management, some by their own choice, were replaced by US Airways personnel. As a result, on the management side, American is little more than a shell.

• Understandably, the management that remains lacks the same incentives as the proposed management team to aggressively protect American and its diminishing market share during any delay in closing the merger.

• It is not possible to recruit new management in light of the uncertainty hanging over the company.

• Lacking motivated incumbent leadership, American's competitive position is likely to erode further during the pendency of this case.

• Employees whose job outlook was more certain are facing further delays, more furloughs and great uncertainty regarding their future with the airline.

• The competitive position of American and the industry as a whole will be damaged while American is unable to undertake initiatives because of the uncertainty regarding its future.

• We respectfully submit that the court will inevitably deny the relief sought by the plaintiff once it reviews the evidence in this case.

• These issues must be resolved sooner rather than later.

• The DOJ injunctive action is having a real, immediate adverse impact on the lives of ordinary hard-working employees of American Airlines.

PAM BONDI
ATTORNEY GENERAL
STATE OF FLORIDA

OFFICE OF THE ATTORNEY GENERAL

Office of Citizen Services
The Capitol
Tallahassee, Florida 32399-1050

Telephone (850) 414-3990 FAX (850) 410-1630

August 30, 2013

Mr. Richard A. Kunkel
2764 Northeast 15th Avenue
Wilton Manors, Florida

Dear Mr. Kunkel:

Thank you for contacting Florida Attorney General Pam Bondi's Office regarding the lawsuit to block the merger of US Airways and American Airlines filed by this office, six other attorneys general, and the United States Justice Department in federal court in D.C. on August 13, 2013.

One of the most important roles of the Attorney General of Florida is to enforce the laws to ensure a competitive and fair marketplace.

After a careful review of the facts, the decision was made that the merger would be anticompetitive and would likely lead to higher fares and increased fees for the flying public, including Florida consumers.

We appreciate hearing from you and have taken note of your concerns. Thank you for your interest in this very important matter.

Sincerely,

Office of Citizen Services
Florida Attorney General's Office

CS/Anti-trust issue
PPR
DB
give to Frances

kravet
225 Central Avenue South, Bethpage, NY 11714

Fax Cover

Number of pages including this cover sheet: 02

Date: Thursday, August 22, 2013 9:05:32 AM

From:
Name:
Fax Number:
Telephone #:

To:
Name: Pam Bondi
Company:
Fax Number: 8504101630
Telephone #:

Message:

Richard A. Kunkel
2764 NE 15TH Avenue
Wilton Manors, Florida

Dear Attorney General Bondi

1. I am contacting you to reconsider your opposition to the proposed merger between US Airways and American Airlines. As a Professional Flight Attendant since 1988, I know what the merger means to me and the thousands of other American Airlines employees. Never before have the employees and management worked so hard and well together all in an effort to save these two great companies. A merger is good for employees and it is good for the U.S. consumers.

2. The merger will provide job security for tens of thousand of workers across the country. Neither of these companies can adequately compete with Delta and United and failure of one or both would result in the decimation of jobs, less competition, higher airfares, and fewer options for the flying public.

3. I hope you will reconsider your participation in this ill-advised lawsuit and instead support a stronger, more profitable, and consumer-friendly merged air carrier.

Please join us in supporting the merger between American Airlines and US Airways; it is what's best for our country.

Richard A. Kunkel

Internet Contact Information

INTERNET COMPLAINT RECEIVED BY THE ATTORNEY GENERAL'S OFFICE ON 08/27/2013

Nuruddin Lakhani
14350 sw 24 st
Davie , FL, 33325
Phone: (954) 937-0790
Email: Lakhn@hotmail.com

Name/Firm/Company: AG office of florida
Subject/Category: AA and US Airways merger objection by AG Pam Bondi
Phone: (954) 937-0790

Questions/Comments:
Dear AG Bondi,

I am contacting you to ask that you reconsider your opposition to the proposed merger of US Airways and American Airlines. As an American Airlines pilot since 1999, I know what the merger means to me and to the thousands of other American Airlines employees. A truly competitive new airline is good for our employees, our communities and most certainly our customers. It would provide a viable competitive alternative to the two much larger carriers (Delta and United) that currently dominate the marketplace.

A viable competitor would provide greater job security for tens of thousands of workers across the country than the current struggling airline. Neither American Airlines nor US Airways alone has the network to adequately compete with the existing larger carriers; failure of one or both would result in further loss of jobs, less competition, higher airfares and fewer options for the flying public.

I hope you will reconsider your participation in this lawsuit and support a merged air carrier that is stronger and more consumer-friendly. A merger between American Airlines and US Airways is what's best for our country.

Sincerely
Nuruddin j Lakhani

Internet Contact Information

INTERNET COMPLAINT RECEIVED BY THE ATTORNEY GENERAL'S OFFICE ON 09/09/2013

Robert LeBlanc
12521 Strathmore Loop
Fort Myers, FL, 33912 Lee
Phone: (239) 561-3081
Email: bsleblanc@comcast.net

Name/Firm/Company: Pam Bondi
Subject/Category: American Airlines-USAirways Merger

Questions/Comments:
Dear Honorable Ms. Bondi,

I respectfully request that your office discontinue your support of the DOJ's unfair lawsuit blocking the last two network carriers from merging in the final consolidation of the U.S. airline industry. American and USAirways are now the two weakest legacy carriers, one of which is still in bankruptcy, due to the fact that the DOJ allowed all the previous mega-mergers and acquisitions over the last 6 years. These two companies are now in a competitive disadvantage where they cannot provide competing service to the previous uncontested new mega carriers. Their are 3 large global airline alliances and it only makes sense that these 3 global alliances are permitted to compete on equal ground within the largest airline market in the world. This will provide a truly competitive airline industry benefitting the customers and employees alike. And let's not forget that Southwest is now the largest domestic carrier flying in the U.S. after their uncontested AirTran merger. The AA/US merger provides MORE competition on a level playing field over the long term. Not allowing it assures LESS competition with the slow demise of the weakest resulting in a duopoly of U.S. global carriers.
Sincerely,
Bob LeBlanc

Anti-Trust Issue

TRANSPORT WORKERS UNION OF AMERICA, AFL-CIO

Air Transport Local 568

5395 N.W. 36th Street • Miami Springs, FL 33166
Telephone: (305) 874-2788 • Fax: (305) 874-2789

The Honorable Pam Bondi
Office of Attorney General
State of Florida
The Capitol PL-01
Tallahassee, FL 32399-1050

October 1, 2013

Dear Attorney General Bondi,

The purpose of my letter is to request that you reverse your current position on the American Airlines/US Airways merger. We at TWU Local 568 represent employees of American Airlines operations located in Miami and Tampa, which consist of approximately 2300 members. And as a whole, the American Airlines Hub at Miami employs 8800 AA persons, then add in American Eagle and our Mexican, Latin American, and Caribbean Division and that number then rises to 10,000. So as you can see, the merger topic is of highest concern to a great many people here in South Florida. Most of us have been on a roller-coaster ride since the very unfortunate events of September 11, which was not only a national tragedy, but was also a marker for us to a downward slide in our ability to earn a competitive market wage, eventual bankruptcy of a once great company, and the erosion of our pension and retiree medical benefits. The merger would assist American in escaping bankruptcy as a new brand, and insures the competitive market remains in play between us, United and Delta. Those carriers, when given a level playing field, will guarantee a battle for market share, which translates to the public's demands of higher quality customer service, a fight for providing the best service at the better price, and pressure to have a larger presence in underserved markets.

As you know today, Texas Attorney General Gregg Abbott, withdrew his support of the Department of Justice lawsuit to block the American Airlines/US Airways merger. We believe he realized what the negative effects of blocking the merger would be on the citizens of North Texas and his State. The same holds true for South Florida. Blocking the merger would force American Airlines to downsize operations and massive layoffs would likely be the result. South Florida desperately needs a healthy American Airlines to fuel its economy. Our 2300 members and all those tied to the AA Miami Hub and Tampa station need a healthy American Airlines to support our families. We strongly urge you to consider this sincere request to withdraw your support of the Department of Justice lawsuit opposing the merger of American/Us Airways.

Respectfully,

Tom Lee, President
Transport Workers Union (AFL-CIO)
Local 568

Internet Contact Information

INTERNET COMPLAINT RECEIVED BY THE ATTORNEY GENERAL'S OFFICE ON 09/03/2013

Mark Lehr
1755 Jewel Box Dr
Sanibel, FL, 33957 Lee
Phone: (239) 826-7138
Email: mclfdp@gmail.com

Name/Firm/Company: Attorney General, State of Florida
Subject/Category: AA/US Air merger
Street Address: The Capitol PL-01.
City: Tallahassee, FL 32399 Leon
Date of Transaction: 11/25/2013
Amount Paid: 1,000,000

Questions/Comments:
Ms Bondi.

We American Airlines Florida residents are have lost retiree medical, half our retirement, and thousands fired through bankruptcy. Our only hope of survival is a merger with US Airways as it will allow us the size compete with the previously allowed mergers of Delta/Northwest/Virgin Atlantic and UAL/Continental.

I have been employed by AA for nearly 30 years, and do know a thing or two about how airlines compete, and what it takes to compete successfully. I have seen my company go from the premiere airline in the country to an also-ran. I have seen the strategic failures of management for the last 10 years bring AA down.

The one thing that matters in this business is the availability to get a customer to as many destinations as possible. Hubs do not have as great an influence as the DOJ claims, else your office should have sued Delta Airlines over a decade ago. Remember the old joke? Whether you go to Heaven or Hell, you have to go through Atlanta... Illinois should have sued UAL over its concentration of flights out of O'Hare.

If your office and other Attorneys General continue to pursue blocking this merger, you will see AA back in bankruptcy in a few years. Delta and UAL have in essence a duopoly both in pricing and markets.

By your standards, Delta should never have been allowed an operational tie-in with Virgin Atlantic. Look at their domination of JFK, their number of flights, and the power that will come with that to set the prices in the market.

For that matter, that the DOJ failed to include Southwest as a major player in the domestic market is laughable, as they are the largest domestic carrier with respect to ASMs and RPMs. How can they not be considered in the equation?

I understand that representing the people of Florida goes beyond just protecting the jobs of the Florida employees. The factual understanding of how airlines compete has escaped the DOJ completely. It is a flawed analysis, and the result will cost AA and US Airways employees nationwide more than they have already lost in the last decades of bankruptcy.

I am lucky, in that I will have lost only half my retirement, and I have TriCare to fall back on. A vast majority of my fellow employees have lost everything. If this merger is not approves, you will see Delta and UAL slowly and deliberately squeeze AA out of any relevance. You will then be faced with the realization that the DOJ, by blocking a merger which will ensure the vitality of the combined airline, has ensured its failure.

And, by the way, you have two Alpha male CEOs, both wanting to be the Top Dog, boasting about how well they'll do if they are the one allowed to run the show. Please take that with a huge grain of salt.

The airline marketplace is ruthless, and the little bit of stabilization you see has come after bankruptcies at every single airline in America, done on the backs of their employees. Airfares are less than 10, 20, even 30 years ago, despite fuel quadrupling. It costs 70,000 dollars in fuel to fly my 777 from Miami to London - no wages, not other overhead at all. You do the math, and see how airlines are being squeezed.

Please reconsider you objection. Read the tens of reviews in the press by every single authority sighting that this merger is essential and proper in order not only to ensure a surviving AA, but a viable competitor to the UAL/Delta duopoly DOJ has created.

Very respectfully,

Mark Lehr

Sanibel, FL

Internet Contact Information

INTERNET COMPLAINT RECEIVED BY THE ATTORNEY GENERAL'S OFFICE ON 08/23/2013

Elmer J Leon
2394 Trail Ridge Ct SE
Palm Bay, FL, 32909 Brevard
Phone: (321) 728-0286
Email: elmerleon70@yahoo.com

Name/Firm/Company: American Airlines
Subject/Category: AA / US Airways Merger

Questions/Comments:
Dear Attorney General:

1. I am contacting you to reconsider your opposition to the proposed merger between US Airways and American Airlines. As a Professional Flight Attendant since September 1991, I know what the merger means to me and to the thousands of other American Airlines employees. Never before have the employees and management worked so hard and well together all in an effort to save these two great companies. A merger is good for employees and it is good for U.S. consumers.

2. The merger will provide job security for tens of thousands of workers across the country. Neither of these companies can adequately compete with Delta and United and failure of one or both would result in the decimation of jobs, less competition, higher airfares, and fewer options for the flying public.

3. I hope you will reconsider your participation in this ill-advised lawsuit and instead support a stronger, more profitable, and consumer-friendly merged air carrier.

Please join us in supporting the merger between American Airlines and US Airways; it is what's best for our country.

Elmer J Leon
American Airlines Flight Attendant
Since 1991
2394 Trail Ridge Ct SE
Palm Bay FL 32909

Internet Contact Information

INTERNET COMPLAINT RECEIVED BY THE ATTORNEY GENERAL'S OFFICE ON 08/30/2013

David Leonardo
2119 N 40 Avenue
Hollywood, FL, 33021 Broward
Phone: (954) 963-2324
Email: davleo70@gmail.com

Name/Firm/Company: American Airlines
Subject/Category: American/Usair Merger

Questions/Comments:
August 30, 2013

To: Pam Bondi

From: David Leonardo
American Airlines Pilot based in Miami

Dear Attorney General, I am contacting you to ask that you reconsider your opposition to the proposed merger of US Airways and American Airlines. As an American Airlines pilot since 1999, I know what the merger means to me and to the thousands of other American Airlines employees. A truly competitive new airline is good for our employees, our communities and most certainly our customers. It would provide a viable competitive alternative to the two much arger carriers (Delta and United) that currently dominate the marketplace.

A viable competitor would provide greater job security for tens of thousands of workers across the country than the current struggling airline. Neither American Airlines nor US Airways alone has the network to adequately compete with the existing larger carriers; failure of one or both would result n further loss of jobs, less competition, higher airfares and fewer options for the flying public.

I hope you will reconsider your participation in this lawsuit and support a merged air carrier that is stronger and more consumer-friendly. A merger between American Airlines and US Airways is what's best for our country.

I don't understand our law makers and the traveling public. Why is it a bad for the airline industry to post profits like other industries? The traveling public wants to fly around the world for peanuts while our government taxes the industry to extremes. We need to compete with Delta and United in order to survive, by supporting this lawsuit you are promoting job losses. The job losses won't only come from American and Usair but the trickle down effect of job losses will be catastrophic. I read your facebook page that indicates you promote job creation?Hasn't this industry been through enough since 9/11, why block it's recovery?

David Leonardo, 2119 N 40 Avenue, Hollywood FL 33021

C& Anti-trust issue JB

FAX COVER SHEET

DATE: 8/21/13

give to Franco

TO: Pam Bondi: 850 410 1630 (fax)
FROM: Tony Leonhardt
Voice: 310-289-8337
Fax: 310-861-1628
Email: tonyla1@aol.com

answered by email - BL

Dear Attorney General:

1. I am contacting you to reconsider your opposition to the proposed merger between US Airways and American Airlines. As a Professional Flight Attendant for American Airlines since 1984, I know what the merger means to me and to the thousands of other American Airlines employees. Never before have the employees and management worked so hard and well together all in an effort to save these two great companies. A merger is good for employees and it is good for U.S. consumers.

2. The merger will provide job security for tens of thousands of workers across the country. Neither of these companies can adequately compete with Delta and United and failure of one or both would result in the decimation of jobs, less competition, higher airfares, and fewer options for the flying public.

3. I hope you will reconsider your participation in this ill-advised lawsuit and instead support a stronger, more profitable, and consumer-friendly merged air carrier.

Please join us in supporting the merger between American Airlines and US Airways; it is what's best for our country.

Tony Leonhardt
Los Angeles, CA 90069
tonyla1@aol.com

Internet Contact Information

INTERNET COMPLAINT RECEIVED BY THE ATTORNEY GENERAL'S OFFICE ON 08/21/2013

charles lewis
2843 Joseph Cr.
Oviedo, FL, 32765 Seminole
Phone: (407) 437-9536
Email: chuckie61@hotmail.com

Name/Firm/Company: Pam Bondi/AG
Subject/Category: MERGER

Questions/Comments:
I am one of thousands of employees at Us Airways and American Airlines. First and foremost this merger will save thousands of jobs for the front line employees of both companies. Give the new American a chance to compete with Delta and United Airlines and Southwest who merged with Airtran. Also, neither US Airways or American compete in Florida. unless you think Miami to Charlotte is alot! I have been in this industry for 30 years and fares are cheaper today than they were 15 years ago because employees have continue to take pay cuts so the airlines can survive and the public can continue to get cheap fares. REALLY! No AG's scream and holler when Disney, Sea World, Universal raise the price of admission to over $90.00 or what the price of gas is or how much a gallon of milk cost. Please don't hold of this MERGER based on what agenda? Thousands of US Airways and American Airlines Flight Attendants and Pilots commute, live and work in the state of Florida. All of my friends will email you to push this merger through.

Internet Contact Information

INTERNET COMPLAINT RECEIVED BY THE ATTORNEY GENERAL'S OFFICE ON 10/25/2013

Harry Linquist
2900 Jeff Myers Circle
Sarasota, FL, 34240 Sarasota
Phone: (941) 706-1595
Email: jody_le2002@yahoo.com

Name/Firm/Company: US Air / American Airlines merger Justice Department
Subject/Category: Your endorsement of US Attorney General US Air/AA suit

Questions/Comments:
What were you thinking? I guess the whole mess is political and particularly over the number of slots at Reagan airport. Join the Texas Attorney General and withdraw your endorsement of the US Justice Department suit. I think your action smells of cronyism.

Internet Contact Information

INTERNET COMPLAINT RECEIVED BY THE ATTORNEY GENERAL'S OFFICE ON 09/03/2013

Rick Lomando
4504 Torino Hills RD NE
Rio Rancho, NM, 87144 Miami-Dade
Phone: (505) 307-5701
Email: rlomando@yahoo.com

Name/Firm/Company: American Airlines
Subject/Category: AA/USAir Merger

Questions/Comments:
Please reconsider your stance concerning the AA/USAir

merger. Stop wasting tax payer money fighting a case

that will hurt airline jobs. The merger will help competition

by creating a large enough airline that can go toe to toe

against United/Continental, Delta/NW. & Southwest/AirTran.

The airline industry after deregulation has created companies that

do nothing but file for bankruptcy. Every long standing airline has

been through it since deregulation. Lets stop this trend by allowing

the industry to thrive. I never saw the government appose when oil

companies Exxon/Mobile merge. We all know how oil prices have

brought our economy to a crawl. Please reconsider thank you

Rick Lomando

American Airlines Employee

Internet Contact Information

INTERNET COMPLAINT RECEIVED BY THE ATTORNEY GENERAL'S OFFICE ON 10/01/2013

James Long
813 N. Flagler ave. box 1436
Flagler Beach, FL, 32136 Flagler
Phone: (314) 495-3526
Email: Jimlongjr@hotmail.com

Name/Firm/Company: American Airlines
Subject/Category: Merger of American Airlines

Questions/Comments:
Please drop any support of DOJ suit re. AMR and US Air merger.
The level of the playing field has been established with previous mergers.
Stopping this merger may result in an uncompetitive position for American
Airlines and the ultimate failure of a major Miami company and loss of service
to our residents and major loss of jobs in Florida. The state of Texas has
followed this thinking and believes it would be a negative impact, dropping
their support.

Internet Contact Information

INTERNET COMPLAINT RECEIVED BY THE ATTORNEY GENERAL'S OFFICE ON 10/16/2013

James MacArthur
263 City View Dr
Fort Lauderdale, FL, 33311 Broward
Email: Agcapfan@aol.com

Name/Firm/Company: American Airlines
Subject/Category: AA/USAirways merger

Questions/Comments:
Dear Ms. Bondi,

I have been a flight attendant with AA for 18 years. I am very concerned in the survival of American Airlines if this merger does not go through. We are losing important business customers to the larger Delta and United daily. Most airline analysts believe American will be back in bankruptcy in a matter of a couple years without it. Some don't even know how AA will come up with a plan to exit bankruptcy without the merger. My continued employment is most important, but the merger would also return us to decent working conditions and industry standard wages. I know the loss of small city service and the possibility of an increase in ticket prices is a concern to you, however it would be worse if AA and/or USAirways cease to exist. I, and the thousands of American Airlines employees throughout the state of Florida would appreciate your consideration of withdrawing your support in the DOJ case.

Respectfully,
James MacArthur

Internet Contact Information

INTERNET COMPLAINT RECEIVED BY THE ATTORNEY GENERAL'S OFFICE ON 10/28/2013

vernon maceri
8520 S.W. 27th PL
Davie, ----, Broward
Email: vern737@gmail.com

Name/Firm/Company: Florida Attorney General
Subject/Category: AA/US Air merger

Questions/Comments:
I would like to know you can possibly be against the AA / USAir merger. If this merger was not to go through it would negatively impact thousands of employees who live and vote in florida ? Your office has already damaged the amount of money employees are going to receive once this deal is closed.
Without this merger, American and US Airways will be at a permanent competitive disadvantage to Delta and United, each of which has been allowed to build superior route networks through mergers that were cleared by the Justice Department, the latter under your watch. The long-term prospects of American and US Airways will be imperiled. But even worse than the impact on the merging companies, failure to clear the combination of American Airlines and US Airways will put our cities at an unnecessary competitive disadvantage to Atlanta, Newark and other hubs that directly benefit from the Delta and United mergers

October 25, 2013

The Honorable Pam Bondi
Office of Attorney General
The Capitol PL-01
Tallahassee, FL 32399-1055

Dear Attorney General Bondi:

We write to you today, on behalf of Americans for Prosperity's more than 150,000 Florida activists, regarding the Department of Justice's lawsuit against the American Airlines-US Airways merger. We respectfully request that you withdraw Florida from this lawsuit and allow the airlines to complete their merger.

The merger of American Airlines and US Airways is the result of the free market working as it should. Government should not stand in the way of this merger, one that will provide job security to the more than 11,650 Floridians employed by the two companies. These workers may even see a raise, as a result of the $1.4 billion in cost savings and added revenue expected from the merger.

The Department of Justice has claimed that the merger of American Airlines and US Airways is anti-competitive and will hurt consumers, but this is simply not true. In fact, the two companies overlap on only twelve routes nationwide and have stated that the merger will not impact their presence at Miami International Airport. Consumers with access to smaller Florida airports currently serviced by US Airways will benefit by now being part of American's additional network of destinations. This merger will result in increased options for consumers and plenty of competition will remain for the new airline, keeping ticket costs low.

The American-US Airways merger will save thousands of jobs and increase access for consumers. It is proof that the free market works when government does not intervene. Instead of standing in the way of the market's self-correcting process, we urge you to stand up for American's employers and Florida consumers by signing off of the DOJ's disastrous lawsuit.

Sincerely,

Slade O'Brien
Florida State Director

Abigail MacIver
Florida Director of Policy

Internet Mail Message

Date: 10/25/2013 04:26:59 PM
From: Abigail MacIver <AMacIver@afphq.org>
To: "pam.bondi@myfloridalegal.com" <pam.bondi@myfloridalegal.com>
cc: "carlos.muniz@myfloridalegal.com" <carlos.muniz@myfloridalegal.com>
Subject: **Letter from AFP-FL regarding American Airlines/US Airways Merger**

Dear Attorney General Bondi,

Please find attached a letter from us regarding the American Airlines - US Airways merger.

Feel free to contact me with any questions.

Abbie MacIver
Florida Director of Policy & External Affairs
Americans for Prosperity and AFP Foundation
amaciver@afphq.org | P. 407.754.6400 | F. 407.650.2916

AFP-FL Letter to Bondi 102513.pdf

Routing Information:

Internet Contact Information

INTERNET COMPLAINT RECEIVED BY THE ATTORNEY GENERAL'S OFFICE ON 10/04/2013

Gavin Mackenzie
275 Williams Court
Mansfield, TX, 76063
Phone: (817) 689-5124
Email: gavin@aepa.org

Name/Firm/Company: American Airlines/US Airways
Subject/Category: AA/USAir merger

Questions/Comments:
Dear Attorney General Bondi,
It is very evident from news outlets that you are being beleaguered by the APFA to capitulate and support the merger of American Airlines and US Airways. I would beseech you, before you do withdraw from the DOJ lawsuit, please extract a commitment from the APFA and Laura Glading, jointly and severally, that should any AMR and/or US Airways employees lose their jobs, if you withdraw as a party to the opposition to the merger, and the merger is approved, that the APFA and/or Laura Glading will compensate any and all individuals, at their current rate of income, for their job loss.
I am employed by American Eagle Airlines, whose employees will suffer egregious job loss should the merger occur. The APFA was paid, by AMR corporation, millions of dollars to support this merger and Laura Gladings frantic advocacy of this merger is self-serving and not in the interests of the flying public or the consumer.

Internet Contact Information

INTERNET COMPLAINT RECEIVED BY THE ATTORNEY GENERAL'S OFFICE ON 10/05/2013

William Markie
721 Monterey Blvd nE
Saint Ptersburg, FL, 33704
Phone: (727) 667-1611
Email: will@flyingbydesign.com

Name/Firm/Company: AMR
Subject/Category: AA-US Air merger

Questions/Comments:
Ms Bondi, I would like to know your justification for joining the law suit against the AA-US Air merger and also wonder why you allow the US AG to with hold information from AA-US Air legal team. TX AG withdrew are you going to follow suit.

Internet Contact Information

INTERNET COMPLAINT RECEIVED BY THE ATTORNEY GENERAL'S OFFICE ON 08/27/2013

Robert Martin
1155 Salt Creek Drive
Ponte Vedra Beach, FL, 32082 Putnam; Saint Johns
Phone: (904) 273-4172
Email: rmartin48@comcast.net

Name/Firm/Company: Usairways
Subject/Category: Anti-trust/American Usairways merger

Questions/Comments:
Dear AG Bondi,
As a 28 year Usairways pilot and Florida resident for 24 years, I am asking you to reconsider your decision to oppose the merger between Usairways and American airlines. Employees for Usaiways have been working under bankrupcy wages and benefits in order to rebuild our company since 9/11. We have succeeded in the fact that we are finally turning a profit, in spite of the fact that the DOJ has approved the mergers of Delta/Northwest, United/Continental, and Southwest/Airtran. Many analysts are amazed that the DOJ, and in fact yourself, are now using a different formula (HHI) for analyzing how this merger will affect the public. This merger, Usairways/American, only has 12 overlapping competitive routes. The previous mergers mentioned earlier had many more overlapping routes and was praised by the DOJ as being advantageous to the traveling public. What has changed? We have a chance to be large enough to compete with the other large airlines which have recently merged and I believe, and many airline experts agree that this merger will be a benefit to the traveling public. Please reconsider your position on this matter. Thank you, Captain Robert Martin

Internet Contact Information

INTERNET COMPLAINT RECEIVED BY THE ATTORNEY GENERAL'S OFFICE ON 08/16/2013

Juan Martinez
1481 Calm Waters Court
Saint Cloud, FL, 34771 Osceola
Phone: (954) 288-9683
Email: amartinezjuan@yahoo.com

Name/Firm/Company: Department of Justice
Subject/Category: DOJ Lawsuit against American Airlines/USAir Merger

Questions/Comments:
As workers at American Airlines, we have struggled for more than a decade with reductions in wages, healthcare and pensions. Since entering bankruptcy in November 2011, we've been forced to take additional unfair sacrifices. We've worked diligently to help shape the American-US Airways merger plan and restore the competitive position of the new company.

Your attempt to block the American-US Airways merger threatens our jobs and future. The merger is the only viable plan that allows American Airlines and US Airways to compete against a duopoly where United and Delta will dominate U.S. commercial aviation.

The Obama Administration claims to be about "Jobs, Jobs, Jobs," but your actions put our jobs at risk. And now you're aligning yourself with this jobs killer. Please remove your support from this lawsuit.

We cannot afford to have this merger delayed.

PAM BONDI
ATTORNEY GENERAL
STATE OF FLORIDA

OFFICE OF THE ATTORNEY GENERAL

Office of Citizen Services
The Capitol
Tallahassee, Florida 32399-1050

Telephone: (850) 414-3990
Fax: (850) 410-1630

September 6, 2013

Mr. Kevin J. Mase
1414 Alegraino Avenue
Coral Gables, Florida 33146

Dear Mr. Mase:

Thank you for contacting Florida Attorney General Pam Bondi's Office regarding the lawsuit to block the merger of US Airways and American Airlines filed by this office, six other attorneys general, and the United States Justice Department in federal court in D.C. on August 13, 2013.

One of the most important roles of the Attorney General of Florida is to enforce the laws to ensure a competitive and fair marketplace.

After a careful review of the facts, the decision was made that the merger would be anticompetitive and would likely lead to higher fares and increased fees for the flying public, including Florida consumers.

We appreciate hearing from you and have taken note of your concerns. Thank you for your interest in this very important matter.

Sincerely,

Frances Baker
Office of Citizen Services

Cr/Anti-Trust Issues

850-410-1630 Fax

Dear Attorney General Pam Bondi,

I am contacting you to ask that you reconsider your opposition to the proposed merger of US Airways and American Airlines. As a Florida native and American Airlines pilot since 1991, I know what the merger means to me and to the thousands of other American Airlines employees. A truly competitive new airline is good for our employees, our communities and most certainly our customers. It would provide a viable competitive alternative to the two much larger carriers (Delta and United) that currently dominate the marketplace.

A viable competitor would provide greater job security for tens of thousands of workers across the country than the current struggling airline. Neither American Airlines nor US Airways alone has the network to adequately compete with the existing larger carriers; failure of one or both would result in further loss of jobs, less competition, higher airfares and fewer options for the flying public. History has shown those once great airlines based in Florida (i.e. Eastern, Braniff, and Pan Am) if unable to compete will not survive.

I hope you will reconsider your participation in this lawsuit and support a merged air carrier that is stronger and more consumer-friendly. A merger between American Airlines and US Airways is what's best for Florida and our Country.

Thank you,

Captain Kevin J Mase
1414 Alegraino Ave
Coral Gables, FL 33146
305-662-7372

STATE OF FLORIDA

PAM BONDI
ATTORNEY GENERAL

OFFICE OF THE ATTORNEY GENERAL

Office of Citizen Services
The Capitol
Tallahassee, Florida 32399-1050

Telephone: (850) 414-3990
Fax: (850) 410-1630

September 19, 2013

Mr. James V. Maskowitz
2195 7th Avenue Southeast
Vero Beach, Florida 32962-8326

Dear Mr. Maskowitz:

Thank you for contacting Florida Attorney General Pam Bondi's Office regarding the lawsuit to block the merger of US Airways and American Airlines filed by this office, six other attorneys general, and the United States Justice Department in federal court in D.C. on August 13, 2013.

One of the most important roles of the Attorney General of Florida is to enforce the laws to ensure a competitive and fair marketplace.

After a careful review of the facts, the decision was made that the merger would be anticompetitive and would likely lead to higher fares and increased fees for the flying public, including Florida consumers.

We appreciate hearing from you and have taken note of your concerns. Thank you for your interest in this very important matter.

Sincerely,

Kimberly D'Amico
Office of Citizen Services

Q/Antitrust Issues

James V. Maskowitz

Captain
American Airlines
2195 7th Avenue SE
Vero Beach, Florida 32962-8326
Email: 77admin@bellsouth.net

Telephone (772) 567-42266
Cell (772) 321-6277

Friday, August 30, 2013

To: Pam Bondi: 850-410-1630 (fax)

Dear Attorney General,

I am contacting you to ask that you reconsider your opposition to the proposed merger of US Airways and American Airlines. As an American Airlines pilot since 1989, I know what the merger means to me and to the thousands of other American Airlines employees. A truly competitive new airline is good for our employees, our communities and most certainly our customers. It would provide a viable competitive alternative to the two much larger carriers (Delta and United) that currently dominate the marketplace.

A viable competitor would provide greater job security for tens of thousands of workers across the country than the current struggling airline. Neither American Airlines nor US Airways alone has the network to adequately compete with the existing larger carriers; failure of one or both would result in further loss of jobs, less competition, higher airfares and fewer options for the flying public.

I hope you will reconsider your participation in this lawsuit and support a merged air carrier that is stronger and more consumer-friendly. A merger between American Airlines and US Airways is what's best for our country.

Thank You,

James V. Maskowitz

STATE OF FLORIDA

PAM BONDI
ATTORNEY GENERAL

OFFICE OF THE ATTORNEY GENERAL

Office of Citizen Services
The Capitol
Tallahassee, Florida 32399-1050

Telephone: (850) 414-3990
Fax: (850) 410-1630

September 23, 2013

Ms. Rita Maskowitz
2195 7th Avenue Southeast
Vero Beach, Florida 32962-8326

Dear Ms. Maskowitz:

Thank you for contacting Florida Attorney General Pam Bondi's Office regarding the lawsuit to block the merger of US Airways and American Airlines filed by this office, six other attorneys general, and the United States Justice Department in federal court in D.C. on August 13, 2013.

One of the most important roles of the Attorney General of Florida is to enforce the laws to ensure a competitive and fair marketplace.

After a careful review of the facts, the decision was made that the merger would be anticompetitive and would likely lead to higher fares and increased fees for the flying public, including Florida consumers.

We appreciate hearing from you and have taken note of your concerns. Thank you for your interest in this very important matter.

Sincerely,

Kimberly D'Amico
Office of Citizen Services

Antitrust
Issues

Rita Maskowitz
2195 7th Avenue SE
Vero Beach, Florida 32962-8326

Friday, August 30, 2013

To: Pam Bondi: 850-410-1630 (fax)

Dear Attorney General,

I am contacting you to ask that you reconsider your opposition to the proposed merger of US Airways and American Airlines. As the spouse of an American Airlines pilot, I know what the merger means to me and to the thousands of other American Airlines families. A truly competitive new airline is good for our employees, our communities and most certainly our customers. It would provide a viable competitive alternative to the two much larger carriers (Delta and United) that currently dominate the marketplace.

A viable competitor would provide greater job security for tens of thousands of workers across the country than the current struggling airline. Neither American Airlines nor US Airways alone has the network to adequately compete with the existing larger carriers; failure of one or both would result in further loss of jobs, less competition, higher airfares and fewer options for the flying public.

I hope you will reconsider your participation in this lawsuit and support a merged air carrier that is stronger and more consumer-friendly. A merger between American Airlines and US Airways is what's best for our country.

Thank You,

Rita Maskowitz

Internet Contact Information

INTERNET COMPLAINT RECEIVED BY THE ATTORNEY GENERAL'S OFFICE ON 08/15/2013

william massey
634 wild indigo ave.
Romeoville, IL, 60446
Phone: (815) 793-2706
Email: derviking@yahoo.com

Name/Firm/Company: none
Subject/Category: amr merger
Street Address: 634 wild indigo ave.
City: Romeoville 60446
Phone: (815) 793-2706
Website: United States

Questions/Comments:
wasn't the martin case enough ; not allowing the merger of aa and usair is insane and hypocritical after the mergers of delta nw and ual and co.
listen to the man that invented modern aviation bob crandall .

Internet Contact Information

INTERNET COMPLAINT RECEIVED BY THE ATTORNEY GENERAL'S OFFICE ON 11/06/2013

Doris Matthews
311 N. Knowles
Winter Park, FL, 32789 Orange
Phone: (407) 539-0054
Email: dorimat30@gmal.com

Name/Firm/Company: State of Florida and National government
Subject/Category: Pam Bondi and All the Rest

Questions/Comments:
American - USAir Merger
Influence of Obama care on all areas of American Business
Taking away health insurance and losing thousands of doctors
Jobs being reduced to part time resulting in family insecurity
waivers for government workers and congress
More than I can begin to cover here

Internet Contact Information

INTERNET COMPLAINT RECEIVED BY THE ATTORNEY GENERAL'S OFFICE ON 09/03/2013

Leonard McGarity
15870 Boeing Ct
Wellington, FL, 33414 Palm Beach
Phone: (561) 208-1636
Email: aa737bos@gmail.com

Name/Firm/Company: DOJ/FL Atty General
Subject/Category: DOJ/FL lawsuit to stop AMR/USAirways merger
Street Address: na
City: Na, FL NA
Phone: (561) 208-1636
Website: na
Date of Transaction: 09/03/2013
Amount Paid: .02

Questions/Comments:
Dear Ms. Bondi, I'm not much on letters, activism, etc., but the DOJ's filing a filing a lawsuit to stop the AMR/USAirways merger, especially 16 months after announced, and 2 days before the long scheduled hearing to approve the BK exit plan is simply, in a word, mystifying. Ditto for the State of FL joining this suit, given that American Airlines long term health in Miami especially is essential to the South FL economy. While many AMR employees think what they do of past management performance, we largely support this merger for a variety of reasons. I'm a past union negotiator at that. Please rethink the State of Florida's opposition to this merger, and choose to support rather than hinder it. Thank You. Leonard McGarity, Wellington, FL

Internet Mail Message

Date: 11/01/2013 04:29:47 PM
From: Scott Mcgregor <flyboy9969@aol.com>
To: Pam.bondi@myfloridalegal.com
Subject: RE: USAIRWAYS MERGER

Ms. Pam Bondi
Florida Attorney General

Good Morning Ms. Bondi,

As a Florida resident for 40 years, a US Airways Airline Pilot for over 31 years, and someone who, along with my wife, voted for you, I hope you will take the time to **personally** read this letter.

I was both shocked and disappointed by your backing of the Department of Justice filing to block the merger between US Airways and American Airlines. Especially since the DOJ approved the Delta/Northwest merger in 2008, the United/Continental merger in 2010, the Southwest/Air Tran merger in 2011, and then you all try to block the US Airways/American merger. You say that your obligation is to "ensure a competitive and fair marketplace" and "it's your duty to act to protect Floridians." This denial of the merger does the exact opposite. By not allowing this merger to take place, US Airways and American will be unable to compete with the "big two" airlines created by the previous mergers. Our company will be just one oil spike of $150 per barrel away from liquidation, not to mention the hundreds of Floridians that work for both of these airlines that will no longer have jobs.

It is clear the industry and consumers will benefit by having three strong carriers instead of just two, plus domestic low cost carriers. This would split market share at 20% American, 20% Delta, 20% United, 20% Southwest, and 20% other carriers. This merger would not only benefit the consumer, but also the over 100,000 employees (and voters) of the new airline. US Airways has been surviving on the backs of it's employees for 12 years.

Since 9/11 I have seen my retirement terminated, salary reduced by 50%, reduced sick time and vacation, plus increased health care costs. With fuel the number one expenditure in running an airline and fuel going up over 300% in the past ten years, ticket prices will, and should go up. Flying is a privilege, not a right!

With all due respect, I ask you to kindly reconsider as you look more deeply into this matter. Mainly, from the standpoint of the thousands of employees and families from **Florida** that this will affect. It is hard enough with the cost of living constantly rising to raise a family, especially when your children are of college age. It's very difficult and stressful to consider losing a job I absolutely love after 30+ years of service with a retirement that will not be their like your's will. This merger will create even more competition for the main two large carriers. I think it's fair

to say that allowing the merger of US Airways and American would benefit consumers, investors, and employees. Thank you for your time. I hope you make the right decision for your supporters and fellow Floridians that have trusted you with their votes.

Sincerely,

Captain Scott McGregor
US Airways

Routing Information:

Internet Contact Information

INTERNET COMPLAINT RECEIVED BY THE ATTORNEY GENERAL'S OFFICE ON 08/22/2013

Thomas McGuirk
515 Whitehead Ct
Fort Mill, SC, 29708
Phone: (803) 984-7570
Email: mcguirk.tom@gmail.com

Name/Firm/Company: Usairways
Subject/Category: American Airlines Usairways Merger

Questions/Comments:
I urge you to change your position and support the AA/USAirways merger. The harm to the employees of these two companies is great if not able to compete longterm with United and Delta Airlines. Competition is greater with three large Network airlines and Southwest. That would be four airlines serving the domestic market from coast to coast. Other airlines, JetBlue, Spirit, Alligient and Alaska create competition on the price point and choice for the customer.

The international marketplace will have greater competition with three large network airlines competing with international carriers.

USAirways and American Airlines employ thousands of Florida residents through out the state. From Pensacola to Key West. Not only the ones that work in the local stations but also those Pilots and Flight Attendants that commute to work out of bases such as Charlotte, NC, Washington, DC, Philadelphia, PA, New York, NY, Chicago.IL, Dallas, TX and Boston, MA.

This merger is the best alternative for the careers of all the employees of both airlines. The fears of reduction in flying is actually addressed in the Pilots MOU that has a guarantee of minimum flying. That minimum is greater than the current amount both airlines fly.

Thank you

Internet Contact Information

INTERNET COMPLAINT RECEIVED BY THE ATTORNEY GENERAL'S OFFICE ON 09/07/2013

Charles McHenry
225 Monterey Drive
Naples, FL, 34119 Collier
Phone: (239) 348-1960
Email: cmchenry225@gmail.com

Name/Firm/Company: American Airlines
Subject/Category: American Airlines/US Air Merger

Questions/Comments:
Dear Attorney General,

I am contacting you to ask that you reconsider your opposition to the proposed merger of US Airways and American Airlines. As an American Airlines pilot since (insert date), I know what the merger means to me and to the thousands of other American Airlines employees. A truly competitive new airline is good for our employees, our communities and most certainly our customers. It would provide a viable competitive alternative to the two much larger carriers (Delta and United) that currently dominate the marketplace.

A viable competitor would provide greater job security for tens of thousands of workers across the country than the current struggling airline. Neither American Airlines nor US Airways alone has the network to adequately compete with the existing larger carriers; failure of one or both would result in further loss of jobs, less competition, higher airfares and fewer options for the flying public.

I hope you will reconsider your participation in this lawsuit and support a merged air carrier that is stronger and more consumer-friendly. A merger between American Airlines and US Airways is what's best for our country.

Internet Contact Information

INTERNET COMPLAINT RECEIVED BY THE ATTORNEY GENERAL'S OFFICE ON 08/21/2013

Joseph McKee
1190 E Washington St PH 807
Tampa, FL, 33602 Hillsborough
Phone: (813) 220-3009
Email: jmckee14@gmail.com

Name/Firm/Company: USAirways
Subject/Category: AMR/USAir merger

Questions/Comments:
As a USAirways employee I am upset that you chose to be a part of a lawsuit to block the proposed merger. I voted for you with the understanding that you were pro-business. How can United and Delta merge and our merger was rejected. What about a level playing field.

Internet Contact Information

INTERNET COMPLAINT RECEIVED BY THE ATTORNEY GENERAL'S OFFICE ON 10/28/2013

Neil McWhorter
2305 Cedar Shores Circle
Jacksonville, FL, 32210-3909 Duval; Saint Johns
Phone: (904) 236-3114
Email: neilmcw@Mac.com

Name/Firm/Company: American Airlines
Subject/Category: American US Air merger
City: Jacksonville, FL 32210-3909 Duval; Saint Johns
Phone: (904) 236-3114

Questions/Comments:
Government must be accountable to the people. The Florida Constitution, which sets forth our rights as citizens of this great state, provides that the public has the right to know how government officials spend taxpayer dollars and make the decisions affecting their lives. The principle of open government is one that must guide everything done in government for its public.

How much of my tax money are you wasting by joining the DoJ antitrust lawsuit against American Airlines?
It is just extortion to benefit other airlines.
http://www.usatoday.com/story/todayinthesky/2013/10/26/southwest-ceo-eyes-merged-americans-slots-in-dc-ny/3244197/

AG/Anti-trust
15 Pgs
AB
Mind-insufficient contact info
DB

Dear Attorney General Bondi, 26 Aug, 2013

I am contacting you to ask that you reconsider your opposition to the proposed merger of US Airways and American Airlines. As an American Airlines pilot since Nov 1989, I know what the merger means to me and to the thousands of other American Airlines employees. A truly competitive new airline is good for our employees, our communities and most certainly our customers. It would provide a viable competitive alternative to the two much larger carriers (Delta and United) that currently dominate the marketplace.
A viable competitor would provide **MORE JOBS** and greater job security for tens of thousands of workers across the country **(AND NOT ONLY AIRLINE JOBS)** than the current struggling airline. Neither American Airlines nor US Airways alone has the network to adequately compete with the existing larger carriers; failure of one or both would result in further loss of jobs, less competition, higher airfares and fewer options for the flying public.

- The careers of American Airlines employees are inextricably intertwined with the success of American and the airline industry as a whole.

- The Justice Department ("DOJ") brought this injunction action without warning on the eve of the confirmation of a Plan of Reorganization predicated on a merger between American and US Airways.

- American and its unions had already made substantial preparations for the merger, making significant operational decisions. As a result of this suit, American finds itself in competitive limbo.

- In 2008, the DOJ approved the merger of Delta and Northwest, creating a combined carrier with a national network that easily exceeded American's capacity.

I hope you will reconsider your participation in this lawsuit and support a merged air carrier that is stronger and more consumer-friendly. A merger between American Airlines and US Airways is what's best for our country

Sincerely,

Capt. Marty Menendez
AA 767 Capt./MIA
Pompano Beach, FL

Internet Contact Information

INTERNET COMPLAINT RECEIVED BY THE ATTORNEY GENERAL'S OFFICE ON 09/11/2013

Raymond Middlesworth
7510 SW 58th Avenue
Miami, FL, 33143 Miami-Dade
Phone: (305) 975-4987
Email: Rmiddlesworth@mac.com

Name/Firm/Company: American Airlines
Subject/Category: American Airlines USAirways merger
Street Address: Miami International Airport
City: Miami, FL 33140 Miami-Dade
Date of Transaction: 09/11/2013
Amount Paid: 0

Questions/Comments:
This merger is required for the long term viability and survival of American Airlines. For the sake of Florida jobs (and mine) please remove your opposition to this deal.

Internet Contact Information

INTERNET COMPLAINT RECEIVED BY THE ATTORNEY GENERAL'S OFFICE ON 10/01/2013

Walter Mielke
2141 Big Cypress Blvd
Lakeland, FL, 33810-2309 Polk
Phone: (863) 808-4824
Email: Wmielke@gmail.com

Name/Firm/Company: American Airlines and US Airways
Subject/Category: Let American Airlines and US Airways Compete Together

Questions/Comments:
In view of the fact that the Attorney General of Texas has withdrawn from the DOJ law suit against the merger of American Airlines and US Airways; I am writing to express my strong support for the combination of American Airlines and US Airways.

I am not alone - the widespread support for this merger underscores the fact that it is the right path forward for both airlines and the customers and communities they serve.

Let American and US Airways move forward with this merger so that consumers, communities and employees can begin to enjoy the benefits of the new American.

I hereby strongly encourage you to make the right decision and join the Attorney General of Texas and withdraw Florida from this lawsuit.

Internet Contact Information

INTERNET COMPLAINT RECEIVED BY THE ATTORNEY GENERAL'S OFFICE ON 10/23/2013

Walter Mielke
2141 Big Cypress Blvd
Lakeland, FL, 33810-2309 Polk
Phone: (863) 808-4824
Email: Wmielke@gmail.com

Name/Firm/Company: American Airlines and U S Airways
Subject/Category: Remove FL from DOJ suit of American Airlines and US Airways merger

Questions/Comments:
Now that the news is reporting that the Oklahoma Attorney General E. Scott Pruitt has served notice Wednesday that Oklahoma will be filing a “friend of the court” brief in support of the merger of American Airlines and US Airways, it is high time for Florida to not only drop out of the DOJ law suit, but to join Oklahoma and file an amicus brief supporting the merger.

Florida needs this merger. Jobs may well be lost without this merger. Do you want to be responsible for reversing the number of jobs that Gov. Rick Scott has brought to Florida?

Carlos A. Gimenez of Miami Dade County supports this merger. You should too!

Please don't embarrass Florida by remaining on the losing side!

Internet Contact Information

INTERNET COMPLAINT RECEIVED BY THE ATTORNEY GENERAL'S OFFICE ON 10/04/2013

Terri Miller
1397 Souza Dr
El Dorado Hills, CA, 95762
Phone: (916) 934-3432
Email: Terrim1956@hotmail.com

Name/Firm/Company: Terri Miller
Subject/Category: AA/US Air Merger

Questions/Comments:
I'd like to understand why you've signed on to the DOJ's lawsuit to stop the AA/US Air merger. This merger is overwhelmingly supported by both work groups. How often do unions and management agree? I come from a fiscally conservative perspective, and your enjoining with Eric Holder, et al, try as I might, makes no sense.

Thank you in advance for your response.

PAM BONDI
ATTORNEY GENERAL
STATE OF FLORIDA

OFFICE OF THE ATTORNEY GENERAL

Office of Citizen Services
The Capitol
Tallahassee, Florida 32399-1050

Telephone (850) 414-3990 FAX (850) 410-1630

August 30, 2013

Ms. Kelly Milligan
2115 Walsh View Terrace, Number 201
Silver Spring, Maryland 20902

Dear Ms. Milligan:

Thank you for contacting Florida Attorney General Pam Bondi's Office regarding the lawsuit to block the merger of US Airways and American Airlines filed by this office, six other attorneys general, and the United States Justice Department in federal court in D.C. on August 13, 2013.

One of the most important roles of the Attorney General of Florida is to enforce the laws to ensure a competitive and fair marketplace.

After a careful review of the facts, the decision was made that the merger would be anticompetitive and would likely lead to higher fares and increased fees for the flying public, including Florida consumers.

We appreciate hearing from you and have taken note of your concerns. Thank you for your interest in this very important matter.

Sincerely,

Office of Citizen Services
Florida Attorney General's Office

CS/Anti-trust issue

PR

FB

Give to Frank

21 August 2013

Dear Attorney General Bondi,

I am contacting you to reconsider your opposition to the proposed merger between US Airways and American Airlines. As a Professional Flight Attendant since 1990, I know what the merger means to me and to the thousands of other American Airlines employees. Never before have the employees and management worked so hard and well together all in an effort to save these two great companies. A merger is good for employees and it is good for U.S. consumers.

The merger will provide job security for tens of thousands of workers across the country. Neither of these companies can adequately compete with Delta and United and failure of one or both would result in the decimation of jobs, less competition, higher airfares, and fewer options for the flying public.

I hope you will reconsider your participation in this ill-advised lawsuit and instead support a stronger, more profitable, and consumer-friendly merged air carrier.

Please join us in supporting the merger between American Airlines and US Airways; it is what's best for our country.

Very Sincerely,

Kelly E Milligan

Kelly Milligan
2115 Walsh View Terrace #201
Silver Spring, MD 20902
(516)301-0494

Internet Contact Information

INTERNET COMPLAINT RECEIVED BY THE ATTORNEY GENERAL'S OFFICE ON 09/03/2013

Mike Morrison
3410 Shady Bend
Fort Myers, FL, 33905 Lee
Phone: (239) 851-7370
Email: crashpadd@hotmail.com

Name/Firm/Company: The Attorney General
Subject/Category: DOJ lawsuit for AA USAirways merger

Questions/Comments:
I believe that your view toward this lawsuit is either uninformed or misguided. I respectfully submit that for a sustained positive economic impact in Florida, a vibrant American Airlines is essential. Lower fares at the airlines expense is laughable when 25-30% of all ticket prices are government generated fees. As a Republican, I thought you might have researched this more and taken a stance that would lessen the TAXES and GOVERNMENT take instead of allowing a duopoly with Delta and United eventually squeezing everyone else out. But this DOJ sound bite might play popular come next election? I am a 27 year Captain with American, with a business degree and background. Again, I think the ticket price impact you are concerned about will have no effect on Florida tourism. The most effective solution is equal treatment and competition between like sized airlines and less Government fees.

Internet Contact Information

INTERNET COMPLAINT RECEIVED BY THE ATTORNEY GENERAL'S OFFICE ON 08/22/2013

Diana Munn
206 Star View Lane Ext
Cranberry Twp, PA, 16066
Phone: (724) 272-1459
Email: drmunn@yahoo.com

Name/Firm/Company: US Airways
Subject/Category: US Airways-American Airlines Merger

Questions/Comments:
Blocking the US Airways-American Airlines merger will hurt US Airways and American Airlines' employees and support workers plus the consumers, But, to heck with the opinions of industry CEOs, board members, creditors, shareholders and workers – if there's one thing the Obama administration wants the American public to believe it's that the government knows best. Consumers must trust that the administration understands the complicated and confusing airline industry better than the people who run it every day – even if that trust comes at the expense of free enterprise.

Internet Contact Information

INTERNET COMPLAINT RECEIVED BY THE ATTORNEY GENERAL'S OFFICE ON 08/22/2013

Brittany Munn
206 Star View Lane
Cranberry Twp, PA, 16066
Phone: (724) 742-3868
Email: bcmunn3@gmail.com

Name/Firm/Company: US Airways
Subject/Category: American Airlines & US Airways merger

Questions/Comments:
I ask that you change your position and withdraw your support of the DOJ's antitrust complaint in the proposed merger. The merger is good for Florida and American Airlines.

Internet Contact Information

INTERNET COMPLAINT RECEIVED BY THE ATTORNEY GENERAL'S OFFICE ON 08/20/2013

Laurence Munn
206 Star View Lane Ext
Cranberry Twp, PA, 16066
Phone: (724) 272-5719
Email: chipmunn@yahoo.com

Name/Firm/Company: US Airways
Subject/Category: US Airways-American Airlines Merger

Questions/Comments:
Dear Attorney General Cuccinelli:

1. I am contacting you to reconsider your opposition to the proposed merger between US Airways and American Airlines. As a US Airways pilot since 1985, I know what the merger means to me and to the thousands of other US Airways and American Airlines employees. Never before have the employees and management worked so hard and well together all in an effort to save these two great companies. A merger is good for employees and it is good for U.S. consumers.

2. The merger will provide job security for tens of thousands of workers across the country. Neither of these companies can adequately compete with Delta and United and failure of one or both would result in the decimation of jobs, less competition, higher airfares, and fewer options for the flying public.

3. I hope you will reconsider your participation in this ill-advised lawsuit and instead support a stronger, more profitable, and consumer-friendly merged air carrier.

Please join us in supporting the merger between American Airlines and US Airways; it is what's best for our country.

Sincerely,

Laurence A. “Chip” Munn
US Airways A320 Captain

Internet Contact Information

INTERNET COMPLAINT RECEIVED BY THE ATTORNEY GENERAL'S OFFICE ON 08/22/2013

Steven Munn
206 Star View Lane
Cranberry Twp, PA, 16066
Phone: (724) 664-0284
Email: sljmunn@yahoo.com

Name/Firm/Company: American Airlines
Subject/Category: American Airlines & US AIrways merger

Questions/Comments:
The proposed merger between US Airways & American Airlines is very important to the South Florida economy and business. It is pro competition and will create three large trunk airlines versus the duopoly that exists with Delta Air Lines and United Airlines much more powerful than American Airlines or US Airways standalone.

Please change your position and withdraw your support of the DOJ's lawsuit.

Internet Contact Information

INTERNET COMPLAINT RECEIVED BY THE ATTORNEY GENERAL'S OFFICE ON 08/21/2013

Mark Neading
3200 NW 46TH ST
Fort Lauderdale, FL, 33309 Broward
Phone: (954) 338-2743
Email: mbdcj@comcast.net

Name/Firm/Company: Florida Attorney General
Subject/Category: Pam Bondi

Questions/Comments:
I am contacting you to reconsider your opposition to the proposed merger between US Airways and American. As a Professional Flight Attendant since 1986, I know what the merger means to me and to the thousands of other American Airlines employees. Never before have the employees and management worked so hard and well together all in an effort to save these two great companies. A merger is good for the employees and it is good for the US consumers.
The merger will provide job security for the tens of thousands of workers across the country. Neither of these companies can adequately compete with Delta and United and failure of one or both would result in the decimation of jobs, less competition, higher airfares, and fewer options for the flying public.
I hope you will reconsider your participation in this ill-advised lawsuit and instead support a stronger, more profitable, and consumer-friendly merged air carrier.
Please join us in supporting the merger between American and US Airways; it is what's best for our country.

PAM BONDI
ATTORNEY GENERAL
STATE OF FLORIDA

OFFICE OF THE ATTORNEY GENERAL

Office of Citizen Services
The Capitol
Tallahassee, Florida 32399-1050

Telephone: (850) 414-3990
Fax: (850) 410-1630

September 11, 2013

Ms. Robyn Niblock
6404 Rodman Street
Hollywood, Florida 33023

Dear Ms. Niblock:

Thank you for contacting Florida Attorney General Pam Bondi's Office regarding the lawsuit to block the merger of US Airways and American Airlines filed by this office, six other attorneys general, and the United States Justice Department in federal court in D.C. on August 13, 2013.

One of the most important roles of the Attorney General of Florida is to enforce the laws to ensure a competitive and fair marketplace.

After a careful review of the facts, the decision was made that the merger would be anticompetitive and would likely lead to higher fares and increased fees for the flying public, including Florida consumers.

We appreciate hearing from you and have taken note of your concerns. Thank you for your interest in this very important matter.

Sincerely,

Frances Baker
Office of Citizen Services

CS Antitrust 185 PR One to Frances

21 August, 2013

To Attorney General Bondi,

I am writing to ask you to reverse you're unfair injunction against the U.S. Air and American Airlines merger. I read some of the reason why you joined Holder in filing suit and found them presumptuous and hypocritical.
You said this merger would reduce four legacy carriers to three. Were you around when United and Continental merged? How about when Delta and Northwest merged, reducing the legacy carriers from six to four. Also, because of these UNCONTESTED mergers, American, in part was forced to file for bankruptcy protection.

You also said the merger would allow them to raise fares. First, you seemed to have missed the statement from U.S. Air CEO Parker who said the merger would allow them to reduce fares in order to remain competitive. So your assumption of increased fares is just that. Second, who are you to say a business can't increase prices in order to cover costs, let alone make a profit. After all, the futures of tens of thousands of employees are at stake. I pray this has nothing to do with profit or politics on the part of those standing in the way.
This lawsuit is very hypocritical and very suspect and I call on you to reverse this block.

Thank you for your consideration.

Sincerely,

Robyn Niblock
AA Flight Attendant
6404 Rodman St.
Hollywood, Fl. 33023
(954) 709-9087
Email: aaflygirl12@yahoo.com

PAM BONDI
ATTORNEY GENERAL
STATE OF FLORIDA

OFFICE OF THE ATTORNEY GENERAL

Office of Citizen Services
The Capitol
Tallahassee, Florida 32399-1050

Telephone: (850) 414-3990
Fax: (850) 410-1630

September 13, 2013

Ms. Heather Nolen
6505 Dressage Crossing
Cumming, California 30040

Dear Ms. Nolen:

Thank you for contacting Florida Attorney General Pam Bondi's Office regarding the lawsuit to block the merger of US Airways and American Airlines filed by this office, six other attorneys general, and the United States Justice Department in federal court in D.C. on August 13, 2013.

One of the most important roles of the Attorney General of Florida is to enforce the laws to ensure a competitive and fair marketplace.

After a careful review of the facts, the decision was made that the merger would be anticompetitive and would likely lead to higher fares and increased fees for the flying public, including Florida consumers.

We appreciate hearing from you and have taken note of your concerns. Thank you for your interest in this very important matter.

Sincerely,

Frances Baker
Office of Citizen Services

P.R.

Heather

From: "Heather" <nolenht@att.net>
Date: Thursday, August 22, 2013 9:57 AM
To: <greg.abbott@texasattorneygeneral.gov>; <mailoag@oag.state.va.us>; <tnattygen@ag.tn.gov>; <consumerinfo@azag.gov>; <info@attorneygeneral.gov>; <letters@nytimes.com>; <letters@nypost.com>; <voicers@nydaileynews.com>; <wsj.ltrs@wsj.com>; <letters@usatoday.com>; <ctc-tribletter@tribune.com>; <letter@globe.com>; <letters@dallasnews.com>; <letters@star-telegram.com>; <HeraldEd@MiamiHerald.com>; <buisness@sfchronicle.com>; <forum@newsobserver.com>; <Inquirer.Letters@phillynews.com>; <letters@post-gazette.com>; <letters@ajc.com>
Subject: American Airlines/US Air Merger

Dear Attorney General,

1. I am contacting you to reconsider your opposition to the proposed merger between US Airways and American Airlines. As a professional Flight Attendant since 1985, I know what the merger means to me and the other thousands of of other American Airline employees. Never before have the employees and management worked so hard and well together all in an effort to save these two great companies. A merger is GOOD for employees and GOOD for the US consumer.

2.The merger will provide job security for tens of thousands of workers across the country. Neither of these companies can adequately compete with Delta and United and failure of one or both would result in the decimation of jobs, less competition, higher airfares, and fewer flying options for the public.

3. I hope you will reconsider your participation in this ill-advised lawsuit and instead support a stronger, more profitable, and consumer-friendly merged air carrier!

Please join us in supporting the merger between American and US Air, it is what is BEST for our country!

Sincerely,

Heather Nolen
American Airlines
1985

PS. My Father was a Captain for Eastern Airlines and I have personally witnessed the devastation that occurs when an airline goes under. The THOUSANDS of people
that became unemployed, families that fell apart due to the financial strain of losing one and sometimes two paychecks, suicides, etc. It was Horrible.
the economy in south Florida was destroyed. Are you all willing to be a part of the possible repercussions of what potentially could happen without this merger? This was a reality in my life..I lived it and I know that it could happen again. American Airlines will not be able to compete against the other merged carriers.

Internet Contact Information

INTERNET COMPLAINT RECEIVED BY THE ATTORNEY GENERAL'S OFFICE ON 09/03/2013

Susan Oktay
1000 Lowry St., Apt. 5D
Delray Beach, FL, 33483 Palm Beach
Phone: (561) 715-6334
Email: sao1000@bellsouth.net

Name/Firm/Company: Susan Oktay/AA Pilot
Subject/Category: DOJ blocking merger
Street Address: Miami Int'l Airport
City: Miami, FL Miami-Dade

Questions/Comments:
Dr. Ms. Bondi,

Please help the employees of Us Airways and American Airlines with our much needed merger. We need to merge in order to survive in today's airline industry along with or competitors, United and Delta, who have also merged with other carriers. The DOJ is now involved in possibly blocking our efforts and we need your help! Thank you.

First Officer Susan Oktay- American Airlines Pilot

Internet Contact Information

INTERNET COMPLAINT RECEIVED BY THE ATTORNEY GENERAL'S OFFICE ON 08/22/2013

Jerry Olmstead
2832 Eastern Pkwy
Winter Park, FL, 32789 Orange
Phone: (407) 637-5157
Email: JERGATORS4UF@AOL.COM

Name/Firm/Company: USAirways
Subject/Category: Airline Merger

Questions/Comments:
In response to the potential appointment of Pam Bondi to Lieutenant Governor....I will make any objection or attempt to stop this possible successorship in our state of Florida hierachy. Pam Bondi has made her choice to stop the merger of USAirways and American Airlines and I am taking my steps to challenge her career advancement since she is doing the same for my aviation career. I have alerted all my colleagues at USAirways and American to join in this crusade. We do not support her choice in this matter and clearly do not see where her decision to support the Department of Justiceis credible.
Thank You

PAM BONDI
ATTORNEY GENERAL
STATE OF FLORIDA

OFFICE OF THE ATTORNEY GENERAL

Office of Citizen Services
The Capitol
Tallahassee, Florida 32399-1050

Telephone: (850) 414-3990
Fax: (850) 410-1630

September 13, 2013

Ms. Jena Olsen FAX: (773) 525-1940

Dear Ms. Olsen:

Thank you for contacting Florida Attorney General Pam Bondi's Office regarding the lawsuit to block the merger of US Airways and American Airlines filed by this office, six other attorneys general, and the United States Justice Department in federal court in D.C. on August 13, 2013.

One of the most important roles of the Attorney General of Florida is to enforce the laws to ensure a competitive and fair marketplace.

After a careful review of the facts, the decision was made that the merger would be anticompetitive and would likely lead to higher fares and increased fees for the flying public, including Florida consumers.

We appreciate hearing from you and have taken note of your concerns. Thank you for your interest in this very important matter.

Sincerely,

Frances Baker
Office of Citizen Services

PAM BONDI
ATTORNEY GENERAL
STATE OF FLORIDA

OFFICE OF THE ATTORNEY GENERAL

Office of Citizen Services
The Capitol, PL-01
Tallahassee, Florida 32399-1050

Telephone (850) 414-3990
Fax (850) 410-1630

FAX COVER SHEET

Ron McAdams
W/A to FAX
9/24/13
Tried TO
multiple
times

Date: 9/24/13

From: Office of Citizen Services
Florida Attorney General's Office

Phone: (866) 966-7226 (toll-free in FL)
(850) 414-3990
Fax: (850) 410-1630

To: Jena Olsen
Fax: (773) 525-1940

Subject: Lawsuit to block merger of airlines.

Number of pages, including cover: 2

NOTE: Please contact Frances at 414-3990 / 866-966-7226 (in FL) if you do not receive all pages of the fax.

FAX COVER LETTER

To: Office of the Attorney General Pam Bondi
Fax #: 850-410-1630

From: Jena Olsen
Fax #: 773-525-1940

Date: 8/25/13
Number of pages: (including cover sheet) - 2
Attn:

Re: AA/USAirways merger

CS/Antitrust
GB

Dear Attorney General Bondi:

I am a Flight Attendant for American Airlines. I am contacting you to reconsider your opposition to the proposed merger between US Airways and American Airlines. As a Professional Flight Attendant since 1986, I know what the merger means to me and to the thousands of other American Airlines employees. Never before have the employees and management worked so hard and well together all in an effort to save these two great companies. A merger is good for employees and it is good for U.S. consumers.

The merger will provide job security for tens of thousands of workers across the country. Neither of these companies can adequately compete with Delta and United and failure of one or both would result in the decimation of jobs, less competition, higher airfares, and fewer options for the flying public.

I hope you will reconsider your participation in this ill-advised lawsuit and instead support a stronger, more profitable, and consumer-friendly merged air carrier.

Please join us in supporting the merger between American Airlines and US Airways; it is what's best for our country.

Sincerely,
Jena Olsen

Internet Contact Information

INTERNET COMPLAINT RECEIVED BY THE ATTORNEY GENERAL'S OFFICE ON 09/03/2013

Michael Otomo
631 SE 12th St
Pompano Beach, FL, 33060 Broward
Phone: (954) 482-3829
Email: m.otomo@me.com

Name/Firm/Company: Michael Otomo
Subject/Category: DOJ ruling against AA/US Air merger
Street Address: 631 SE 12th St
City: Pompano Beach, FL 33060 Broward
Phone: (954) 482-3829
Date of Transaction: 09/04/2013
Amount Paid: 0.00

c/ Anti-Trust 1850 FB

Fatima Ouazana
609 SW 3 Ave
Hallandale, FL 33009

ATRN - no contact info

08/20/13

ATTN: PAM BONDI

Dear Attorney General:

1. I am contacting you to reconsider your opposition to the proposed merger between US Airways and American Airlines. As a Professional Flight Attendant since May, 2013, I know what the merger means to me and to the thousands of other US Airways employees. Never before have the employees and management worked so hard and well together all in an effort to save these two great companies. A merger is good for employees and it is good for U.S. consumers.

2. The merger will provide job security for tens of thousands of workers across the country. Neither of these companies can adequately compete with Delta and United and failure of one or both would result in the decimation of jobs, less competition, higher airfares, and fewer options for the flying public.

3. I hope you will reconsider your participation in this ill-advised lawsuit and instead support a stronger, more profitable, and consumer-friendly merged air carrier.

Please join us in supporting the merger between American Airlines and US Airways; it is what's best for our country.

Sincerely

Fatima Ouazana

Internet Contact Information

INTERNET COMPLAINT RECEIVED BY THE ATTORNEY GENERAL'S OFFICE ON 08/27/2013

Caroline Parrish
136 Sweet Bay Circle
Jupiter, FL, 33458 Palm Beach
Email: cccsoupe@yahoo.com

Name/Firm/Company: American Airlines and US Airways
Subject/Category: DOJ Lawsuit Against American Airlines and US Airways

Questions/Comments:
Dear Attorney General,

I am contacting you to ask that you reconsider your opposition to the proposed merger of US Airways and American Airlines. As an American Airlines pilot since Febuary 2001, I know what the merger means to me and to the thousands of other American Airlines employees. A truly competitive new airline is crucial for our employees, our communities and most certainly our customers. It would provide a viable competitive alternative to the two much larger carriers (Delta and United) that currently dominate the marketplace.

A viable competitor would provide greater job security for tens of thousands of workers across the country than the current struggling airline. Neither American Airlines nor US Airways alone has the network to adequately compete with the existing larger carriers; failure of one or both would result in further loss of jobs here in Florida, less competition, higher airfares and fewer options for the flying public.

I hope you will reconsider your participation in this lawsuit and support a merged air carrier that is stronger and more consumer-friendly. A merger between American Airlines and US Airways is what's best for our country.

Sincerely,
Caroline C. Parrish

Internet Contact Information

INTERNET COMPLAINT RECEIVED BY THE ATTORNEY GENERAL'S OFFICE ON 08/17/2013

Rodney Patterson
1092 NW 139th Terrace
Pembroke Pines, FL, 33028 Broward
Phone: (954) 499-0873
Email: aa737drvr@aol.com

Name/Firm/Company: Florida Attorney General's Office
Subject/Category: US Airways/American Merger

Questions/Comments:
Ms. Bondi,

I am not surprised to continually receive requests for campaign contributions from the governor and RPOF. What I can't believe is an avowed member of the Republican Party would join with Mr. Holder's DOJ in a lawsuit that in effect seeks to pick winners and losers in the commercial aviation marketplace--even when your official justification is your (and presumably, Gov. Scott's) attempt to protect the Florida consumer.

I am a active Army Reserve Offficer, a 13-year Florida resident, and a current employee of American Airlines (767 pilot in Miami). My company has been able to "steal" (or less emotionally, "reduce") a great part of my financial future through what might accurately be characterized as a "bankruptcy of convenience." I recognize that American Airlines benefited from "the law" (which you've sworn to uphold) to do so much damage to my future; so perhaps I shouldn't complain too much about the bankruptcy and its impact on me and my family.

As you know, I was to have been compensated (at least in part) for the losses resulting from American Airlines' bankruptcy, through a payment of equity in the combined carrier that emerges from bankruptcy. Thanks to the lawsuit you've joined, that payment will certainly delayed, and will almost certainly be significantly reduced if you and Mr. Holder get your way and manage to scuttle the merger.

I'm no where close to retirement, so your decision to favor the competitors of my employer will likely not impact my ability to continue my employment with American Airlines over the next few years. However, your decision will impact my fellow workers, as American Airlines will likely not survive long without a merger... and if it does, it will survive in large measure because US bankruptcy laws allowed them to completely gut my contract and the contract of my co-workers to less than market rates (all this while perhaps compensating my CEO to the tune of almost $20 million for his efforts).

Where was your concern about the negative impact to consumers when United/Continental, or Delta/Northwest, or Southwest/Air Tran merged? The line you have chosen to draw in the sand will most assuredly impact my life, and I do not support your having joined this legal process.

In order to MAYBE save fare increase on 20% of AA/US Airways routes in Florida that you consider problematic (according to your press release), my employer will be handicapped by government intrusion, and I will risk having my future negatively impacted. I do NOT consider this the role of MY government... and

as a Republican, I would have thought you'd have agreed. The government de-regulated the airlines in 1974. Now we want to re-regulate!

As a life-long supporter (and active voter) of the Republican Party, it is my firm belief that you are ill-informed, misguided and wrong in this matter, and I cannot foresee your receiving my vote (nor the vote of any of my co-workers) in the future should you seek any another elected office if you decide to continue to support this lawsuit.

Want to be seen as an ally of AG Eric Holder and President Obama's liberal agenda to transform America?

Cheap airline seats should not be the goal of the Florida Attorney General's office. You should avail yourself of airline pricing and fare history. Airline tickets have diminished in cost since the 1970's while the price of a gallon of gas has increased fourfold.

Sincerely

R Scott Patterson
Pembroke Pines, FL

CS Follow Up Anti-Trust Issues

7 September 2013

Dear Attorney General Pam Bondi,

I am contacting you to ask that you reconsider your opposition to the proposed merger of US Airways and American Airlines. As an American Airlines pilot since 1990, I know what the merger means to me and to the thousands of other American Airlines employees. A truly competitive new airline is good for our employees, our communities and most certainly our customers. It would provide a viable competitive alternative to the two much larger carriers (Delta and United) that currently dominate the marketplace.

A viable competitor would provide greater job security for tens of thousands of workers across the country than the current struggling airline. Neither American Airlines nor US Airways alone has the network to adequately compete with the existing larger carriers; failure of one or both would result in further loss of jobs, less competition, higher airfares and fewer options for the flying public.

I hope you will reconsider your participation in this lawsuit and support a merged air carrier that is stronger and more consumer-friendly. A merger between American Airlines and US Airways is what's best for our country.

Attorney General Bondi.....there will ALWAYS be more than enough competition in the airlines. The tickets will always be kept artificially low BECAUSE of the competition. That will never be an issue. All the studies say that a third large company is needed to counter two other large ones. That's what the New American will be. I am also asking you to look at how this will help YOUR State of Florida and the thousands of jobs it will mean to the State.

Thank you.

Brian Patton
Captain
American Airlines
pattonb@aol.com

Internet Contact Information

INTERNET COMPLAINT RECEIVED BY THE ATTORNEY GENERAL'S OFFICE ON 09/07/2013

Brian Patton
3470 Craggy Bluff Place
Cocoa, FL, 32926 Brevard
Email: pattonb@aol.com

Name/Firm/Company: American Airlines
Subject/Category: Asking for AG Bondi to reconsider her opposition to the American Merger

Questions/Comments:
AG Bondi,

Please reconsider your opposition to the American/US Air merger. Please consider that competition will NEVER be a problem in the airline industry. Also please consider the thousands of jobs this will mean to OUR State of Florida. I am an American Airlines Captain. If this merger fails, it may very well cause many employees in Florida to lose their jobs and the airline will never be a key player again.

