

[REDACTED]

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**From:** [REDACTED]  
**Sent:** Friday, November 15, 2013 5:06 PM  
**To:** ATR-Antitrust - Internet; [REDACTED]  
**Subject:** US Airway & AMR

Dear Anti-Trust Division - U.S. Department of Justice:

We are a small company that buys airline tickets. We are writing you to oppose the US Airways and American Airlines merger. With this merger there will be less competition in the marketplace and air fares will go up. Fares have been increasing over the years. This will hurt the traveling public and prevent new airline entrants to get to the market. We have been buying airline tickets since airline deregulation of the late 1970s.

When there are more airlines competing there is more choice of fare and carriers. Service will improve and which will benefit the flying public. Allowing this merger will make it more difficult for new start up airlines to enter the market place. This is not fair. The industry has changed over the last ten years, and stopping this merger, US Airways and American Airlines can still survive and prosper in a more competitive market place. Reducing airport slots is not the solution. More competition is.

Thank you for reading these few words,

Sincerely,

[REDACTED]

[REDACTED]

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**From:** [REDACTED]  
**Sent:** Friday, November 29, 2013 9:26 AM  
**To:** ATR-OPS Citizen Complaint Center  
**Subject:** American Airlines Anti Trust Complaint...

Since your agency gave the Green Light for the AA/USAir merger  
WITHOUT ANY CONSIDERATION FOR CONSEQUENCES OF YOUR 'APPROVAL' to the  
traveling public.

Here is what the passengers including 'elites' are being subjected too...

Posted to flyer talk web site today, under American Airlines aadvantage program,  
You folks really should 'surf' this site for some interesting revelations of Antitrust violations..

"What we have here is.....**A FAILURE TO COMMUNICATE** wasn't there a movie by the same  
name....

Apparently, I say again apparently...the it masters are 'reconciling' the site to conform to the airline's  
impression that the program is 'over bloated' in a stealth effort to modify the program to its new  
preferences.....which if you took the time to read the small print and 'agreed' by signing up....they have  
the right to do.

So now be prepared for not only the current 'glitches' but also downgrades as well as monetized elite  
status...as well as violating the 1989 mileage court agreement...so kiss your retirement travel hopes and  
dreams...goodbye...

Why didn't the DOJ see this as a reduction in benefits as well as an increase in cost for passengers ? Oh  
that's right, it's a government agency..."

Sent from my iPad 4

[REDACTED]

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**From:** [REDACTED]  
**Sent:** Tuesday, February 04, 2014 3:17 PM  
**To:** ATR-Antitrust - Internet  
**Subject:** American Airlines / USAir Merger

I am writing to soundly protest the merger of two more airlines. Airline mergers have led to the shrinkage of service -- in the air and on the ground -- from airline companies. We, the passengers, are paying significantly more for the receipt of greatly-reduced services. This is simply outrageous to the traveling public.

Meanwhile, airline companies are adding fees for just about everything, shrinking cabin space, and canceling flights at their will. This is such a far cry from the airline business I experienced in my 20s, 30s, 40s, 50s, and 60s. I'm appalled at what has happened to an outstanding service industry, and I call for a stoppage to allowing these two airlines to merge.

Please reconsider whether it makes sense -- these two companies continue to register outstanding profits, and those profits come at the expense of their customers -- since when was this considered a good business model? Again, I urge you to reconsider allowing this merger to go through.

Regards,

[REDACTED]  
A long-time traveler, retired and still traveling

[REDACTED]

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**From:** [REDACTED]  
**Sent:** Sunday, February 02, 2014 11:27 PM  
**To:** ATR-Antitrust - Internet  
**Subject:** Re: AA-US Airways Merger

Now that the merger has been approved by DOJ and is proceeding, U. S. Airways has just increased the cost of a round trip from Phoenix to San Diego by 10%. Thank you so much for your fine review process and unnecessary approval of this merger. The public once again is the loser and the now larger airlines are the winner and can take advantage of the poor helpless people.

