



**NORTHWEST
AIRLINES**

55026
Northwest Airlines, Inc.
901 15th Street NW
Suite 310
Washington DC 20005

202 842-3193
202 289-6834 Fax

ORIGINAL

DEPT. OF TRANSPORTATION
OFFICE OF THE SECRETARY

99 MAY 11 PM 4:32

May 11, 1999

Ms. Dorothy Walker
Chief, Docket Section
Room PL401
Department of Transportation
400 Seventh Street, S.W.
Washington, D.C. 20590

Re: U.S.-China Air Services (Docket OST-99-5539)- 53

Dear Ms. Walker:

Enclosed for filing in the above-referenced docket are letters from Members of Congress, members of state and local governments, businesses and civic associations relating to the service proposals in this case. An index of the letters is enclosed.

Thank you for your attention to this matter.

Respectfully submitted,

Megan Rae Poldy
Associate General Counsel

Enclosures

cc: Service list



BRIDGING
the PACIFIC



CERTIFICATE OF SERVICE

55026
I hereby certify that on this 11th day of May, I served a copy of the foregoing document of Northwest Airlines on the following individuals by federal express:

Nathaniel P. Breed, Jr.
Shaw, Pittman, Potts & Trowbridge
2300 N Street, N.W.
Washington, D.C. 20037
(For Federal Express)

Rush O'Keefe
Vice President, Regulatory Affairs
Federal Express Corp.
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Memphis, TN 38132

David Glauber
Senior Attorney
Federal Express Corp.
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Memphis, TN 38132

Brian M. Campbell
The Campbell Aviation Group, Inc.
700 N. Fairfax Street, Suite 502
Alexandria, VA 22314

Jon Moss
Director, Regulatory Affairs
United Airlines, Inc.
P.O. Box 66100, WHQIZ
Chicago, IL 60666

Jeffrey Manley
Kirkland & Ellis
655 15th Street, NW
Washington, D.C. 20005
(For United Airlines)

Kenneth P. Quinn
Winthrop, Stimson, Putnam and Roberts
1133 Connecticut Ave, NW
Washington, D.C. 20036
(For the City of San Francisco)

David Marchick
Deputy Assistant Secretary for
Transportation Affairs
U.S. DEPARTMENT OF STATE
2201 C Street, N.W.
EB/TRA, Room 5830
Washington, D.C. 20520

His Excellency Mr. Li Zhaoxing
Ambassador of the People's
Republic of China
2300 Connecticut Avenue, NW
Washington, D.C. 20008

Jean K. Oberstar
Simat, Helliesen & Eichner, Inc.
Suite 303
4400 MacArthur Blvd., N.W.
Washington, D.C. 20007

John W. Katz
Director of State/Federal Relations
and Special Counsel
444 N. Capitol, N.W., Suite 336
Washington, D.C. 20001-1512
(For Alaska)

John L. Steiner
Assistant Attorney General
Attorney General's Office
1031 West 4th Avenue, Suite 200
Anchorage, AK 99501
(For Alaska)


Fawn A. Severino

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A. J. Holloway (Mayor of Biloxi, Mississippi)
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Steve Windom (Lieutenant Governor of the State of Alabama)
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Michael C. Mentel (Council Member of the City of Columbus, OH)
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Dennis White (Chairman, Franklin County Democratic Party)
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John F. Cosgrove (Florida Congressman)
Jack Conners (Assemblyman, New Jersey General Assembly)

Business and Civic Associations

Donald Gagnon (Chairman, AAA Clubs of New Jersey)
Ralph Davis (Manager, Travel Services, H. J. Heinz Company)
David C. Hardesty, Jr. (President, West Virginia University)
J. Wade Gilley (President, Marshall University)
Bruce Grout (Vice President and General Manager, Airborne Express)
Dennis Choy (President, Scanwell International Inc.)
Peter J. Rose (Chairman and C.E.O., Expeditors)
John Zarras (Vice President North America, Emery Worldwide)
Perry B. Newman (President, Maine International Trade Center)
Ronald Zooleck (President, South Shore Chamber of Commerce, Quincy, MA)
Joseph A. DelPriore (Executive Vice President, Pinney Dock & Transport Company)
Gregory Carr (Gregory Carr and Associates)
Doug Maddy (Executive Director, West Virginia Bankers Association)
Jane G. Kisber (Director, Jackson Convention & Visitors Bureau)
Bob Cook (President/CEO, Jackson, TN Chamber of Commerce)
Myrtle Smith-Carroll (DNC, Women’s Caucus, St. Petersburg, FL)
Robert Platt (Senior Health Management Corporation)
Daniel P. Mehan (President/CEO, Missouri Chamber of Commerce)

Congress of the United States

Washington, DC 20515

May 4, 1999

The Honorable Rodney E. Slater
Secretary
United States Department of Transportation
Washington, DC 20590

Dear Mr. Secretary:

As members of the Michigan Congressional Delegation, we are writing on a matter of great importance to our state.

The Department of Transportation recently reached agreement with China on a transportation package which increases the amount of air service that U.S. carriers may provide. We are in strong support of the application by Northwest Airlines for allocation of 11 of the 17 frequencies that become available in the first two years of the agreement. This would allow Northwest to (1) institute the first U.S. carrier nonstop service to Shanghai; (2) secure competitive parity in the U.S.-China market with its largest rival; and (3) commence the first U.S. all-cargo competitive service.

Northwest already has pioneered U.S. carrier nonstop service to China with its highly successful Detroit-Beijing nonstop service. Its application proposes to build on that success with the first nonstop U.S. carrier service to Shanghai. Shanghai is the automobile and financial center of China. Northwest's proposal to link China's industrial and finance centers with our own will be the catalyst for a dramatic expansion of trade and commerce between our two countries.

Detroit is the perfect place to install new China air service. Its powerful industrial, automobile and high tech base will provide a rich customer base that will make the Shanghai service every bit as successful as the Beijing service. And with its location on the "Great Circle" route, Detroit is ideally situated to provide a fast and convenient gateway to the entire Midwest and eastern regions of the country. Service from these areas is much faster via Detroit than via the West Coast.

We believe that the Northwest proposal with China will play an important role in the continued revitalization of Michigan's economy. Its package of nonstop and one-stop services from Michigan to both Shanghai and Beijing will be the critical transportation link making this a reality. Therefore, it is very important to us that Northwest's entire application be granted. If that happens, Detroit's service to China will improve from its current five nonstop and four one-stop flights to a rich mixture of eight weekly nonstop and eight one-stop flights. This will ensure at least daily service between Detroit and both Beijing and Shanghai. Daily service to both

Beijing and Shanghai will insure that Michigan's businesses have the access they need to compete and win in China.






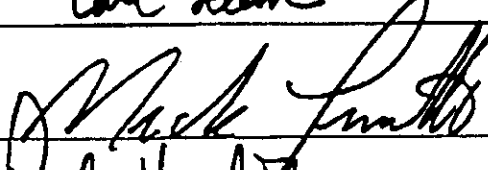

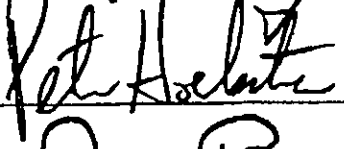

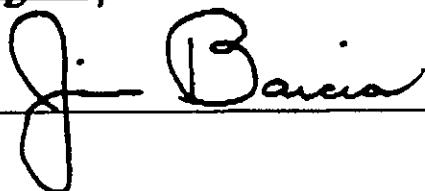
Approval of the entire Northwest application also will place Northwest at competitive parity with United Air Lines, which is critical to the long-term viability of Northwest's service (and therefore Michigan's access) to China.

Placing Northwest at competitive parity with United is very important to Michigan. We think it is obvious that air travelers prefer carriers that provide the most convenient schedule. Northwest's China service depends for its success on being attractive to connecting passengers on the East Coast and in the Midwest. Connecting passengers can route via either Northwest's Detroit hub or United's San Francisco hub, and they will tend to route via the hub that has the most convenient schedule. Allocation of seven frequencies to Northwest's passenger service will insure that Northwest can hold its own in the competitive contest for connecting passengers.

Finally, we support Northwest's application to provide four weekly all-cargo flights. It is the only carrier other than Federal Express that has applied for all-cargo frequencies. Northwest's proposed service will provide the first U.S. flag competition to Federal Express and provide a heavy cargo option for Michigan shippers that Federal Express' small package express service does not provide.

We are pleased to be able to congratulate you on the recently revised US-China Air Services Agreement that allows Northwest Airlines to make its application. Thank you for your consideration of our views and we look forward to hearing from you.

Sincerely,

Bert Stupak Daniel E. Bonin

Dale E. Collier

Jack Perry

Joe Kullerby
V. J. Ell

John Layton
Carolyn C. Kipatich

Congress of the United States

Washington, DC 20515

May 6, 1999

**Secretary Rodney Slater
Department of Transportation
400 Seventh Street, SW
Washington, D.C.**

Dear Secretary Slater:

We are writing first to commend you for your commitment to revising the US-China Air Service Agreement. This expansion of air service will clearly have a significant impact on US commerce.

In that context, we are writing to urge your consideration of Northwest Airline's application for eleven of the seventeen newly-approved flight routes. The significance of this new agreement will be undermined, in our view, unless we take this opportunity to provide new incentives to businesses and institutions historically handicapped in their ability to participate in the Chinese market. If the majority of these new routes are dedicated to west coast departures, the impediments to Massachusetts companies seeking to travel to China will continue. If direct routes from Detroit to Shanghai were approved, however, east coast businesses would cut approximately five hours off transcontinental flights to make their connection.

The flight from Detroit would also save time in that the "Great Circle Route" Northwest plans to utilize is a quicker route than a California to Shanghai flight. This heightened efficiency can make all the difference in the world to businesses seeking to expand their goods and services to China.