Brian Patton

PAM BONDI
ATTORNEY GENERAL
STATE OF FLORIDA

OFFICE OF THE ATTORNEY GENERAL

Office of Citizen Services
The Capitol
Tallahassee, Florida 32399-1050

Telephone: (850) 414-3990
Fax: (850) 410-1630

October 2, 2013

Captain Brian Patton
3470 Craggy Bluff Place
Cocoa, Florida 32926

Dear Captain Patton:

Thank you for contacting Florida Attorney General Pam Bondi's Office regarding the lawsuit to block the merger of US Airways and American Airlines filed by this office, six other attorneys general, and the United States Justice Department in U.S. District Court for the District of Columbia on August 13, 2013.

One of the most important roles of the Attorney General of Florida is to enforce the laws to ensure a competitive and fair marketplace.

After a careful review of the facts, the decision was made that the merger would be anticompetitive and would likely lead to higher fares and increased fees for the flying public, including Florida consumers.

We appreciate hearing from you and have taken note of your concerns. Thank you for your interest in this very important matter.

Sincerely,

Frances Baker
Office of Citizen Services

CS Anti-Trust Issues

7 September 2013

Dear Attorney General Pam Bondi,

I am contacting you to ask that you reconsider your opposition to the proposed merger of US Airways and American Airlines. As an American Airlines pilot since 1990, I know what the merger means to me and to the thousands of other American Airlines employees. A truly competitive new airline is good for our employees, our communities and most certainly our customers. It would provide a viable competitive alternative to the two much larger carriers (Delta and United) that currently dominate the marketplace.

A viable competitor would provide greater job security for tens of thousands of workers across the country than the current struggling airline. Neither American Airlines nor US Airways alone has the network to adequately compete with the existing larger carriers; failure of one or both would result in further loss of jobs, less competition, higher airfares and fewer options for the flying public.

I hope you will reconsider your participation in this lawsuit and support a merged air carrier that is stronger and more consumer-friendly. A merger between American Airlines and US Airways is what's best for our country.

Attorney General Bondi.....there will ALWAYS be more than enough competition in the airlines. The tickets will always be kept artificially low BECAUSE of the competition. That will never be an issue. All the studies say that a third large company is needed to counter two other large ones. That's what the New American will be. I am also asking you to look at how this will help YOUR State of Florida and the thousands of jobs it will mean to the State.

Thank you.

Brian Patton
Captain
American Airlines
pattonb@aol.com

RECEIVED
2013 SEP 16 AM 9:52
ATTORNEY GENERAL'S OFFICE

Brian Pastoo
Captain
American Airlines
bpastoo@aol.com

Thank you.

this will help YOUR State of Florida and the thousands of jobs it will mean to the state.
other large ones. That's what the New American will be. I am also asking you to look at how
will never be an issue. All the studies say that a third large company is needed to compete (we
Attorney General Bondi.....this will IN FACT be more than enough competition in the
options. The tickets will always be kept significantly low BECAUSE of the competition. That

Attorney General Pam Bondi

I am confident you do not consider your opposition to the proposed merger of US
Airways and American Airlines. As an American Airlines pilot since 1990, I know what the
merger means to me and to the thousands of other American Airlines employees. A single
combination new airline is good for our employees, our communities and more certainly our
customers. It would provide a single competitive alternative to the two much larger carriers
(Delta and United) that currently dominate the marketplace.

A single combination would provide greater job security for tens of thousands of workers across
the country, plus the current struggling airline. Neither American Airlines nor US Airways alone
has the network to seamlessly compete with the existing larger carriers. Failure of one or both
would result in greater loss of jobs, less competition, higher airfares and fewer options for the
traveling public.

I hope you will reconsider your participation in this lawsuit and support a merger that creates the
strongest and most consumer-friendly American Airlines and US Airways
is currently best for our country.

Brian Patton
3470 Craggy Bluff Place
Cocoa, FLA 32926

ORLANDO FL 328
12 SEP 2013 PM 3L
Justice
FOREVER

Office of Attorney General
State of Florida
The Capitol PL-01
Tallahassee, FL 32399-1050

32399105099

Internet Contact Information

INTERNET COMPLAINT RECEIVED BY THE ATTORNEY GENERAL'S OFFICE ON 09/05/2013

Phil Payne
220 egret ct
Weston, FL, 33327 Broward
Phone: (954) 349-2136
Email: Philpayne56@aol.com

Name/Firm/Company: State of Florida, Attorney General
Subject/Category: DOJ vs American -USAirways merger

Questions/Comments:
American Airlines and US Airways merger is positive for Floridians. AA has struggled financially since 9/11/2001, this merger will allow AA to compete on a newly leveled playing field with the likes of the already merged companies at Delta and United. AA/US has over 10,000 employees in Florida who are hanging in the wind without this merger. As for passenger fares, compare the cost in fuel and time to auto travel to California or NY. In closing the DOJ and the state of Florida should withdraw all opposition to this airline merger. We need a healthy competitive airline industry. This merger will help accomplish this goal.

Internet Contact Information

INTERNET COMPLAINT RECEIVED BY THE ATTORNEY GENERAL'S OFFICE ON 08/16/2013

Chris Perillo
25071 Sw 122nd Ct.
Homestead, FL, 33032 Miami-Dade
Phone: (954) 609-5673
Email: superviln@gmail.com

Name/Firm/Company: none
Subject/Category: aa us air
City: Homestead

Questions/Comments:
if you do no withdraw your law suit against the AA/ US air merger I will do everything in my power as a registered voter to make sure you don't win another election.

cs/anti-trust issue

September 2, 2013

NRN Reply via email -JL.

Via FAX 850-410-1630

Dear Attorney General Bondi,

I am asking that you reconsider your opposition to the proposed merger of US Airways and American Airlines. As an American Airlines pilot since 1979, I know what the merger means to me and to the thousands of other American Airlines employees. It is with great pride that we serve South Florida and the entire State of Florida. The employees of American provide a tremendous economic engine for our entire state of Florida.

In fact we have provided more for our great state than Southwest ever could, even when combined with what Pan Am and Eastern did in the past.

Now with United Airlines and Delta Airlines being giant companies, our entire nation needs a strong third competitor. We, the employees of American Airlines, want the opportunity to be the best. To aggressively compete against the existing Duopoly that now exits.

Sadly neither American Airlines nor US Airways alone has the network to adequately compete with the existing larger carriers. The ultimate failure of both will result in further loss of jobs, less competition, higher airfares and fewer options for the flying public.

Please withdraw your participation in this lawsuit and support a merged air carrier that is stronger and more consumer-friendly. A merger between American Airlines and US Airways is best for Florida and best for our country.

Sincerely,

James Perry
4242 N.W. 2nd ST
Apartment W1204
Miami, FL 33126

Internet Contact Information

INTERNET COMPLAINT RECEIVED BY THE ATTORNEY GENERAL'S OFFICE ON 09/02/2013

James Perry
4242 NW 2 ST Apt W1204
Miami, FL, 33126 Miami-Dade
Phone: (786) 554-2494
Email: errante.perdido@gmail.com

Name/Firm/Company: American Airlines / US Airways
Subject/Category: Merger

Questions/Comments:
September 2, 2013
Dear Attorney General Bondi,

I am asking that you reconsider your opposition to the proposed merger of US Airways and American Airlines. As an American Airlines pilot since 1979, I know what the merger means to me and to the thousands of other American Airlines employees. It is with great pride that we serve South Florida and the entire State of Florida. The employees of American provide a tremendous economic engine for our entire state of Florida.

In fact we have provided more for our great state than Southwest ever could, even when combined with what Pan Am and Eastern did in the past.

Now with United Airlines and Delta Airlines being giant companies, our entire nation needs a strong third competitor. We, the employees of American Airlines, want the opportunity to be the best. To aggressively compete against the existing Duopoly that now exits.

Sadly neither American Airlines nor US Airways alone has the network to adequately compete with the existing larger carriers. The ultimate failure of both will result in further loss of jobs, less competition, higher airfares and fewer options for the flying public.

Please withdraw your participation in this lawsuit and support a merged air carrier that is stronger and more consumer-friendly. A merger between American Airlines and US Airways is best for Florida and best for our country.

Sincerely,
James Perry
4242 N.W. 2nd ST
Apartment W1204
Miami, FL 33126

STATE OF FLORIDA

PAM BONDI
ATTORNEY GENERAL

OFFICE OF THE ATTORNEY GENERAL

Office of Citizen Services
The Capitol
Tallahassee, Florida 32399-1050

Telephone: (850) 414-3990
Fax: (850) 410-1630

September 19, 2013

Ms. Sandra Perry
4242 Northwest Street, Apartment 1204
Miami, Florida 33126

Dear Ms. Perry:

Thank you for contacting Florida Attorney General Pam Bondi's Office regarding the lawsuit to block the merger of US Airways and American Airlines filed by this office, six other attorneys general, and the United States Justice Department in federal court in D.C. on August 13, 2013.

One of the most important roles of the Attorney General of Florida is to enforce the laws to ensure a competitive and fair marketplace.

After a careful review of the facts, the decision was made that the merger would be anticompetitive and would likely lead to higher fares and increased fees for the flying public, including Florida consumers.

We appreciate hearing from you and have taken note of your concerns. Thank you for your interest in this very important matter.

Sincerely,

Kimberly D'Amico
Office of Citizen Services

CS/ Anti-trust issues

Sandra Perry
4242 NW 2 ST Apt 1204
Miami, FL 33126

September 4, 2013

Via Facsimile 850 410 1630

Attorney General Pam Bondi
Florida Office of the Attorney General
Tallahassee, Florida

Dear Attorney General Ms. Bondi,

I have had the privilege of serving more than 24 years with American Airlines. The future of this company is gravely threatened by the much larger United and Delta Airlines.

In 2008 the DOJ allowed the Delta and Northwest merger. In 2010 the DOJ allowed the United and Continental merger. In 2011 the DOJ approved the Southwest and AirTran merger creating the largest domestic airline in the world. Yet now the American and US Air merger is being blocked.

In my category, Flight Attendant, we have shrunk in employment 36%. The ground workers have shrunk from 35,000 to 23,000. We are being squeezed out by the much larger airlines that were allowed to merge.

Our Great State of Florida and our Great Country needs a strong American Airlines that can compete against the other airlines. With the eventual lack of competition, consumer prices will rise.

Please support the merger of American Airlines and US Air.

Thank you,

Sandra Perry

Internet Contact Information

INTERNET COMPLAINT RECEIVED BY THE ATTORNEY GENERAL'S OFFICE ON 10/23/2013

JOHN-PAUL PHILLIPP
651 Cypress Lane
Wilton Manors, FL, 33305-3902 Broward
Phone: (954) 567-1256
Email: heyjohnpaul@yahoo.com

Name/Firm/Company: American Airlines
Subject/Category: American Airlines - US Air Merger
Street Address: Miami International Airport
City: Miami, FL Miami-Dade

Questions/Comments:
Honorable Attorney General Bondi: Thank you for your service to the great state of Florida. I would like to share with you my opinion about an issue that is very important to me personally.

I work for American Airlines here in Miami. I have been with AA for 23 years, and my career is very important to me.

A loud group of employees at AA has voiced its support for an American Airlines - US Air merger. However, a more quiet group of employees, myself included, is strongly opposed to this merger of our two airlines.

A merger between US AIr and American Airlines will make the largest carrier in the world. It will be anti-competitive, especially here on the east coast of the US. It will offer less choice to travelers and raise fares and adversely affect commerce.

But from a personal standpoint, I strongly oppose this merger because it will result in decades of labor unrest at the new carrier. This may disrupt travel and commerce for Floridians for years to come. We have suffered terrible labor morale and tension at AA since our merger with TWA 12 years ago, and this larger merger will only cause elevated labor problems looking forward. Additionally, I personally will lose a great deal of seniority, which is the single most important issue affecting a flight attendant's quality of life.

Regrettably, my labor union supports this merger only because of promises made to our union by our new prospective CEO. But once the dust settles, we will be dealing with tremendous labor unrest going forward. This will cause the behemoth, anti-competitive new airline significant problems, and disruptions to commerce and the traveling public in turn. AA is the largest airline operating at Miami International, and the largest private employer in Miami-Dade County. Imagine how labor problems for decades to come may affect commerce and travel in South Florida.

If American Airlines truly feels that it needs to merge with another airline to remain competitive with the larger airlines of Delta and United, we could merge with a smaller carrier like Jet Blue or Alaska Airlines. But this proposed merger with US Air is bad for the consumer, and bad for my future career here at AA.

Please remain firm in your opposition to any US Air - American Airlines merger. Also, please do not share my position with my union at American, the

APFA (Association of Professional Flight Attendants). I do not want to suffer any repercussions.

Sincerely,

John Paul Phillipp

Internet Contact Information

INTERNET COMPLAINT RECEIVED BY THE ATTORNEY GENERAL'S OFFICE ON 08/28/2013

Gerard Philson
6323 Calusa Dr
Lakeland, FL, 33813 Polk
Phone: 863-409*2500
Email: jerphil@tampabay.rr.com

Name/Firm/Company: State of Flordia
Subject/Category: State of Florida vs. USair/AMR merger
Date of Transaction: 08/13/2013
Amount Paid: 0

Questions/Comments:
Why is the State of Florida Joining the US Department of Justice suit to block the USAir/AMR merger. The State of Florida will benefit from the merger because of an increase in direct flight access to many new markets, thus ncreasing tourism dollars for Florida. The merger would also increase jobs in the Miami area as the merger will expand the combined airlines International Hub activities. The merger would also expand flights at Orlando and Tampa terminals.
If the merger is blocked both airlines will be forced to raise rates and cut services to remain competitive with Delta and United both of which consider Florida as a "feeder" market and have a record of poor service to all Florida cities.
I urge you to drop Florida's participation in this Law suit, and urge the courts to resolve the mater quickly in favor of the merger.

SARASOTA MANATEE AIRPORT AUTHORITY

COMMISSIONERS
Carlos Beruff
Dr. Gary Kompothecras
Henry Rodriguez
Jack Rynerson
Leslie Wells
Dr. Peter A. Wish

PRESIDENT, CEO
Fredrick J. Piccolo

srq-airport.com

Antitrust/ Anti-Trust
ISSUE

September 16, 2013

The Honorable Pam Bondi
Attorney General
State of Florida
Plaza Level 01, The Capitol
400 South Monroe Street
Tallahassee, FL 32399-1050

RE: American Airlines/ U S Airways Merger

Dear Attorney General:

The Sarasota Manatee Airport Authority, which operates the Sarasota Bradenton International Airport (SRQ) would like to inform you that we support the merger of American Airlines and US Airways and believe it would increase the level of service at SRQ.

Presently, US Airways serves the airport with three daily flights to their hub in Charlotte and one daily nonstop flight to Washington Reagan National Airport (DCA). The airport previously wrote to our elected representatives with concerns about the potential loss of DCA service should the merger be turned down. Our community depends on that service for access to our nation's capital.

The combination of these two airlines would offer an immediate benefit to our community. At this time, the over 750,000 residents of our two county area do not have access to the One World Alliance that is part of the American Airlines system. This limits the choices of our population to the 841 destinations that are in that Alliance and also precludes those 841 destinations from accessing Sarasota-Bradenton as well. That has a negative effect on tourism and the economic development of the community.

Additionally, SRQ presently has neither westbound service nor service to Miami which is the gateway to Central and South America. Given two of American's major hubs are in Dallas-Fort Worth and Miami, we are confident that the merger would lead to addition of those destinations given there would be no added cost of operation at SRQ because US Airways already has a full service station at our airport.

We hope you will consider these matters as your department moves forward and re-evaluate the State's position on the merger. Thank you for your consideration of our request.

Sincerely,

Fredrick J. Piccolo, A. A. E.
President, Chief Executive Officer

cc: Senator Bill Nelson
Senator Marco Rubio
Congressman Vern Buchanan

RECEIVED
2013 SEP 20 AM 8:55
ATTORNEY GENERAL'S OFFICE

SARASOTA
BRADENTON
INTERNATIONAL

SARASOTA MANATEE
AIRPORT AUTHORITY

6000 Airport Circle,
Sarasota, Florida
34243 - 2105

srq

UNITED STATES POSTAGE
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SEP 17 2013
MAILED FROM ZIP CODE 34243

The Honorable Pam Bondi
Attorney General
State of Florida
Plaza Level 01, The Capitol
400 South Monroe Street
Tallahassee, FL 32399-1050

32399$6591 C001

PAM BONDI
ATTORNEY GENERAL
STATE OF FLORIDA

OFFICE OF THE ATTORNEY GENERAL

Office of Citizen Services
The Capitol
Tallahassee, Florida 32399-1050

Telephone (850) 414-3990 FAX (850) 410-1630

August 30, 2013

Mr. Steven Pluciennik
Post Office Box 2115
Marco Island, Florida 34146-2115

Dear Mr. Pluciennik:

Thank you for contacting Florida Attorney General Pam Bondi's Office regarding the lawsuit to block the merger of US Airways and American Airlines filed by this office, six other attorneys general, and the United States Justice Department in federal court in D.C. on August 13, 2013.

One of the most important roles of the Attorney General of Florida is to enforce the laws to ensure a competitive and fair marketplace.

After a careful review of the facts, the decision was made that the merger would be anticompetitive and would likely lead to higher fares and increased fees for the flying public, including Florida consumers.

We appreciate hearing from you and have taken note of your concerns. Thank you for your interest in this very important matter.

Sincerely,

Office of Citizen Services
Florida Attorney General's Office

Anti-Trust Issue

8-20-2013

Dear Attorney General: Pam Bondi

1. I am contacting you to reconsider your opposition to the proposed merger between US Airways and American Airlines. As a Professional Flight Attendant since (insert year you started flying), I know what the merger means to me and to the thousands of other American Airlines employees. Never before have the employees and management worked so hard and well together all in an effort to save these two great companies. A merger is good for employees and it is good for U.S. consumers.

2. The merger will provide job security for tens of thousands of workers across the country. Neither of these companies can adequately compete with Delta and United and failure of one or both would result in the decimation of jobs, less competition, higher airfares, and fewer options for the flying public.

3. I hope you will reconsider your participation in this ill-advised lawsuit and instead support a stronger, more profitable, and consumer-friendly merged air carrier.

Please join us in supporting the merger between American Airlines and US Airways; it is what's best for our country.

Thanks

Steven Pluciennik
P.O. Box 2115
Marco Island, FL. 34146-2115
239-393-0822

PAM BONDI
ATTORNEY GENERAL
STATE OF FLORIDA

OFFICE OF THE ATTORNEY GENERAL
Citizen Services

PL-01, The Capitol
Tallahassee, Florida 32399-1050
Phone: (850) 414-3990 Fax: (850) 410-1630
Website: *http://www.myfloridalegal.com*

September 27, 2013

Mr. John G. Poor
2142 Northeast 38th Road
Homestead, Florida 33033-5104

Dear Mr. Poor:

Thank you for contacting Florida Attorney General Pam Bondi's Office regarding the lawsuit to block the merger of US Airways and American Airlines filed by this office, six other attorneys general, and the United States Justice Department in federal court in D.C. on August 13, 2013.

One of the most important roles of the Attorney General of Florida is to enforce the laws to ensure a competitive and fair marketplace.

After a careful review of the facts, the decision was made that the merger would be anticompetitive and would likely lead to higher fares and increased fees for the flying public, including Florida consumers.

We appreciate hearing from you and have taken note of your concerns. Thank you for your interest in this very important matter.

Sincerely,

Rose Huskey
Office of Citizen Services

CS/Anti-Trust Issue

13 Sep 2013

Dear Attorney General,

I am contacting you to ask that you reconsider your opposition to the proposed merger of US Airways and American Airlines. As an American Airlines pilot since September 1992, I know what the merger means to me and to the thousands of other American Airlines employees. A truly competitive new airline is good for our employees, our communities and most certainly our customers. It would provide a viable competitive alternative to the two much larger carriers (Delta and United) that currently dominate the marketplace.

A viable competitor would provide greater job security for tens of thousands of workers across the country than the current struggling airline. Neither American Airlines nor US Airways alone has the network to adequately compete with the existing larger carriers; failure of one or both would result in further loss of jobs, less competition, higher airfares and fewer options for the flying public.

I hope you will reconsider your participation in this lawsuit and support a merged air carrier that is stronger and more consumer-friendly. A merger between American Airlines and US Airways is what's best for our country.

Sincerely,

John G. Poor
2142 NE 38th Road
Homestead, FL 33033-5104
(305) 803-2461
jp914f16@gmail.com

STATE OF FLORIDA

PAM BONDI
ATTORNEY GENERAL

OFFICE OF THE ATTORNEY GENERAL

Office of Citizen Services
The Capitol
Tallahassee, Florida 32399-1050

Telephone: (850) 414-3990
Fax: (850) 410-1630

September 19, 2013

Mr. Timothy A. Popiel
4910 Lowell Drive
Ave Maria, Florida 34142

Dear Mr. Popiel:

Thank you for contacting Florida Attorney General Pam Bondi's Office regarding the lawsuit to block the merger of US Airways and American Airlines filed by this office, six other attorneys general, and the United States Justice Department in federal court in D.C. on August 13, 2013.

One of the most important roles of the Attorney General of Florida is to enforce the laws to ensure a competitive and fair marketplace.

After a careful review of the facts, the decision was made that the merger would be anticompetitive and would likely lead to higher fares and increased fees for the flying public, including Florida consumers.

We appreciate hearing from you and have taken note of your concerns. Thank you for your interest in this very important matter.

Sincerely,

Kimberly D'Amico
Office of Citizen Services

cd/Anti-trust
158we

August 30, 2013

Dear Attorney General Bondi,

I am contacting you to ask that you reconsider your opposition to the proposed merger of US Airways and American Airlines. As an American Airlines pilot since June 1991, I know what the merger means to me and to the thousands of other American Airlines employees. A truly competitive new airline is good for our employees, our communities and most certainly our customers. It would provide a viable competitive alternative to the two much larger carriers (Delta and United) that currently dominate the marketplace.

A viable competitor would provide greater job security for tens of thousands of workers across the country than the current struggling airline. Neither American Airlines nor US Airways alone has the network to adequately compete with the existing larger carriers; failure of one or both would result in further loss of jobs, less competition, higher airfares and fewer options for the flying public.

I hope you will reconsider your participation in this lawsuit and support a merged air carrier that is stronger and more consumer-friendly. A merger between American Airlines and US Airways is what's best for our country.

Sincerely,

Timothy A Popiel
Pilot, American Airlines
4910 Lowell Dr.
Ave Maria, FL 34142

STATE OF FLORIDA

PAM BONDI
ATTORNEY GENERAL

OFFICE OF THE ATTORNEY GENERAL

Office of Citizen Services
The Capitol
Tallahassee, Florida 32399-1050

Telephone: (850) 414-3990
Fax: (850) 410-1630

September 19, 2013

Mr. David R. Potter
155 Pinehurst Drive
Cranberry Township, Pennsylvania 16066

Dear Mr. Potter:

Thank you for contacting Florida Attorney General Pam Bondi's Office regarding the lawsuit to block the merger of US Airways and American Airlines filed by this office, six other attorneys general, and the United States Justice Department in federal court in D.C. on August 13, 2013.

One of the most important roles of the Attorney General of Florida is to enforce the laws to ensure a competitive and fair marketplace.

After a careful review of the facts, the decision was made that the merger would be anticompetitive and would likely lead to higher fares and increased fees for the flying public, including Florida consumers.

We appreciate hearing from you and have taken note of your concerns. Thank you for your interest in this very important matter.

Sincerely,

Kimberly D'Amico
Office of Citizen Services

CS | Anti-Trust Issue

Thursday, August 29, 2013

Pam Bondi
FL Office of Attorney General
The Capitol PL-01
Tallahassee, FL 32399-1050

Dear Attorney General Bondi,

I initially thought the news of a Department of Justice lawsuit had to be an internet hoax. The allegations made against this merger are of course absolutely false. Merging American and USAirways will create a stronger more efficient competitor with lower overall costs to consumers and provide more and better service. Blocking the merger harms consumers, destroys the economy of scale efficiencies and costs quality jobs. Some of the cost savings from the merger will be used to increase pay and fund growth leading to more and better jobs. We as airline employees are not just collateral damage. We are the intended victims.

The DOJ has launched a direct attack on our company. We know exactly what the motive is. It is revealed in the complaint. The motive is clearly not anti-trust enforcement. It is altruism. The states desire is to confiscate imaginary windfall profits and real wages with the hope that those spoils would be redistributed to passengers. It is however not your money to give as there are no free lunches in the airline business. Altruism can be noble when voluntary but state imposed altruism is evil and unjust. Like Robin Hood you can justify these actions in your own minds and fancy yourself heroes and some might agree. The anti-trust cover story is however quite unbelievable and absent that cover of allegation the actions taken I am sure you understand are illegal.

The government prefers the creation of two zombie airlines instead of a third strong competitor hoping the zombies could inflict enough pricing and service harm to the airline industry to somehow benefit consumers. As you know the antitrust investigation uses extremely speculative analysis with new definitions of airline markets and competition using dubious statistics such as connecting market delta HHI and ignores any merger benefits. Not counting Southwest as a competitor is cheating. Delaying the trial to run up bankruptcy fees is cheating. DOJ makes the rules to ensure they can win the game. There is a limited amount of DOJ inflicted financial harm that a bankrupt company can endure. No doubt the DOJ can also cheat to "win" just by delaying as they did in 2001 causing the United/USAirways merger to collapse. It is telling that if DOJ needs to cheat from the start then the case should never have been filed.

American is bankrupt and USAirways is still fighting for lasting solvency and survival. The only viable backup plan for USAirways given continuing government obstruction would be a breakup of the company. The DOJ "winning" would inflict severe financial harm to the airlines leaving that cost to be paid by everyone else including consumers. The net result of a proper and fair merger analysis would most likely be quite positive for consumers.

It is laughable that the DOJ could believe the airline industry has any monopolistic pricing power. Most airline routes lose money. Airlines are subject to random events such as terrorist attacks, wars, recessions and fuel price spikes and need the means to survive them without continuing to resort to employee or taxpayer bailouts. As I write this letter oil prices have spiked due to tensions in Syria. In recent years huge airline industry losses of over $50 billion have caused nearly every significant airline competitor to file bankruptcy or liquidate.

As you know companies in an industry with monopolistic pricing power don't charge prices below cost and they don't routinely seek bankruptcy court protection to renege on contracts and debts they can't pay. Airlines of course would have simply raised prices to cover rising costs if they could have.

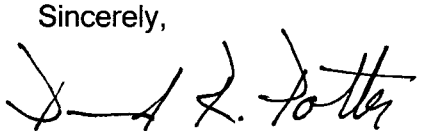
Your attack has now canceled the desperately needed contract improvements that would have brought us to fair market wages within 4 years. Newly negotiated contracts with our first pay raise in 13 years should have taken effect this month. The result is effectively an illegal garnishment of our negotiated wages. We know from basic economics if labor is not paid a fair wage they will not continue to work and we know that no one will provide capital to fund airline operations or growth for near zero or negative returns. Absent the merger neither of these two airline business plans are sustainable beyond the short term.

We have seen this horror movie before. John McCain told me personally in December 2000 "the Government feels merged United will be too strong". In 2001 the same DOJ sued to block the proposed United/ USAirways merger and the consequences were devastating. Within 18 months both airlines went bankrupt wiping out the stakeholders. Downsizing the inefficient separate airlines resulted in massive layoffs in the tens of thousands of jobs. Pay cuts to some employees exceeded 50% and pensions were terminated and losses dumped on the PBGC. Absent the large taxpayer bailout one or both of the airlines would have likely liquidated. The DOJ allegations, predictions and supporting "data" were untrue then and are untrue now.

This Ministry of Justice action is designed to take from the airlines according to their perceived means and give to the passengers according to their government assumed needs. In the last 100 years of wars this is exactly the type of state behavior that our soldiers have fought against and died for and American citizens will not tolerate. Who is John Galt?.....

American and USAirways employees have made extreme sacrifices to keep our companies solvent and position them to be able to become a strong competitor. There can be no dispute that this merger provides efficiencies that create economic wealth. This Robin Hood type of government interference will not be tolerated. No action other than immediate withdrawal or settlement of your lawsuit will be acceptable. Thank you for your attention to this important matter.

Sincerely,



David R. Potter
USAirways A320 Captain
155 Pinehurst Dr.
Cranberry Twp. PA. 16066
724-814-3273
dave2008@zoominternet.net

RECEIVED
2013 SEP -3 AM 9:36
ATTORNEY GENERAL'S OFFICE

DAVID R. POTTER
155 PINEHURST DR.
CRANBERRY TWP. PA 16066

PITTSBURGH PA 150

29 AUG 2013 PM 6 L

Pam Bondi
FL Office of Attorney General
The Capitol PL-01
Tallahassee, FL 32399-1050

32399105099

Internet Contact Information

INTERNET COMPLAINT RECEIVED BY THE ATTORNEY GENERAL'S OFFICE ON 08/22/2013

Robert Pottinger
2855 Quail Hollow Rd W
Clearwater, FL, 33761 Pinellas
Email: robpottinger@hotmail.com

Name/Firm/Company: American/USAir merger
Subject/Category: American/USAir merger

Questions/Comments:
Hello,
I write to you today to express my disappointment with your stance on the proposed airline merger of American and USAirways. As a Republican voter, I think that you should reconsider the lawsuit. The free market is at work. By blocking this, it will create 2 mega carriers that AA and USAir cannot compete with.

Both airlines have vowed to spend whatever it takes to fight this. If they win or lose, the money they have spent will mean higher ticket prices, lower wages for employees, or both. Not to mention my tax dollars being spent on this instead of something truly important.

Thank you,
Rob Pottinger

Internet Contact Information

INTERNET COMPLAINT RECEIVED BY THE ATTORNEY GENERAL'S OFFICE ON 08/20/2013

tom pratt
4618 e euclid ave
Phoenix, AZ, 85044
Phone: (406) 670-7640
Email: pratt_tom@yahoo.com

Name/Firm/Company: US Airways
Subject/Category: US Airways/American Airlines merger

Questions/Comments:
As a pilot for US Airways, I ask you to please, drop your lawsuit blocking the merger. This merger meant a huge increase in quality of life for myself and my fellow workers. Please, trust the free market and let us be able to compete with Delta, United and Southwest.
Thank you,
Tom Pratt

Internet Contact Information

INTERNET COMPLAINT RECEIVED BY THE ATTORNEY GENERAL'S OFFICE ON 09/03/2013

Robert Pratt
4971 SW Hammock Creek Drive
Palm City, FL, 34990 Martin
Phone: (772) 223-8435
Email: splattone@hotmail.com

Name/Firm/Company: American Airlines
Subject/Category: DOJ Lawsuit Against American Airlines/UsAir Merger

Questions/Comments:
I urge you to drop the lawsuit trying to block the merger of American Airlines with US Air.

American Airlines has proven that it can't compete on it's own by declaring bankruptcy.

The Delta/Northwest and United/Continental mergers were approved and created a huge duopoly.

I've been employed by American for 21 years and based in south Florida for 20 of those years. I've seen several furloughs and a gradual decline in my career compared with healthier airlines. I don't think American or USAir will make it long term on their own against the size of those two airlines.
It will increase competition in the industry to have three major carriers as opposed to two.

Miami is one of American's most successful hubs and it would destroy the careers of many thousands of Floridians if American weren't allowed to compete on equal footing with the aforementioned duopoly.

Please drop Florida's participation in the Obama administration's lawsuit against the merger.

Thank you,

Robert Pratt
Palm City

Internet Contact Information

INTERNET COMPLAINT RECEIVED BY THE ATTORNEY GENERAL'S OFFICE ON 09/01/2013

Kevin Prom
3123 Highlands Lakeview Circle
Lakeland, FL, 33812 Polk
Phone: (863) 644-4526
Email: 5promskevin@gmail.com

Name/Firm/Company: US/AA Merger
Subject/Category: DOJ Antitrust Lawsuit re:US/AA Merger

Questions/Comments:
Dear Attorney General Bondi,

I am contacting you to ask that you reconsider your opposition to the proposed merger of US Airways and American Airlines. As an American Airlines pilot since July of 2000, I know what the merger means to me and to the thousands of other American Airlines employees in the state of Florida. A truly competitive new airline is good for our employees, our communities and most certainly our customers. It would provide a viable competitive alternative to the two much larger carriers (Delta and United) that currently dominate the marketplace.

A viable competitor would provide greater job security for tens of thousands of workers across the country and in Florida than the current struggling airline. Neither American Airlines nor US Airways alone has the network to adequately compete with the existing larger carriers; failure of one or both would result in further loss of jobs, less competition, higher airfares and fewer options for the flying public.

I hope you will reconsider your participation in this lawsuit and support a merged air carrier that is stronger and more consumer-friendly. A merger between American Airlines and US Airways is what's best for our country and the State of Florida.

Internet Contact Information

INTERNET COMPLAINT RECEIVED BY THE ATTORNEY GENERAL'S OFFICE ON 08/18/2013

SUsan Ranstead
53 Heather Lane
North Granby, CT, 06060
Phone: (860) 653-0315
Email: notadumbld@cox.net

Name/Firm/Company: AA
Subject/Category: AA/US Airways Merger

Questions/Comments:
Dear Ms. Bondi,

This was sent to TX AG Mr. Greg Abbott:

"From: Robert Crandall
Sent: Friday, August 16, 2013 14:35
To: 'greg.abbott@texasattorneygeneral.gov'
Subject: Your opposition to the AA-US merger

Mr. Abbott:

I was Chairman and Chief Executive of AA from 1985 to 1998. When I left the Company, it was the largest airline in the world – and arguably the most successful. As the Company grew, it employed more people, underwrote the expansion of the DFW airport, expanded business opportunities for thousands of businesses located in or attracted to DFW and had a major role in making it possible for the Metroplex to become a world class city.

I am dumfounded by your opposition to this merger. If you succeed in thwarting the merger, neither AA nor US will be successful in the years ahead, as neither is either large or ubiquitous enough to compete with Delta and United, each of which was created by a merger that was far more anti-competitive than the AA-US combination. I do not understand why you think that crippling one of Texas's most successful companies will benefit anyone.

It will certainly not benefit consumers, who will be subject to price and service alternatives set by the Delta-United duopoly. It will disadvantage American's employees, American's shareholders and American's customers – and it will severely disadvantage all Texas residents, who will rue the day they lost their world class airline.

I hope you will reconsider this ill conceived action.

I hope you give some though to the letter sent to Mr. Abbott by Mr. Crandall and reverse your support of the USDOJ lawsuit against the proposed merger. I have no idea who Mr. Holder is listening to but they have no idea how to run an airline (neither does Tom Horton) and definitely do not have a crystal ball to see the future. The emails he contends show intent by the airlines to gouge consumers were taken out of context and are used to sway public opinion. However, this emperor is wearing no clothes and true aviation and financial analysts are able to see his naked ambition:

From Holly Hegeman's planebusiness.com newsletter":

Analyst response to the suit was swift and harsh.

Analysts Jamie Baker and Mark Streeter with JP Morgan wrote,

"We believe this represents a seminal, negative event for the US airline industry, and significantly jeopardizes industry capacity discipline. While our 2014 earnings forecasts remain unchanged, we believe a potential independent AMR will significantly diminish longer-term investor confidence in the sector, while limiting the magnitude of any potential industry re-rating."

Analyst Helane Becker with Cowen and Company wrote,

"In our opinion, if the US Airways/AMR deal were to be permanently blocked, AMR would need to address its issues on the standalone basis, likely through capacity and headcount reductions. AMR needs to address its operations in LA and the overall network, which would result in capacity reductions and higher ticket fares. Worst case scenario, AMR would need to liquidate, resulting in significant capacity and headcount reduction."

Analyst Hunter Keay with Wolfe Research wrote,

" When rejecting United-USAir in 2001, those airlines competed on 30 routes. AMR/LCC compete on 12, fewer than any other major airline merger in history. If anything, this probably creates more of a true duopoly in the business travel market between UAL and DAL."

Savanthi Syth with Raymond James wrote,

"It's too late. It's already a very consolidated industry. I don't know if you want to stop an industry from being profitable."

These are the people to whom you and Mr. Holder should be listening. This lawsuit is nothing more than political posturing and will cost thousands of jobs,bring down at least one more air carrier, and lower wages for those working at the surviving carriers. It is time to stand-down and reverse your support for this ill-conceived lawsuit. You are hurting your own people; is that what your job description entails?

Sincerely,

Susan Ranstead, AA pilot’s wife

PAM BONDI
ATTORNEY GENERAL
STATE OF FLORIDA

OFFICE OF THE ATTORNEY GENERAL

Office of Citizen Services
The Capitol
Tallahassee, Florida 32399-1050

Telephone: (850) 414-3990
Fax: (850) 410-1630

September 6, 2013

Mr. David Ratcliff
American Airlines International Division
717 Shore Drive
Boynton Beach, Florida 33435

Dear Mr. Ratcliff:

Thank you for contacting Florida Attorney General Pam Bondi's Office regarding the lawsuit to block the merger of US Airways and American Airlines filed by this office, six other attorneys general, and the United States Justice Department in federal court in D.C. on August 13, 2013.

One of the most important roles of the Attorney General of Florida is to enforce the laws to ensure a competitive and fair marketplace.

After a careful review of the facts, the decision was made that the merger would be anticompetitive and would likely lead to higher fares and increased fees for the flying public, including Florida consumers.

We appreciate hearing from you and have taken note of your concerns. Thank you for your interest in this very important matter.

Sincerely,

Frances Baker
Office of Citizen Services

Dear Attorney General,

I am contacting you to ask that you reconsider your opposition to the proposed merger of US Airways and American Airlines. As an American Airlines pilot since July of 1991, I know what the merger means to me, my family and to the thousands of other American Airlines employees. A truly competitive new airline is good for our employees, our communities and most certainly our customers. It would provide a viable competitive alternative to the two much larger carriers (Delta and United) that currently dominate the marketplace.

A viable competitor would provide greater job security for tens of thousands of workers across the country than the current struggling airline. Neither American Airlines nor US Airways alone has the network to adequately compete with the existing larger carriers; failure of one or both would result in further loss of jobs, less competition, higher airfares and fewer options for the flying public.

I hope you will reconsider your participation in this lawsuit and support a merged air carrier that is stronger and more consumer-friendly. A merger between American Airlines and US Airways is what's best for our country.

Sincerely,

Captain David Ratcliff
American Airlines International Division
717 Shore Drive
Boynton Beach, FL 33435
Dratcl767@gmail.com
USAF Retired

Internet Mail Message

Date: 08/15/2013 09:54:05 AM
From: "Andrew reitz" <areitz9733@gmail.com>
To: <pam.bondi@myfloridalegal.com>
Subject: **Request for clarification on your suit against the AA/US merger**

Dear Ms. Bondi,

I would like to inquire about the recent lawsuit that your office has become involved in regarding the merger of American Airlines and US Airways. Specifically, I would like to know why our state is spending the money on a seemingly frivolous suit. I would like to know what data your office used to calculate the potential damages to consumers in the Florida markets. On your website you issued the following statement, "This merger would be anti-competitive and harmful to consumers, with 20 percent of the problematic flight routes affecting Florida. By filing this lawsuit, we hope to save consumers from potential multi-million dollar increases in prices and fees." Specifically, how would this merger be "anti-competitive and harmful" to consumers? And, how did you calculate that "20%" of the flight routes will affect Florida? Furthermore, how can you base a lawsuit on "potential" damages? What measure did your office use to calculate these "potential" damages? How did you calculate the "hundreds of millions of dollars" in damages that this merger would cost Florida consumers? There is considerable public evidence available from a variety of analysts and sources that disputes your claims and scare tactics. Most of the factual evidence supporting the merger points towards the exact opposite happening – a more stable industry (giving the New American Airlines the ability to compete against the other 3 mega-carriers) with four mega-carriers and a handful of smaller, viable low-cost carriers (Spirit, JetBlue, Virgin America, etc), tremendous cost savings as a result of merged operations, and an increase in revenue as a result of a much broader route structure. All of those things will result in lower costs that will be passed on to consumers through lower fares, not increased fares.

Furthermore, did your office consider the likely economic ramifications if this merger is successfully blocked in contrast to "potential" (mostly imaginary) costs? First and foremost, blocking this merger will further destabilize the industry. It will leave only two global carriers and one large domestic carrier, neither of which compete directly on many routes. This will leave them free to systematically attack the remaining smaller carriers, driving them from key markets. Without the size and route networks to defend themselves, American and US Airways will be forced to retreat, withdrawing from some markets, further reducing competition and raising fares. The second major impact will be on the employees of both companies. Prior to merger proceedings, the American Airlines plan of reorganization called for shrinking, and reduction of the workforce (1400 jobs in Miami alone). Blocking this merger will expedite job losses in an area that already has a 7.8% unemployment rate. These are not merely possibilities, but rather likelihood. Were they considered in the decision to block this merger? Finally, has the potential cost of this litigation been calculated? If so, what is that cost? And, has a determination been made as to whether the risks of the State bearing these costs outweigh the "potential" rewards? Or is this simply an instance of the Attorney General's office jumping on the bandwagon for political gain? (After all, the statements about keeping tickets cheap sound good to the average consumer/voter).

As both a Florida resident/taxpayer as well as a Doctoral candidate (in Business Administration) that is actively studying the impacts of mergers and government intervention in the current economic environment, I look forward to more concrete evidence of why the State of Florida is supporting this action. While the political statements on the official website make great sound bites, they are not very convincing as to their accuracy. Thank you for your attention and response.

Andrew Reitz
apreitz@liberty.edu
DBA Candidate, Liberty University (2013 Cohort)

Routing Information:

Internet Contact Information

INTERNET COMPLAINT RECEIVED BY THE ATTORNEY GENERAL'S OFFICE ON 08/15/2013

Andrew Reitz
13680 SW 50th CT
Miramar, FL, 33027 Broward
Phone: (305) 829-9218
Email: apreitz@liberty.edu

Name/Firm/Company: American Airlines/US Airways
Subject/Category: Anti-trust suit
Date of Transaction: 08/14/2013
Amount Paid: 0.00

Questions/Comments:
Dear Ms. Bondi,

I would like to inquire about the recent lawsuit that your office has become involved in regarding the merger of American Airlines and US Airways. Specifically, I would like to know why our state is spending the money on a seemingly frivolous suit. I would like to know what data your office used to calculate the potential damages to consumers in the Florida markets. On your website you issued the following statement, “This merger would be anti-competitive and harmful to consumers, with 20 percent of the problematic flight routes affecting Florida. By filing this lawsuit, we hope to save consumers from potential multi-million dollar increases in prices and fees.” Specifically, how would this merger be “anti-competitive and harmful” to consumers? And, how did you calculate that “20%” of the flight routes will affect Florida? Furthermore, how can you base a lawsuit on “potential” damages? What measure did your office use to calculate these “potential” damages? How did you calculate the “hundreds of millions of dollars” in damages that this merger would cost Florida consumers? There is considerable public evidence available from a variety of analysts and sources that disputes your claims and scare tactics. Most of the factual evidence supporting the merger points towards the exact opposite happening – a more stable industry (giving the New American Airlines the ability to compete against the other 3 mega-carriers) with four mega-carriers and a handful of smaller, viable low-cost carriers (Spirit, JetBlue, Virgin America, etc), tremendous cost savings as a result of merged operations, and an increase in revenue as a result of a much broader route structure. All of those things will result in lower costs that will be passed on to consumers through lower fares, not increased fares.

Furthermore, did your office consider the likely economic ramifications if this merger is successfully blocked in contrast to “potential” (mostly imaginary) costs? First and foremost, blocking this merger will further destabilize the industry. It will leave only two global carriers and one large domestic carrier, neither of which compete directly on many routes. This will leave them free to systematically attack the remaining smaller carriers, driving them from key markets. Without the size and route networks to defend themselves, American and US Airways will be forced to retreat, withdrawing from some markets, further reducing competition and raising fares. The second major impact will be on the employees of both companies. Prior to merger proceedings, the American Airlines plan of reorganization called for shrinking, and reduction of the workforce (1400 jobs in Miami alone). Blocking this merger will expedite job losses in an area that already has a 7.8% unemployment rate. These are not merely possibilities, but rather likelihood. Were they

considered in the decision to block this merger? Finally, has the potential cost of this litigation been calculated? If so, what is that cost? And, has a determination been made as to whether the risks of the State bearing these costs outweigh the "potential" rewards? Or is this simply an instance of the Attorney General's office jumping on the bandwagon for political gain? (After all, the statements about keeping tickets cheap sound good to the average consumer/voter).

As both a Florida resident/taxpayer as well as a Doctoral candidate (in Business Administration) that is actively studying the impacts of mergers and government intervention in the current economic environment, I look forward to more concrete evidence of why the State of Florida is supporting this action. While the political statements on the official website make great sound bites, they are not very convincing as to their accuracy. Thank you for your attention and response.

Andrew Reitz
apreitz@liberty.edu
DBA Candidate, Liberty University (2013 Cohort)

Internet Contact Information

INTERNET COMPLAINT RECEIVED BY THE ATTORNEY GENERAL'S OFFICE ON 08/27/2013

Bill Renner
909 Stonington Ct
Arnold, MD, 21012 Duval
Email: BillRenner@verizon.net

Name/Firm/Company: American Airlines
Subject/Category: American Airlines

Questions/Comments:
Please drop the suit against American Airlines before you DESTROY our company!!!!!!!!!!!!

PAM BONDI
ATTORNEY GENERAL
STATE OF FLORIDA

OFFICE OF THE ATTORNEY GENERAL

Office of Citizen Services
The Capitol
Tallahassee, Florida 32399-1050

Telephone: (850) 414-3990
Fax: (850) 410-1630

September 13, 2013

Mr. Gary Rivenson
907 United Street
Key West, Florida 33040

Dear Mr. Rivenson:

Thank you for contacting Florida Attorney General Pam Bondi's Office regarding the lawsuit to block the merger of US Airways and American Airlines filed by this office, six other attorneys general, and the United States Justice Department in federal court in D.C. on August 13, 2013.

One of the most important roles of the Attorney General of Florida is to enforce the laws to ensure a competitive and fair marketplace.

After a careful review of the facts, the decision was made that the merger would be anticompetitive and would likely lead to higher fares and increased fees for the flying public, including Florida consumers.

We appreciate hearing from you and have taken note of your concerns. Thank you for your interest in this very important matter.

Sincerely,

Frances Baker
Office of Citizen Services

OS/ANTI-TRU
ISSUE

Gary Rivenson
907 United St.
Key West, FL 33040

610 417-4278
grivenson@gmail.com

August 26, 2013

Dear Attorney General,

I am contacting you to ask that you reconsider your opposition to the proposed merger of US Airways and American Airlines. As an American Airlines pilot since 1985, I know what the merger means to me and to the thousands of other American Airlines employees. A truly competitive new airline is good for our employees, our communities and most certainly our customers. It would provide a viable competitive alternative to the two much larger carriers (Delta and United) that currently dominate the marketplace.

A viable competitor would provide greater job security for tens of thousands of workers across the country than the current struggling airline. Neither American Airlines nor US Airways alone has the network to adequately compete with the existing larger carriers; failure of one or both would result in further loss of jobs, less competition, higher airfares and fewer options for the flying public.

I hope you will reconsider your participation in this lawsuit and support a merged air carrier that is stronger and more consumer-friendly. A merger between American Airlines and US Airways is what's best for our country.

Sincerely yours,

Gary Rivenson

Anti-trust issue

Stop opposing US Air AA merger!!!!

Dear Pam Bondi,

I am a Florida resident and airline pilot for American Airlines. I had to start a second business to allow me to live in the middle class because of the loss of my retirement and me earning in 2013 what I earned in 1992!!

I am contacting you to ask that you reconsider your opposition to the proposed merger of US Airways and American Airlines. As an American Airlines pilot for 22 years, I know what the merger means to me and to the thousands of other American Airlines employees. A truly competitive new airline is good for our employees, our communities and most certainly our customers. It would provide a viable competitive alternative to the two much larger carriers (Delta and United) that currently dominate the marketplace.

I have worked for substandard wages and lost my retirement. For me, there is no American Dream. The open sky policy has punished US Airlines and given unfair market share to foreign carriers at my expense. I make what I made in 1992, yet housing, gas prices, food and college tuition expenses are all 3 times higher than in 1992. I pay taxes and work hard, yet I am being punished with unfounded political interference fighting this merger arbitrarily, while allowing all other mergers to sail thorough, unchallenged.

A viable competitor would provide greater job security for tens of thousands of workers across the country than the current struggling airline. Neither American Airlines nor US Airways alone has the network to adequately compete with the existing larger carriers; failure of one or both would result in further loss of jobs, less competition, higher airfares and fewer options for the flying public.

I hope you will reconsider your participation in this lawsuit and support a merged air carrier that is stronger and more consumer-friendly. A merger between American Airlines and US Airways is what's best for our country.

Hoping for some common sense from the government,

Rick Robinson

Internet Contact Information

INTERNET COMPLAINT RECEIVED BY THE ATTORNEY GENERAL'S OFFICE ON 10/29/2013

Martha Robinson
6300 South Pointe Blvd.
Fort Myers, FL, 33919 Lee
Email: RMartha176@aol.com

Name/Firm/Company: American Airlines merger with US Airways
Subject/Category: Merger of American Airlines

Questions/Comments:
I'm not sure I understand why you are teaming up with Eric Holder to prevent a merger between American Airlines and US Airways. The merger sounds like a wonderful thing. Keeping jobs and keeping American Airlines alive.

I have always been a Pam Bondi supporter, but that was when you were pro-business and conservative. Let me know if there is a very valid reason to be against this merger.

Martha Robinson

Internet Contact Information

INTERNET COMPLAINT RECEIVED BY THE ATTORNEY GENERAL'S OFFICE ON 08/23/2013

Jose Rodriguez
2394 Trail Ridge CT SE
Palm Bay, FL, 32909 Brevard
Phone: (321) 728-0286
Email: jerod177@yahoo.com

Name/Firm/Company: American Airlines
Subject/Category: AA/US Airways Merger

Questions/Comments:
Dear Attorney General:

1. I am contacting you to reconsider your opposition to the proposed merger between US Airways and American Airlines. As a Professional Flight Attendant since 1991, I know what the merger means to me and to the thousands of other American Airlines employees. Never before have the employees and management worked so hard and well together all in an effort to save these two great companies. A merger is good for employees and it is good for U.S. consumers.

2. The merger will provide job security for tens of thousands of workers across the country. Neither of these companies can adequately compete with Delta and United and failure of one or both would result in the decimation of jobs, less competition, higher airfares, and fewer options for the flying public.

3. I hope you will reconsider your participation in this ill-advised lawsuit and instead support a stronger, more profitable, and consumer-friendly merged air carrier.

Please join us in supporting the merger between American Airlines and US Airways; it is what's best for our country.

Jose Rodriguez
AA Flight Attendant

Internet Contact Information

INTERNET COMPLAINT RECEIVED BY THE ATTORNEY GENERAL'S OFFICE ON 10/18/2013

Dave Row
2239 Nottingham Rd
Lakeland, FL, 33803 Polk
Phone: (863) 529-3553
Email: dbcrow@tampabay.rr.com

Name/Firm/Company: USAirways/American Airlines
Subject/Category: Proposed Merger

Questions/Comments:
Dear Ms. Bondi,
First, let me start off by saying that this is the first letter/email that I have ever sent to an elected official. I do so because of the conviction I have over the following topic.

As a life-long resident of Florida who voted for you to be elected, as well as a former employee of USAirways for 16 years, I implore you to immediately remove yourself and the state of Florida from the Department of Justice's awsuit that is seeking to block the USAirways/American airlines merger. Are you serious, Ms Bondi? Do you not see what the DOJ has done in the last 5 years with 3 other mergers in the airline industry? They obviously allowed those 6 airlines to merge because it was for the good of the industry, the communities that the airlines serve, the employees at both companies, and the people of this country that are riding on those planes. This proposed merger s no different....if anything, it is even more important for these two airlines to combine, because of the disadvantages they have against the other big 3 airlines.

The reasons you haven't had a problem with the 3 previous mergers is, quite frankly, because two of them happened before you took office, and the other one (Southwest and Airtran) doesn't affect your "turf" as much as this proposed merger will. The economic impact of these two airlines merging and surviving, will be enormous to the state of Florida. Should the merger not be allowed to happen....then you might see one of these great airlines go by the wayside and join the ranks of Eastern, Pan Am, and others. Economic devastation would occur n every city these airlines operate in/out of. Do you want to be looked at as a key person who supported the loss of thousands of employees jobs and flight reductions across this state? I should hope not!

This proposed merger WILL allow the combined airlines to thrive and compete against the other merged airlines. Do you want to see service to Tampa, Orlando and Miami among others dwindle, or would you rather see service expanded? These two airlines only overlap on a small number of routes.....I believe it is less than 14, if I'm not mistaken. Please join other Attorneys General from other states that have removed themselves and their state from the DOJ's lawsuit. They finally woke up and smelled the coffee, and now it's your turn, Ms. Bondi.

Contrary to the DOJ's belief, ticket prices will not increase as a result of this merger happening....they should stay level, or decrease a small amount. Really think about it....this merger is not a monopoly as some might insist. Yes, the combined airline will be the largest in the world, but there has to be a "Largest" airline out there regardless....right? If it's not USAirways and

American, it will continue to be Delta/Northwest. Are they a monopoly? Surely not!

As a previous USAirways employee, having worked for them from 1986-2002, I went through two mergers during my career. I went through the PSA merger (Pacific Southwest Airlines) and the Piedmont merger. Both mergers benefitted millions across the nation and led to economic gains which have been very positive. Jobs were saved, communities were saved, and passengers enjoyed more options regarding where they can fly and how frequently they could do so.

Please do the right thing, remove the state of Florida from this ridiculous lawsuit, Ms. Bondi. Other Attorneys General, in states like ours, who have a large presence with operations from American and USAirways have done so. Please don't fail the people of Florida, who have much to lose should this merger not happen. Your time to make a huge statement to the nation and the world regarding this matter is now possible.

Don't just believe the lies and support the hatefulness the DOJ has displayed for years towards USAirways in previous attempts to merge. The DOJ loves to hate USAirways for some reason, they have proven this for over 15 years now! A decision to withdraw the state of Florida from the legal battle would NOT be a sign of weakness on your part.....to the contrary. It will show the millions of Florida residents that you represent, as well as people all over the world that you are smart enough to see the true facts surrounding this proposed merger.

Dave Row, Lakeland, Fl

Internet Contact Information

INTERNET COMPLAINT RECEIVED BY THE ATTORNEY GENERAL'S OFFICE ON 08/16/2013

Daniel Sabec
4343 north Clarendon
Chicago, IL, 60613
Phone: (773) 354-6932
Email: Sabec.daniel@sbcglobal.net

Name/Firm/Company: Daniel Sabec
Subject/Category: AA USAir merger
Street Address: 4343 north clarendon
City: Chicago, IL 60613

Questions/Comments:
Do not block the merger.

Anti-Trust / Anti-Trust Issue

Z. LANCE SAMAY
ATTORNEY AT LAW
A PROFESSIONAL CORPORATION

3640 VALLEY ROAD, SUITE C
POST OFFICE BOX 308
LIBERTY CORNER, NEW JERSEY 07938-0308

TELEPHONE: 973-540-1133
TELEFACSIMILE: 973-540-1020
E-MAIL: ZLAW@VERIZON.NET

PLEASE REPLY TO: P.O.B. 308, LIBERTY CORNER, NEW JERSEY 07938-0308

TELEFAX TRANSMISSION COVER SHEET

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DATE:	**SEPTEMBER 23, 2013**	**TIME:**	**9:43 P.M.**
TO:	**HONORABLE PAM BONDI ATTORNEY GENERAL OF FLORIDA**	**FAX NO:**	**850-410-1630**
FROM:	**Z. LANCE SAMAY, ESQ.**		
RE:	**THE PROPOSED MERGER OF AMERICAN AIRLINES AND US AIRWAYS: QUALIFIED OPPOSITION/SUPPORT**		

MESSAGE: REGARDING THE ABOVE-REFERENCED SUBJECT, PLEASE SEE THE ACCOMPANYING LETTER TO UNITED STATES ATTORNEY GENERAL ERIC H. HOLDER, JR., DATED SEPTEMBER 22, 2013, WITH ATTACHMENT.

THIS TRANSMISSION IS COMPRISED OF A TOTAL OF 12 PAGE(S), INCLUDING THIS PAGE. IF THIS TRANSMISSION SHOULD BE INTERRUPTED, ILLEGIBLE, OR LESS THAN THE NUMBER OF PAGES INDICATED, PLEASE TELEPHONE US IMMEDIATELY AT 973-540-1133. THANK YOU.

ORIGINAL X COPY _____ WILL _____ WILL NOT X FOLLOW BY MAIL.

SF 092313 FLAG PB A1A.wpd

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Z. LANCE SAMAY
ATTORNEY AT LAW
A PROFESSIONAL CORPORATION

3640 VALLEY ROAD, SUITE C
POST OFFICE BOX 308
LIBERTY CORNER, NEW JERSEY 07938-0308

TELEPHONE: 973-540-1133
TELEFACSIMILE: 973-540-1020
E-MAIL: ZLAW@ VERIZON.NET

PLEASE REPLY TO: P.O.B. 308, LIBERTY CORNER, NEW JERSEY 07938-0308

September 22, 2013

THE HONORABLE ERIC H. HOLDER, JR.
ATTORNEY GENERAL OF THE UNITED STATES
United States Department of Justice
950 Pennsylvania Avenue,
NW Washington, DC 20530-0001

RE: **THE PROPOSED MERGER OF AMERICAN AIRLINES AND US AIRWAYS: QUALIFIED OPPOSITION/SUPPORT**

Dear Mr. Attorney General:

My name is Z. Lance Samay. I am a former Assistant United States Attorney (D.N.J. 1971-76), having served as Chief of the Environmental Protection Unit and as Chief of the Civil Division of the Office of the United States Attorney for the District of New Jersey during the successive tenures of United States Attorneys Herbert J. Stern and Jonathan L. Goldstein. I am also the husband of Karen A. Harrington, a former Trans World Airlines ("TWA") Flight Attendant and, since 2001, an American Airlines ("AA") Flight Attendant.

Because I am aware of the possibility that the anti-trust action that the Government has recently instituted to block the proposed merger ("Proposed Merger") of AA and US Airways ("US Air") may be resolved by settlement, I write on behalf of my wife, and for the benefit of all similarly situated former TWA Flight Attendants, to respectfully request that any Department of Justice ("DOJ") approval of the Proposed Merger be subject to the conditions that AA honor the commitments that it had made, prior to its 2001 merger/acquisition of TWA ("TWA Merger"), to the United States Congress, to the DOJ, and to the nearly four thousand two hundred former TWA Flight Attendants who later became AA Flight Attendants ("TWA/AA Flight Attendants"), and that the Association of Professional Flight Attendants ("APFA") - the independent, non-AFL-CIO union that now represents AA's Flight Attendants and may well represent whatever combined work force of flight attendants will emerge from the Proposed Merger - comply fully with the letter and spirit of the "fair and equitable" seniority integration provisions of the McCaskill-Bond Amendment to the Consolidated Appropriations Act of 2008, 49 U.S.C. §42112 ("McCaskill-Bond") and immediately integrate all TWA/AA Flight Attendants into any such newly combined

work force on the basis of their actual dates of hire by TWA. I make this request because, since the time of the TWA Merger, APFA has continuously refused to integrate TWA/AA Flight Attendants into the existing work force of AA Flight Attendants on the basis of their actual dates of hire by TWA and has continuously and unfairly discriminated against them as an inferior sub-class of its union membership.

During the process leading up to the TWA merger, AA made many promises in order to gain congressional and DOJ approval of the TWA Merger. Of those promises, the one most relevant to the request that I have just made is set forth in the "Asset Purchase Agreement" dated January 9, 2001 that initiated the process by which AA acquired TWA's assets. More specifically, at Article X, Sub-Article 10.1 the Asset Purchase Agreement provided that TWA/AA Flight Attendants, as part of a larger protected class of TWA employees, would receive "employment benefits . . . **at levels substantially no less favorable** than those benefits provided to [AA's] similarly situated employees." (Emphasis added in bold). However, after AA's purchase of TWA's assets had been finalized, AA ignored this contractual promise and acquiesced in the unilateral action of APFA, which then represented AA's existing work force of flight attendants and had sole jurisdiction of occupational seniority, to deprive, unfairly and discriminatorily, all TWA/AA Flight Attendants of their earned TWA "date of hire seniority" and to staple them to the bottom of AA's Occupational Seniority List.

This seniority list determines most of the critical aspects of a flight attendant's employment, including the ability to select monthly schedules; to avoid onerous and unpredictable reserve-status (on-call) assignments during three full months of every year; to transfer to other than assigned bases; to retain employment during furloughs (lay-offs), and to qualify for employment-related benefits, pensions, stock distributions, and union voting rights. Because of APFA's utterly unfair demotion of TWA/AA Flight Attendants to the bottom of this seniority list, all TWA/AA Flight Attendants were laid off for many years and, when recalled, they were the last in line to bid for and to hold the bases closest to their homes and families and to select flights and flight positions that were commensurate with their actual dates of hire seniority. In other words, because TWA/AA Flight Attendants were at the bottom of AA's Occupational Seniority List, they got the least desirable positions, on the least desirable aircraft, on the least desirable flights, to the least desirable locations, at the least desirable times, from the most difficult-to-get-to bases, to perform the most demanding jobs; and, to add greater injury and insult to injury, they were the first in line to be laid off during every AA cutback following "9/11" and to suffer the consequent loss

of their rightful compensation and employment-related benefits, pensions, stock distributions, and union voting rights. In point of fact, all TWA/AA Flight Attendants were laid off by 2003 and, after many long years of absence, the last of those furloughed who were still eligible for recall employment were finally recalled to their jobs in late 2012. Since that recall, the situation has changed little because the number of AA Flight Attendant retirees and new hires has not been sufficient to make an appreciable difference in the relative seniority status of TWA/AA Flight Attendants. They are still at or near the bottom of AA's Occupational Seniority List and they are still subject to the same adverse employment conditions, vagaries, vexations, and vulnerabilities as recited above.

As a result of the grossly unfair and continuing deprivation of TWA/AA Flight Attendants' earned seniority by APFA - a union that is supposed to, but does not, represent all of its members fairly - all TWA/AA Flight Attendants have not only been furloughed for years on end, but they have also sustained profound losses, including, without limitation, lost wages and Social Security, pension and medical benefits that have been reliably estimated to exceed Two Billion Dollars in value; moreover, most of the original TWA/AA Flight Attendants have "retired" from AA, voluntarily or otherwise, so that now only about 954 remain as part of the AA work force of flight attendants. My own wife, who has more than thirty-five years of TWA "date of hire seniority," was furloughed for almost ten years and lost a conservatively estimated three-quarters of One Million Dollars in wages and benefits. If she had been given her rightful seniority, that would never have happened. As a point of reference, my wife's current AA seniority number is 13,950. If she alone were today integrated into AA's current flight attendant work force on the basis of her actual TWA date of hire, her AA seniority number would be 1,014. This means that instead of being subordinate in nearly every critical respect to 13,949 AA Flight Attendants, she would enjoy all of the preferences that she has been denied for the past twelve years in advance of 12,935 AA Flight Attendants. The difference is obvious, and its significance requires no further elucidation.

Another negative result of AA's acquiescence to APFA's egregiously discriminatory treatment of its TWA/AA Flight Attendants is that AA itself has incurred and continues to incur substantial and unnecessary expenses in connection with the regular transportation of hundreds of TWA/AA Flight Attendants from their homes to their assigned base cities when they commute to and from work, often for thousands of miles. More likely than not, such expenses are quietly passed on to the consumer as increased fares - a practice that is

hardly consonant with the aim of mergers to effect economies that benefit the public at large.

In an effort to prevent the recurrence of the travesty that was visited upon TWA/AA Flight Attendants by APFA, Congress enacted McCaskill-Bond and established a requirement and process for achieving a "fair and equitable" seniority integration of employee groups affected by the combination of two or more airlines - a requirement and process prescribed by Sections 3 and 13 of the labor protective provisions that had been imposed by the Civil Aeronautics Board in the Allegheny-Mohawk Merger in 1971 (as published at 59 C.A.B. 45) and had been subsequently mandated for airline mergers from 1971 until the passage of the Airline Deregulation Act of 1978 (Pub.L. 95-504, Oct. 24, 1978, 92 Stat. 1705). However, because McCaskill-Bond was prospective in application, it did nothing to help the very group whose misfortunes had given it life. Nonetheless, it may have prompted members of the airline industry to consider, at least, the need to be fair with integrated employees, or, in the case of others, the need to acknowledge that they have not been fair.

Notably, regarding the treatment of TWA/AA Flight Attendants, current APFA President Laura Glading has publicly stated that, "[W]e really screwed up on that one big time with the flight attendants. When we merged with TWA, the company did give them top pay but we stapled them to the bottom of our seniority list. That was a mistake." Nevertheless, APFA has done nothing to rectify its acknowledged "mistake." On the contrary, it has steadfastly persisted in its opposition to set right its outrageous inequity toward the TWA component of its membership, and has made clear that it will carry that inequity into the combined airline that will be born of the Proposed Merger. Ironically, and quite hypocritically, now that the Proposed Merger seems possible, APFA has also made it clear that it wants to integrate its non-TWA AA Flight Attendants with US Air Flight Attendants in precisely the way that it has adamantly refused to integrate TWA/AA Flight Attendants, namely, on the basis of their respective dates of hire by each of the merging airlines.

APFA's continuing breaches of its duty of fair representation and its unfair labor practices, including, without limitation, its on-going bad-faith and discriminatory treatment of its TWA/AA Flight Attendant members, continue to imperil the livelihood and future prospects of all of the relatively few remaining TWA/AA Flight Attendants who have managed, under very difficult circumstances, to hold onto their jobs. Those unfair practices and the history of APFA's abuses of TWA/AA Flight Attendants are detailed in the attached link to the congressional testimony of TWA/AA Flight

Attendant James Tuller given on February 26, 2013 before the U.S. House Committee on the Judiciary Subcommittee on Regulatory Reform, Commercial and Antitrust Law in a hearing regarding "Competition and Bankruptcy in the Airline Industry: The Proposed Merger of American Airlines and US Airways" and are further recounted in the attached pdf copy of the e-mail that was sent to you by my wife on September 5, 2013. Mr. Tuller's congressional testimony also makes clear the fact that the rectification of one of the greatest work-force injustices in aviation history is a simple fix which would do no harm to anyone, especially including the members of the combined work force that would result from the Proposed Merger; and, it makes equally clear the contrasting fact that if the Proposed Merger will be allowed to go forward with APFA's current employee integration scheme, it will result in permanent and irreparable injuries to most, if not all, TWA/AA Flight Attendants. Significantly, however, all such injuries can be avoided if AA and APFA will comply with the letter and spirit of McCaskill-Bond and if APFA, which now seeks the "fair and equitable" integration of all but the TWA/AA Flight Attendants, will adhere to the time-honored maxim that "one who seeks equity must do equity."

For all of the foregoing reasons, I most respectfully request you Mr. Attorney General, as the chief presidentially appointed law enforcement officer of the land, to safeguard the interests of 954 citizens and their families by urging such compliance and adherence in the most compelling manner that is available and appropriate, within and without the framework of the pending anti-trust action, and to approve the Proposed Merger only if the conditions that I have outlined above will have been fully met. I ask this not only so that justice might be done, but, perhaps more important, so that "right be done."

Respectfully yours,

Z. Lance Samay, Esq.

atch.

ZC 092213 USAG EHH All.wpd

www.twajustice.com

EC:

UNITED STATES SECRETARY OF LABOR
Thomas E. Perez: Tom.Perez@usdol.gov

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Senator Roy Blunt, (R-MO)
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Senator Barbara Boxer (D-CA): Via Telefax to 202-224-0454
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Senator Marco Rubio (R-FL)
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Senator John Thune, Ranking Member, Commerce Committee (R-SD)
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Representative William Lacy Clay, Jr. (D-MO)
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AA AND US AIR EXECUTIVES:

AA:

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US AIR:

W. Douglas Parker, Chairman and Chief Executive Officer, US Airways Group, Inc. and US Airways: Doug.Parker@usair.com

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APFA:

Laura Glading, President, Association of Professional Flight Attendants: pres@apfa.org

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AFA INTERNATIONAL OFFICERS:

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Sara Nelson, International Vice-President: info@afacwa.org
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AFA MASTER EXECUTIVE COUNCIL ("MEC"):

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TWA/AA FLIGHT ATTENDANTS' ADVOCATES:

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Cherie Randall-Rubin: beintheloop@yahoo.com
Jim Tuller: mensajim@yahoo.com

mail.com "Karen Harrington" <luv2fly@mail.com>

Subject: US Air/American merger
From: Karen Harrington
To: AskDOJ@usdoj.gov
Date: 09/05/13 08:07 AM

U.S. Department of Justice
950 Pennsylvania Avenue, NW
Washington, DC 20530-0001
AskDOJ@usdoj.gov

Honor Old Commitments Before Approving New Merger

Dear Attorney General Holder:

I am a former TWA Flight Attendant. Please require commitments from previous mergers to be honored before granting approval for a new merger. In 2001 American Airlines merged with TWA. During the process leading up to the merger American made many promises in order to gain Department of Justice and Congressional approvals for the merger. The promises concerning TWA employees were articulated in the "Asset Purchase Agreement", which stated that TWA employees would receive employment benefits no less favorable than American's existing employees.

The slogan in support of the merger was "Two Great Airlines, One Great Future." Once the merger was approved, we were stripped of our seniority and placed at the bottom of the occupational seniority list, which determines the order in which we select our monthly schedules, transfers to other bases and other items. This is hardly "employment benefits no less favorable than American's existing employees." Had we known the extent to which American and their flight attendant union, the APFA, would deprive us of equitable employment rights, we would have fought the merger tooth and nail.

We share your concerns about this merger. It is time for the Department of Justice and the Congress to require companies to comply with the promises they make in exchange for approval of mergers. We do not oppose the eventual merger of USAirways and American Airlines but only after they honor their previous commitments before receiving approval for yet another merger.

We, the former TWA Flight Attendants, will be permanently and irreparably harmed if the merger goes through as planned. The Department of Justice is right to be skeptical of promises made by airline executives today.

The TWA/American merger in 2001 devastated workers and hurt consumers. The APFA is a non-AFL-CIO, independent union that unilaterally took every day of earned seniority away from the TWA flight attendants making all of us junior to those hired 5 days before American merged with TWA. All 4,000 plus of us were laid off after 9/11 even though we had 20, 30 and 40 and more years of seniority. There should be no merger unless and until the APFA corrects its admitted mistake and 'big time screw up' as APFA President Laura Glading characterized her union's treatment of the former TWA flight attendants. She made that statement to the Ft. Worth Star Telegram on June 21, 2011 in the presence of Doug Parker, CEO of US Airways.

The long list of injustices to TWA workers by this alleged union are listed in detail our testimony that was accepted into the record by Senator Amy Klobuchar during the Senate Antitrust hearings. When you have Vietnam Veterans saying that the actions of the APFA toward its own members are harsher than treatment by the enemy in Vietnam, you must pay attention to what the APFA has done to the lives and families of the former TWA flight attendants. (See, http://www.twajustice.com/ferriss_testimony.html).

Consumer Advocate Charles Leocha also testified about the prospects for labor unrest in his testimony before the Senate Commerce Committee and recognized the injustice to the TWA flight attendants must be fixed. Senator Cantwell Chairing the Commerce Committee hearing agreed with Mr. Leocha that this 'must be fixed." (See, http://www.twajustice.com/leocha.html).

Here's why I believe there should be no merger until the ongoing problems from the last merger are addressed:

American Airlines lied to Congress, the DOJ, workers and the public about the TWA merger in 2001. They mounted a huge PR campaign called "Two Great Airlines, One Great Future" to persuade the TWA employees that we would receive employment benefits no less favorable than American's existing employees, according to their Asset Purchase Agreement. I still have the hat with the slogan but lost my job when American worked in concert with the APFA to make sure our employment was much less favorable.

Both parties love to blame the events of 9/11, but terrorism cannot be blamed for the APFA's actions to deprive TWA workers of their earned seniority which happened well before 9/11. As a result every TWA flight attendant was laid off by 2003 and the last of those flight attendants only returned to their jobs in late 2012. Nobody but the former TWA flight attendants suffered loss of employment for this length of time.

We were promised our TWA seniority if we stayed in the STL base. APFA reneged on that promise and refused to allow us to file a grievance. While the TWA flight attendants were laid off, APFA changed their constitution to charge us full union dues while unemployed and unrepresented. These large sums of money are now used as a poll tax to say we are in dues arrears and ineligible to vote. Before APFA imposed the poll tax, they tried election fraud to deprive us of our vote. The US Department of Labor had to intervene and overturn two elections because APFA refused to count TWA ballots.

American's flight attendants will be getting shares of stock when American comes out of bankruptcy. APFA devised a method of distributing that stock that deprives every TWA attendant of a full share by using a look back period of W2 earnings from American when the TWA attendants were laid off for some or all of that time as a result of APFA's own admitted mistake. The result is those who can cure the mistake will financially benefit by not fixing it. No other union used such a look back method. This is only a partial list of some of the ways American and APFA have made sure the TWA flight attendants did not get the promised employment and benefits "no less favorable" than American's existing employees. We can provide a long list of promises not kept.