Regards,

[REDACTED]

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**From:** [ATR-Antitrust - Internet](#)  
**Sent:** Monday, July 08, 2013 11:34 AM  
**To:** [REDACTED]  
**Subject:** RE: AA-US Airways Merger

Dear [REDACTED]

Thank you for contacting the Antitrust Division of the U.S. Department of Justice. The Citizen Complaint Center has reviewed your complaint, and we have forwarded it to the appropriate legal staff for further review. We have your information on file and should legal staff need further information, they may contact you in the future.

We appreciate your interest in the enforcement of federal antitrust laws.

Sincerely,

Citizen Complaint Center  
Antitrust Division  
Department of Justice

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**From:** [REDACTED]  
**Sent:** Wednesday, July 03, 2013 8:48 PM  
**To:** ATR-Antitrust - Internet  
**Subject:** AA-US Airways Merger

I would like to comment about the proposed AA-US Airways merger.

Today, a U. S. Airways flight I was on was cancelled due to a faulty aircraft that needed to be repaired and could not be used for our scheduled flight. I was re-booked on the same flight going out tomorrow. This ruined my July 4th visit with my family in California. U. S. Airways offered nothing beyond re-booking the flight. I had to pay for my airport parking even though it was their fault. This is ludicrous, given the fact that they made \$2.5 billion in profit last quarter. And Doug Parker makes over \$2 million in salary. Do we have to wonder why we are paying \$25 to check a bag that 5 years ago was free? And \$200 to change a ticket when it's done by yourself on line? That is a disgusting insult to the public.

I can not imagine how two airlines, that have trouble operating properly independently are going to be any better merged. I also believe that it would result in tickets price increase due to the lessening of competition resulting from the merger. I believe that DOJ should stop this merger. It is not in the public's interest and would only further increase airline profits while taking the hard earned dollars of those who can least afford it. It's disgraceful.

Thank you.

Sincerely,

A black rectangular redaction box covering the signature of the sender.

[REDACTED]

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**From:** [REDACTED]  
**Sent:** Thursday, February 06, 2014 2:10 AM  
**To:** ATR-Antitrust - Internet  
**Subject:** : Objection to AA/UA

-----Original Message-----

**From:** [REDACTED]  
**To:** antitrust.atr <[antitrust.atr@usdoj.gov](mailto:antitrust.atr@usdoj.gov)>  
**Sent:** Tue, Feb 4, 2014 02:04 PM  
**Subject:** Objection to AA/UA

Sirs,

After 20 years flying around & through the US, I am Disgusted by the continuing & now (Feb, 2014) RAPID deterioration, decline, destruction of domestic air travel in USA. Is the age of affordable, extensive air travel now finally over - the latest mergers resulting in semi monopoly status for the fewest big players with reduced competition, eroded consumer protections, fewer route choices, the list goes on & on. The airline industry needs taking in hand firmly NOW & you have failed the American flying public in flip flopping on the most recent merger. You are funded to protect the travelling public's interests not to bow to insider big business pressures. Traitors! we trusted you to fulfill your mandate!

Registering my disgust with your department's betrayal of taxpaying travellers' interests, do you not care that US domestic travel is a travesty compared to Air travel in the rest of the world? American rail & air travel is truly broken & you have contributed to this with your approval of the America/US merger which is truly indefensible on all counts.

[REDACTED]

Sent from AOL Mobile Mail

[REDACTED]

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**From:** [REDACTED]  
**Sent:** Friday, November 15, 2013 2:50 PM  
**To:** ATR-Antitrust - Internet  
**Subject:** comment on Case 1:13-cv-01236-US vs USAirways and AMR

I would like to take a moment to comment on the proposed settlement to allow USAirways and AMR (parent of American Airlines) to merge.