In addition to shortening actual flight time to Shanghai, the Northwest proposal would also ease the burden on Massachusetts travelers in reaching their connection and thus diminish time spent waiting for connecting flights. There are obviously many more options for those traveling from the east coast to get to and from Detroit throughout the course of the day than there are to get to and from California.

Perhaps the most compelling rationale for Northwest's application is the competition it would foster among the airlines. Because the US-China market is heavily regulated, market forces alone cannot create a competitive balance. It is up to the Department of Transportation to establish this competitive structure. United Airlines currently enjoys a large advantage over Northwest in the number of approved flights to China. Let's take this opportunity to level the playing field and create a market to best serve

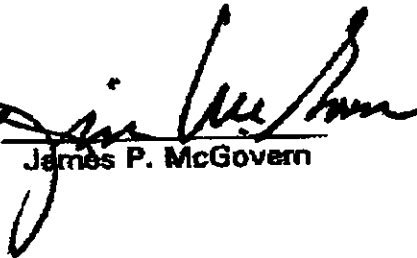
the business community as well as tourist consumers.

Again, we appreciate your continued efforts toward the expansion of trade opportunities between the U.S. and China. We hope you will weigh heavily our rationale and support of Northwest's application for direct routes to Shanghai.

Sincerely,



John Joseph Moakley



James P. McGovern



William D. Delahunt

ROBERT G. TORRICELLI
NEW JERSEY

COMMITTEES:

GOVERNMENT AFFAIRS

JUDICIARY

RULES AND ADMINISTRATION

FOREIGN RELATIONS

United States Senate

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<http://torricelli.senate.gov/>
Senator_Torricelli@Torricelli.Senate.Gov

May 6, 1999

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

Dear Secretary Slater:


I am writing to express my support for Northwest Airline's application to the Department of Transportation for eleven passenger and cargo flights to China under the recently revised U.S.-China air service agreement. This new agreement represents a significant step toward opening up the enormous China market to U.S. commerce and is very important to my state of New Jersey.

If approved, Northwest will use these eleven new frequencies to introduce nonstop service between Detroit and Shanghai, secure competitive parity with United Airlines for service to both Beijing and Shanghai, and become the first U.S. flag carrier in the heavy cargo market to China.

For passengers originating most places east of the Mississippi, including my state, Northwest's Detroit hub will be the fastest way to get to China. In many cases, travel to China via Detroit will save the traveler several hours in both directions. From Newark via Detroit to Shanghai, a traveler would save 2.5 hours over other available flights. Time savings of this magnitude make China much more accessible for both business and leisure travel.

Thank you for your attention to this matter, and please don't hesitate to contact me with any questions or concerns.

Sincerely,



ROBERT G. TORRICELLI
United States Senator

RGT:km

THOMAS H. ALLEN
1ST DISTRICT OF MAINE
1717 LONGWORTH HOUSE OFFICE BUILDING
WASHINGTON, DC 20515
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234 OXFORD STREET
PORTLAND, ME 04101
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Congress of the United States
House of Representatives
Washington, DC 20515-1901

COMMITTEE ON ARMED SERVICES
SUBCOMMITTEES:
MILITARY PROCUREMENT
MILITARY RESEARCH AND DEVELOPMENT
MERCHANT MARINE PANEL
COMMITTEE ON
GOVERNMENT REFORM
SUBCOMMITTEES:
NATIONAL SECURITY, VETERANS AFFAIRS,
AND INTERNATIONAL RELATIONS
CIVIL SERVICE
DEMOCRATIC AT-LARGE WHIP

May 10, 1999

Hon. Rodney Slater
Secretary
U.S. Department of Transportation
400 Seventh St. S.W.
Washington, D.C. 20590

Dear Secretary Slater:

I understand that China and the United States recently signed an agreement doubling American flights to China, and that as a consequence, Northwest Airlines has applied to the Department of Transportation for an expansion of its flights to Shanghai and Beijing. For Maine, as well as other locations on the East Coast, these flights will provide faster and more convenient service to China. Improved transportation to this region is a critical element in expanding commerce with this market and the U.S. Eastern seaboard. Therefore, I urge you to give serious consideration to the allocation of routes to China sought by Northwest Airlines.

Sincerely,

Tom Allen
Member of Congress

THA/jc

6TH DISTRICT, PENNSYLVANIA

www.house.gov/holden

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(717) 371-3611

State JES
101 N. LEBANON STREET
HARRISBURG, PA 17101
(717) 622-4112



CONGRESS OF THE UNITED STATES
HOUSE OF REPRESENTATIVES

COMMITTEE ON AGRICULTURE,
LIVESTOCK, DAIRY, POULTRY,
RURAL DEVELOPMENT,
RESEARCH AND FORESTRY

COMMITTEE ON TRANSPORTATION
AND INFRASTRUCTURE
PUBLIC BUILDINGS AND
MONUMENT DEVELOPMENT
SPACE TRANSPORTATION

May 6, 1999

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

Dear Mr. Secretary:

I am writing to express my support for the application by Northwest Airlines to provide eleven new passenger and cargo flights under the recently revised U.S.-China air services agreement. This new agreement is a significant step toward opening up the enormous China market to U.S. commerce and is very important to the state of Pennsylvania.

Northwest will use these eleven new frequencies to introduce nonstop service between Detroit and Shanghai, secure competitive parity with United Airlines for service to both Beijing and Shanghai, and become the first U.S. flag carrier in the heavy cargo market to China.

For passengers originating most places east of the Mississippi, including my state, Northwest's Detroit hub will be the fastest way to get to China. In many cases, travel to China via Detroit to Shanghai will save the traveler several hours in both directions. From Philadelphia via Detroit to Shanghai, a traveler would save 2 hours and 15 minutes over other available flights. Time savings of this magnitude make China much more accessible for both business and leisure travel.

I urge you to approve the application of Northwest Airlines.

Sincerely,

TIM HOLDEN
Member of Congress

TH/pg

Congress of the United States
Washington, DC 20515

May 7, 1999

The Honorable Rodney E. Slater
Secretary
United States Department of Transportation
Washington, DC 20590

Dear Mr. Secretary:

We join together in expressing support for the application of Northwest Airlines to provide eleven new passenger and cargo flights under the recently revised U.S.-China air services agreement. This new agreement is a significant step toward opening the enormous Chinese market to US commerce.

Northwest will use these eleven new frequencies to introduce nonstop service between Detroit and Shanghai, to secure competitive parity with United Airlines for service to both Beijing and Shanghai, and to become the first US flag carrier in the heavy cargo market to China.

For most passengers with departure points east of the Mississippi, Northwest's Detroit hub will become the fastest route to China. In fact, same day service will not be available from many eastern US cities to Shanghai on United Airlines. In many cases, travel to China via Detroit will save the traveler several hours in both directions. Time savings of this magnitude make China more accessible for both business and leisure travel.

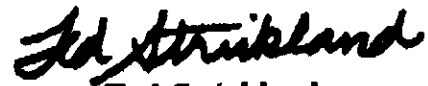
We urge your favorable consideration of the application of Northwest Airlines.

Sincerely,

The Honorable Rodney Slater
May 7, 1999
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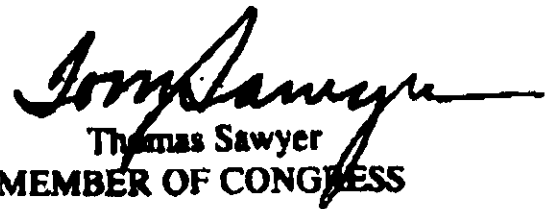
Marcy Kaptur
MEMBER OF CONGRESS



Ted Strickland
MEMBER OF CONGRESS



Sherrod Brown
MEMBER OF CONGRESS



Thomas Sawyer
MEMBER OF CONGRESS



Tony Hall
MEMBER OF CONGRESS



Stephanie Tubbs Jones
MEMBER OF CONGRESS

STENY H. HOYER
5th District, Maryland

Caj-Cajon
DEMOCRATIC STEERING COMMITTEE

COMMISSION ON SECURITY AND
COOPERATION IN EUROPE

COMMITTEE ON APPROPRIATIONS

TREASURY, POSTAL SERVICE,
AND GENERAL GOVERNMENT

LABOR,
HEALTH AND HUMAN SERVICES,
AND EDUCATION

LEGISLATIVE

COMMITTEE ON
HOUSE ADMINISTRATION

Congress of the United States
House of Representatives
Washington, DC 20515-2005
May 10, 1999

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

Dear Secretary Slater:

I am writing to express my support for the application by Northwest airlines to provide eleven new passenger and cargo flights under the recently revised U.S.-China air services agreement. This new agreement is a significant step toward opening up the enormous Chinese market to U.S. commerce.

Northwest will use these eleven new flights to introduce nonstop service between Detroit and Shanghai. This will not only increase competition by securing competitive parity with United Airlines for service to both Beijing and Shanghai, but will introduce competition into the heavy cargo market to China.

For passengers originating from Baltimore Washington International and most places east of the Mississippi, Northwest's Detroit hub will greatly improve service to China. In many cases, travel to China via Detroit will save the traveler several hours in both directions. Time savings of this magnitude make China much more accessible for both business and leisure travel.

Thanking you for your consideration and with kindest regards, I am

Sincerely yours,



STENY H. HOYER

SHH:aq



STATE OF MICHIGAN
OFFICE OF THE GOVERNOR
LANSING

JOHN ENGLER
GOVERNOR

May 10, 1999

The Honorable Rodney E. Slater
Secretary
United States Department of Transportation
400 7th Street, S.W.
Washington, DC 20590

Dear Secretary Slater:

I am pleased that the Department of Transportation has reached an agreement with China on increased air service. Congratulations on the fine work that this agreement represents.

This air service is critical to the global economy and specifically to Michigan's economy. It is for this reason that I write in strong support of the application of Northwest Airlines for allocation of 11 of the 17 frequencies that become available in the first two years of the agreement.