Executives of American and US Airways will lie again in order to get approval for the next merger. Mr. Horton wants his $20 million golden parachute. Mr. Parker will get even richer when he runs the largest airline in the world. If they mean what they say about this merger being such a great deal they should fix old problems from the last merger before DOJ agrees to yet another merger. Talk is cheap.

TWA seniority can easily be fixed. APFA President Laura Glading said it was a mistake and a "big time screw up" that never should have happened yet she adamantly refuses to correct it. They could easily slot the remaining 925 of us into the 2,250 spaces vacated by those who took the early-retirement buyout. The reason given not to do this is that it would cause labor unrest. Yet, those who complain the loudest are the ones who benefited for over 10 years by not being laid off while flight attendants with more years of seniority and service went to the unemployment line. In a final indignity, APFA negotiated away our severance pay so we went to the street empty handed. I have lived with APFA's mistake for more than a decade and APFA needs to fix it now.

Despite Congressional encouragement to correct the admitted mistake, APFA will continue to deprive the TWA members by using a unilaterally imposed date of acquisition in 2001 to merge the seniority lists with US Airways. Other flight attendants will be integrated by their date of hire, but not us. This action deprives TWA attendants of all the years we worked at TWA, in many cases 30 and 40 years of seniority.

If we had our date of hire the most senior former TWA flight attendants would be numbers 3 and 4 in the merged airline, but under the current system if a merger goes through without fixing this, these same people will be in the 20,000+ seniority ranking! This means that we are last in line to choose our base, or schedules or vacation. We get what nobody else wants.

The Department of Justice is right to be skeptical of promises made by airline executives today. These executives have broken trust in the past and consumers and workers have suffered. The TWA workers suffered so much Congress acted to pass the McCaskill-Bond legislation, but it was prospective only and didn't help us. The Department of Justice needs stronger guarantees than those accepted in the past because talk is cheap. The TWA workers did not receive employment that was just as favorable as American's existing employees, it was much less favorable and now they want to merge again.

Arbitration is not the answer. We cannot arbitrate against ourselves with our own union, the admitted wrongdoer. The AFA union representing the US Airways flight attendants has already indicated they have no choice but to accept the APFA list 'as is' in a merger. That will permanently bury us for the rest of our careers. We are in our 50's and 60's now and cannot do all-night flights and the least desirable trips all the time because we cannot choose our flights with our stolen seniority. As Fanny Lou Hamer said, "we are sick and tired of being sick and tired."

Please do not approve the next merger until you tell APFA to fix the TWA seniority problem, which continues to harm me, my family and every former TWA flight attendant to this day.

We ask that if you have further questions to contact our representatives who are still flying after 40 years and have extensive labor experience and personal knowledge of the previous American Airline merger:

Ms. Dixie Daniels; dixie.daniels@hotmail.com; (435) 640-5606.
Mr. Jim Tuller; mensajim@yahoo.com; (314) 265-3166.

Sincerely,
Karen A. Harrington
Bernardsville, NJ

Former TWA flight attendant 4/9/1978
AA #697507 based in New York (current seniority date 2001)

Internet Contact Information

INTERNET COMPLAINT RECEIVED BY THE ATTORNEY GENERAL'S OFFICE ON 09/03/2013

Brett Samuel
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Name/Firm/Company: AG
Subject/Category: DOJ suit against AA/US Air merger

Internet Contact Information

INTERNET COMPLAINT RECEIVED BY THE ATTORNEY GENERAL'S OFFICE ON 08/14/2013

Karin Sanders
1435 SE 15th Street #102
Fort Lauderdale, ----, Broward
Email: flygirl2@bellsouth.net

Name/Firm/Company: American Airlines
Subject/Category: DOJ Filing to Prevent AA/US Airways Merge

Questions/Comments:
If the DOJ is successful in preventing the AA/US Airways merger you will have a hand in potentially eliminating the 13th largest employer in Florida. American Airlines has made record profits due to the fact they have been under bankruptcy protection since 2011, not because they are a successfully run airline. They have cancelled retirement plans, slashed salaries (twice), and a merge with US Airways with Doug Parker at the helm will only improve AA's chance for survival be eliminating the poor management team that has destroyed this once legacy carrier.

There are only 12 flights that overlap between American Airlines and US Airways. Yes we compete in many markets; however, there are over four dozen cities that will benefit from this merge. Those same four dozen cities will end up dead in the water if this deal is blocked.

Please read the following analysis from The Boyd Group.

http://www.cnbc.com/id/100959290

Thank you,

Karin Sanders
Flight Attendant
AMERICAN AIRLINES

Internet Contact Information

INTERNET COMPLAINT RECEIVED BY THE ATTORNEY GENERAL'S OFFICE ON 09/24/2013

Anthony Sciara
4755 SW 65th. Ave. #3
Davie, FL, 33314 Broward
Phone: (954) 759-1470
Email: Tbonz358@aol.com

Name/Firm/Company: American Airlines
Subject/Category: US Airways-American Airlines merger

Questions/Comments:
Dear Attorney General Bondi,

I have been a resident of Florida for 32 years and worked for American Airlines in Miami for 23 of those 32. I know you are busy, so I will get to the point. I respectfully request that you reconsider your position on the proposed merger between US Airways and American Airlines.

As you are aware, 2 days before the merger confirmation on August 13th, was to occur, Eric Holder and The Department of Justice, Anti-trust Division along with 6 states filed a suit blocking the merger. With a combined over 100,000 employees and voters, this needless suit is preventing a positive business transaction for the Great State of Florida and the Country. The merger is supported by employees, stock holders and everyone involved.

I ask again to respectfully reconsider The States position on this issue. The economic benefits will present itself to all involved and allow us to maintain the buying power to keep the economy rolling.

I thank you for your time.

Respectfully,

Anthony J. Sciara

C/ Anti-trust issues

Dori Scott

Subject: Proposed merger between US Airways and American Airlines

NNN - no contact info

Dear Attorney General:

1. I am contacting you to reconsider your opposition to the proposed merger between US Airways and American Airlines. As a Professional Flight Attendant since 1988 I know what the merger means to me and to the thousands of other American Airlines employees. Never before have the employees and management worked so hard and well together all in an effort to save these two great companies. A merger is good for employees and it is good for U.S. consumers.

2. The merger will provide job security for tens of thousands of workers across the country. Neither of these companies can adequately compete with Delta and United and failure of one or both would result in the decimation of jobs, less competition, higher airfares, and fewer options for the flying public.

3. I hope you will reconsider your participation in this ill-advised lawsuit and instead support a stronger, more profitable, and consumer-friendly merged air carrier.

Please join us in supporting the merger between American Airlines and US Airways; it is what's best for our country.

Thank you,

Dori Scott--Naples, FL
25 year Flight Attendant
American Airlines

Internet Contact Information

INTERNET COMPLAINT RECEIVED BY THE ATTORNEY GENERAL'S OFFICE ON 09/07/2013

Robert Sloan
106 Thunberg CV
Winter Springs, FL, 32708 Seminole
Email: Rob@RobSloan.com

Name/Firm/Company: Florida Attorney General
Subject/Category: US DOJ Lawsuit to Prevent Merger of American Airlines and USAirways

Questions/Comments:
Dear Madam Attorney General,

Please withdraw now from the DOJ lawsuit to block the merger of American Airlines and USAirways.

The government should not pick winners (Delta, Southwest, and United) and losers (American and USAirways) in air travel. This should be decided in the marketplace. The mergers of Delta/Northwest, Southwest/AirTran and United/Continental resulted in their much larger networks over the past several years, which provide them a significant competitive advantage over American.

As you know, the value of any network to a user increases substantially with every additional element in the network. Allowing United, Southwest and Delta to bulk up their networks made them much more valuable to travelers, especially to the ones who make air travel economically feasible to provide on a large scale and to smaller markets: business travelers. To survive and compete against those carriers, American must be allowed to compete for these business travelers!

The result of the American Airlines/USAirways merger would likely be a viable long-term competitor to United, Southwest and Delta, which would provide enhanced, reliable air travel opportunities for consumers, and relatively stable employment for many thousands of employees of the New American.

From my pilot seat's view of American's trajectory over the past dozen years, I foresee that blocking this merger would result in American Airlines' ineffective competition and continued shrinkage. Blocking this merger would have the opposite effect of the government's intention. Unless the government plans to reverse their (now apparent) acquiescence and break up United, Southwest and Delta into smaller pieces (which in my opinion would also be bad policy and bad for air travel), it must allow American and USAirways to compete, or ultimately do without their strong competitive influence.

We've weathered a decade of airline depression since two AA planes were turned against our country on 9/11. Finally we've seen a glimmer of hope in AA's future. Now you've joined the US DOJ to block progress. Please don't stand in our way as we struggle to compete and dig our way out of a miserable dozen years in this supposedly deregulated industry. We don't want a leg up, but we deserve the opportunity to compete freely to bring a better service to the consumer and enjoy the rewards that brings. I never imagined that your office would have joined this lawsuit, but you can make it right again.

As a Republican voter I'm not asking you to put my family's interests above others'; I'm just asking that you do the right thing, based on the principles

which we believed you held when we helped elect you to office.

Sincerely,

Robert Sloan

August 28, 2013

Dear Attorney General Bondi,

I am contacting you to ask that you reconsider your opposition to the proposed merger of US Airways and American Airlines. As an American Airlines pilot since 1990, this merger is significant to me and to the thousands of other American Airlines employees. A truly competitive new airline is good for our employees, our communities and most certainly our customers. It would provide a viable competitive alternative to the two much larger carriers (Delta and United) that currently dominate the marketplace.

A viable competitor would provide greater job security for tens of thousands of workers across the country than the current struggling airline. Neither American Airlines nor US Airways alone has the network to adequately compete with Delta and United; failure of one or both of the proposed merging carriers would result in further loss of jobs, less competition, higher airfares and fewer options for the flying public.

I hope you will reconsider your participation in this lawsuit and support a merged air carrier that is stronger and more consumer-friendly. A merger between American Airlines and US Airways is what's best for our state and our country.

Regards,

Jeffrey P. Smick
Pilot, American Airlines

Internet Contact Information

INTERNET COMPLAINT RECEIVED BY THE ATTORNEY GENERAL'S OFFICE ON 08/24/2013

Traci Smith
1670 Cherry Blossom Ter
Lake Mary, FL, 32746 Seminole
Phone: (407) 333-2243
Email: tls14@cfl.rr.com

Name/Firm/Company: American Airlines
Subject/Category: State of Florida Suing American Airlines
Street Address: 1670 Cherry Blossom Terr
City: Lake Mary 32746
Phone: (407) 333-2243
Website: United States

Questions/Comments:
I am appalled that my state is suing a company that employs THOUSANDS of Florida Residents. The merger of American and USAirways will not increase prices for our consumers, instead the demise of American will allow for 3 major US airlines to control pricing instead of 4 major airlines. If American has to compete against the MASSIVE Delta, United and Southwest, they will fail. Which of the 3 remaining majors will take over the Miami gates then? And who will keep those prices in check? It is basic economics that FOUR major airlines is better for consumers than the current THREE. And for our state to abandon thousands of Florida Residents who are American Airlines employees and family members! Our state is barely recovering from these hard economic times, our home prices are barely creeping up and our state wants to see the ruin of one of our largest employers? What will happen to our home prices then, when the American employees are left without jobs? I am a registered Republican, however, I will vote against you and Governor Rick Scott if you do not remove the State of Florida from this illegitimate law suit.

Internet Mail Message

Date: 08/18/2013 08:31:35 PM
From: tsnell78@comcast.net
To: pam.bondi@myfloridalegal.com
Subject: AA/USAir merger

Dear Madam Attorney General:

My name is Tom Snelling and my wife Veronica and I live in Bonita Springs, Fl. I have been a Florida resident for over 15 years. I am a captain for American Airlines out of MIA and in my 28th year with the company. Additionally, I am an auxiliary state trooper for FHP so I am very familiar with, and a supporter of, you and your office.

I must say however, how disappointed and perplexed I am with your recent effort to block the American Airlines and US Airways merger. Frankly, I am shocked that your office would align with anything from this justice department, but I'll leave politics alone and stick to economics.

I read your recent piece in USA Today. You state that AA has a stand alone plan. That is technically true. *The plan is for the same management that got us into this mess to keep doing the same thing after bankruptcy!* Every outside observer says that if AA goes at it alone, there is no way their stand alone plan will work. As an MBA and with over 30 years in the industry I can tell you that if AA gets stuck with our current management, we're doomed!

The truth is that even with competent management (which we lack) AA, and US Airways separately will always be 2nd or 3rd tier airlines, unable to compete with Delta, United or Southwest. The most likely scenario, if current management is allowed to remain, and we go at it alone, is for AA to keep shrinking, with the corresponding job losses, and finally go the way of Eastern in 2-3 years. Even if US Airways survives, they'll be no match for the mega carriers, who were able to merge without a peep from you or your fellow Attorney Generals.

The Justice Department, yourself, and 5 of your colleagues state that if this merger goes through there will be 4 carriers controlling 80% of the industry. So would you rather see AA and (maybe) US Airways disappear so there will be only be 3 carriers controlling more than 80% of the industry? If this merger doesn't go through, that will be the case.

The employees, customers and shareholders of AA deserve better. For the last 15 years we have went from incompetent leadership, to no leadership, to bankruptcy. Leaving the same people in charge that got us in this mess simply won't work. US Airways has offered a real solution and a chance for AA employees to dig our way out of this hole and actually compete with Delta and United.

On a personal note, I'll reiterate what I've done since I heard the news last week. You

can rest assured that thousands of employees at AA are doing the same or similar thing. And I hope that you can see how this is hurting the economy of Florida and our national economy as a whole.

Like most non management AA employees, I lost about half of my pension in the bankruptcy. (That's after taking massive wage and benefit cuts before the bankruptcy, working for 1993 wages, to allegedly prevent bankruptcy) We were scheduled to receive an equity share to partially compensate for our loses. Due to your last minute filing, that distribution is postponed. If the merger had gone through, we would have received the first payment in September. I had planned to purchase a new car and do some other major purchases. All of that is off now, costing our state thousands in sales tax losses. To be honest, in a stand alone plan, we still receive an equity share, but it will be far less. I.e, instead of getting 50 cents on the dollar, we'll get 50% of 50 cents on the dollar.

Additionally, an 8% pay raise, along with a 2% increase in 401K contributions, along with several work rule and work life improvements are now off, or at least on hold. If this merger doesn't go through, myself, along with over 9000 other pilots will lose all of this. The other 70,000 employees (many of them Floridians) will be affected similarly. I hope that you can see what this is going to do to our families, communities and the Florida economy in general.

In closing I hope that you and your colleagues will reconsider. To sum it up there is no way that AA can survive with it's current management and their stand alone plan. Under the best of circumstances, AA and US Airways separately will never be able to compete with Delta and United. If you and your colleagues are successful not only will you be putting thousands of Floridians out of work from good high paying jobs, you'll be creating the huge airline monopoly (Delta-United) that you claim to be trying to prevent.

Thank you.

Sincerely,

Thomas D Snelling
Veronica Sandoval Vallejos
Bonita Springs, Fl.

Routing Information:

Internet Contact Information

INTERNET COMPLAINT RECEIVED BY THE ATTORNEY GENERAL'S OFFICE ON 08/18/2013

Tom Snelling
28629 Via D Arezzo Dr.
Bonita Springs, FL, 34135 Lee
Phone: (239) 676-9180
Email: Tsnell78@comcast.net

Name/Firm/Company: AA/US
Subject/Category: American Airlines/ US Airways Merger

Questions/Comments:
Dear Madam Attorney General:

My name is Tom Snelling and my wife Veronica and I live in Bonita Springs, Fl. I have been a Florida resident for over 15 years. I am a captain for American Airlines out of MIA and in my 28th year with the company. Additionally, I am an auxiliary state trooper for FHP so I am very familiar with, and a supporter of, you and your office.

I must say however, how disappointed and perplexed I am with your recent effort to block the American Airlines and US Airways merger. Frankly, I am shocked that your office would align with anything from this justice department, but I'll leave politics alone and stick to economics.

I read your recent piece in USA Today. You state that AA has a stand alone plan. That is technically true. The plan is for the same management that got us into this mess to keep doing the same thing after bankruptcy! Every outside observer says that if AA goes at it alone, there is no way their stand alone plan will work. As an MBA and with over 30 years in the industry I can tell you that if AA gets stuck with our current management, we're doomed!

The truth is that even with competent management (which we lack) AA, and US Airways separately will always be 2nd or 3rd tier airlines, unable to compete with Delta, United or Southwest. The most likely scenario, if current management is allowed to remain, and we go at it alone, is for AA to keep shrinking, with the corresponding job losses, and finally go the way of Eastern in 2-3 years. Even if US Airways survives, they'll be no match for the mega carriers, who were able to merge without a peep from you or your fellow Attorney Generals.

The Justice Department, yourself, and 5 of your colleagues state that if this merger goes through there will be 4 carriers controlling 80% of the industry. So would you rather see AA and (maybe) US Airways disappear so there will be only be 3 carriers controlling more than 80% of the industry? If this merger doesn't go through, that will be the case.

The employees, customers and shareholders of AA deserve better. For the last 15 years we have went from incompetent leadership, to no leadership, to bankruptcy. Leaving the same people in charge that got us in this mess simply won't work. US Airways has offered a real solution and a chance for AA employees to dig our way out of this hole and actually compete with Delta and United.

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Thank you.

Sincerely,

Thomas D Snelling
Veronica Sandoval Vallejos
Bonita Springs, Fl.

PAM BONDI
ATTORNEY GENERAL
STATE OF FLORIDA

OFFICE OF THE ATTORNEY GENERAL

Office of Citizen Services
The Capitol
Tallahassee, Florida 32399-1050

Telephone (850) 414-3990 FAX (850) 410-1630

August 30, 2013

Captain Thomas D. Snelling
Ms. Veronica Sandoval
28629 Via D Arezzo Drive
Bonita Springs, Florida 34135

Dear Captain Snelling and Ms. Sandoval:

Thank you for contacting Florida Attorney General Pam Bondi's Office regarding the lawsuit to block the merger of US Airways and American Airlines filed by this office, six other attorneys general, and the United States Justice Department in federal court in D.C. on August 13, 2013.

One of the most important roles of the Attorney General of Florida is to enforce the laws to ensure a competitive and fair marketplace.

After a careful review of the facts, the decision was made that the merger would be anticompetitive and would likely lead to higher fares and increased fees for the flying public, including Florida consumers.

We appreciate hearing from you and have taken note of your concerns and Captain Snelling's professional perspective. Thank you for your interest in this very important matter.

Sincerely,

Office of Citizen Services
Florida Attorney General's Office

PR & Anti trust issues FB

The Honorable Pam Bondi
Office of the Attorney General
State of Florida
The Capital PL-01
Tallahassee, Fl 32399

Thomas D Snelling
Veronica Sandoval
28629 Via D Arezzo Dr.
Bonita Springs, FL 34135
239-676-9180

Return to Thomas

August 19, 2013

Dear Madam Attorney General:

My name is Tom Snelling and my wife Veronica and I live in Bonita Springs, Fl. I have been a Florida resident for over 15 years. I am a captain for American Airlines out of MIA and in my 28th year with the company. Additionally, I am an auxiliary state trooper for FHP so I am very familiar with, and a supporter of, you and your office.

I must say however, how disappointed and perplexed I am with your recent effort to block the American Airlines and US Airways merger. Frankly, I am shocked that your office would align with anything from this justice department, but I'll leave politics alone and stick to economics.

I read your recent piece in USA Today. You state that AA has a stand alone plan. That is technically true. *The plan is for the same management that got us into this mess to keep doing the same thing after bankruptcy!* Every outside observer says that if AA goes at it alone, there is no way their stand alone plan will work. As an MBA and with over 30 years in the industry I can tell you that if AA gets stuck with our current management, we're doomed!

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Thank you.

Sincerely,

Thomas D Snelling

Veronica Sandoval Vallejos
Bonita Springs, Fl.

RECEIVED
2013 AUG 21 AM 9:29
ATTORNEY GENERAL'S OFFICE

Mr. Thomas Snelling
28629 Via D Arezzo Dr.
Bonita Springs, FL 34135-6981

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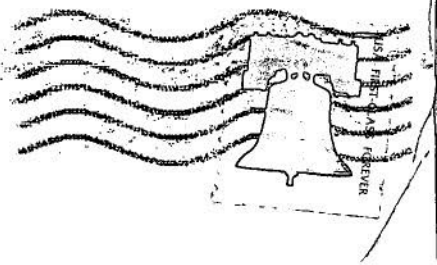
19 AUG 2013 PM 2 L



The Honorable Pam Bondi
Office of Attorney General
State of Florida
The Capital PL-01
Tallahassee, FL 32399-1050

32399$1050

Internet Contact Information

INTERNET COMPLAINT RECEIVED BY THE ATTORNEY GENERAL'S OFFICE ON 08/20/2013

RICARDO MELCHOR-SOTO
211 WEST PARK DR APT 104
Miami, FL, 33172 Miami-Dade
Phone: (305) 742-1185
Email: rmjr65@bbelsouth.net

Name/Firm/Company: AMERICAN AIRLINES
Subject/Category: AMERICAN AIRLINES/US AIRWAYS MERGER
Street Address: 4450 NW 22ND ST
City: Miami, FL 33122 Miami-Dade
Phone: (305) 526-1263
Website: www.aa.com

Questions/Comments:
Dear Attorney General Pam Bondi: 1. I'm contacting you to reconsider your opposition to the proposed merger between American Airlines and US Airways. As a Professional Flight Attendant since 1998, I know what the merger means to me and the thousands of other American Airlines employees. Never before have the employees and management worked so hard and well together all in an effort to save these two great companies. A merger is good for employees and it is good for U.S. consumers. 2.The merger will provide job security for tens of thousands of works across the country. Neither of these companies can adequately compete with Delta and United and failure for one or both would result in the decimation of jobs, less competition, higher airfares and fewer options for the flying public. 3.I hope you will reconsider your participation In this ill-advised lawsuit and instead support a stronger, more profitable and consumer -friendly merged carrier. Please joins us in supporting the merger between American Airlines and US Airways; it is what's best for our country.

Internet Contact Information

INTERNET COMPLAINT RECEIVED BY THE ATTORNEY GENERAL'S OFFICE ON 09/03/2013

James Spagnolo
2050 N 26th Ave
Hollywood, FL, 33020 Broward
Phone: (954) 924-8256
Email: tonspag@cs.com

Name/Firm/Company: American Airlines
Subject/Category: DOJ Lawsuit AA/USAir merger
Street Address: 2050 N 26th Ave
City: Hollywood 33020 Broward
Phone: (954) 924-8256
Website: United States

Questions/Comments:
• The careers of American Airlines employees are inextricably intertwined with the success of American and the airline industry as a whole.

• The Justice Department ("DOJ") brought this injunction action without warning on the eve of the confirmation of a Plan of Reorganization predicated on a merger between American and US Airways.

• American and its unions had already made substantial preparations for the merger, making significant operational decisions. As a result of this suit, American finds itself in competitive limbo.

• The DOJ approved prior mergers.

• At the heart of this dispute is the question of whether American can operate with a network that will compete effectively or whether it will be forced to adopt a stand-alone strategy as a second-tier carrier left to pick over the scraps of much larger competitors.

• American cannot adopt a long-term strategy until it knows whether it will be permitted to acquire a network to compete with United and Delta.

• The damage to competition in the airline industry as a result of a less-competitive American must be minimized by a decision on the merits on as prompt a schedule as possible.

• In 2008, the DOJ approved the merger of Delta and Northwest, creating a combined carrier with a national network that easily exceeded American's capacity.

• In 2010, following the same antitrust analysis, the DOJ approved the merger of Untied and Continental, creating a second national business carrier with a network vastly superior to American's.

• The more limited size and scope of American's network – the interconnected web of airline routes through which the airline services its customers – "put it at a competitive disadvantage relative to its largest major network carrier competitors: United and Delta."

• American's share in most regions of the United States has "significantly

eroded over the last decade as its key network carrier competitors have consolidated and extended their network and scale advantages."

• One significant effect has been a steady loss of American's "high-yield corporate customers and frequent elite travelers to the superior networks of United and Delta."

• The loss of market share can be measured in a loss of American employee jobs. The APA has more than 10,000 members because it took that many pilots and more to fly the American system. Because of ever-diminishing market share, only 7,959 pilots are actively flying at American.

• Since 2000, the active number of TWU employees at American has plummeted from 35,000 to 23,000.

• The APFA workforce is about 36% smaller than it was in May 2002, when almost 25,000 flight attendants worked for American.

• Without a network similar in scale to Delta and United, American will continue to decline. The result will be fewer competitive routes for the industry, lessened competition and a significant loss of jobs.

• Following years of losses in the market dominated by United and Delta, on Nov. 29, 2011, AMR Corporation, American Airlines Inc. and affiliates were forced to file Chapter 11 reorganization proceedings in the U.S. Bankruptcy Court for the Southern District of New York.

• American's incumbent management sought to reorganize based on a stand-alone plan for emergence. The problems with this approach were apparent from the outset; ultimately, American's creditors opted for a more competitive approach followed by other industry players: building American's network to equal its competitors through a merger.

• American sought a merger partner in US Airways, whose routing network is almost entirely complementary to its own.

• American filed a Plan of Reorganization based on the merger of American and US Airways. All classes of creditors voted in favor of the plan.

• We hoped the combination of American and US Airways would significantly enhance American's ability to compete with Delta and United, thus increasing competition in the domestic and international airline markets.

• In the last few months, hundreds of pilots have been called off the furlough lists in anticipation of increased flying upon consummation of the merger.

• Increased American flights mean more competitive routes and increased competition in the industry.

• Anticipating that the closing would occur shortly after the confirmation hearing, American and US Airways had undertaken a selection process for management at the merged company. Many of American's upper management, some by their own choice, were replaced by US Airways personnel. As a result, on the management side, American is little more than a shell.

• Understandably, the management that remains lacks the same incentives as the proposed management team to aggressively protect American and its

diminishing market share during any delay in closing the merger.

• It is not possible to recruit new management in light of the uncertainty hanging over the company.

• Lacking motivated incumbent leadership, American's competitive position is likely to erode further during the pendency of this case.

• Employees whose job outlook was more certain are facing further delays, more furloughs and great uncertainty regarding their future with the airline.

• The competitive position of American and the industry as a whole will be damaged while American is unable to undertake initiatives because of the uncertainty regarding its future.

• We respectfully submit that the court will inevitably deny the relief sought by the plaintiff once it reviews the evidence in this case.

• These issues must be resolved sooner rather than later.

• The DOJ injunctive action is having a real, immediate adverse impact on the lives of ordinary hard-working employees of American Airlines.

Internet Contact Information

INTERNET COMPLAINT RECEIVED BY THE ATTORNEY GENERAL'S OFFICE ON 08/20/2013

Douglas Steffy
10511 Cresto Delsol Circle
Orlando, FL, 32817 Orange
Email: dougsteffy@yahoo.com

Name/Firm/Company: N/A
Subject/Category: US Airways/American Merger Block

Questions/Comments:
Dear Attorney General Bondi:
I am disappointed in the recent development of the State of Florida being a Plaintiff in the DOJ's plan to block the US Airways/American Airlines merger.
1. Many of the facts of the 56 page complaint are simply not true. For example, there is only route overlap on 12 nonstop routes.
2. American and US Airways can simply not compete with the route structures that Delta and United have.
3. Many workers in Florida would benefit by having a stronger hub in Miami with opportunities for growth.
4. Opposing this merger will NOT open up DCA. JetBlue or Southwest are not going to swoop in and fly to Tallahassee, Knoxville, or Fayetteville as US Airways does now.
5. Opposing this merger will most assuredly mean more layoffs at American as they really don't have a viable stand alone plan.
Please reconsider the State's stance on this merger and give it SUPPORT. This merger means better job stability, better connection network for consumers and a healthy airline industry.

Thank you,
Doug Steffy
First Officer
US Airways A-320
Orlando resident

Internet Contact Information

INTERNET COMPLAINT RECEIVED BY THE ATTORNEY GENERAL'S OFFICE ON 08/14/2013

mike stone
1749 venus dr
Sanibel, FL, 33957 Lee
Phone: (239) 322-0044
Email: msfstone@yahoo.com

Name/Firm/Company: US Air - AMR
Subject/Category: US AIR - AMR

Questions/Comments:
Dear Sir,

I am greatly disappointed in your decision and your support to file suit halting the US Air and American Air Merger. I, as a Tax Payer, a Florida resident, a frequent traveler, a former CEO, as a student of past government affairs, a shareholder in both companies, as a bond holder in AMR and as a debtor in AMR who is taking a significant loss to see this work, AND the son of a Union worker at AMR, I vehemently disagree with the recent decisions and the validation behind the decisions. You are wrong.

I am greatly concerned as I spoke with my father and some of his colleagues and they are in dire need for AMR to pull out of this bankruptcy and ALL union members are scared to death about their jobs and further concessions on their end. It is fact that large business and republican lead states are dismantling unions and that scenario is certainly a possibility with both of these airlines. Loss of jobs, loss of benefits, loss of taxable income, more unemployment, and two business that will need government assistance, if they wish to maintain and grow.

I sincerely hope that this is nothing more than Government posturing in an attempted to gain further concessions. This is bad enough but understandable. I am sure gates will be given up, airfares price allowances will be guaranteed, and competition will benefit the consumer. The monopoly scores are grossly low compared to other such mergers and this was neglected to be discussed in Monday’s call with the press.

The Union members, the employees, the shareholders, the bond holders, the debtors, (of both companies) and the public has all given up something or done without. The DOJ, States Attorney Generals and the Obama Administration must recognize these facts and withdraw and/or work to settle this issue.

I ask that you intervene in any way possible to help rectify this matter in the quickest possible manner. Be it additional research, an email declaring dissatisfaction, letter or phone call to colleagues, or direct participation – do something!

Mike Stone
Sanibel, Florida
239-322-0044

Internet Contact Information

INTERNET COMPLAINT RECEIVED BY THE ATTORNEY GENERAL'S OFFICE ON 08/28/2013

Campbell Stubbs
82 Nurmi Dr
Ft Lauderdale, FL, 33301 Broward
Phone: (919) 696-7627
Email: Lstubbs56@aol.com

Name/Firm/Company: American Airlines
Subject/Category: US Dept of Justice

Questions/Comments:
Dear Ms. Bondi:

I am contacting you to ask that you reconsider your opposition to the proposed merger of US Airways and American Airlines. As an American Airlines pilot since 1985, I know what the merger means to me and to the thousands of other American Airlines employees in Florida. A truly competitive new airline is good for our employees, our communities and most certainly our customers. It would provide a viable competitive alternative to the two much larger carriers (Delta and United) that currently dominate the marketplace. And, I will add their respective mergers were blatantly anti-competitive for our domestic markets yet were approved with few comments from the DOJ!

A viable competitor would provide greater job security for tens of thousands of workers across the country than the current struggling airline. Neither American Airlines nor US Airways alone has the network to adequately compete with the existing larger carriers; failure of one or both would result in further loss of jobs in Florida and less--not more-- competition, higher airfares and fewer options for the flying public.

I hope you will reconsider your participation in this lawsuit and support a merged air carrier that is stronger across the board and especially in South Florida, where it is a cornerstone of the local and state economy! A merger between American Airlines and US Airways is what's best for Forida and our country.

Internet Contact Information

INTERNET COMPLAINT RECEIVED BY THE ATTORNEY GENERAL'S OFFICE ON 09/03/2013

Mario Suarez
3535 SW 152 Passage
Miami, FL, 33185 Miami-Dade
Phone: (305) 804-5430
Email: Flyair727@aol.com

Name/Firm/Company: American Airlines
Subject/Category: American Airlines/US Airways Merger
Street Address: Miami International Airport
City: Miami, FL 33126 Miami-Dade
Phone: (305) 526-1200
Website: AA.com

Questions/Comments:
The Allied Pilots Association, the Association of Professional Flight Attendants, the Association of Flight Attendants-CWA and the Transport Workers Union of America – unions made up of American Airline employees whose careers depend on the competitive success of American Airlines and its affiliates – filed an amicus curiae brief with the District Court in Washington, D.C., expressing their "strong support" for the motion filed Aug. 22 by American and US Airways to set a trial date.

• The careers of American Airlines employees are inextricably intertwined with the success of American and the airline industry as a whole.

• The Justice Department ("DOJ") brought this injunction action without warning on the eve of the confirmation of a Plan of Reorganization predicated on a merger between American and US Airways.

• American and its unions had already made substantial preparations for the merger, making significant operational decisions. As a result of this suit, American finds itself in competitive limbo.

• The DOJ approved prior mergers.

• At the heart of this dispute is the question of whether American can operate with a network that will compete effectively or whether it will be forced to adopt a stand-alone strategy as a second-tier carrier left to pick over the scraps of much larger competitors.

• American cannot adopt a long-term strategy until it knows whether it will be permitted to acquire a network to compete with United and Delta.

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• Understandably, the management that remains lacks the same incentives as the proposed management team to aggressively protect American and its diminishing market share during any delay in closing the merger.

• It is not possible to recruit new management in light of the uncertainty hanging over the company.

• Lacking motivated incumbent leadership, American's competitive position is likely to erode further during the pendency of this case.

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• We respectfully submit that the court will inevitably deny the relief sought by the plaintiff once it reviews the evidence in this case.

• These issues must be resolved sooner rather than later.

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Sincerely,

Mario Suarez

Internet Contact Information

INTERNET COMPLAINT RECEIVED BY THE ATTORNEY GENERAL'S OFFICE ON 09/03/2013

dave sutherland
825 summerwood drive
Jupiter, FL, 33458 Palm Beach
Phone: (561) 743-2824
Email: dsuds01@gmail.com

Name/Firm/Company: american airlines
Subject/Category: AMR/USAir Merger

Questions/Comments:
dear Ms Bondi,
as an employee of american airlines (pilot), i am concerned about the anti business sentiment barring a merger with usair. having worked hard to avoid bankruptcy and pay all our bills while the other legacy carriers declared insolvency, got relief from their amassed debt, and merged with other carriers is our reward? i think that government interference in the free market is not in our best interests for such a competetive industry. you should make a decision about whether you want to re regulate airlines or let the free market decide for itself. thank you for your time.

cc/Anti-Trust Issue
Duplicate

Monica Svensson
1017 Daisy Lane
Weston, FL 33327

August 27, 2013

Dear Attorney General Ms. Pam Bondi,

I am contacting you to ask that you reconsider your opposition to the proposed merger of US Airways and American Airlines. As an American Airlines pilot since 1999, I know what the merger means to me and to the thousands of other American Airlines employees. A truly competitive new airline is good for our employees, our communities and most certainly our customers. It would provide a viable competitive alternative to the two much larger carriers (Delta and United) that currently dominate the marketplace. Without the merger, I cannot see how American can survive against the two other mega carriers already created. As a single mom and career woman I take great pride in my work. By volunteering in the classrooms for career day and other events, I try to inspire young children, especially girls, to work hard and reach for their dreams. In my opinion, the lawsuit is based upon inaccurate information and political games. A blocked merger will have a devastating impact on thousands of employees and the flying public will now be forced to deal with only TWO mega carriers.

A viable competitor would provide greater job security for tens of thousands of workers across the country than the current struggling airline. Neither American Airlines nor US Airways alone has the network to adequately compete with the existing larger carriers; failure of one or both would result in further loss of jobs, less competition, higher airfares and fewer options for the flying public.

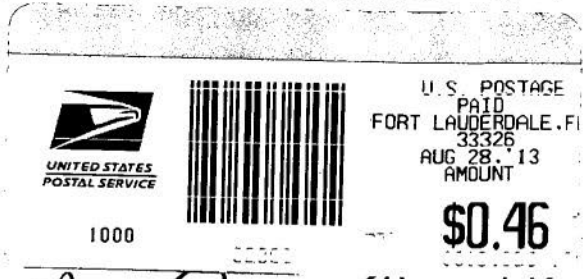
I hope you will reconsider your participation in this lawsuit and support a merged air carrier that is stronger and more consumer-friendly. A merger between American Airlines and US Airways is what's best for our country.

Sincerely,

Monica G. Svensson

RECEIVED
2013 AUG 30 AM 8:32
ATTORNEY GENERAL'S OFFICE

M. Svensson
1017 DAISY LN
Weston, FL 33327



Attorney General, Ms. Pam Bondi
Office of Attorney General
State of Florida
The Capitol PL-01
Tallahassee, FL 32399-1050

Internet Contact Information

INTERNET COMPLAINT RECEIVED BY THE ATTORNEY GENERAL'S OFFICE ON 08/27/2013

Greg Swihura
6494 NW 53rd St
Coral Springs, FL, Brevard; Broward
Email: gcactus@juno.com

Name/Firm/Company: AA
Subject/Category: AA/US Merger

Questions/Comments:
Dear AtMsBiondi

I am contacting you to ask that you reconsider your opposition to the proposed merger of US Airways and American Airlines. As an American Airlines pilot since (insert date), I know what the merger means to me and to the thousands of other American Airlines employees. A truly competitive new airline is good for our employees, our communities and most certainly our customers. It would provide a viable competitive alternative to the two much larger carriers (Delta and United) that currently dominate the marketplace.

A viable competitor would provide greater job security for tens of thousands of workers across the country than the current struggling airline. Neither American Airlines nor US Airways alone has the network to adequately compete with the existing larger carriers; failure of one or both would result in further loss of jobs, less competition, higher airfares and fewer options for the flying public.

I hope you will reconsider your participation in this lawsuit and support a merged air carrier that is stronger and more consumer-friendly. A merger between American Airlines and US Airways is what's best for our country.

v/r
Greg

Internet Contact Information

INTERNET COMPLAINT RECEIVED BY THE ATTORNEY GENERAL'S OFFICE ON 08/20/2013

Greg Swihura
6494 NW 53 st
Coral Sprngs, FL, 33067
Email: gcactus@juno.com

Name/Firm/Company: American Airlines
Subject/Category: American Airlines

Questions/Comments:
Ms Biondi

I am writing you again to express my disappointment that you have joined Mr Eric Holder in his war against American Airlines.

American Airlines just happens to be one of the largest employers in all of Florida. The merger of AA and US Airways (that only overlap 12 routes vice the 1000 that was sold to you) will expand global reach and commerce that will benefit the people and businesses of Florida. As for pricing, as you know America is built upon the Capitalism (or a market economy), and the consumer is as much involved in pricing as the provider. Just when AA/US will have the opportunity to make profit after 12 years of loses (remember September 11, 2001) you and your fellow AG's are trying to squash that right. This merger is being supported by countless entities: All labor unions, both companies, the DOL, the DOC, the NAACP, the EU, and even Delta and United. BTW, you have an chance to break their DUOPOLY by blessing this merger.

Why are you opposed to having a global leading airlines in this great state? This merger will ensure thousands of jobs, millions in tax revenues, and votes for your political aspirations. Change you direction and you, as well as the rest of Florida, will reap the benefits.

Respectfully,
Greg Swihura

Internet Contact Information

INTERNET COMPLAINT RECEIVED BY THE ATTORNEY GENERAL'S OFFICE ON 08/15/2013

Greg Swihura
6494 NW 53rd St
Coral Springs, FL, 33067 Brevard; Broward
Email: gcactus@juno.com

Name/Firm/Company: The FL Attorney General
Subject/Category: DOJ airline merger lawsuit

Questions/Comments:
Ma'am

Your support for this misinformed lawsuit could easily cost tens of thousands of Floridian's jobs, including my own.

This merger will have an effect OPPOSITE to what the DoJ asserts. It will not CREATE a MONOPOLY. It is necessary to PREVENT a DUOPOLY between United and Delta!

Airlines are a deregulated industry in a capitalist economy. I know all the fare, pay, and benefit cuts we employees have seen indicate that. The market economy should prevail. This merger should go through.

BTW, American Airlines just happens to be the largest private employer in all of South Florida.

Please withdraw Florida's' support for this lawsuit and support American Airlines in becoming the best airline in the USA and the world.

Respectfully,
Greg

Internet Contact Information

INTERNET COMPLAINT RECEIVED BY THE ATTORNEY GENERAL'S OFFICE ON 08/27/2013

Greg Swihura
6494 NW 53rd St
Coral Springs, FL, Brevard; Broward
Email: gcactus@juno.com

Name/Firm/Company: AA
Subject/Category: AA/US Merger

Questions/Comments:
Dear Ms. Biondi

I am contacting you to ask that you reconsider your opposition to the proposed merger of US Airways and American Airlines. As an American Airlines pilot since (insert date), I know what the merger means to me and to the thousands of other American Airlines employees. A truly competitive new airline is good for our employees, our communities and most certainly our customers. It would provide a viable competitive alternative to the two much larger carriers (Delta and United) that currently dominate the marketplace.

A viable competitor would provide greater job security for tens of thousands of workers across the country than the current struggling airline. Neither American Airlines nor US Airways alone has the network to adequately compete with the existing larger carriers; failure of one or both would result in further loss of jobs, less competition, higher airfares and fewer options for the flying public.

I hope you will reconsider your participation in this lawsuit and support a merged air carrier that is stronger and more consumer-friendly. A merger between American Airlines and US Airways is what's best for our country.

v/r
Greg

Internet Mail Reply

Reply In Process by Kimberly D'Amico

Section: Citizen Services
Coordinator: Kym Oswald
Author: Kimberly D'Amico
Approver: Kym Oswald

Note:

From: attorney.general@myfloridalegal.com
To: FLYER5432@AOL.COM
cc:
bcc:

Subject: From Attorney General Pam Bondi
Date: 09/12/2013 09:13:43 AM

Thank you for contacting Florida Attorney General Pam Bondi's Office regarding the lawsuit to block the merger of US Airways and American Airlines filed by this office, six other attorneys general, and the United States Justice Department in federal court in D.C. on August 13, 2013.

One of the most important roles of the Attorney General of Florida is to enforce the laws to ensure a competitive and fair marketplace.

After a careful review of the facts, the decision was made that the merger would be anticompetitive and would likely lead to higher fares and increased fees for the flying public, including Florida consumers.

We appreciate hearing from you and have taken note of your concerns. Thank you for your interest in this very important matter.

Sincerely,

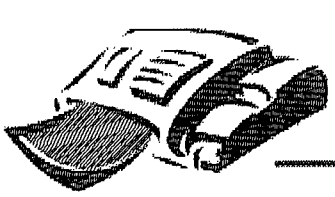
Office of Citizen Services
Florida Attorney General's Office
PL-01, The Capitol
Tallahassee, Florida 32399-1050
Telephone: (850) 414-3990
Toll-free within Florida: (866) 966-7226
Website: www.myfloridalegal.com

PLEASE DO NOT REPLY TO THIS E-MAIL. THIS ADDRESS IS FOR PROCESSING ONLY.

To contact this office please visit the Attorney General's website at www.myfloridalegal.com and complete the on-line contact form. Again, thank you for contacting the Office of the Florida Attorney General.

Created: Kimberly D'Amico .. 09/12/2013 09:13:38 AM
Last Edited: Kimberly D'Amico .. 09/12/2013 09:14:06 AM

CS| Anti-trust Issue



faxZERO

Send a fax for free

Recipient Information

To: Pam Bondi
Company: FL DOJ
Fax #: 8504101630

Sender Information

From: Jeff Thovtrup
Company: AA
Email address: flyer5432@aol.com (from 24.51.215.127)
Sent on: Saturday, August 31 2013 at 12:19 PM EDT

Dear Attorney General Bondi,
I am contacting you to ask that you reconsider your opposition to the proposed merger of US Airways and American Airlines. As an American Airlines pilot since 2000, I know what the merger means to me and to the thousands of other American Airlines employees. A truly competitive new airline is good for our employees, our communities and most certainly our customers. It would provide a viable competitive alternative to the two much larger carriers (Delta and United) that currently dominate the marketplace.

A viable competitor would provide greater job security for tens of thousands of workers across the country than the current struggling airline. Neither American Airlines nor US Airways alone has the network to adequately compete with the existing larger carriers; failure of one or both would result in further loss of jobs, less competition, higher airfares and fewer options for the flying public.

I hope you will reconsider your participation in this lawsuit and support a merged air carrier that is stronger and more consumer-friendly. A merger between American Airlines and US Airways is what's best for our country.

This fax was sent using the FaxZero.com free fax service. FaxZero.com has a zero tolerance policy for abuse and junk faxes. If this fax is spam or abusive, please e-mail support@faxzero.com or send a fax to 800-980-6858. Specify fax #10169975. We will add your fax number to the block list.

Internet Contact Information

INTERNET COMPLAINT RECEIVED BY THE ATTORNEY GENERAL'S OFFICE ON 08/22/2013

Peter Thyrre
411 Walnut Street
Green Cove Springs, FL, 32043 Clay
Email: pcthyrre@mac.com

Name/Firm/Company: US Airways
Subject/Category: US Airways-American Airlines Merger

Questions/Comments:
Please support the US Airways - American Airlines Merger. This merger would increase competition and help the passenger consumer as well as the hundreds of thousands of employees that depend on these two fine companies.

Internet Contact Information

INTERNET COMPLAINT RECEIVED BY THE ATTORNEY GENERAL'S OFFICE ON 08/20/2013

Michael Tipton
4408 River Forest Lane
Greensboro, NC, 27409
Phone: (336) 253-0706
Email: gryfndoor@aol.com

Name/Firm/Company: AA/US
Subject/Category: AA/US Merger

Questions/Comments:
Dear Attorney General:

1. I am contacting you to reconsider your opposition to the proposed merger between US Airways and American Airlines. As a Professional Flight Attendant since (insert year you started flying), I know what the merger means to me and to the thousands of other American Airlines employees. Never before have the employees and management worked so hard and well together all in an effort to save these two great companies. A merger is good for employees and it is good for U.S. consumers.

2. The merger will provide job security for tens of thousands of workers across the country. Neither of these companies can adequately compete with Delta and United and failure of one or both would result in the decimation of jobs, less competition, higher airfares, and fewer options for the flying public.

3. I hope you will reconsider your participation in this ill-advised lawsuit and instead support a stronger, more profitable, and consumer-friendly merged air carrier.

Please join us in supporting the merger between American Airlines and US Airways; it is what's best for our country.

CS / Antitrust
AB

From: "Kerry Titello" <kttem@cox.net>
Date: Tuesday, August 27, 2013 8:28 AM
To: PAM BONDI 850-410-1630
Subject: Withdraw the DOJ lawsuit

Dear Attorney General,

I am contacting you to ask that you reconsider your opposition to the proposed merger of US Airways and American Airlines. As an American Airlines pilot since 1986, I know what the merger means to me and to the thousands of other American Airlines employees. A truly competitive new airline is good for our employees, our communities and most certainly our customers. It would provide a viable competitive alternative to the two much larger carriers (Delta and United) that currently dominate the marketplace.

A viable competitor would provide greater job security for tens of thousands of workers across the country than the current struggling airline. Neither American Airlines nor US Airways alone has the network to adequately compete with the existing larger carriers; failure of one or both would result in further loss of jobs, less competition, higher airfares and fewer options for the flying public.

I hope you will reconsider you participation in this lawsuit and support a merged air carrier that is stronger and more consumer-friendly. A merger between American Airlines and US Airways is what's best for our country.

CAPT. K. Titello

Sincerely, Captain K. Titello

8/27/2013

Internet Contact Information

INTERNET COMPLAINT RECEIVED BY THE ATTORNEY GENERAL'S OFFICE ON 08/16/2013

randy trautman
1130 west lake street
Hollywood, FL, 33019 Broward
Phone: (954) 924-0102
Email: chima@apfa.org

Name/Firm/Company: DOJ
Subject/Category: DOJ lawsuit
Street Address: Washington
City: Washington, DC

Questions/Comments:
Ms.Bondi,

I cannot tell you how disappointed I wass to learn that you were in support of the DOJ's recent attempt to prevent Usair and American Airlines from merging. As a 30 year American Airlines employee and elected Union leader, this has been a work in progress over the last 18 months. With this merger comes economic stability for both carriers, and the ability to compete with other airlines such as United and Delta which have not faced any legal issues with their mergers. Not only do the employees of both airlines lose, but the State of Florida will feel the economic impact if American Airlines is unable to survive. To say least I'm confused by your support of the lawsuit giving the fact that Florida only stands to gain from this merger. I hope you will reconsider your position.

Randy Trautman
Miami International Base Chair for the APFA.

Internet Contact Information

INTERNET COMPLAINT RECEIVED BY THE ATTORNEY GENERAL'S OFFICE ON 09/18/2013

Robert Trent
923 Marlin Circle
Jupiter, FL, 33458-4305 Palm Beach
Phone: (561) 427-7212
Email: RobAA777@gmail.com

Name/Firm/Company: Pam Bondi & DOJ
Subject/Category: AA/USAir Merger/DOJ lawsuit to block

Questions/Comments:
Please reconsider your opposition to the AA/USAir merger. This merger will benefit Floridians & all U.S. traveler's as evidenced by the other 44 state Atty General's who did NOT choose to impede the free market by joining the DOJ's extremely weak & baseless lawsuit. Thank you, AA Captain Robert Trent, Miami

• The careers of American Airlines employees are inextricably intertwined with the success of American and the airline industry as a whole.
• The Justice Department ("DOJ") brought this injunction action without warning on the eve of the confirmation of a Plan of Reorganization predicated on a merger between American and US Airways.
• American and its unions had already made substantial preparations for the merger, making significant operational decisions. As a result of this suit, American finds itself in competitive limbo.
• The DOJ approved prior mergers.
• At the heart of this dispute is the question of whether American can operate with a network that will compete effectively or whether it will be forced to adopt a stand-alone strategy as a second-tier carrier left to pick over the scraps of much larger competitors.
• American cannot adopt a long-term strategy until it knows whether it will be permitted to acquire a network to compete with United and Delta.
• The damage to competition in the airline industry as a result of a less-competitive American must be minimized by a decision on the merits on as prompt a schedule as possible.
• In 2008, the DOJ approved the merger of Delta and Northwest, creating a combined carrier with a national network that easily exceeded American's capacity.
• In 2010, following the same antitrust analysis, the DOJ approved the merger of Untied and Continental, creating a second national business carrier with a network vastly superior to American's.
• The more limited size and scope of American's network – the interconnected web of airline routes through which the airline services its customers – "put it at a competitive disadvantage relative to its largest major network carrier competitors: United and Delta."

CS/ Anti-Trust Issues OSB

14 August, 2013

First Officer Carl Turk
200 Pensacola Beach Road, A4
Gulf Breeze, FL 32561

Office of Attorney General
The Capitol PL-01
Tallahassee, FL 32399-1050

Dear Attorney General Pam Bondi,

I was surprised when I heard on several national media outlets yesterday that the federal government is filing a lawsuit to stop the merger of American Airlines and U. S. Airways. When I learned that the State of Florida was one of the states joining this legal action, I had to stop what I was doing and find a chair to sit down and catch my breath.

As a Floridian and employee of American Airlines I am shocked and very disappointed that my own home state would discriminate against the company I work for. Did the state of Florida file suit against the U. S Airways/American West, Delta/Northwest, United/Continental, or Airtran/Southwest mergers? Why are you only choosing to discriminate against American/U. S. Airways? This suit is unjust to thousands of people. You and others have blindly looked the other way during past mergers.. The state should not be deciding which airline is successful or which airline goes out of business.

American Airlines has to remain competitive with the other airlines who have been allowed to merge in order to stay in business. Flown through Miami International lately? American is a huge provider of Florida jobs. Please consider your actions that in my opinion threaten many Floridian jobs.

This is a sad day to call myself a resident of the state of Florida.

I look forward to hearing from you.

Sincerely,

First Officer Carl Turk
American Airlines

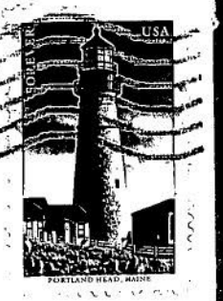
Cc: Gov Rick Scott

RECEIVED
2013 AUG 19 AM 8:54
ATTORNEY GENERAL'S OFFICE

Carl Turk
200 Pensacola Beach Road, A4
Gulf Breeze, FL 32561

PENSACOLA FL 325

15 AUG 2013 PM 2 L



Office of Attorney General
The Capitol PL-01
Tallahassee, FL 32399-1015

32399105099

Internet Contact Information

INTERNET COMPLAINT RECEIVED BY THE ATTORNEY GENERAL'S OFFICE ON 10/04/2013

Clifton Turner
20411 Califa St
Woodland Hills, CA, 91367
Phone: (818) 588-0195
Email: solocrt2000@yahoo.com

Name/Firm/Company: American Airlines
Subject/Category: American Airlines/US Airways Merger

Questions/Comments:
As the Attorney General of Florida I am very curious what you are doing involving the state in trying to block this merge. I lived in Florida as an American Airlines employee from 1991 to 2007. In that time I saw first hand how American started as a small player in Florida's economy to becoming Miami's largest employer. With the US Airways merge the possibility of becoming an even larger part of Florida's economy will be assured. Without the merge the actual survivability of both these airlines will be in question. If you do not understand this, then you clearly don't understand the airline industry. Without being of a similar size American will never be able to survive the competition of much larger United Airlines , Delta Airlines, and Southwest Airlines. As a Florida AG you should be actively supporting this merger, as Florida will clearly be one of the economic beneficiaries.

PAM BONDI
ATTORNEY GENERAL
STATE OF FLORIDA

OFFICE OF THE ATTORNEY GENERAL

Office of Citizen Services
The Capitol
Tallahassee, Florida 32399-1050

Telephone: (850) 414-3990
Fax: (850) 410-1630

September 6, 2013

Ms. Barbara Tyler
2800 Northeast 8th Court
Pompano Beach, Florida 33062-4206

Dear Ms. Tyler:

Thank you for contacting Florida Attorney General Pam Bondi's Office regarding the lawsuit to block the merger of US Airways and American Airlines filed by this office, six other attorneys general, and the United States Justice Department in federal court in D.C. on August 13, 2013.

One of the most important roles of the Attorney General of Florida is to enforce the laws to ensure a competitive and fair marketplace.

After a careful review of the facts, the decision was made that the merger would be anticompetitive and would likely lead to higher fares and increased fees for the flying public, including Florida consumers.

We appreciate hearing from you and have taken note of your concerns. Thank you for your interest in this very important matter.

Sincerely,

Frances Baker
Office of Citizen Services

CS/Anti-trust issue

Barbara Tyler
2800 N.E. 8th Court
Pompano Beach, FL 33062-4206
Cell phone (954) 557-1015
E-mail: styler3@bellsouth.net

August 28, 2013

Pam Bondi
Office of Attorney General
State of Florida
The Capitol PL-01
Tallahassee, FL 32399-1050

Ms. Bondi:

I am contacting you to ask you reconsider your opposition to the proposed merger between US Airways and American Airlines. As a Professional Flight Attendant since 1991, I know what the merger means to me and my family and to the thousands of other American Airlines employees. Never before have the employees and management worked so hard and well together all in an effort to save these two great companies. A merger is good for employees and it is good for U.S. consumers.

The merger will provide job security for tens of thousands of workers across the country. Neither of these companies can adequately compete with Delta and United and failure of one or both would result in the decimation of jobs, less competition, higher airfares, and fewer options for the flying public.

I hope you will reconsider your participation in this ill-advised lawsuit and instead support a stronger, more profitable, and consumer-friendly merged air carrier.

Please join us in supporting the merger between American Airlines and US Airways; it is what's best for our country.

Sincerely,

Barbara L Tyler

Barbara Tyler
cc: Miami Herald: HeraldEd@MiamiHerald.com
USA Today: letters@usatoday.com

Follow up
Non-d
expressive
opinion

Barbara Tyler
2800 N.E. 8th Court
Pompano Beach, FL 33062-4206
Cell phone (954) 557-1015
E-mail: styler3@bellsouth.net

September 24, 2013

Pam Bondi
Office of Attorney General
State of Florida
The Capitol PL-01
Tallahassee, FL 32399-1050

Ms. Bondi:

I appreciate the response to my first letter from Frances Baker, however, I wonder where was the justice department when three other major airline mergers were allowed to take place (Delta/Northwest, United/Continental, Southwest/AirTran). Now that American Airlines and US Airways are "the last dance partners left" and must merge to remain competitive with these other consolidated airlines and try and win back business travelers suddenly the justice department speaks up.

I appreciate the idea of protecting consumers from high costs but at what price? My husband is also an American Airlines employee, an aircraft mechanic since 1986. We have seen more and more maintenance work outsourced and planes flown out of the country for repairs all in the name of cheaper airfares. But at what price to quality and safety not to mention the loss of good jobs in this country? Where is the justice in this? My husband and I both took 30% cuts in pay and benefits in 2003 along with seeing our fellow employees laid off to try and keep American out of bankruptcy but American ended up declaring bankruptcy anyway in 2011 and we had to give up even more all to cut expenses and remain competitive. Where is the justice in this? Fuel prices are going up, cost of living and health care expenses are increasing but not our wages yet the public demands airfares to be less. Where is the justice in this? Who should pay for these cheap fares? I guess you think it should be the workers. Who is fighting for the working class, the people on "Main Street" who keep this country running?

I would rather see political energy go toward providing affordable healthcare, regulating executive compensation so profits can be reinvested back into companies rather than the pockets of the few, increased oversight on foreign aircraft maintenance practices, and policies that will maintain/increase better paying jobs in this country and support for the companies who create these jobs. I worry about having affordable medical benefits, job security, and saving more for retirement while making less money now that my pension has been frozen and there is talk of raising Social Security and Medicare age. I agree competition is good but not at the expense of American jobs and quality and safety.

I am glad to hear that Judge Colleen Kollar-Kotelly has set a trial date for November 25, 2013 rather than later so we can begin to rebuild American Airlines to the strong, competitive company it once was.

Thank you again for taking the time to consider my opinions and hope you will reconsider your participation in this ill-advised lawsuit and instead support a stronger, more profitable, and consumer-friendly merged air carrier.

Sincerely,

Barbara L Tyler

Barbara Tyler
cc: Miami Herald: HeraldEd@MiamiHerald.com
USA Today: letters@usatoday.com

Internet Contact Information

INTERNET COMPLAINT RECEIVED BY THE ATTORNEY GENERAL'S OFFICE ON 09/03/2013

Lori Tysinger
17890 NE 31st Ct. #3323
Aventura, FL, 33160 Miami-Dade
Phone: (336) 918-8102
Email: Lori.Tysinger@aa.com

Name/Firm/Company: American Airlines
Subject/Category: American/USAir Merger
Street Address: Miami Int. Airport
City: Miami, FL Miami-Dade

Questions/Comments:
Please support the AA/USAir merger. It will be good for south Florida and the AA employees who live and work there. USAir has proved they run a much better operation than the current AA management.

Internet Contact Information

INTERNET COMPLAINT RECEIVED BY THE ATTORNEY GENERAL'S OFFICE ON 09/20/2013

Jack Vandelaar
37 Lake Shore Dr
Key Largo, FL, 33037 Monroe
Phone: (305) 394-2269
Email: jev2@bellsouth.net

Name/Firm/Company: American Airlines
Subject/Category: Airlines

Questions/Comments:
My Complaint is about your office joining the DOJ lawsuit against the American Airlines and USAIRWAYS merger. Not only are you endagering my job, but you are endangering the Florida Consumer for Airline travel. American is the largest carrier in South FLorida, serving the consumer world wide. American is in Bankruptcy court and has been in financial danger for some years and has lost Billions of dollars. Do you think the consumer will be well served with a smaller American, with less flights (and yes that causes higher fares) and frequency to the world markets. You are endangering not only the airlines, consumer, but most of all the state of Florida with your reckless joining of this suit.

Anti-trust Antitrust KSHC

MARC A. VEASEY
33RD DISTRICT, TEXAS

414 CANNON HOUSE OFFICE BUILDING
WASHINGTON, DC 20515
(202) 225-9897

Congress of the United States
House of Representatives
Washington, DC 20515–4333

October 15, 2013

The Honorable Barack Obama
President of the United States
1600 Pennsylvania Ave. NW
Washington, D.C. 20500

Dear President Obama:

As Members of Congress representing thousands of American Airlines and US Airways employees, we are writing to express our respectful disagreement with the U.S. Department of Justice's (DOJ) lawsuit against the proposed merger of American Airlines and US Airways. We believe DOJ's legal challenge puts at risk the future economic security of our constituents, tens-of-thousands of unionized workers at both airlines, and the economic well-being of communities that we represent.

The proposed merger will not only increase competition, but will also increase opportunities for airline workers and the communities serviced by both American Airlines and US Airways. The combination will make both airlines a much stronger competitor against other airlines like United, Delta, and Southwest that have benefitted from recent mergers as well as a growing number of air carriers like Virgin America, JetBlue, and Spirit.

The new American will provide millions of consumers with new choices onboard a premier global airline with a much broader network that will be a viable alternative to other large, global carriers – both domestic and foreign. In doing so, the new American will provide financial stability for its workers, vendors, suppliers and communities who all rely on a healthy airline.

We are concerned that the DOJ's lawsuit creates an atmosphere of uncertainty for our respective congressional districts and constituents. While we share your concern regarding any potential impact on consumers as consolidation in any industry is contemplated, we believe that DOJ's concerns as outlined in the complaint filed last month are not an adequate representation of all of the facts.

We urge your administration to reconsider its efforts to prevent the American and US Airways merger from going forward. It is our hope that all parties involved can reach an amicable resolution that will not jeopardize the significant economic benefits this merger provides for the employees and communities of both carriers and the constituents we represent.

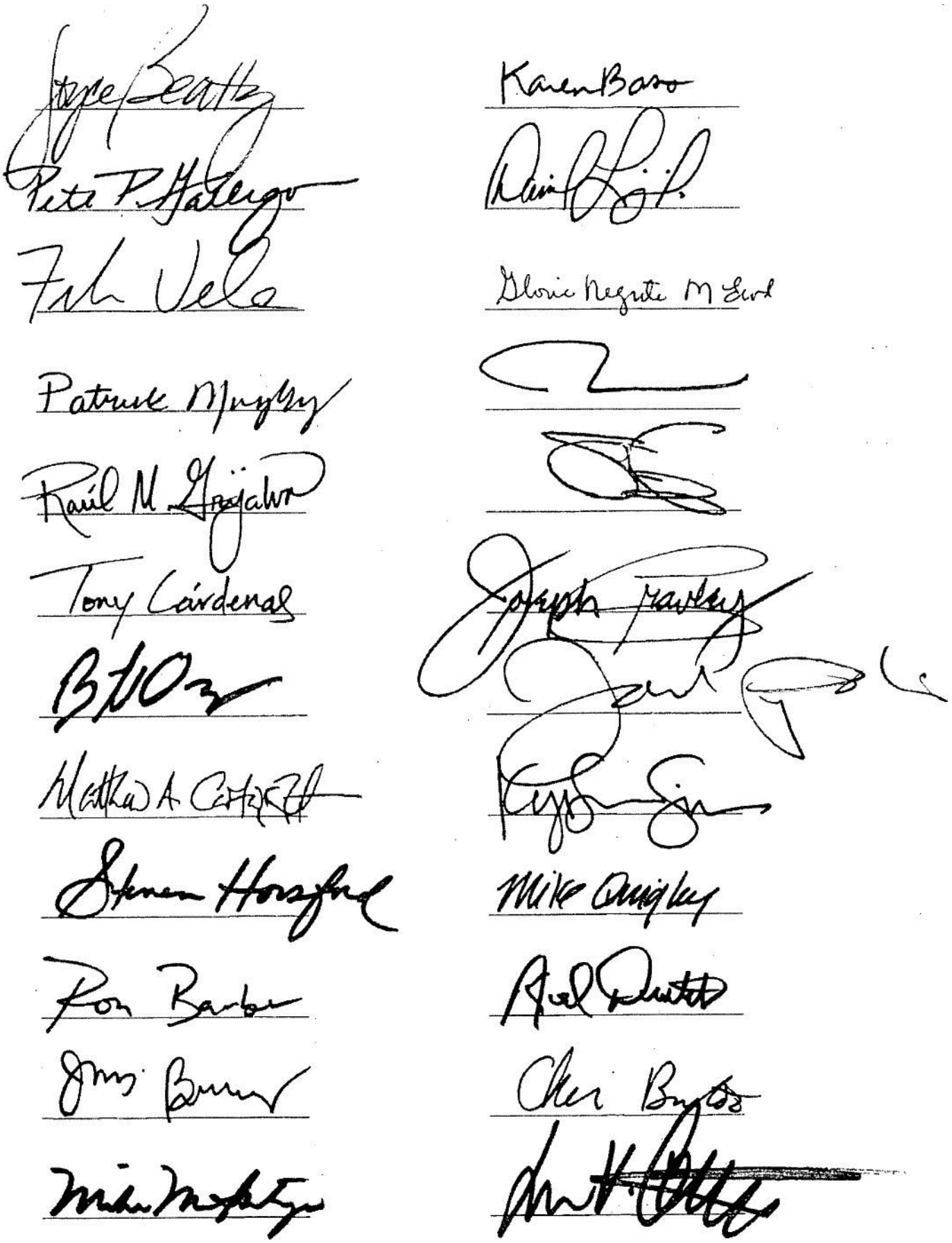
Thank you very much for your consideration.

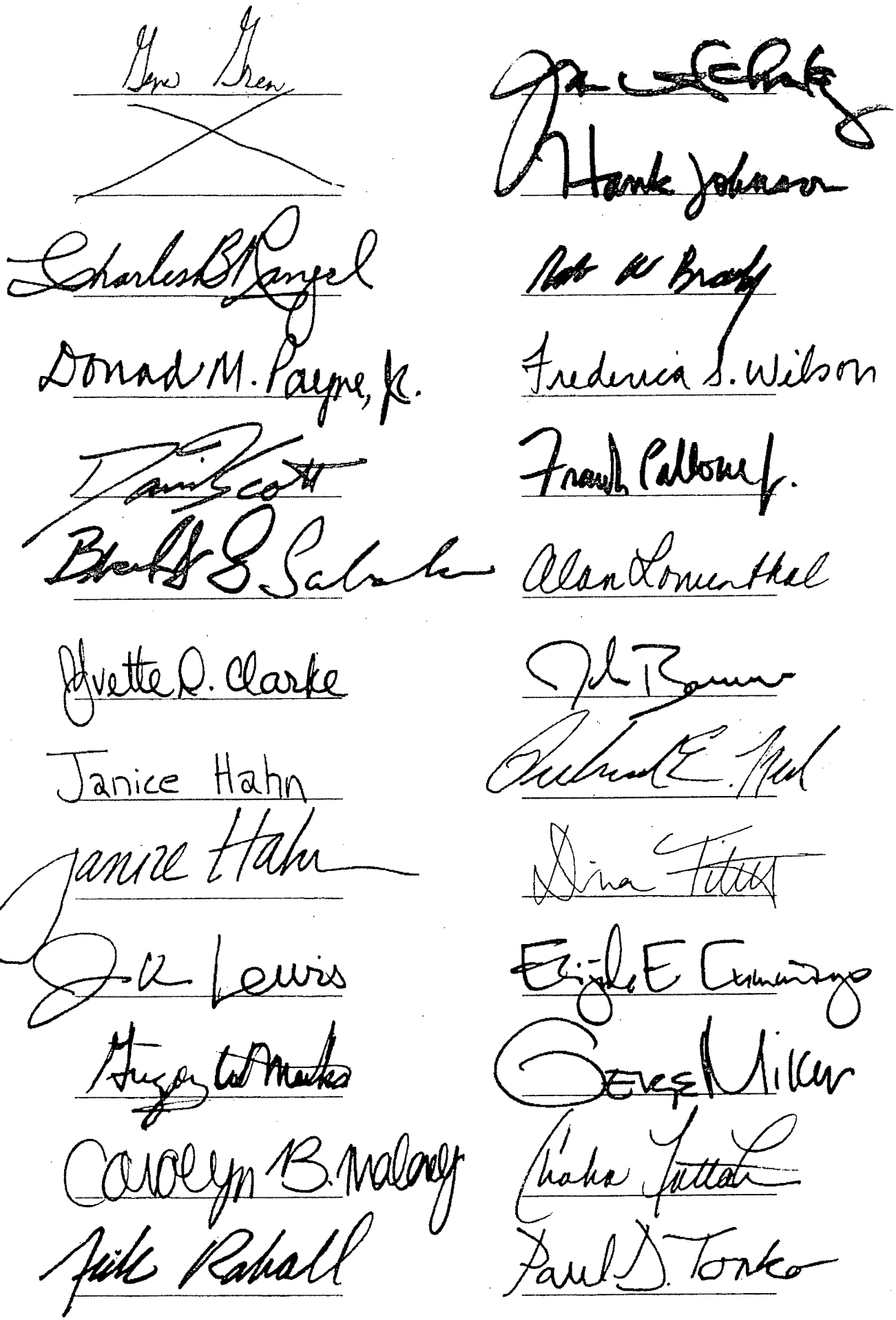
Sincerely,

Marc Veasey, TX-33
Member of Congress

Ed Pastor, AZ-07
Member of Congress

PRINTED ON RECYCLED PAPER





cc: United States Attorney General Holder
United States Department of Transportation Secretary Anthony Foxx
Texas State Attorney General Gregg Abbott
Arizona State Attorney General Tom Horne
Michigan State Attorney General Bill Schuette
Tennessee State Attorney General Robert E. Cooper, Jr.
Virginia State Attorney General Ken Cuccinelli
Pennsylvania State Attorney General Kathleen Kane
Florida State Attorney General Pam Bondi
District of Columbia Attorney General Irvin B. Nathan

List of Signatures (68):

1. Representative Marc Veasey
2. Representative Ed Pastor
3. Representative Alcee Hastings
4. Representative Gregory W. Meeks
5. Representative Robert Brady
6. Representative Eddie Bernice-Johnson
7. Representative Mike Quigley
8. Representative Ruben Hinojosa
9. Representative Joe Garcia
10. Representative Ann Kirkpatrick
11. Representative Joyce Beatty
12. Representative Frederica Wilson
13. Representative Chaka Fattah
14. Representative Kyrsten Sinema
15. Representative Tim Ryan
16. Representative Yvette Clarke
17. Representative Janice Hahn
18. Representative Danny K. Davis
19. Representative Jared Polis
20. Representative Henry C. Johnson, Jr.
21. Representative Karen Bass
22. Representative David Scott
23. Representative Jan Schakowsky
24. Representative Ron Barber
25. Representative Tammy Duckworth
26. Representative Dina Titus
27. Representative Luis Gutierrez
28. Representative Gloria Negrete McLeod
29. Representative Steven Horsford
30. Representative Matt Cartwright
31. Representative Robert E. Andrews
32. Representative Charlie Rangel
33. Representative Loretta Sanchez
34. Representative Gene Green
35. Representative Brad Schneider
36. Representative Nick Rahall
37. Representative Dan Maffei
38. Representative John Delaney
39. Representative Mike McIntyre
40. Representative Patrick Murphy
41. Representative Pete Gallego
42. Representative Raul Grijalva
43. Representative Tony Cardenas
44. Representative Ted Deutch
45. Representative Filemon Vela
46. Representative Richard Neal
47. Representative Dan Lipinski
48. Representative Frank Pallone
49. Representative Bill Owens
50. Representative Donald M. Payne, Jr.
51. Representative Julia Brownley
52. Representative Cheri Bustos
53. Representative John Barrow
54. Representative Alan Lowenthal
55. Representative Carol Shea-Porter
56. Representative Joe Crowley
57. Representative George Miller
58. Representative John Lewis
59. Representative Sean Patrick Maloney
60. Representative Carolyn Maloney
61. Representative Robin Kelly
62. Representative Sheila Jackson Lee
63. Representative Grace Meng
64. Representative Lois Frankel
65. Representative Paul Tonko
66. Representative Elijah Cummings
67. Representative Maxine Waters
68. Representative Donna Christensen

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U.S. HOUSE OF REPRESENTATIVES
WASHINGTON, DC 20515–4333

PUBLIC DOCUMENT

OFFICIAL BUSINESS

M.C.

IAPVSP1 92399

The Honorable Pam Bondi
Attorney General of the State of Florida
The Capitol PL-01
Tallahassee, FL 32399-1050

Internet Contact Information

INTERNET COMPLAINT RECEIVED BY THE ATTORNEY GENERAL'S OFFICE ON 08/17/2013

JAYO VERA
9785 NW 45TH LANE
Doral, FL, 33178 Miami-Dade
Phone: (305) 877-6090
Email: jayovera@hotmail.com

Name/Firm/Company: USDOJ
Subject/Category: Merger American Airlines US Airways

Questions/Comments:
Florida State Attorney General
Pam Biondi
The Capitol PL-01
Tallahassee, FL 32399-1050

Dear Ms. Biondi,

I am writing to you to express my support towards the merger of American Airlines and US Airways. I am also quite disappointed and wonder about the ulterior motives of the Justice Department, some State Attorneys General and the District of Columbia when they filed challenging this merger.

My question, I believe, is the same as many others: Why can't American Airlines and US Airways do exactly what Delta-Northwest, United-Continental and Southwest-AirTran have already done with their mergers?"

From where I sit, it looks as if American Airlines and US Airways are being subjected to a uncanny double standard. I found in the lawsuit many curious arguments against a merger that has enthusiastic support from nearly every interested party and notably absent from the lawsuit: any explanation of how clearing the way for Delta and United benefits consumers.

As many others, I believe that merging American Airlines and US Airways would be, in reality, pro-competition in nature. It would benefit many customers by providing them with a significantly expanded route network and a viable alternative to the already robust networks of Delta and United. It would also provide for a more secure future for the 100,000 men and women who work for American Airlines and US Airways.