Regardless of the proposed settlement requiring those airlines to divest slots in some of their hub airports, that doesn't address the facts that:

1. having open slots/gates at airports does not mean competitive airlines are able to take advantage of them
2. other airports which are non-hubs will see no change in competitive flights as a result of this change

By having one more 'super' airline, they will be able to unduly influence their hub airports and municipalities, by threatening to move to new locations. This was the case when USAir chose to make Charlotte their hub over Pittsburgh, which was left with an airport building debt, decrease in tax paying employees, and fewer flights.

Also, by still having such a large power to undercut other airlines' prices, they can cement their hold on that airport, and eventually drive other flights or airlines out. When that happens, that airline has too much control of fares. Again, using Pittsburgh as an example, when Southwest was forced out of the Philadelphia market, it left no direct flights between Pittsburgh and Philadelphia other than USAirways. When this occurred, fares between Pittsburgh and Philadelphia tripled overnight.

I'm not sure what lens of reality you are looking through, but allowing this merger will limit competition and, in the end, hurt consumers.

[REDACTED]

[REDACTED]

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**From:** [REDACTED]  
**Sent:** Wednesday, February 05, 2014 8:34 PM  
**To:** ATR-Antitrust - Internet  
**Subject:** On the US Airways and American Airlines Merger

The airlines are making moves to close hubs, reduce frequent flyer programs, cut services and raise fares because of the lack of competition.

Meanwhile airline stock prices have more than doubled in the past year.

Also, there has been political pressure by special interests, who stand to benefit at the flying public's expense from this merger.

This merger is not in the public interest. If the airlines cannot survive without merging and eliminating completion then let the free market determine which airline will survive or give a new airline, such as Eastern, enter the market.

[REDACTED]



This email is free from viruses and malware because [avast! Antivirus](#) protection is active.

[REDACTED]

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**From:** [REDACTED]  
**Sent:** Tuesday, February 04, 2014 8:10 PM  
**To:** ATR-Antitrust - Internet  
**Subject:** NO ON AMERICAN US AIR MERGER

We have too few airlines as it is. We should have more, not less. Three is ridiculous.

[REDACTED]

[REDACTED]

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**From:** [REDACTED]  
**Sent:** Tuesday, February 04, 2014 9:01 AM  
**To:** ATR-Antitrust - Internet  
**Subject:** Allowing the merger of US Airways and American Airlines

Dear Mr. Stallings,

Given that the entire purpose of the merger of US Airways and American Airlines is to reduce competition and therefore raise prices and lower services to the consumer, I simply do not understand why the DOJ's Antitrust Division feels compelled to allow it. This proposed merger is exactly the type of anticompetitive, damaging-to-the-consumer merger that the Antitrust Division was set up to stop and for which the antitrust laws were written.

There are simply no examples of mergers of this type resulting in more competition, lower prices, lower costs, and better service. None. The argument has been made that if the merger is not allowed both companies will go under, thereby reducing competition overall in the airline industry. However, given the extreme level of protection provided airlines in bankruptcy, there is very little chance of that happening, as we both know. Airlines simply enter bankruptcy, shed their liabilities, and re-emerge.

While it is clear to any intelligent person that the airline industry, overall, needs to raise prices to reach a sustainable level of profitability, those price hikes need to occur in the context of a normal, competitive industry and not in what is quickly becoming yet another unregulated duopoly such as the US cellphone and broadband markets.

This idea that unregulated monopolies (eg, the cable TV industries and landline telephony industries) or unregulated duopolies (eg, cellular telephone, broadband access, and now the airline industry) do not exploit their monopoly power to the consumer's detriment is simply not true. US cable TV, broadband, and cellphone prices are higher than anywhere else in the industrialized world.

I know that it is currently politically fashionable to pretend (and the various industries's many, many lobbyists like to push that pretense) that "the market" solves all problems, but clearly anyone making that argument that has not read their Adam Smith\*! "The market" will indeed solve most problems, when it is allowed to operate, but that does mean that there has to be a sufficient number of suppliers for consumers to choose among. If the number of suppliers drops to two or three (which will now be the case in most markets), the suppliers simply collude.