Northwest has already proven their ability to successfully serve China through the Detroit-Beijing non-stop service. This application would build on that success by providing the first non-stop U.S.-Shanghai service. As you know, Shanghai is the automobile and financial center of China. The industrial, particularly automotive and high-tech, base in Detroit would make the Detroit-Shanghai connection a catalyst for dramatic expansion of trade and commerce between our two countries.

In addition, Detroit's location on the "Great Circle" route would provide a fast and convenient gateway to the entire Midwest and eastern regions of the country. Service from these areas is much faster via Detroit than via the West Coast.

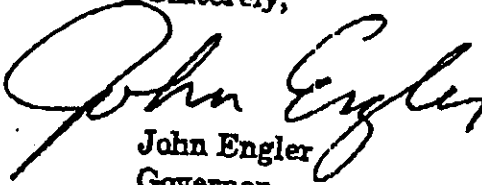
I also support Northwest's application to provide four weekly cargo flights. Northwest is the only carrier other than Federal Express that has applied for all cargo frequencies. This service proposal will provide the first U.S. flag competition to Federal Express and provide a heavy cargo option for Michigan and other

Secretary Slater
May 10, 1999
Page Two

Midwestern shippers that Federal Express' small package express services does not provide.

Thank you for your consideration of my views as this is a critical trade issue for the State of Michigan.

Sincerely,



John Engler
Governor

JE:dsm

cc: Michigan Delegation

BOARD OF COUNTY COMMISSIONERS



Chairman
Jan K. Platt, District 6

Vice Chairman
Chris Hart, District 5

Ben Wackaman, District 1
Jim Norman, District 2
Thomas Scott, District 3
Ronda Storme, District 4
Pat Frank, District 7

P.O. Box 1110
Tampa, Florida 33601
(813) 272-5660

Daniel A. Klenian
County Administrator

May 6, 1999

Secretary Rodney Slater
United States Department of Transportation
400 7th Street, SW
Washington, D.C. 20590

Dear Secretary Slater:

Please accept this as my letter of support for the Northwest Airlines application to become the first US carrier to institute nonstop service to Shanghai. This application is a result of the recently revised US-China Air Services Agreement that doubles, over a three year period, how much air service that US carriers may provide to China.

Florida has positioned itself in the world economy as a major center for international trade. Encouraging continued growth of international trade by your administration will directly benefit Florida business.

Thank you in advance for your consideration. I look forward to hearing from you.

Sincerely,

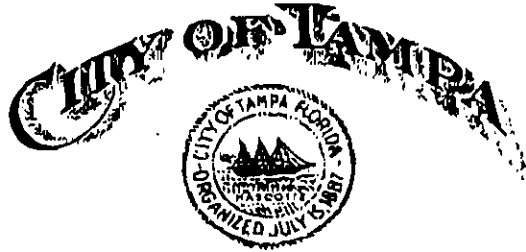
A handwritten signature in cursive script that reads "Ben Wackaman".

Commissioner Ben Wackaman
District 1

CHARLIE MIRANDA - District 1 At-Large
Chairman

ROSE V. FERLITA - District 2 At-Large

BOB BUCKHORN - District 3 At-Large



City Council

LINDA SAUL-BENA - District 4

GWEN MILLER - District 5
Chairman Pro Tem

MARY C. ALVAREZ - District 6

SHAWN HARRISON - District 7

May 5, 1999

The Honorable Al Gore
Vice President of the United States
Old Executive Office Building
Washington, D.C. 20501

Via Fax: 202-456-7044

Dear Mr. Vice President:

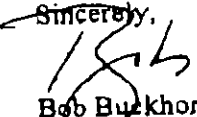
I write to you today to urge your support for Northwest Airlines application to become the first US carrier to institute nonstop service to Shanghai. This application comes as a result of the recently revised US-China Air Services Agreement that doubles, over a three-year period, the amount of air service that US carriers may provide to China. Northwest applied for 11 of the 17 frequencies allocated over the first two years and I hope you will support their application.

As you know, Florida has positioned itself in the world economy as a major center for international trade. Anything your administration can do to encourage the continued growth of international trade will directly benefit Florida business. Northwest's application for four weekly cargo flights will not only ensure competition at home, but will also establish a dependable method for shipping heavy cargo.

Currently, the only other major route with nonstop service to China's financial center is through San Francisco. If Northwest is granted this application, then Floridians will have the option of using Detroit as a more convenient connection.

In conclusion, it is my hope that you will assist Northwest in gaining these new routes. Thank you for your consideration and I look forward to hearing from you.

Sincerely,


Bob Buckhorn
Tampa City Council
District 3, At Large

BB:snb



**Gulfport-Biloxi
Regional Airport Authority**

Commissioners
G. B. Werby
Frank Genzer
Travis Lott Jr.

B. A. Frallic, A.A.E.
Executive Director

COPY

May 7, 1999

The Honorable Rodney E. Slater
Secretary of Transportation
U. S. Department of Transportation
400 7th Street SW
Washington, DC 30590

Dear Secretary Slater:

On behalf of the Commissioners of the Gulfport-Biloxi Regional Airport Authority, I would like to request your favorable action on Northwest Airlines' application for additional flight frequencies to China. The new aviation agreement between the U. S. and China presents our region of the country with significant opportunities to expand tourism, economic development and trade.

The additional passenger flights requested by Northwest Airlines would be of benefit to people living in the Gulf States region of the country by allowing us to feed via Memphis to fly non-stop from Detroit to Shanghai.

The air cargo flights would also be of great assistance to the Gulfport-Biloxi area by enhancing the flow of products through the Mississippi State Port at Gulfport.

I would greatly appreciate your favorable response to the application of Northwest Airlines.

Sincerely,

GULFPORT-BILOXI REGIONAL
AIRPORT AUTHORITY

Frank Genzer

Frank Genzer, Chairman

FG/dsf



Mississippi State Senate

COMMITTEE ASSIGNMENTS:

Highways and Transportation,
Chairman
Management, Chairman
County Affairs
Finance
Insurance
Judiciary
Public Health and Welfare
Public Property

SENATOR TRAVIS L. LITTLE

4th District

Alcorn-Tippah-Tishomingo Counties
P.O. Box 540, Corinth, MS 38834
(601) 287-4421

May 5, 1999

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

Dear Secretary Slater:

I was pleased to learn that the United States and China have signed a new agreement to double United States access during the next three (3) years. The purpose of this letter is to request your approval of the application by Northwest Airlines for eleven (11) of the new flight frequencies.

Approval of Northwest's application would improve service to China from the Eastern United States and would assist the State of Mississippi, as well as other states in our region, in both economic development and tourism efforts.

Northwest is currently the only United States carrier with non-stop service to China (Detroit to Beijing). The proposed addition of non-stop service from Detroit to Shanghai would be of significant benefit to financial and industrial interests east of the Mississippi River since Shanghai is the financial center of China.

Your approval of the Northwest application would have a very positive impact on United States - China trade for our area. I would really appreciate any consideration you can give to this application.

Sincerely yours,

Travis Little, Chairman
Senate Highways and Transportation

Office of the Mayor

FAX: (228) 435-6129
<http://biloxi.ms.us>



P.O. Box 429
Biloxi, Mississippi 39533
(228) 435-6254

May 6, 1999

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


Dear Secretary Slater:

I've recently become aware of the new U.S.-China Aviation Agreement which will allow additional flight frequencies. I am writing to urge your favorable consideration of the application by Northwest Airlines for eleven of the new flight frequencies.

Passenger flights from the Eastern United States would be of benefit to our area, both from a tourism and economic development standpoint. In addition, cargo flights from the Detroit hub would facilitate the transfer of goods both into and out of our port facility.

I hope you will give favorable consideration to the Northwest application.

Sincerely,


A. J. HOLLOWAY
Mayor of Biloxi, Mississippi

slt/AJH

131 EAST MAIN STREET, SUITE 301
P.O. Box 2508
JACKSON, TENNESSEE 38302-2508



TELEPHONE: 901-435-8240
FAX: 901-435-8605
E-MAIL: CFARMER@AENBAS.NET

City of Jackson

CHARLES H. FARMER
MAYOR

May 6, 1999

The Honorable Rodney E. Slater
Secretary of Transportation
U. S. Department of Transportation
400 7th Street - SW
Washington, DC 20530

VIA FACSIMILIE: (202) 366-7202

Dear Secretary Slater:

I am writing to support the recent application of Northwest Airlines to increase the number and types of flights they offer to China. Mr. Secretary, I believe both business travelers and tourists would benefit by approval of increasing the number of non-stop and other flights to China from its Detroit hub.

Of course, China is an important global market. The Northwest proposal would make it much more convenient to travel between Tennessee and China. I am advised that the Detroit to China routes proposed by Northwest would offer virtually all people east of the Mississippi significantly faster service to China and would increase the level of competition between U. S. Carriers now serving China.

Thank you for your time and consideration of this matter.

Yours very truly,

A handwritten signature in cursive script that reads "Charles H. Farmer".

Charles H. Farmer

CHF:tpc

OFFICE OF THE
LIEUTENANT GOVERNOR

STEVE WINDOM
LIEUTENANT GOVERNOR



STATE OF ALABAMA

STATE HOUSE
11 SOUTH UNION STREET
SUITE 725
MONTGOMERY, ALABAMA 36130
(334) 242-7900 FAX (334) 242-4661

May 6, 1999

The Honorable Rodney E. Slater
Secretary
United States Department of Transportation
Washington, DC 20590

Dear Mr. Secretary:

This letter is written in support of Northwest Airlines' application for 11 new passenger and cargo flights in the first two years of the new U.S.- China Aviation Agreement.

Northwest currently serves five major airports in Alabama, providing our citizens and corporations with passenger and cargo service to China and the Pacific via Detroit.