On many network forums I concurred on the overall feeling that the DOJ and the other complainants apparently fail to grasp is how combining American Airlines and US Airways will create an important competitive counterbalance to Delta and United. Instead, the lawsuit seeks to prevent the new American Airlines from becoming an effective competitor against those larger, more powerful carriers. I think that's clearly anti-competitive.

As we all know, the DOJ already permitted a round of mergers in recent years. The combination of United and Continental was approved in September 2010, the same month that Southwest and AirTran announced plans to merge. Southwest and AirTran were strong rivals, served many of the same markets and had more route overlap than American Airlines and US Airways.

I think that if this merger is blocked, American Airlines and US Airways would

emerge from their current frail state as standalone airlines in a weaker competitive position, which would have long-term negative effects for my airline, my industry, my profession and ultimately and most important, all airline customers since Delta and United would be sheltered from having to compete with a third large network carrier and would grow ever more dominant, particularly in business travel where American Airlines has been losing ground. Consumers would definitely lose as they're left with only two competing large networks.

I have read that the Allied Pilots Association (APA) leadership, legal team and bankruptcy advisers are confident that they have a strong legal case and that the American Airlines-US Airways merger will ultimately prevail.

Ms. Biondi, I have been on furlough for over 10 years in hopes that I can provide a decent living for my family when I return to the new American again. I hope that we have not come this far to be deterred and that this humble letter may help us have you as a strong supporter of this positive merger.

Sincerely,

Jayo A. Vera
First Officer Boeing 767 (On Furlough)
American Airlines

Internet Contact Information

INTERNET COMPLAINT RECEIVED BY THE ATTORNEY GENERAL'S OFFICE ON 08/17/2013

Ronald Veser
186 highland view drive
Somers, CT, 06071
Phone: (860) 680-7428
Email: ronjet2@cox.net

Name/Firm/Company: Self
Subject/Category: AMR USAIR MERGER
Phone: (860) 680-7428

Questions/Comments:
Sent from my iPadAugust 15, 2013

Will Politics Destroy US Airways and What's Left of American Airlines

This week, under some of the most incredulous accusations ever foisted against the airline industry, the US Attorney General Eric Holder with support from a handful of state Attorneys General blocked what should have been the -one-- airline merger that was a no brainer to approve.
Ten years ago American Airlines:

- Was the largest of six major network carriers. Today, of the four that remain, American is by far the financially weakest and the distant third largest network carrier

- Was the largest airline employer with over 100,000 employees. Today, American only has 64,000 employees (mainline operations)

- Operated over 2,700 flights per day. Today, American operates only 1,800 flights per day (mainline operations)

Most important to recognize is that all of the above occurred -without-- American merging with another carrier. Furthermore until the DOJ's actions this week, American was on track to exit their ongoing bankruptcy and merge with the industry's smallest network carrier, US Airways.

To in any way compare the -current-- airline industry to what the industry was in 2001 and before the 911 tragedy is ludicrous. 911 was the direct cause of airline bankruptcies, billions in financial losses, tens of thousands of jobs lost, and the loss of passenger demand. Just as the industry was bailing out of its 911 demise, it was hit with skyrocketing fuel increases soon followed by the economic collapse of 2008.

Contrary to the Attorney General's accusations, the loss of capacity, airline jobs, and higher air fares had nothing to do with airline mergers.

Here's what the Attorney General left out from his outrageous vote pandering actions to stop the American and US Airways merger.

- Starting with year 2001 through year 2005, Delta, Northwest, American, United, Continental, and US Airways lost money -every-- year. In fact, excluding $billions in additional bankruptcy losses, the major network airlines above accumulated $33 billion in losses over those five years!

Since year 2000, excluding relatively small profits in 2006 and 2007, American has lost money every year and has accumulated over $12 billion in NET losses over that time period. That loss excludes several $billion more in losses that will be accounted for when American exits their ongoing bankruptcy.

Since year 2000 and through year 2012 and after accounting for the last three profitable years, no major network airline to date has a NET profit. In fact all six of the major network airlines noted above had an accumulated NET loss of $30 billion as they started this year.

Southwest's profit margins since the 2008 Delta/Northwest merger averaged a depressing 2.4%. As low as that was for Southwest, they led the industry in profit margins over the past five years. For some perspective, Southwest's profit margins for the five years prior to 911 averaged 9.1%.

- By any credible analyst's accounting, it was only due to the recent mergers that the year-after-year industry loss of $billions finally stopped. While several airlines were able to achieve record profits over the past couple of years, their profit margins were in the low single digits which would be financially unacceptable for most business sectors.

- In 2012, excluding special items, Delta had the network carriers' -highest-- profit margin with a paltry 4.2%. US Airways margin was 3.9%. Southwest Airlines margin was a dismal 2.4%. Once again, American had another loss and reported a negative .5% margin. Note that Delta's network leading margin was less than half of what it was in the later 1990's.

- In 2008, Delta (DAL) and Northwest skated through their merger. In 2012, Delta controlled 25% of the industry's* capacity

- In 2010, in order to compete with a significantly larger merged Delta, United merged with Continental and once again, there were no DOJ objections. In 2012, United/Continental controlled 27% of the industry's* capacity

- In 2011, Southwest Airlines (LUV) was losing market share to their much lower cost competitor Air Tran. Once again, the DOJ allowed the Southwest-Air Tran merger to sail through with no objections. In 2012, Southwest/Air Tran had the industry's highest domestic market share (Air Tran operates a small amount of routes to the Caribbean and Mexico). It's important to note that the Southwest-Air Tran merger pushed Southwest into the nation's largest domestic airline

Prior to Southwest's acquisition of Air Tran only two years ago, Air Tran was one of the nation's -lowest-- fare airlines. In fact, immediately prior to that merger, Air Tran's average fare per mile was 20% --less-- than Southwest.

So where did the DOJ's prior to this week's open door merger policy leave American and US Airways (LCC)? In 2012, American controlled just 18% of the industry's* capacity, and US Airways was well behind with 10%

* Industry capacity uses the cumulative total of United, Delta, American, US Airways, Southwest, Alaska (ALK), and JetBlue (JBLU) and their regional affiliates

While it -sounds-- great to hear how keeping American and US Airways separate will somehow magically create stronger better and more competition and thereby

keeping air fares lower, nothing could be further from the reality of what will occur.

The facts are that Delta, United, and Southwest -all-- with their recent DOJ approved mergers have now become so large and so financially strong, that it is pure fantasy to suggest that either American and/or US Airways will be competitive as stand-a-lone airlines.

The DOJ's Anti-Trust Lawsuit makes several preposterous "claims". One of those claims is that the prior approved mergers -supposedly–were the cause of higher air fares and reduced service/capacity. It's incredibly obvious that the DOJ knows nothing about the industry, where the airline industry has been, and more-so, why it is where it is today.

Here are some "air fare" facts the DOJ conveniently left out of their anti-trust suit:

- Just ten years ago (2002), the (spot) price of jet fuel was .69 cents/gallon. Fuel expense for the industry was less than 14% of industry revenue. Last year, jet fuel averaged $3.06/gallon, a 344% increase. For 2012, 36% of industry -record-- revenues were needed to pay for fuel.

- Ten years ago, the industry average passenger fare to fly one mile (yield) was 11.48 cents. Adjusted just for inflation and excluding the exorbitant ncrease in fuel costs, the average passenger fare per mile in 2012 would have been 14.65 cents. The actual industry average passenger fare per mile in 2012 was 14.70 cents and barely above simple inflation. After accounting for the ncrease in ancillary fees and fuel costs, air fares have simply not increased as the Attorney General claims.

For a more visual look at air fares and just how outrageous the Attorney General's claims are, let's look at Southwest's air fares. Note that Southwest operates the most capacity to the most airports in the US and is recognized as the "low fare" airline. Southwest does not have baggage fees. Southwest is typically used by politicians as the "airline" all airlines should be like.

Southwest's average passenger fare per mile (yield) and year-over-year change

Year - cents - y/y change

2002 - 11.77

2003 - 11.97 +1.7%

2004 - 11.76 -1.8%

2005 - 12.09 +2.8%

2006 - 12.93 +6.9%

2007 - 13.08 +1.2%

2008 - 14.35 +9.7%

2009 - 13.29 -7.4%

2010 - 14.72 +10.8%

2011 - 14.97 +1.7%

2012 - 15.64 +4.5%

Total air fare change since 2002 for Southwest was +3.87 cents/mile (+33%). CPI inflation over the same time period was 28%.

When comparing the 2012 passenger fare per mile to year 2002, the largest network merged carriers all had smaller fare increases than (unmerged) Southwest and especially (unmerged) JetBlue.

Change in average passenger fare per mile from 2002-2012

JetBlue = +51%

Southwest = +33%

Delta = +31%

United = +30%

American = +25%

US Airways = +10%

Furthermore, when looking at air fare/mile changes over the past five years, Southwest again had the highest increase of all competitors.

The DOJ's law suit suggests US Airways market share at Washington Regan Airport (DCA) is anti-competitive. Reality is if it weren't for the DOJ recently approving US Airways trading over a hundred (restricted) landing slots at New York's LaGuardia Airport (LGA) for Delta's (restricted) landing slots at DCA, Delta would not now be in control of LGA and US Airways would not have their high market share lead in DCA.

Now after Delta has already achieved their dominance at LGA, the DOJ makes an issue of the DCA landing slots that US Airways gained from the Delta swap. Furthermore, if it weren't for US airways having so many "slots" to/from DCA, dozens of small communities would not have non-stop flights to the DCA airport.

Here are some more facts Attorney General Holder left out in his law suit reasoning.

- At Chicago Midway Airport, there were 16.7 million passengers last year. Southwest carried 90.2% of them, and their Air Tran merger adds another 3.8%

- At Houston Hobby Airport, there were 10.2 million passengers last year. Southwest carried 88.6% of them, and their Air Tran merger adds another 4%.

- At Dallas Love Field Airport, there were 7.7 million passengers last year. Southwest carried 96.3% of them.

- At Baltimore MD Airport (competes with DCA), there were 21.5 million passengers last year. Southwest carried 59.2% of them, and their Air Tran merger adds another 12.4%.

Would it be better to have three more-or-less equally strong airlines competing or four? The only legitimate option going forward is to have a fourth -equally strong–competitor for United, Delta, and Southwest. The merger of American and US Airways is the best choice and better for the industry, the communities they serve, and especially for the consumer.

Dozens of once great airlines went out of business for one primary reason: they failed to remain competitive with the -industry--. Without a merger, there is simply no possibility American and US Airways will be able to compete over the long-term in what is now a much consolidated industry.

****
*

Internet Contact Information

INTERNET COMPLAINT RECEIVED BY THE ATTORNEY GENERAL'S OFFICE ON 10/06/2013

Kathy Veta
02 Port Street
Laguna Niguel, CA, 92677
Phone: (949) 295-8232
Email: kvhighflyer@gmail.com

Name/Firm/Company: American Airlines Flight Attendant
Subject/Category: Offering support for stand against AA/USAir merger
Street Address: Los Angeles International Airport
City: Los Angeles, CA

Questions/Comments:
I wanted to contact Ms. Pam Bondi and express my support and admiration for her strong stand against the AA/USAir merger. I have been an American Airlines flight attendant for 33 years, and have seen many changes in our work environment, but this past year and a half, since filing bankruptcy, there have been jaw dropping, negotiations between our union and our CEO, that do not serve in the best interest of it's flight attendants. They do however offer lavish bonus awards for both corporate executives, and union representatives....while cutting benefits, payroll, medical and retirement, from it's work force. It was actually negotiated that we DO NOT have the right to question ANY bonus awards to executives or union leaders. We do not have any concrete work rules since the new contract was negotiated over a year ago, and the company can pretty much do as they please with us....and when we report violations to the union, they go unaddressed because their alliance is now with the corporate strategists. Please know that I personally appreciate your stand against the merger. (and if I get fired for writing this...I'll be moving to Florida and asking for a job...:)

Internet Mail Message

Date: 08/20/2013 04:42:37 PM
From: "Ralph Warmack" <ralphwarmack@tampabay.rr.com>
To: <pam.bondi@myfloridalegal.com>
Subject: Urge you to NOT oppose the AMR-LCC merger

Gen. Bondi, we agree with your decision to sue Georgia to stop them from stealing our water. But we strongly disagree with your decision to support the Department of Justice lawsuit to block the American Airlines-US Airways merger. Like many other Floridians, we believe this merger will provide better service at affordable prices. As you well know, absent this merger both airlines are destined to fail. Big government interference is neither needed or wanted. We urge you to tell Obama and Holder to keep their hands off our boarding passes!

Ralph and Patsy Warmack
6347 Vista Verde Drive East
Gulfport, FL 33707
(727) 346-0460
ralphwarmack@tampabay.rr.com

Routing Information:

PAM BONDI
ATTORNEY GENERAL
STATE OF FLORIDA

OFFICE OF THE ATTORNEY GENERAL

Office of Citizen Services
The Capitol
Tallahassee, Florida 32399-1050

Telephone: (850) 414-3990
Fax: (850) 410-1630

September 6, 2013

Mr. Richard Wasserman
260 Ocean Spray Avenue
Satellite Beach, Florida 32937

Dear Mr. Wasserman:

Thank you for contacting Florida Attorney General Pam Bondi's Office regarding the lawsuit to block the merger of US Airways and American Airlines filed by this office, six other attorneys general, and the United States Justice Department in federal court in D.C. on August 13, 2013.

One of the most important roles of the Attorney General of Florida is to enforce the laws to ensure a competitive and fair marketplace.

After a careful review of the facts, the decision was made that the merger would be anticompetitive and would likely lead to higher fares and increased fees for the flying public, including Florida consumers.

We appreciate hearing from you and have taken note of your concerns. Thank you for your interest in this very important matter.

Sincerely,

Frances Baker
Office of Citizen Services

CS/Anti-trust 155 8-27-2013

Dear Attorney General,

I am contacting you to ask that you reconsider your opposition to the proposed merger of US Airways and American Airlines.

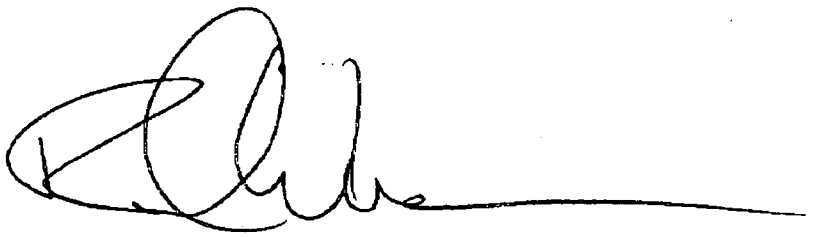
As an American Airlines pilot since 1991, I know what the merger means to me and to the thousands of other American Airlines employees.
A truly competitive new airline is good for our employees, our communities and most certainly our customers.
It would provide a viable competitive alternative to the two much larger carriers (Delta and United) that currently dominate the marketplace.

A viable competitor would provide greater job security for tens of thousands of workers across the country than the current struggling airline.
Neither American Airlines nor US Airways alone has the network to adequately compete with the existing larger carriers; failure of one or both would result in further loss of jobs, less competition, higher airfares and fewer options for the flying public.

I hope you will reconsider your participation in this lawsuit and support

a merged air carrier that is stronger and more consumer-friendly. A merger between American Airlines and US Airways is what's best for our state and country.

Thank you,



Richard Wasserman
260 Ocean Spray Ave
Satellite Beach, FL 32937

Email: ricker0523@hotmail.com

Internet Contact Information

INTERNET COMPLAINT RECEIVED BY THE ATTORNEY GENERAL'S OFFICE ON 09/03/2013

Richard Wasserman
260 OCEAN SPRAY AVE
Satellite Beach, FL, 32937 Brevard
Phone: (321) 917-1142
Email: papi523@yahoo.com

Name/Firm/Company: American Airlines
Subject/Category: American Airlines and USAIR merger

Questions/Comments:
• The Allied Pilots Association, the Association of Professional Flight Attendants, the Association of Flight Attendants-CWA and the Transport Workers Union of America – unions made up of American Airline employees whose careers depend on the competitive success of American Airlines and its affiliates – filed an amicus curiae brief with the District Court in Washington, D.C., expressing their "strong support" for the motion filed Aug. 22 by American and US Airways to set a trial date.

• The careers of American Airlines employees are inextricably intertwined with the success of American and the airline industry as a whole.

• The Justice Department ("DOJ") brought this injunction action without warning on the eve of the confirmation of a Plan of Reorganization predicated on a merger between American and US Airways.

• American and its unions had already made substantial preparations for the merger, making significant operational decisions. As a result of this suit, American finds itself in competitive limbo.

• The DOJ approved prior mergers.

• At the heart of this dispute is the question of whether American can operate with a network that will compete effectively or whether it will be forced to adopt a stand-alone strategy as a second-tier carrier left to pick over the scraps of much larger competitors.

• American cannot adopt a long-term strategy until it knows whether it will be permitted to acquire a network to compete with United and Delta.

• The damage to competition in the airline industry as a result of a less-competitive American must be minimized by a decision on the merits on as prompt a schedule as possible.

• In 2008, the DOJ approved the merger of Delta and Northwest, creating a combined carrier with a national network that easily exceeded American's capacity.

• In 2010, following the same antitrust analysis, the DOJ approved the merger of Untied and Continental, creating a second national business carrier with a network vastly superior to American's.

• The more limited size and scope of American's network – the interconnected web of airline routes through which the airline services its customers – "put

it at a competitive disadvantage relative to its largest major network carrier competitors: United and Delta."

• American's share in most regions of the United States has "significantly eroded over the last decade as its key network carrier competitors have consolidated and extended their network and scale advantages."

• One significant effect has been a steady loss of American's "high-yield corporate customers and frequent elite travelers to the superior networks of United and Delta."

• The loss of market share can be measured in a loss of American employee jobs. The APA has more than 10,000 members because it took that many pilots and more to fly the American system. Because of ever-diminishing market share, only 7,959 pilots are actively flying at American.

• Since 2000, the active number of TWU employees at American has plummeted from 35,000 to 23,000.

• The APFA workforce is about 36% smaller than it was in May 2002, when almost 25,000 flight attendants worked for American.

• Without a network similar in scale to Delta and United, American will continue to decline. The result will be fewer competitive routes for the industry, lessened competition and a significant loss of jobs.

• Following years of losses in the market dominated by United and Delta, on Nov. 29, 2011, AMR Corporation, American Airlines Inc. and affiliates were forced to file Chapter 11 reorganization proceedings in the U.S. Bankruptcy Court for the Southern District of New York.

• American's incumbent management sought to reorganize based on a stand-alone plan for emergence. The problems with this approach were apparent from the outset; ultimately, American's creditors opted for a more competitive approach followed by other industry players: building American's network to equal its competitors through a merger.

• American sought a merger partner in US Airways, whose routing network is almost entirely complementary to its own.

• American filed a Plan of Reorganization based on the merger of American and US Airways. All classes of creditors voted in favor of the plan.

• We hoped the combination of American and US Airways would significantly enhance American's ability to compete with Delta and United, thus increasing competition in the domestic and international airline markets.

• In the last few months, hundreds of pilots have been called off the furlough lists in anticipation of increased flying upon consummation of the merger.

• Increased American flights mean more competitive routes and increased competition in the industry.

• Anticipating that the closing would occur shortly after the confirmation hearing, American and US Airways had undertaken a selection process for management at the merged company. Many of American's upper management, some by their own choice, were replaced by US Airways personnel. As a result, on the

management side, American is little more than a shell.

• Understandably, the management that remains lacks the same incentives as the proposed management team to aggressively protect American and its diminishing market share during any delay in closing the merger.

• It is not possible to recruit new management in light of the uncertainty hanging over the company.

• Lacking motivated incumbent leadership, American's competitive position is likely to erode further during the pendency of this case.

• Employees whose job outlook was more certain are facing further delays, more furloughs and great uncertainty regarding their future with the airline.

• The competitive position of American and the industry as a whole will be damaged while American is unable to undertake initiatives because of the uncertainty regarding its future.

• We respectfully submit that the court will inevitably deny the relief sought by the plaintiff once it reviews the evidence in this case.

• These issues must be resolved sooner rather than later.

• The DOJ injunctive action is having a real, immediate adverse impact on the lives of ordinary hard-working employees of American Airlines.

Regards,

Richard Wasserman

Internet Contact Information

INTERNET COMPLAINT RECEIVED BY THE ATTORNEY GENERAL'S OFFICE ON 08/15/2013

Wanda Watson
11448 Merganser Way
New Port Richey, FL, 34654 Pasco
Phone: (727) 378-5707
Email: furby1943@hotmail.com

Name/Firm/Company: AA/US AIR
Subject/Category: Airline Merger

Questions/Comments:
I am against the AA/US Air merger. I am a former employee of Continental Airlines--who recently merged with United. I was retired when this merger went through. Why was this merger not protested? By letting all the mergers through there is a monopoly in the airline industry----there is really NO competition. I realize that "profits" are a big part but what about "John Q Public"? I feel the American Public need "options" and these mergers take that away. Drives prices up and people can't afford to travel. The economy is not picking up as fast as some people indicate it is.
I just wanted to express my thoughts on the merger. Thank you for listening.

PAM BONDI
ATTORNEY GENERAL
STATE OF FLORIDA

OFFICE OF THE ATTORNEY GENERAL

Office of Citizen Services
The Capitol
Tallahassee, Florida 32399-1050

Telephone: (850) 414-3990
Fax: (850) 410-1630

September 5, 2013

Mr. Nils Weirick
2777 South Clearbrook Circle
Delray Beach, Florida 33445

Dear Mr. Weirick:

Thank you for contacting Florida Attorney General Pam Bondi's Office regarding the lawsuit to block the merger of US Airways and American Airlines filed by this office, six other attorneys general, and the United States Justice Department in federal court in D.C. on August 13, 2013.

One of the most important roles of the Attorney General of Florida is to enforce the laws to ensure a competitive and fair marketplace.

After a careful review of the facts, the decision was made that the merger would be anticompetitive and would likely lead to higher fares and increased fees for the flying public, including Florida consumers.

We appreciate hearing from you and have taken note of your concerns. Thank you for your interest in this very important matter.

Sincerely,

Frances Baker
Office of Citizen Services

08 Anti-trust
JB

Dear Ms. Bondi,

I am contacting you to ask that you reconsider your opposition to the proposed merger of US Airways and American Airlines. As an American Airlines pilot since November 1991, I know what the merger means to me and to the thousands of other American Airlines employees. A truly competitive new airline is good for our employees, our communities and most certainly our customers. It would provide a viable competitive alternative to the two much larger carriers (Delta and United) that currently dominate the marketplace.

A viable competitor would provide greater job security for tens of thousands of workers across the country than the current struggling airline. Neither American Airlines nor US Airways alone has the network to adequately compete with the existing larger carriers; failure of one or both would result in further loss of jobs, less competition, higher airfares and fewer options for the flying public. In the end this might ironically cause exactly what you are trying to prevent: only 2 surviving network carriers domestically from which consumers can choose.

I hope you will reconsider your participation in this lawsuit and support a merged air carrier that is stronger and more consumer-friendly. A merger between American Airlines and US Airways is what's best for our country.

Respectfully,

Nils Weirick

Nils Weirick
2777 South Clearbrook Circle
Delray Beach, FL 33445

Internet Contact Information

INTERNET COMPLAINT RECEIVED BY THE ATTORNEY GENERAL'S OFFICE ON 08/24/2013

Mike Wesson
13880 Athens Drive
Jacksonville, FL, 32223 Duval; Saint Johns
Phone: (904) 525-1501
Email: mikewesson@yahoo.com

Name/Firm/Company: AG Bondi
Subject/Category: AG Bondi Support Of DOJ: AA / U.S. Air Merger

Questions/Comments:
I have been beaten down by American Airlines and the U.S. Government support of "corporate America" for over ten years. Finally, we have a ray of hope with the merger of AA and U.S. Air. My pay was going to finally go up (for the first time in 10 years BTW) and my career prospects were looking better. We were finally going to get rid of our CRIMINAL management team. Ms. Bondi, your grandstanding to "protect the rights of travelers and the American public" is a sham. You are taking food off of my families plate. You cannot see the power Delta/United/Southwest has obtained through previously approved mergers? I have pasted some facts below. I am quite sure they have already been sent to you, but I request you read them before you make more un-informed decisions.
Respectfully. MIke Wesson

STATE OF FLORIDA

PAM BONDI
ATTORNEY GENERAL

OFFICE OF THE ATTORNEY GENERAL

Office of Citizen Services
The Capitol
Tallahassee, Florida 32399-1050

Telephone: (850) 414-3990
Fax: (850) 410-1630

September 19, 2013

Ms. Kerry Whitworth
5455 MacDonald Avenue
Key West, Florida 33040

Dear Ms. Whitworth:

Thank you for contacting Florida Attorney General Pam Bondi's Office regarding the lawsuit to block the merger of US Airways and American Airlines filed by this office, six other attorneys general, and the United States Justice Department in federal court in D.C. on August 13, 2013.

One of the most important roles of the Attorney General of Florida is to enforce the laws to ensure a competitive and fair marketplace.

After a careful review of the facts, the decision was made that the merger would be anticompetitive and would likely lead to higher fares and increased fees for the flying public, including Florida consumers.

We appreciate hearing from you and have taken note of your concerns. Thank you for your interest in this very important matter.

Sincerely,

Kimberly D'Amico
Office of Citizen Services

cs/ Anti-trust issue

Dear Pam Bondi:

1. I am contacting you to reconsider your opposition to the proposed merger between US Airways and American Airlines. As a Professional Flight Attendant since 1989, I know what the merger means to me and to the thousands of other American Airlines employees. Never before have the employees and management worked so hard and well together all in an effort to save these two great companies. A merger is good for employees and it is good for U.S. consumers.

2. The merger will provide job security for tens of thousands of workers across the country. Neither of these companies can adequately compete with Delta and United and failure of one or both would result in the decimation of jobs, less competition, higher airfares, and fewer options for the flying public.

3. I hope you will reconsider your participation in this ill-advised lawsuit and instead support a stronger, more profitable, and consumer-friendly merged air carrier.

Please join us in supporting the merger between American Airlines and US Airways; it is what's best for our country.

Sincerely,
Kerry Whitworth
5455 MacDonald Ave
Key West, FL 33040

Internet Contact Information

INTERNET COMPLAINT RECEIVED BY THE ATTORNEY GENERAL'S OFFICE ON 08/19/2013

Thomas Willard
1857 Wiltshire Village Drive
Wellington, FL, 33414 Palm Beach
Phone: (561) 351-5726
Email: will4919@bellsouth.net

Name/Firm/Company: American Airlines
Subject/Category: DOJ Lawsuit Blocking AA/US Merger

Questions/Comments:
Ms. Bondi,

I am SHOCKED that my REPUBLICAN Florida Attorney General would join with Mr. Holder from the DOJ in a lawsuit that clearly favors those airlines that have ALREADY MERGED (ie see Delta/Northwest, United/Continental, Southwest/Airtran)! Your claim of protecting the consumer demonstrates your lack of forethought that went into you joining ranks with Mr Holder. Both of these companies will not survive against the three mergers mentioned. YOU have over 20,000+ Florida residents EMPLOYED by American and US Air!

I am a veteran and a 21-year Florida resident. I am a 767 pilot based in Miami as an employee of American Airlines. The current management at American Airlines has mismanaged and destroyed a large part of the employees future through a convenient bankruptcy (AMR had over $5 BILLION in cash when they filed - the most cash on hand of ANY US COMPANY EVER!). This merger would bring in a COMPETENT management team that would compete rather than profit on the backs of it's employees.

Your actions keeps the current management team and threatens the lively hoods of thousands of Florida residents.

Where was your concern about the negative impact to consumers when United/Continental, or Delta/Northwest, or Southwest/Air Tran merged? The line you have chosen to draw in the sand will most assuredly impact my life, and I do not support your having joined this legal process.

As a life-long supporter (and active voter) of the Republican Party, it is my firm belief that you are ill-informed, misguided and wrong in this matter, and I cannot foresee your receiving my vote (nor the vote of 20,000+ of of my co-workers whose lives YOU will be RESPONSIBLE for adversely affecting) in the future should you seek any another elected office if you decide to continue to support this lawsuit. Further more I will actively campaign against you to the best of my financial abilities.

Myself and the rest of the employees at AA/US AIR have finally seen a light at the end of the tunnel we have been in since 9/11 and you want to extinguish that hope.

You need to withdraw from this lawsuit immediately.

cc/ Anti-Trust issues

Aug 27, 2013
Mailed - no contact info

Dear Attorney General,

I am contacting you to ask that you reconsider your opposition to the proposed merger of US Airways and American Airlines. As an American Airlines pilot since (*insert date*), I know what the merger means to me and to the thousands of other American Airlines employees. A truly competitive new airline is good for our employees, our communities and most certainly our customers. It would provide a viable competitive alternative to the two much larger carriers (Delta and United) that currently dominate the marketplace.

A viable competitor would provide greater job security for tens of thousands of workers across the country than the current struggling airline. Neither American Airlines nor US Airways alone has the network to adequately compete with the existing larger carriers; failure of one or both would result in further loss of jobs, less competition, higher airfares and fewer options for the flying public.

I hope you will reconsider your participation in this lawsuit and support a merged air carrier that is stronger and more consumer-friendly. A merger between American Airlines and US Airways is what's best for our country.

Thank-you,
KMWoods
Karen Woods

Internet Contact Information

INTERNET COMPLAINT RECEIVED BY THE ATTORNEY GENERAL'S OFFICE ON 10/06/2013

Scott Woolwine
15903 Cypress Park Drive
Wellington, FL, 33414 Palm Beach
Phone: (561) 707-7967
Email: aaafpilot@gmail.com

Name/Firm/Company: Pam Bondi/FL Attorney General
Subject/Category: DOJ injunction against merger between American and US Airway

Questions/Comments:
Please remove your DOJ injunction against the merger between American and US Airway like the Texas Attorney General did. The DOJ has approved prior similar major airline mergers, why not approve AA-USAIR without bias enabling more jobs in FL?

• The Allied Pilots Association, the Association of Professional Flight Attendants, the Association of Flight Attendants-CWA and the Transport Workers Union of America – unions made up of American Airline employees whose careers depend on the competitive success of American Airlines and its affiliates – filed an amicus curiae brief with the District Court in Washington, D.C., expressing their "strong support" for the motion filed Aug. 22 by American and US Airways to set a trial date.

• The careers of American Airlines employees are inextricably intertwined with the success of American and the airline industry as a whole.

• The Justice Department ("DOJ") brought this injunction action without warning on the eve of the confirmation of a Plan of Reorganization predicated on a merger between American and US Airways.

• American and its unions had already made substantial preparations for the merger, making significant operational decisions. As a result of this suit, American finds itself in competitive limbo.

• The DOJ approved prior mergers.

• At the heart of this dispute is the question of whether American can operate with a network that will compete effectively or whether it will be forced to adopt a stand-alone strategy as a second-tier carrier left to pick over the scraps of much larger competitors.

• American cannot adopt a long-term strategy until it knows whether it will be permitted to acquire a network to compete with United and Delta.

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• Since 2000, the active number of TWU employees at American has plummeted from 35,000 to 23,000.

• The APFA workforce is about 36% smaller than it was in May 2002, when almost 25,000 flight attendants worked for American.

• Without a network similar in scale to Delta and United, American will continue to decline. The result will be fewer competitive routes for the industry, lessened competition and a significant loss of jobs.

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• Understandably, the management that remains lacks the same incentives as the proposed management team to aggressively protect American and its diminishing market share during any delay in closing the merger.

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• These issues must be resolved sooner rather than later.

• The DOJ injunctive action is having a real, immediate adverse impact on the lives of ordinary hard-working employees of American Airlines.

Sincerely,
Scott A. Woolwine
Miami based AA pilot

CS | Anti-trust Issue

27Aug13
PO Box 278485
Miramar, FL
33027-8485

Duplicate

Dear Pam Bondi,

I am contacting you to ask that you reconsider your opposition to the proposed merger of US Airways and American Airlines. As an American Airlines pilot since (*insert date*), I know what the merger means to me and to the thousands of other American Airlines employees. A truly competitive new airline is good for our employees, our communities and most certainly our customers. It would provide a viable competitive alternative to the two much larger carriers (Delta and United) that currently dominate the marketplace.

A viable competitor would provide greater job security for tens of thousands of workers across the country than the current struggling airline. Neither American Airlines nor US Airways alone has the network to adequately compete with the existing larger carriers; failure of one or both would result in further loss of jobs, less competition, higher airfares and fewer options for the flying public.

• The careers of American Airlines employees are inextricably intertwined with the success of American and the airline industry as a whole.

• The Justice Department ("DOJ") brought this injunction action without warning on the eve of the confirmation of a Plan of Reorganization predicated on a merger between American and US Airways.

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• The DOJ approved prior mergers.

• At the heart of this dispute is the question of whether American can operate with a network that will compete effectively or whether it will be forced to adopt a stand-alone strategy as a second-tier carrier left to pick over the scraps of much larger competitors.

• American cannot adopt a long-term strategy until it knows whether it will be permitted to acquire a network to compete with United and Delta.

• The damage to competition in the airline industry as a result of a less-competitive American must be minimized by a decision on the merits on as prompt a schedule as possible.

• In 2008, the DOJ approved the merger of Delta and Northwest, creating a combined carrier with a national network that easily exceeded American's capacity.

• In 2010, following the same antitrust analysis, the DOJ approved the merger of Untied and Continental, creating a second national business carrier with a network vastly superior to American's.

• The more limited size and scope of American's network — the interconnected web of airline routes through which the airline services its customers — "put it at a competitive disadvantage relative to its largest major network carrier competitors: United and Delta."

• American's share in most regions of the United States has "significantly eroded over the last decade as its key network carrier competitors have consolidated and extended their network and scale advantages."

• One significant effect has been a steady loss of American's "high-yield corporate customers and frequent elite travelers to the superior networks of United and Delta."

• The loss of market share can be measured in a loss of American employee jobs. The APA has more than 10,000 members because it took that many pilots and more to fly the American system. Because of ever-diminishing market share, only 7,959 pilots are actively flying at American.

• Since 2000, the active number of TWU employees at American has plummeted from 35,000 to 23,000.

• The APFA workforce is about 36% smaller than it was in May 2002, when almost 25,000 flight attendants worked for American.

• Without a network similar in scale to Delta and United, American will continue to decline. The result will be fewer competitive routes for the industry, lessened competition and a significant loss of jobs.

• Following years of losses in the market dominated by United and Delta, on Nov. 29, 2011, AMR Corporation, American Airlines Inc. and affiliates were forced to file Chapter 11 reorganization proceedings in the U.S. Bankruptcy Court for the Southern District of New York.

• American's incumbent management sought to reorganize based on a stand-alone plan for emergence. The problems with this approach were apparent from the outset; ultimately, American's creditors opted for a more competitive approach followed by other industry players: building American's network to equal its competitors through a merger.

• American sought a merger partner in US Airways, whose routing network is almost entirely complementary to its own.

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Respectfully,

Cliff Wyllie
Capt. 737 MIA, Intl.
LtCol. USMC Ret.

Internet Contact Information

INTERNET COMPLAINT RECEIVED BY THE ATTORNEY GENERAL'S OFFICE ON 09/03/2013

Cliff Wyllie
5213 SW 158th Ave
Mirmar, FL, 33027
Phone: (954) 393-9933
Email: american-mutt@comcast.net

Name/Firm/Company: DOJ and your office
Subject/Category: American Airline and US Airway merger, FL

Questions/Comments:
• The Allied Pilots Association, the Association of Professional Flight Attendants, the Association of Flight Attendants-CWA and the Transport Workers Union of America – unions made up of American Airline employees whose careers depend on the competitive success of American Airlines and its affiliates – filed an amicus curiae brief with the District Court in Washington, D.C., expressing their "strong support" for the motion filed Aug. 22 by American and US Airways to set a trial date.

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cc/ Anti-trust
158w
Mrnd-
Duplicate
#2

BankUnited

8/21/2013 12:50
Br. #: 065 Till: 0002 Seq: 13
DDA Closeout
Account #: [redacted]
Tran Amt: $ 214.29

Check holds are 2 business days. Exceptions may apply.
Please review the Funds Availability section of the Depositors Agreement terms and Conditions for details.
Note: All items are credited subject to final payment in cash. Any item may be charged back at any time before final payment whether returned or not.

26Aug13
PO Box 278485
Miramar, FL
33027-8485

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Respectfully,

Cliff Wyllie
Capt. 737 MIA, Intl.
LtCol. USMC Ret.

From: Trish Conners/OAG
Date: 10/04/2013 03:52 PM

To: Liz Brady/OAG@OAG, Nilda Pedrosa/OAG@OAG, Carlos Muniz/OAG@OAG
Subject: Fw: Google Alert - Pam Bondi

----- Forwarded by Trish Conners/OAG on 10/04/2013 03:52 PM -----

From: Pam Bondi <Pambondi@yahoo.com>
To: Trish Conners <Trish.Conners@myfloridalegal.com>
Date: 10/04/2013 03:48 PM
Subject: Fwd: Google Alert - Pam Bondi

Pardon the typos, sent from my iPhone.

Begin forwarded message:

> **From:** Google Alerts <googlealerts-noreply@google.com>
> **Date:** October 4, 2013 at 2:08:28 PM EDT
> **To:** pambondi@yahoo.com
> **Subject: Google Alert - Pam Bondi**

News **1** new result for **Pam Bondi**

Flight Attendants Demand **Bondi** Withdraw from Merger Suit
The Herald | HeraldOnline.com
"**Pam Bondi's** participation in the Justice Department's antitrust lawsuit demonstrates a lack of understanding of what the merger means for her constituents.
See all stories on this topic »

Delete this alert.
Create another alert.
Manage your alerts.

From: CN=Liz Brady/O=OAG
Date: 09/30/2013 01:07 PM

To: Nicholas Weilhammer/OAG@OAG
Subject: Re: Airline Letter from hastings website

Thanks
Sent from my Blackberry device.

Nicholas Weilhammer	Here is Liz's proposed response with my gr...	09/30/2013 12:26 PM EDT

From: Nicholas Weilhammer
To: Trish Conners
Cc: Liz Brady; Karen Marsh
Date: 09/30/2013 12:26 PM EDT
Subject: Re: Airline Letter from hastings website

Here is Liz's proposed response with my grammatical/basic editing redline.

If you want more of a point-by-point refutation, let me know.

[attachment "September 30.v2.doc" deleted by Liz Brady/OAG]

Trish Conners	Ah...now that I look at the letter...it is the same a...	09/30/2013 11:13:18 AM

From: Trish Conners/OAG
To: Liz Brady/OAG@OAG
Cc: Karen Marsh/OAG@OAG, Nicholas Weilhammer/OAG@OAG
Date: 09/30/2013 11:13 AM
Subject: Re: Airline Letter from hastings website

Ah...now that I look at the letter...it is the same as we received last week. from Hastings...more than Hastings signed--thanks.

Liz Brady	http://alceehastings.house.gov/	09/30/2013 10:53:50 AM

From: Liz Brady/OAG
To: Trish Conners/OAG@OAG, Nicholas Weilhammer/OAG@OAG, Karen Marsh/OAG@OAG
Date: 09/30/2013 10:53 AM
Subject: Airline Letter from hastings website

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http://alceehastings.house.gov/

Hastings Urges Florida Attorney General Pam Bondi to Support Merger Between America

Washington, D.C. , Sep 27 |
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comments
f t # Share on emaile

Today, Congressman Alcee L. Hastings (D-FL), along with Representatives Debbie Wasserman Schultz (FL-2
Wilson (FL-24), Lois Frankel (FL-22), Joe Garcia (FL-26), and Patrick Murphy (FL-18), sent the following lett

Bondi urging her to withdraw her support from the Department of Justice's (DOJ) lawsuit to block the mer
Airways. **(Please find a copy of the letter attached and below)**.

September 27, 2013

The Honorable Pam
Attorney
State of
The Capitol
Tallahassee, FL 32399-1050

Dear Attorney General Bondi:

On behalf of our respective communities, airline employees, and the flying public, we write to express ou
decision to support the Department of Justice's (DOJ) recent federal lawsuit against the merger of American A
share your concern for ensuring robust market competition and protecting consumers, preventing this merger f
the opposite effect, but negatively impact tens of thousands of American jobs. A successful merger between A
represents a responsible path forward in the highly competitive airline industry, giving the combined company
with the country's two largest carriers, United and Delta, as well as internationally. Therefore, we urge you
DOJ's lawsuit, and allow the merger to resume.

As you well know, the DOJ has approved three major airline mergers within recent years: Delta and Northwest
2010, and Southwest and Air Tran in 2011. The DOJ's lawsuit against the merger of American Airlines and U
previous actions and industry reality, as well as risks putting both companies at a severe competitive disadvan
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Since the previous mergers were approved, the airline industry has added relatively little capacity while passe
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allow it to exit bankruptcy swiftly and more effectively compete.

Furthermore, the merger between American Airlines and US Airways enjoys overwhelming support from the
Pension Benefit Guaranty Corporation (PBGC), and other stakeholders. For years, the hardworking employee
sacrifices to help strengthen their companies amid changing conditions that have caused many carriers to go ou
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Airways, as well as those communities served by the combined airline. The DOJ's lawsuit to prevent the merge approval has already caused harm to US Airways pilots who have been working for a below-scale wage for a de in wages and benefits from a new contract over six years.

Finally, we remain concerned by the negative economic impact that an unsuccessful merger will have on our cor our nation as a whole. Our Congressional districts are home to several major airports, including M Hollywood-Fort Lauderdale International Airport (FLL), Palm Beach International Airport (PBI), Orlando Int International Airport (TPA), and Jacksonville International Airport (JAX), that connect Florida to other hubs an These airports are vitally important to tapping Florida's economic potential by supporting the flow of tourism and the Caribbean. In addition, American Airlines and US Airways currently support thousands of jobs in translates into approximately 17 additional jobs, including in related sectors such as airports, aircraft manufa stands to benefit millions

American Airlines and US Airways have proposed a merger agreement that will allow them to provide competi pay and benefits for their employees, and support economic growth in Florida. Rather than help foster grea lawsuit will effectively pick winners and losers at the cost of airline workers and consumers. This merger is impact the future of our airline industry for years to come. Withdrawing your support from the DOJ's lawsuit all Americans have more choices when they travel. We thank you for your attention to this important matter, a

Sincerely,

Alcee L. Hastings
Member of Congress

Debbie Wasserman Schultz
Member of Congress

Ted Deutch
Member of Congress

Frederica Wilson
Member of Congress

Lois Frankel
Member of Congress

Patrick E. Murphy
Member of Congress

Joe Garcia
Member of Congress

Congressman Alcee L. Hastings serves as Senior Member of
Ranking Democratic Member of the U.S. Helsinki Commission, and Co-Chairman of the Florida Delegation.

From: Nicholas Weilhammer/OAG
Date: 09/30/2013 12:26 PM

To: Trish Conners/OAG@OAG
cc: Liz Brady/OAG@OAG, Karen Marsh/OAG@OAG
Subject: Re: Airline Letter from hastings website

Here is Liz's proposed response with my grammatical/basic editing redline.

If you want more of a point-by-point refutation, let me know.

September 30.v2.doc

Trish Conners Ah...now that I look at the letter...it is the same a... 09/30/2013 11:13:18 AM

From: Trish Conners/OAG
To: Liz Brady/OAG@OAG
Cc: Karen Marsh/OAG@OAG, Nicholas Weilhammer/OAG@OAG
Date: 09/30/2013 11:13 AM
Subject: Re: Airline Letter from hastings website

Ah...now that I look at the letter...it is the same as we received last week. from Hastings...more than Hastings signed--thanks.

Liz Brady http://alceehastings.house.gov/ 09/30/2013 10:53:50 AM

From: Liz Brady/OAG
To: Trish Conners/OAG@OAG, Nicholas Weilhammer/OAG@OAG, Karen Marsh/OAG@OAG
Date: 09/30/2013 10:53 AM
Subject: Airline Letter from hastings website

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As you well know, the DOJ has approved three major airline mergers within recent years: Delta and Northwest 2010, and Southwest and Air Tran in 2011. The DOJ's lawsuit against the merger of American Airlines and U previous actions and industry reality, as well as risks putting both companies at a severe competitive disadvan market. Left to operate separately, American Airlines and US Airways will not have the market share, size, an carriers or offer consumers more competitive fares. Instead of having three major global competitors to choose just two that have less incentive to price their services more competitively. On the other hand, American Airlin route overlaps than either of the previously approved mergers, and the combined company will be comparable

Since the previous mergers were approved, the airline industry has added relatively little capacity while passe largest of "legacy" carriers, American Airlines has made a commendable effort to remain independent despite in filing for bankruptcy protection in November 2011, it has taken considerable steps to reduce labor costs and re while continuing to make the investments necessary to stay competitive and transform itself into a flagship ca believe that American Airlines has demonstrated its intention to remain an industry leader, and that the propo allow it to exit bankruptcy swiftly and more effectively compete.

Furthermore, the merger between American Airlines and US Airways enjoys overwhelming support from the Pension Benefit Guaranty Corporation (PBGC), and other stakeholders. For years, the hardworking employee sacrifices to help strengthen their companies amid changing conditions that have caused many carriers to go ou service, and workers to lose jobs. This merger will mean increased job security and new opportunities for the wo Airways, as well as those communities served by the combined airline. The DOJ's lawsuit to prevent the merge approval has already caused harm to US Airways pilots who have been working for a below-scale wage for a de in wages and benefits from a new contract over six years.

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American Airlines and US Airways have proposed a merger agreement that will allow them to provide competi
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From: Liz Brady/OAG
Date: 09/30/2013 10:54 AM

To: nicholas.weilhammer@myflorida.com
<nicholas.weilhammer@myflorida.com>
Subject: Emailing: September 30.doc

H:\AA-USAIR\LITIGATION\Correspondence\drafts

Your message is ready to be sent with the following file or link attachments:
September 30.doc

Note: To protect against computer viruses, e-mail programs may prevent sending or receiving certain types of file attachments. Check your e-mail security settings to determine how attachments are handled.

- September 30.doc

From: Liz Brady/OAG
Date: 09/30/2013 10:53 AM

To: Trish Conners/OAG@OAG, Nicholas Weilhammer/OAG@OAG, Karen Marsh/OAG@OAG
Subject: Airline Letter from hastings website

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Sincerely,

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Member of
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Member of Congress

Joe Garcia
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Ranking Democratic Member of the U.S. Helsinki Commission, and Co-Chairman of the Florida Delegation.

From: Liz Brady/OAG
Date: 09/30/2013 09:48 AM

To: Trish Conners/OAG@OAG
Subject: Re: Travel schedule today

Have you seen the letter?

Trish Conners	Ok-the Congressional letter from 7 members has...	09/30/2013 09:06:31 AM

From: Trish Conners/OAG
To: Liz Brady/OAG@OAG
Date: 09/30/2013 09:06 AM
Subject: Re: Travel schedule today

Ok-the Congressional letter from 7 members has been reported widely this morning. We may need a response asap so pls work on a proposed response perhaps using the pts we've made in op eds and elsewhere and explaining the consumer benefits of opposing. We may need something ready to go by tomorrow.
Florida Office of the Attorney General

Liz Brady	My flight leaves Tally at 12:12 arrives ATL at 1:...	09/30/2013 08:37 AM EDT

From: CN=Liz Brady/O=OAG
Date: 09/27/2013 06:00 PM

To: Trish Conners/OAG@OAG
Subject: Re: Letter to Florida AG Pam Bondi Regarding American Airlines Merger

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I will try to draft a response before I go
Sent from my Blackberry device.

Trish Conners ----- Forwarded by Trish Conners/OAG on 09/2... 09/27/2013 05:41 PM EDT

From: Trish Conners
To: Liz Brady; Laura Daugherty; Christopher Hunt
Cc:
Date: 09/27/2013 05:41 PM EDT
Subject: Fw: Letter to Florida AG Pam Bondi Regarding American Airlines Merger

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----- Forwarded by Trish Conners/OAG on 09/27/2013 05:40 PM -----

From: Catherine Crutcher/OAG
To: Trish Conners/OAG@OAG, Rob Johnson/OAG@OAG, Christie Pontis/OAG@OAG, Andrew Fay/OAG@OAG, Carlos Muniz/OAG@OAG
Date: 09/27/2013 02:45 PM
Subject: Fw: Letter to Florida AG Pam Bondi Regarding American Airlines Merger

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See attached

Catherine Anne Crutcher
Senior Executive Assistant to Attorney General Pam Bondi
PL-01 The Capitol
Tallahassee, Fl 32399
(850)245-0140
----- Forwarded by Catherine Crutcher/OAG on 09/27/2013 02:45 PM -----

From: "Sy, Christian" <Christian.Sy@mail.house.gov>
To: "'Cate.crutcher@myfloridalegal.com'" <Cate.crutcher@myfloridalegal.com>
Date: 09/27/2013 02:44 PM
Subject: Letter to Florida AG Pam Bondi Regarding American Airlines Merger

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Dear Cate,

Please find attached a PDF of a letter from Congressman Alcee L. Hastings and his colleagues to Florida Attorney General Pam Bondi regarding the American Airlines-US Airways merger. The original has been put in the mail. Feel free to let me know if you have any questions.

Thank you.

Best regards,

Christian Sy
Policy Director

Office of Congressman Alcee L. Hastings (FL-20)
T: (202) 225-1313
F: (202) 225-1171
www.AlceeHastings.house.gov

[attachment "Rep. Alcee L. Hastings - Florida Letter to State AG Pam Bondi Regarding Airline Merger - 09.27.2013.pdf" deleted by Liz Brady/OAG]

From: CN=Trish Conners/O=OAG
Date: 08/29/2013 02:10 PM

To: Carlos Muniz/OAG@OAG
cc: Liz Brady/OAG@OAG
Subject: Re: merger

Thanks.
Florida Office of the Attorney General

Carlos Muniz — Yes, we're set for 9:00 am Wednesday, Sept. 4... — 08/29/2013 12:10 PM EDT

From: Carlos Muniz
To: Trish Conners
Cc: Liz Brady
Date: 08/29/2013 12:10 PM EDT
Subject: Re: merger

Yes, we're set for 9:00 am Wednesday, Sept. 4.

Trish Conners — Can we do this meeting at 9 on Wed? From: Carl... — 08/28/2013 07:02:14 PM

From: Trish Conners/OAG
To: Carlos Muniz/OAG@OAG
Cc: Liz Brady/OAG@OAG
Date: 08/28/2013 07:02 PM
Subject: Re: merger

Can we do this meeting at 9 on Wed?

Carlos Muniz — through Paul Bradshaw, US Airways has asked f... — 08/26/2013 04:27:43 PM

From: Carlos Muniz/OAG
Date: 08/29/2013 12:10 PM

To: **Trish Conners/OAG@OAG**
cc: Liz Brady/OAG@OAG
Subject: **Re: merger**

Yes, we're set for 9:00 am Wednesday, Sept. 4.

Trish Conners Can we do this meeting at 9 on Wed? From: Carl... 08/28/2013 07:02:14 PM

From: Trish Conners/OAG
To: Carlos Muniz/OAG@OAG
Cc: Liz Brady/OAG@OAG
Date: 08/28/2013 07:02 PM
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From: Carlos Muniz/OAG
To: Trish Conners/OAG@OAG
Date: 08/26/2013 04:27 PM
Subject: merger

---

through Paul Bradshaw, US Airways has asked for a meeting with us, preferably the morning of 9/4. Does that date work for Liz and you?

From: Colleen Thomas/OAG
Date: 08/28/2013 01:30 PM

To: Christopher Hunt/OAG@OAG
Subject: USDC filings - DOJ v. USAir, et al.

Chris:

I have added my email address as a secondary so I can get the filings directly. You don't have to forward them to me.

Colleen Thomas
Staff Assistant
Antitrust Division
Office of Attorney General
PL-01, The Capitol
Tallahassee, FL 32399-1050
Phone (850) 414-3888; Fax (850) 488-9134
Colleen.Thomas@myfloridalegal.com

Please note that Florida has a broad public records law, and that all correspondence to me via email may be subject to disclosure.

This communication may contain privileged or other confidential information. If you are not the intended recipient, or believe that you have received this communication in error, please do not print, copy, retransmit, disseminate, or otherwise use the information. Also, please indicate to the sender that you have received this communication in error, and delete the copy you received. Thank you.

From: Karen Marsh/OAG
Date: 08/26/2013 04:39 PM

To: Liz Brady/OAG@OAG
cc: Trish Conners/OAG@OAG
Subject: Re: Meeting with USAirways

I just marked out your morning.
:)

Sincerely,
Karen Marsh
Legal Assistant
Office of the Attorney General
PL-01, The Capitol
Tallahassee, FL 32399-1050
850-414-3849
850-488-9134/fax
Please note that Florida has a broad public records law,and that all correspondence to me via email may be subject to disclosure.

Liz Brady	Yes I am available Sent from my Blackberry device	08/26/2013 04:36:27 PM

From: Liz Brady/OAG
To: Trish Conners/OAG@OAG
Cc: Karen Marsh/OAG@OAG, Leslie Jacobs/OAG@OAG
Date: 08/26/2013 04:36 PM
Subject: Re: Meeting with USAirways

Yes I am available
Sent from my Blackberry device.

Trish Conners	Liz, Karen is putting a meeting on your calenda...	08/26/2013 04:35 PM EDT

From: CN=Liz Brady/O=OAG
Date: 08/26/2013 04:36 PM

To: **Trish Conners/OAG@OAG**
cc: Karen Marsh/OAG@OAG, Leslie Jacobs/OAG@OAG
Subject: **Re: Meeting with USAirways**

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From: Trish Conners
To: Liz Brady
Cc: Karen Marsh; Leslie Jacobs
Date: 08/26/2013 04:35 PM EDT
Subject: Meeting with USAirways

Liz, Karen is putting a meeting on your calendar with US Airways for the morning of Sept. 4 I know you leave the next day for your cruise, so pls let me know if you are going to be in TLH on the 4th...we are going ahead and tentatively scheduling. T

From: Trish Conners/OAG
Date: 08/26/2013 04:35 PM

To: **Liz Brady/OAG@OAG**
cc: Karen Marsh/OAG@OAG, Leslie Jacobs/OAG@OAG
Subject: **Meeting with USAirways**

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STATE OF FLORIDA

OFFICE OF THE ATTORNEY GENERAL
Antitrust Division

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September 30, 2013

Dear_____:

One of my most important obligations as the attorney General of the State of Florida is to enforce the laws that ensure competitive and fair marketplace. As I have stated publically before. I joined with attorneys general of sever other states and the US Department of Justice ("USDOJ") in a bi-partisan lawsuit to block the proposed merger of US Airways and American Airlines. I took this action because a careful review of the facts convinced me that the merger would be anticompetitive and would likely expose consumers to millions of higher fees and fares.

While I appreciate the points raised in your letter, it does not tell a complete story. First, the approval of prior airline mergers by the USDOJ does not mean every subsequent airline merger is legal and should be approved. The history of consolidation in the airline industry has resulted in higher fares, increased fees and less choice for Floridians and visitors to our state. Indeed, US Airways executives have themselves acknowledged that successful fare increases __imposition of ever increasing ancillary fees has been a direct result of fewer carriers with fewer sears. Second, many of the city pairs adversely affected by the merger involve Florida cities. This is of particular concern given the critical role of air travel as a major driver of economic growth and tourism in Florida. Third, despite the merging party's current protestations, the merger is not necessary to ensure the long term survival of the Airlines. American Airlines entered bankruptcy with plans to restructure and emerge from bankruptcy as a viable stand alone airline. The stand alone business plan included expanded service to many markets including Florida markets. U.S. Airways recognized that American Airlines would have put downward pressure on industry pricing and would result in increased capacity, prompting U.S. Airways to continue to push a reluctant American Airlines toward merger. No one has said that this merger is necessary for the survival of either carrier.

The case is currently in active litigation and is set to go to trial before the Honorable Judge Colleen Kollar-Kotelly beginning On November 25, 2013.

PAM BONDI
ATTORNEY GENERAL
STATE OF FLORIDA

OFFICE OF THE ATTORNEY GENERAL
Antitrust Division

PL-01 The Capitol
Tallahassee, FL 32399-1050
Phone (850) 414-3300 Fax (850) 488-9134
http //www.myfloridalegal.com

September 30, 2013

Dear_____:

One of my most important obligations as the attorney General of the State of Florida is to enforce the laws that ensure a competitive and fair marketplace. As I have stated publically before, I joined with attorneys general of several other states and the United States Department of Justice ("USDOJ") in a bipartisan lawsuit to block the proposed merger of US Airways and American Airlines. I took this action because a careful review of the facts convinced me that the merger would be anticompetitive and would likely expose consumers to millions of higher fees and fares.

While I appreciate the points raised in your letter, it does not tell a complete story.

First, the approval of prior airline mergers by the USDOJ does not mean every subsequent airline merger is legal and should be approved. The history of consolidation in the airline industry has resulted in higher fares, increased fees and less choice for Floridians and visitors to our state. Indeed, US Airways executives have themselves acknowledged that successful fare increases and the imposition of ever-increasing ancillary fees have been a direct result of the reduced number of carriers with fewer seats.

Second, there are many cities across Florida that would suffer anti-competitive harm from the merger in city-to-city routes. This is of particular concern given the critical role of air travel as a major driver of economic growth and tourism in Florida.

Third, despite the merging party's current protestations, the merger is not necessary to ensure the long-term survival of the Airlines. American Airlines entered bankruptcy with plans to restructure and emerge from bankruptcy as a viable standalone airline. The standalone business plan included expanded service to many markets including Florida markets. US Airways recognized that American Airlines would have put downward pressure on industry pricing and would result in increased capacity, prompting US Airways to continue to push a reluctant American Airlines toward merger. No one has said that this merger is necessary for the survival of either carrier.

Fw: Rep. Veasey and Pastor Letter on AA-US Airways Merger

Pam Bondi to: Rob Johnson, Andrew Fay, Carlos Muniz, Trish Conners 10/18/2013 08:20 AM

Sent by: **Catherine Crutcher**

History: This message has been forwarded.

----- Forwarded by Catherine Crutcher/OAG on 10/18/2013 08:20 AM -----

Rep. Veasey and Pastor Letter on AA-US Airways Merger

Kelley, Chris to: 'pam.bondi@myfloridalegal.com' 10/17/2013 09:12 AM

From: "Kelley, Chris" <Chris.Kelley@mail.house.gov>

To: "'pam.bondi@myfloridalegal.com'" <pam.bondi@myfloridalegal.com>

Please find attached a letter from Congressman Veasey (TX-33) and Pastor (AZ-07) and cosigners to President Obama regarding the proposed merger of American Airlines and US Airways.

As an interested party, your office been copied on this letter as courtesy. Please feel free to contact me with any questions.
Chris

Chris Kelley
Legislative Director
Congressman Marc Veasey, TX-33
P: 202-225-9897 | chris.kelley@mail.house.gov

10-15-2013 MV Pastor ltr to POTUS on AA US Airways Merger.pdf

MARC A. VEASEY
33RD DISTRICT, TEXAS

414 CANNON HOUSE OFFICE BUILDING
WASHINGTON, DC 20515
(202) 225-9897

Congress of the United States
House of Representatives
Washington, DC 20515–4333

October 15, 2013

The Honorable Barack Obama
President of the United States
1600 Pennsylvania Ave. NW
Washington, D.C. 20500

Dear President Obama:

As Members of Congress representing thousands of American Airlines and US Airways employees, we are writing to express our respectful disagreement with the U.S. Department of Justice's (DOJ) lawsuit against the proposed merger of American Airlines and US Airways. We believe DOJ's legal challenge puts at risk the future economic security of our constituents, tens-of-thousands of unionized workers at both airlines, and the economic well-being of communities that we represent.

The proposed merger will not only increase competition, but will also increase opportunities for airline workers and the communities serviced by both American Airlines and US Airways. The combination will make both airlines a much stronger competitor against other airlines like United, Delta, and Southwest that have benefitted from recent mergers as well as a growing number of air carriers like Virgin America, JetBlue, and Spirit.

The new American will provide millions of consumers with new choices onboard a premier global airline with a much broader network that will be a viable alternative to other large, global carriers – both domestic and foreign. In doing so, the new American will provide financial stability for its workers, vendors, suppliers and communities who all rely on a healthy airline.

We are concerned that the DOJ's lawsuit creates an atmosphere of uncertainty for our respective congressional districts and constituents. While we share your concern regarding any potential impact on consumers as consolidation in any industry is contemplated, we believe that DOJ's concerns as outlined in the complaint filed last month are not an adequate representation of all of the facts.

We urge your administration to reconsider its efforts to prevent the American and US Airways merger from going forward. It is our hope that all parties involved can reach an amicable resolution that will not jeopardize the significant economic benefits this merger provides for the employees and communities of both carriers and the constituents we represent.

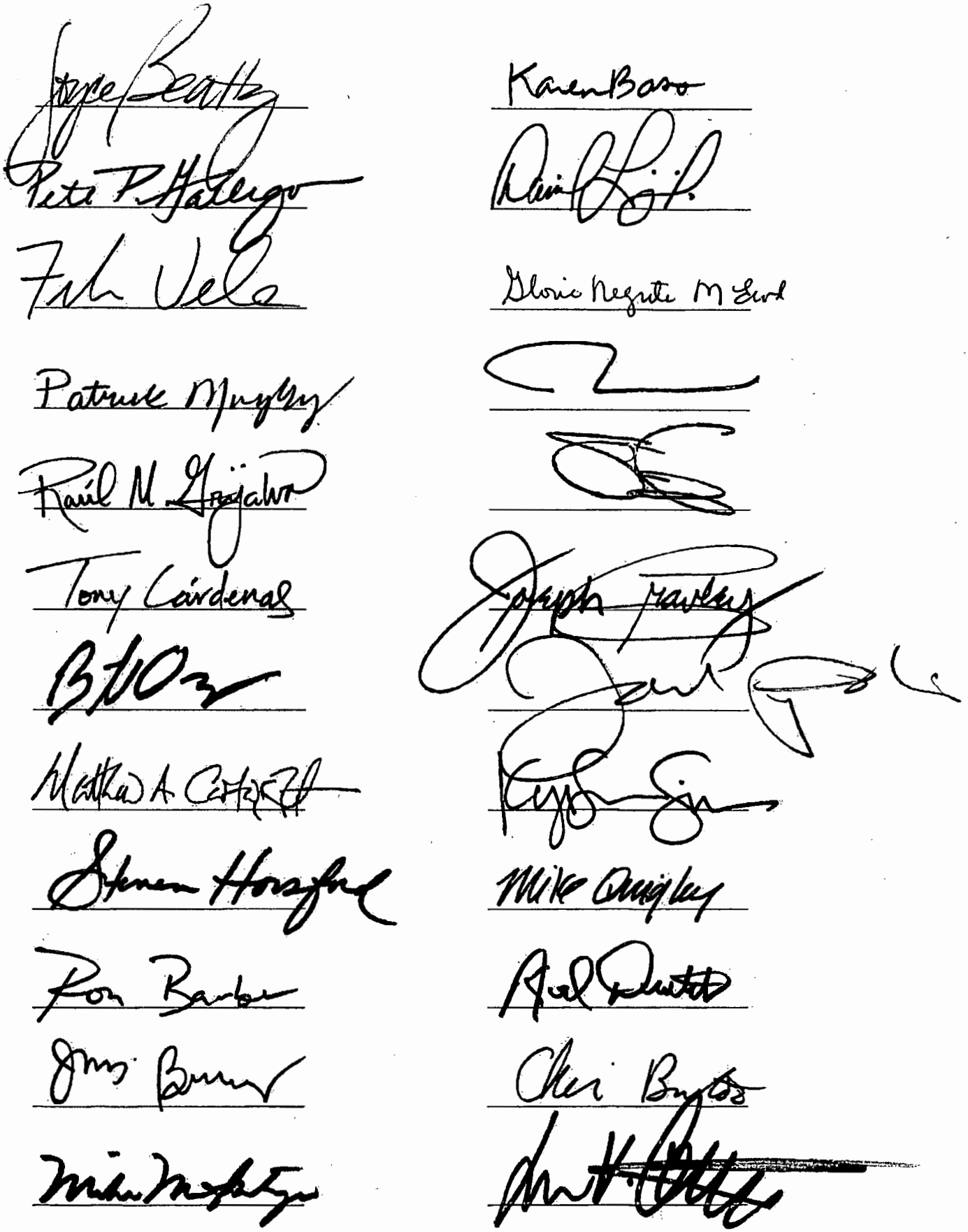
Thank you very much for your consideration.

Sincerely,

Marc Veasey, TX-33
Member of Congress

Ed Pastor, AZ-07
Member of Congress

PRINTED ON RECYCLED PAPER



Gene Green

Hank Johnson

Charles B. Rangel

Robert C. Brady

Donald M. Payne, Jr.

Frederica S. Wilson

David Scott

Frank Pallone, Jr.

Bobby L. Rush

Allan Lowenthal

Yvette D. Clarke

John Barrow

Janice Hahn

Richard E. Neal

Janice Hahn

Diana DeGette

John Lewis

Elijah E. Cummings

Hansen Clarke

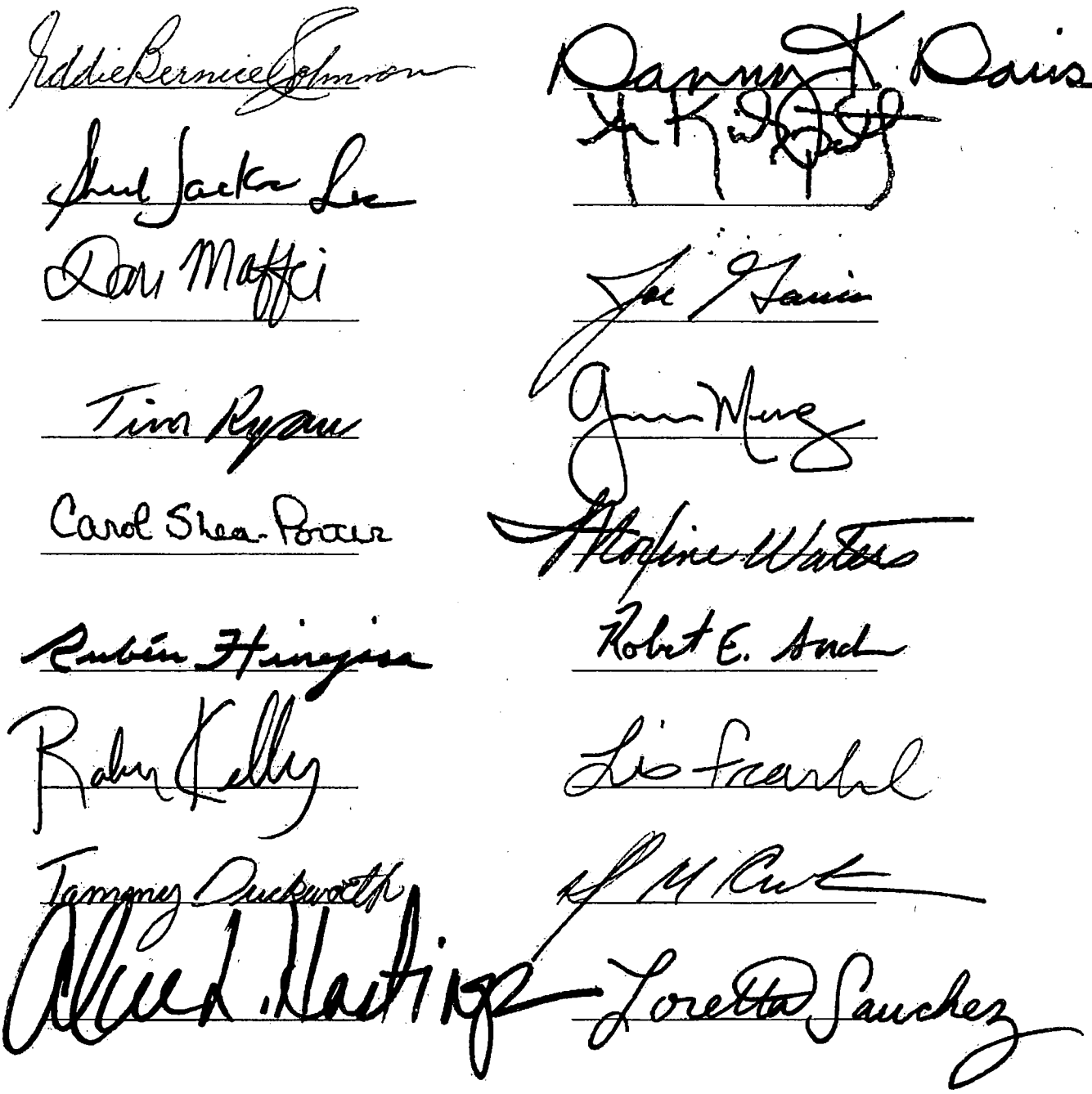
George Miller

Carolyn B. Maloney

Charles Gonzalez

Nydia Velazquez

Paul D. Tonko



cc: United States Attorney General Holder
United States Department of Transportation Secretary Anthony Foxx
Texas State Attorney General Gregg Abbott
Arizona State Attorney General Tom Horne
Michigan State Attorney General Bill Schuette
Tennessee State Attorney General Robert E. Cooper, Jr.
Virginia State Attorney General Ken Cuccinelli
Pennsylvania State Attorney General Kathleen Kane
Florida State Attorney General Pam Bondi
District of Columbia Attorney General Irvin B. Nathan

List of Signatures (68):

1. Representative Marc Veasey
2. Representative Ed Pastor
3. Representative Alcee Hastings
4. Representative Gregory W. Meeks
5. Representative Robert Brady
6. Representative Eddie Bernice-Johnson
7. Representative Mike Quigley
8. Representative Ruben Hinojosa
9. Representative Joe Garcia
10. Representative Ann Kirkpatrick
11. Representative Joyce Beatty
12. Representative Frederica Wilson
13. Representative Chaka Fattah
14. Representative Kyrsten Sinema
15. Representative Tim Ryan
16. Representative Yvette Clarke
17. Representative Janice Hahn
18. Representative Danny K. Davis
19. Representative Jared Polis
20. Representative Henry C. Johnson, Jr.
21. Representative Karen Bass
22. Representative David Scott
23. Representative Jan Schakowsky
24. Representative Ron Barber
25. Representative Tammy Duckworth
26. Representative Dina Titus
27. Representative Luis Gutierrez
28. Representative Gloria Negrete McLeod
29. Representative Steven Horsford
30. Representative Matt Cartwright
31. Representative Robert E. Andrews
32. Representative Charlie Rangel
33. Representative Loretta Sanchez
34. Representative Gene Green
35. Representative Brad Schneider
36. Representative Nick Rahall
37. Representative Dan Maffei
38. Representative John Delaney
39. Representative Mike McIntyre
40. Representative Patrick Murphy
41. Representative Pete Gallego
42. Representative Raul Grijalva
43. Representative Tony Cardenas
44. Representative Ted Deutch
45. Representative Filemon Vela
46. Representative Richard Neal
47. Representative Dan Lipinski
48. Representative Frank Pallone
49. Representative Bill Owens
50. Representative Donald M. Payne, Jr.
51. Representative Julia Brownley
52. Representative Cheri Bustos
53. Representative John Barrow
54. Representative Alan Lowenthal
55. Representative Carol Shea-Porter
56. Representative Joe Crowley
57. Representative George Miller
58. Representative John Lewis
59. Representative Sean Patrick Maloney
60. Representative Carolyn Maloney
61. Representative Robin Kelly
62. Representative Sheila Jackson Lee
63. Representative Grace Meng
64. Representative Lois Frankel
65. Representative Paul Tonko
66. Representative Elijah Cummings
67. Representative Maxine Waters
68. Representative Donna Christensen

Re: American Airlines
Carlos Muniz to: BaggettF
Cc: kent.perez, trish.conners
10/09/2013 03:39 PM

Thanks, Fred. We'll get back to you on this. Hope all's well.

Carlos, our firm represents Airlines 4 America, t... 10/09/2013 12:09:01 PM

From: <BaggettF@gtlaw.com>
To: <carlos.muniz@myfloridalegal.com>
Cc: <trish.conners@myfloridalegal.com>, <kent.perez@myfloridalegal.com>
Date: 10/09/2013 12:09 PM
Subject: American Airlines

Carlos, our firm represents Airlines 4 America, the national trade association of the airline industry. American Airlines is a major member of that organization and in that capacity I have been asked to direct this request to on their behalf. This is a matter that I spoke briefly to Kent about yesterday and he suggested I make contact directly with you. American would very much like to meet with General Bondi, together with you, Trish and your lead counsel in Florida's participation in the pending DOJ challenge to the merger between US Airways and American. Attending the meeting on behalf of American would be Chairman, President and CEO Thomas Horton, General Counsel Gary Kennedy, and senior counsel currently handling the matter for the company. The purpose of the meeting would be to discuss a resolution of Florida's participation in the current litigation. As the party to the merger having the dominant presence in Florida with over 10,000 employees in the state, American is committed to proceeding in the best interest of the state and believes that common ground can be reached with General Bondi to accomplish that goal without Florida continuing in the litigation. Please let me know if this is agreeable and when would be a time convenient for General Bondi. Thank you and if you have any questions or desire to discuss this further please call me. I will be on the road later today but available by cell at 850 591 0915.

Fred W. Baggett
Shareholder
Greenberg Traurig, P.A. | 101 East College Avenue | Tallahassee, FL 32301
Tel 850.425.8512 | Fax 850.681.0207 | Cell 850.591.0915
BaggettF@gtlaw.com | www.gtlaw.com

GT GreenbergTraurig

If you are not an intended recipient of confidential and privileged information in this email, please delete it, notify us immediately at postmaster@gtlaw.com, and do not use or disseminate such information. Pursuant to IRS Circular 230, any tax advice in this email may not be used to avoid tax penalties or to promote, market or recommend any matter herein.