Thank you for considering my thoughts.

Sincerely yours,

[REDACTED]

\*“People of the same trade seldom meet together, even for merriment and diversion, but the conversation ends in a conspiracy against the public, or in some contrivance to raise prices.” Adam Smith, The Wealth of Nations There has yet to be a more succinct description of the lobbying process and its aims!

[REDACTED]

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**From:** [REDACTED]  
**Sent:** Tuesday, February 04, 2014 10:46 PM  
**To:** ATR-Antitrust - Internet  
**Subject:** Opposition to aa us air merger

I oppose this merger. It will eliminate competition, degrade service, and not be of benefit to the traveling public.

Allowing this is caving into special interests and lobbyists.

[REDACTED]

Sent from my iPad on Pluto

[REDACTED]

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**From:** [REDACTED]  
**Sent:** Monday, November 18, 2013 11:02 AM  
**To:** ATR-Antitrust - Internet  
**Subject:** Attn: William Bauer- USAirways/American Merger

Dear Mr. Bauer,

It is with extreme disappointment that I write this email regarding the DOJ's recent approval of the USAirways and American merger. The DOJ's mandate is supposed to protect consumer rights and your department has just failed to do so.

Did you request and receive slots from some key airports, yes. However, this will have minimal impact on consumers on the other 1,000s of flights that your original complaint focused on. You have just basically reduced competition to 3 key players. Anti-trust experts are also baffled by this decision. What does that tell you?

In the end you will see higher airfares. In addition, you should not be surprised to see price collusion among the big three and the consumer who you are ultimately supposed to protect suffer.

I don't know what the reason for your favorable decision to the airlines was. Perhaps it's political, perhaps you felt you could not win in court. I guess the public will never really know. I am sure without a doubt the consumer will suffer. We already have based on the other mergers your department has approved.

[REDACTED]

[REDACTED]

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**From:** [REDACTED]  
**Sent:** Tuesday, February 04, 2014 7:59 AM  
**To:** ATR-Antitrust - Internet  
**Subject:** Stop thinking merger

Please think of us small town folks & senior citizens & DO NOT PUT THRU ANOTHER MERGER.

Helping the airline bigwigs make more money is not helping the common everyday folks in any way! We deserve to be able to save our hard earned money & go on a vacation!!

Enough is enough.

Please don't allow another merger.

[REDACTED] [REDACTED]

Sent from my iPad

[REDACTED]

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**From:** [REDACTED]  
**Sent:** Tuesday, February 04, 2014 9:03 AM  
**To:** ATR-Antitrust - Internet  
**Cc:** FlyersRights  
**Subject:** US Airways and American Airlines Merger

One word...NO!  
not good for consumers  
Thank you  
[REDACTED]

[REDACTED]

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**From:** [REDACTED]  
**Sent:** Tuesday, February 04, 2014 5:30 PM  
**To:** ATR-Antitrust - Internet  
**Subject:** US Airways and American Airlines Merger

I believe that the merger is a mistake.

How does this benefit the traveling public?  
How is less competition beneficial?  
How is less service a benefit?  
How does the destruction of a profitable company benefit anyone?

I understand that this will be very profitable for some, a few, but the majority of the effect will be negative. People will lose jobs as those airlines are combined, the new airline will have more bargaining power to push down salaries and supplier costs. If I understand the track record of airline consolidation, every one of these has resulted in fewer jobs, higher prices, and less service.

Thank you

[REDACTED]

[REDACTED]

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**From:** [REDACTED]  
**Sent:** Tuesday, February 04, 2014 4:44 PM  
**To:** ATR-Antitrust - Internet  
**Subject:** American/USAir merger approval - public comment

I am against your approval of letting American Airlines and US Airways merger.

It is so obviously not in the interest of the flying public and competition that one can only assume any approval is politically motivated, or worse: another example of the ability to buy a decision from what is becoming increasingly and blatantly, a totally corrupt US government.

Sincerely,

[REDACTED]

[REDACTED]