Alabama's efforts to become one of the world's leading automotive manufacturing sites could be greatly enhanced by the additional flights requested by Northwest.

Northwest is Alabama's most direct and convenient route to Detroit. As the first U.S. carrier to provide nonstop service to China, the airline's successful Detroit to China service is our state's major linkage to Beijing. The airline's pending application would expand on that success offering us increased nonstop U.S. carrier service to Shanghai - China's automobile and financial center.

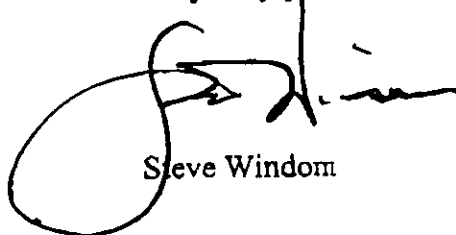
Approval of the entire Northwest application will provide Alabama businesses daily access we need to continue developing our industrial, commercial, and financial ties with China. These increased, direct-service flights would also open to us other world markets not presently available or convenient to us.

The addition of 4 all cargo roundtrips to China would also make heavy cargo capacity available to our industry.

Mr. Secretary, you are to be commended for your Department's role in developing the new U.S.-China Aviation Agreement and we appreciate the opportunities it presents for Alabama to expand its economic potential. We would appreciate your favorable response to Northwest's application as a critical means of helping us realize that potential.

Thank you for your consideration of our views and of this request.

Very truly yours,

A handwritten signature in black ink, appearing to read "Steve Windom". The signature is stylized with a large, looping initial "S" and a long horizontal stroke extending to the right.

Steve Windom

SRW/wpk

If that happens, Detroit's service to China will improve from its current five nonstop and four one stop flights to a rich mixture of eight weekly nonstop and eight one stop flights. This will insure at least daily service between Detroit and both Beijing and Shanghai, which is critical to us. Daily service to both Beijing and Shanghai will insure that Michigan's businesses have the access they need to compete and win in China.

Approval of the entire Northwest application also will place Northwest at competitive parity with United Air Lines, which is critical to the long term viability of Northwest's service to China.

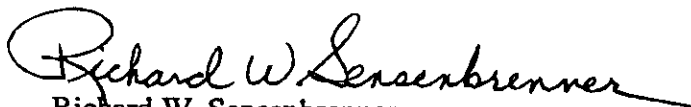
Northwest has been laboring under a serious frequency deficit for many years, which persists to this day, allowing United Air Lines to enjoy a 55 percent frequency advantage over Northwest. We think it obvious that air travelers prefer carriers that provide the most convenient schedule. Northwest would like to offer more service to China, and be fully competitive, but frequencies to China may not be operated without government allocation. Therefore, we and Northwest must depend on you, Mr. Hall, to take the steps necessary to insure equal competitive opportunity for both carriers.

Placing Northwest at competitive parity with United is very important to the Midwest. Northwest's China service depends for its success on being attractive to connecting passengers on the East Coast, and in the Midwest. Connecting passengers can route via either Northwest's Detroit hub or United's San Francisco hub, and they will tend to route via the hub that has the most convenient schedule. Allocation of seven frequencies to Northwest's passenger service will insure that Northwest can hold its own in the competitive contest for connecting passengers.

Finally, we support Northwest's application to provide four weekly all cargo flights. Northwest is the only carrier other than Federal Express that has applied for all cargo frequencies. Northwest's proposed service will provide the first US flag competition to Federal Express and provide a heavy cargo option for Ohio shippers that Federal Express' small package express service does not provide.

Thank you for your consideration..

Sincerely,


Richard W. Sensenbrenner
Council Member


Maryellen O'Shaughnessy
Council Member


Michael C. Mentel
Council Member

Criminal Division

Municipal Justice Building
P.O. Box 1550
Warren, Ohio 44482
(330) 841-2539
(330) 841-2540

Atty. Stanley A. Elkins
Prosecutor

Atty. David H. McLain
Prosecutor



Atty. Gregory V. Hicks
Law Director
City of Warren, Ohio

Civil Division

City Hall
391 Mahoning Ave., N.W.
Warren, Ohio 44483
(330) 841-2605
Fax (330) 841-2676

Atty. James R. Ries
Deputy Law Director

Atty. James E. Sanders
Assistant Law Director

May 6, 1999

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

Dear Mr. Secretary:

It was over one year ago that I wrote you and the President expressing concern about the open skies issues with China. I am pleased to be able to congratulate you and the administration on the recently revised US-China Air Services Agreement that doubles over a three year period, the amount of air service that US carriers may provide to China. Now I write in strong support of Northwest request for 11 frequencies that become available in the first two years.

I believe that trade with China will play an important role in the continued revitalization of the Mid-West, especially here in Ohio as well as Michigan, both economy's will benefit if the Northwest's package of nonstop and one stop services from Michigan to both Shanghai and Beijing will be the critical transportation link making this a reality. It is very important to us here in Ohio therefore, that Northwest's entire application be granted.

Northwest has been laboring under a serious frequency deficit for many years, and approval of the entire Northwest application also will place Northwest at competitive parity with United Air Lines, which is critical to the long term viability of Northwest's service to China.

Northwest service out of Michigan plays an important role here in the mid-west, by placing Northwest at competitive parity with United in Michigan is very important to

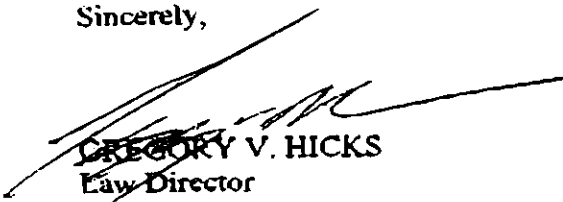
Ohio. Allocation of seven frequencies to Northwest's passenger service will insure that Northwest can hold its own in the competitive contest for connecting passengers.

In a regulated market like US-China, market forces alone will not produce competitive balance because airlines are not free to add flights to meet competition. In such markets, it is incumbent on the DOT to allocate frequencies so as to produce the most competitive market structure possible. The only way to eliminate the present scheduling disparity between the two carriers and to assure a level playing field for both carriers is to allocate 7 round trips to Northwest to provide passenger service.

For the same reasons, Northwest also should be granted its request for 4 all cargo round trips. Northwest, which operates 8 B-747 freighters to the Pacific, is the largest US cargo operator. This service will provide healthy competition for Federal Express, while at the same time make available to shippers heavy cargo capacity, service not provided by Federal Express with its concentration on Express Small Package service.

Thank you for your consideration to my views.

Sincerely,



GREGORY V. HICKS
Law Director

GVH:dpp



CITY OF COLUMBUS

CITY HALL
90 WEST BROAD STREET
COLUMBUS, OHIO 43215

May 6, 1999

The Honorable Albert Gore
Vice President of the United States
The White House
Washington, DC 20500

Dear Sir:

We are writing on a matter of great importance to the Ohio Region. We are pleased to be able to congratulate you on the recently revised US-China Air Services Agreement that doubles, over a three year period the amount of air service that US carriers may provide to China. We write in strong support of the application of Northwest for allocation of 11 of the 17 frequencies that become available in the first two years so that it can inaugurate the first US carrier nonstop service to Shanghai; secure competitive parity in the US-China market with its largest rival; and commence the first US all cargo competitive service.

Northwest already has pioneered the first US carrier nonstop service to China with its highly successful Detroit-Beijing nonstop service. Northwest's application proposes to build on that success with the first nonstop US carrier service to Shanghai. Shanghai is the automobile and financial center of China. Northwest's proposal to link China's industrial and financial centers with our own will be the catalyst for a dramatic expansion of trade and commerce between our two countries.

Detroit is the perfect place to install new China air service. Its powerful industrial, automotive and high technology infrastructure will provide a rich customer base that will make the Shanghai service every bit as successful as the Beijing service. With its location on the "Great Circle" route, Detroit is ideally situated to provide a fast and convenient gateway to the entire Midwest and eastern regions of the country. Service from these areas is much faster via Detroit than via the West Coast.

We believe that trade with China will play an important role in the continued revitalization of Michigan's economy, and that Northwest's package of nonstop and one stop services from Michigan to both Shanghai and Beijing will be the critical transportation link making this a reality. It is very important to us therefore, that Northwest's entire application be granted.

If that happens, Detroit's service to China will improve from its current five nonstop and four one stop flights to a rich mixture of eight weekly nonstop and eight one stop flights. This will insure at least daily service between Detroit and both Beijing and Shanghai, which is critical to us. Daily service to both Beijing and Shanghai will insure that Michigan's businesses have the access they need to compete and win in China.

Approval of the entire Northwest application also will place Northwest at competitive parity with United Air Lines, which is critical to the long term viability of Northwest's service to China.

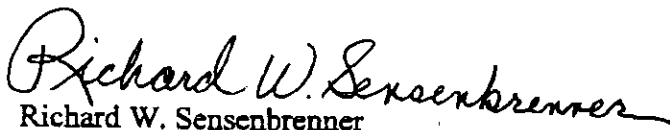
Northwest has been laboring under a serious frequency deficit for many years, which persists to this day, allowing United Air Lines to enjoy a 55 percent frequency advantage over Northwest. We think it obvious that air travelers prefer carriers that provide the most convenient schedule. Northwest would like to offer more service to China, and be fully competitive, but frequencies to China may not be operated without government allocation. Therefore, we and Northwest must depend on you, Mr. Vice President, to take the steps necessary to insure equal competitive opportunity for both carriers.

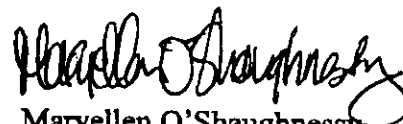
Placing Northwest at competitive parity with United is very important to the Midwest. Northwest's China service depends for its success on being attractive to connecting passengers on the East Coast, and in the Midwest. Connecting passengers can route via either Northwest's Detroit hub or United's San Francisco hub, and they will tend to route via the hub that has the most convenient schedule. Allocation of seven frequencies to Northwest's passenger service will insure that Northwest can hold its own in the competitive contest for connecting passengers.