From: Liz Brady/OAG
Date: 11/13/2013 04:17 PM

To: Trish Conners/OAG@OAG
cc: Gerald Whitney Ray/OAG@OAG
Subject: Re: Press Inquiry from 11/13/2013 - AA Merger Agreement

Sorry I meant SRQ

Trish Conners | Liz, do we know the answer to this? Florida Offic... | 11/13/2013 04:08:46 PM

From: Trish Conners/OAG
To: Gerald Whitney Ray/OAG@OAG, Liz Brady/OAG@OAG
Date: 11/13/2013 04:08 PM
Subject: Re: Press Inquiry from 11/13/2013 - AA Merger Agreement

Liz, do we know the answer to this?
Florida Office of the Attorney General

Gerald Whitney Ray | Good Afternoon, This request has come full... | 11/13/2013 03:57 PM EST

From: Gerald Whitney Ray
To: Trish Conners; Liz Brady
Cc:
Date: 11/13/2013 03:57 PM EST
Subject: Press Inquiry from 11/13/2013 - AA Merger Agreement

Good Afternoon,

This request has come full circle. Do we know the answer or should we refer him to US Airways? Who else should we loop in on this request?

Thank you for your help.

Whitney

Deadline:	**Media Request**	***Date:*** 11/13/2013 ***Time:*** 03:50 PM

Contact: Michael Pollick

Media: Sarasota Herald Tribune

Phone: (941) 361-4874 ***Fax:***

Cell: ***Pager:***

Email: Michael.pollick@heraldtribune.com

Subject: AA Merger Agreement

Request:

Hi Liz, and congrats on getting some protection for Florida in the AMR US AIR merger deal.
We currently have one round trip daily from SRQ to DCA on U.S. Air.
My editor specifically wants me to find out if this route is protected.
I think it might be in this Final Agremeent doc.
Confirmation or caveats would be welcome!

Regards,'
Michael Pollick

Sarasota Herald-Tribune

941 361 4874

Michael.pollick@heraldtribune.com

Answer:

Staffer: WR ***Status:***

OAG contact:

Record created by:
Gerald Whitney Ray

Return call made when?

by:

From: Russell Kent/OAG
Date: 11/13/2013 07:34 AM

To: **Trish Conners/OAG@OAG, Liz Brady/OAG@OAG, Laura Daugherty/OAG@OAG**
cc: William Foster/OAG@OAG
Subject: **Merger articles**

---

http://www.reuters.com/article/2013/11/13/us-usa-antitrust-airlines-idUSBRE9AC02120131113

http://www.miamiherald.com/2013/11/12/3749083/american-us-airways-merger-settlement.html

From: CN=Liz Brady/O=OAG
Date: 11/12/2013 05:48 PM

To: **"Jennifer Meale" <Jennifer.Meale@myfloridalegal.com>**
cc: "Trish Conners" <Trish.Conners@myfloridalegal.com>
Subject: **Fw: Fw: We have filed**

Jenn. I think that the stipulated finAl order is the second attachment but I can't open hem on my blackberry
Sent from my Blackberry device.
Karen Marsh

----- Original Message -----
From: Karen Marsh
Sent: 11/12/2013 02:00 PM EST
To: Liz Brady
Cc: Jennifer Meale; Trish Conners
Subject: Re: Fw: We have filed

147-1.pdf 147-2.pdf 147-main.pdf Competitive Impact Statement -- FILED VERSION.pdf

Sincerely,
Karen Marsh
Legal Assistant
Office of the Attorney General
PL-01, The Capitol
Tallahassee, FL 32399-1050
850-414-3849
850-488-9134/fax
Please note that Florida has a broad public records law,and that all correspondence to me via email may be subject to disclosure.

Liz Brady Can you do that? ----- Forwarded by Liz Brady/O... 11/12/2013 01:50:21 PM

From: Liz Brady/OAG
To: Karen Marsh/OAG@OAG
Cc: Jennifer Meale/OAG@OAG, Trish Conners/OAG@OAG
Date: 11/12/2013 01:50 PM
Subject: Fw: We have filed

Can you do that?
----- Forwarded by Liz Brady/OAG on 11/12/2013 01:49 PM -----

From: Trish Conners/OAG
To: Liz Brady/OAG@OAG
Cc: Jennifer Meale/OAG@OAG
Date: 11/12/2013 01:48 PM
Subject: Re: Fw: We have filed

Can someone just take out of the zip file what we need and put it in a pdf attachment? Thanks. T

Liz Brady	These are the Federal filings ----- Forwarded by...	11/12/2013 01:42:35 PM

From: Liz Brady/OAG
Date: 11/12/2013 04:59 PM

To: Trish Conners/OAG@OAG
cc: Jennifer Meale/OAG@OAG
Subject: Fw: AA-USAir

FYI
----- Forwarded by Liz Brady/OAG on 11/12/2013 04:58 PM -----

From: Colleen Thomas/OAG
To: Liz Brady/OAG@OAG
Date: 11/12/2013 04:57 PM
Subject: AA-USAir

2013-11-12 DI 150 Asset Preservation Order and Stipulation.pdf

2013-11-12 DI 151 Suppl Stipulated Order Granting Mot Settlement .pdf

Colleen Thomas
Staff Assistant
Antitrust Division
Office of Attorney General
PL-01, The Capitol
Tallahassee, FL 32399-1050
Phone (850) 414-3888; Fax (850) 488-9134
Colleen.Thomas@myfloridalegal.com

Please note that Florida has a broad public records law, and that all correspondence to me via email may be subject to disclosure.

This communication may contain privileged or other confidential information. If you are not the intended recipient, or believe that you have received this communication in error, please do not print, copy, retransmit, disseminate, or otherwise use the information. Also, please indicate to the sender that you have received this communication in error, and delete the copy you received. Thank you.

From: Liz Brady/OAG
Date: 11/12/2013 03:05 PM

To: Liz Brady/OAG@OAG
Subject: Fw: 2013-11-12 press.docx

----- Forwarded by Liz Brady/OAG on 11/12/2013 03:05 PM -----

From: Liz Brady/OAG
To: Jennifer Meale/OAG@OAG
Cc: Trish Conners/OAG@OAG, Laura Daugherty/OAG@OAG, Christopher Hunt/OAG@OAG
Date: 11/12/2013 09:41 AM
Subject: 2013-11-12 press.docx

Jen,

Here are the edits form the Collins building. In the last paragraph, I put the states in alphabetical order and made clear that there are two state settlements. One is with DOJ the other is state only. I don't know if Trish has any edits. I will let you know when it gets filed which will not be before 11 am.

I hope to have bullet points within the hour.

- 2013-11-12 press.docx

From: Liz Brady/OAG
Date: 11/12/2013 03:04 PM

To: Liz Brady/OAG@OAG
Subject: Fw: 2013-11-12 Press.doc

----- Forwarded by Liz Brady/OAG on 11/12/2013 03:04 PM -----

From: Liz Brady/OAG
To: Jennifer Meale/OAG@OAG, Trish Conners/OAG@OAG
Cc: Laura Daugherty/OAG@OAG, Christopher Hunt/OAG@OAG
Date: 11/12/2013 09:09 AM
Subject: Fw: 2013-11-12 Press.doc

See below

- 2013-11-12 Press.doc

From: Liz Brady/OAG
Date: 11/12/2013 02:32 PM

To: Christopher Hunt/OAG@OAG
Subject: Fw: Despite plea from AG Bondi to reject it , feds approve American-USAirways merger, Miami Herald

---

----- Forwarded by Liz Brady/OAG on 11/12/2013 02:32 PM -----

From: Jennifer Meale/OAG
To: Trish Conners/OAG@OAG, Liz Brady/OAG@OAG
Date: 11/12/2013 01:24 PM
Subject: Despite plea from AG Bondi to reject it, feds approve American-USAirways merger, Miami Herald

Despite plea from AG Bondi to reject it , feds approve American-USAirways merger

WASHINGTON -- The Justice Department says it has reached an agreement to allow American Airlines and US Airways to merge, creating the world's biggest airline.
The agreement requires the airlines to scale back the size of the merger at Washington's Reagan National Airport and in other big cities.

In August, the government sued to block the merger, saying it would restrict competition and drive up prices for consumers on hundreds of routes around the country. Florida Attorney General Pam Bondi sued to stop the sale and, last month, met with American Airlines CEO Tom Horton.

The airlines have said their deal would increase competition by creating another big competitor to United Airlines and Delta Air Lines, which grew through recent mergers.

The settlement reached Tuesday would require approval by a federal judge in Washington. It would require American and US Airways to give up takeoff and landing rights or slots at Reagan National and New York's LaGuardia Airport and gates at airports in Boston, Chicago, Los Angeles, Dallas and Miami to low-cost carriers to offset the impact of the merger. More here.

Read more here:
http://miamiherald.typepad.com/nakedpolitics/2013/11/despite-plea-from-ag-bondi-to-reject-it-feds-approve-american-usairways-merger.html#storylink=cpy

Jenn Meale
Communications Director
Office of Attorney General Pam Bondi
The Capitol, Suite PL-01
Tallahassee, Fla. 32399-1050
850-245-0150 (main)
850-294-7294 (cell)

From: Liz Brady/OAG
Date: 11/12/2013 02:16 PM

To: Trish Conners/OAG@OAG
Subject: Fw: media

----- Forwarded by Liz Brady/OAG on 11/12/2013 02:16 PM -----

From: Christopher Hunt/OAG
To: Liz Brady/OAG@OAG, Laura Daugherty/OAG@OAG, Rachel Steinman/OAG@OAG
Date: 11/12/2013 02:13 PM
Subject: media

Miami is it's own state now. (I see the WSJ decided to add Michigan to their list of settling states too).

http://aviationblog.dallasnews.com/2013/11/is-a-settlement-announcement-imminent-in-the-american-airlines-us-airways-case.html/

From: Liz Brady/OAG
Date: 11/12/2013 02:11 PM

To: Laura Daugherty/OAG@OAG
Subject: Fw: DOJ and AA

----- Forwarded by Liz Brady/OAG on 11/12/2013 02:10 PM -----

From: Jennifer Meale/OAG
To: Trish Conners/OAG@OAG
Cc: Gerald Whitney Ray/OAG@OAG, Liz Brady/OAG@OAG
Date: 11/12/2013 02:09 PM
Subject: Re: DOJ and AA

I have already had the Miami Herald change the story.

Feds approve American-USAirways merger; Bondi is on board

UPDATE: The Justice Department has reached an agreement to allow American Airlines and US Airways to merge, creating the world's biggest airline.

The agreement requires the airlines to scale back the size of the merger at Washington's Reagan National Airport and in other big cities, including Miami.

In August, the government sued to block the merger, saying it would restrict competition and drive up prices for consumers on hundreds of routes around the country. Florida Attorney General Pam Bondi and attorneys general from five other states joined to stop the sale. On Nov. 1, Bondi met with American Airlines CEO Tom Horton and later described the meeting as productive.

On Tuesday, Bondi said she was "thrilled" with the agreement which requires the airlines to divest slots at Reagan National in Washington D.C., LaGuardia in New York City as well as gates at Boston, Chicago, Dallas-Love Field, Los Angeles International and Miami.

Slots are required for take offs and landings at Reagan National and LaGuardia because of congestion and the divestitures will enable new carriers to enter the Washington, D.C. and New York markets. The same will happen as the result of gate divestitures, she said in a statement.

“I am thrilled that we have reached an agreement that will not only keep jobs in Florida, but also will lead to additional jobs in our great state,” Bondi said. “The agreement also ensures that air travelers have ample options before them."

The airlines have said their deal would increase competition by creating another big competitor to United Airlines and Delta Air Lines, which grew through recent mergers.

The settlement reached Tuesday would require approval by a federal judge in Washington. It would require American and US Airways to give up takeoff and landing rights or slots at Reagan National and New York's LaGuardia Airport and gates at airports in Boston, Chicago, Los Angeles, Dallas and Miami to low-cost carriers to offset the impact of the merger. More here.

Read more here:
http://miamiherald.typepad.com/nakedpolitics/2013/11/despite-plea-from-ag-bondi-to-reject-it-feds-approve-american-usairways-merger.html#storylink=cpy

Jenn Meale
Communications Director
Office of Attorney General Pam Bondi
The Capitol, Suite PL-01

Tallahassee, Fla. 32399-1050
850-245-0150 (main)
850-294-7294 (cell)

Trish Conners | Tony West just confirmed that the head of the An... | 11/12/2013 02:07:31 PM

From: Trish Conners/OAG
To: Gerald Whitney Ray/OAG@OAG
Cc: Jennifer Meale/OAG@OAG, Liz Brady/OAG@OAG
Date: 11/12/2013 02:07 PM
Subject: DOJ and AA

Tony West just confirmed that the head of the Antitrust Division, Bill Baer, and the press folks at DOJ are calling the Herald per our request. If you would also like to talk to the press secretary at DOJ, her direct line is 202-514-2016.....

From: Liz Brady/OAG
Date: 11/12/2013 02:08 PM

To: Laura Daugherty/OAG@OAG
Subject: Fw: DOJ and AA

----- Forwarded by Liz Brady/OAG on 11/12/2013 02:08 PM -----

From: Trish Conners/OAG
To: Gerald Whitney Ray/OAG@OAG
Cc: Jennifer Meale/OAG@OAG, Liz Brady/OAG@OAG
Date: 11/12/2013 02:07 PM
Subject: DOJ and AA

Tony West just confirmed that the head of the Antitrust Division, Bill Baer, and the press folks at DOJ are calling the Herald per our request. If you would also like to talk to the press secretary at DOJ, her direct line is 202-514-2016.....

From: Liz Brady/OAG
Date: 11/12/2013 02:03 PM

To: **Jennifer Meale/OAG@OAG**
cc: Molly McFarland/OAG@OAG, Trish Conners/OAG@OAG
Subject: **Re: Filings**

We also need to post the "zipped files" I believe that Karen just sent you the unzipped version. This includes the Proposed consent order requiring divestitures.

Jennifer Meale | Should I post all three of the attached docs or onl... | 11/12/2013 01:59:48 PM

From: Jennifer Meale/OAG
To: Trish Conners/OAG@OAG, Liz Brady/OAG@OAG
Cc: Molly McFarland/OAG@OAG
Date: 11/12/2013 01:59 PM
Subject: Filings

[attachment "Competitive Impact Statement -- FILED VERSION.pdf" deleted by Liz Brady/OAG] [attachment "States Motion of Settlement -- Filed.pdf" deleted by Liz Brady/OAG] [attachment "States Proposed Final Judgment.pdf" deleted by Liz Brady/OAG]

Should I post all three of the attached docs or only the states motion and states proposed final judgment.

From: Liz Brady/OAG
Date: 11/12/2013 01:44 PM

To: **Trish Conners/OAG@OAG**
cc: Jennifer Meale/OAG@OAG
Subject: **Re: Can you get Jenn copies of the final filings to attach to the press release asap ...**

To be clear thee are filings that are state specific as well as the federal filings. We joined in the proposed federal order but only DOJ has to file the competitive impact statement

Trish Conners	Pl;ease re-forward. T From: Liz Brady/OAG	11/12/2013 01:41:57 PM

From: Trish Conners/OAG
To: Liz Brady/OAG@OAG
Cc: Jennifer Meale/OAG@OAG
Date: 11/12/2013 01:41 PM
Subject: Re: Can you get Jenn copies of the final filings to attach to the press release asap...

Pl;ease re-forward. T

Liz Brady	I already sent them From: Trish Conners/OAG	11/12/2013 01:39:51 PM
Trish Conners	From: Trish Conners/OAG To: Liz Brady/OAG@OA	11/12/2013 01:39:06 PM

From: Liz Brady/OAG
Date: 11/12/2013 01:40 PM

To: Trish Conners/OAG@OAG
Subject: Re: Fw: Despite plea from AG Bondi to reject it, feds approve American-USAirways merger, Miami Herald

---

If you get mark could you conference me in

Trish Conners Mark, calling you about this now. ----- Forwarded... 11/12/2013 01:37:42 PM

From: Trish Conners/OAG
To: "Tobey, Mark" <Mark.Tobey@usdoj.gov>
Cc: Liz Brady/OAG@OAG
Date: 11/12/2013 01:37 PM
Subject: Fw: Despite plea from AG Bondi to reject it, feds approve American-USAirways merger, Miami Herald

---

Mark, calling you about this now.

----- Forwarded by Trish Conners/OAG on 11/12/2013 01:37 PM -----

From: Jennifer Meale/OAG
To: Trish Conners/OAG@OAG, Liz Brady/OAG@OAG
Date: 11/12/2013 01:24 PM
Subject: Despite plea from AG Bondi to reject it, feds approve American-USAirways merger, Miami Herald

---

Despite plea from AG Bondi to reject it , feds approve American-USAirways merger

WASHINGTON -- The Justice Department says it has reached an agreement to allow American Airlines and US Airways to merge, creating the world's biggest airline.
The agreement requires the airlines to scale back the size of the merger at Washington's Reagan National Airport and in other big cities.

In August, the government sued to block the merger, saying it would restrict competition and drive up prices for consumers on hundreds of routes around the country. Florida Attorney General Pam Bondi sued to stop the sale and, last month, met with American Airlines CEO Tom Horton.

The airlines have said their deal would increase competition by creating another big competitor to United Airlines and Delta Air Lines, which grew through recent mergers.

The settlement reached Tuesday would require approval by a federal judge in Washington. It would require American and US Airways to give up takeoff and landing rights or slots at Reagan National and New York's LaGuardia Airport and gates at airports in Boston, Chicago, Los Angeles, Dallas and Miami to low-cost carriers to offset the impact of the merger. More here.

Read more here:
http://miamiherald.typepad.com/nakedpolitics/2013/11/despite-plea-from-ag-bondi-to-reject-it-feds-approve-american-usairways-merger.html#storylink=cpy

Jenn Meale
Communications Director
Office of Attorney General Pam Bondi
The Capitol, Suite PL-01
Tallahassee, Fla. 32399-1050
850-245-0150 (main)

850-294-7294 (cell)

From: Liz Brady/OAG
Date: 11/12/2013 01:39 PM

To: **Trish Conners/OAG@OAG**
cc: Jennifer Meale/OAG@OAG
Subject: **Re: Can you get Jenn copies of the final filings to attach to the press release asap ...**

I already sent them

Trish Conners From: Trish Conners/OAG To: Liz Brady/OAG@OA 11/12/2013 01:39:06 PM

From: Trish Conners/OAG
To: Liz Brady/OAG@OAG
Cc: Jennifer Meale/OAG@OAG
Date: 11/12/2013 01:39 PM
Subject: Can you get Jenn copies of the final filings to attach to the press release asap...

To: Laura Daugherty/OAG@OAG
Subject: Fw: Accurate? Attorney General Pam Bondi Announces Airline Settlement that Supports Florida's Economy and Provides Consumer Friendly Air Travel Industry

From: Liz Brady/OAG
Date: 11/12/2013 01:38 PM

----- Forwarded by Liz Brady/OAG on 11/12/2013 01:38 PM -----

From: Jennifer Meale/OAG
To: Trish Conners/OAG@OAG, Liz Brady/OAG@OAG
Date: 11/12/2013 01:22 PM
Subject: Accurate? Attorney General Pam Bondi Announces Airline Settlement that Supports Florida's Economy and Provides Consumer Friendly Air Travel Industry

Is this version accurate?

Attorney General Pam Bondi Announces Airline Settlement that Supports Florida's Economy and Provides Consumer Friendly Air Travel Industry

TALLAHASSEE, Fla.—Florida Attorney General Pam Bondi today announced that her office has reached an agreement with New American over the proposed merger between US Airways and American Airlines. The agreement will help retain and create jobs in Florida, boosting the economy, and provide for excellent airline travel options for consumers. Under the agreement, New American will continue to operate a hub in Miami for three years and continue for five years to serve every airport in Florida now served by the two airlines.

"I am thrilled that we have reached an agreement that will not only keep jobs in Florida, but also will lead to additional jobs in our great state," stated Attorney General Pam Bondi. "The agreement also ensures that air travelers have ample options before them, and I am grateful to American Airlines Chairman and CEO Tom Horton for working with us for this tremendous outcome for Florida."

The States also joined in a settlement with the United States Department of Justice requiring the airlines to divest slots and at Reagan National in Washington D.C., LaGuardia in New York City and gates at Boston, Chicago, Dallas-Love Field, Los Angeles International and Miami. Slots are required for take offs and landings at DCA and LGA because of congestion. The divestitures will enable new carriers to enter the Washington and New York markets. The same will happen with gate divestitures.

The States and the Department of Justice filed this action on August 13, 2013. A trial was scheduled to start November 25, 2013.

Attorney General Bondi was joined in these Settlements by the Attorneys General of

Arizona, Michigan, Pennsylvania, Tennessee, Virginia and Washington, D.C.

Jenn Meale
Communications Director
Office of Attorney General Pam Bondi
The Capitol, Suite PL-01
Tallahassee, Fla. 32399-1050
850-245-0150 (main)
850-294-7294 (cell)

From: Liz Brady/OAG
Date: 11/12/2013 01:31 PM

To: Jennifer Meale/OAG@OAG, Trish Conners/OAG@OAG
Subject: Fw: REMARKS AS PREPARED FOR DELIVERY BY ASSISTANT ATTORNEY GENERAL BILL BAER AT THE CONFERENCE CALL REGARDING THE JUSTICE DEPARTMENT 'S PROPOSED SETTLEMENT WITH US AIRWAYS AND AMERICAN AIRLINES

----- Forwarded by Liz Brady/OAG on 11/12/2013 01:31 PM -----

From: "Myers, Emily" <emyers@NAAG.ORG>
To: "Myers, Emily" <emyers@NAAG.ORG>
Date: 11/12/2013 01:19 PM
Subject: FW: REMARKS AS PREPARED FOR DELIVERY BY ASSISTANT ATTORNEY GENERAL BILL BAER AT THE CONFERENCE CALL REGARDING THE JUSTICE DEPARTMENT'S PROPOSED SETTLEMENT WITH US AIRWAYS AND AMERICAN AIRLINES

From: USDOJ-Office of Public Affairs (SMO) [mailto:USDOJ-Office.of.Public.Affairs@usdoj.gov]
Sent: Tuesday, November 12, 2013 1:15 PM
To: USDOJ-Office of Public Affairs (SMO)
Subject: REMARKS AS PREPARED FOR DELIVERY BY ASSISTANT ATTORNEY GENERAL BILL BAER AT THE CONFERENCE CALL REGARDING THE JUSTICE DEPARTMENT'S PROPOSED SETTLEMENT WITH US AIRWAYS AND AMERICAN AIRLINES

Department of Justice

FOR IMMEDIATE RELEASE
TUESDAY, NOVEMBER 12, 2013

AT (202) 514-2007

WWW.JUSTICE.GOV

TTY (866) 544-5309

Remarks as Prepared for Delivery by Assistant Attorney General Bill Baer AT the Conference Call Regarding the Justice Department's PROPOSED SETTLEMENT WITH US Airways AND American Airlines

WASHINGTON, D.C.

Good afternoon. Thanks for joining me on this call.

As you have all seen by now, today the Department of Justice filed a proposed settlement with

US Airways and American Airlines that, if approved by the court, would resolve our lawsuit challenging their proposed merger. Under the agreement, we are requiring US Airways and American Airlines to divest critically important facilities at seven key airports across the country.

Specifically, the parties will divest 104 air carrier slots at Reagan National here in D.C., 34 slots at LaGuardia in New York, and 2 gates and ground facilities at each of Logan in Boston, O'Hare in Chicago, LAX in Los Angeles, Miami and Dallas Love Field. These divestitures are the largest ever in an airline merger and will allow low cost carriers to fly more direct and connecting flights throughout the country each day. This is a game changer. As the Attorney General said in this morning's press release, this agreement has the potential to shift the landscape of the airline industry.

As you know, we filed a lawsuit to block this merger out of concerns about the potential reduction in competition for air travel throughout the country. This settlement addresses those concerns and opens up the marketplace as never before. It will disrupt today's cozy relationships among the incumbent legacy carriers and provide consumers with more choices and more competitive airfares.

New York, Washington, Los Angeles, Chicago, Boston, Miami and Dallas are among the largest, most important business centers in the country. But due to access limitations – such as slot and gate constraints – key airports in these cities are among the most difficult for an airline to enter and establish a meaningful presence.

The divestitures announced today changes that limiting dynamic. Making slots and gates available to low cost carriers will lower barriers to entry, providing the incentive and ability for those carriers to invest in new capacity, and positioning those carriers to provide significant new competition system-wide. The low cost carriers that acquire the slots and gates will be able to offer increased competition not just on direct flights to and from these key airports, but also on connecting flights nationwide.

How do we know this? Because, in the past, providing even modest competitive opportunities for the LCC's has made a real difference. A few years ago, when JetBlue started service from Reagan National, prices to Boston dropped 30 percent and consumers saved $50 million per year. And those savings came from just 16 slots, or 8 round trips a day. This agreement divests those slots – currently subleased from American – and makes available 88 more at Reagan National.

Southwest's entry into Newark Liberty airport after the United-Continental merger shows how consumers benefit from increased competition on both non-stop and one-stop routes. In 2010, Southwest acquired 36 divested slots at Newark Liberty, and added direct service to six cities – but with connections to more than 60 more. That new competition benefited consumers: on the nonstop routes alone fares dropped more than 10 percent and passenger traffic increased by 36 percent.

The combined slot divestitures announced at Reagan National and LaGuardia today –138 in total

– are almost four times the size of the United divestitures to Southwest at Newark Liberty. The additional gate divestitures at five other major airports around the country will amplify the procompetitive impact of this settlement. Non-stop and one-stop opportunities for both leisure and business travelers will increase.

When we filed this lawsuit, I explained that this merger would eliminate the head-to-head competition between US Airways and American, risked increased coordination between the remaining three legacy carriers – New American, United and Delta – and increased the parties' dominance at Reagan National.

This settlement addresses each of these concerns. In important ways this outcome is better than a full stop injunction.

- By lowering barriers to enter and compete, this settlement will enable low cost carriers to expand their presence, injecting new competition into the marketplace.

- By divesting all of the 104 air carrier slots that American Airlines owns today at Reagan National, the settlement will allow JetBlue to keep competing with the slots it currently subleases from American and further expands competition by placing the other 88 slots in the hands of low cost carriers. Thus, the settlement not just prevents the increased dominance of US Airways at Reagan National, it provides for expanded competition at this airport.

In designing the remedy, we were mindful of concerns that the merger would lead to fewer flights from Washington to small and medium-sized cities. The settlement allows the parties to retain the small aircraft commuter slots at Reagan National intended to serve small and medium-sized cities. The parties have pledged to do just that in an agreement with the Department of Transportation which requires them to use those slots exclusively for service to small, non-hub and medium-sized airports. The state attorneys general who have joined in our settlement have also secured additional relief specific to their states in a separate settlement with the parties.

As you are aware, we were preparing to go to trial. And, I can assure you that we were confident in the evidence we would have presented at trial. That said, why settle this case? Because in the ways I have discussed, this settlement improves on a problematic status quo. It provides more competition than exists today in this industry. That is good news for consumers all across the country who will benefit from more choices and more competitive airfares.

I'm proud of our team, proud of our collaboration with the Attorneys General of the seven states who joined in this settlement and proud of what we have accomplished for U.S. consumers.

I'm happy to take your questions.

###

DO NOT REPLY TO THIS MESSAGE. IF YOU HAVE QUESTIONS, PLEASE USE THE CONTACTS IN THE

MESSAGE OR CALL THE OFFICE OF PUBLIC AFFAIRS AT 202-514-2007.

From: Liz Brady/OAG
Date: 11/12/2013 01:31 PM

To: Laura Daugherty/OAG@OAG
Subject: Fw: Despite plea from AG Bondi to reject it , feds approve American-USAirways merger, Miami Herald

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It will never end....
----- Forwarded by Liz Brady/OAG on 11/12/2013 01:30 PM -----

From: Jennifer Meale/OAG
To: Trish Conners/OAG@OAG, Liz Brady/OAG@OAG
Date: 11/12/2013 01:24 PM
Subject: Despite plea from AG Bondi to reject it, feds approve American-USAirways merger, Miami Herald

Despite plea from AG Bondi to reject it , feds approve American-USAirways merger

WASHINGTON -- The Justice Department says it has reached an agreement to allow American Airlines and US Airways to merge, creating the world's biggest airline.
The agreement requires the airlines to scale back the size of the merger at Washington's Reagan National Airport and in other big cities.

In August, the government sued to block the merger, saying it would restrict competition and drive up prices for consumers on hundreds of routes around the country. Florida Attorney General Pam Bondi sued to stop the sale and, last month, met with American Airlines CEO Tom Horton.

The airlines have said their deal would increase competition by creating another big competitor to United Airlines and Delta Air Lines, which grew through recent mergers.

The settlement reached Tuesday would require approval by a federal judge in Washington. It would require American and US Airways to give up takeoff and landing rights or slots at Reagan National and New York's LaGuardia Airport and gates at airports in Boston, Chicago, Los Angeles, Dallas and Miami to low-cost carriers to offset the impact of the merger. More here.

Read more here:
http://miamiherald.typepad.com/nakedpolitics/2013/11/despite-plea-from-ag-bondi-to-reject-it-feds-approve-american-usairways-merger.html#storylink=cpy

Jenn Meale
Communications Director
Office of Attorney General Pam Bondi
The Capitol, Suite PL-01
Tallahassee, Fla. 32399-1050
850-245-0150 (main)
850-294-7294 (cell)

From: Liz Brady/OAG
Date: 11/12/2013 12:55 PM

To: **Trish Conners/OAG@OAG**
cc: Jennifer Meale/OAG@OAG
Subject: **Re: Please review references to airlines**

Good catch. The airline references are correct

Trish Conners | Should be District of Columbia instead of Washin... | 11/12/2013 12:53:20 PM

From: Trish Conners/OAG
To: Jennifer Meale/OAG@OAG
Cc: Liz Brady/OAG@OAG
Date: 11/12/2013 12:53 PM
Subject: Re: Please review references to airlines

Should be District of Columbia instead of Washington, D.C.

Jennifer Meale | Hello, Thanks for your help. Will you please revie... | 11/12/2013 12:50:24 PM

From: Liz Brady/OAG
Date: 11/12/2013 12:29 PM

To: **Trish Conners/OAG@OAG**
cc: Jennifer Meale/OAG@OAG, Carlos Muniz/OAG@OAG, cgmuniz@yahoo.com, pambondi@yahoo.com
Subject: **Re: Revised release: Attorney General Pam Bondi Announces Settlement that Ensures Consumer-Friendly Competition in the Air Travel Industry**

That would work

Trish Conners — Can we just say the agreement wwill require the... — 11/12/2013 12:28:23 PM

From: Trish Conners/OAG
To: Jennifer Meale/OAG@OAG
Cc: Carlos Muniz/OAG@OAG, cgmuniz@yahoo.com, Liz Brady/OAG@OAG, pambondi@yahoo.com
Date: 11/12/2013 12:28 PM
Subject: Re: Revised release: Attorney General Pam Bondi Announces Settlement that Ensures Consumer-Friendly Competition in the Air Travel Industry

---

Can we just say the agreement wwill require the merged airline....

Jennifer Meale — Please see the revised release below. I've updat... — 11/12/2013 12:25:27 PM

From: Liz Brady/OAG
Date: 11/12/2013 12:28 PM

To: **Liz Brady/OAG@OAG**
cc: Jennifer Meale/OAG@OAG, Carlos Muniz/OAG@OAG, cgmuniz@yahoo.com, pambondi@yahoo.com, Trish Conners/OAG@OAG
Subject: **Re: Revised release: Attorney General Pam Bondi Announces Settlement that Ensures Consumer-Friendly Competition in the Air Travel Industry**

Also that Agreement includes the other AGs

Liz Brady	No the Agreement is with both defendants From:...	11/12/2013 12:27:23 PM

From: Liz Brady/OAG
To: Jennifer Meale/OAG@OAG
Cc: Carlos Muniz/OAG@OAG, cgmuniz@yahoo.com, pambondi@yahoo.com, Trish Conners/OAG@OAG
Date: 11/12/2013 12:27 PM
Subject: Re: Revised release: Attorney General Pam Bondi Announces Settlement that Ensures Consumer-Friendly Competition in the Air Travel Industry

---

No the Agreement is with both defendants

Jennifer Meale	Please see the revised release below. I've updat...	11/12/2013 12:25:27 PM

To: Jennifer Meale/OAG@OAG
cc: Carlos Muniz/OAG@OAG, cgmuniz@yahoo.com, pambondi@yahoo.com, Trish Conners/OAG@OAG
Subject: Re: Revised release: Attorney General Pam Bondi Announces Settlement that Ensures Consumer-Friendly Competition in the Air Travel Industry

From: Liz Brady/OAG
Date: 11/12/2013 12:27 PM

No the Agreement is with both defendants

Jennifer Meale Please see the revised release below. I've updat... 11/12/2013 12:25:27 PM

From: Jennifer Meale/OAG
To: pambondi@yahoo.com, cgmuniz@yahoo.com, Carlos Muniz/OAG@OAG
Cc: Trish Conners/OAG@OAG, Liz Brady/OAG@OAG
Date: 11/12/2013 12:25 PM
Subject: Revised release: Attorney General Pam Bondi Announces Settlement that Ensures Consumer-Friendly Competition in the Air Travel Industry

Please see the revised release below. I've updated it to include settlement "with American Airlines"--is that correct?

Attorney General Pam Bondi Announces Settlement that Ensures Consumer-Friendly Competition in the Air Travel Industry

~Florida Attorney General's Office and Others Reach Settlement with American Airlines~

TALLAHASSEE, Fla.—Florida Attorney General Pam Bondi today announced the settlement of her challenge to the proposed merger between US Airways and American Airlines. The agreement with American Airlines and Florida will require US Airways to continue to operate a hub in Miami for three years and continue for five years to serve every airport in Florida now served by the two airlines.

"My goal in challenging this merger was to protect consumers and jobs in Florida, and this settlement ensures that travelers will continue to benefit from competition in the air travel industry and that jobs will be kept and created in our state," stated Attorney General Pam Bondi.

The States also joined in a settlement with the United States Department of Justice requiring the airlines to divest slots and at Reagan National in Washington D.C., LaGuardia in New York City and gates at Boston, Chicago, Dallas-Love Field, Los Angeles International and Miami. Slots are required for take offs and landings at DCA and LGA because of congestion. The divestitures will enable new carriers to enter the Washington and New York markets, making a more competitive environment that is beneficial to consumers. The same will happen with gate divestitures.

The States and the Department of Justice filed this action on August 13, 2013. A trial was scheduled to start November 25, 2013.

Attorney General Bondi was joined in these Settlements by the Attorneys General of Arizona, Michigan, Pennsylvania, Tennessee, Virginia and Washington, D.C.

Jenn Meale
Communications Director
Office of Attorney General Pam Bondi
The Capitol, Suite PL-01
Tallahassee, Fla. 32399-1050
850-245-0150 (main)
850-294-7294 (cell)

From: Liz Brady/OAG
Date: 11/12/2013 12:22 PM

To: **Jennifer Meale/OAG@OAG**
cc: Trish Conners/OAG@OAG
Subject: **Fw: USAir/AMR Antitrust**

See below
----- Forwarded by Liz Brady/OAG on 11/12/2013 12:22 PM -----

From: "Allen, Shane (NBCUniversal)" <Shane.Allen@nbcuni.com>
To: "liz.brady@myfloridalegal.com" <liz.brady@myfloridalegal.com>
Date: 11/12/2013 11:28 AM
Subject: USAir/AMR Antitrust

Good morning. Can you confirm a settlement agreement has been reached in the antitrust lawsuit?

Shane Allen
Multi-Platform Content Planner & Investigative Researcher
CAR | GIS | FOIA | TPIA Certified | TOMA Certified
NBC 5 / KXAS-TV | - Dallas-Fort Worth
Direct: 817.654.6331 | Newsroom: 817.654.6300
4805 Amon Carter Blvd | Fort Worth, TX 76155
NBCDFW.com
Follow us on Twitter Like us on Facebook

SPECIAL NOTICE:
NBC 5 / KXAS-TV is moving! Starting October 1, 2013 please use the following address:
4805 Amon Carter Blvd | Fort Worth, TX 76155

Please note my schedule:
Monday – Friday
Assignment Desk 2:30am – 7am (Central)
Investigative Work 7am – 10:30am (Central)

From: Trish Conners/OAG
Date: 11/12/2013 10:05 AM

To: Liz Brady/OAG@OAG
cc: Christopher Hunt/OAG@OAG, Jennifer Meale/OAG@OAG, Laura Daugherty/OAG@OAG
Subject: Re: 2013-11-12 press.docx

Looks good.

Liz Brady Jen, Here are the edits form the Collins building... 11/12/2013 09:41:46 AM

From: Liz Brady/OAG
To: Jennifer Meale/OAG@OAG
Cc: Trish Conners/OAG@OAG, Laura Daugherty/OAG@OAG, Christopher Hunt/OAG@OAG
Date: 11/12/2013 09:41 AM
Subject: 2013-11-12 press.docx

Jen,

Here are the edits form the Collins building. In the last paragraph, I put the states in alphabetical order and made clear that there are two state settlements. One is with DOJ the other is state only. I don't know if Trish has any edits. I will let you know when it gets filed which will not be before 11 am.

I hope to have bullet points within the hour.

- 2013-11-12 press.docx

From: Liz Brady/OAG
Date: 11/12/2013 09:41 AM

To: **Jennifer Meale/OAG@OAG**
cc: Trish Conners/OAG@OAG, Laura Daugherty/OAG@OAG, Christopher Hunt/OAG@OAG
Subject: **2013-11-12 press.docx**

Jen,

Here are the edits form the Collins building. In the last paragraph, I put the states in alphabetical order and made clear that there are two state settlements. One is with DOJ the other is state only. I don't know if Trish has any edits. I will let you know when it gets filed which will not be before 11 am.

I hope to have bullet points within the hour.

- 2013-11-12 press.docx

From: Jennifer Meale/OAG
Date: 11/12/2013 09:29 AM

To: **Liz Brady/OAG@OAG**
cc: Christopher Hunt/OAG@OAG, Laura Daugherty/OAG@OAG, Trish Conners/OAG@OAG
Subject: **Re: Fw: 2013-11-12 Press.doc**

Please review the draft attached to this email. If you all are going to review, I ask that you track changes in one document to avoid any confusion.

Also, if there is any potential Q&A that is obvious to you that will arise, please let me know what you think could be asked and what a good response is so we can be prepared.

11.12.13 Merger.docx

Jenn Meale
Communications Director
Office of Attorney General Pam Bondi
The Capitol, Suite PL-01
Tallahassee, Fla. 32399-1050
850-245-0150 (main)
850-294-7294 (cell)

Liz Brady | See below | 11/12/2013 09:09:27 AM

From: Liz Brady/OAG
To: Jennifer Meale/OAG@OAG, Trish Conners/OAG@OAG
Cc: Laura Daugherty/OAG@OAG, Christopher Hunt/OAG@OAG
Date: 11/12/2013 09:09 AM
Subject: Fw: 2013-11-12 Press.doc

See below

- 2013-11-12 Press.doc

From: Jennifer Meale/OAG
Date: 11/12/2013 09:16 AM

To: **Liz Brady/OAG@OAG**
cc: Christopher Hunt/OAG@OAG, Laura Daugherty/OAG@OAG, Trish Conners/OAG@OAG
Subject: **Re: Fw: 2013-11-12 Press.doc**

Thank you. I will edit this release now.

Jenn Meale
Communications Director
Office of Attorney General Pam Bondi
The Capitol, Suite PL-01
Tallahassee, Fla. 32399-1050
850-245-0150 (main)
850-294-7294 (cell)

Liz Brady | See below | 11/12/2013 09:09:27 AM

From: Liz Brady/OAG
To: Jennifer Meale/OAG@OAG, Trish Conners/OAG@OAG
Cc: Laura Daugherty/OAG@OAG, Christopher Hunt/OAG@OAG
Date: 11/12/2013 09:09 AM
Subject: Fw: 2013-11-12 Press.doc

See below

- 2013-11-12 Press.doc

From: Liz Brady/OAG
Date: 11/12/2013 09:09 AM

To: **Jennifer Meale/OAG@OAG, Trish Conners/OAG@OAG**
cc: Laura Daugherty/OAG@OAG, Christopher Hunt/OAG@OAG
Subject: **Fw: 2013-11-12 Press.doc**

See below

- 2013-11-12 Press.doc

From: Karen Marsh/OAG
Date: 11/12/2013 09:07 AM

To: Liz Brady/OAG@OAG
Subject: 2013-11-12 Press.doc

Sincerely,
Karen Marsh
Legal Assistant
Office of the Attorney General
PL-01, The Capitol
Tallahassee, FL 32399-1050
850-414-3849
850-488-9134/fax
Please note that Florida has a broad public records law,and that all correspondence to me via email may be subject to disclosure.

- 2013-11-12 Press.doc

From: Karen Marsh/OAG
Date: 11/12/2013 08:55 AM

To: Liz Brady/OAG@OAG, Laura Daugherty/OAG@OAG, Christopher Hunt/OAG@OAG
Subject: 2013-11-12 Press.doc

Sincerely,
Karen Marsh
Legal Assistant
Office of the Attorney General
PL-01, The Capitol
Tallahassee, FL 32399-1050
850-414-3849
850-488-9134/fax
Please note that Florida has a broad public records law,and that all correspondence to me via email may be subject to disclosure.

- 2013-11-12 Press.doc

To: Jennifer Meale/OAG@OAG
cc: Carlos Muniz/OAG@OAG, Gerald Whitney Ray/OAG@OAG, Laura Daugherty/OAG@OAG, Liz Brady/OAG@OAG
Subject: Re: Press Inquiry from 11/05/2013 - American Airlines

From: Trish Conners/OAG
Date: 11/05/2013 01:08 PM

Subj to CM's comments: I agree with your suggested response or something like it....thx. T

Jennifer Meale Please see the request below regarding the airlin... 11/05/2013 01:05:45 PM

From: Jennifer Meale/OAG
To: Trish Conners/OAG@OAG, Liz Brady/OAG@OAG, Laura Daugherty/OAG@OAG
Cc: Carlos Muniz/OAG@OAG, Gerald Whitney Ray/OAG@OAG
Date: 11/05/2013 01:05 PM
Subject: Press Inquiry from 11/05/2013 - American Airlines

Please see the request below regarding the airlines merger.

Please let me know your thoughts on this response: The matter (or lawsuit) is ongoing.

Thanks,

Jenn

Deadline:	**Media Request**	***Date:*** 11/05/2013 ***Time:*** 01:03 PM

Contact: Kevin Gray

Media: Thomson Reuters

Phone: 1 305 810 2695 ***Fax:***

Cell: ***Pager:***

Email:

Subject: American Airlines

Request:

How are you? Hope all's well. I wanted to follow up on American Airlines and US Airways. Has Florida reached a settlement with the airlines?

Answer:

Staffer: ***Status:***

OAG contact:

Record created by:
Jennifer Meale

Return call made when?

by:

To: Trish Conners/OAG@OAG, Liz Brady/OAG@OAG, Laura Daugherty/OAG@OAG
cc: Carlos Muniz/OAG@OAG, Gerald Whitney Ray/OAG@OAG
Subject: Press Inquiry from 11/05/2013 - American Airlines

From: Jennifer Meale/OAG
Date: 11/05/2013 01:05 PM

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Please let me know your thoughts on this response: The matter (or lawsuit) is ongoing.

Thanks,

Jenn

Deadline:	**Media Request**	***Date:*** 11/05/2013 ***Time:*** 01:03 PM

Contact: Kevin Gray

Media: Thomson Reuters

Phone: 1 305 810 2695 ***Fax:***

Cell: ***Pager:***

Email:

Subject: American Airlines

Request:

How are you? Hope all's well. I wanted to follow up on American Airlines and US Airways. Has Florida reached a settlement with the airlines?

Answer:

Staffer: ***Status:***

OAG contact: ***Return call made when?***

Record created by:
Jennifer Meale

by:

From: Trish Conners/OAG
Date: 11/04/2013 02:07 PM

To: Carlos Muniz/OAG@OAG, Liz Brady/OAG@OAG, Laura Daugherty/OAG@OAG
cc: Jennifer Meale/OAG@OAG
Subject:

WASHINGTON, Nov 4 (Reuters) - The U.S. Justice Department is looking for divestitures at key airports throughout the United States as a condition for dropping a lawsuit aimed at stopping the proposed merger of US Airways <LCC.N> and American Airlines <AAMRQ.PK>, U.S. Attorney General Eric Holder said on Monday.

Holder said that talks with the companies, whose merger would create the world's largest airline, were ongoing and that he hoped for an agreement before a trial begins on Nov. 25.

"We are fully prepared to take this case to trial" if settlement is not reached, Holder said.

The Justice Department's complaint filed against the deal discussed the combined airline's potential clout at Washington's Ronald Reagan National Airport as well as concerns about a large number of other city pairings.

(Reporting by Diane Bartz; Editing by Ros Krasny and Lisa Von Ahnn) ((ros.krasny@thomsonreuters.com)(202 898 8415)(Reuters Messaging: ros.krasny.thomsonreuters.com@reuters.net))

From: Jennifer Meale/OAG
Date: 11/04/2013 01:39 PM

To: **Trish Conners/OAG@OAG**
cc: Gerald Whitney Ray/OAG@OAG, Laura Daugherty/OAG@OAG, Liz Brady/OAG@OAG
Subject: **Re: Press Inquiry from 11/04/2013 - Airlines merger**

Thank you.

Jenn Meale
Communications Director
Office of Attorney General Pam Bondi
The Capitol, Suite PL-01
Tallahassee, Fla. 32399-1050
850-245-0150 (main)
850-294-7294 (cell)

Trish Conners	The latter---subj to CM's input.... From: Jennifer...	11/04/2013 12:02:11 PM

From: Trish Conners/OAG
To: Jennifer Meale/OAG@OAG
Cc: Gerald Whitney Ray/OAG@OAG, Laura Daugherty/OAG@OAG, Liz Brady/OAG@OAG
Date: 11/04/2013 12:02 PM
Subject: Re: Press Inquiry from 11/04/2013 - Airlines merger

The latter---subj to CM's input....

Jennifer Meale	Good morning. Please see the call below from B...	11/04/2013 11:35:48 AM

To: Jennifer Meale/OAG@OAG
cc: Gerald Whitney Ray/OAG@OAG, Laura Daugherty/OAG@OAG, Liz Brady/OAG@OAG
Subject: Re: Press Inquiry from 11/04/2013 - Airlines merger

From: Trish Conners/OAG
Date: 11/04/2013 12:02 PM

The latter---subj to CM's input....

Jennifer Meale Good morning. Please see the call below from B... 11/04/2013 11:35:48 AM

From: Jennifer Meale/OAG
To: Liz Brady/OAG@OAG, Trish Conners/OAG@OAG, Laura Daugherty/OAG@OAG
Cc: Gerald Whitney Ray/OAG@OAG
Date: 11/04/2013 11:35 AM
Subject: Press Inquiry from 11/04/2013 - Airlines merger

Good morning.

Please see the call below from Bloomberg. Are there additional details we can provide or do we need to stick with "There are no additional details we can provide at this time"?

Thanks,

Jenn

Deadline:	**Media Request**	***Date:*** 11/04/2013 ***Time:*** 11:34 AM

Contact: David McLaughlin

Media: Bloomberg

Phone: (212) 617-4817 ***Fax:***

Cell: ***Pager:***

Email: dmclaughlin9@bloomberg.net

Subject: Airlines merger

Request:

Is there any update on the airlines merger?

Answer:

Staffer: ***Status:***

OAG contact:

Record created by:
Jennifer Meale

Return call made when?

by:

From: Jennifer Meale/OAG
Date: 11/04/2013 11:35 AM

To: Liz Brady/OAG@OAG, Trish Conners/OAG@OAG, Laura Daugherty/OAG@OAG
cc: Gerald Whitney Ray/OAG@OAG
Subject: Press Inquiry from 11/04/2013 - Airlines merger

Good morning.

Please see the call below from Bloomberg. Are there additional details we can provide or do we need to stick with "There are no additional details we can provide at this time"?

Thanks,

Jenn

Deadline:	**Media Request**	***Date:*** 11/04/2013 ***Time:*** 11:34 AM

Contact: David McLaughlin

Media: Bloomberg

Phone: (212) 617-4817 ***Fax:***

Cell: ***Pager:***

Email: dmclaughlin9@bloomberg.net

Subject: Airlines merger

Request:

Is there any update on the airlines merger?

Answer:

Staffer: ***Status:***

OAG contact:

Return call made when?

Record created by: Jennifer Meale	***by:***

From: CN=Trish Conners/O=OAG
Date: 11/02/2013 10:35 AM

To: "Liz Brady" <Liz.Brady@myfloridalegal.com>, Laura Daugherty/OAG
Subject: Fw: News Clips 11.02.13

Florida Office of the Attorney General

From: Whitney Ray [gerald.whitney ray@gmail.com]
Sent: 11/02/2013 10:04 AM AST
To: Pam Bondi <pambondi@yahoo.com>; Nick Cox; Richard Lawson; Trish Conners; cgmuniz <cgmuniz@yahoo.com>; Molly McFarland <memcfarland1@gmail.com>; James Varnado; Carolyn Snurkowski; Rob Johnson; Kent Perez; Chesterfield Smith; Nilda Pedrosa <nildapedrosa@gmail.com>; Jenn Meale <jenn meale@gmail.com>
Subject: News Clips 11.02.13

News Clips 11.02.13

Airlines Merger
Pam Bondi talks US Airways merger with American Airlines chair, News Service of Florida, Florida Times Union

Fla. AG meets with American Airlines CEO, (AP) WTXL
BNY Mellon
Florida Reaches $28 Million Pension Settlement, (AP) Lakeland Ledger, WPEC
Bondi reaches $28M Agreement With Bank That Overcharged State's Retirement System, Miami Daily Business Review
Florida attorney general squeezes $28M out of big bank, South Florida Business Journal
Medical Marijuana
Rich supports medical marijuana; Crist says voters should decide; GOP wants it off ballot, Florida Current
Florida in brief: Both Rich and Crist back medical marijuana, (AP) Palm Beach Post

Other
Crimeline reward for information in escaped inmates investigation increased, WKMG
WPTV investigators go undercover with detectives during sex trafficking bust in South Florida, WPTV

Pam Bondi talks US Airways merger with American Airlines chair, News Service of Florida, Florida Times Union
By Matt Dixon (PolitiJax) | November 1, 2013 - 8:48pm

News Service of Florida
Florida may be heading toward a settlement over the proposed merger between US Airways and American Airlines. Attorney General Pam Bondi announced she had an "extremely productive" meeting with American Airlines Chairman and CEO Tom Horton on Friday, but little else was released as the state continues to be part of a U.S. Department of Justice legal challenge to the proposed merger.

"We are both hopeful that we will reach a timely resolution to benefit the residents of Miami and all Floridians and travelers to Florida," Bondi said in a prepared statement. "We look forward to a thriving American Airlines that not only keeps but will create many jobs in our great state."

Miami International Airport is one of American Airlines' five U.S. hubs. The Association of Professional Flight Attendants, which has supported the merger, has noted that South Florida is home to about 2,500 American flight attendants.

A spokeswoman for the attorney general's office declined to say who requested the meeting or where the discussion was held. Bondi joined the lawsuit with five other state attorneys general in August, arguing that the proposed $11 billion merger between Tempe, Ariz.-based US Airways Group. and AMR Corp., the parent company of Dallas-Fort Worth-based American Airlines, would reduce competition among commercial air companies and could result in higher airfares.

The suit alleges the merger violates the Clayton Antitrust Act, noting that due to an overlap in the current routes by the two carriers several airports would see reductions in competition.

Texas Attorney General Greg Abbott announced Oct. 1 that he was dropping out because an agreement had been reached that the merged airlines would continue to provide daily service to more than 20 airports in Texas.

Fla. AG meets with American Airlines CEO, (AP) WTXL

TALLAHASSEE, Fla. (AP) — Florida Attorney General Pam Bondi says she had a productive face-to-face meeting with the head of American Airlines.

Bondi disclosed in a press release that she met Friday with Tom Horton, chairman and CEO of the company. A Bondi spokeswoman said she could not provide additional details.

In August, Florida joined with the U.S. Department of Justice to stop the proposed merger of American Airlines and US Airways.

Bondi said she was "hopeful" that the state could reach a "timely resolution" of the lawsuit. There have been news reports this week about a potential settlement in advance of the case going to trial later this month.

When the state first joined the lawsuit, Bondi called the merger "anti-competitive" and said the lawsuit could save consumers from increases in prices.

Florida Reaches $28 Million Pension Settlement, (AP) Lakeland Ledger
By GARY FINEOUT
THE ASSOCIATED PRESS
Published: Friday, November 1, 2013 at 7:47 p.m.

TALLAHASSEE | Florida is getting a $28 million payment to settle allegations that Bank of New York Mellon overcharged the state's massive pension fund.

The settlement comes slightly more than two years after Attorney General Pam Bondi first sued the bank that acts as main custodian of the Florida Retirement System. Nearly 1 million current and retired public employees are enrolled in the state's pension plan.

Bondi contended the settlement represented "full compensation" to the state.

"We worked hard to achieve this substantial recovery on behalf of Florida's retirement fund," Bondi said in a written statement.

The settlement also resolves separate allegations involving investments made by the bank on behalf of the pension fund into a company that later went into receivership.

Bondi's initial lawsuit — which built on the filing of a previous whistleblower complaint against the bank — contended Bank of New York Mellon overcharged the state for foreign currency exchanges by trading them in such a way that the state either paid too much or got paid too little.

Under the terms of the settlement — which was signed on Thursday — Bank of New York Mellon will pay $28 million to the state pension fund within the next two weeks. The bank also agreed that over the next decade, it will give a credit worth up to $500,000 a year on any fees charged to the state agency that oversees the pension fund. Bondi's office also will receive $100,000 to cover legal expenses.

A Bank of New York Mellon spokesman said the institution was pleased to reach an agreement that will allow it to continue working for the state.

When the lawsuit was filed, the bank called it "unwarranted" and said it "reflects a flawed understanding of foreign currency markets."

Kevin Heine, a spokesman for Bank of New York Mellon, said Friday that the bank has "taken a pragmatic approach to resolving" the matter.

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Bondi reaches $28M Agreement With Bank That Overcharged State's Retirement System, Miami Daily Business Review

Florida Attorney General Pam Bondi reached a $28 million settlement Friday with Florida's custodian bank, the Bank of New York Mellon Corp., to resolve allegations that the bank overcharged the Florida Retirement System Trust Fund millions of dollars in its handling of foreign currency transactions.

The resolution provides full compensation for the state's foreign currency trades and ensures transparency on the pricing of future trades. The state Board of Administration has billions of dollars in international investments that involve foreign currency transactions.

In addition to the cash settlement due in two weeks, the state will receive an annual $500,000 credit on BNY Mellon's annual fees through 2022.

The settlement did not include any admission of wrongdoing by the bank.

The agreement also resolves allegations about investments made by the BNY Mellon on behalf of the trust fund in medium-term notes issued by Sigma Finance Inc., which defaulted on notes in 2008 and subsequently went into receivership.

The case began as a qui tam, or whistle-blower, complaint that alleged the bank improperly reported the state's foreign currency transactions and kept the difference between the inflated price and the execution price. The attorney general's office intervened in the Leon Circuit Court case in 2011 and filed an amended complaint.

Florida attorney general squeezes $28M out of big bank, South Florida Business Journal

Brian BandellSenior Reporter- South Florida Business Journal

Florida Attorney General Pam Bondi has agreed to accept a $28 million settlement with Bank of New York Mellon (NYSE: BK) to resolve a lawsuit involving the Florida Retirement System Trust Fund.

Florida filed a lawsuit in 2011, alleging that the big bank, as the custodian of the trust fund, overcharged it for foreign currency transactions. The case began as a whistleblower lawsuit in 2009 by FX Analytics.

The lawsuit also involved a claim that BNY Mellon improperly had the trust fund invest in Sigma Finance, which later went into receivership.

Bondi said the settlement gives the trust fund “full compensation.” If the state had won a judgment, it could have received treble the damages.

Despite the litigation, the Florida State Board of Administration, which includes Bondi, rehired BNY Mellon as the custodian of the trust fund in October

Rich supports medical marijuana; Crist says voters should decide; GOP wants it off ballot, Florida Current

James Call, 11/01/2013 - 05:31 PM

Florida's political leaders are divided on a proposed medicinal marijuana issue. Top legislative leaders are filing briefs with the Florida Supreme Court to block a proposed constitutional amendment from the November 2014 ballot. And both Democratic gubernatorial candidates say that voters should get to decide the issue.

The initiative by a group called United We Care would permit medical marijuana to be used to treat a wide number of illnesses including, cancer, glaucoma and chronic pain.

Friday, former Senate Democratic Leader Nan Rich Friday released a statement in support of the proposal.

"I've seen the research, I've studied the issue and I've met with patients who clearly benefit and desperately need medically prescribed cannabis," Rich said. "There is simply no reason patients should suffer when an effective, safe and organic remedy is readily available."

Attorney General Pam Bondi last week asked the court not to allow the measure on the ballot saying the ballot summary misleads voters as to the proposal's true intent. Senate President Don Gaetz, R-Niceville, and House Speaker Will Weatherford, R-Wesley Chapel, announced Wednesday they will file briefs in support of Bondi's request.

Weatherford said if the amendment passes there will be "marijuana shops on every street corner."

Charlie Crist, the former Republican governor now running as a Democrat, told Adam Smith of the Political Connections program that the proposal is worth discussing.

"It strikes me if you are talking about a real physician, which I'm sure this will be. And are talking about someone who is suffering and in pain ... I think it's something we should be open too, study it well and then render a decision as a state in November 2014," Crist said in a promo for a Sunday talk show that was briefly displayed on The Buzz political blog on the Tampa Bay Times website.

Twenty states have laws similar to the proposed amendment to the Florida Constitution. State economists are working on a financial impact statement that would appear on the ballot with the proposal. If the initiative survives the court challenge and supporters gather 700,000 signatures by Feb. 1 then voters will get a say on the amendment next November.
Reporter James Call can be reached at jcall@thefloridacurrent.com.

Florida in brief: Both Rich and Crist back medical marijuana, (AP) Palm Beach Post
TALLAHASSEE
Democratic gubernatorial candidate Nan Rich, a former Senate minority leader, says she supports a proposed ballot initiative that would legalize medical-marijuana in Florida. Former Gov. Charlie Crist, who is expected to officially begin his gubernatorial run as a Democrat on Monday, also has expressed support for the proposed constitutional amendment.

While Rich and Crist back the amendment, some of the state's top Republicans are trying to keep the issue off the November 2014 ballot. Senate President Don Gaetz, R-Niceville, and House Speaker Will Weatherford, R-Wesley Chapel, made a filing with the Florida Supreme Court on Wednesday that supported Attorney General Pam Bondi's attempt to block the constitutional amendment. The Republicans contend that the ballot language would deceive voters about the reach of the amendment.

The ballot proposal has been spearheaded by Orlando trial lawyer and Democratic donor John Morgan, whose firm employs Crist. The Supreme Court will hear arguments about the ballot language Dec. 5.

Crimeline reward for information in escaped inmates investigation increased, WKMG

Charles Walker, Joseph Jenkins used forged documents in mistaken release

Published On: Nov 01 2013 11:27:37 AM EDT Updated On: Nov 01 2013 11:42:20 AM EDT
Charles Walker Joseph Jenkins ORLANDO, Fla. -
Central Florida Crimeline announced on Friday it is offering up to a $20,000 reward for information in the escaped Florida prisoners investigation.

Charles Walker and Joseph Jenkins were mistakenly released from the Franklin Correctional Institution in the last month because of forged paperwork. They were captured at a Panama City motel in October and were taken back into custody by the Florida Department of Corrections.

The Florida Department of Law Enforcement and Attorney General Pam Bondi were already offering a $20,000 reward in the case.
Contact Crimeline at 800-423-8477. Tips that lead to an arrest involving this case could be eligible for a reward of up to $20,000.

WPTV investigators go undercover with detectives during sex trafficking bust in South Florida, WPTV

By: Dan Krauth By: Dan Krauth

West Palm Beach, Fla. - The Contact 5 Investigators were given exclusive access from beginning to end into a sex trafficking bust in South Florida. It's a behind the scenes look at a growing problem like you've never seen it before.

"I know i couldn't sleep at night knowing this was going on next door to me," said the detective running the investigation.

They're women and children who are forced into being sex slaves. Girls as young as 13 are being targeted at malls, restaurants and even at schools in South Florida.

Victims are speaking out for the first time to the Contact 5 Investigators.

"You lose all control, your life no longer belongs to you no matter how much you hide it," said the victim.

They could be your child and as you'll see, the crimes could be happening right next door to you.

Florida has more cases of human trafficking than almost any other state in the country. Tune in Monday night on NewsChannel 5 at 11 where you'll see the arrests made during an undercover sex trafficking bust.

To: Laura Daugherty/OAG, "Liz Brady" <Liz.Brady@myfloridalegal.com>
Subject: Fw: News Release: Attorney General Pam Bondi's Statement on Meeting with American Airlines Chairman and CEO

From: CN=Trish Conners/O=OAG
Date: 11/01/2013 06:25 PM

Florida Office of the Attorney General
"Attorney General Bondi's Communications Office"

----- Original Message -----
From: "Attorney General Bondi's Communications Office" [agmedia@myfloridalegal.com@NotesDomain]
Sent: 11/01/2013 02:44 PM EDT
Subject: News Release: Attorney General Pam Bondi's Statement on Meeting with American Airlines Chairman and CEO

NEWS RELEASE

Date:
Nov. 1, 2013

Contact:
Jenn Meale
Phone: 850.245.0150
jennifer.meale@myfloridalegal.com

Attorney General Pam Bondi's Statement on Meeting with American Airlines Chairman and CEO

TALLAHASSEE, Fla.–Attorney General Pam Bondi issued the statement below regarding her meeting with the American Airlines Chairman and CEO.

"Today I had an extremely productive, face-to-face meeting with Tom Horton, American Airlines Chairman and CEO. We are both hopeful that we will reach a timely resolution to benefit the residents of Miami and all Floridians and travelers to Florida. We look forward to a thriving American Airlines that not only keeps but will create many jobs in our great state."

# # #

From: Jennifer Meale/OAG
Date: 11/01/2013 02:42 PM

To: Trish Conners/OAG@OAG, Laura Daugherty/OAG@OAG, Liz Brady/OAG@OAG
cc: Carlos Muniz/OAG@OAG
Subject: FYI: Sending statement on American Airlines meeting

Hello,

Just an FYI: we'll be sending a statement on the meeting today with American Airlines.

Attorney General Pam Bondi's Statement on Meeting with American Airlines Chairman and CEO

TALLAHASSEE, Fla.–Attorney General Pam Bondi issued the statement below regarding her meeting with the American Airlines Chairman and CEO.

"Today I had an extremely productive, face-to-face meeting with Tom Horton, American Airlines Chairman and CEO. We are both hopeful that we will reach a timely resolution to benefit the residents of Miami and all Floridians and travelers to Florida. We look forward to a thriving American Airlines that not only keeps but will create many jobs in our great state."

###

Jenn Meale
Communications Director
Office of Attorney General Pam Bondi
The Capitol, Suite PL-01
Tallahassee, Fla. 32399-1050
850-245-0150 (main)
850-294-7294 (cell)

To: Jennifer Meale/OAG@OAG, Liz Brady/OAG@OAG
cc: Gerald Whitney Ray/OAG@OAG, "Carlos Muniz" <cgmuniz@yahoo.com>
From: CN=Trish Conners/O=OAG
Subject: Re: Press Inquiry from 11/01/2013 - American Airlines
Date: 11/01/2013 01:32 PM

Carlos should decide, But I agree.
Florida Office of the Attorney General

Jennifer Meale Please see below. If there is anyone else who... 11/01/2013 12:22 PM EDT

From: Jennifer Meale
To: Trish Conners; Liz Brady
Cc: Gerald Whitney Ray
Date: 11/01/2013 12:22 PM EDT
Subject: Press Inquiry from 11/01/2013 - American Airlines

Please see below. If there is anyone else who needs to be looped in, please feel free to add them.

Thanks,

Jenn

Deadline:	**Media Request**	***Date:*** 11/01/2013 ***Time:*** 12:16 PM

Contact: Carolyn Dolci

Media: WTSP

Phone: (727) 580-9677 ***Fax:***

Cell: ***Pager:***

Email: carolyn.dolci@gmail.com

Subject: American Airlines

Request:

Would like to know if we have a response to American Airlines Pilots open letter:

http://www.businesswire.com/news/home/20131028005993/en/Media-Advisory-American-Airlines-Pilots-Urge-Attorney

*I recommend that we say that this is active litigation and it would not be appropriate to

comment.

Answer:

Staffer: ***Status:***

OAG contact:

Record created by:
Jennifer Meale

Return call made when?

by:

From: CN=Liz Brady/O=OAG
Date: 11/01/2013 12:48 PM

To: **Jennifer Meale/OAG@OAG, Trish Conners/OAG@OAG**
cc: Gerald Whitney Ray/OAG@OAG
Subject: **Re: Press Inquiry from 11/01/2013 - American Airlines**

I agree Trish?
Sent from my Blackberry device.

Jennifer Meale Please see below. If there is anyone else who... 11/01/2013 12:22 PM EDT

From: Jennifer Meale
To: Trish Conners; Liz Brady
Cc: Gerald Whitney Ray
Date: 11/01/2013 12:22 PM EDT
Subject: Press Inquiry from 11/01/2013 - American Airlines

Please see below. If there is anyone else who needs to be looped in, please feel free to add them.

Thanks,

Jenn

Deadline:	**Media Request**	***Date:*** 11/01/2013 ***Time:*** 12:16 PM

Contact: Carolyn Dolci

Media: WTSP

Phone: (727) 580-9677 ***Fax:***

Cell: ***Pager:***

Email: carolyn.dolci@gmail.com

Subject: American Airlines

Request:

Would like to know if we have a response to American Airlines Pilots open letter:

http://www.businesswire.com/news/home/20131028005993/en/Media-Advisory-American-Airlines-Pilots-Urge-Attorney

*I recommend that we say that this is active litigation and it would not be appropriate to

comment.

Answer:

Staffer: ***Status:***

OAG contact:

Record created by:
Jennifer Meale

Return call made when?

by:

From: Jennifer Meale/OAG
Date: 11/01/2013 12:22 PM

To: Trish Conners/OAG@OAG, Liz Brady/OAG@OAG
cc: Gerald Whitney Ray/OAG@OAG
Subject: Press Inquiry from 11/01/2013 - American Airlines

Please see below. If there is anyone else who needs to be looped in, please feel free to add them.

Thanks,

Jenn

Deadline:	**Media Request**	***Date:*** 11/01/2013 ***Time:*** 12:16 PM

Contact: Carolyn Dolci

Media: WTSP

Phone: (727) 580-9677 ***Fax:***

Cell: ***Pager:***

Email: carolyn.dolci@gmail.com

Subject: American Airlines

Request:

Would like to know if we have a response to American Airlines Pilots open letter:

http://www.businesswire.com/news/home/20131028005993/en/Media-Advisory-American-Airlines-Pilots-Urge-Attorney

*I recommend that we say that this is active litigation and it would not be appropriate to comment.

Answer:

Staffer: ***Status:***

OAG contact:

Record created by:
Jennifer Meale

Return call made when?

by:

From: Jennifer Meale/OAG
Date: 10/23/2013 01:38 PM

To: Liz Brady/OAG@OAG, Trish Conners/OAG@OAG
Subject: Fw: Reuters

Please see the Reuters follow-up below.

Jenn Meale
Communications Director
Office of Attorney General Pam Bondi
The Capitol, Suite PL-01
Tallahassee, Fla. 32399-1050
850-245-0150 (main)
850-294-7294 (cell)

----- Forwarded by Jennifer Meale/OAG on 10/23/2013 01:38 PM -----

From: <kevin.gray@thomsonreuters.com>
To: <Jennifer.Meale@myfloridalegal.com>
Date: 10/23/2013 01:35 PM
Subject: RE: Reuters

Hi Jenn,

Sorry, so is Florida still participating actively in the DOJ lawsuit?

Thanks.

Kevin

Kevin Gray
Correspondent, Miami
Thomson Reuters

Phone: + 1 305 810 2695
Mobile: + 1 305 924 4006

kevin.gray@thomsonreuters.com
On Twitter: @kevinmgray15
http://thomsonreuters.com

From: Jennifer Meale [mailto:Jennifer.Meale@myfloridalegal.com]
Sent: Wednesday, October 23, 2013 1:28 PM
To: Gray, Kevin (Reuters News)
Subject: RE: Reuters

Hi, Kevin.

The matter is ongoing.

Thanks for checking.

Jenn

Jenn Meale
Communications Director
Office of Attorney General Pam Bondi
The Capitol, Suite PL-01
Tallahassee, Fla. 32399-1050
850-245-0150 (main)
850-294-7294 (cell)

---10/23/2013 11:26:02 AM---Hey Jenn, Just checking back in. Any update?

From: <kevin.gray@thomsonreuters.com>
To: <Jennifer.Meale@myfloridalegal.com>
Date: 10/23/2013 11:26 AM
Subject: RE: Reuters

Hey Jenn,

Just checking back in. Any update?

Thanks.

Best,
Kevin

Kevin Gray
Correspondent, Miami
Thomson Reuters

Phone: + 1 305 810 2695
Mobile: + 1 305 924 4006

kevin.gray@thomsonreuters.com
On Twitter: @kevinmgray15
http://thomsonreuters.com

From: Jennifer Meale [mailto:Jennifer.Meale@myfloridalegal.com]
Sent: Monday, October 07, 2013 12:28 PM
To: Gray, Kevin (Reuters News)
Subject: Re: Reuters

Hi Kevin,

Yes, I will keep you updated.

Best regards,

Jenn

Jenn Meale
Communications Director
Office of Attorney General Pam Bondi
The Capitol, Suite PL-01
Tallahassee, Fla. 32399-1050
850-245-0150 (main)
850-294-7294 (cell)

---10/07/2013 11:41:10 AM---Hi Jenn, Hope you had a nice weekend. Thanks again for your message last week, great to be back in t

From: <kevin.gray@thomsonreuters.com>
To: <Jennifer.Meale@myfloridalegal.com>
Date: 10/07/2013 11:41 AM
Subject: Reuters

Hi Jenn,

Hope you had a nice weekend. Thanks again for your message last week, great to be back in touch.

Just wanted to let you know we are covering the DOJ lawsuit against the proposed merger between American Airlines and US Airways very closely.

Here are just a couple of the stories we've done recently:

http://www.reuters.com/article/2013/08/22/us-amr-usairways-idUSBRE97K1A020130822

http://www.reuters.com/article/2013/10/01/us-usairways-american-doj-idUSBRE9900NE20131001

http://www.reuters.com/article/2013/08/13/us-amr-usairways-lawsuit-idUSBRE97C0JF20130813

I recently emailed and asked about Florida's position on the DOJ litigation. I was told Florida

plans to remain in the lawsuit. Would you please keep us in mind if there is any change in Florida's position, no matter how slight?

Thanks, Jenn.

Regards,
Kevin

Kevin Gray
Correspondent, Miami
Thomson Reuters

Phone: + 1 305 810 2695
Mobile: + 1 305 924 4006

kevin.gray@thomsonreuters.com
On Twitter: @kevinmgray15
http://thomsonreuters.com

From: Jennifer Meale [mailto:Jennifer.Meale@myfloridalegal.com]
Sent: Friday, October 04, 2013 9:38 AM
To: Gray, Kevin (Reuters News)
Subject: Re: Reuters

Hi, Kevin.

Hope you're doing well! I know my team helped you while I was out. I attended that Human Trafficking Summit yesterday, which was great.

All the best,

Jenn

Jenn Meale
Communications Director
Office of Attorney General Pam Bondi
The Capitol, Suite PL-01
Tallahassee, Fla. 32399-1050
850-245-0150 (main)
850-294-7294 (cell)

---10/03/2013 02:16:19 PM---Hi Jennifer, It's been ages, hopes you're well.

From: <kevin.gray@thomsonreuters.com>
To: <jennifer.meale@myfloridalegal.com>

Date: 10/03/2013 02:16 PM
Subject: Reuters

Hi Jennifer,

It's been ages, hopes you're well.

The Texas Attorney General said the state was dropping out of a U.S. Justice Department lawsuit seeking to block the merger between US Airways and American Airlines.

Is the Attorney General Bondi considering a similar move?

Thank you.

Regards,
Kevin

Kevin Gray
Correspondent, Miami
Thomson Reuters

Phone: + 1 305 810 2695
Mobile: + 1 305 924 4006

kevin.gray@thomsonreuters.com
On Twitter: @kevinmgray15
http://thomsonreuters.com

From: Jennifer Meale/OAG
Date: 10/23/2013 12:35 PM

To: **Trish Conners/OAG@OAG**
cc: Scott Palmer/OAG@OAG, Liz Brady/OAG@OAG, Carlos Muniz/OAG@OAG
Subject: **Re: Press Inquiry from 10/23/2013 - Airlines lawsuit**

Thanks.

Jenn Meale
Communications Director
Office of Attorney General Pam Bondi
The Capitol, Suite PL-01
Tallahassee, Fla. 32399-1050
850-245-0150 (main)
850-294-7294 (cell)

Trish Conners	No. The matter is ongoing. From: Jennifer Meal...	10/23/2013 12:25:25 PM

From: Trish Conners/OAG
To: Jennifer Meale/OAG@OAG
Cc: Scott Palmer/OAG@OAG, Liz Brady/OAG@OAG, Carlos Muniz/OAG@OAG
Date: 10/23/2013 12:25 PM
Subject: Re: Press Inquiry from 10/23/2013 - Airlines lawsuit

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No. The matter is ongoing.

Jennifer Meale	Please see the request below. Reuters is checki...	10/23/2013 12:21:05 PM

From: Christopher Hunt/OAG
Date: 10/21/2013 07:44 AM

To: Colleen Thomas/OAG@OAG
Subject: AA/US Air: media

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for our media file

http://www.bizjournals.com/bizjournals/blog/seat2B/2013/10/tmobile-example-in-american-usairways.html

From: Liz Brady/OAG
Date: 10/17/2013 04:45 PM

To: Carlos Muniz/OAG@OAG
Subject: Fw: HHI data

The press release we mentioned today is attached below.

(See attached file: FLappendix A.xlsx)

10-17-13 AMR Reports Third Quarter FINAL.PDF

From: Gerald Whitney Ray/OAG
Date: 10/03/2013 02:54 PM

To: Liz Brady/OAG@OAG
Subject: Re: Fw: follow up

Thank you.

Whitney Ray
Press Secretary
Office of the Attorney General
The Capitol, Suite PL-01
Tallahassee, Fla. 32399-1050
Office: 850-245-0206

Liz Brady	Thanks Whitney From: Gerald Whitney Ray/OAG	10/03/2013 12:00:06 PM

From: Liz Brady/OAG
To: Gerald Whitney Ray/OAG@OAG
Cc: Trish Conners/OAG@OAG, Jennifer Meale/OAG@OAG, Carlos Muniz <Carlos.Muniz@myfloridalegal.com>
Date: 10/03/2013 12:00 PM
Subject: Re: Fw: follow up

Thanks Whitney

Gerald Whitney Ray	Trish, I called Liz and left a message on her V...	10/03/2013 11:45:04 AM
Trish Conners	Whitney, this reporter contacted Liz Brady directl...	10/03/2013 11:36:18 AM
Liz Brady	FYI. Please advise ----- Forwarded by Liz Brady/...	10/03/2013 11:32:13 AM

From: Liz Brady/OAG
Date: 10/03/2013 12:00 PM

To: **Gerald Whitney Ray/OAG@OAG**
cc: Trish Conners/OAG@OAG, Jennifer Meale/OAG@OAG, Carlos Muniz <Carlos.Muniz@myfloridalegal.com>
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Cc: Trish Conners/OAG@OAG
Date: 10/03/2013 11:32 AM
Subject: Fw: follow up

FYI. Please advise
----- Forwarded by Liz Brady/OAG on 10/03/2013 11:31 AM -----

From: "Sara Forden (BLOOMBERG/ NEWSROOM:)" <sforden@bloomberg.net>
To: LIZ.BRADY@MYFLORIDALEGAL.COM
Date: 10/03/2013 11:29 AM
Subject: follow up

---

hi liz, i'm covering the airlines antitrust trial for bloomberg and wondered whether you could chat for a moment on background regarding some things we're hearing. i also just left you a VM. is there a good time to call back? thanks, sara

---

Sara Forden
Bloomberg News
1399 New York Avenue, N.W.
Washington, D.C. 20005
Tel: (202) 624-1915
Cell: (703) 657-9099
sforden@bloomberg.net

From: Liz Brady/OAG
Date: 10/03/2013 11:32 AM

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Washington, D.C. 20005
Tel: (202) 624-1915
Cell: (703) 657-9099
sforden@bloomberg.net

From: Christopher Hunt/OAG
Date: 10/03/2013 08:02 AM

To: Liz Brady/OAG@OAG, Andrew Jones/OAG@OAG, Karen Marsh/OAG@OAG, Colleen Thomas/OAG@OAG, Rachel
Subject: media: AA/US Air (unions) 2 storys

If TWU intervention is permitted and the Machinists don't get a contract w/ US Air, it may be interesting if they also attempt to intervene...to OPPOSE the merger...yes?

Union Backs AA-US Airways Deal In Bid To Enter Suit

Share us on: Twitter Facebook LinkedIn By **Alex Lawson** 0 Comments

Law360, New York (October 02, 2013, 7:54 PM ET) -- The union representing more than 23,000 American Airlines Inc. workers backed the company's $11 billion merger with US Airways Group Inc. on Wednesday as it moved to intervene in U.S. antitrust authorities' suit aimed at blocking the deal, arguing the merger is in the best interest of the bankrupt airline's workers.

The Transport Workers Union of America said the post-merger incarnation of American will be in a better position to compete with other industry titans like Delta Air Lines Inc. and United Air Lines Inc. that have also benefited from high-profile mergers and would give its workers the best chance of keeping their jobs.

“Without the merger, the stand-alone American Airlines will find it more difficult to compete effectively against its much larger rivals … which will continue to be much larger in both size and network scope,” TWU said. “Over time, the risk to TWU-represented employees and their families is increased.”

The underlying suit was brought by the U.S. Department of Justice and attorneys general from six states and the District of Columbia, who claim the merger will curb competition in key U.S. hubs and lead to higher fares.

But the TWU, an AFL-CIO affiliate, determined during its close participation in American's **ongoing bankruptcy proceedings** that the deal would ultimately be a benefit for its workers.

“It is certainly unprecedented for unions to play an instrumental role in bringing about a merger, as TWU and other unions did in this case,” TWU told the court. “Those facts alone demonstrate how deeply convinced are TWU and the other unions that the merger … is the best path.”

The union also pointed out that under a plan it has negotiated with US Airways, American employees stand to receive a 4.3 percent pay increase upon completion of the merger, which

would not come to fruition if the government succeeds in defeating or substantially altering the pact.

TWU told the court that it satisfied the legal hurdles for intervention because it has a legally protectable interest that is threatened by the action and that the airlines cannot provide adequate representation for TWU members.

Attorneys for the union and the airlines did not immediately respond to requests for comment Wednesday.

TWU is represented by Jeffrey Blumenfeld and Sharon L. Levine of Lowenstein Sandler LLP and Richard S. Edelman of O'Donnell Schwartz & Anderson PC.

US Airways is represented by O'Melveny & Myers LLP, Cadwalader Wickersham & Taft LLP and Dechert LLP.

AMR is represented by Jones Day and Paul Hastings LLP.

The case is U.S. v. US Airways Group Inc. et al., case number 1:13-cv-01236, in the U.S. District Court for the District of Columbia.

--Additional reporting by Liz Hoffman and Stewart Bishop. Editing by Philip Shea.

and from http://www.usaamerger.com/

Machinists to US Airways: Contract Now

September 13, 2013
0 Comments

The National Mediation Board (NMB) this week held a “status conference” with IAM Districts 141 and 142 regarding the ongoing US Airways Mechanic and Related and Fleet Service contract negotiations. The NMB also met separately with the carrier.

Amid the continuing uncertainty surrounding the American-US Airways merger, the purpose of the conference was to discuss outstanding issues and both parties’ positions on these issues.

“During this entire process we have been crystal clear with US Airways that our contracts come before merger distractions,” said IAM District 141 President Rich Delaney. “But all we have seen from US Airways is delay and diversion. IAM members at US Airways are unified and prepared to take this dispute public and will be fully supported by the substantial resources of the Machinist’s Union to achieve the agreements they deserve.”

“All IAM members at US Airways stand in solidarity with the same goal; contracts now!" said

IAM District 142 President Tom Higginbotham. “US Airways needs to stop babbling about this merger circus and do what’s right by IAM members at US Airways.”

IAM-represented Mechanic and Related, Maintenance Training Specialist and Fleet Service workers have been in negotiations for well over two years with US Airways. The IAM has requested a release to strike from the NMB for the Mechanic and Related and Fleet Service groups earlier this year.

The IAM represents approximately 14,000 workers at US Airways and is the largest union at the carrier.

From: Trish Conners/OAG
Date: 10/02/2013 05:36 PM

To: Liz Brady/OAG@OAG
Subject: Re: Fw: Press Inquiry from 10/02/2013 - US Airways merger

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Well, we know how AZ feels as you predicted...: -)

Liz Brady	I have asked the other states if they have receive...	10/02/2013 05:07:40 PM

From: Liz Brady/OAG
To: Trish Conners/OAG@OAG
Date: 10/02/2013 05:07 PM
Subject: Re: Fw: Press Inquiry from 10/02/2013 - US Airways merger

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I have asked the other states if they have received similar inquiries. Have not heard back
Sent from my Blackberry device.

Trish Conners	Vickie is I'm sure thankfully happy she is not pa...	10/02/2013 04:36 PM EDT
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Date: 10/02/2013 04:36 PM EDT
Subject: Re: Fw: Press Inquiry from 10/02/2013 - US Airways merger

Vickie is I'm sure thankfully happy she is not part of this one..this is Liz Brady, who I am copying, also copying CM as this is a policy call as to how to handle.

My recommended answer subject to CM's comments is: "Our plan is to remain in the litigation. As with any litigation,however, if viable options for a resolution are presented by the merging parties, we are will, of course, consider them"... C, thoughts? .T

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From: Gerald Whitney Ray/OAG
To: Trish Conners/OAG@OAG, Victoria Butler/OAG@OAG
Cc: Jennifer Meale/OAG@OAG
Date: 10/02/2013 04:25 PM
Subject: Fw: Press Inquiry from 10/02/2013 - US Airways merger

Trish,

First question of the day on US Airway Mergers. Do we plan to follow Texas?

Thanks,
Whitney

Deadline: 5pm	**Media Request**	***Date:*** 10/02/2013 ***Time:*** 03:42 PM

Contact: Edward Russell

Media: Flight Global

Phone: (703) 836-1897 ***Fax:***

Cell: ***Pager:***

Email: edward.russell@flightglobal.com

Subject: US Airways merger

Request:

I would like to know if AG Bondi is going to be taking similar action as the Texas AG did in the US Airway merger?

Answer:

Staffer: WR ***Status:***

OAG contact:

Record created by:
Molly McFarland

Return call made when?

by:

To: Gerald Whitney Ray/OAG@OAG
cc: Liz Brady/OAG@OAG, Victoria Butler/OAG@OAG, Carlos Muniz/OAG@OAG
Subject: Re: Fw: Press Inquiry from 10/02/2013 - US Airways merger

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OAG contact:

Return call made when?

Record created by:
Molly McFarland

by:

From: CN=Liz Brady/O=OAG
Date: 10/01/2013 08:12 PM

To: Trish Conners/OAG@OAG
Subject: Re: Fwd: Statement from Attorney General Tom Horne: "Arizona Does Not Intend to Settle."

Thanks for forwarding
Sent from my Blackberry device.

From: Trish Conners
Sent: 10/01/2013 07:38 PM EDT
To: Liz Brady
Subject: Fw: Fwd: Statement from Attorney General Tom Horne: "Arizona Does Not Intend to Settle."

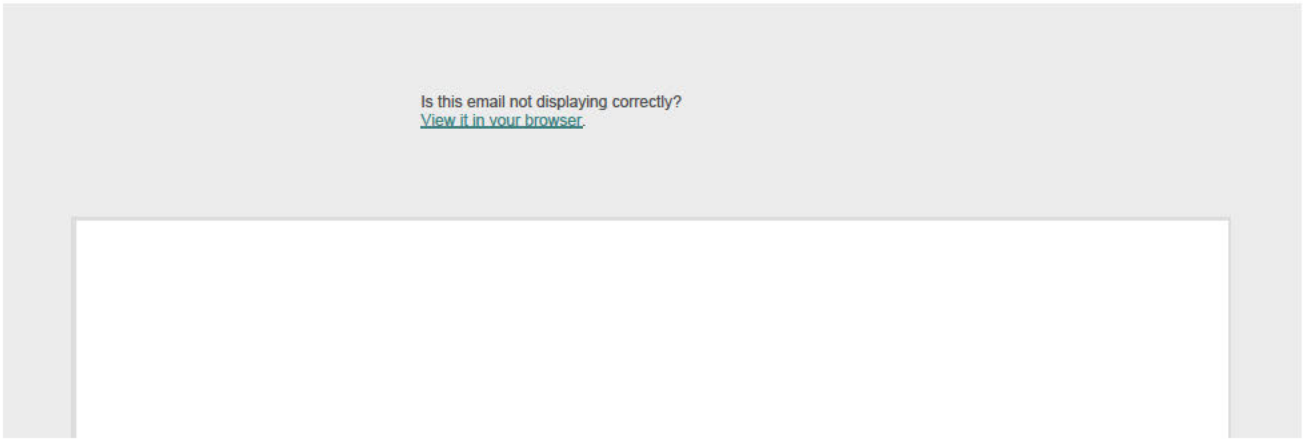
Florida Office of the Attorney General

From: Jenn Meale [jenn meale@gmail.com]
Sent: 10/01/2013 07:27 PM AST
To: Carlos Muniz; Trish Conners
Cc: Jennifer Meale
Subject: Fwd: Statement from Attorney General Tom Horne: "Arizona Does Not Intend to Settle."

Sent from my iPhone

Begin forwarded message:

From: Attorney General Tom Horne <webmaster@azag.gov>
Date: October 1, 2013, 5:24:26 PM EDT
To: Jennifer <jenn.meale@gmail.com>
Subject: Statement from Attorney General Tom Horne: "Arizona Does Not Intend to Settle."
Reply-To: Attorney General Tom Horne <webmaster@azag.gov>



Statement from Attorney General Tom Horne Regarding Texas AG Settlement with U.S. Airways and American Airlines Merger: "Arizona Does Not Intend to Settle."

Phoenix, AZ (Tuesday, October 1, 2013) -- "We remain convinced that the airline merger between U.S. Airways and American Airlines is harmful to competition, and to Arizonans. This merger would inevitably result in higher fares and lesser service as more routes would be monopolized by just one carrier.

The law of supply and demand is an unchangeable law of nature, like the law of gravity. When there are more suppliers, prices go down and service goes up as they compete for business. As the number of airline carriers has decreased in recent years, we've all seen fares go up and new fees imposed for baggage, desirable seats, etc. Our complaint quotes one of the airline presidents as reporting that consolidation (mergers that reduce the number of airlines) has enabled the airlines to raise prices.

Less competition means fewer choices, diminished service, and higher prices. It is a law of nature. Arizona will continue the fight to promote competition in order to produce more service and reasonable prices for the people of Arizona. The trial is set for November 25th."

###

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Date: 10/01/2013 07:38 PM

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View it in your browser.

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Phoenix, AZ 85007

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From: Christopher Hunt/OAG
Date: 10/01/2013 03:15 PM

To: Trish Conners/OAG@OAG, Christine Fair/OAG@OAG, Liz Brady/OAG@OAG, Scott Palmer/OAG@OAG, Rachel Steinman/OAG@OAG,
Subject: AA/US Air: media

Texas Attorney General Announces Agreement To Support American Airlines, US Airways Merger

Combined Airlines Re-Affirm Commitment to Texas Operations

FORT WORTH, Texas and TEMPE, Ariz., Oct. 1, 2013 /PRNewswire/ -- Texas Attorney General Greg Abbott, AMR Corporation (AAMRQ), the parent company of American Airlines, Inc., and US Airways Group, Inc. (LCC) today announced they have reached an agreement for the Texas Attorney General to support the proposed merger of American and US Airways.

(Logo: http://photos.prnewswire.com/prnh/20130208/DA56847LOGO)

(Logo: http://photos.prnewswire.com/prnh/20130214/MM60367LOGO-c)

Under the terms of the agreement, the new American Airlines will maintain scheduled daily service to more than twenty airports in Texas. In addition, the agreement provides that Dallas/Fort Worth International Airport be maintained as a large hub airport for the combined airline and that the new American will maintain its headquarters in the Dallas/Fort Worth area.

The State of Texas had previously joined the U.S. Department of Justice ("DOJ") as co-plaintiff in its pending suit to block the merger of American Airlines and US Airways. With today's agreement, the Texas Attorney General has agreed to withdraw his participation in the DOJ's lawsuit.

"I'm pleased we were able to find common ground and gain the carefully considered support of the Attorney General in our home state," said Tom Horton, chairman, president and CEO of AMR. "This is an important step forward for American Airlines, for Texas, and for our customers and people of both American and US Airways. Texas has long played a lead role in our company's history, and this agreement is assurance of our commitment to maintain and enhance the outstanding levels of service and connectivity that the new American will provide to the citizens of Texas. This merger will enhance job security and career opportunities for our combined Texas based employee base of nearly 25,000. The combined airline will fly more people and more goods to more places while providing more competition to benefit customers in the U.S. and abroad. We thank Attorney General Abbott for his partnership in finding a solution

and also thank the people of American and US Airways for their continued support of the merger."

Doug Parker, chairman and CEO of US Airways, said the following: "We are grateful to have the support of Attorney General Abbott. In addition, the support for the merger from the employees of American Airlines and US Airways has been overwhelming. This combination makes sense for our customers, employees and the communities we serve. We are dedicated to completing this merger on behalf of all of them."

Texas airports included in the agreement include:

- Abilene Regional Airport
- Austin-Bergstrom International Airport
- Brownsville/South Padre Island International Airport
- Corpus Christi International Airport
- Dallas/Fort Worth International Airport
- East Texas Regional Airport
- Easterwood Airport
- El Paso International Airport
- Houston William P. Hobby Airport
- Houston George Bush Intercontinental Airport
- Jack Brooks Regional Airport
- Killeen-Fort Hood Regional Airport
- Laredo International Airport
- Lubbock Preston Smith International Airport
- McAllen-Miller International Airport
- Midland International Airport
- Rick Husband Amarillo International Airport
- San Angelo Regional Airport
- San Antonio International Airport
- Tyler Pounds Regional Airport
- Waco Regional Airport
- Wichita Falls Regional Airport

About American Airlines

American Airlines focuses on providing an exceptional travel experience across the globe, serving more than 260 airports in more than 50 countries and territories. American's fleet of nearly 900 aircraft fly more than 3,500 daily flights worldwide from hubs in Chicago, Dallas/Fort Worth, Los Angeles, Miami and New York. American flies to nearly 100 international locations including important markets such as London, Madrid, Sao Paulo and Tokyo. With more than 500 new planes scheduled to join the fleet, including continued deliveries of the Boeing 737 family of aircraft and new additions such as the Boeing 777-300ER and the Airbus A320 family of aircraft, American is building toward the youngest and most modern fleet among major U.S. carriers. American's website, AA.com®, provides customers with easy access to check and book fares, and personalized news, information and travel offers. American's AAdvantage® program, voted Airline Program of the Year at the 2013 Freddie Awards, lets members redeem miles for flights to almost 950 destinations worldwide, as well as

flight upgrades, vacation packages, car rentals, hotel stays and other retail products. The airline also offers nearly 40 Admirals Club® locations worldwide providing comfort, convenience, and an environment with a full range of services making it easy for customers to stay productive without interruption. American is a founding member of the **one**world® alliance, which brings together some of the best and biggest airlines in the world, including global brands like British Airways, Cathay Pacific, Iberia Airlines, Japan Airlines, LAN and Qantas. Together, its members serve more than 840 destinations served by some 9,000 daily flights to nearly 160 countries and territories. Connect with American on Twitter @AmericanAir or Facebook.com/AmericanAirlines. American Airlines, Inc. and American Eagle Airlines, Inc. are subsidiaries of AMR Corporation. AMR Corporation common stock trades under the symbol "AAMRQ" on the OTCQB marketplace, operated by OTC Markets Group.

About US Airways

US Airways, along with US Airways Shuttle and US Airways Express, operates more than 3,100 flights per day and serves 198 communities in the U.S., Canada, Mexico, Europe, the Middle East, the Caribbean, Central and South America. The airline employs more than 32,000 aviation professionals worldwide, operates the world's largest fleet of Airbus aircraft and is a member of the Star Alliance network, which offers its customers more than 21,900 daily flights to 1,329 airports in 194 countries. Together with its US Airways Express partners, the airline serves approximately 80 million passengers each year and operates hubs in Charlotte, N.C., Philadelphia, Phoenix and Washington, D.C. Aviation Week and Overhaul & Maintenance magazine presented US Airways with the 2012 Aviation Maintenance, Repair and Overhaul (MRO) of the Year Award for demonstrating outstanding achievement and innovation in the area of technical operations. Military Times Edge magazine named US Airways as a Best for Vets employer for the past three years. US Airways was, for the third year in a row, the only airline included as one of the 50 best companies to work for in the U.S. by LATINA Style magazine's 50 Report. The airline also earned a 100 percent rating on the Human Rights Campaign Corporate Equality index for six consecutive years. The Corporate Equality index is a leading indicator of companies' attitudes and policies toward lesbian, gay, bisexual and transgender employees and customers. For more company information visit usairways.com, follow on Twitter @USAirways or at Facebook.com/USAirways.

Cautionary Statement Regarding Forward-Looking Statements

This document includes forward-looking statements within the meaning of the Private Securities Litigation Reform Act of 1995. These forward-looking statements may be identified by words such as "may," "will," "expect," "intend," "anticipate," "believe," "estimate," "plan," "project," "could," "should," "would," "continue," "seek," "target," "guidance," "outlook," "forecast" and other similar words. These forward-looking statements are based on AMR's and US Airways' current objectives, beliefs and expectations, and they are subject to significant risks and uncertainties that may cause actual results and financial position and timing of certain events to differ materially from the information in the forward-looking statements. The following factors, among others, could cause actual results and financial position and timing of certain events to differ materially from those described in the forward-looking statements: the lawsuit filed by the Antitrust Division of the U.S. Department of Justice and certain states seeking to enjoin the planned merger of AMR and US Airways on antitrust grounds and the intention of AMR and US Airways to contest such lawsuit vigorously; the challenges and costs of the proposed transaction,

including integrating operations and achieving anticipated synergies; the price of, market for and potential market price volatility of common stock of the ultimate parent entity following the closing of the proposed transaction; significant liquidity requirements and substantial levels of indebtedness of the combined company following the closing; potential limitations on the use of certain tax attributes following the closing; failure of the proposed transaction to be completed; and other economic, business, competitive, and/or regulatory factors affecting the business of the combined company after the closing and the businesses of US Airways and AMR generally, including those set forth in the filings of US Airways and AMR with the SEC, especially in the "Risk Factors" and "Management's Discussion and Analysis of Financial Condition and Results of Operations" sections of their respective annual reports on Form 10-K and quarterly reports on Form 10-Q, their current reports on Form 8-K and other SEC filings, including the registration statement and the proxy statement/prospectus related to the proposed transaction. Any forward-looking statements speak only as of the date hereof or as of the dates indicated in the statements. Neither AMR nor US Airways assumes any obligation to publicly update or supplement any forward-looking statement to reflect actual results, changes in assumptions or changes in other factors affecting these forward-looking statements except as required by law.

From: CN=Liz Brady/O=OAG
Date: 10/01/2013 12:12 PM

To: Trish Conners/OAG@OAG
Subject: Re: Tx may be announcing today they wouldn't give Mark T any details

---

Reports of a media event later today
Sent from my Blackberry device.

Trish Conners	Great-all we need! Florida Office of the Attorne...	10/01/2013 12:00 PM EDT

From: Trish Conners
To: Liz Brady
Date: 10/01/2013 12:00 PM EDT
Subject: Re: Tx may be announcing today they wouldn't give Mark T any details

Great-all we need!
Florida Office of the Attorney General

Liz Brady	Sent from my Blackberry device.	10/01/2013 11:59 AM EDT

From: Liz Brady
To: Trish Conners
Date: 10/01/2013 11:59 AM EDT
Subject: Tx may be announcing today they wouldn't give Mark T any details

Sent from my Blackberry device.

From: Liz Brady/OAG
Date: 09/30/2013 10:23 AM

To: Molly McFarland/OAG@OAG
Subject: Re: Today's News

We found it on line

Molly McFarland	Good Morning, No I don't. I will see if JM does.	09/30/2013 10:00:13 AM

From: Molly McFarland/OAG
To: Liz Brady/OAG@OAG
Date: 09/30/2013 10:00 AM
Subject: Re: Today's News

Good Morning,

No I don't. I will see if JM does.

Molly

Molly McFarland
Deputy Press Secretary
Office of Attorney General Pam Bondi
The Capitol, Suite PL-01
Tallahassee, Fla. 32399-1050
850-245-0150

Liz Brady	Do you have the actual letter? From: Molly McFa...	09/30/2013 09:48:33 AM
Molly McFarland	News Clips 9.30.13 Other	09/30/2013 08:08:29 AM

From: Liz Brady/OAG
Date: 09/30/2013 09:48 AM

To: Molly McFarland/OAG@OAG
Subject: Re: Today's News

Do you have the actual letter?

Molly McFarland News Clips 9.30.13 Other 09/30/2013 08:08:29 AM

From: Molly McFarland/OAG
To: Managers, Managers Assistants, Capitol - staff
Date: 09/30/2013 08:08 AM
Subject: Today's News

News Clips 9.30.13

Other

4th execution date Tuesday for convicted killer, WPEC

7 Members Of Congress Ask Florida AG To Back Merger, WCTV (also in Houston Chronicle)

Other

4th execution date Tuesday for convicted killer , WPEC

MIAMI (AP) -- Convicted killer Marshall Lee Gore is set to be executed Tuesday, the fourth time this year his execution date has been scheduled.

The 49-year-old Gore is set to die by injection for the March 1988 killing of Robyn Novick, a 30-year-old exotic dancer whose nude body was found in rural Miami-Dade County. Gore was also sentenced to die for the murder of another woman a few months earlier.

Gore was initially sentenced to die June 24 but his execution was delayed by legal maneuvering over insanity claims. The execution was then set for July, delayed again, and then for Sept. 10. Gov. Rick Scott pushed it to Oct. 1 at the request of Attorney General Pam Bondi, who had a political fundraiser scheduled.

Bondi has since apologized for that request.

7 Members Of Congress Ask Florida AG To Back Merger , WCTV

TALLAHASSEE, Fla. (AP) -- Seven Democratic members of Congress from Florida are asking Florida Attorney General Pam Bondi to drop her opposition to a proposed airline merger.

Florida is one of six states that joined with the U.S. Department of Justice to stop the proposed merger of American Airlines and US Airways.

Democratic members primarily from South Florida wrote Bondi on Friday. The letter contends that the merger is needed to keep the two airlines competitive. They contend the lawsuit could negatively impact thousands of jobs.

Bondi has previously called the merger "anti-competitive."

She said 20 percent of the "problematic" flight routes associated with the merger would affect Florida. She said the lawsuit could save consumers from potential multi-million

dollar increases in prices and fees.

Molly McFarland
Deputy Press Secretary
Office of Attorney General Pam Bondi
The Capitol, Suite PL-01
Tallahassee, Fla. 32399-1050
850-245-0150

From: CN=Russell Kent/O=OAG
Date: 09/29/2013 10:31 AM

To: "Trish Conners" <Trish.Conners@myfloridalegal.com>, "Liz Brady" <Liz.Brady@myfloridalegal.com>, "Laura
Subject: TALLAHASSEE, Fla.: 7 members of Congress ask Fla. AG to back merger - Florida Wires - MiamiHerald.com

---

http://www.miamiherald.com/2013/09/29/3658476/7-members-of-congress-ask-fla.html
Florida Office of the Attorney General

From: Nicholas Weilhammer/OAG
Date: 09/06/2013 08:11 AM

To: Laura Daugherty/OAG@OAG, Scott Palmer/OAG@OAG, Christopher Hunt/OAG@OAG, Liz Brady/OAG@OAG
Subject: "DOJ Should Drop Suit Against American 's Merger: Miami-Dade"

9/6/13 Bond Buyer (Pg. Unavail. Online)
2013 WLNR 22142142
Bond Buyer (USA)
Copyright © 2013 The Bond Buyer. All rights Reserved.
September 6, 2013
Volume 122; Issue F335
Section: Regional News

DOJ Should Drop Suit Against American's Merger: Miami-Dade

Shelly Sigo

BRADENTON, Fla. - The Miami-Dade County Commission wants the U.S. Department of Justice to dismiss the antitrust suit it filed to block the merger between US Airways Group Inc. and American Airlines' parent corporation, AMR Corp.

The merger, the commission argues, will benefit Miami International Airport where American is the single-largest carrier. MIA is also a key hub for the airline.

The proposed merger will result in a stronger airline that continues to support MIA, which is the county's largest economic generator, the commission said in a unanimous resolution adopted Wednesday.

Blocking the merger could weaken the airport as a hub and "result in a period of prolonged uncertainty, which could impact growth, development, and investment at MIA," said the resolution proposed by Commissioner Dennis Moss. This resolution asks for reconsideration of the decision to litigate, he said.

Miami-Dade Mayor Carlos Gimenez urged the Justice Department and Florida Attorney General Pam Bondi, to reconsider their opposition to the merger during a press conference last month. Bondi and five other state attorneys general joined the antitrust suit, along with Washington, D.C.

"From our vantage point, the anticipated merger of two of our nation's legacy carriers would have an undeniably positive effect on our community: more jobs for our residents, new routes and greater access for locals and visitors to take advantage of, and increased opportunities for commercial activity via an expanded network," Gimenez wrote in an Aug. 20 letter to Attorney General Eric Holder.

Neither American nor US Airways can compete effectively with the country's two largest carriers – Delta and United – which "grew exponentially in size when federal regulators endorsed their mergers," Gimenez wrote.

"Worse, these two carriers both operate hubs in Atlanta and Houston, which directly compete with MIA for international traffic," Gimenez wrote.

The antitrust litigation is "anti-competitive as it locks in structural advantages Delta and United

gained through their respective mergers while depriving American of the benefits of consolidated operations and networks that have accrued, and continue to accrue, to Delta and United," he said.

Miami-Dade is at odds with Florida on the issue, Bondi defended the state's position.

"This merger would be anti-competitive and harmful to consumers, with 20% of the problematic flight routes affecting Florida," she said Aug. 13 when the suit was announced. "By filing this lawsuit, we hope to save consumers from potential multi-million dollar increases in prices and fees."
American Airlines filed for Chapter 11 bankruptcy in November 2011.
In addition to being the top revenue producer for MIA, American is a major financial backer of the airport's $2.9 billion terminal renovation project, which is part of a $6.49 billion, largely bond-financed capital improvement plan.

Miami-Dade County, which owns the airport, had a $25 million claim listed on American's filing, which was due to the county in varying amounts between 2012 and 2014 for the north terminal project built largely for American. Another $3.7 million trade debt claim also was listed.

"American has paid all of its pre-petition debt and is current on all its post-petition obligations," said MIA Chief Financial Officer Anne Syrcle Lee. "American has stated that it intends to add flights and routes, and to date has done so as planned."

Miami-Dade had planned to sell $794.3 million of airport revenue refunding bonds and $53.32 million of new money bonds for MIA in August, but the deal was postponed due to rising interest rates.

"We will be re-evaluating market conditions this month with our underwriters and financial advisors to determine if the offering is in the money and meets county criteria," Lee said.

DOJ Should Drop Suit Against American's Merger: Miami-Dade, 2013 WLNR 22142142

From: Liz Brady/OAG
Date: 08/22/2013 05:00 PM

To: **Trish Conners/OAG@OAG**
cc: Jennifer Meale/OAG@OAG, Carlos Muniz/OAG@OAG
Subject: **USAIR/AA**

The airlines have filed a motion to set a trial date of November 12. A notice of joint request for a trial scheduling conference has also been filed. The governments have proposed a trial date of February 10.

From: Jennifer Meale/OAG
Date: 08/22/2013 08:20 AM

To: **Liz Brady/OAG@OAG**
cc: Richard Lawson/OAG@OAG, Scott Hunt/OAG@OAG
Subject: **Re: Fw: American Airlines/US Airways merger - Miami Herald story**

Yes, I did. Thanks--sorry about that, Scott.

Jenn Meale
Communications Director
Office of Attorney General Pam Bondi
The Capitol, Suite PL-01
Tallahassee, Fla. 32399-1050
850-245-0150 (main)
850-294-7294 (cell)

Liz Brady	Jenn. I think you meant to send this to Christoph...	08/21/2013 05:53:18 PM

From: Liz Brady/OAG
To: Scott Hunt/OAG@OAG, Jennifer Meale/OAG@OAG
Cc: Richard Lawson/OAG@OAG
Date: 08/21/2013 05:53 PM
Subject: Re: Fw: American Airlines/US Airways merger - Miami Herald story

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Jenn. I think you meant to send this to Christopher Hunt
Sent from my Blackberry device.

Scott Hunt	Think you may have the wrong "Scott". I wasn'...	08/21/2013 05:49 PM EDT
Jennifer Meale	Please see below and let me know what the corr...	08/21/2013 04:41:49 PM
"Sampson, Hannah"	Hi Jenn, I'm a business reporter in Miami who...	08/21/2013 02:04:28 PM

From: Nicholas Weilhammer/OAG
Date: 08/22/2013 08:06 AM

To: Liz Brady/OAG@OAG
Subject: "Miami-Dade mayor: American Airlines merger good for MIA"

8/22/13 Miami Herald (Pg. Unavail. Online)
2013 WLNR 20815357
Miami Herald (FL)
Copyright © 2013 McClatchy-Tribune Information Services
August 22, 2013
Miami-Dade mayor: American Airlines merger good for MIA
Hannah Sampson
hsampson@MiamiHerald.com
American Airlines and US Airways already have said they will suffer if a Justice Department move to block their planned merger is successful. Now Miami-Dade County's mayor is saying Miami International Airport would also be a loser.
Mayor Carlos Gimenez held a press conference Wednesday at MIA with Aviation Director Emilio González to urge the U.S. Department of Justice to reconsider its opposition to the merger. The department filed an antitrust lawsuit last week to block the plan to create the world's largest airline, and American's anticipated exit from bankruptcy has been put on hold.
"From our vantage point, the anticipated merger of two of our nation's legacy carriers would have an undeniably positive effect on our community: more jobs for our residents, new routes and greater access for locals and visitors to take advantage of, and increased opportunities for commercial activity via an expanded network," Gimenez wrote in a letter sent Tuesday to Attorney General Eric Holder .
Gimenez also called for Florida Attorney General Pam Bondi to reverse course; Florida joined the federal suit along with five other states and Washington, D.C.
A spokeswoman for Bondi released a statement that said: "Our office, along with the Department of Justice , spoke with the Miami-Dade Aviation Department about the merger on April 4, 2013. This lawsuit is a bipartisan effort by a group of states and the DOJ working together to protect consumers."
While a representative for the Justice Department could not be reached for comment Wednesday, the agency has said in the past that the merger would lead to higher fares, increased fees and fewer options for travelers. The DOJ approved major airline mergers in recent years, but authorities there have expressed concern that only three legacy carriers would remain if American and US Airways joined forces.
González said the airport's success depends on a thriving American Airlines , which carries about 70 percent of passengers with regional airline American Eagle. He said the airport's bond rating could be harmed if a merger isn't allowed, and called the Justice Department's stance "a very unfair attitude toward our largest partner here at MIA."
"We're not going to allow decisions to be made far away from here that have a direct effect on this business," González said. "American Airlines has robust plans for the future. The merger with US Air will bring those robust plans directly to this airport."
American has said a new combined airline would keep Miami as a major hub and grow traffic to and from the gateway city.
But Gimenez fears that if American is forced to stand alone, competitors such as United and

Delta — which have already been allowed to become stronger through mergers — would benefit. He said that could lead to Miami's losing important international flights to those airlines' hubs in Houston and Atlanta.

The mayor said American did not ask him to take a public position on the merger; rather, he said he called them and asked if it would be beneficial. The airline released a statement in response to a Miami Herald question Wednesday afternoon.

"We applaud Mayor Gimenez's initiative," American Airlines spokeswoman Martha Pantín said in an email. "We appreciate Miami-Dade County's continued strong support of American Airlines and are glad to know that the leadership in the county, including Aviation Department Director Emilio González , agree that the merger is the best path forward for both airlines and the customers and communities we serve."

While American is by far the largest carrier at MIA, Gimenez pointed out that there are plenty of other carriers in the sky.

"There are 80 airlines in this airport by itself and we have a competitive airport right up the street in Fort Lauderdale," he said. "They have low-cost carriers in JetBlue, etc., etc., so the argument that this is somehow going to lead to higher prices ... you know, if there are maybe one or two airlines left in the world, I would say, 'Yeah, maybe you're right.' But in this airport alone there's 80, so maybe there's going to be 79 after it's all said and done."

Miami-Dade mayor: American Airlines merger good for MIA, 2013 WLNR 20815357

Nick Weilhammer
Assistant Attorney General
Office of the Attorney General of Florida
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PL-01
Tallahassee, FL 32399-1050
Tel: 850-414-3921
Fax: 850-488-9134
E-mail: nicholas.weilhammer@myfloridalegal.com

From: CN=Liz Brady/O=OAG
Date: 08/21/2013 05:53 PM

To: Scott Hunt/OAG@OAG, Jennifer Meale/OAG@OAG
cc: Richard Lawson/OAG@OAG
Subject: Re: Fw: American Airlines/US Airways merger - Miami Herald story

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Jenn. I think you meant to send this to Christopher Hunt
Sent from my Blackberry device.

Scott Hunt | Think you may have the wrong "Scott". I wasn'... | 08/21/2013 05:49 PM EDT

From: Scott Hunt
To: Jennifer Meale
Cc: Liz Brady; Richard Lawson
Date: 08/21/2013 05:49 PM EDT
Subject: Re: Fw: American Airlines/US Airways merger - Miami Herald story

---

Think you may have the wrong "Scott". I wasn't part of this meeting at all.

Scott T. Hunt
Senior Investigator Supervisor
Office of the Director
Consumer Protection Division
Florida Attorney General
107 West Gaines St. Suite 119
Tallahassee, FL 32399
Work (850) 414-3536
Fax (850) 488-1249

Jennifer Meale | Please see below and let me know what the corr... | 08/21/2013 04:41:49 PM

From: Jennifer Meale/OAG
To: Scott Hunt/OAG@OAG, Liz Brady/OAG@OAG
Date: 08/21/2013 04:41 PM
Subject: Fw: American Airlines/US Airways merger - Miami Herald story

---

Please see below and let me know what the correct title of the entity we met with is.

Jenn Meale
Communications Director
Office of Attorney General Pam Bondi
The Capitol, Suite PL-01
Tallahassee, Fla. 32399-1050
850-245-0150 (main)
850-294-7294 (cell)

----- Forwarded by Jennifer Meale/OAG on 08/21/2013 04:41 PM -----

From: Jennifer Meale/OAG
To: Liz Brady/OAG@OAG, Trish Conners/OAG@OAG
Cc: Carlos Muniz/OAG@OAG
Date: 08/21/2013 04:35 PM
Subject: Re: American Airlines/US Airways merger - Miami Herald story

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Final question--I googled it. It appears to be either the Miami-Dade Aviation Department OR the

Miami International Airport (not the Miami International Aviation Department). Can you confirm that the edit I've made below is correct? Then, I'll send.

Our office, along with the Department of Justice, spoke with the Miami-Dade Aviation Department about the merger on April 4, 2013. This lawsuit is a bipartisan effort by a group of states and the DOJ working together to protect consumers.

Thank you,

Jenn

Jenn Meale
Communications Director
Office of Attorney General Pam Bondi
The Capitol, Suite PL-01
Tallahassee, Fla. 32399-1050
850-245-0150 (main)
850-294-7294 (cell)

"Sampson, Hannah"	Hi Jenn, I'm a business reporter in Miami who...	08/21/2013 02:04:28 PM

From: Scott Hunt/OAG
Date: 08/21/2013 05:49 PM

To: Jennifer Meale/OAG@OAG
cc: Liz Brady/OAG@OAG, Richard Lawson/OAG@OAG
Subject: Re: Fw: American Airlines/US Airways merger - Miami Herald story

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850-294-7294 (cell)

"Sampson, Hannah"	Hi Jenn, I'm a business reporter in Miami who...	08/21/2013 02:04:28 PM

From: Jennifer Meale/OAG
Date: 08/21/2013 04:44 PM

To: **Liz Brady/OAG@OAG**
cc: Trish Conners/OAG@OAG, Carlos Muniz/OAG@OAG
Subject: **Re: American Airlines/US Airways merger - Miami Herald story**

Perfect. Thanks!

Jenn Meale
Communications Director
Office of Attorney General Pam Bondi
The Capitol, Suite PL-01
Tallahassee, Fla. 32399-1050
850-245-0150 (main)
850-294-7294 (cell)

Liz Brady	The person we spoke with was with the Miami D...	08/21/2013 04:43:31 PM

From: Liz Brady/OAG
To: Jennifer Meale/OAG@OAG
Cc: Trish Conners/OAG@OAG, Carlos Muniz/OAG@OAG
Date: 08/21/2013 04:43 PM
Subject: Re: American Airlines/US Airways merger - Miami Herald story

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The person we spoke with was with the Miami Dade Aviation Department

Jennifer Meale	Final question--I googled it. It appears to be eithe...	08/21/2013 04:35:45 PM
"Sampson, Hannah"	Hi Jenn, I'm a business reporter in Miami who...	08/21/2013 02:04:28 PM

To: Jennifer Meale/OAG@OAG
cc: Trish Conners/OAG@OAG, Carlos Muniz/OAG@OAG
Subject: Re: American Airlines/US Airways merger - Miami Herald story

From: Liz Brady/OAG
Date: 08/21/2013 04:43 PM

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From: Jennifer Meale/OAG
To: Liz Brady/OAG@OAG, Trish Conners/OAG@OAG
Cc: Carlos Muniz/OAG@OAG
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From: "Sampson, Hannah" <hsampson@miamiherald.com>
To: jennifer.meale@myfloridalegal.com
Date: 08/21/2013 02:04 PM
Subject: American Airlines/US Airways merger - Miami Herald story

Hi Jenn,
I'm a business reporter in Miami who covers airlines. Working on a story today about the

director of Miami International Airport and the Miami-Dade county mayor holding a press conference to support the merger of American Airlines and US Airways. During the event, Mayor Carlos Gimenez said he was surprised by and unhappy with Pam Bondi's support for the DOJ suit seeking to block the merger. He said her position seemed to favor other states more than Florida, considering the amount of traffic that comes through Miami via American Airlines.

Since he brought it up at the press conference, I wanted to reach out to see if there's any response from the Attorney General.

Thanks so much,
Hannah Sampson

--

Hannah Sampson

Business Writer

The Miami Herald

P: 305-376-3742 F: 305-376-5287

Twitter: @hannahbsampson

From: Jennifer Meale/OAG
Date: 08/21/2013 04:35 PM

To: Liz Brady/OAG@OAG, Trish Conners/OAG@OAG
cc: Carlos Muniz/OAG@OAG
Subject: Re: American Airlines/US Airways merger - Miami Herald story

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Hannah Sampson

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Hannah Sampson

Business Writer

The Miami Herald

P: 305-376-3742 F: 305-376-5287

Twitter: @hannahbsampson

From: Liz Brady/OAG
Date: 08/21/2013 04:32 PM

To: **Jennifer Meale/OAG@OAG**
cc: Trish Conners/OAG@OAG, Carlos Muniz/OAG@OAG
Subject: **Re: Revised response**

I like it. Trish? Carlos?

Jennifer Meale	I spoke with the AG. Please let me know your tho...	08/21/2013 04:22:53 PM

From: Jennifer Meale/OAG
To: Liz Brady/OAG@OAG
Cc: Trish Conners/OAG@OAG, Carlos Muniz/OAG@OAG
Date: 08/21/2013 04:22 PM
Subject: Re: Revised response

I spoke with the AG. Please let me know your thoughts on the final response:

Our office, along with the Department of Justice, spoke with the Miami International Aviation Department about the merger on April 4, 2013. This lawsuit is a bi-partisan effort by a group of states and the DOJ working together to protect consumers.

Jenn Meale
Communications Director
Office of Attorney General Pam Bondi
The Capitol, Suite PL-01
Tallahassee, Fla. 32399-1050
850-245-0150 (main)
850-294-7294 (cell)

Liz Brady	Technically it is the Miami Dade Aviation Depart...	08/21/2013 04:14:00 PM
Jennifer Meale	Thanks--let me know. Jenn Meale	08/21/2013 04:06:17 PM
Trish Conners	I would add Authority-if it was actually the airport...	08/21/2013 04:05:21 PM
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From: Jennifer Meale/OAG
Date: 08/21/2013 04:22 PM

To: **Liz Brady/OAG@OAG**
cc: Trish Conners/OAG@OAG, Carlos Muniz/OAG@OAG
Subject: **Re: Revised response**

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From: Liz Brady/OAG
To: Jennifer Meale/OAG@OAG
Cc: Trish Conners/OAG@OAG, Carlos Muniz/OAG@OAG
Date: 08/21/2013 04:14 PM
Subject: Re: Revised response

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From: Liz Brady/OAG
Date: 08/21/2013 04:14 PM

To: **Jennifer Meale/OAG@OAG**
cc: Trish Conners/OAG@OAG, Carlos Muniz/OAG@OAG
Subject: **Re: Revised response**

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To: Trish Conners/OAG@OAG
Cc: Carlos Muniz/OAG@OAG, Liz Brady/OAG@OAG
Date: 08/21/2013 04:06 PM
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Subject: Re: Revised response

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To: Liz Brady/OAG@OAG, Jennifer Meale/OAG@OAG
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Date: 08/21/2013 04:05 PM
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Florida Office of the Attorney General

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Date: 08/21/2013 04:05 PM

To: Liz Brady/OAG@OAG, Jennifer Meale/OAG@OAG
cc: Carlos Muniz/OAG@OAG
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To: Jennifer Meale
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Date: 08/21/2013 03:51 PM EDT
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From: CN=Jennifer Meale/O=OAG
Date: 08/21/2013 02:57 PM

To: Liz Brady/OAG@OAG
Subject: Re: Fw: American Airlines/US Airways merger - Miami Herald story

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850-294-7294
Florida Office of the Attorney General

Liz Brady	I have Trish on the phone. What is the best nu...	08/21/2013 02:51 PM EDT

From: Liz Brady
To: Jennifer Meale
Cc:
Date: 08/21/2013 02:51 PM EDT
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To: Liz Brady/OAG@OAG
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Florida Office of the Attorney General

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Jennifer Meale	Hi Trish and Liz, In response to the media reque...	08/21/2013 02:37:21 PM

From: Liz Brady/OAG
Date: 08/21/2013 02:54 PM

To: Jennifer Meale/OAG@OAG
Subject: Re: Fw: American Airlines/US Airways merger - Miami Herald story

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yes

Jennifer Meale	Sure. Can you conference Trish in when I call? F...	08/21/2013 02:46:58 PM

From: Jennifer Meale/OAG
To: Liz Brady/OAG@OAG
Cc: Trish Conners/OAG@OAG
Date: 08/21/2013 02:46 PM
Subject: Re: Fw: American Airlines/US Airways merger - Miami Herald story

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From: Liz Brady/OAG
Date: 08/21/2013 02:51 PM

To: Jennifer Meale/OAG@OAG
Subject: Re: Fw: American Airlines/US Airways merger - Miami Herald story

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To: Liz Brady/OAG@OAG
Subject: Re: Fw: American Airlines/US Airways merger - Miami Herald story

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Florida Office of the Attorney General

Liz Brady — Can we talk From: Jennifer Meale/OAG — 08/21/2013 02:39 PM EDT

From: Liz Brady
To: Jennifer Meale
Cc: Molly McFarland; Trish Conners
Date: 08/21/2013 02:39 PM EDT
Subject: Re: Fw: American Airlines/US Airways merger - Miami Herald story

Can we talk

Jennifer Meale — Hi Trish and Liz, In response to the media reque... — 08/21/2013 02:37:21 PM

From: Jennifer Meale/OAG
To: "Trish Conners" <Trish.Conners@myfloridalegal.com>, "Liz Brady" <Liz.Brady@myfloridalegal.com>
Cc: "Molly McFarland" <Molly.McFarland@myfloridalegal.com>
Date: 08/21/2013 02:37 PM
Subject: Fw: American Airlines/US Airways merger - Miami Herald story

Hi Trish and Liz,

In response to the media request below, please let me know if this response is appropriate and if I need any additional info:

Our office, along with the Department of Justice, spoke with the Miami International Airport about the merger. Miami International Airport did not take a position on the merger when these interviews were conducted.
Florida Office of the Attorney General

From: "Sampson, Hannah" [hsampson@miamiherald.com]
Sent: 08/21/2013 02:04 PM AST
To: Jennifer Meale
Subject: American Airlines/US Airways merger - Miami Herald story

Hi Jenn,

I'm a business reporter in Miami who covers airlines. Working on a story today about the director of Miami International Airport and the Miami-Dade county mayor holding a press conference to support the merger of American Airlines and US Airways. During the event, Mayor Carlos Gimenez said he was surprised by and unhappy with Pam Bondi's support for the DOJ suit seeking to block the merger. He said her position seemed to favor other states more than Florida, considering the amount of traffic that comes through Miami via American Airlines.

Since he brought it up at the press conference, I wanted to reach out to see if there's any response from the Attorney General.

Thanks so much,
Hannah Sampson
--

Hannah Sampson

Business Writer

The Miami Herald

P: 305-376-3742 F: 305-376-5287

Twitter: @hannahbsampson

From: Jennifer Meale/OAG
Date: 08/21/2013 02:39 PM

To: Liz Brady/OAG
Subject: AUTO: Jenn Meale is out of the office . (returning 08/21/2013 11:59:59 PM)

I will be out of the office starting 08/21/2013 08:45:07 AM and will not return until 08/21/2013 11:59:59 PM

Hello:

I am currently out of the office. If you need immediate assistance, please call 850-245-0150 or email Molly.McFarland@myfloridalegal.com.

Thank you,

Jenn Meale
Communications Director

Note: This is an automated response to your message **"Re: Fw: American Airlines/US Airways merger - Miami Herald story"** sent on **08/21/2013 02:39:15 PM.**

This is the only notification you will receive while this person is away.

From: Liz Brady/OAG
Date: 08/21/2013 02:39 PM

To: **Jennifer Meale/OAG@OAG**
cc: "Molly McFarland" <Molly.McFarland@myfloridalegal.com>, "Trish Conners" <Trish.Conners@myfloridalegal.com>
Subject: **Re: Fw: American Airlines/US Airways merger - Miami Herald story**

Can we talk

Jennifer Meale | Hi Trish and Liz, In response to the media reque... | 08/21/2013 02:37:21 PM

From: Jennifer Meale/OAG
To: "Trish Conners" <Trish.Conners@myfloridalegal.com>, "Liz Brady" <Liz.Brady@myfloridalegal.com>
Cc: "Molly McFarland" <Molly.McFarland@myfloridalegal.com>
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Business Writer

The Miami Herald

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Twitter: @hannahbsampson

To: "Trish Conners" <Trish.Conners@myfloridalegal.com>, "Liz Brady" <Liz.Brady@myfloridalegal.com>
cc: "Molly McFarland" <Molly.McFarland@myfloridalegal.com>
From: CN=Jennifer Meale/O=OAG
Subject: Fw: American Airlines/US Airways merger - Miami Herald story
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Twitter: @hannahbsampson

From: Jennifer Meale/OAG
Date: 08/14/2013 01:15 PM

To: **Liz Brady/OAG@OAG**
cc: Trish Conners/OAG@OAG
Subject: **Re: Questions**

Ok, and just a refresher, here are some of the points I sent this am:

- This merger would be anti-competitive and harmful to consumers, with 20 percent of the problematic flight routes affecting Florida.

- By filing this lawsuit, we hope to save consumers from potential multi-million dollar increases in prices and fees.

- Yesterday, I joined a coalition of six other attorneys general and the Department of Justice Antitrust Division in the filing of a federal lawsuit to stop a proposed merger that would make a combined U.S. Airways/American Airlines the largest worldwide carrier.

- If approved, the merger would reduce the current number of the larger “legacy” airlines from four to three–U.S. Airways/American, United/Continental and Delta/Northwest. Even a small increase in the price of tickets, checked bag fees, or flight change fees, as a result of the merger could cost Americans millions of dollars.

- American and US Airways compete directly on thousands of heavily traveled nonstop and connecting routes. If this merger is completed, consumers will face decreased competition and increased prices because airlines can cut service and raise prices with less fear of competitive responses from rivals.

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Liz Brady — See additions From: Trish Conners/OAG — 08/14/2013 01:13:44 PM

From: Liz Brady/OAG
To: Trish Conners/OAG@OAG
Cc: Jennifer Meale/OAG@OAG
Date: 08/14/2013 01:13 PM

Subject: Re: Questions

See additions

Trish Conners	1. My first obligation as AG is to the consumers o...	08/14/2013 01:07:33 PM

From: Trish Conners/OAG
To: Jennifer Meale/OAG@OAG, Liz Brady/OAG@OAG
Date: 08/14/2013 01:07 PM
Subject: Re: Questions

1. My first obligation as AG is to the consumers of my state. This merger will have the effect of reducing competition (4 legacy airlines to 3) and increasing fares and fees paid by Florida consumers

2. Consumers will have less choice in routes and will often pay more in airfares. Ancillary fees for checked bags and ticket change fees, etc are expected to go up, etc.

3. Any time local markets in a state would be adversely affected by a proposed merger, state attys general will typically get involved with our federal partners. Here not only are our consumers affected with 20 percent of the over 1000 routes listed in the complaint involving a Florida city, but we are also a top tourist destination and so have concerns about the impact there as well.
Florida Office of the Attorney General

Jennifer Meale	Why did you file this lawsuit? How could a mer...	08/14/2013 12:58 PM EDT

From: Liz Brady/OAG
Date: 08/14/2013 01:13 PM

To: Trish Conners/OAG@OAG
cc: Jennifer Meale/OAG@OAG
Subject: Re: Questions

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Date: 08/14/2013 01:07 PM
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From: CN=Trish Conners/O=OAG
Date: 08/14/2013 01:10 PM

To: **Jennifer Meale/OAG@OAG**
cc: Liz Brady/OAG@OAG
Subject: **Re: Questions**

You can roll in some of Liz's stuff to as she does a good job of dodging the middle qus.
Florida Office of the Attorney General

Jennifer Meale	Great, thanks. Jenn Meale	08/14/2013 01:09 PM EDT

From: Jennifer Meale
To: Trish Conners
Cc: Liz Brady
Date: 08/14/2013 01:09 PM EDT
Subject: Re: Questions

Great, thanks.

Jenn Meale
Communications Director
Office of Attorney General Pam Bondi
The Capitol, Suite PL-01
Tallahassee, Fla. 32399-1050
850-245-0150 (main)
850-294-7294 (cell)

Trish Conners	1. My first obligation as AG is to the consumers o...	08/14/2013 01:07:33 PM

From: Trish Conners/OAG
To: Jennifer Meale/OAG@OAG, Liz Brady/OAG@OAG
Date: 08/14/2013 01:07 PM
Subject: Re: Questions

---

1. My first obligation as AG is to the consumers of my state. This merger will have the effect of reducing competition (4 legacy airlines to 3) and increasing fares and fees paid by Florida consumers

2. Consumers will have less choice in routes and will often pay more in airfares. Ancillary fees for second bags, etc are expected to go up, etc.

3. Any time local markets in a state would be adversely affected by a proposed merger, state attys general will typically get involved with our federal partners. Here not only are our consumers affected with 20 percent of the over 1000 routes listed in the complaint involving a Florida city, but we are also a top tourist destination and so have concerns about the impact there as well.
Florida Office of the Attorney General

Jennifer Meale	Why did you file this lawsuit? How could a mer...	08/14/2013 12:58 PM EDT

From: Jennifer Meale/OAG
Date: 08/14/2013 01:09 PM

To: Trish Conners/OAG@OAG
cc: Liz Brady/OAG@OAG
Subject: Re: Questions

Great, thanks.

Jenn Meale
Communications Director
Office of Attorney General Pam Bondi
The Capitol, Suite PL-01
Tallahassee, Fla. 32399-1050
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From: Jennifer Meale
To: Liz Brady; Trish Conners
Cc:
Date: 08/14/2013 12:58 PM EDT
Subject: Questions

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1. Why did you file this lawsuit?

2. How could a merger like this affect consumers? What about Florida?

3. Why would a state, like Florida, join the lawsuit?

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From: Liz Brady/OAG
Date: 08/14/2013 01:01 PM

To: **Jennifer Meale/OAG@OAG**
cc: Trish Conners/OAG@OAG
Subject: **Re: Questions**

---

here are my thoughts:

Jennifer Meale Thank you so much for your help today. We're ex... 08/14/2013 12:21:01 PM

From: Jennifer Meale/OAG
To: Liz Brady/OAG@OAG, Trish Conners/OAG@OAG
Date: 08/14/2013 12:21 PM
Subject: Questions

Thank you so much for your help today. We're excited to have the Attorney General on the show! Gerri loves focusing on the consumer impact, and below are some potential questions she might ask. Can you send over some brief analysis from AG Bondi on these? Also, please shout if there's anything you need.

1). WHY ARE YOU FIGHTING THIS MERGER? TELL US WHAT THIS MEANS FOR CONSUMERS' BOTTOM LINES.
***I joined the lawsuit because a careful review of the facts convinced me that the merger would be anti competitive and would potentially expose consumers, including Florida consumers, to millions of dollars in increased fares. Given the size and importance of the industry, even small increases in ticket prices or baggage or change fees would result in fares. Of the 1044 city pair routes listed in the complaint's appendix that are deemed presumptively anti competitive 216 or roughly 20% include a Florida city.

2). BUT CONSOLIDATION IN THE AIRLINE INDUSTRY HAS MADE AIR CARRIERS MORE FINANCIALLY STABLE. ISN'T THAT A GOOD THING?
***Both airlines have said that they can succeed on a stand alone basis. The airlines may argue this, but really that is for the litigation to decide.

3). WE'VE SEEN MERGERS IN THE PAST GO THROUGH – WHAT'S DIFFERENT ABOUT THIS ONE?

***Every merger review is fact intensive and requires careful consideration.

4). SHOULD THOSE MERGERS HAVE GONE THROUGH?
***See above

5). WHAT WILL HAPPEN TO AMR/US AIR IF THIS MERGER DOESN'T GO THROUGH?
****Both airlines have stated that they can succeed on a stand alone basis. and both are currently profitable.

6). WHAT'S NEXT?
****Judge has been assigned and a litigation schedule will be set

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From: Jennifer Meale/OAG
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To: Liz Brady/OAG@OAG, Trish Conners/OAG@OAG
Subject: Questions

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1. Why did you file this lawsuit?

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From: Liz Brady/OAG
Date: 08/14/2013 12:28 PM

To: Trish Conners/OAG@OAG
Subject: Fw: Questions

---

could you call me about this?
----- Forwarded by Liz Brady/OAG on 08/14/2013 12:27 PM -----

From: Jennifer Meale/OAG
To: Liz Brady/OAG@OAG, Trish Conners/OAG@OAG
Date: 08/14/2013 12:21 PM
Subject: Questions

Thank you so much for your help today. We're excited to have the Attorney General on the show! Gerri loves focusing on the consumer impact, and below are some potential questions she might ask. Can you send over some brief analysis from AG Bondi on these? Also, please shout if there's anything you need.

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5). WHAT WILL HAPPEN TO AMR/US AIR IF THIS MERGER DOESN'T GO THROUGH?

6). WHAT'S NEXT?

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From: CN=Trish Conners/O=OAG
Date: 08/13/2013 06:02 PM

To: **Jennifer Meale/OAG@OAG, "Pam Bondi" <Pambondi@yahoo.com>**
cc: Carlos Muniz/OAG@OAG, Liz Brady/OAG@OAG
Subject: **Re: USA Today Op Ed**

Ditto!! Thanks, guys!
Florida Office of the Attorney General

Jennifer Meale | I thought it was great, too! Thanks, Liz and Car... | 08/13/2013 04:13 PM EDT

From: Jennifer Meale
To: Pam Bondi <Pambondi@yahoo.com>
Cc: Carlos Muniz; Liz Brady; Trish Conners
Date: 08/13/2013 04:13 PM EDT
Subject: Re: USA Today Op Ed

I thought it was great, too!

Thanks, Liz and Carlos.

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Communications Director
Office of Attorney General Pam Bondi
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850-294-7294 (cell)

Pam Bondi | Wow. Excellent. I would not change one single... | 08/13/2013 04:12:52 PM

From: Pam Bondi <Pambondi@yahoo.com>
To: Jennifer Meale <Jennifer.Meale@myfloridalegal.com>
Cc: Trish Conners <Trish.Conners@myfloridalegal.com>, Liz Brady <Liz.Brady@myfloridalegal.com>, Carlos Muniz <Carlos.Muniz@myfloridalegal.com>
Date: 08/13/2013 04:12 PM
Subject: Re: USA Today Op Ed

Wow. Excellent. I would not change one single word. This is great.

Pardon the typos, sent from my iPhone.

On Aug 13, 2013, at 4:07 PM, Jennifer Meale <Jennifer.Meale@myfloridalegal.com> wrote:

> Hi, Attorney General.
>
> Below please find the op ed that Liz Brady wrote and Carlos edited.
>
> Please let me know if you have any changes. It is due by **5 p m. today.**
>
> Thanks,

Jenn

(See attached file: USA Today.docx)

One of my most important obligations as the attorney general of the state of Florida is to enforce the laws that ensure a competitive and fair marketplace. Along with the attorneys general of several other states, I joined the Department of Justice lawsuit blocking the proposed merger of US Airways and American Airlines because a careful review of the facts convinced me that the merger would be anti-competitive and potentially expose consumers to millions in higher fares and fees. First, the history of consolidation in the airline industry, beginning with the merger of US Airways and America West in 2005, has resulted in higher fares, increased fees and less choice for Floridians and visitors to our state. Indeed, US Airways executives have acknowledged that successful fare increases and the imposition of ever increasing ancillary fees has been a direct result of fewer carriers with fewer seats. Second, 21% (216 of 1044) of city pairs that would suffer the most anticompetitive harm from the merger involve Florida cities, a particularly troubling result given the critical role of air travel as a major driver of economic growth and tourism in this state. Third, the merger is not necessary to ensure long term survival of the airlines, and any benefits that might come from it are off-set by the harm to consumers it will cause. American Airlines entered bankruptcy with plans to restructure and remain independent, and designed a stand-alone business plan to that end. That plan included expanded service to many markets, including Florida. US Airways recognized that American Airlines would emerge from bankruptcy as a strong competitor that would have put downward pressure on industry pricing. Indeed, American is well on its way to recovery: its most recent quarterly results reported a record-high $5.6 billion in revenues with $357 million in profits. In fact, AMR, American Airlines' parent, reported just yesterday that its July consolidated passenger revenue per available seat mile had increased to an all-time record high for any month. When US Airways and American chose consolidation over competition—to the detriment of Floridians—it became my duty to act.

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<USA Today.docx>

From: Jennifer Meale/OAG
Date: 08/13/2013 04:40 PM

To: **pambondi@yahoo.com**
cc: Catherine Crutcher/OAG@OAG, Carlos Muniz/OAG@OAG, Trish Conners/OAG@OAG, Liz Brady/OAG@OAG, Molly McFarland/OAG@OAG
Subject: **National TV Hits tomorrow**

Hi, Attorney General.

We have two interviews scheduled for tomorrow on the lawsuit to block the proposed merger.

1. Fox Business, Gerri Willis, The Willis Report, arrive at 2:40; hit at 3:10 (pre-tape), Boyton Beach studio
2. CNBC,, TBD. We gave them a window between 3:40 and 5 to do the interview, and we will receive the details from them tomorrow sometime after 10 a.m. when they have their planning meeting

Thanks,

Jenn

Jenn Meale
Communications Director
Office of Attorney General Pam Bondi
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From: Jennifer Meale/OAG
Date: 08/13/2013 04:37 PM

To: **Pam Bondi <Pambondi@yahoo.com>**
cc: Carlos Muniz <Carlos.Muniz@myfloridalegal.com>, Liz Brady <Liz.Brady@myfloridalegal.com>, Trish Conners <Trish.Conners@myfloridalegal.com>
Subject: **Re: USA Today Op Ed**

Thanks, again, everyone! The op ed has been submitted.

Jenn Meale
Communications Director
Office of Attorney General Pam Bondi
The Capitol, Suite PL-01
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850-294-7294 (cell)

Pam Bondi — Wow. Excellent. I would not change one single... — 08/13/2013 04:12:52 PM

From: Pam Bondi <Pambondi@yahoo.com>
To: Jennifer Meale <Jennifer.Meale@myfloridalegal.com>
Cc: Trish Conners <Trish.Conners@myfloridalegal.com>, Liz Brady <Liz.Brady@myfloridalegal.com>, Carlos Muniz <Carlos.Muniz@myfloridalegal.com>
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Date: 08/13/2013 04:13 PM

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cc: Carlos Muniz <Carlos.Muniz@myfloridalegal.com>, Liz Brady <Liz.Brady@myfloridalegal.com>, Trish Conners <Trish.Conners@myfloridalegal.com>
Subject: **Re: USA Today Op Ed**

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From: Jennifer Meale/OAG
Date: 08/13/2013 04:07 PM

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cc: Trish Conners/OAG@OAG, Liz Brady/OAG@OAG, Carlos Muniz/OAG@OAG
Subject: USA Today Op Ed

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Jenn

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From: Liz Brady/OAG
Date: 08/13/2013 04:05 PM

To: Carlos Muniz/OAG@OAG
Subject: Re: Fw: Press Inquiry from 08/13/2013 - merger

You're welcome.

Carlos Muniz	Thanks again--I wish every draft I got was of suc...	08/13/2013 04:04:08 PM

From: Carlos Muniz/OAG
To: Liz Brady/OAG@OAG
Date: 08/13/2013 04:04 PM
Subject: Re: Fw: Press Inquiry from 08/13/2013 - merger

Thanks again--I wish every draft I got was of such high quality. See you soon.

Liz Brady	Just noticed that in some places it is American Ai...	08/13/2013 04:00:49 PM
Carlos Muniz	Liz, thanks so much. Attached is a 350-word ver...	08/13/2013 03:51:34 PM
Liz Brady	Florida chose to join the DOJ lawsuit to block the...	08/13/2013 03:28:30 PM
Jennifer Meale	Hi Liz, I just spoke with the Attorney General, an...	08/13/2013 02:45:39 PM

From: Jennifer Meale/OAG
Date: 08/13/2013 04:02 PM

To: **Liz Brady/OAG@OAG**
cc: Carlos Muniz/OAG@OAG, Trish Conners/OAG@OAG
Subject: **Re: Fw: Press Inquiry from 08/13/2013 - merger**

I'll make that change.

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Communications Director
Office of Attorney General Pam Bondi
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From: Liz Brady/OAG
To: Carlos Muniz/OAG@OAG
Cc: Jennifer Meale/OAG@OAG, Trish Conners/OAG@OAG
Date: 08/13/2013 04:00 PM
Subject: Re: Fw: Press Inquiry from 08/13/2013 - merger

Just noticed that in some places it is American Airways or just American. It should be American Airlines throughout.

Carlos Muniz	Liz, thanks so much. Attached is a 350-word ver...	08/13/2013 03:51:34 PM
Liz Brady	Florida chose to join the DOJ lawsuit to block the...	08/13/2013 03:28:30 PM
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From: Jennifer Meale/OAG
Date: 08/13/2013 04:01 PM

To: **Carlos Muniz/OAG@OAG**
cc: Liz Brady/OAG@OAG, Trish Conners/OAG@OAG
Subject: **Re: Fw: Press Inquiry from 08/13/2013 - merger**

This is great. I'll edit it (if it needs any), and send it to the Attorney General.

Jenn Meale
Communications Director
Office of Attorney General Pam Bondi
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Carlos Muniz | Liz, thanks so much. Attached is a 350-word ver... | 08/13/2013 03:51:34 PM

From: Carlos Muniz/OAG
To: Liz Brady/OAG@OAG
Cc: Jennifer Meale/OAG@OAG, Trish Conners/OAG@OAG
Date: 08/13/2013 03:51 PM
Subject: Re: Fw: Press Inquiry from 08/13/2013 - merger

Liz, thanks so much. Attached is a 350-word version with my (mostly cosmetic) edits.

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Liz Brady	Florida chose to join the DOJ lawsuit to block the...	08/13/2013 03:28:30 PM
Jennifer Meale	Hi Liz, I just spoke with the Attorney General, an...	08/13/2013 02:45:39 PM

To: Carlos Muniz/OAG@OAG
cc: Jennifer Meale/OAG@OAG, Trish Conners/OAG@OAG
From: Liz Brady/OAG
Subject: Re: Fw: Press Inquiry from 08/13/2013 - merger
Date: 08/13/2013 04:00 PM

Just noticed that in some places it is American Airways or just American. It should be American Airlines throughout.

Carlos Muniz	Liz, thanks so much. Attached is a 350-word ver...	08/13/2013 03:51:34 PM

From: Carlos Muniz/OAG
To: Liz Brady/OAG@OAG
Cc: Jennifer Meale/OAG@OAG, Trish Conners/OAG@OAG
Date: 08/13/2013 03:51 PM
Subject: Re: Fw: Press Inquiry from 08/13/2013 - merger

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To: Carlos Muniz/OAG@OAG, Liz Brady/OAG@OAG
cc: Jennifer Meale/OAG@OAG
From: CN=Trish Conners/O=OAG
Subject: Re: Fw: Press Inquiry from 08/13/2013 - merger
Date: 08/13/2013 04:00 PM

Looks great, Carlos-thanks and thanks Liz for the quick turn-around. T
Florida Office of the Attorney General

Carlos Muniz — Liz, thanks so much. Attached is a 350-word v... — 08/13/2013 03:51 PM EDT

From: Carlos Muniz
To: Liz Brady
Cc: Jennifer Meale; Trish Conners
Date: 08/13/2013 03:51 PM EDT
Subject: Re: Fw: Press Inquiry from 08/13/2013 - merger

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Liz Brady — Florida chose to join the DOJ lawsuit to block the... — 08/13/2013 03:28:30 PM

From: Liz Brady/OAG
To: Jennifer Meale/OAG@OAG
Cc: Carlos Muniz/OAG@OAG, Trish Conners/OAG@OAG

Date: 08/13/2013 03:28 PM
Subject: Re: Fw: Press Inquiry from 08/13/2013 - merger

Florida chose to join the DOJ lawsuit to block the merger of US Airways and American Airlines for three principle reasons. First, the history of consolidation in the airlines industry, beginning with the merger of US Airways and America West in 2005, has resulted in higher fares, increased fees and less choice for Florida consumers and those wishing to visit Florida. Indeed, US Airways executives have acknowledged that successful fare increases and the imposition of ever increasing ancillary fees has been a direct result of fewer carriers with fewer seats. Second, 21% (216 of 1044) city pairs that would suffer the most anticompetitive harm from the merger involve Florida cities. Air travel is a major driver of economic growth and tourism in this state. Third, the merger is not necessary to insure long term survival of the airlines and any benefits that might come from it are off-set by the harm to consumers it will cause. American Airlines entered bankruptcy with plans to restructure and remain independent, and designed a stand alone business plan to that end. That plan included expanded service to many markets, including Florida. US Airways recognized that American Airways would emerge from bankruptcy as a strong competitor that would have negatively impacted industry pricing. Indeed, American is well on its way to recovery: its most recent quarterly results reported a record-high $5.6 billion in revenues with $357 million in profits. In fact, AMR, American Airlines parent, reported just yesterday that its July consolidated passenger revenue per available seat mile had increased to an all time record high for any month. US Airways and American chose consolidation over competition to the determent of Florida consumers.

Jennifer Meale	Hi Liz, I just spoke with the Attorney General, an...	08/13/2013 02:45:39 PM

From: Liz Brady/OAG
Date: 08/13/2013 03:59 PM

To: **Carlos Muniz/OAG@OAG**
cc: Jennifer Meale/OAG@OAG, Trish Conners/OAG@OAG
Subject: **Re: Fw: Press Inquiry from 08/13/2013 - merger**

Your edits made it much better.

Carlos Muniz	Liz, thanks so much. Attached is a 350-word ver...	08/13/2013 03:51:34 PM

From: Carlos Muniz/OAG
To: Liz Brady/OAG@OAG
Cc: Jennifer Meale/OAG@OAG, Trish Conners/OAG@OAG
Date: 08/13/2013 03:51 PM
Subject: Re: Fw: Press Inquiry from 08/13/2013 - merger

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Can you start working on this?

Thanks,

Jenn

Jenn Meale
Communications Director
Office of Attorney General Pam Bondi
The Capitol, Suite PL-01
Tallahassee, Fla. 32399-1050
850-245-0150 (main)
850-294-7294 (cell)

----- Forwarded by Jennifer Meale/OAG on 08/13/2013 02:43 PM -----

From: Molly McFarland/OAG
To: Jennifer Meale/OAG@OAG

Date: 08/13/2013 02:34 PM
Subject: Press Inquiry from 08/13/2013 - merger

Deadline: asap	**Media Request**	***Date:*** 08/13/2013 ***Time:*** 02:33 PM

Contact: Jesse Rifkin

Media: USA Today -Editorial

Phone: (703) 854-4464 ***Fax:***

Cell: ***Pager:***

Email: jrifkin@usatoday.com

Subject: merger

Request:

We would like to know if AG Bondi would like to write about her opposing view of the ariline mergers. 350 words. Would run tomorrow.