Finally, we support Northwest's application to provide four weekly all cargo flights. Northwest is the only carrier other than Federal Express that has applied for all cargo frequencies. Northwest's proposed service will provide the first US flag competition to Federal Express and provide a heavy cargo option for Ohio shippers that Federal Express' small package express service does not provide.

Thank you for your consideration..

Sincerely,


Richard W. Sensenbrenner
Council Member


Maryellen O'Shaughnessy
Council Member


Michael C. Mentel
Council Member



CITY OF COLUMBUS

CITY HALL
90 WEST BROAD STREET
COLUMBUS, OHIO 43215

May 6, 1999

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

Dear Sir:

We are writing on a matter of great importance to the Ohio Region. We are pleased to be able to congratulate you on the recently revised US-China Air Services Agreement that doubles, over a three year period the amount of air service that US carriers may provide to China. We write in strong support of the application of Northwest for allocation of 11 of the 17 frequencies that become available in the first two years so that it can inaugurate the first US carrier nonstop service to Shanghai; secure competitive parity in the US-China market with its largest rival; and commence the first US all cargo competitive service.

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Approval of the entire Northwest application also will place Northwest at competitive parity with United Air Lines, which is critical to the long term viability of Northwest's service to China.

Northwest has been laboring under a serious frequency deficit for many years, which persists to this day, allowing United Air Lines to enjoy a 55 percent frequency advantage over Northwest. We think it obvious that air travelers prefer carriers that provide the most convenient schedule. Northwest would like to offer more service to China, and be fully competitive, but frequencies to China may not be operated without government allocation. Therefore, we and Northwest must depend on you, Mr. Secretary, to take the steps necessary to insure equal competitive opportunity for both carriers.

Placing Northwest at competitive parity with United is very important to the Midwest. Northwest's China service depends for its success on being attractive to connecting passengers on the East Coast, and in the Midwest. Connecting passengers can route via either Northwest's Detroit hub or United's San Francisco hub, and they will tend to route via the hub that has the most convenient schedule. Allocation of seven frequencies to Northwest's passenger service will insure that Northwest can hold its own in the competitive contest for connecting passengers.

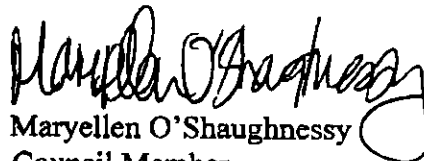
Finally, we support Northwest's application to provide four weekly all cargo flights. Northwest is the only carrier other than Federal Express that has applied for all cargo frequencies. Northwest's proposed service will provide the first US flag competition to Federal Express and provide a heavy cargo option for Ohio shippers that Federal Express' small package express service does not provide.

Thank you for your consideration.

Sincerely,



Richard W. Sensenbrenner
Council Member



Maryellen O'Shaughnessy
Council Member



Michael C. Mentel
Council Member



CITY OF COLUMBUS

CITY HALL
90 WEST BROAD STREET
COLUMBUS, OHIO 43215

May 6, 1999

The Honorable Tony Hall
US Representative
501 Federal Bldg.
200 W. 2nd Street
Dayton, Ohio 45402

Dear Sir:

We are writing on a matter of great importance to the Ohio Region. We are pleased to be able to congratulate you on the recently revised US-China Air Services Agreement that doubles, over a three year period the amount of air service that US carriers may provide to China. We write in strong support of the application of Northwest for allocation of 11 of the 17 frequencies that become available in the first two years so that it can inaugurate the first US carrier nonstop service to Shanghai; secure competitive parity in the US-China market with its largest rival; and commence the first US all cargo competitive service.

Northwest already has pioneered the first US carrier nonstop service to China with its highly successful Detroit-Beijing nonstop service. Northwest's application proposes to build on that success with the first nonstop US carrier service to Shanghai. Shanghai is the automobile and financial center of China. Northwest's proposal to link China's industrial and financial centers with our own will be the catalyst for a dramatic expansion of trade and commerce between our two countries.

Detroit is the perfect place to install new China air service. Its powerful industrial, automotive and high technology infrastructure will provide a rich customer base that will make the Shanghai service every bit as successful as the Beijing service. With its location on the "Great Circle" route, Detroit is ideally situated to provide a fast and convenient gateway to the entire Midwest and eastern regions of the country. Service from these areas is much faster via Detroit than via the West Coast.

We believe that trade with China will play an important role in the continued revitalization of Michigan's economy, and that Northwest's package of nonstop and one stop services from Michigan to both Shanghai and Beijing will be the critical transportation link making this a reality. It is very important to us therefore, that Northwest's entire application be granted.

If that happens, Detroit's service to China will improve from its current five nonstop and four one stop flights to a rich mixture of eight weekly nonstop and eight one stop flights. This will insure at least daily service between Detroit and both Beijing and Shanghai, which is critical to us. Daily service to both Beijing and Shanghai will insure that Michigan's businesses have the access they need to compete and win in China.

Approval of the entire Northwest application also will place Northwest at competitive parity with United Air Lines, which is critical to the long term viability of Northwest's service to China.

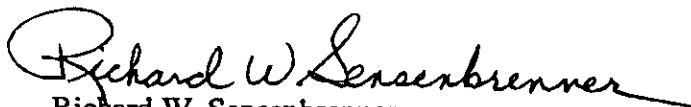
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Placing Northwest at competitive parity with United is very important to the Midwest. Northwest's China service depends for its success on being attractive to connecting passengers on the East Coast, and in the Midwest. Connecting passengers can route via either Northwest's Detroit hub or United's San Francisco hub, and they will tend to route via the hub that has the most convenient schedule. Allocation of seven frequencies to Northwest's passenger service will insure that Northwest can hold its own in the competitive contest for connecting passengers.

Finally, we support Northwest's application to provide four weekly all cargo flights. Northwest is the only carrier other than Federal Express that has applied for all cargo frequencies. Northwest's proposed service will provide the first US flag competition to Federal Express and provide a heavy cargo option for Ohio shippers that Federal Express' small package express service does not provide.

Thank you for your consideration..

Sincerely,


Richard W. Sensenbrenner
Council Member


Maryellen O'Shaughnessy
Council Member


Michael C. Mentel
Council Member



CITY OF COLUMBUS

CITY HALL
90 WEST BROAD STREET
COLUMBUS, OHIO 43215

May 6, 1999

The Honorable Marcy Kaptur
US Representative
Federal Bldg., 234 Summit St.
Toledo, Ohio 43604

Dear Madam:

We are writing on a matter of great importance to the Ohio Region. We are pleased to be able to congratulate you on the recently revised US-China Air Services Agreement that doubles, over a three year period the amount of air service that US carriers may provide to China. We write in strong support of the application of Northwest for allocation of 11 of the 17 frequencies that become available in the first two years so that it can inaugurate the first US carrier nonstop service to Shanghai; secure competitive parity in the US-China market with its largest rival; and commence the first US all cargo competitive service.

Northwest already has pioneered the first US carrier nonstop service to China with its highly successful Detroit-Beijing nonstop service. Northwest's application proposes to build on that success with the first nonstop US carrier service to Shanghai. Shanghai is the automobile and financial center of China. Northwest's proposal to link China's industrial and financial centers with our own will be the catalyst for a dramatic expansion of trade and commerce between our two countries.

Detroit is the perfect place to install new China air service. Its powerful industrial, automotive and high technology infrastructure will provide a rich customer base that will make the Shanghai service every bit as successful as the Beijing service. With its location on the "Great Circle" route, Detroit is ideally situated to provide a fast and convenient gateway to the entire Midwest and eastern regions of the country. Service from these areas is much faster via Detroit than via the West Coast.

We believe that trade with China will play an important role in the continued revitalization of Michigan's economy, and that Northwest's package of nonstop and one stop services from Michigan to both Shanghai and Beijing will be the critical transportation link making this a reality. It is very important to us therefore, that Northwest's entire application be granted.

If that happens, Detroit's service to China will improve from its current five nonstop and four one stop flights to a rich mixture of eight weekly nonstop and eight one stop flights. This will insure at least daily service between Detroit and both Beijing and Shanghai, which is critical to us. Daily service to both Beijing and Shanghai will insure that Michigan's businesses have the access they need to compete and win in China.

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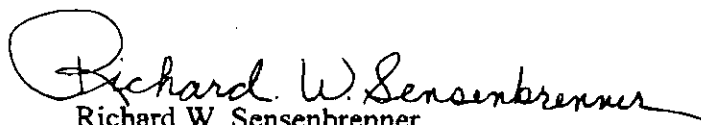
Northwest has been laboring under a serious frequency deficit for many years, which persists to this day, allowing United Air Lines to enjoy a 55 percent frequency advantage over Northwest. We think it obvious that air travelers prefer carriers that provide the most convenient schedule. Northwest would like to offer more service to China, and be fully competitive, but frequencies to China may not be operated without government allocation. Therefore, we and Northwest must depend on you, Ms. Kaptur, to take the steps necessary to insure equal competitive opportunity for both carriers.


Placing Northwest at competitive parity with United is very important to the Midwest. Northwest's China service depends for its success on being attractive to connecting passengers on the East Coast, and in the Midwest. Connecting passengers can route via either Northwest's Detroit hub or United's San Francisco hub, and they will tend to route via the hub that has the most convenient schedule. Allocation of seven frequencies to Northwest's passenger service will insure that Northwest can hold its own in the competitive contest for connecting passengers.


Finally, we support Northwest's application to provide four weekly all cargo flights. Northwest is the only carrier other than Federal Express that has applied for all cargo frequencies. Northwest's proposed service will provide the first US flag competition to Federal Express and provide a heavy cargo option for Ohio shippers that Federal Express' small package express service does not provide.