Answer:

Staffer: JM ***Status:***

OAG contact:

Return call made when?

by:

Record created by:
Molly McFarland

From: Jennifer Meale/OAG
Date: 08/13/2013 03:22 PM

To: Liz Brady/OAG@OAG
Subject: Fw: USA TODAY opposing view on airline mergers

Jenn Meale
Communications Director
Office of Attorney General Pam Bondi
The Capitol, Suite PL-01
Tallahassee, Fla. 32399-1050
850-245-0150 (main)
850-294-7294 (cell)

----- Forwarded by Jennifer Meale/OAG on 08/13/2013 03:21 PM -----

From: "Rifkin, Jesse" <jrifkin@usatoday.com>
To: "jennifer.meale@myfloridalegal.com" <jennifer.meale@myfloridalegal.com>
Cc: "Carney, Dan" <dcarney@usatoday.com>, "Elston, Thuan" <telston@usatoday.com>, "Sternberg, Bill" <bsternbe@usatoday.com>
Date: 08/13/2013 02:59 PM
Subject: RE: USA TODAY opposing view on airline mergers

And just to clarify, this editorial should primarily be focused on the national implications, not exclusively how it would affect Florida. The newspaper *is* called USA TODAY, after all!

Jesse

From: Rifkin, Jesse
Sent: Tuesday, August 13, 2013 2:55 PM
To: 'jennifer.meale@myfloridalegal.com'
Cc: Carney, Dan; Elston, Thuan; Sternberg, Bill
Subject: USA TODAY opposing view on airline mergers

Hi, Jen. Thanks again to you and Pam Bondi for agreeing to this on such short notice.

Our page typically features “our view” along with an “opposing view” from a guest writer to show readers the arguments from both sides of the day’s subject. In this case, we’ll be arguing in favor of the merger between US Airways and American. Here is our one-paragraph budget line:

It’s easy to be against a merger like the proposed one between US Airways and American. The combination will allow airlines to raise prices, cut routes and compete less. But in suing to block this merger, the Justice Department ignores that the airline industry has been in a state of disarray as too many carriers have fought for a toe hold. Both of these carriers have been through bankruptcy at least once (American is currently in it) as have Delta and United. Meanwhile dozens of others have been forced to merge or to go out of business. An American, US Airways merger would mean three national legacy carriers would survive, supplemented by regionals and alternative carriers like Southwest. It may not mean as many fare wars, but it would provide for what the industry has lacked for so long – stability.

The opposing view would need to run around 350-400 words and and would appear alongside our editorial in

Wednesday's newspaper, as well as online. We would ideally need it by around 5 or 6 PM today, emailed to me, deputy editorial editor Bill Sternberg [bsternbe@usatoday.com], editorial writer Dan Carney [dcarney@usatoday.com], and operations editor Thuan Elston [telston@usatoday.com]. We reserve the right to edit the piece for clarity and style (typically our editing is minimal) and to write headlines and taglines as appropriate.

Thanks again! We appreciate it.

Jesse
USA Today editorial
703-854-3453

Jesse Rifkin
USA TODAY - Opinion department
jrifkin@usatoday.com
Work: (703)-854-4464
@jesserifkin

To: Jennifer Meale/OAG@OAG
cc: Carlos Muniz/OAG@OAG, Trish Conners/OAG@OAG
Subject: Re: Fw: Press Inquiry from 08/13/2013 - merger

From: Liz Brady/OAG
Date: 08/13/2013 02:47 PM

Sure I will start now..

Jennifer Meale Hi Liz, I just spoke with the Attorney General, an... 08/13/2013 02:45:39 PM

From: Jennifer Meale/OAG
To: Liz Brady/OAG@OAG
Cc: Carlos Muniz/OAG@OAG, Trish Conners/OAG@OAG
Date: 08/13/2013 02:45 PM
Subject: Fw: Press Inquiry from 08/13/2013 - merger

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Can you start working on this?

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Jenn Meale
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Office of Attorney General Pam Bondi
The Capitol, Suite PL-01
Tallahassee, Fla. 32399-1050
850-245-0150 (main)
850-294-7294 (cell)

----- Forwarded by Jennifer Meale/OAG on 08/13/2013 02:43 PM -----

From: Molly McFarland/OAG
To: Jennifer Meale/OAG@OAG
Date: 08/13/2013 02:34 PM
Subject: Press Inquiry from 08/13/2013 - merger

Deadline: asap	**Media Request**	***Date:*** 08/13/2013 ***Time:*** 02:33 PM

Contact: Jesse Rifkin

Media: USA Today -Editorial

Phone: (703) 854-4464 ***Fax:***

Cell: ***Pager:***

Email: jrifkin@usatoday.com

Subject: merger

Request:

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Answer:

Staffer: JM ***Status:***

OAG contact:

Return call made when?

by:

Record created by:
Molly McFarland

From: Jennifer Meale/OAG
Date: 08/13/2013 02:45 PM

To: Liz Brady/OAG@OAG
cc: Carlos Muniz/OAG@OAG, Trish Conners/OAG@OAG
Subject: Fw: Press Inquiry from 08/13/2013 - merger

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OAG contact:

Record created by:
Molly McFarland

Return call made when?

by:

To: Jennifer Meale/OAG@OAG
cc: Molly McFarland/OAG@OAG, Trish Conners/OAG@OAG
Subject: Fw: U.S. DOJ And State AG Lawsuit To Block American Airlines US Airways Merger A Positive Move For Consumers , Communities, Country

From: Liz Brady/OAG
Date: 08/13/2013 02:34 PM

----- Forwarded by Liz Brady/OAG on 08/13/2013 02:33 PM -----

From: BTC Public Policy <btcmitchell@gmail.com>
To: liz.brady@myfloridalegal.com
Date: 08/13/2013 02:03 PM
Subject: U.S. DOJ And State AG Lawsuit To Block American Airlines US Airways Merger A Positive Move For Consumers, Communities, Country

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PRESS STATEMENT

For Immediate Release

U.S. DOJ AND STATE AG LAWSUIT TO BLOCK AMERICAN AIRLINES – US AIRWAYS MERGER A POSITIVE MOVE FOR CONSUMERS, COMMUNITIES, COUNTRY

Highly Detailed DOJ Analysis Accentuates The Need For Strong Consumer Protections In Commercial Air Transportation

August 13, 2013, WASHINGTON, DC - Business Travel Coalition (BTC) today responded very positively to news that the U.S. Department of Justice (DOJ) and six State Attorneys General have sued to block the proposed merger between American Airlines and US Airways. DOJ's legal complaint states: "In recent years… the major airlines have, in tandem, raised fares, imposed new and higher fees, and reduced service. Competition has diminished and consumers have paid a high price." DOJ shines a spotlight on how uncompetitive and cozy U.S. airlines have become.

"As BTC testified in Congress regarding the merger on February 26, 2013 in its written testimony (http://btcnews.co/18s8Ol3), and especially in its verbal testimony (http://btcnews.co/1a1XiRm), there is a coordinated airline war on consumers and price transparency," stated BTC Chairman Kevin Mitchell. "Airline CEOs testify that the fare transparency and comparison-shopping enabled by the current system, and especially the online travel companies, will be more than adequate to protect competition and consumers from the consequences of radical industry consolidation. They justify their mergers on fare transparency in one breath, and then turn to kill it off by withholding fees for ancillary services from travel agencies in the next breath, or by attempting to impose a new anti-competitive system for the worldwide pricing of tickets, as embedded in the International Air Transport Associations Resolution 787," added Mitchell.

The International Air Transport Association (also called IATA) is the worldwide trade association for airlines and represents 240 carriers accounting for 84% of worldwide passenger traffic. Resolution 787 is an agreement among all those airline competitors that includes a radical change in how tickets would be sold. Under Resolution 787, fares would no longer be

published and available for any and all consumers to comparison-shop anonymously so they can find the best fares. Instead, under the new model that IATA is spearheading, airlines would determine the price depending on exactly who is asking, and the Resolution calls for consumers to surrender very intrusive information to get fare quotes, including their name, the purpose of the trip, age, marital status, nationality and past purchasing behavior. The Resolution is meant to supplant the current fare transparency that has benefited consumers with a regime of fare shrouding so that airlines can take up fares and fees ev

en further.

The complaint of DOJ and the States highlights a number of statements by US Airways' executives confirming that the past consolidation in the airline industry has already conferred on airlines the power to impose higher prices and new and higher fees. To ameliorate the harm to consumers that flows from this airline pricing power, and in fact to prevent even more grievous injury to consumers in the future, the U.S. Department of Transportation (DOT) should promptly reject the pending request by IATA for approval of Resolution 787. DOT should also proceed promptly to issue its long pending rule on disclosure of airline fees and charges and require airlines to make full, fair and timely disclosure of their extra fees and charges through all outlets that they have agreed can sell their tickets.

Download a joint BTC/American Antitrust Institute analysis of the proposed merger at http://btcnews.co/1684c3A.

###

About BTC
Founded in 1994, the mission of Business Travel Coalition is to interpret industry and government policies and practices and provide a platform so that the managed travel community can influence issues of strategic importance to their organizations.

Contact BTC
Kevin Mitchell 610-999-9247; Mitchell@BusinessTravelCoalition.com

--
The following information is a reminder of your current mailing list subscription:

You are subscribed to the following list:
BTC Public Policy

using the following email:
liz.brady@myfloridalegal.com

You may automatically unsubscribe from this list at any time by visiting the following URL:

<http://businesstravelcoalition.com/cgi-bin/dada/mail.cgi/u/influencers/>

If the above URL is inoperable, make sure that you have copied the entire address. Some mail readers will wrap a long URL and thus break this automatic unsubscribe mechanism.

You may also change your subscription by visiting this list's main screen:

<http://businesstravelcoalition.com/cgi-bin/dada/mail.cgi/list/influencers>

If you're still having trouble, please contact the list owner at:

<mailto:btcmitchell@gmail.com>

The following physical address is associated with this mailing list:

214 Grouse Lane

Radnor, PA 10987

From: Jennifer Meale/OAG
Date: 07/26/2013 12:29 PM

To: Trish Conners/OAG@OAG
cc: Scott Palmer/OAG@OAG, Liz Brady/OAG@OAG, Laura Daugherty/OAG@OAG, Victoria Butler/OAG@OAG
Subject: Re: Press Inquiry from 07/26/2013 - Financial Times--Deal Reporter

---

Thanks.

Jenn Meale
Communications Director
Office of Attorney General Pam Bondi
The Capitol, Suite PL-01
Tallahassee, Fla. 32399-1050
850-245-0150 (main)
850-294-7294 (cell)

Trish Conners | It is our policy with respect to any proposed acqu... | 07/26/2013 12:27:17 PM

From: Trish Conners/OAG
To: Jennifer Meale/OAG@OAG
Cc: Scott Palmer/OAG@OAG, Liz Brady/OAG@OAG, Laura Daugherty/OAG@OAG, Victoria Butler/OAG@OAG
Date: 07/26/2013 12:27 PM
Subject: Re: Press Inquiry from 07/26/2013 - Financial Times--Deal Reporter

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It is our policy with respect to any proposed acquisition that may affect Florida markets to work in conjunction with our federal partners wherever possible.

PS. Jenn, we have not determined yet if we will be looking at this--we just learned about it a few weeks ago, but will be talking to the FTC and going from there....the above answer leaves all of our options open.
T

Jennifer Meale | Please see the media request below. Please feel... | 07/26/2013 12:18:11 PM

To: Jennifer Meale/OAG@OAG, Carlos Muniz/OAG@OAG
cc: John Lucas/OAG@OAG, "Liz Brady" <Liz.Brady@myfloridalegal.com>
Subject: Re: Press Inquiry from 06/28/2013 - US Air

From: CN=Trish Conners/O=OAG
Date: 06/28/2013 05:42 PM

This is about the proposed merger review which is an active one-so we shouldn't comment. I am copying Liz Brady-feel free to call her for any information. T
Florida Office of the Attorney General

Jennifer Meale	Hello Please see below. I'll come talk to you, o...	06/28/2013 04:02 PM EDT

From: Jennifer Meale
To: Carlos Muniz; Trish Conners
Cc: John Lucas
Date: 06/28/2013 04:02 PM EDT
Subject: Press Inquiry from 06/28/2013 - US Air

Hello

Please see below. I'll come talk to you, or John will on Monday.

Thanks,

Jenn

Deadline: 7/1 3pm	**Media Request**	***Date:*** 06/28/2013 ***Time:*** 02:22 PM

Contact: Diane Bartz

Media: 202-898-8313

Phone: ***Fax:***

Cell: ***Pager:***

Email: diane.bartz@reuters.com

Subject: US Air

Request:

I have heard that AG Bondi along with other attorneys general are in talks with US Air and American Air. Can you give me some more information on this?

Answer:

Staffer: JM ***Status:***

OAG contact:

Record created by:
Molly McFarland

Return call made when?

by:

UNITED STATES DISTRICT COURT
FOR THE DISTRICT OF COLUMBIA

UNITED STATES OF AMERICA, *et al.* *Plaintiffs*, v. US AIRWAYS GROUP, INC. and AMR CORPORATION *Defendants*.	Case No. 1:13-cv-01236 (CKK)

ASSET PRESERVATION ORDER AND STIPULATION

It is hereby stipulated and agreed by and between the undersigned parties, subject to approval and entry by the Court, that:

I. DEFINITIONS

As used in this Asset Preservation Order and Stipulation:

A. "Acquirer" or "Acquirers" means the entity or entities, approved by the United States in its sole discretion in consultation with the Plaintiff States, to which Defendants may divest all or specified parts of the Divestiture Assets.

B. "American" means Defendant AMR Corporation, its parents, successors and assigns, divisions, subsidiaries, affiliates, partnerships and joint ventures; and all directors, officers, employees, agents, and representatives of the foregoing. As used in this definition, the terms "parent," "subsidiary," "affiliate," and "joint venture" refer to

any person or entity in which American holds, directly or indirectly, a majority (greater than 50 percent) or total ownership or control or which holds, directly or indirectly a majority (greater than 50 percent) or total ownership or control in American.

C. "Associated Ground Facilities" means the facilities owned or operated by Defendants and reasonably necessary for Acquirer(s) to operate the Divested Assets at the relevant airport, including, but not limited to, ticket counters, hold-rooms, leased jet bridges, and operations space.

D. "DCA Gates and Facilities" means all rights and interests held by Defendants in the gates at Washington Reagan National Airport ("DCA") described in Exhibit A and in the Associated Ground Facilities, up to the extent such gates and Associated Ground Facilities were used by Defendants to support the use of the DCA Slots.

E. "DCA Slots" means all rights and interests held by Defendants in the 104 slots at DCA listed in Exhibit A, consisting of two air carrier slots held by US Airways at DCA and 102 air carrier slots held by American at DCA, including the JetBlue Slots.

F. "Divestiture Assets" means (1) the DCA Slots, (2) the DCA Gates and Facilities, (3) the LGA Slots, (4) the LGA Gates and Facilities, and (5) the Key Airport Gates and Facilities.

G. "JetBlue Slots" means all rights and interests held by Defendants in the 16 slots at DCA currently leased by American to JetBlue Airways, Inc., listed in Exhibit A.

H. "Key Airport" means each of the following airports: (1) Boston Logan International Airport; (2) Chicago O'Hare International Airport; (3) Dallas Love Field; (4) Los Angeles International Airport; and (5) Miami International Airport.

I. "Key Airport Gates and Facilities" means all rights and interests held by Defendants in two gates at each Key Airport as described in Exhibit C. The term "Key Airport Gates and Facilities" includes Associated Ground Facilities, up to the extent such facilities were used by Defendants to support the gates described in Exhibit C.

J. "LGA Gates and Facilities" means all rights and interests held by Defendants in the gates at New York LaGuardia Airport ("LGA") described in Exhibit B and Associated Ground Facilities up to the extent of such gates and Associated Ground Facilities were used by Defendants to support the use of the LGA Slots.

K. "LGA Slots" means the 34 slots at New York LaGuardia Airport ("LGA") listed in Exhibit B, consisting of the Southwest Slots and 24 additional slots held by American or US Airways.

L. "Slot Bundles" means groupings of DCA Slots and LGA Slots, as determined by the United States in its sole discretion in consultation with the Plaintiff States.

M. "Southwest Slots" means the 10 slots at LGA currently leased by American to Southwest Airlines, Inc. listed in Exhibit B.

N. "Transaction" means the transaction referred to in the Agreement and Plan of Merger among AMR Corporation, AMR Merger Sub, Inc., and US Airways Group, Inc., dated as of February 13, 2013.

O. "US Airways" means Defendant US Airways Group, Inc., its parents, successors and assigns, divisions, subsidiaries, affiliates, partnerships and joint ventures; and all directors, officers, employees, agents, and representatives of the foregoing. For purposes of this definition, the terms "parent," "subsidiary," "affiliate," and "joint

venture" refer to any person or entity in which US Airways holds, directly or indirectly, a majority (greater than 50 percent) or total ownership or control or which holds, directly or indirectly, a majority (greater than 50 percent) or total ownership or control in US Airways.

II. OBJECTIVES

The Proposed Final Judgment filed in this case is meant to ensure Defendants' prompt divestiture of the Divestiture Assets in order to remedy the effects that Plaintiffs allege would otherwise result from the merger of American and US Airways. If approved by the Court, the Proposed Final Judgment would fully resolve the United States' claim in this antitrust lawsuit. This Stipulation and Order ensures, prior to such divestitures, that the Divestiture Assets are maintained during the pendency of the ordered divestitures.

III. JURISDICTION

The Court has jurisdiction over the subject matter of this action and over each of the parties hereto, and venue is proper in the United States District Court for the District of Columbia.

IV. COMPLIANCE WITH AND ENTRY OF THE FINAL JUDGMENT

A. The parties stipulate that a Final Judgment in the form attached hereto as Exhibit A may be filed with and entered by the Court, upon the motion of any party or upon the Court's own motion, at any time after compliance with the requirements of the Antitrust Procedures and Penalties Act ("APPA"), 15 U.S.C. § 16, and without further notice to any party or other proceedings, provided that the United States has not withdrawn its consent, which it may do at any time before the entry of the proposed Final Judgment by serving notice thereof on Defendants and by filing that notice with the

Court. Defendants agree to arrange, at their expense, publication as quickly as possible of the newspaper notice required by the APPA, which shall be drafted by the United States in its sole discretion. The publication shall be arranged no later than three (3) business days after Defendants' receipt from the United States of the text of the notice and the identity of the newspaper within which the publication shall be made. Defendants shall promptly send to the United States (1) confirmation that publication of the newspaper notice has been arranged, and (2) the certification of the publication prepared by the newspaper within which the notice was published.

B. Defendants shall abide by and comply with the provisions of the proposed Final Judgment, pending the Judgment's entry by the Court, or until expiration of time for all appeals of any Court ruling declining entry of the proposed Final Judgment, and shall, from the date of the signing of this Stipulation by the parties, comply with all the terms and provisions of the proposed Final Judgment. The United States shall have the full rights and enforcement powers in the proposed Final Judgment as though the same were in full force and effect as an order of the Court.

C. Defendants shall not consummate the transaction sought to be enjoined by the Complaint herein before the Court has signed this Stipulation and Order.

D. This Stipulation shall apply with equal force and effect to any amended proposed Final Judgment agreed upon in writing by the parties and submitted to the Court.

E. In the event that (1) the United States has withdrawn its consent, as provided in Section IV(A) above, or (2) the proposed Final Judgment is not entered pursuant to this Stipulation, the time has expired for all appeals of any Court ruling

declining entry of the proposed Final Judgment, and the Court has not otherwise ordered continued compliance with the terms and provisions of the proposed Final Judgment, then the parties are released from all further obligations under this Stipulation, and the making of this Stipulation shall be without prejudice to any party in this or any other proceeding.

F. Defendants represent that the divestitures ordered in the proposed Final Judgment can and will be made, and that Defendants will later raise no claim of mistake, hardship, or difficulty of compliance as grounds for asking the Court to modify any of the provisions contained therein.

V. ASSET PRESERVATION AGREEMENT

Until the divestitures required by the Final Judgment have been accomplished:

A. Defendants shall take all steps necessary to ensure that their respective Divestiture Assets will be maintained. Defendants shall not cause the wasting or deterioration of their respective divestiture assets, nor shall they cause the Divestiture Assets to be operated in a manner inconsistent with applicable laws, nor shall they sell, transfer, encumber, or otherwise impair the viability, marketability or competitiveness of their respective Divestiture Assets. With respect to the DCA Slots and the LGA Slots, Defendants will operate the slots at a level sufficient to prevent any slot from reverting to the Federal Aviation Administration pursuant to 14 C.F.R. § 93.227 (DCA) or 71 Fed. Reg. 77,854 (Dec. 27, 2006), as extended by 78 Fed. Reg. 28, 279 (Oct. 24, 2013)(LGA).

B. Defendants shall take all steps necessary to ensure that their respective Divestiture Assets are fully maintained in operable condition, and shall maintain and

adhere to normal upgrade, repair and maintenance schedules for their respective Divestiture Assets.

C. Defendants shall not, except as part of a divestiture approved by the United States, in consultation with the Plaintiff States, in accordance with the terms of the proposed Final Judgment, remove, sell, lease, assign, transfer, pledge or otherwise dispose of their respective Divestiture Assets.

D. Defendants shall take no action that would jeopardize, delay, or impede the sale of any Divestiture Assets.

E. Defendants shall take no action that would interfere with the ability of any Divestiture Trustee appointed pursuant to the Final Judgment to complete the divestitures pursuant to the Final Judgment to an Acquirer or Acquirers acceptable to the United States, in consultation with the Plaintiff States.

F. Defendants shall provide sufficient working capital and lines and sources of credit to continue to maintain the Divestiture Assets as economically viable and competitive, ongoing businesses, consistent with the requirements of Sections V (A) and (B).

G. Defendants shall appoint a person or persons to oversee the Divestiture Assets, and who will be responsible for Defendants' compliance with this section. This person shall have complete managerial responsibility for the Divestiture Assets, subject to the provisions of this Final Judgment. In the event such person is unable to perform his duties, Defendants shall appoint, subject to the approval of the United States, a replacement within ten (10) working days. Should defendants fail to appoint a

replacement acceptable to the United States within this time period, the United States shall appoint a replacement.

VI. DURATION OF ASSET PRESERVATION AGREEMENT

Defendants' obligations under Section V. of this Stipulation and Order shall remain in effect until (1) consummation of the divestitures required by the proposed Final Judgment or (2) further order of the Court. If the United States voluntarily dismisses the Complaint in this matter, Defendants are released from all further obligations under this Stipulation and Order.

VII. STAY OF LITIGATION

Entry of this Stipulation and Order shall stay all deadlines established by the Scheduling and Case Management Order (Doc. 71) and Trial Procedures Order (Doc. 128) or amendments to same, pending further order of the court, if any.

ORDER

It is SO ORDERED this ___ day of November 2013.

_____
United States District Judge

Respectfully submitted on the 12th of November, 2013:

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UNITED STATES DISTRICT COURT
FOR THE DISTRICT OF COLUMBIA

UNITED STATES OF AMERICA, *et al.* *Plaintiffs,* v. US AIRWAYS GROUP, INC. and AMR CORPORATION *Defendants*.	Case No. 1:13-cv-01236 (CKK)

PROPOSED FINAL JUDGMENT

WHEREAS, Plaintiffs United States of America ("United States") and the States of Arizona, Florida, Tennessee and Michigan, the Commonwealths of Pennsylvania and Virginia, and the District of Columbia ("Plaintiff States") filed their Complaint against Defendants US Airways Group, Inc. ("US Airways") and AMR Corporation ("American") on August 13, 2013, as amended on September 5, 2013;

AND WHEREAS, the United States and the Plaintiff States and Defendants, by their respective attorneys, have consented to the entry of this Final Judgment without trial or adjudication of any issue of fact or law, and without this Final Judgment constituting any evidence against or admission by any party regarding any issue of fact or law;

AND WHEREAS, Defendants agree to be bound by the provisions of the Final Judgment pending its approval by the Court;

AND WHEREAS, the essence of this Final Judgment is the prompt and certain divestiture of certain rights or assets by the Defendants to assure that competition is not substantially lessened;

AND WHEREAS, the Final Judgment requires Defendants to make certain divestitures for the purposes of remedying the loss of competition alleged in the Complaint;

AND WHEREAS, Defendants have represented to the United States and the Plaintiff States that the divestitures required below can and will be made, and that the Defendants will later raise no claim of hardship or difficulty as grounds for asking the Court to modify any of the provisions below;

NOW THEREFORE, before any testimony is taken, without trial or adjudication of any issue of fact or law, and upon consent of the parties, it is ORDERED, ADJUDGED, AND DECREED:

I. JURSIDICTION

This Court has jurisdiction over the subject matter of and each of the parties to this action. The Complaint states a claim upon which relief can be granted against Defendants US Airways and American under Section 7 of the Clayton Act as amended (15 U.S.C. § 18).

II. DEFINITIONS

As used in the Final Judgment:

A. "Acquirer" or "Acquirers" means the entity or entities, approved by the United States in its sole discretion in consultation with the Plaintiff States, to which Defendants may divest all or specified parts of the Divestiture Assets.

B. "American" means Defendant AMR Corporation, its parents, successors and assigns, divisions, subsidiaries, affiliates, partnerships and joint ventures; and all directors, officers, employees, agents, and representatives of the foregoing. As used in this definition, the terms "parent," "subsidiary," "affiliate," and "joint venture" refer to any person or entity in which American holds, directly or indirectly, a majority (greater than 50 percent) or total ownership or control or which holds, directly or indirectly a majority (greater than 50 percent) or total ownership or control in American.

C. "Associated Ground Facilities" means the facilities owned or operated by Defendants and reasonably necessary for Acquirer(s) to operate the Divested Assets at the relevant airport, including, but not limited to, ticket counters, hold-rooms, leased jet bridges, and operations space.

D. "DCA Gates and Facilities" means all rights and interests held by Defendants in the gates at Washington Reagan National Airport ("DCA") described in Exhibit A and in the Associated Ground Facilities, up to the extent such gates and Associated Ground Facilities were used by Defendants to support the use of the DCA Slots.

E. "DCA Slots" means all rights and interests held by Defendants in the 104 slots at DCA listed in Exhibit A, consisting of two air carrier slots held by US Airways at DCA and 102 air carrier slots held by American at DCA, including the JetBlue Slots.

F. "Divestiture Assets" means (1) the DCA Slots, (2) the DCA Gates and Facilities, (3) the LGA Slots, (4) the LGA Gates and Facilities, and (5) the Key Airport Gates and Facilities.

G. "JetBlue Slots" means all rights and interests held by Defendants in the 16 slots at DCA currently leased by American to JetBlue Airways, Inc., listed in Exhibit A.

H. "Key Airport" means each of the following airports: (1) Boston Logan International Airport; (2) Chicago O'Hare International Airport; (3) Dallas Love Field; (4) Los Angeles International Airport; and (5) Miami International Airport.

I. "Key Airport Gates and Facilities" means all rights and interests held by Defendants in two gates at each Key Airport as described in Exhibit C. The term "Key Airport Gates and Facilities" includes Associated Ground Facilities, up to the extent such facilities were used by Defendants to support the gates described in Exhibit C.

J. "LGA Gates and Facilities" means all rights and interests held by Defendants in the gates at New York LaGuardia Airport ("LGA") described in Exhibit B and Associated Ground Facilities up to the extent of such gates and Associated Ground Facilities were used by Defendants to support the use of the LGA Slots.

K. "LGA Slots" means the 34 slots at New York LaGuardia Airport ("LGA") listed in Exhibit B, consisting of the Southwest Slots and 24 additional slots held by American or US Airways.

L. "Slot Bundles" means groupings of DCA Slots and LGA Slots, as determined by the United States in its sole discretion in consultation with the Plaintiff States.

M. "Southwest Slots" means the 10 slots at LGA currently leased by American to Southwest Airlines, Inc. listed in Exhibit B.

N. "Transaction" means the transaction referred to in the Agreement and Plan of Merger among AMR Corporation, AMR Merger Sub, Inc., and US Airways Group, Inc., dated as of February 13, 2013.

O. "US Airways" means Defendant US Airways Group, Inc., its parents, successors and assigns, divisions, subsidiaries, affiliates, partnerships and joint ventures; and all directors, officers, employees, agents, and representatives of the foregoing. For purposes of this definition, the terms "parent," "subsidiary," "affiliate," and "joint venture" refer to any person or entity in which US Airways holds, directly or indirectly, a majority (greater than 50 percent) or total ownership or control or which holds, directly or indirectly, a majority (greater than 50 percent) or total ownership or control in US Airways.

III. APPLICABILITY

A. This Final Judgment applies to Defendants and all other persons in active concert or participation with any of them who receive actual notice of this Final Judgment by personal service or otherwise.

B. If, prior to complying with Section IV and V of this Final Judgment, a Defendant directly or indirectly sells or otherwise disposes of any of the Divestiture Assets, it shall require the purchaser of the Divestiture Assets to be bound by the provisions of this Final Judgment. Defendants need not obtain such an agreement from the Acquirer(s) of the assets divested pursuant to this Final Judgment.

IV. DIVESTITURES

A. Subject to any necessary approval of the Federal Aviation Administration, Defendants are ordered and directed to divest the DCA Slots and LGA Slots to Acquirers

in a manner consistent with this Final Judgment within ninety (90) calendar days after the later of (1) completion of the Transaction or (2) the United States providing Defendants a list of the Acquirers and Slot Bundles.

B. Subject to any necessary approval of the relevant airport operator, Defendants are ordered and directed to transfer the DCA Gates and Facilities as necessary to Acquirers of the DCA Slots within ninety (90) days after completion of the divestiture of the DCA Slots.

C. Subject to any necessary approval of the relevant airport operator, Defendants are ordered and directed to transfer the LGA Gates and Facilities as necessary to Acquirer(s) of the LGA Slots within ninety (90) days after completion of the divestiture of the LGA Slots.

D. Subject to any necessary approval of the relevant airport operator, Defendants are ordered and directed to divest the Key Airport Gates and Facilities to Acquirer(s) in a manner consistent with this Final Judgment within 180 calendar days after the later of (1) completion of the Transaction or (2) the United States providing Defendants a list of the Acquirers.

E. All proceeds from the transfer of the DCA Slots and the LGA Slots are for the account of Defendants. Defendants agree to use their best efforts to divest the Divestiture Assets as expeditiously as possible. The United States in its sole discretion, may agree to one or more extensions of each of the time periods specified in Sections IV.A. – IV.D., not to exceed sixty (60) calendar days in total for each such time period, and shall extend any time period by the number of days during which there is pending any objection under

Section VI of this Final Judgment. The United States shall notify the Court of any extensions of the time periods.

F. The Court orders the divestiture of the DCA Slots and DCA Gates and Facilities to proceed as follows:

1. Defendants shall offer to divest the 16 JetBlue Slots to JetBlue Airways, Inc., by making permanent the current agreement between JetBlue and American to exchange the JetBlue Slots for slots at John F. Kennedy International Airport;

2. Defendants shall divest in Slot Bundles to at least two Acquirers the other 88 DCA slots listed in Exhibit A, together with any of the JetBlue Slots not sold to JetBlue pursuant to paragraph IV.F.1. above;

3. Defendants shall either (a) sublease to Acquirers of the DCA Slots, the DCA Gates and Facilities on the same terms and conditions pursuant to which the Defendants currently lease the DCA Gates and Facilities or, (b) with the consent of the United States, pursuant to an agreement with the airport operator, relinquish the DCA Gates and Facilities to the airport operator to enable the Acquirer to lease them from the airport operator on terms and conditions determined by the airport operator, and shall make best efforts to obtain any consent or approval from the relevant airport operator for the divestitures required by this paragraph;

4. Following the divestiture of the DCA Slots, if requested by an Acquirer, Defendants shall lease the DCA Slots from the Acquirer for no consideration for a period not to exceed 180 calendar days. Defendants shall

continue to operate the DCA Slots during this lease-back period at a level sufficient to prevent the DCA Slots from reverting to the Federal Aviation Administration pursuant to 14 C.F.R. § 93.227. The lease-back period may be extended at the sole discretion of the Acquirer(s), with the approval of the United States, in consultation with the Plaintiff States.

G. The Court orders the divestiture of the LGA Slots and LGA Gates and Facilities to proceed as follows:

1. Defendants shall offer to divest the ten Southwest Slots to Southwest Airlines, Inc.;

2. Defendants shall divest in Slot Bundles to Acquirer(s) the other 24 LGA slots listed in Exhibit B, together with any of the Southwest Slots not sold to Southwest pursuant to Paragraph IV.G.1. above;

3. Defendants shall either (a) sublease to the Acquirer(s) of the LGA Slots, the LGA Gates and Facilities on the same terms and conditions pursuant to which the Defendants currently lease the LGA Gates and Facilities or, (b) with the consent of the United States, pursuant to an agreement with the airport operator, relinquish the LGA Gates and Facilities to the airport operator to enable the Acquirer to lease them from the airport operator on terms and conditions determined by the airport operator, and shall make best efforts to obtain any consent or approval from the relevant airport operator for the divestitures required by this paragraph;

4. Defendants shall make reasonable best efforts to facilitate any re-locations necessary to ensure that the Acquirer(s) can operate from contiguous

gates at LGA to the extent such relocation does not unduly disrupt Defendants' operations.

5. Following the divestiture of the LGA Slots, if requested by the Acquirer(s), Defendants shall lease the LGA Slots from the Acquirer for no consideration for a period not to exceed 180 calendar days. Defendants shall continue to operate the LGA Slots during this lease-back period at a level sufficient to prevent the LGA Slots from reverting to the Federal Aviation Administration pursuant to 71 Fed. Reg. 77,854 (Dec. 27, 2006), as extended by 78 Fed. Reg. 28, 279 (Oct. 24, 2013). The lease-back period may be extended at the sole discretion of the Acquirer(s), with the approval of the United States, in consultation with the Plaintiff States.

H. The Court orders the divestiture of the Key Airport Gates and Facilities, to proceed as follows:

1. Defendants shall either (a) lease to the Acquirers the Key Airport Gates and Facilities on the same terms and conditions pursuant to which the Defendants currently lease the Key Airport Gates and Facilities, or (b) with the consent of the United States, pursuant to an agreement with the airport operator, relinquish the Key Airport Gates and Facilities to the airport operator to enable the Acquirer to lease them from the airport operator on terms and conditions determined by the airport operator;

2. Defendants shall make best efforts to obtain any consent or approval from the relevant airport operator for the transfer(s) required by this Section;

3. With respect to the Divestiture Assets at Boston Logan International Airport, Defendants shall make reasonable best efforts to facilitate any re-locations necessary to ensure that the Acquirer(s) can operate from contiguous gates at the Key Airport, to the extent such relocation does not unduly disrupt Defendants' operations.

I. In accomplishing the divestiture ordered by this Final Judgment, Defendants promptly shall make known, by usual and customary means, the availability of the Divestiture Assets to Acquirer(s). Defendants shall inform any such person contacted regarding a possible purchase of the Divestiture Assets that they are being divested pursuant to this Final Judgment and provide that person with a copy of this Final Judgment. Defendants shall offer to furnish to all prospective Acquirers, subject to customary confidentiality assurances, all information and documents relating to the Divestiture Assets customarily provided in a due diligence process except such information or documents subject to the attorney-client privileges or work-product doctrine. Defendants shall make available such information to the United States at the same time that such information is made available to any other person.

J. As part of their obligations under paragraph IV.I. above, Defendants shall permit prospective Acquirers of the Divestiture Assets to have reasonable access to: (i) personnel; (ii) the physical facilities of the Divestiture Assets to make reasonable inspections; (iii) all environmental, zoning, and other permit documents and information; and (iv) all financial, operational, or other documents and information customarily provided as part of a due diligence process.

K. Defendants shall warrant to the Acquirer(s) that each asset will be operational on the date of transfer.

L. Defendants shall not take any action that will impede in any way the permitting, operation, or divestiture of the Divestiture Assets.

M. Defendants shall warrant to the Acquirer(s) that there are no material defects in any environmental, zoning or other permits obtained or controlled by Defendants pertaining to the operation of the Divestiture Assets, and that following the sale of the Divestiture Assets, Defendants will not undertake, directly or indirectly, any challenges to the environmental, zoning, or other permits relating to the operation of the Divestiture Assets.

N. Unless the United States otherwise consents in writing, the divestiture pursuant to Section IV or V shall include the entire Divestiture Assets, and shall be accomplished in such a way as to satisfy the United States, in its sole discretion, in consultation with the Plaintiff States, that the Divestiture Assets can and will be used by the Acquirer(s) as part of a viable, ongoing business, engaged in providing scheduled air passenger service in the United States. Divestiture of the Divestiture Assets may be made to Acquirers, provided that in each instance it is demonstrated to the sole satisfaction of the United States, in consultation with the Plaintiff States, that the Divestiture Assets will remain viable and the divestiture of such assets will remedy the competitive harm alleged in the Complaint. The divestiture, whether pursuant to Section IV or Section V of this Final Judgment, shall be:

1. made to an Acquirer(s) that, in the United States' sole judgment, in consultation with the Plaintiff States, has the intent and capability (including the

necessary managerial, operational, technical and financial capability) to compete effectively in the business of providing scheduled airline passenger service; and

2. accomplished so as to satisfy the United States in its sole discretion, in consultation with the Plaintiff States, that none of the terms of any agreement between an Acquirer(s) and Defendants gives Defendants the ability unreasonably to raise the Acquirer's costs, to lower the Acquirer's efficiency, or otherwise to interfere in the ability of the Acquirer(s) to effectively compete.

V. APPOINTMENT OF TRUSTEE TO EFFECT DIVESTITURE

A. If Defendants have not divested the Divestiture Assets within the time periods specified in Sections IV.A. – IV.D., Defendants shall notify the United States and the Plaintiff States of that fact in writing. Upon application of the United States, the Court shall appoint a Divestiture Trustee selected by the United States, in consultation with the Plaintiff States, and approved by the Court to divest the Divestiture Assets in a manner consistent with this Final Judgment.

B. After the appointment of a Divestiture Trustee becomes effective, only the Divestiture Trustee shall have the right to sell the Divestiture Assets, including any arrangements related to Associated Ground Facilities. The Divestiture Trustee shall have the power and authority to accomplish the divestiture to an Acquirer(s) acceptable to the United States in its sole discretion, in consultation with the Plaintiff States, at such price and on such terms as are then obtainable upon reasonable effort by the Divestiture Trustee, subject to the provisions of Section IV, V, and VI of this Final Judgment, and shall have such other powers as this Court deems appropriate.

C. Subject to Section V.E. of this Final Judgment, the Divestiture Trustee may hire at the reasonable cost and expense of Defendants any investment bankers, attorneys, or other agents, who shall be solely accountable to the Divestiture Trustee, reasonably necessary in the Divestiture Trustee's judgment to assist in the divestiture.

D. Defendants shall not object to a sale by the Divestiture Trustee on any ground other than the Divestiture Trustee's malfeasance. Any such objections by Defendants must be conveyed in writing to the United States, the Plaintiff States and the Divestiture Trustee within ten (10) calendar days after the Divestiture Trustee has provided the notice required under Section VI.A.

E. The Divestiture Trustee shall serve at the cost and expense of Defendants, pursuant to a written agreement with Defendants on such terms and conditions as the United States approves, in consultation with the Plaintiff States, and shall account for all monies derived from the sale of the assets sold by the Divestiture Trustee and all costs and expenses so incurred. After approval by the Court of the Divestiture Trustee's accounting, including fees for its services and those of any professionals and agents retained by the Divestiture Trustee, all remaining money shall be paid to Defendants and the trust shall then be terminated. The compensation of the Divestiture Trustee and any professionals and agents retained by the Divestiture Trustee shall be reasonable in light of the value of the Divestiture Assets and based on a fee arrangement providing the Divestiture Trustee with an incentive based on the price and terms of the divestiture and the speed with which it is accomplished, but timeliness is paramount.

F. Defendants shall use their best efforts to assist the Divestiture Trustee in accomplishing the required divestiture. The Divestiture Trustee and any consultants,

accountants, attorneys, and other persons retained by the Divestiture Trustee shall have full and complete access to the personnel, books, records, and facilities of the business to be divested, and Defendants shall develop financial and other information relevant to such business as the Divestiture Trustee may reasonably request, subject to reasonable protection for trade secret or other confidential research, development, or commercial information. Defendants shall take no action to interfere with or to impede the Divestiture Trustee's accomplishment of the divestiture.

G. After its appointment, the Divestiture Trustee shall file monthly reports with the United States, the Plaintiff States, and the Court setting forth the Divestiture Trustee's efforts to accomplish the divestiture ordered under this Final Judgment. To the extent such reports contain information that the Divestiture Trustee or Defendants deem confidential, such reports shall not be filed in the public docket of the Court. Such reports shall include the name, address, and telephone number of each person who, during the preceding month, made an offer to acquire, expressed an interest in acquiring, entered into negotiations to acquire, or was contacted or made an inquiry about acquiring any interest in the Divestiture Assets, and shall describe in detail each contact with any such person. The Divestiture Trustee shall maintain full records of all efforts made to divest the Divestiture Assets.

H. If the Divestiture Trustee has not accomplished the divestiture ordered under this Final Judgment within six (6) months after its appointment, the Divestiture Trustee shall promptly file with the Court a report setting forth (1) the Divestiture Trustee's efforts to accomplish the required divestiture, (2) the reasons, in the Divestiture Trustee's judgment, why the required divestiture has not been accomplished, and (3) the

Divestiture Trustee's recommendations. To the extent such reports contain information that the Divestiture Trustee deems confidential, such reports shall not be filed in the public docket of the Court. The Divestiture Trustee shall at the same time furnish such report to the Defendants and to the United States, which shall have the right to make additional recommendations consistent with the purpose of the trust. The Court thereafter shall enter such orders as it shall deem appropriate to carry out the purpose of the Final Judgment, which may, if necessary, include extending the trust and the term of the Divestiture Trustee's appointment by a period requested by the United States.

VI. NOTICE OF PROPOSED DIVESTITURES

A. Within two (2) business days following execution of a definitive divestiture agreement, Defendants or the Divestiture Trustee, whichever is then responsible for effecting the divestitures required herein, shall notify the United States and the Plaintiff States, of any proposed divestitures required by Section IV or V of this Final Judgment. If the trustee is responsible, it shall similarly notify Defendants. The notice shall set forth the details of the proposed divestitures and list the name, address, and telephone number of each person not previously identified who offered or expressed an interest in or desire to acquire any ownership interest in the Divestiture Assets, together with full details of the same.

B. Within fifteen (15) calendar days of receipt by the United States of such notice, the United States, in its sole discretion, in consultation with the Plaintiff States, may request from Defendants, the proposed Acquirer(s), any other third party, or the Divestiture Trustee, if applicable, additional information concerning the proposed divestitures, the proposed Acquirer(s), and any other potential Acquirer(s). Defendants

and the Divestiture Trustee shall furnish any additional information requested to the United States within fifteen (15) calendar days of receipt of the request, unless the parties otherwise agree.

C. Within thirty (30) calendar days after receipt of the notice, or within twenty (20) calendar days after the United States has been provided the additional information requested from Defendants, the proposed Acquirer(s), any third party, and the trustee, whichever is later, the United States, in consultation with the Plaintiff States, shall provide written notice to Defendants and/or the Divestiture Trustee, stating whether it objects to the proposed divestitures. If the United States provides written notice that it does not object, the divestitures may be consummated, subject only to the Defendants' limited right to object to the sale under Section V.D. of this Final Judgment. Absent written notice that the United States does not object to the proposed Acquirer(s) or upon objection by the United States, a divestiture proposed under Section IV or Section V shall not be consummated. Upon objection by Defendants under Section V.D., a divestiture proposed under Section V shall not be consummated unless approved by the Court.

VII. MONITORING TRUSTEE

A. Upon the filing of this Final Judgment, the United States may, in its sole discretion, in consultation with the Plaintiff States, appoint a Monitoring Trustee, subject to approval by the Court.

B. The Monitoring Trustee shall have the power and authority to monitor Defendants' compliance with the terms of this Final Judgment, and shall have such powers as this Court deems appropriate. The Monitoring Trustee shall be required to

investigate and report on the Defendants' compliance with this Final Judgment and the Defendants' progress toward effectuating the purposes of this Final Judgment.

C. Subject to Section VII.E of this Final Judgment, the Monitoring Trustee may hire at the cost and expense of Defendants, any consultants, accountants, attorneys, or other persons, who shall be solely accountable to the Monitoring Trustee, reasonably necessary in the Monitoring Trustee's judgment.

D. Defendants shall not object to actions taken by the Monitoring Trustee in fulfillment of the Monitoring Trustee's responsibilities under this Final Judgment or any other Order of this Court on any ground other than the Monitoring Trustee's malfeasance. Any such objections by Defendants must be conveyed in writing to the United States, the Plaintiff States, and the Monitoring Trustee within ten (10) calendar days after the action taken by the Monitoring Trustee giving rise to the Defendants' objection.

E. The Monitoring Trustee shall serve at the cost and expense of Defendants, pursuant to a written agreement with Defendants on such terms and conditions as the United States, in consultation with the Plaintiff States, approves. The compensation of the Monitoring Trustee and any consultants, accountants, attorneys, and other persons retained by the Monitoring Trustee shall be on reasonable and customary terms commensurate with the individuals' experience and responsibilities. The Monitoring Trustee shall, within three (3) business days of hiring any consultants, accountants, attorneys, or other persons, provide written notice of such hiring and the rate of compensation to Defendants.

F. The Monitoring Trustee shall have no responsibility or obligation for the operation of Defendants' businesses.

G. Defendants shall use their best efforts to assist the Monitoring Trustee in monitoring Defendants' compliance with their individual obligations under this Final Judgment. The Monitoring Trustee and any consultants, accountants, attorneys, and other persons retained by the Monitoring Trustee shall have full and complete access to the personnel, books, records, and facilities relating to compliance with this Final Judgment, subject to reasonable protection for trade secret or confidential research, development, or commercial information or any applicable privileges. Defendants shall take no action to interfere with or to impede the Monitoring Trustee's accomplishment of its other responsibilities. The Monitoring Trustee shall, within three (3) business days of hiring any consultants, accountants, attorneys, or other persons, provide written notice of such hiring and the rate of compensation to Defendants.

H. After its appointment, the Monitoring Trustee shall file reports every ninety (90) days, or more frequently as needed, with the United States, the Plaintiff States, the Defendants and the Court setting forth the Defendants' efforts to comply with their individual obligations under this Final Judgment. To the extent such reports contain information that the trustee deems confidential, such reports shall not be filed in the public docket of the Court.

I. The Monitoring Trustee shall serve until the completion of the divestitures required by Sections IV and V of this Final Judgment, including any lease back period pursuant to Section IV.F.5. or IV.G.5.

VIII. FINANCING

Defendants shall not finance all or any part of any purchase made pursuant to Section IV or V of this Final Judgment. For purposes of this Section VIII, subleasing shall not be regarded as financing.

IX. ASSET PRESERVATION

Until the divestiture required by this Final Judgment has been accomplished, Defendants shall take all steps necessary to comply with the Asset Preservation Stipulation and Order entered by this Court. Defendants shall take no action that would jeopardize the divestiture ordered by this Court.

X. AFFIDAVITS

A. Within twenty (20) calendar days of entry of the Court entering the Asset Preservation Order and Stipulation in this matter, and every thirty (30) calendar days thereafter until the divestiture has been completed under Section IV or V, Defendants shall deliver to the United States and the Plaintiff States an affidavit as to the fact and manner of its compliance with Section IV or V of this Final Judgment. Each such affidavit shall include the name, address, and telephone number of each person who, during the that first twenty (20) calendar days or, thereafter, the preceding thirty (30) calendar days, made an offer to acquire, expressed an interest in acquiring, entered into negotiations to acquire, or was contacted or made an inquiry about acquiring, any interest in the Divestiture Assets, and shall describe in detail each contact with any such person during that period. Each such affidavit shall also include a description of the efforts defendants have taken to solicit buyers for the Divestiture Assets, and to provide required information to prospective Acquirers, including the limitations, if any, on such

information. Assuming the information set forth in the affidavit is true and complete, any objection by the United States to information provided by Defendants, including limitation on information, shall be made within fourteen (14) calendar days of receipt of such affidavit.

B. Within twenty (20) calendar days of the Court entering the Asset Preservation Order and Stipulation in this matter, Defendants shall deliver to the United States an affidavit that describes in reasonable detail all actions defendants have taken and all steps Defendants have implemented on an ongoing basis to comply with Section IX of this Final Judgment. Defendants shall deliver to the United States an affidavit describing any changes to the efforts and actions outlined in Defendants' earlier affidavits filed pursuant to this section within fifteen (15) calendar days after the change is implemented.

C. Defendants shall keep all records of all efforts made to preserve and divest the Divestiture Assets until one year after such divestiture has been completed.

XI. COMPLIANCE INSPECTION

A. For the purposes of determining or securing compliance with this Final Judgment, or of any related orders such as any Asset Preservation Order, or of determining whether the Final Judgment should be modified or vacated, and subject to any legally recognized privilege, from time to time authorized representatives of the United States Department of Justice, including consultants and other persons retained by the United States, shall, upon written request of an authorized representative of the Assistant Attorney General in charge of the Antitrust Division, and on reasonable notice to Defendants, be permitted:

(1) access during Defendants' office hours to inspect and copy, or at the option of the United States, to require Defendants to provide hard copy or electronic copies of, all books, ledgers, accounts, records, data, and documents in the possession, custody, or control of Defendants, relating to any matters contained in this Final Judgment; and

(2) to interview, either informally or on the record, Defendants' officers, employees, or agents, who may have their individual counsel present, regarding such matters. The interviews shall be subject to the reasonable convenience of the interviewee and without restraint or interference by Defendants.

B. Upon the written request of an authorized representative of the Assistant Attorney General in charge of the Antitrust Division, Defendants shall submit written reports or response to written interrogatories, under oath if requested, relating to any of the matters contained in this Final Judgment as may be requested.

C. No information or documents obtained by the means provided in this section shall be divulged by the United States to any person other than an authorized representative of the executive branch of the United States, except in the course of legal proceedings to which the United States is a party (including grand jury proceedings), or for the purpose of securing compliance with this Final Judgment, or as otherwise required by law.

D. If at the time information or documents are furnished by Defendants to the United States, Defendants represent and identify in writing the material in any such information or documents to which a claim of protection may be asserted under Rule 26(c)(7) of the Federal Rules of Civil Procedure, and Defendants mark each pertinent

page of such material, "Subject to claim of protection under Rule 26(c)(7) of the Federal Rules of Civil Procedure," then the United States shall give Defendants ten (10) calendar days notice prior to divulging such material in any legal proceeding (other than a grand jury proceeding).

XII. NO REACQUISITION

Defendants shall not reacquire any interest in any part of the Divestiture Assets divested under this Final Judgment during the term of this Final Judgment. Nothing in this Final Judgment shall prevent Defendants from engaging in trades, exchanges, or swaps involving Divestiture Assets with an Acquirer, provided such arrangements do not increase Defendants' percentage of slots operated or held or gates operated or held at the airport in question, except that, consistent with industry practice, Defendants may temporarily operate slots for periods of no more than two consecutive months at the request of the Acquirer. Nothing in this Section XII shall prevent Defendants from acquiring additional slots, gates or facilities, other than the Divestiture Assets, at DCA, LGA or the Key Airports subject to the notification requirement in Section XIII.A. Nothing in this Section shall prevent Defendants from cooperating in gate or facility re-locations in the ordinary course of the airport operator's business, including re-locating to the Divestiture Assets, provided the Acquirer of those gates is offered alternative gates and Associated Ground Facilities from the airport operator.

XIII. NOTIFICATION OF FUTURE TRANSACTIONS

A. Unless such transaction is otherwise subject to the reporting and waiting period requirements of the Hart-Scott-Rodino Antitrust Improvements Act of 1976, as amended, 15 U.S.C. § 18a (the "HSR Act"), Defendants shall not acquire any interest in

any slot at DCA that was in use at the completion of the Transaction without providing notice to the United States at least thirty (30) calendar days prior to the acquisition, provided however that this reporting requirement shall not apply to transactions that do not result in an increase in Defendants' percentage of slots operated or held at DCA. Defendants shall maintain a record of any non-reportable transactions and shall provide such record to the United States promptly upon request.

B. Any notification provided pursuant to Section XIII.A. above shall be provided in the same format as required by the HSR Act, and shall include the names of the principal representatives of the parties to the transaction who negotiated the agreement and any management or strategic plans discussing the proposed transaction. If within the 30-day period after notification the United States makes a written request for additional information regarding the transaction, Defendants shall not consummate the proposed transaction or agreement until thirty (30) calendar days after submitting all such additional information. Early termination of the waiting periods in this paragraph may be requested and, where appropriate, granted in a similar manner as applicable under the requirements and provisions of the HSR Act and rules promulgated thereunder.

C. All references to the HSR Act in this Final Judgment refer to the HSR Act as it exists at the time of the transaction or agreement and incorporate any subsequent amendments to the HSR Act.

XIV. BANKRUPTCY

For purposes of Section 365 of the Bankruptcy Reform Act of I978, as amended, and codified as 11 U.S.C. §§ 101 et. seq. (the "Bankruptcy Code") or any analogous provision under any law of any foreign or domestic, federal, state, provincial, local,

municipal or other governmental jurisdiction relating to bankruptcy, insolvency or reorganization ("Foreign Bankruptcy Law"), (a) no sublease or other agreement related to the Divesture Assets will be deemed to be an executory contract, and (b) if for any reason a sublease or other agreement related to the Divesture Assets is deemed to be an executory contract, the Defendants shall take all necessary steps to ensure that the Acquirer(s) shall be protected in the continued enjoyment of its right under any such agreement including, acceptance of such agreement or any underlying lease or other agreement in proceedings under the Bankruptcy Code or any analogous provision of Foreign Bankruptcy Law.

XV. RETENTION OF JURISDICTION

This Court retains jurisdiction to enable any party to this Final Judgment to apply to this Court at any time for further orders and directions as may be necessary or appropriate to carry out or construe this Final Judgment, to modify any of its provisions, to ensure and enforce compliance, and to punish violations of its provisions.

XVI. EXPIRATION OF FINAL JUDGMENT

Unless this Court grants an extension, this Final Judgment shall expire ten (10) years from the date of its entry.

XVII. PUBLIC INTEREST DETERMINATION

Entry of this Final Judgment is in the public interest. The parties have complied with the requirements of the Antitrust Procedures and Penalties Act, 15 U.S.C. § 16, including making copies available to the public of this Final Judgment, the Competitive Impact Statement, and any comments thereon and the United States' responses to comments. Based upon the record before the Court, which includes the Competitive

Impact Statement and any comments and response to comments filed with the Court, entry of this Final Judgment is in the public interest.

Date: _____

Court approval subject to procedures of the
Antitrust Procedures and Penalties Act,
15 U.S.C. § 16

The Honorable Colleen Kollar-Kotelly
United States District Judge

EXHIBIT A
DCA SLOTS

JetBlue Slots (currently held by American)

1284	1040	1018	1012	1025	1200
1034	1334	1013	1058	1172	1221
1014	1217	1097	1174		

Additional American Air Carrier Slots

1090	1144	1570	1321	1425	1445
1521	1585	1092	1159	1274	1296
1493	1496	1044	1051	1667	1233
1322	1341	1616	1138	1139	1271
1430	1464	1547	1272	1351	1481
1506	1525	1611	1381	1420	1480
1641	1662	1104	1342	1543	1666
1208	1286	1299	1345	1388	1422
1620	1117	1121	1167	1312	1460
1473	1624	1625	1628	1364	1411
1561	1646	1074	1100	1202	1380
1405	1499	1276	1292	1353	1396
1634	1441	1475	1492	1503	1559
1587	1623	1008	1606	1575	1642
1122	1216				

US Airways Air Carrier Slots

1070	1066

DCA Gates

Up to five (5) gates from among Gates 24, 26, 28, 30 and 32, if necessary.

EXHIBIT B
LGA SLOTS

Southwest Slots (currently held by American)

3351	2101	3335	3422	3665	3314
2215	3045	2120	3312		

American LGA Slots

3189	3068	2139	2147	3236	2222
2096	2075	3784	2033	3841	2008
3594	3671	3380	3258	3282	3080
2032	2230	3013	2166	2111	3826

LGA Gates

Up to two contiguous gates on Concourse C currently leased by American at LGA.

EXHIBIT C
KEY AIRPORT GATES

Boston Logan International Airport

Two gates that Defendants currently lease or two gates that Defendants would be entitled to occupy following any relocation of gates and facilities at the direction of Massport.

Chicago O'Hare International Airport

Gates L1 and L2. Defendants, at their own expense, will reconfigure Gate L2A, L2B, and L2C, as follows: Gate L2A will be restored to a mainline gate by (a) removing the gate at L2B, (b) moving the gate podium that currently serves Gate L2C south, creating one additional bay for gate L2A, and restriping the tarmac. Defendants will retain their interest in Gate L2C.

Dallas Love Field

Gates currently leased by American at Dallas Love Field, or which American will be entitled to occupy following completion of construction of the Love Field Modernization Program.

Los Angeles International Airport

Gates 31A and 31B in Terminal 3.

Miami International Airport

Two gates currently leased by US Airways in Terminal J.

UNITED STATES DISTRICT COURT
FOR THE DISTRICT OF COLUMBIA

UNITED STATES OF AMERICA, *et al.* *Plaintiffs,* v. US AIRWAYS GROUP, INC. and AMR CORPORATION *Defendants*.	Case No. 1:13-cv-01236 (CKK)

UNITED STATES' EXPLANATION
OF CONSENT DECREE PROCEDURES

The United States submits this short memorandum summarizing the procedures regarding the Court's entry of the proposed Final Judgment. This Judgment would settle this case pursuant to the Antitrust Procedures and Penalties Act, 15 U.S.C. § 16(b)-(h) (the "APPA"), which applies to civil antitrust cases brought and settled by the United States.

1. Today, the United States and the Plaintiff States have filed, attached to this Explanation of Consent Decree Procedures, a proposed Final Judgment and an Asset Preservation Order and Stipulation between the parties by which they have agreed that the Court may enter the proposed Final Judgment after the United States has complied with the APPA. The United States has also filed a Competitive Impact Statement relating to the proposed Final Judgment.

2. The Asset Preservation Order and Stipulation is a document that has been agreed to by both the Plaintiffs and the Defendants. The Plaintiffs and the Defendants ask that the Court sign this Order, which ensures that the Defendants preserve competition by complying with the provisions of the proposed Final Judgment and by maintaining the assets to be divested during the pendency of the proceedings required by the Tunney Act. *See* 15 U.S.C. § 16(b)-(h).

3. The APPA requires that the United States publish the proposed Final Judgment and the Competitive Impact Statement in the *Federal Register* and cause to be published a summary of the terms of the proposed Final Judgment and the Competitive Impact Statement in certain newspapers at least sixty (60) days prior to entry of the proposed Final Judgment. Defendants in this matter have agreed to arrange and bear the costs for the newspaper notices. The notice will inform members of the public that they may submit comments about the proposed Final Judgment to the United States Department of Justice, Antitrust Division, 15 U.S.C. § 16(b)-(c).

4. During the sixty-day period, the United States will consider, and at the close of that period respond to, any comments that it has received, and it will publish the comments and the United States' responses in the Federal Register.

5. After the expiration of the sixty-day period, the United States will file with the Court the comments and the United States' responses, and it may ask the Court to enter the proposed Final Judgment (unless the United States has decided to withdraw its consent to the entry of the Final Judgment, as permitted by Section IV.A. of the Stipulation, *see* 15 U.S.C. § 16(d)).

6. If the United States requests that the Court enter the proposed Final Judgment after compliance with the APPA, 15 U.S.C. § 16(e)-(f), then the Court may enter the Final Judgment without a hearing provided that it concludes that the Final Judgment is in the public interest.

Dated: November 12, 2013

Respectfully submitted,

/s/

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UNITED STATES DISTRICT COURT
FOR THE DISTRICT OF COLUMBIA

UNITED STATES OF AMERICA, *et al.* *Plaintiffs,* v. US AIRWAYS GROUP, INC. and AMR CORPORATION *Defendants*.	Case No. 1:13-cv-01236 (CKK)

COMPETITIVE IMPACT STATEMENT

Pursuant to Section 2(b) of the Antitrust Procedures and Penalties Act ("APPA" or "Tunney Act"), 15 U.S.C. § 16(b)-(h), Plaintiffs United States of America ("United States") files this Competitive Impact Statement relating to the proposed Final Judgment submitted on November 12, 2013, for entry in this civil antitrust matter.

I.

NATURE AND PURPOSE OF THE PROCEEDING

On August 13, 2013, the United States and the States of Arizona, Florida, Tennessee, Texas, the Commonwealths of Pennsylvania and Virginia, and the District of Columbia ("Plaintiff States") filed a civil antitrust Complaint seeking to enjoin the proposed merger of

Defendants US Airways Group, Inc. ("US Airways") and AMR Corporation ("American").[1] The Complaint alleges that the likely effect of this merger would be to lessen competition substantially for the sale of scheduled air passenger service in city pair markets throughout the United States, and in the market for takeoff and landing authorizations ("slots") at Ronald Reagan Washington National Airport ("Reagan National") in violation of Section 7 of the Clayton Act as amended, 15 U.S.C. § 18.

On November 12, 2013, the United States filed a proposed Final Judgment designed to remedy the harm to competition that was likely to result from the proposed merger. The proposed Final Judgment, which is explained more fully below, requires the divestiture of slots, gates, and ground facilities at key airports around the country to permit the entry or expansion of airlines that can provide meaningful competition in numerous markets, eliminate the significant increase in concentration of slots at Reagan National that otherwise would have occurred, and enhance the ability of low-cost carriers to compete with legacy carriers on a system-wide basis.

As set forth in the proposed Final Judgment, the Defendants are required to divest or transfer to purchasers approved by the United States, in consultation with the Plaintiff States:

- 104 air carrier slots[2] at Reagan National and rights and interests in any associated gates or other ground facilities, up to the extent such gates and ground facilities were used by Defendants to support the use of the divested slots;

- 34 slots at New York LaGuardia International Airport ("LaGuardia") and rights and interests in any associated gates or other ground facilities, up to the extent such gates and ground facilities were used by Defendants to support the use of the divested slots; and

- rights and interests to two airport gates and associated ground facilities at each of the following airports: Chicago O'Hare International Airport ("ORD"), Los Angeles

[1] Michigan joined the group of Plaintiff States on September 5, 2013; Texas withdrew from the lawsuit on October 1, 2013 after reaching a settlement with the Defendants. References to Plaintiff States include Michigan and exclude Texas.

[2] Slots at Reagan National are designated as either "air carrier," which may be operated with any size aircraft, or "commuter," which must be operated using aircraft with 76 seats or less.

International Airport ("LAX"), Boston Logan International Airport ("BOS"), Miami International Airport ("MIA"), and Dallas Love Field ("DAL").

The Reagan National and LaGuardia slots will be sold in bundles, under procedures approved by the United States, in consultation with the Plaintiff States.

Trial in this matter is scheduled to begin on November 25, 2013. Plaintiffs and Defendants have filed an Asset Preservation Order and Stipulation providing that: (1) Defendants are bound by the terms of the proposed Final Judgment, (2) the litigation will be stayed pending completion of the procedures called for by the APPA, and (3) the proposed Final Judgment may be entered after compliance with the APPA. Entry of the proposed Final Judgment would terminate this action, except that the Court would retain jurisdiction to construe, modify, or enforce the provisions of the proposed Final Judgment and to punish violations thereof.

II.

DESCRIPTION OF THE EVENTS GIVING RISE TO THE ALLEGED VIOLATION

A. *The Defendants and the Proposed Transaction*

US Airways is a Delaware corporation headquartered in Tempe, Arizona. Last year, it flew over fifty million passengers to approximately 200 locations worldwide, taking in more than $13 billion in revenue. US Airways operates hubs in Phoenix, Charlotte, Philadelphia, and Washington, D.C.

American is a Delaware corporation headquartered in Fort Worth, Texas. AMR Corporation is the parent company of American Airlines. Last year, American flew over eighty million passengers to approximately 250 locations worldwide, taking in more than $24 billion in revenue. American operates hubs in New York, Los Angeles, Chicago, Dallas, and Miami. In November 2011, American filed for bankruptcy reorganization and is currently under the supervision of the Bankruptcy Court for the Southern District of New York.

US Airways and American agreed to merge on February 13, 2013. US Airways shareholders would own 28 percent of the combined airline, while American shareholders, creditors, labor unions, and employees would own 72 percent. The merged airline would operate under the American brand name, but the new American would be run by US Airways management.

B. *The Competitive Effects of the Transaction*

1. Relevant Markets

Domestic scheduled air passenger service is a relevant product market within the meaning of Section 7 of the Clayton Act. Because air travel offers passengers significant time savings and convenience over other forms of travel, few passengers would substitute other modes of transportation (car, bus, or train) for scheduled air passenger service in response to a small but significant industry-wide fare increase.

City pairs are relevant geographic markets within the meaning of Section 7 of the Clayton Act. Passengers seek to depart from airports close to where they live and work, and arrive at airports close to their intended destinations. Most airline travel is related to business, family events, and vacations. Thus, most passengers book flights with their origins and destinations predetermined. Few passengers who wish to fly from one city to another would switch to flights between other cities in response to a small but significant and non-transitory fare increase.

Passengers traveling within city pairs have different preferences for factors such as nonstop service, the flexibility to purchase tickets or change plans at the last minute and, in cities served by more than one airport, the ability to fly in to or out of the airport most convenient to their home or intended destination. Through a variety of fare restrictions and rules, airlines can profitably raise prices for some of these passengers without raising prices for others. Thus, the

competitive effects of the proposed merger may vary among passengers depending on their preferences for particular types of service or particular airports.

Slots at Reagan National Airport also constitute a relevant market within the meaning of Section 7 of the Clayton Act. Reagan National is across the Potomac River from Washington, D.C., and, due to its proximity to the city and direct service via the Metro, airlines actively seek to serve passengers flying into and out of Reagan National. To serve Reagan National, a carrier must have "slots," which are government-issued rights to take off and land. Reagan National is one of only four airports in the country requiring federally-issued slots. Slots at Reagan National are highly valued, difficult to obtain, and only rarely change hands between airlines. There are no alternatives to slots for airlines seeking to enter or expand their service at Reagan National.

2. Competitive Effects

As alleged in the Complaint, this merger would combine two of the four major "legacy" carriers, leaving "New American," Delta, and United as the remaining major national network carriers.[3] Those three carriers would have extensive national and international networks, connections to hundreds of destinations, established brand names, and strong frequent flyer reward programs. In contrast to the legacy carriers, other carriers (hereinafter referred to as "low-cost carriers" or "LCCs"), such as Southwest Airlines ("Southwest"), JetBlue Airways ("JetBlue"), Virgin America, Frontier Airlines, and Spirit Airlines, have less extensive networks and tend to focus more heavily on lower fares and other value propositions. Southwest carries the most domestic passengers of any airline, however, its route network is limited compared to the four current legacy carriers, especially to significant business-oriented markets. Although the

[3] Two carriers—Hawaiian Airlines and Alaska Air—are technically "legacy" carriers, as they have operated interstate service since prior to deregulation and rely on hub-and-spoke networks, but each operates in a narrow geographic region.

LCCs serve fewer destinations than the legacy airlines, they generally offer important competition on the routes that they do serve.

This merger would leave three very similar legacy airlines—Delta, United, and the New American. By further reducing the number of legacy airlines and aligning the economic incentives of those that remain, the merger would make it easier for the remaining legacy airlines to cooperate, rather than compete, on price and service. Absent the merger, US Airways and American, as independent competitors, would have unique incentives to disrupt coordination that already occurs to some degree among the legacy carriers. US Airways' network structure provides the incentive to offer its "Advantage Fares" program, an aggressive discounting strategy aimed at undercutting the other airlines' nonstop fares with cheaper connecting service. American, having completed a successful reorganization in bankruptcy, would have the incentive, and indeed, it has announced the intention to undertake significant growth at the expense of its competitors. The merger would diminish these important competitive constraints.

The merger would also entrench the merged airline as the dominant carrier at Washington Reagan National Airport, where it would control 69 percent of the take-off and landing slots. The merger would eliminate head-to-head competition between American and US Airways on the routes they both serve from the airport and would effectively foreclose entry or expansion by other airlines that might increase competition at Reagan National.

Finally, the merger would eliminate head-to-head competition between US Airways and American on numerous non-stop and connecting routes.

3. Entry and Expansion

New entry, or expansion by existing competitors, would be unlikely to prevent or remedy the merger's likely anticompetitive effects absent the proposed divestitures. Operational barriers

limit entry and expansion at a number of important airports. Four of the busiest airports in the United States—including Reagan National and LaGuardia—are subject to slot limitations governed by the FAA. The lack of availability of slots is a substantial barrier to entry at those airports, especially for low-cost carriers. Slots at these airports are concentrated in the hands of large legacy airlines that have little incentive to sell or lease slots to those carriers most likely to compete aggressively against them. As a result, slots are expensive, difficult to obtain, and change hands only rarely.

Access to gates can also be a substantial barrier to entry or expansion at some airports. At several large airports, a significant portion of the available gates are leased to established airlines under long-term exclusive-use leases. In such cases, a carrier seeking to enter or expand would have to sublease gates from incumbent airlines.

In addition to operational constraints, new entrants and those seeking to expand must overcome the effects of corporate discount programs offered by dominant incumbents; loyalty to existing frequent flyer programs; a less well-known brand; and the risk of aggressive responses to new entry by the dominant incumbent carrier. However, especially in large cities, low-cost carriers have demonstrated some ability to overcome those disadvantages with the help of lower costs, when they are able to obtain access to the necessary airport facilities.

III.

EXPLANATION OF THE PROPOSED FINAL JUDGMENT

The Complaint alleges several ways that the elimination of US Airways and American as independent competitors will result in harm to consumers. As things stand today, each carrier places important competitive constraints on the other large network carriers. US Airways undercuts the nonstop fares of legacy carriers through its Advantage Fares program. American

had planned to fly more planes. The Complaint alleges that the merger will diminish New American's incentives to maintain these strategies and increase its incentives to coordinate with the other legacy carriers rather than compete. The Complaint also alleges harm resulting from increased slot concentration at DCA.

The proposed remedy seeks to address both the harm resulting from increased slot concentration at DCA and the broader harms alleged in the Complaint by requiring the divestiture of an unprecedented quantity of valuable facilities at seven of the most important airports in the United States. The access to key airports made possible by the divestitures will create network opportunities for the purchasing carriers that would otherwise have been out of reach for the foreseeable future. Those opportunities will provide increased incentives for those carriers to invest in new capacity and expand into additional markets.

The proposed remedy will not create a new independent competitor, nor does it purport to replicate American's capacity expansion plans or create Advantage Fares where they might otherwise be eliminated. Instead, it promises to impede the industry's evolution toward a tighter oligopoly by requiring the divestiture of critical facilities to carriers that will likely use them to fly more people to more places at more competitive fares. In this way, the proposed remedy will deliver benefits to consumers that could not be obtained by enjoining the merger.

The divestiture of 104 air carrier slots at Reagan National and 34 slots at LaGuardia will not only address the localized competitive concerns at those airports, but will deliver substantial additional benefits. American and US Airways currently compete head-to-head on two routes from Reagan National (Raleigh-Durham and Nashville) and one route from LaGuardia (Charlotte). In addition, JetBlue and Southwest offer service on a limited number of routes at these airports through use of slots leased from American on terms that could be renegotiated or

cancelled by the New American.[4] Through the remedy, Southwest and JetBlue will have the opportunity to obtain permanent access to the slots they are currently leasing from American, and those LCCs and others will have the opportunity to acquire more slots at DCA and at LGA as well. This will allow them to provide greatly expanded service on numerous routes, including new nonstop and connecting service to points throughout the country.

Similarly, gate divestitures at O'Hare (ORD), Los Angeles (LAX), Boston (BOS), Dallas Love Field (DAL), and Miami (MIA) would expand the presence of potentially disruptive competitors at these strategically important airports located throughout the country.[5] ORD and LAX, two of American's major hubs, are among the most highly congested airports in the country, and competitors have historically had difficulties obtaining access to gates and other facilities at those airports to be able to enter or expand service. The divestitures will give competing carriers an expanded foothold at these important airports in the center of the country and the west coast, respectively. Likewise, there is limited ability to enter or expand at BOS; the divestitures will provide relief there. Although access issues at Miami are not as acute as at the other airports, the proposed Final Judgment also ensures that a carrier seeking to enter or expand at Miami will have access to two of the gates and associated ground facilities currently leased by US Airways.

The proposed Final Judgment also includes divestitures at Dallas Love Field, an airport near American's largest hub at Dallas-Fort Worth International Airport ("DFW"). Gates at DFW are readily available, but Love Field, which is much closer to downtown Dallas, is highly gate-

[4] JetBlue and American currently engage in an exchange in which JetBlue trades 24 slots at New York's JFK International Airport to American in exchange for American trading 16 slots at Reagan National to JetBlue. Southwest currently leases ten slots from American at LaGuardia.

[5] We estimate that each gate can support between eight and ten round trips per day and thus, two gates at each of these key airports will provide for commercially viable and competitive patterns of service for the recipients of the divested gates.

constrained. Although today operations at Love Field are severely restricted under current law,[6] those restrictions are due to expire in October 2014, at which point Love Field will have a distinct advantage versus DFW, particularly in serving business customers. The divestitures will position a low-cost carrier to provide vigorous competition to the New American's nonstop and connecting service out of DFW.

Past antitrust enforcement demonstrates that providing LCCs with access to constrained airports results in dramatic consumer benefits. In 2010, in response to the United States' concerns regarding competitive effects of the proposed United/Continental merger, United and Continental transferred 36 slots, three gates and other facilities at Newark to Southwest. Southwest used those assets to establish service on six nonstop routes from Newark, resulting in substantially lower fares to consumers. For example, average fares for travel between Newark and St. Louis dropped 27% and fares for travel between Newark and Houston dropped 15%. In addition, Southwest established connecting service to approximately 60 additional cities throughout the United States.

The proposed remedy will require the divestiture of almost four times as many slots as were divested at the time of the United/Continental merger, plus gates and additional facilities at key airports throughout the country. In total, the divestitures will significantly strengthen the purchasing carriers, provide the incentive and ability for those carriers to invest in new capacity, and position them to provide more meaningful competition system-wide.

A. *The Divestiture of Slots at Reagan National*

Section IV.F of the Proposed Final Judgment requires that the New American permanently divest 104 air carrier slots at Reagan National, two of which shall be slots currently

[6] Under legislation known as the Wright Amendment, airlines operating out of Love Field may not operate nonstop service on aircraft with more than 56 seats to any points beyond Texas, New Mexico, Oklahoma, Kansas, Arkansas, Louisiana, Mississippi, Missouri or Alabama.

held by US Airways and the remainder from American, including 16 slots American currently leases to JetBlue in exchange for slots at John F. Kennedy International Airport. New American will offer to make the slot exchange with JetBlue permanent. The remaining 88 slots (plus any of the 16 traded slots that JetBlue declines) will be divided into bundles, taking into account specific slot times to ensure commercially viable and competitive patterns of service for the recipients of the divested slots. New American will divest these slot bundles to at least two different carriers approved by the United States in its sole discretion, in consultation with the Plaintiff States.

In addition, New American will either sublease or transfer to the purchaser of any Reagan National slots, gates and other ground facilities (*e.g.*, ticket counters, hold-rooms, leased jet bridges, and operations space), up to the extent such gates and facilities were used by Defendants to support the use of the divested slots, on the same terms and conditions pursuant to which the New American currently leases those facilities.

Following the divestiture of the Reagan National slots, if requested by the purchasers, Defendants shall lease back the slots for no consideration for a period not to exceed 180 calendar days, or as may be extended at the request of the purchaser, with the approval of the United States, in consultation with the Plaintiff States. The value of this rent-free lease back will naturally be reflected in the purchase price of the slots. A transfer of this magnitude will naturally entail a transition period for both the acquirers and the Defendants. The lease-back provisions are designed to allow purchasers sufficient time to institute new service while incentivizing them to establish that service reasonably quickly.

B. *The Divestiture of Slots and Facilities at LaGuardia*

Section IV.G of the Proposed Final Judgment requires that New American permanently divest 34 air carrier slots at LGA. New American will offer to divest to Southwest on commercially reasonable terms the 10 slots Southwest currently leases from American. The United States will identify the remaining 24 slots to be divested taking into account specific slot times to ensure commercially viable and competitive patterns of service for the recipients of the divested slots. The 24 slots (in addition to any of the 10 leased slots that Southwest declines) will be divided into bundles and divested to carriers approved by the United States in its sole discretion, in consultation with the Plaintiff States.

In addition, New American will either sublease or transfer to the purchaser of any LaGuardia slots gates and other ground facilities (*e.g.*, ticket counters, hold-rooms, leased jet bridges, and operations space), up to the extent such gates and facilities were used by Defendants to support the use of the divested slots, on the same terms and conditions pursuant to which the New American currently leases those facilities. With respect to gates, New American will make reasonable best efforts to facilitate any gate moves necessary to ensure that the purchasing carrier can operate contiguous gates.

Following the divestiture of the LaGuardia slots, if requested by the purchasers, Defendants shall lease back the slots for no consideration for a period not to exceed 180 calendar days, or as may be extended at the request of the purchaser, with the approval of the United States, in consultation with the Plaintiff States. The value of this rent-free lease back will naturally be reflected in the purchase price of the slots. A transfer of this magnitude will naturally entail a transition period for both the acquirers and the Defendants. The lease-back

provisions are designed to allow purchasers sufficient time to institute new service while incentivizing them to establish that service reasonably quickly.

C. *The Divestiture of Gates at Other Key Airports*

Section IV.H of the Proposed Final Judgment requires that New American will transfer, consistent with the practices of the relevant airport authority, to another carrier or carriers approved by DOJ in its sole discretion, in consultation with the Plaintiff States, all rights and interests in two gates, to be identified and approved by DOJ in its sole discretion, in consultation with the Plaintiff States, and provide reasonable access to ground facilities (e.g., ticket counters, baggage handling facilities, office space, loading bridges) at each of: ORD, LAX, BOS, MIA, DAL on commercial terms and conditions identical to those pursuant to which the gates and facilities are leased to New American. New American will make reasonable best efforts to facilitate any gate moves necessary to ensure that the transferee can operate contiguous gates.

D. *Divestiture Trustee*

In the event the Defendants do not accomplish the divestitures as prescribed by the proposed Final Judgment, Section V of the proposed Final Judgment provides that the Court will appoint a Divestiture Trustee selected by the United States, in consultation with the Plaintiff States, to complete the divestitures. If a Divestiture Trustee is appointed, the proposed Final Judgment provides that the Defendants will pay all costs and expenses of the Divestiture Trustee. After his or her appointment becomes effective, the Divestiture Trustee will file monthly reports with the Court and the United States setting forth his or her efforts to accomplish the divestiture.

E. *Monitoring Trustee*

Section VII of the proposed Final Judgment permits the United States, in consultation with the Plaintiff States, to appoint a Monitoring Trustee, subject to approval by the Court. If a

Monitoring Trustee is appointed, the proposed Final Judgment provides that the Defendants will pay all costs and expenses of the Monitoring Trustee. After his or her appointment becomes effective, the Monitoring Trustee will file reports with the Court and the United States every ninety days or more frequently as needed setting forth the Defendants' efforts to comply with the terms of the Final Judgment.

F. *Prohibition on Reacquisition*

Section XII of the proposed Final Judgment prohibits the merged company from reacquiring an ownership interest in the divested slots or gates during the term of the Final Judgment. The proposed Final Judgment will not prevent New American from engaging in short-term trades or exchanges involving the divested slots at Reagan National or LGA for scheduling purposes.

G. *Future Transactions*

The proposed Final Judgment requires Defendants to provide advance notification of any future slot acquisition at Reagan National by the merged company, regardless of whether the transaction meets the reporting thresholds set forth in the Hart-Scott-Rodino Antitrust Improvements Act of 1976, as amended, 15 U.S.C. § 18a (the "HSR Act"). The proposed Final Judgment further provides for waiting periods and opportunities for the United States to obtain additional information analogous to the provisions of the HSR Act.

H. *Stipulation and Order Provisions*

Defendants have entered into the Stipulation and Order attached as an exhibit to the Explanation of Consent Decree Procedures, which was filed simultaneously with the Court, to ensure that, pending the divestitures, the Divestiture Assets are maintained. The Stipulation and

Order ensures that the Divestiture Assets are preserved and maintained in a condition that allows the divestitures to be effective.

IV.

REMEDIES AVAILABLE TO POTENTIAL PRIVATE LITIGANTS

Section 4 of the Clayton Act, 15 U.S.C. § 15, provides that any person who has been injured as a result of conduct prohibited by the antitrust laws may bring suit in federal court to recover three times the damages the person has suffered, as well as costs and reasonable attorneys' fees. Entry of the proposed Final Judgment will neither impair nor assist the bringing of any private antitrust damage action. Under the provisions of Section 5(a) of the Clayton Act, 15 U.S.C. § 16(a), the proposed Final Judgment has no prima facie effect in any subsequent private lawsuit that may be brought against Defendants.

V.

PROCEDURES AVAILABLE FOR MODIFICATION OF THE PROPOSED FINAL JUDGMENT

The United States and Defendants have stipulated that the proposed Final Judgment may be entered by the Court after compliance with the provisions of the APPA, provided that the United States has not withdrawn its consent. The APPA conditions entry upon the Court's determination that the proposed Final Judgment is in the public interest.

The APPA provides a period of at least sixty (60) days preceding the effective date of the proposed Final Judgment within which any person may submit to the United States written comments regarding the proposed Final Judgment. Any person who wishes to comment should do so within sixty (60) days of the date of publication of this Competitive Impact Statement in the Federal Register, or the last date of publication in a newspaper of the summary of this Competitive Impact Statement, whichever is later. All comments received during this period

will be considered by the United States Department of Justice, which remains free to withdraw its consent to the proposed Final Judgment at any time prior to the Court's entry of judgment. The comments and the response of the United States will be filed with the Court. In addition, comments will be posted on the U.S. Department of Justice, Antitrust Division's internet website and, under certain circumstances, published in the Federal Register.

Written comments should be submitted to:

William H. Stallings
Chief, Transportation, Energy & Agriculture Section
Antitrust Division
United States Department of Justice
450 Fifth Street, N.W., Suite 8000
Washington, DC 20530

The proposed Final Judgment provides that the Court retains jurisdiction over this action, and the parties may apply to the Court for any order necessary or appropriate for the modification, interpretation, or enforcement of the Final Judgment.

VI.

ALTERNATIVES TO THE PROPOSED FINAL JUDGMENT

The United States considered, as an alternative to the proposed Final Judgment, a full trial on the merits against the Defendants. The United States could have continued the litigation and sought preliminary and permanent injunctions against the proposed merger. However, the proposed Final Judgment avoids the time, expense, and uncertainty of a full trial on the merits. Moreover, the United States is satisfied that the divestiture of assets described in the proposed Final Judgment is an appropriate remedy. The proposed relief will facilitate entry and expansion by low-cost carriers at key slot-constrained and gate-constrained airports, thereby enhancing the ability of the purchasing carrier(s) to provide meaningful competition to New American and other legacy carriers.

VII.

STANDARD OF REVIEW UNDER THE APPA
FOR THE PROPOSED FINAL JUDGMENT

The Clayton Act, as amended by the APPA, requires that proposed consent judgments in antitrust cases brought by the United States be subject to a sixty-day comment period, after which the court shall determine whether entry of the proposed Final Judgment "is in the public interest." 15 U.S.C. § 16(e)(1). In making that determination, the court, in accordance with the statute as amended in 2004, is required to consider:

> (A) the competitive impact of such judgment, including termination of alleged violations, provisions for enforcement and modification, duration of relief sought, anticipated effects of alternative remedies actually considered, whether its terms are ambiguous, and any other competitive considerations bearing upon the adequacy of such judgment that the court deems necessary to a determination of whether the consent judgment is in the public interest; and
>
> (B) the impact of entry of such judgment upon competition in the relevant market or markets, upon the public generally and individuals alleging specific injury from the violations set forth in the complaint including consideration of the public benefit, if any, to be derived from a determination of the issues at trial.

15 U.S.C. § 16(e)(1)(A) & (B). In considering these statutory factors, the court's inquiry is necessarily a limited one as the government is entitled to "broad discretion to settle with the defendant within the reaches of the public interest." *United States v. Microsoft Corp.*, 56 F.3d 1448, 1461 (D.C. Cir. 1995); *see generally United States v. SBC Commc'ns, Inc.*, 489 F. Supp. 2d 1 (D.D.C. 2007) (assessing public interest standard under the Tunney Act); *United States v. InBev N.V./S.A.*, 2009-2 Trade Cas. (CCH) ¶ 76,736, 2009 U.S. Dist. LEXIS 84787, No. 08-1965 (JR), at *3, (D.D.C. Aug. 11, 2009) (noting that the court's review of a consent judgment is limited and only inquires "into whether the government's determination that the proposed

remedies will cure the antitrust violations alleged in the complaint was reasonable, and whether the mechanism to enforce the final judgment are clear and manageable.").[7]

As the United States Court of Appeals for the District of Columbia Circuit has held, under the APPA a court considers, among other things, the relationship between the remedy secured and the specific allegations set forth in the government's complaint, whether the decree is sufficiently clear, whether enforcement mechanisms are sufficient, and whether the decree may positively harm third parties. *See Microsoft*, 56 F.3d at 1458-62. With respect to the adequacy of the relief secured by the decree, a court may not "engage in an unrestricted evaluation of what relief would best serve the public." *United States v. BNS, Inc.*, 858 F.2d 456, 462 (9th Cir. 1988) (citing *United States v. Bechtel Corp.*, 648 F.2d 660, 666 (9th Cir. 1981)); *see also Microsoft*, 56 F.3d at 1460-62; *United States v. Alcoa, Inc.*, 152 F. Supp. 2d 37, 40 (D.D.C. 2001); *InBev*, 2009 U.S. Dist. LEXIS 84787, at *3. Courts have held that:

> [t]he balancing of competing social and political interests affected by a proposed antitrust consent decree must be left, in the first instance, to the discretion of the Attorney General. The court's role in protecting the public interest is one of insuring that the government has not breached its duty to the public in consenting to the decree. The court is required to determine not whether a particular decree is the one that will best serve society, but whether the settlement is "*within the reaches of the public interest*." More elaborate requirements might undermine the effectiveness of antitrust enforcement by consent decree.

Bechtel, 648 F.2d at 666 (emphasis added) (citations omitted).[8] In determining whether a proposed settlement is in the public interest, a district court "must accord deference to the

[7] The 2004 amendments substituted "shall" for "may" in directing relevant factors for a court to consider and amended the list of factors to focus on competitive considerations and to address potentially ambiguous judgment terms. *Compare* 15 U.S.C. § 16(e) (2004), *with* 15 U.S.C. § 16(e)(1) (2006); *see also SBC Commc'ns*, 489 F. Supp. 2d at 11 (concluding that the 2004 amendments "effected minimal changes" to Tunney Act review).

[8] *Cf. BNS*, 858 F.2d at 464 (holding that the court's "ultimate authority under the [APPA] is limited to approving or disapproving the consent decree"); *United States v. Gillette Co.*, 406 F. Supp. 713, 716 (D. Mass. 1975) (noting that, in this way, the court is constrained to "look at the overall picture not hypercritically, nor with a microscope, but with an artist's reducing glass"). *See generally Microsoft*, 56 F.3d at 1461 (discussing whether "the remedies [obtained in the decree are] so inconsonant with the allegations charged as to fall outside of the 'reaches of the public interest'").

government's predictions about the efficacy of its remedies, and may not require that the remedies perfectly match the alleged violations." *SBC Commc'ns*, 489 F. Supp. 2d at 17; *see also Microsoft*, 56 F.3d at 1461 (noting the need for courts to be "deferential to the government's predictions as to the effect of the proposed remedies"); *United States v. Archer-Daniels-Midland Co.*, 272 F. Supp. 2d 1, 6 (D.D.C. 2003) (noting that the court should grant due respect to the United States' prediction as to the effect of proposed remedies, its perception of the market structure, and its views of the nature of the case).

Courts have greater flexibility in approving proposed consent decrees than in crafting their own decrees following a finding of liability in a litigated matter. "[A] proposed decree must be approved even if it falls short of the remedy the court would impose on its own, as long as it falls within the range of acceptability or is 'within the reaches of public interest.'" *United States v. Am. Tel. & Tel. Co.*, 552 F. Supp. 131, 151 (D.D.C. 1982) (citations omitted) (quoting *United States v. Gillette Co.*, 406 F. Supp. 713, 716 (D. Mass. 1975)), *aff'd sub nom. Maryland v. United States*, 460 U.S. 1001 (1983); *see also United States v. Alcan Aluminum Ltd.*, 605 F. Supp. 619, 622 (W.D. Ky. 1985) (approving the consent decree even though the court would have imposed a greater remedy). To meet this standard, the United States "need only provide a factual basis for concluding that the settlements are reasonably adequate remedies for the alleged harms." *SBC Commc'ns*, 489 F. Supp. 2d at 17.

Moreover, the court's role under the APPA is limited to reviewing the remedy in relationship to the violations that the United States has alleged in its Complaint, and does not authorize the court to "construct [its] own hypothetical case and then evaluate the decree against that case." *Microsoft*, 56 F.3d at 1459; see also *InBev*, 2009 U.S. Dist. LEXIS 84787, at *20 ("the 'public interest' is not to be measured by comparing the violations alleged in the complaint

against those the court believes could have, or even should have, been alleged"). Because the "court's authority to review the decree depends entirely on the government's exercising its prosecutorial discretion by bringing a case in the first place," it follows that "the court is only authorized to review the decree itself," and not to "effectively redraft the complaint" to inquire into other matters that the United States did not pursue. *Microsoft*, 56 F.3d at 1459-60. As this Court confirmed in *SBC Communications*, courts "cannot look beyond the complaint in making the public interest determination unless the complaint is drafted so narrowly as to make a mockery of judicial power." *SBC Commc'ns*, 489 F. Supp. 2d at 15.

In its 2004 amendments, Congress made clear its intent to preserve the practical benefits of utilizing consent decrees in antitrust enforcement, adding the unambiguous instruction that "[n]othing in this section shall be construed to require the court to conduct an evidentiary hearing or to require the court to permit anyone to intervene." 15 U.S.C. § 16(e)(2). The language wrote into the statute what Congress intended when it enacted the Tunney Act in 1974, as Senator Tunney explained: "[t]he court is nowhere compelled to go to trial or to engage in extended proceedings which might have the effect of vitiating the benefits of prompt and less costly settlement through the consent decree process." 119 Cong. Rec. 24,598 (1973) (statement of Senator Tunney). Rather, the procedure for the public interest determination is left to the discretion of the court, with the recognition that the court's "scope of review remains sharply proscribed by precedent and the nature of Tunney Act proceedings." *SBC Commc'ns*, 489 F. Supp. 2d at 11.[9]

[9] *See United States v. Enova Corp.*, 107 F. Supp. 2d 10, 17 (D.D.C. 2000) (noting that the "Tunney Act expressly allows the court to make its public interest determination on the basis of the competitive impact statement and response to comments alone"); *United States v. Mid-Am. Dairymen, Inc.*, 1977-1 Trade Cas. (CCH) ¶ 61,508, at 71,980 (W.D. Mo. 1977) ("Absent a showing of corrupt failure of the government to discharge its duty, the Court, in making its public interest finding, should . . . carefully consider the explanations of the government in the competitive impact statement and its responses to comments in order to determine whether those explanations are reasonable under the circumstances."); S. Rep. No. 93-298, 93d Cong., 1st Sess., at 6 (1973) ("Where the public

VIII.

DETERMINATIVE DOCUMENTS

There are no determinative materials or documents within the meaning of the APPA that were considered by the United States in formulating the proposed Final Judgment.

Respectfully submitted,

/s

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Dated: November 12, 2013

interest can be meaningfully evaluated simply on the basis of briefs and oral arguments, that is the approach that should be utilized.").

UNITED STATES DISTRICT COURT
FOR THE DISTRICT OF COLUMBIA

UNITED STATES OF AMERICA, *et al.* *Plaintiffs*, v. US AIRWAYS GROUP, INC. and AMR CORPORATION *Defendants*.	Case No. 1:13-cv-01236 (CKK)

ASSET PRESERVATION ORDER AND STIPULATION

It is hereby stipulated and agreed by and between the undersigned parties, subject to approval and entry by the Court, that:

I. DEFINITIONS

As used in this Asset Preservation Order and Stipulation:

A. "Acquirer" or "Acquirers" means the entity or entities, approved by the United States in its sole discretion in consultation with the Plaintiff States, to which Defendants may divest all or specified parts of the Divestiture Assets.

B. "American" means Defendant AMR Corporation, its parents, successors and assigns, divisions, subsidiaries, affiliates, partnerships and joint ventures; and all directors, officers, employees, agents, and representatives of the foregoing. As used in this definition, the terms "parent," "subsidiary," "affiliate," and "joint venture" refer to

(N)

any person or entity in which American holds, directly or indirectly, a majority (greater than 50 percent) or total ownership or control or which holds, directly or indirectly a majority (greater than 50 percent) or total ownership or control in American.

C. "Associated Ground Facilities" means the facilities owned or operated by Defendants and reasonably necessary for Acquirer(s) to operate the Divested Assets at the relevant airport, including, but not limited to, ticket counters, hold-rooms, leased jet bridges, and operations space.

D. "DCA Gates and Facilities" means all rights and interests held by Defendants in the gates at Washington Reagan National Airport ("DCA") described in Exhibit A and in the Associated Ground Facilities, up to the extent such gates and Associated Ground Facilities were used by Defendants to support the use of the DCA Slots.

E. "DCA Slots" means all rights and interests held by Defendants in the 104 slots at DCA listed in Exhibit A, consisting of two air carrier slots held by US Airways at DCA and 102 air carrier slots held by American at DCA, including the JetBlue Slots.

F. "Divestiture Assets" means (1) the DCA Slots, (2) the DCA Gates and Facilities, (3) the LGA Slots, (4) the LGA Gates and Facilities, and (5) the Key Airport Gates and Facilities.

G. "JetBlue Slots" means all rights and interests held by Defendants in the 16 slots at DCA currently leased by American to JetBlue Airways, Inc., listed in Exhibit A.

H. "Key Airport" means each of the following airports: (1) Boston Logan International Airport; (2) Chicago O'Hare International Airport; (3) Dallas Love Field; (4) Los Angeles International Airport; and (5) Miami International Airport.

I. "Key Airport Gates and Facilities" means all rights and interests held by Defendants in two gates at each Key Airport as described in Exhibit C. The term "Key Airport Gates and Facilities" includes Associated Ground Facilities, up to the extent such facilities were used by Defendants to support the gates described in Exhibit C.

J. "LGA Gates and Facilities" means all rights and interests held by Defendants in the gates at New York LaGuardia Airport ("LGA") described in Exhibit B and Associated Ground Facilities up to the extent of such gates and Associated Ground Facilities were used by Defendants to support the use of the LGA Slots.

K. "LGA Slots" means the 34 slots at New York LaGuardia Airport ("LGA") listed in Exhibit B, consisting of the Southwest Slots and 24 additional slots held by American or US Airways.

L. "Slot Bundles" means groupings of DCA Slots and LGA Slots, as determined by the United States in its sole discretion in consultation with the Plaintiff States.

M. "Southwest Slots" means the 10 slots at LGA currently leased by American to Southwest Airlines, Inc. listed in Exhibit B.

N. "Transaction" means the transaction referred to in the Agreement and Plan of Merger among AMR Corporation, AMR Merger Sub, Inc., and US Airways Group, Inc., dated as of February 13, 2013.

O. "US Airways" means Defendant US Airways Group, Inc., its parents, successors and assigns, divisions, subsidiaries, affiliates, partnerships and joint ventures; and all directors, officers, employees, agents, and representatives of the foregoing. For purposes of this definition, the terms "parent," "subsidiary," "affiliate," and "joint

venture" refer to any person or entity in which US Airways holds, directly or indirectly, a majority (greater than 50 percent) or total ownership or control or which holds, directly or indirectly, a majority (greater than 50 percent) or total ownership or control in US Airways.

II. OBJECTIVES

The Proposed Final Judgment filed in this case is meant to ensure Defendants' prompt divestiture of the Divestiture Assets in order to remedy the effects that Plaintiffs allege would otherwise result from the merger of American and US Airways. If approved by the Court, the Proposed Final Judgment would fully resolve the United States' claim in this antitrust lawsuit. This Stipulation and Order ensures, prior to such divestitures, that the Divestiture Assets are maintained during the pendency of the ordered divestitures.

III. JURISDICTION

The Court has jurisdiction over the subject matter of this action and over each of the parties hereto, and venue is proper in the United States District Court for the District of Columbia.

IV. COMPLIANCE WITH AND ENTRY OF THE FINAL JUDGMENT

A. The parties stipulate that a Final Judgment in the form attached hereto as Exhibit A may be filed with and entered by the Court, upon the motion of any party or upon the Court's own motion, at any time after compliance with the requirements of the Antitrust Procedures and Penalties Act ("APPA"), 15 U.S.C. § 16, and without further notice to any party or other proceedings, provided that the United States has not withdrawn its consent, which it may do at any time before the entry of the proposed Final Judgment by serving notice thereof on Defendants and by filing that notice with the

Court. Defendants agree to arrange, at their expense, publication as quickly as possible of the newspaper notice required by the APPA, which shall be drafted by the United States in its sole discretion. The publication shall be arranged no later than three (3) business days after Defendants' receipt from the United States of the text of the notice and the identity of the newspaper within which the publication shall be made. Defendants shall promptly send to the United States (1) confirmation that publication of the newspaper notice has been arranged, and (2) the certification of the publication prepared by the newspaper within which the notice was published.

B. Defendants shall abide by and comply with the provisions of the proposed Final Judgment, pending the Judgment's entry by the Court, or until expiration of time for all appeals of any Court ruling declining entry of the proposed Final Judgment, and shall, from the date of the signing of this Stipulation by the parties, comply with all the terms and provisions of the proposed Final Judgment. The United States shall have the full rights and enforcement powers in the proposed Final Judgment as though the same were in full force and effect as an order of the Court.

C. Defendants shall not consummate the transaction sought to be enjoined by the Complaint herein before the Court has signed this Stipulation and Order.

D. This Stipulation shall apply with equal force and effect to any amended proposed Final Judgment agreed upon in writing by the parties and submitted to the Court.

E. In the event that (1) the United States has withdrawn its consent, as provided in Section IV(A) above, or (2) the proposed Final Judgment is not entered pursuant to this Stipulation, the time has expired for all appeals of any Court ruling

declining entry of the proposed Final Judgment, and the Court has not otherwise ordered continued compliance with the terms and provisions of the proposed Final Judgment, then the parties are released from all further obligations under this Stipulation, and the making of this Stipulation shall be without prejudice to any party in this or any other proceeding.

F. Defendants represent that the divestitures ordered in the proposed Final Judgment can and will be made, and that Defendants will later raise no claim of mistake, hardship, or difficulty of compliance as grounds for asking the Court to modify any of the provisions contained therein.

V. ASSET PRESERVATION AGREEMENT

Until the divestitures required by the Final Judgment have been accomplished:

A. Defendants shall take all steps necessary to ensure that their respective Divestiture Assets will be maintained. Defendants shall not cause the wasting or deterioration of their respective divestiture assets, nor shall they cause the Divestiture Assets to be operated in a manner inconsistent with applicable laws, nor shall they sell, transfer, encumber, or otherwise impair the viability, marketability or competitiveness of their respective Divestiture Assets. With respect to the DCA Slots and the LGA Slots, Defendants will operate the slots at a level sufficient to prevent any slot from reverting to the Federal Aviation Administration pursuant to 14 C.F.R. § 93.227 (DCA) or 71 Fed. Reg. 77,854 (Dec. 27, 2006), as extended by 78 Fed. Reg. 28, 279 (Oct. 24, 2013)(LGA).

B. Defendants shall take all steps necessary to ensure that their respective Divestiture Assets are fully maintained in operable condition, and shall maintain and

adhere to normal upgrade, repair and maintenance schedules for their respective Divestiture Assets.

C. Defendants shall not, except as part of a divestiture approved by the United States, in consultation with the Plaintiff States, in accordance with the terms of the proposed Final Judgment, remove, sell, lease, assign, transfer, pledge or otherwise dispose of their respective Divestiture Assets.

D. Defendants shall take no action that would jeopardize, delay, or impede the sale of any Divestiture Assets.

E. Defendants shall take no action that would interfere with the ability of any Divestiture Trustee appointed pursuant to the Final Judgment to complete the divestitures pursuant to the Final Judgment to an Acquirer or Acquirers acceptable to the United States, in consultation with the Plaintiff States.

F. Defendants shall provide sufficient working capital and lines and sources of credit to continue to maintain the Divestiture Assets as economically viable and competitive, ongoing businesses, consistent with the requirements of Sections V (A) and (B).

G. Defendants shall appoint a person or persons to oversee the Divestiture Assets, and who will be responsible for Defendants' compliance with this section. This person shall have complete managerial responsibility for the Divestiture Assets, subject to the provisions of this Final Judgment. In the event such person is unable to perform his duties, Defendants shall appoint, subject to the approval of the United States, a replacement within ten (10) working days. Should defendants fail to appoint a

replacement acceptable to the United States within this time period, the United States shall appoint a replacement.

VI. DURATION OF ASSET PRESERVATION AGREEMENT

Defendants' obligations under Section V. of this Stipulation and Order shall remain in effect until (1) consummation of the divestitures required by the proposed Final Judgment or (2) further order of the Court. If the United States voluntarily dismisses the Complaint in this matter, Defendants are released from all further obligations under this Stipulation and Order.

VII. STAY OF LITIGATION

Entry of this Stipulation and Order shall stay all deadlines established by the Scheduling and Case Management Order (Doc. 71) and Trial Procedures Order (Doc. 128) or amendments to same, pending further order of the court, if any.

ORDER

It is SO ORDERED this 12th day of November 2013.

Colleen Kollar-Kotelly
United States District Judge

Respectfully submitted on the 12th of November, 2013:

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Attorney for Plaintiff State of Michigan

UNITED STATES DISTRICT COURT

FOR THE DISTRICT OF COLUMBIA

UNITED STATES OF AMERICA, *et al.*

Plaintiffs,

v.

US AIRWAYS GROUP, INC.

and

AMR CORPORATION

Defendants.

Case No. 1:13-cv-01236 (CKK)

SUPPLEMENTAL STIPULATED ORDER

WHEREAS, Plaintiff States of Arizona, Florida, Tennessee and Michigan, the Commonwealths of Pennsylvania and Virginia, and the District of Columbia ("Plaintiff States") filed their Complaint against Defendants US Airways Group, Inc. ("US Airways") and AMR Corporation ("American") on August 13, 2013, as amended on September 5, 2013;

AND WHEREAS, the Plaintiff States and Defendants, by their respective attorneys, have consented to the entry of this Supplemental Stipulated Order without trial or adjudication of any issue of fact or law, and without this Supplemental Stipulated Order constituting any evidence against or admission by any party regarding any issue of fact or law;

AND WHEREAS, Defendants agree to be bound by the provisions of this Supplemental Stipulated Order pending its entry by the Court;

AND WHEREAS, Defendants have represented to the Plaintiff States that the commitments required below can and will be made, and that the Defendants will later raise no claim of hardship or difficulty as grounds for asking the Court to modify any of the provisions below other than those set forth in this Supplemental Stipulated Order;

NOW THEREFORE, before any testimony is taken, without trial or adjudication of any issue of fact or law, and upon consent of the parties, it is ORDERED, ADJUDGED, AND DECREED:

I. JURSIDICTION

This Court has jurisdiction over the subject matter of and each of the parties to this action. The Complaint states a claim upon which relief can be granted against

Defendants US Airways and American under Section 7 of the Clayton Act as amended (15 U.S.C. § 18).

II. DEFINITIONS

A. Unless otherwise indicated, defined terms have the meaning ascribed to them in the Proposed Final Judgment filed simultaneously herewith.

B. "New American" or "the New American" means the merged entity after the Transaction has closed.

III. APPLICABILITY

A. This Supplemental Stipulated Order applies to Defendants and all other persons in active concert or participation with any of them who receive actual notice of this Supplemental Stipulated Order by personal service or otherwise.

IV. HUBS

A. Following completion of the merger, and until the third anniversary of the date on which a Stipulation and Final Judgment incorporating these terms, both customary in form, are filed with the Court (the "Effective Date"), New American will maintain in a manner generally consistent with historical operations its hubs at Charlotte Douglas International Airport, John F. Kennedy International Airport, Los Angeles International Airport, Miami International Airport, Chicago O'Hare International Airport, Philadelphia International Airport, and Phoenix Sky Harbor International Airport.

V. COMMUNITIES

Following completion of the merger, and until the fifth anniversary of the Effective Date, New American will provide daily scheduled service (holidays excepted) from one or more of its hubs to each airport in each of the Plaintiff States set forth in this Section V that had scheduled daily service (holidays excepted) by either American or US Airways at the time of the commencement of the Litigation, except for service that is discontinued as the result of the slot and facilities divestitures required as a condition to completing the merger:

State	Code	Airport
Arizona	FLG	FLAGSTAFF
	PHX	PHOENIX
	TUS	TUCSON INT'L
	YUM	YUMA
Florida	DAB	DAYTONA BEACH
	EYW	KEY WEST
	FLL	FT. LAUDERDALE INT'L
	GNV	GAINESVILLE
	JAX	JACKSONVILLE INT'L
	MCO	ORLANDO INT'L
	MIA	MIAMI INT'L
	MLB	MELBOURNE KENNEDY
	PBI	WEST PALM BEACH INT'L

	PNS	PENSACOLA REGIONAL
	RSW	FORT MYERS REGIONAL
		SARASOTA/BRADENTON
	SRQ	BRADENTON
	TLH	TALLAHASSEE MUNICIPAL
	TPA	TAMPA INTERNATIONAL
	VPS	VALPARAISO / FT WALTON BEACH
Michigan	AZO	KALAMAZOO KAL/BTLCRK
	DTW	DETROIT WAYNE CO
	FNT	FLINT BISHOP
	GRR	GRAND RAPIDS KENT CTY
	MQT	MARQUETTE
	TVC	TRAVERSE CITY
Pennsylvania	ABE	ALLENTOWN BETHLEHEM
	AVP	WILKES-BARRE/SCRANTON
	ERI	ERIE INTL
	IPT	WILLIAMSPORT
	MDT	HARRISBURG INTL
	PHL	PHILADELPHIA PA/WILM'TON INT'L
	PIT	PITTSBURGH INT'L

	SCE	STATE COLLEGE
Tennessee	BNA	NASHVILLE METRO
	CHA	CHATTANOOGA LOVELL
	MEM	MEMPHIS INTL
	TRI	TRI-CITY AIRPORT MUNICIPAL
	TYS	KNOXVILLE TYSON
Virginia	CHO	CHARLOTTESVILLE ALBEMARLE
	DCA	WASHINGTON NATIONAL
	IAD	WASHINGTON DULLES
	LYH	LYNCHBURG
	ORF	NORFOLK INTL
	PHF	HAMPTON INTL
	RIC	RICHMOND/WMBG INT'L
	ROA	ROANOKE MUNICIPAL

VI. FORCE MAJEURE

A. New American shall not be deemed in violation of this Supplemental Stipulated Order if it fails to comply with the provisions in Sections IV and V herein due to force majeure events including, without limitation, strikes, boycotts, labor disputes, embargoes, acts of God, acts of the public enemy, acts of a governmental authority, terrorism, riots, rebellion, sabotage, quarantine restrictions, lockouts, war, epidemics,

volcanic eruptions, wild fires, or extraordinary security requirements ("Force Majeure"). Should any such Force Majeure occur, New American will provide notice to the Plaintiff States as soon as reasonably practicable, and provide documentation of the circumstances as reasonably requested by the Plaintiff States. In addition, to the extent the Force Majeure is of limited duration, New American will resume its obligations hereunder as soon as reasonably practicable.

VII. Material Adverse Change

A. In the event of a material adverse change in demand, the competitive environment, or New American's cost to comply with any of the obligations of Sections IV or V of this Supplemental Stipulated Order, defendants will, unless otherwise ordered by the Court, be relieved of such obligation after 30 days prior notice by Defendants to the Plaintiffs and 20 days prior notice by Defendants to the Court.

B. Notice to the Court, under this Section, Section VII, will be satisfied by a motion filed in accordance with the rules of the Court then in effect. Notice to all Plaintiffs will be satisfied by service by overnight courier addressed to

Office of the Attorney General
Commonwealth of Pennsylvania
Antitrust Section
Strawberry Square, 14th Floor
Harrisburg, PA 17120

Attention: Chief, Antitrust Section

VIII. ENFORCEMENT

If one or more of the Plaintiff States believes that this Supplemental Stipulated Order has been violated, they may apply to the court for an order of contempt. Before doing so, such Plaintiff State or States must give the New American notice of its belief that the Supplemental Stipulated Order has been breached and a reasonable opportunity for the New American to cure any alleged violation or violations; the New American must be in breach for more than 90 days or announced changes to one of its hubs or communities served that indicate that it will be in breach for more than 90 days. If the court finds that the New American has breached this Supplemental Stipulated Order, the court may order any remedy appropriate to cure the New American's breach including specific performance or other equitable relief, the award of damages, other compensation and penalties and costs and attorney's fees.

IX. COMPLIANCE

One (1) year after the entry of this Supplemental Stipulated Order, annually for the next five years on the anniversary of the entry of this Supplemental Stipulated Order, at other times as Plaintiff States may require, New American shall provide a verified written report to the Plaintiff States setting forth in detail the manner and form in which it has complied and is complying with this Supplemental Stipulated Order.

X. FEES AND COSTS

New American shall pay to the Plaintiff States their reasonable costs and attorney's fees incurred in connection with the Litigation in the aggregate amount of $1.75 million. These costs and fees shall reimburse the cost and fees of the Offices of Attorney General of the Plaintiff States. The portion of this payment representing costs

shall be used to reimburse their costs. The portion of this payment representing fees shall be used for continued Public Protection and Antitrust Enforcement purposes except that the payment to the District of Columbia shall be paid to the 'D.C. Treasurer' and used in accordance with District of Columbia law. The Plaintiff States shall designate to the Defendants a Plaintiff State that shall receive the fees and costs covered by this section and such Plaintiff State shall redistribute these funds to the other Plaintiff States.

XI. RETENTION OF JURISDICTION

This Court retains jurisdiction to enable any party to this Supplemental Stipulated Order to apply to this Court at any time for further orders and directions as may be necessary or appropriate to carry out or construe this Supplemental Stipulated Order , to modify any of its provisions, to ensure and enforce compliance, and to punish violations of its provisions.

XII. EXPIRATION OF FINAL JUDGMENT

Unless this Court grants an extension, this Supplemental Stipulated Order shall expire five (5) years from the date of its entry.

IT IS SO ORDERED by the Court, this 12th day of November, 2013.

BY THE COURT:

Colleen Kollar-Kotelly, U.S.D.J.

15086888.2.LITIGATION

Attorney General Pam Bondi Announces Settlement that Ensures Consumer-Friendly Competition in the Air Travel Industry

~Florida Attorney General's Office and Others Reach Settlement with US Airways and American Airlines~

TALLAHASSEE, Fla.—Florida Attorney General Pam Bondi today announced the settlement of her challenge to the proposed merger between US Airways and American Airlines. The agreement between the airlines and Florida will require US Airways to continue to operate a hub in Miami for three years and continue for five years to serve every airport in Florida now served by the two airlines.

"My goal in challenging this merger was to protect consumers, and this settlement ensures that travelers in Florida will continue to benefit from competition in the air travel industry and enjoy the vast travel options that come along with healthy competition," stated Attorney General Pam Bondi.

The States also joined in a settlement with the United States Department of Justice requiring the airlines to divest slots and at Reagan National in Washington D.C., LaGuardia in New York City and gates at Boston, Chicago, Dallas-Love Field, Los Angeles International and Miami. Slots are required for take offs and landings at DCA and LGA because of congestion. The divestitures will enable new carriers to enter the Washington and New York markets, making a more competitive environment that is beneficial to consumers. The same will happen with gate divestitures.

The States and the Department of Justice filed this action on August 13, 2013. A trial was scheduled to start November 25, 2013.

Attorney General Bondi was joined in these Settlements by the Attorneys General of Arizona, Michigan, Pennsylvania, Tennessee, Virginia and Washington, D.C.

Attorney General Pam Bondi Announces Settlement that Ensures Consumer-Friendly Competition in the Air Travel Industry

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Attorney General Bondi was joined in this Settlement by the Attorneys General of Arizona, Washington, D.C., Michigan, Tennessee, Pennsylvania and Virginia.

November 12, 2013

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Attorney General Bondi was joined in this Settlement by the Attorneys General of Arizona, Washington, D.C., Missouri, Pennsylvania and Virginia.

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These divestitures when combined with the commitments to serve Florida Airports will promote competition in the air travel industry leading to enhanced travel options for Florida consumers.

The States and the Department of Justice filed this action on August 13, 2013. A trial was scheduled to start November 25, 2013.

PRESS RELEASE

Sean Collins
817-967-1577
mediarelations@aa.com

FOR RELEASE: Thursday, Oct. 17, 2013

AMR CORPORATION REPORTS THIRD QUARTER NET PROFIT OF $530 MILLION, EXCLUDING REORGANIZATION AND SPECIAL ITEMS

On a GAAP Basis, Net Profit was $289 Million, a $527 Million Improvement over Third Quarter of Last Year

FORT WORTH, Texas – AMR Corporation, the parent company of American Airlines, Inc., today reported results for the third quarter ended September 30, 2013. Key highlights include:

- **Net profit of $530 million, excluding reorganization and special items, a $420 million improvement year-over-year; on that basis, it is the most profitable quarter in company history**
- **Revenue of $6.8 billion, up 6.2 percent year-over-year; the highest quarterly revenue total in company history**
- **Consolidated unit costs, excluding fuel and special items, improved 5.0 percent year-over-year, marking the fourth consecutive quarter of unit cost reduction**
- **AMR ended the third quarter with approximately $7.7 billion in cash and short-term investments, including restricted cash, compared to a balance of approximately $5.1 billion at the end of the third quarter of 2012**
- **American continued its fleet renewal, taking delivery of ten fuel-efficient Airbus A319s, eight Boeing 737-800s, and one Boeing 777-300ER in the quarter, while also placing into service four Embraer E-175s operated by one of its affiliated regional carriers**
- **American and US Airways Group are vigorously defending the lawsuit filed by the Department of Justice seeking to enjoin their planned merger and continue to move forward with developing a merger integration plan**
- **American accrued $59 million in employee profit sharing in the quarter, and has accrued a total of $65 million for employee profit sharing this year. The anticipated distribution would be the first profit sharing payout in thirteen years**

“We are pleased to report our highest quarterly net profit in American’s history, excluding reorganization and special items, thanks to the hard work of the entire American team,” said Tom Horton, AMR’s chairman, president and CEO. “Continued execution on our product, network and alliance strategy, combined with cost efficiencies from restructuring and fleet renewal, creates strong momentum towards our planned merger with US Airways. And we are especially pleased to

set aside $59 million this quarter in expectation of making our first profit-sharing payout since 2001 to our people who have done so much to put American back on top."

In the third quarter of 2013, GAAP net profit was $289 million, a $527 million improvement compared to the prior-year period. Excluding reorganization and special items, the third quarter 2013 net profit was $530 million. This is a $420 million improvement compared to the prior-year period. In the quarter, AMR had $241 million of reorganization and special items, which are detailed below.

Financial Progress

AMR continued to drive profitability and significant margin expansion in the third quarter, achieving a pre-tax margin of 7.8 percent, excluding reorganization and special items, an improvement of 6.1 points over the prior-year period, and a GAAP pre-tax margin of 4.2 percent, an improvement of 7.9 points compared to the third quarter of 2012.

On a trailing twelve month basis, the third quarter marked AMR's seventh consecutive quarter of improved pre-tax margins. This margin expansion is driven by the realization of restructuring efforts to improve the operational and financial performance of the company, and AMR expects to realize additional improvements as the company continues to implement new terms reached with certain vendors and suppliers. AMR also expects results going forward to be bolstered as it competes more effectively by better matching aircraft size with demand through the continued deployment of the new Airbus A319 narrowbodies and the new two-class large regional jets, both of which started entering into service in the third quarter.

"As we continue to deliver substantial margin expansion and record results, we are positioning the company for long-term success," said Bella Goren, AMR's chief financial officer. "In addition, our financing activities have significantly enhanced our liquidity, and are enabling us to pay down high-interest debt and efficiently fund our impending emergence from the restructuring process."

In the third quarter of 2013, AMR strengthened its liquidity and reduced its effective interest rates through several key transactions. AMR completed a private offering of $1.4 billion of enhanced equipment trust certificates with a coupon of 4.95 percent. The proceeds from this offering were used to pay off in full three prior aircraft financings with coupons of 8.625 percent, 10.375 percent, and 13 percent. The third quarter also marked the closing of an $850 million term loan, secured by American's South American slots, gates, and routes, incremental to the $1.05 billion term loan secured by the same collateral that closed in the second quarter.

Revenue Performance

For the third quarter of 2013, AMR reported record consolidated revenue of approximately $6.8 billion, up 6.2 percent versus the same period last year. Consolidated passenger revenue was approximately $6.0 billion, an increase of 6.4 percent – and the highest quarterly passenger revenue in company history. Mainline and regional passenger revenue and cargo revenue each increased year-over-year as total operating revenue in the third quarter of 2013 was approximately $399 million higher than the third quarter of 2012.

"American's solid revenue momentum continued in the third quarter, with especially strong performance at our domestic hubs, and in the Atlantic and Caribbean regions," said Virasb Vahidi,

American's chief commercial officer. "We're particularly pleased with our strength across the Atlantic, reflecting the success of our joint business with British Airways, Iberia and Finnair.

Through this partnership, we offer our customers more New York-London travel options than any other alliance, with 17 daily nonstop flights from New York area airports. This is yet another example of putting the customer at the center of everything we do."

Consolidated passenger revenue per available seat mile (unit revenue) increased 3.4 percent versus the same quarter last year, to an all-time record for any quarter of 13.79 cents per available seat mile (ASM). Mainline unit revenue at American increased 4.0 percent versus the prior-year period, reaching an all-time record for any quarter of 13.11 cents per ASM.

The company's unit revenue performance was driven by record passenger yield, or revenue per passenger mile, of 16.36 cents per mile, a 4.0 percent year-over-year improvement, and strong mainline and consolidated load factors, or percentage of seats filled, of 85.0 percent and 84.3 percent, respectively.

Operating Expense

For the third quarter, AMR's consolidated operating expenses decreased $248 million, or 3.9 percent, versus the same period in 2012. Mainline and consolidated cost per available seat mile (unit cost) in the third quarter decreased 7.4 percent and 6.6 percent, respectively. Excluding special items, AMR's consolidated operating expenses decreased $52 million, or 0.8 percent, year-over-year.

Fuel expense in the third quarter increased $40 million year-over-year on a 2.9 percent increase in ASMs. Taking into account the impact of fuel hedging, AMR paid $3.04 per gallon for jet fuel in the third quarter of 2013 versus $3.12 per gallon in the third quarter of 2012, a 2.6 percent decrease.

Excluding fuel and special items, mainline and consolidated unit costs in the third quarter of 2013 decreased 5.4 percent and 5.0 percent year-over-year, respectively, primarily driven by the company's restructuring efforts. This was the fourth consecutive quarter of non-fuel unit cost reduction.

In addition, AMR achieved an operating profit of $713 million and an operating margin of approximately 10.4 percent, an improvement of approximately $451 million and 6.3 points, respectively, over the prior-year period, excluding special items in both periods. On a GAAP basis, AMR realized an operating profit of $698 million and an operating margin of approximately 10.2 percent, an improvement of approximately $647 million and 9.4 points, respectively, over the prior-year period.

An unaudited summary of third quarter 2013 results, including reconciliations of non-GAAP to GAAP financial measures, is available in the tables at the back of this press release.

Cash Position

The company ended the third quarter with approximately $7.7 billion in cash and short-term investments, including a restricted cash balance of $935 million, compared to a balance of approximately $5.1 billion in cash and short-term investments, including a restricted cash balance of

approximately $847 million, at the end of the third quarter of 2012. The increase was generated by operating activities and by financing initiatives in 2013.

Fleet Renewal and Transformation

In the third quarter, American made significant progress on its fleet renewal program, adding new, efficient and more comfortable aircraft.

- The newest member of America's fleet - the Airbus 319 - went into service in September, flying from Dallas/Fort Worth to Charlotte, Cleveland, Memphis and Wichita. These modern and fuel-efficient aircraft represent an important milestone in the company's journey to transform the travel experience for its customers. American took delivery of ten A319s in the third quarter.
- The company launched its first service with the 76-seat Embraer E-175 operated by one of its affiliated regional carriers. This large regional aircraft in a two-class cabin configuration allows the company to better match supply and demand with the right amount of schedule frequency.
- American also took delivery of eight Boeing 737-800s and one Boeing 777-300ER.

In the fourth quarter, American expects to take delivery of its first five Airbus A321 Transcon aircraft - specially configured with fully lie-flat First and Business Class seats. These aircraft are anticipated to enter service in January 2014.

Through the third quarter, American has taken delivery of 43 out of the 59 new mainline aircraft slated for delivery in 2013, including seven Boeing 777-300ERs.

Pending Merger with US Airways Group

- In the third quarter, American and US Airways Group continued preparing for their planned merger announced on Feb. 14, 2013.
- On Aug. 13, the Antitrust Division of the Department of Justice (DOJ) and certain states filed a lawsuit to enjoin the merger.
- American and US Airways Group are vigorously defending the lawsuit. The trial is scheduled to begin Nov. 25. The company is confident that the merger would provide significant customer benefits and enhance competition in the airline industry.
- On Oct. 1, American and US Airways Group announced they reached an agreement with the Texas Attorney General to support the proposed merger of American and US Airways Group.
- American and US Airways Group continue to move forward with developing a merger integration plan designed to ensure a positive outcome for their customers, employees and stakeholders.

The merger is conditioned on the satisfactory resolution of the pending antitrust litigation with the DOJ and other customary closing conditions.

Operational Performance

American ran a solid operation during the busy summer travel season, achieving an on-time arrival rate of 79.5 percent, its best third quarter performance since 2010. American's improved operational results for the quarter also include a completion factor of 99.0 percent, its best since 2010.

Recent Business Highlights

American has a strong commitment to its customers, its people, and the communities it serves. Recent American highlights include:

- Launching new codeshare agreements with Bogota-based LAN Colombia and Sao Paulo-based TAM Airlines, which will add new service to key destinations and increase American's network connectivity in the Latin American region, further strengthening American's relationship with LATAM Airlines Group
- Strengthening its global presence to best meet customer demand by announcing that American will launch its first-ever nonstop service from Dallas/Fort Worth International Airport (DFW) to Hong Kong International Airport (HKG) and Shanghai Pudong International Airport (PVG) next year
- Opening its Flagship Check-In for premium customers at Chicago's O'Hare airport, making it American's fourth airport to offer this enhanced customer experience
- Announcing plans to hire 1,500 new pilots over the next five years. The company has offered to recall all of its furloughed pilots and will begin the new recruiting later this fall. This is in addition to the hiring and training underway for 1,500 new flight attendants and the more than 1,200 Premium Services Representatives, Airport Agents and Reservations Agents who have joined the American team this year

Restructuring Progress

On Sept.12, the U.S. Bankruptcy Court for the Southern District of New York stated that it would enter an order confirming American's Plan of Reorganization (the Plan). The next steps the company seeks to take are to achieve antitrust clearance and consummate the Plan and the company's pending merger with US Airways Group.

The effective date of the Plan and American's emergence from restructuring are expected to occur simultaneously with the closing of the merger with US Airways Group.

Reorganization and Special Items

AMR's third quarter 2013 results include the impact of $241 million in reorganization and special items.

- Of that amount, AMR recognized a $151 million loss in reorganization items resulting from the filing of voluntary petitions for reorganization under Chapter 11 by certain of its direct and indirect U.S. subsidiaries on Nov. 29, 2011. These items primarily consist of professional fees, as well as allowed and estimated allowed claim amounts.
- In conjunction with the repayment of the existing financings, the company incurred cash charges of $19 million, included in interest expense, and a charge of $54 million, included in Miscellaneous, net, related to the premium on tender for the existing financings and to the write-off of unamortized issuance costs.
- The company's results for the third quarter also include special charges and merger-related expenses of $15 million.

Capacity Guidance

AMR estimates consolidated capacity in the fourth quarter of 2013 to be up approximately 3.5 percent versus the fourth quarter of 2012, primarily driven by the combination of an estimated 1.5

percent year-over-year increase in the average stage length per operation flown, and by new or increased capacity into South Korea, Mexico and Central and South America.

For the full year 2013, consolidated capacity is estimated to increase approximately 1.5 percent versus the prior year.

About American Airlines
American Airlines focuses on providing an exceptional travel experience across the globe, serving more than 260 airports in more than 50 countries and territories. American's fleet of nearly 900 aircraft fly more than 3,500 daily flights worldwide from hubs in Chicago, Dallas/Fort Worth, Los Angeles, Miami and New York. American flies to nearly 100 international locations including important markets such as London, Madrid, Sao Paulo and Tokyo. With more than 500 new planes scheduled to join the fleet, including continued deliveries of the Boeing 737 family of aircraft and new additions such as the Boeing 777-300ER and the Airbus A320 family of aircraft, American is building toward the youngest and most modern fleet among major U.S. carriers. American's website, aa.com®, provides customers with easy access to check and book fares, and personalized news, information and travel offers. American's AAdvantage® program lets members redeem miles for flights to almost 950 destinations worldwide, as well as flight upgrades, vacation packages, car rentals, hotel stays and other retail products. The airline also offers nearly 40 Admirals Club® locations worldwide providing comfort, convenience, and an environment with a full range of services making it easy for customers to stay productive without interruption. American is a founding member of the **one**world® alliance, which brings together some of the best and biggest airlines in the world, including global brands like British Airways, Cathay Pacific, Iberia Airlines, Japan Airlines, LAN and Qantas. Together, its members serve more than 840 destinations served by some 9,000 daily flights to nearly 160 countries and territories. Connect with American on Twitter @AmericanAir or Facebook.com/AmericanAirlines. American Airlines, Inc. and American Eagle Airlines, Inc. are subsidiaries of AMR Corporation. AMR Corporation common stock trades under the symbol "AAMRQ" on the OTCQB marketplace, operated by OTC Markets Group.

Cautionary Statement Regarding Forward-Looking Statements and Information
This news release could be viewed as containing forward-looking statements or information. Actual results may differ materially from the results suggested by the statements and information contained herein for a number of reasons, including, but not limited to, risks related to the pending merger, including fulfillment of conditions, receipt of consents and approvals and the possible adverse consequences of the lawsuit by the U.S. Department of Justice seeking to enjoin the merger, the company's ability to secure financing for all of its scheduled aircraft deliveries, the impact of the restructuring of the company and certain of its U.S. subsidiaries, the company's ability to refinance, extend or repay its near and intermediate term debt, the company's substantial level of indebtedness and related interest rates, the potential impact of volatile and rising fuel prices, impairments and restructuring charges, and the potential impact of labor unrest. Because of the company's restructuring, there can be no assurance as to the future value of the company's or any of its subsidiaries' securities, including AMR common stock. Accordingly, the company urges that caution be exercised with respect to existing and future investments in any of these securities (including AMR's common stock) or other claims. Readers are referred to the documents filed by the company with the Securities and Exchange Commission, including the company's Form 10-K for the period ended December 31, 2012, as amended by its Form 10-K/A filed April 16, 2013, which further identify the important risk factors that could cause actual results to differ materially from the forward-looking statements in this news release. The company disclaims any obligation to update any forward-looking statement or information.

Detailed financial information follows:

AMR CORPORATION
CONSOLIDATED STATEMENT OF OPERATIONS
(Unaudited)(In millions, except per share amounts)

	Three Months Ended September 30,		Percent Change	Nine Months Ended September 30,		Percent Change
	2013	2012		2013	2012	
Revenues						
Passenger — American Airlines	$ 5,253	$ 4,909	7.0	$ 14,755	$ 14,303	3.2
— Regional Affiliates	766	748	2.5	2,197	2,208	(0.5)
Cargo	163	156	4.6	485	499	(2.8)
Other revenues	646	616	4.7	1,938	1,908	1.5
Total operating revenues	6,828	6,429	6.2	19,375	18,918	2.4
Expenses						
Aircraft fuel	2,220	2,180	1.8	6,559	6,555	0.1
Wages, salaries and benefits	1,546	1,783	(13.3)	4,480	5,342	(16.1)
Other rentals and landing fees	338	329	2.9	1,028	990	3.8
Maintenance, materials and repairs	350	347	0.9	1,108	1,047	5.9
Depreciation and amortization	245	256	(4.1)	739	777	(4.9)
Commissions, booking fees and credit card expense	280	277	1.2	813	806	0.9
Aircraft rentals	186	137	35.8	529	410	29.1
Food service	154	139	10.7	442	394	12.2
Special charges and merger related	15	211	(92.9)	56	329	(83.0)
Other operating expenses	796	719	10.9	2,383	2,164	10.1
Total operating expenses	6,130	6,378	(3.9)	18,137	18,814	(3.6)
Operating Income (Loss)	698	51	*	1,238	104	*
Other Income (Expense)						
Interest income	5	7	(24.2)	14	20	(28.7)
Interest expense	(206)	(161)	27.7	(637)	(503)	26.5
Interest capitalized	10	13	(19.7)	35	36	(4.1)
Miscellaneous, net	(67)	(11)	*	(70)	(29)	70.1
Total other income	(258)	(152)	69.4	(658)	(476)	33.8
Income (Loss) Before Reorganization Items, Net	440	(101)	*	580	(372)	*
Reorganization Items, Net	(151)	(137)	*	(435)	(1,767)	*
Income Before Income Taxes	289	(238)	*	145	(2,139)	*
Income tax	—	—	*	(22)	—	*
Net Income (Loss)	$ 289	$ (238)	*	$ 167	$ (2,139)	*
Earnings (Loss) Per Share						
Basic	$ 0.86	$ (0.71)		$ 0.50	$ (6.38)	
Diluted	0.76	(0.71)		0.49	(6.38)	
Number of Shares Used in Computation						
Basic	336	335		335	335	
Diluted	388	335		387	335	
Operating margin	10.2%	0.8%	9.4 pts	6.4%	0.5%	5.9 pts
Pre-tax margin	4.2%	(3.7)%	7.9 pts	0.8%	(11.3)%	12.1 pts

* indicates percentage is not meaningful

AMR CORPORATION
OPERATING STATISTICS
(Unaudited)

AMERICAN AIRLINES, INC. OPERATING STATISTICS BY REGION

	Three Months Ended September 30, 2013							
	RASM[1] (cents)	Y-O-Y Change	ASMs[2] (billions)	Y-O-Y Change	Load Factor (pts)	Y-O-Y Change (pts)	Yield (cents)	Y-O-Y Change
DOT Domestic	12.8	4.6%	22.9	0.8%	85.2	(0.2)	15.0	4.9%
International	13.6	3.1	17.2	5.8	84.7	(0.8)	16.0	4.1
DOT Latin America	14.8	0.5	8.2	11.0	82.1	(2.1)	18.0	3.1
DOT Atlantic	13.4	11.4	6.4	(2.5)	88.3	0.9	15.2	10.3
DOT Pacific	10.3	(11.0)	2.6	12.5	84.2	(0.3)	12.2	(10.7)

[1] Revenue Per Available Seat Mile

[2] Available Seat Miles

	Nine Months Ended September 30, 2013							
	RASM[1] (cents)	Y-O-Y Change	ASMs[2] (billions)	Y-O-Y Change	Load Factor (pts)	Y-O-Y Change (pts)	Yield (cents)	Y-O-Y Change
DOT Domestic	12.6	2.4%	67.2	(1.0)%	84.7	0.7	14.9	1.5%
International	12.8	2.0	49.0	3.6	81.9	(0.2)	15.7	2.3
DOT Latin America	14.0	(0.8)	25.1	8.2	80.1	(1.1)	17.5	0.6
DOT Atlantic	12.4	9.2	16.6	(3.6)	84.2	1.1	14.7	7.8
DOT Pacific	9.9	(6.8)	7.3	5.8	82.8	—	11.9	(6.8)

[1] Revenue Per Available Seat Mile

[2] Available Seat Miles

AMR CORPORATION
OPERATING STATISTICS
(Unaudited)

	Three Months Ended September 30,		Percent Change	Nine Months Ended September 30,		Percent Change
	2013	2012		2013	2012	
AMR Corporation Consolidated						
Revenue passenger miles (millions)	36,799	35,952	2.4	104,868	103,552	1.3
Available seat miles (millions)	43,644	42,423	2.9	126,561	125,410	0.9
Cargo ton miles (millions)	451	425	6.3	1,331	1,325	0.5
Passenger load factor	84.3%	84.8%	(0.5) pts	82.9%	82.6%	0.3 pts
Passenger revenue yield per passenger mile (cents)	16.36	15.73	4.0	16.17	15.94	1.4
Passenger revenue per available seat mile (cents)	13.79	13.33	3.4	13.39	13.16	1.7
Cargo revenue yield per ton mile (cents)	36.12	36.71	(1.6)	36.42	37.63	(3.2)
Fuel consumption (gallons, in millions)	731	700	4.5	2,115	2,050	3.2
Fuel price per gallon (dollars)	3.04	3.12	(2.6)	3.10	3.20	(3.0)
American Airlines, Inc. Mainline Operations						
Revenue passenger miles (millions)	34,078	33,302	2.3	97,068	95,849	1.3
Available seat miles (millions)	40,082	38,955	2.9	116,198	115,162	0.9
Cargo ton miles (millions)	451	425	6.3	1,331	1,325	0.5
Passenger load factor	85.0%	85.5%	(0.5) pts	83.5%	83.2%	0.3 pts
Passenger revenue yield per passenger mile (cents)	15.42	14.74	4.6	15.20	14.92	1.9
Passenger revenue per available seat mile (cents)	13.11	12.60	4.0	12.70	12.42	2.2
Cargo revenue yield per ton mile (cents)	36.12	36.71	(1.6)	36.42	37.63	(3.2)
Operating expenses per available seat mile, excluding Regional Affiliates (cents) [1]	13.39	14.45	(7.4)	13.65	14.41	(5.2)
Fuel consumption (gallons, in millions)	643	618	3.9	1,858	1,815	2.4
Fuel price per gallon (dollars)	3.03	3.11	(2.4)	3.10	3.19	(2.8)
Regional Affiliates						
Revenue passenger miles (millions)	2,721	2,649	2.7	7,800	7,703	1.3
Available seat miles (millions)	3,562	3,468	2.7	10,363	10,248	1.1
Passenger load factor	76.4%	76.4%	0.0 pts	75.3%	75.2%	0.1 pts
AMR Corporation						
Average Equivalent Number of Employees						
American Airlines	59,600	64,900		59,600	65,300	
Other	13,200	13,000		13,500	13,000	
Total	72,800	77,900		73,100	78,300	

[1] Excludes expenses incurred related to regional affiliates of $766 million and $2.3 billion for the three and nine months ended September 30, 2013, respectively, and $764 million and $2.3 billion for the three and nine months ended September 30, 2012, respectively.

AMR CORPORATION
NON-GAAP AND OTHER RECONCILIATIONS
(Unaudited)(In millions)

	Three Months Ended September 30,		Percent Change	Nine Months Ended September 30,		Percent Change
	2013	2012		2013	2012	
Operating Expense	$ 6,130	$ 6,378	(3.9)	$ 18,137	$ 18,814	(3.6)
Less Special Items:						
Special charges and merger related	15	211		56	329	
Operating Expense excluding special items	$ 6,115	$ 6,167	(0.8)	$ 18,081	$ 18,485	(2.2)

	Three Months Ended September 30,		Percent Change	Nine Months Ended September 30,		Percent Change
	2013	2012		2013	2012	
Net Income	$ 289	$ (238)	*	$ 167	$ (2,139)	*
Special Items:						
Workers compensation	—	—		45	—	
Interest expense	21	—		137	—	
Special charges and merger related	15	211		56	329	
Reorganization Items, Net	151	137		435	1,767	
Miscellaneous, net	54	—		54	—	
Total special items	$ 241	$ 348		$ 727	$ 2,096	
Net Income excluding special items	$ 530	$ 110	381.8	$ 894	$ (43)	(2,079.1)

	Three Months Ended September 30,		Percent Change	Nine Months Ended September 30,		Percent Change
	2013	2012		2013	2012	
Pre-tax margin	4.2%	(3.7)%		0.8%	(11.3)%	
Special items margin	3.6%	5.4%		3.8%	11.1%	
Pre-tax margin excluding special items	7.8%	1.7%	6.1 pts	4.6%	(0.2)%	4.8 pts

	Three Months Ended September 30,		Percent Change	Nine Months Ended September 30,		Percent Change
	2013	2012		2013	2012	
Operating Profit	$ 698	$ 51	*	$ 1,238	$ 104	*
Special Items:						
Workers compensation	—	—		45	—	
Special charges and merger related	15	211		56	329	
Operating Profit excluding special items	$ 713	$ 262	172.1	$ 1,339	$ 433	209.2

AMR believes that excluding the impact of special items from operating expense, net income (loss), and operating profit (loss), assists investors in understanding the impact of special items on the Company's results of operations.

* indicates percentage is not meaningful

AMR CORPORATION
NON-GAAP AND OTHER RECONCILIATIONS
(Unaudited)(In millions, except as noted)

OPERATING EXPENSE PER AVAIALBLE SEAT MILE

AMR Corporation Consolidated	Three Months Ended September 30,		Percent Change	Nine Months Ended September 30,		Percent Change
	2013	2012		2013	2012	
Total Operating Expense	$ 6,130	$ 6,378	(3.9)	$ 18,137	$ 18,814	(3.6)
Available Seat Miles	43,644	42,423		126,561	125,410	
Operating expenses per available seat mile (cents)	14.05	15.03	(6.6)	14.33	15.00	(4.5)
Items Excluded (per available seat mile)(cents):						
Aircraft fuel	5.09	5.14		5.18	5.23	
Workers compensation	—	—		0.04	—	
Special charges and merger related	0.03	0.49		0.04	0.26	
Operating expenses per available seat mile, excluding impact of fuel, merger, and special charges (cents)	8.93	9.40	(5.0)	9.07	9.51	(4.6)

American Airlines, Inc. Mainline Operations	Three Months Ended September 30,		Percent Change	Nine Months Ended September 30,		Percent Change
	2013	2012		2013	2012	
Total operating expenses	$ 6,133	$ 6,395	(4.1)%	$ 18,130	$ 18,853	(3.8)%
Less: Operating expenses incurred related to Regional Affiliates	766	764		2,268	2,262	
Operating expenses excluding expenses incurred related to Regional Affiliates	$ 5,367	$ 5,631		$ 15,862	$ 16,591	
American mainline operations available seat miles	40,082	38,955		116,198	115,162	
Operating expenses per mainline operations available seat mile, excluding Regional Affiliates (cents)	13.39	14.45	(7.4)	13.65	14.41	(5.2)
Items Excluded (per mainline available seat mile)(cents):						
Aircraft fuel	4.87	4.93		4.96	5.03	
Workers compensation	—	—		0.04	—	
Special charges and merger related	0.04	0.54		0.05	0.28	
Operating expenses per mainline operations available seat mile, excluding Regional Affiliates, impact of fuel, merger, and special charges (cents)	8.48	8.98	(5.4)	8.60	9.10	(5.5)

AMR believes that operating expenses per available seat mile, excluding the cost of fuel, merger, and special items, assists investors in understanding the impact of fuel prices and merger and special items on the company's operations.

AMR CORPORATION
AIRCRAFT IN SERVICE
(Unaudited)

Aircraft in service as of September 30, 2013:

Mainline Aircraft:	**YE2012A**	**1QA**	**2QA**	**3QA**	**4QE**	**YE2013E**
Airbus A319	0	0	0	10	5	15
Airbus A321	0	0	0	0	5	5
Boeing 737-800	195	9	9	8	5	226
Boeing 757-200	102	(1)	(5)	(4)	(2)	90
Boeing 767-200ER	14	(2)	0	0	(3)	9
Boeing 767-300ER	58	0	0	0	0	58
Boeing 777-200ER	47	0	0	0	0	47
Boeing 777-300ER	2	3	3	1	1	10
McDonnell Douglas MD-80	190	(5)	(5)	(9)	(14)	157
Total Mainline Aircraft	608	4	2	6	(3)	617

Regional Aircraft:	**YE2012A**	**1QA**	**2QA**	**3QA**	**4QE**	**YE2013E**
Bombardier CRJ-200	12	11	0	0	0	23
Bombardier CRJ-700	47	0	0	0	0	47
Embraer RJ-135	21	(2)	(8)	(4)	(7)	0
Embraer RJ-140	74	0	0	0	0	74
Embraer RJ-145	118	0	0	0	0	118
Embraer E-175	0	0	0	4	12	16
Super ATR	9	(3)	(6)	0	0	0
Total Regional Aircraft	281	6	(14)	0	5	278

Regional fleet plan reflects plan for aircraft operated by wholly owned subsidiaries of AMR and aircraft under executed air service agreements that are operated by third parties.

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Capitol / Anti-Trust Issue

Congress of the United States
Washington, DC 20515

September 27, 2013

ATTN CATE

The Honorable Pam Bondi
Attorney General
State of Florida
The Capitol PL-01
Tallahassee, FL 32399-1050

Dear Attorney General Bondi:

On behalf of our respective communities, airline employees, and the flying public, we write to express our deep disappointment about your decision to support the Department of Justice's (DOJ) recent federal lawsuit against the merger of American Airlines and US Airways. While we share your concern for ensuring robust market competition and protecting consumers, preventing this merger from proceeding will not only have the opposite effect, but negatively impact tens of thousands of American jobs. A successful merger between American Airlines and US Airways represents a responsible path forward in the highly competitive airline industry, giving the combined company the resources it needs to compete with the country's two largest carriers, United and Delta, as well as internationally. Therefore, we urge you to withdraw your support from the DOJ's lawsuit, and allow the merger to resume.

As you well know, the DOJ has approved three major airline mergers within recent years: Delta and Northwest in 2008, United and Continental in 2010, and Southwest and Air Tran in 2011. The DOJ's lawsuit against the merger of American Airlines and US Airways is inconsistent with its previous actions and industry reality, as well as risks putting both companies at a severe competitive disadvantage in an increasingly duopolistic market. Left to operate separately, American Airlines and US Airways will not have the market share, size, and scale to best compete with larger carriers or offer consumers more competitive fares. Instead of having three major global competitors to choose from, consumers will be faced with just two that have less incentive to price their services more competitively. On the other hand, American Airlines and US Airways have far fewer route overlaps than either of the previously approved mergers, and the combined company will be comparable in fleet size to United and Delta.

Since the previous mergers were approved, the airline industry has added relatively little capacity while passenger air travel has risen. Once the largest of "legacy" carriers, American Airlines has made a commendable effort to remain independent despite increased economic pressure. Since filing for bankruptcy protection in November 2011, it has taken considerable steps to reduce labor costs and renegotiate aircraft and other leases, while continuing to make the investments necessary to stay competitive and transform itself into a flagship carrier with a 21st century fleet. We believe that American Airlines has demonstrated its intention to remain an industry leader, and that the proposed merger with US Airways will allow it to exit bankruptcy swiftly and more effectively compete.

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Furthermore, the merger between American Airlines and US Airways enjoys overwhelming support from their unions, as well as investors, the Pension Benefit Guaranty Corporation (PBGC), and other stakeholders. For years, the hardworking employees of both airlines have made great sacrifices to help strengthen their companies amid changing conditions that have caused many carriers to go out of business, communities to lose service, and workers to lose jobs. This merger will mean increased job security and new opportunities for the workers of American Airlines and US Airways, as well as those communities served by the combined airline. The DOJ's lawsuit to prevent the merger proposal before bankruptcy court approval has already caused harm to US Airways pilots who have been working for a below-scale wage for a decade, and stood to gain $1.6 billion in wages and benefits from a new contract over six years.

Finally, we remain concerned by the negative economic impact that an unsuccessful merger will have on our communities, the State of Florida, and our nation as a whole. Our Congressional districts are home to several major airports, including Miami International Airport (MIA), Hollywood-Fort Lauderdale International Airport (FLL), Palm Beach International Airport (PBI), Orlando International Airport (MCO), Tampa International Airport (TPA), and Jacksonville International Airport (JAX), that connect Florida to other hubs and destinations in the United States. These airports are vitally important to tapping Florida's economic potential by supporting the flow of tourism and commerce with Latin America and the Caribbean. In addition, American Airlines and US Airways currently support thousands of jobs in Florida. Given that one airline job translates into approximately 17 additional jobs, including in related sectors such as airports, aircraft manufacturing, and suppliers, this merger stands to benefit millions more.

American Airlines and US Airways have proposed a merger agreement that will allow them to provide competitive services to air travelers, better pay and benefits for their employees, and support economic growth in Florida. Rather than help foster greater market competition, the DOJ's lawsuit will effectively pick winners and losers at the cost of airline workers and consumers. This merger is a tremendous opportunity that will impact the future of our airline industry for years to come. Withdrawing your support from the DOJ's lawsuit will help ensure that Floridians and all Americans have more choices when they travel. We thank you for your attention to this important matter, and look forward to your response.

Sincerely,

Alcee L. Hastings
Member of Congress

Debbie Wasserman Schultz
Member of Congress

Ted Deutch
Member of Congress

Frederica S. Wilson
Member of Congress

Lois Frankel
Member of Congress

Joe Garcia
Member of Congress

Patrick E. Murphy
Member of Congress

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One of my most important obligations as the attorney general of the state of Florida is to enforce the laws that ensure a competitive and fair marketplace. Along with the attorneys general of several other states, I joined the Department of Justice lawsuit blocking the proposed merger of US Airways and American Airlines because a careful review of the facts convinced me that the merger would be anti-competitive and potentially expose consumers to millions in higher fares and fees. First, the history of consolidation in the airline industry, beginning with the merger of US Airways and America West in 2005, has resulted in higher fares, increased fees and less choice for Floridians and visitors to our state. Indeed, US Airways executives have acknowledged that successful fare increases and the imposition of ever increasing ancillary fees has been a direct result of fewer carriers with fewer seats. Second, 21% (216 of 1044) of city pairs that would suffer the most anticompetitive harm from the merger involve Florida cities, a particularly troubling result given the critical role of air travel as a major driver of economic growth and tourism in this state. Third, the merger is not necessary to ensure long term survival of the airlines, and any benefits that might come from it are off-set by the harm to consumers it will cause. American Airlines entered bankruptcy with plans to restructure and remain independent, and designed a stand-alone business plan to that end. That plan included expanded service to many markets, including Florida. US Airways recognized that American Airlines would emerge from bankruptcy as a strong competitor that would have put downward pressure on industry pricing. Indeed, American is well on its way to recovery: its most recent quarterly results reported a record-high $5.6 billion in revenues with $357 million in profits. In fact, AMR, American Airlines' parent, reported just yesterday that its July consolidated passenger revenue per available seat mile had increased to an all-time record high for any month. When US Airways and American chose consolidation over competition—to the detriment of Floridians—it became my duty to act.