Thank you for your consideration..

Sincerely,


Richard W. Sensenbrenner
Council Member


Maryellen O'Shaughnessy
Council Member


Michael C. Mentel
Council Member



CITY OF COLUMBUS

CITY HALL
90 WEST BROAD STREET
COLUMBUS, OHIO 43215

May 6, 1999

The Honorable Sherrod Brown
US Representative
5201 Abbe Road
Elyria, Ohio 44035

Dear Sir:

We are writing on a matter of great importance to the Ohio Region. We are pleased to be able to congratulate you on the recently revised US-China Air Services Agreement that doubles, over a three year period the amount of air service that US carriers may provide to China. We write in strong support of the application of Northwest for allocation of 11 of the 17 frequencies that become available in the first two years so that it can inaugurate the first US carrier nonstop service to Shanghai; secure competitive parity in the US-China market with its largest rival; and commence the first US all cargo competitive service.

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Placing Northwest at competitive parity with United is very important to the Midwest. Northwest's China service depends for its success on being attractive to connecting passengers on the East Coast, and in the Midwest. Connecting passengers can route via either Northwest's Detroit hub or United's San Francisco hub, and they will tend to route via the hub that has the most convenient schedule. Allocation of seven frequencies to Northwest's passenger service will insure that Northwest can hold its own in the competitive contest for connecting passengers.

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Thank you for your consideration..

Sincerely,


Richard W. Sensenbrenner
Council Member


Maryellen O'Shaughnessy
Council Member


Michael C. Mentel
Council Member



CITY OF COLUMBUS

CITY HALL
90 WEST BROAD STREET
COLUMBUS, OHIO 43215

May 6, 1999

The Honorable Ted Strickland
US Representative
1236 Gallia St.
Portsmouth, Ohio 45662

Dear Sir:

We are writing on a matter of great importance to the Ohio Region. We are pleased to be able to congratulate you on the recently revised US-China Air Services Agreement that doubles, over a three year period the amount of air service that US carriers may provide to China. We write in strong support of the application of Northwest for allocation of 11 of the 17 frequencies that become available in the first two years so that it can inaugurate the first US carrier nonstop service to Shanghai; secure competitive parity in the US-China market with its largest rival; and commence the first US all cargo competitive service.

Northwest already has pioneered the first US carrier nonstop service to China with its highly successful Detroit-Beijing nonstop service. Northwest's application proposes to build on that success with the first nonstop US carrier service to Shanghai. Shanghai is the automobile and financial center of China. Northwest's proposal to link China's industrial and financial centers with our own will be the catalyst for a dramatic expansion of trade and commerce between our two countries.

Detroit is the perfect place to install new China air service. Its powerful industrial, automotive and high technology infrastructure will provide a rich customer base that will make the Shanghai service every bit as successful as the Beijing service. With its location on the "Great Circle" route, Detroit is ideally situated to provide a fast and convenient gateway to the entire Midwest and eastern regions of the country. Service from these areas is much faster via Detroit than via the West Coast.

We believe that trade with China will play an important role in the continued revitalization of Michigan's economy, and that Northwest's package of nonstop and one stop services from Michigan to both Shanghai and Beijing will be the critical transportation link making this a reality. It is very important to us therefore, that Northwest's entire application be granted.

If that happens, Detroit's service to China will improve from its current five nonstop and four one stop flights to a rich mixture of eight weekly nonstop and eight one stop flights. This will insure at least daily service between Detroit and both Beijing and Shanghai, which is critical to us. Daily service to both Beijing and Shanghai will insure that Michigan's businesses have the access they need to compete and win in China.

Approval of the entire Northwest application also will place Northwest at competitive parity with United Air Lines, which is critical to the long term viability of Northwest's service to China.


Northwest has been laboring under a serious frequency deficit for many years, which persists to this day, allowing United Air Lines to enjoy a 55 percent frequency advantage over Northwest. We think it obvious that air travelers prefer carriers that provide the most convenient schedule. Northwest would like to offer more service to China, and be fully competitive, but frequencies to China may not be operated without government allocation. Therefore, we and Northwest must depend on you, Mr. Strickland, to take the steps necessary to insure equal competitive opportunity for both carriers.

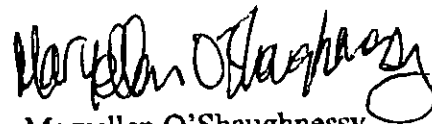
Placing Northwest at competitive parity with United is very important to the Midwest. Northwest's China service depends for its success on being attractive to connecting passengers on the East Coast, and in the Midwest. Connecting passengers can route via either Northwest's Detroit hub or United's San Francisco hub, and they will tend to route via the hub that has the most convenient schedule. Allocation of seven frequencies to Northwest's passenger service will insure that Northwest can hold its own in the competitive contest for connecting passengers.


Finally, we support Northwest's application to provide four weekly all cargo flights. Northwest is the only carrier other than Federal Express that has applied for all cargo frequencies. Northwest's proposed service will provide the first US flag competition to Federal Express and provide a heavy cargo option for Ohio shippers that Federal Express' small package express service does not provide.

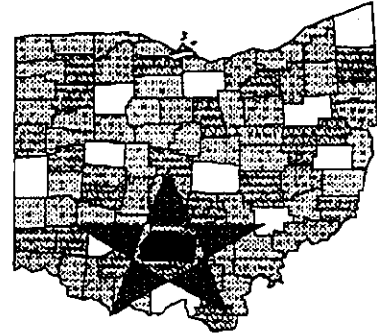
Thank you for your consideration..

Sincerely,


Richard W. Sensenbrenner
Council Member


Maryellen O'Shaughnessy
Council Member


Michael C. Mentel
Council Member



Tim Barnhart, Chair 17 Courtland Drive, Chillicothe, Ohio 45601
740-779-DEMS (3367) Fax: 740-779-0695 E Mail: democrat@bright.net

The Honorable Sherrod Brown
US Representative
5201 Abbe Rd.
Elyria, Ohio 44035

Dear Sherrod,

I am writing a brief, but in strong, letter of support regarding Northwest Airlines application and request for a non-stop route from Detroit to Shanghai.

Northwest's planned service to Shanghai would benefit travelers throughout the Midwest by offering them quicker access to Shanghai via Detroit. Detroit is the perfect place to install new China air service and is ideally situated to provide a fast and convenient gateway to our fellow Ohio citizens than the West Coast.

I urge you to send a message to the Secretary of Transportation to approve the request made by Northwest Airlines to provide four weekly all cargo flights.

Thanks you for your consideration of my view. Hope to see you soon in my neck of the woods.

Sincerely,

Tim Barnhart



Tim Barnhart, Chair 17 Courtland Drive, Chillicothe, Ohio 45601
740-779-DEMS (3367) Fax: 740-779-0695 E Mail: democrat@bright.net

The Honorable Tony P. Hall
US Representative
501 Federal Bldg.
200 W. 2nd St.
Dayton, Ohio 45402

Dear Tony,

I am writing a brief, but in strong, letter of support regarding Northwest Airlines application and request for a non-stop route from Detroit to Shanghai.

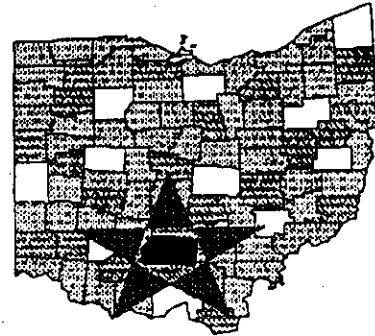
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I urge you to send a message to the Secretary of Transportation to approve the request made by Northwest Airlines to provide four weekly all cargo flights.

Thanks you for your consideration of my view. Hope to see you soon.

Sincerely,

Tim Barnhart



Tim Barnhart, Chair 17 Courtland Drive, Chillicothe, Ohio 45601
740-779-DEMS (3367) Fax: 740-779-0695 E Mail: democrat@bright.net

The Honorable Marcy Kaptur
US Representative
Fed. Bldg.
234 Summit St. Rm. 719
Toledo, Ohio 43604

Dear Congresswoman Kaptur

I am writing a brief, but in strong, letter of support regarding Northwest Airlines application and request for a non-stop route from Detroit to Shanghai.

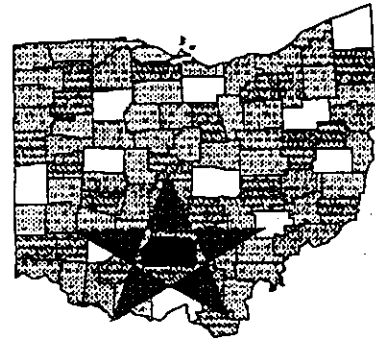
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I urge you to send a message to the Secretary of Transportation to approve the request made by Northwest Airlines to also provide four weekly all cargo flights.

Thanks you for your consideration of my view. Hope to see you soon.

Sincerely,

Tim Barnhart



Tim Barnhart, Chair 17 Courtland Drive, Chillicothe, Ohio 45601
740-779-DEMS (3367) Fax: 740-779-0695 E Mail: democrat@bright.net

The Honorable Ted Strickland
US Representative
1236 Gallia St.
Portsmouth, Ohio 45662

Dear *Ted*

I am writing a brief, but in strong, letter of support regarding Northwest Airlines application and request for a non-stop route from Detroit to Shanghai.

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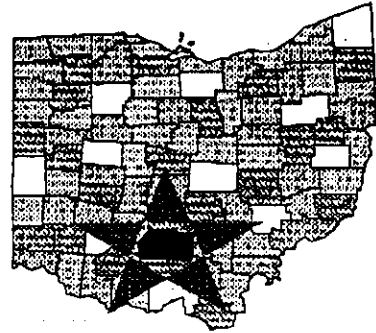
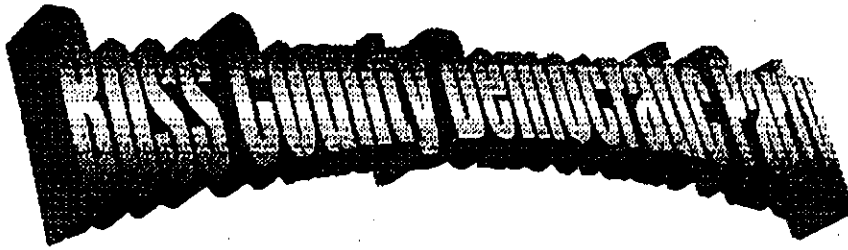
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Thanks you for your consideration of my view. Hope to see you soon.

Sincerely,

Tim

Tim Barnhart



Tim Barnhart, Chair 17 Courtland Drive, Chillicothe, Ohio 45601
740-779-DEMS (3367) Fax: 740-779-0695 E Mail: democrat@bright.net

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

Dear Mr. Secretary:

It is my understanding that Northwest Airlines has before you a request for 11 frequencies that become available in the first two years of the recently revised US-China Air Services Agreement. Just over a year ago I wrote you and the President concerning the open skies issue. I am please to see my view along with others in the county were heard. With that thought I must urge you to go one step more and approve the request by Northwest.

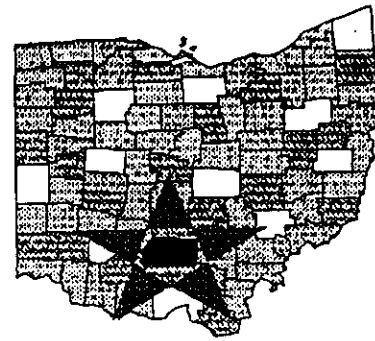
For 70% of the U.S. population, the Detroit gateway is the fastest and most convenient way to travel to China. In fact, Northwest's proposed Shanghai service would provide 39 of the top 50 non-gateway cites in the contiguous U.S. a shorter flight time via Detroit than United's proposed service through San Francisco.

I believe that trade with China will play an important role in the continued revitalization of the Midwest, especial here in Ohio as well as Michigan, both economy's will benefit if the Northwest's package of nonstop and one stop services are granted.

Thank you for your consideration of my views and we here in Southern Ohio welcome you to visit with us.

Sincerely,


Tim Barnhart



Tim Barnhart, Chair 17 Courtland Drive, Chillicothe, Ohio 45601
740-779-DEMS (3367) Fax: 740-779-0695 E Mail: democrat@bright.net

The Honorable Albert Gore
Vice President of the United States
The White House
Washington, DC 20500

Dear Mr. Vice President,

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Thank you for your consideration of my views and we here in Southern Ohio welcome you to visit with us soon .

Sincerely,

Tim Barnhart



Franklin County Democratic Party

May 3, 1999

The Honorable Ted Strickland
US Representative
1236 Gallia St.
Portsmouth, Ohio 45662

Honorable Congressman Strickland,

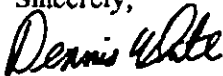
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With this being the case, I strongly urge you to ask the Secretary of Transportation to approve the request made by Northwest Airlines to provide four weekly all cargo flights. Northwest is the only carrier other than Federal Express that has applied for all cargo frequencies. Northwest's proposed service will provide first US flag competition to Federal Express and provide a heavy cargo option for Midwest shippers that Federal Express' small package express service does not provide.

Thank you for your consideration of my point of view and I hope to see you soon.

Sincerely,



Dennis White
Chairman



Get Involved! Check "Yes" for the Ohio Political Party Fund on Your Tax Return.

218 East State Street, Columbus, Ohio 43215 (614) 224-1193 FAX (614) 224-1809

Paid for by Franklin County Democratic Party, Dennis L. White, Chair





Franklin County Democratic Party

May 3, 1999

The Honorable Sherrod Brown
US Representative
5201 Abbe Rd.
Elyria, Ohio 44035

Honorable Congressman Brown,

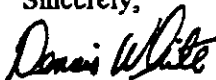
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Paid for by Franklin County Democratic Party, Dennis L. White, Chair

Franklin County Democratic Party

May 3, 1999

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US Representative
501 Federal Bldg.
200 W. 2nd St.
Dayton, Ohio 45402

Honorable Congressman Hall,

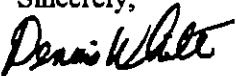
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Paid for by Franklin County Democratic Party, Dennis L. White, Chair



Franklin County Democratic Party

May 3, 1999

The Honorable Albert Gore
Vice President of the United States
The White House
Washington, DC 20500

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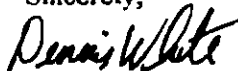
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Placing Northwest at competitive parity with United is very important to the mid-west and especially Michigan. Northwest's China service depends for its success on being attractive to connecting passengers on the East Coast, and in the Midwest. Connecting passengers can route via the Detroit hub of Northwest either or United's San Francisco hub and they will tend to route via the hub that has the most convenient schedule. Allocation of seven frequencies to the passenger service of Northwest will insure that Northwest can hold its own in the competitive contest for connecting passengers.

With this being the case, I strongly urge you to approve the request made by Northwest Airlines to provide four weekly all cargo flights. Northwest is the only carrier other than Federal Express that has applied for all cargo frequencies. Northwest's proposed service will provide first US flag competition to Federal Express and provide a heavy cargo option for Michigan shippers that Federal Express' small package express service does not provide.

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Sincerely,



Dennis White
Chairman



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218 East State Street, Columbus, Ohio 43215 (614) 224-1193 FAX (614) 224-1809

Paid for by Franklin County Democratic Party, Dennis L. White, Chair



Franklin County Democratic Party

May 3, 1999

The Honorable Marcy Kaptur
US Representative
Fed. Bldg., 234 Summit St. Rm. 719
Toledo, Ohio 43604

Honorable Congresswoman Kaptur,

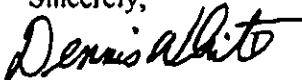
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Thank you for your consideration of my point of view and I hope to see you soon.

Sincerely,



Dennis White
Chairman

✓ Get Involved! Check "Yes" for the Ohio Political Party Fund on Your Tax Return.

218 East State Street, Columbus, Ohio 43215 (614) 224-1193 FAX (614) 224-1809

Paid for by Franklin County Democratic Party, Dennis L. White, Chair



Franklin County Democratic Party

May 3, 1999

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

Dear Mr. Secretary,

I am writing this brief, but in strong support, letter regarding Northwest Airlines application and request for a non-stop route from Detroit to Shanghai.

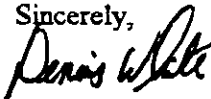
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Placing Northwest at competitive parity with United is very important to the mid-west and especially Michigan. Northwest's China service depends for its success on being attractive to connecting passengers on the East Coast, and in the Midwest. Connecting passengers can route via the Detroit hub of Northwest either or United's San Francisco hub and they will tend to route via the hub that has the most convenient schedule. Allocation of seven frequencies to the passenger service of Northwest will insure that Northwest can hold its own in the competitive contest for connecting passengers.

With this being the case, I strongly urge you to approve the request made by Northwest Airlines to provide four weekly all cargo flights. Northwest is the only carrier other than Federal Express that has applied for all cargo frequencies. Northwest's proposed service will provide first US flag competition to Federal Express and provide a heavy cargo option for Michigan shippers that Federal Express' small package express service does not provide.

Thank you for your consideration of my point of view.

Sincerely,



Dennis White
Chairman

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218 East State Street, Columbus, Ohio 43215 (614) 224-1193 FAX (614) 224-1809

Paid for by Franklin County Democratic Party, Dennis L. White, Chair

MASSACHUSETTS DEMOCRATIC PARTY



Joan M. Menard
Chair

May 5, 1999

The Honorable Rodney E Slater
Secretary
United States Department of Transportation
400 7th Street, SW
Washington, D.C. 20590

Dear Mr. Secretary:

I am writing to you on an issue of great importance not only to my own state of Massachusetts but the entire East Coast. The issue of importance is the recently revised U.S.-China Air Services Agreement that doubles, over the next three years, the amount of air service that U.S. carriers may provide to China. I would like to express my strong support of Northwest Airlines' application for the allocation of 11 of the 17 frequencies that will become available in the next two years.

If allocated the frequencies requested, Northwest will (1) introduce nonstop service between Detroit and Shanghai; (2) secure competitive parity with United Airlines for service to both Beijing and Shanghai; and (3) introduce all cargo competition for Federal Express. These objectives alone make Northwest a worthy applicant.

Northwest's proposal provides substantial benefits. If awarded the 7 passenger frequencies, Northwest will be able to offer daily service to both Beijing and Shanghai with a mixture of nonstop flights from Detroit and one stop services via Tokyo to both Chinese cities. The proposed nonstop Detroit - Shanghai flights will meet a significant need. Shanghai is the finance, industrial and auto center of China. Detroit and the Midwest East Coast catchment areas it serves are the finance, industrial and auto center of the U.S.. The proposed nonstop Shanghai flights will be the critical infrastructure that facilitates billions of dollars of trade and commerce.

Detroit is on the "Great Circle Route" which means that travel to China via Northwest's Detroit hub is by far the most time efficient way to get to China from the East Coast. The savings in air time for Massachusetts residents alone would be about 2 hours with additional time saved by the elimination of connecting flights. In short, the time savings and convenience of direct flights from Detroit to Shanghai will become a huge incentive for Massachusetts businesses to enter or expand their business in the Chinese market.

Therefore, it is with great enthusiasm for Northwest's plans that I ask you to please consider these important factors as you reach your decision on their application.

Sincerely,


JOAN M. MENARD



ANGUS S. KING, JR.
GOVERNOR

STATE OF MAINE
DEPARTMENT OF
ECONOMIC AND COMMUNITY DEVELOPMENT
33 STONE STREET
59 STATE HOUSE STATION
AUGUSTA, MAINE
04333-0059

STEVEN H. LEVESQUE
COMMISSIONER

May 7, 1999

The Honorable Rodney Slater
Secretary
United States Department of Transportation
Washington, DC 20590

Dear Secretary Slater:

Maine and China are worlds apart in many respects. Despite this distance, there is tremendous potential for Maine businesses and Maine products to develop trade and expand into China's very dynamic markets. Trade with China can play an important role in the expansion of Maine's economy in the future if a few obstacles are removed or reduced.

One of the obstacles Maine faces is the time it takes to travel or ship goods. For Maine companies to be competitive in China's markets, travel time needs to be reduced.

To this end, I am writing to ask that you support Northwest Airlines's application to expand their non-stop and one stop service from Detroit to Shanghai and Beijing. For the east coast, Detroit is ideally situated to provide a fast and convenient gateway to China. This direct route could cut as much as eight hours off a typical flight. A faster transportation link would be a catalyst for expansion of trade and commerce between China and the states along the eastern seaboard.

In addition the expansion of cargo service, particularly heavy cargo service, is critical to Maine businesses. Heavy cargo shipping out of Detroit would allow Maine businesses a faster and easier route to the Chinese market. This type of cargo service is a important part of the transportation infrastructure needed for Maine and other east coast states to gain a solid foothold and develop economic links with China.

Increasing the ease of access to China's growing market will provide many Maine businesses with the entry they need to compete and win in China. I urge you to give Northwest Airline's application for the allocation of routes to China serious consideration.

Sincerely,

Steven H. Levesque
Commissioner
Maine Department of Economic and Community Development



PRINTED ON RECYCLED PAPER



HOUSE OF REPRESENTATIVES
MONTGOMERY, ALABAMA 36130

SETH HAMMETT
Speaker

May 6, 1999

The Honorable Rodney E. Slater
Secretary of Transportation
U.S. Department of Transportation
400 7th Street, Southwest
Washington, D.C. 30590

Dear Secretary Slater:

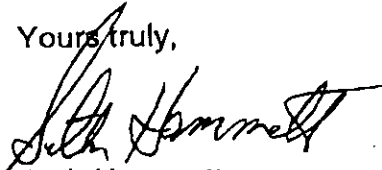
I understand that the United States and China have signed a new agreement to double U.S. air service access over the next the next three years. The purpose of this letter is to request your approval of the application by Northwest Airlines for eleven of the new flight frequencies.

I believe Northwest's application would improve service to China from the eastern United States and would assist Alabama, as well as other states in our region, in both economic development and tourism efforts.

Northwest is currently the only U.S. carrier with nonstop service to China (Detroit to Beijing). The proposed addition of nonstop service from Detroit to Shanghai will be of significant benefit to financial and industrial interests east of the Mississippi River because Shanghai is the financial center of China.

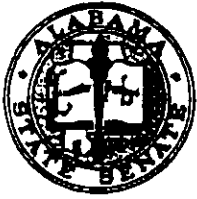
Your approval of the Northwest application should have a positive impact on U.S. - China trade for our area. I hope you will act favorably on their application.

Yours truly,



Seth Hammett

SH:jj



ALABAMA STATE SENATE

ALABAMA STATE HOUSE
11 SOUTH UNION STREET, SUITE 733
MONTGOMERY, ALABAMA 36130-4600

May 6, 1999

STEVE FRENCH
STATE SENATOR FIFTEENTH DISTRICT
P. O. BOX 101806
IRONDALE, AL. 35210
(205) 871-3882
FAX: (205) 871-3880
STATE HOUSE - SUITE 733
(334) 242-7851
FAX: (334) 242-8818

COMMITTEES:
VICE CHAIRPERSON,
COMMERCE, TRANSPORTATION & UTILITIES
FINANCE & TAXATION EDUCATION
FISCAL RESPONSIBILITY & ACCOUNTABILITY
EDUCATION
CONSTITUTION, CAMPAIGN FINANCE, ETHICS & ELECTIONS
BUSINESS & LABOR

PERMANENT LEGISLATIVE COMMITTEE ON REAPPORTIONMENT

Rodney E. Slater, Secretary
United States Department of Transportation
Washington, D.C. 20590

Dear Mr. Slater:

The State of Alabama and its citizens could be greatly affected by your favorable response to an application submitted to your department by Northwest Airlines.

The application seeks allocation to Northwest of 11 of the 17 frequencies that could become available in the first two years of the U. S. China Air Services Agreement. This letter is written in strong support of the Northwest application.

Your approval of the Northwest application would open to our state, via Detroit, the first U. S. carrier nonstop service to Shanghai. Your approval would provide competitive parity in the U. S. China market to one of our state leading air service providers. Further, your approval would commence the first U. S. all cargo competitive service to China.

Mr. Secretary, our most direct route to the Orient is via Northwest's service from five Alabama airports to Detroit. Our state's economic relationships and dependencies on Detroit are long-standing. Our continued growth and expansion as one of the world's leading automotive production sites is critically dependent on our ability to expand our direct ties to China's automobile, industrial, financial, and commercial centers.

The additional daily flights requested by Northwest in its application provide that direct access, while the alternative of seeking such service from the West Coast is not practical. The daily service that would be provided us via Detroit to both Beijing and Shanghai, should you grant Northwest's application, would give our industry and businesses access they need to compete and expand in a global market.

Please give the Northwest application for additional frequencies your personal attention and approval.

Sincerely,

A handwritten signature in cursive script, appearing to read "Steve French".

Steve French
State Senator



HOUSE OF REPRESENTATIVES
STATE HOUSE AUGUSTA 04333-0002
287-1400

Rep. Gary L. O'Neal
13 Vernon Avenue
Limestone, Maine 04750
Tel: 207-325-4831

May 6, 1999

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

Dear Secretary Slater:

As House Chairman of the Maine Legislature's Joint Standing Committee on Business and Economic Development, I am concerned about ensuring Maine Businesses have a fair chance to compete in the global economy. While there are many elements to a successful economy, one of the most important aspects of economic vitality is a good transportation system. Clearly, Maine's relative geographic isolation could severely hamper our businesses' ability to compete. That's why it's so important that our citizens have cost effective transportation options, including air transportation.

It has come to my attention that your department is in the midst of determining the allocation of lights by U.S. airline carriers to China. Northeast Airlines is seeking an appropriate share of those flight allocations, and I hope you will consider their request carefully. Expanding the access of Maine businesses to efficient airline routes to China could be an important part of keeping Maine competitive with other regions of the country. Exporting our products to the emerging markets in Asia and gaining efficient transportation access for importing goods from those markets are both necessary ingredients in Maine's economic mix.

Apparently, with air service from Portland, Maine via Northwest's Detroit hub, Maine business people can travel to mainland China in one day. Unless Northwest's allocation of flights increase, the access to one-day flying time to China may be curtailed or ended. Therefore, I ask that you take into consideration the concerns expressed in this letter as you determine the best way of increasing the amount of U.S. flights to China.

Thank you very much for reviewing these concerns as you and your department make your final determination.

Sincerely,

Gary O'Neal
House Chairman
Business & Economic
Development Committee

District 148 Part of Limestone

119th Legislature
Senate of Maine
Senate District 26

Senator Carol A. Kontos
3 State House Station
Augusta, ME 04333-0003
(207) 287-1515

PO Box 1785
Windham, ME 04062
(207) 892-3474

May 6, 1999

The Honorable Rodney Slater
Secretary
Department of Transportation
400 7th Street, N. W.
Washington, DC 20590

Dear Secretary Slater:

As Senate Chair of the Maine Legislature's Committee on Business and Economic Development, I am writing to express my interest in the United States - China civil aviation agreement that President Clinton recently negotiated.

Businesses in Maine are always searching for new trade opportunities and are focusing their efforts on international markets. This expanded aviation agreement would significantly increase Maine businesses' access to China. However, in northern New England our flight options continue to be limited. Currently, to fly from Maine to China, we must fly through Chicago, San Francisco and Tokyo.

I understand that Northwest Airlines is requesting additional flights to China through Detroit. These flights would be most beneficial to Maine business people interested in traveling to China since the route would be more direct and take significantly less time.

I ask that you consider this information in making your decision on allocating flights. Thank you for your time.

Sincerely,



Carol A. Kontos



HOUSE OF REPRESENTATIVES

2 STATE HOUSE STATION
AUGUSTA, MAINE 04333-0002

(207) 287-1400

TTY: (207) 287-4469

Joseph M. Jabar, Sr.

38 Burleigh Street

Waterville, ME 04901

Telephone: (207) 872-2357

Business: (207) 873-0781

Fax: (207) 873-7914

E-Mail: jnejabar@mint.net

May 7, 1999

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

Dear Secretary Slater:

Maine's economy depends in large measure upon exporting goods, services and expertise to countries around the world. In fact, as Maine's economy has moved away from concentration in a few sectors of manufacturing, the need for expanding our access to global markets has become increasingly important.

Therefore, I am writing to urge that you and the Department of Transportation give careful consideration to the request by Northwest Airlines that it receives an appropriate share of the allocation of flights by domestic carriers to China. As I understand it, negotiations which the Government of China have yielded an agreement which allows U.S. carriers to increase the number of flights to Beijing and Shanghai in the coming years. It is vital that business interests located on the east coast have sufficient access to efficient flying routes to this critically important market in China.

Currently, the major airports in Maine (Portland and Bangor) have reasonably good routes to hubs of the major airlines; nevertheless, it will be important that as Far East markets increase their role in the economic future of the U.S., vigorous competition exists among U.S. airline carriers to ensure that service and price are adequate. I am hopeful that your department's evaluation of the allocation of flights to China takes into account the need for readily available one-day flights to China.

Northwest's request for an appropriate share of the allocation seems to me to be a reasonable means of assuring the necessary improved availability. Thank you very much for your consideration of these comments.

Sincerely,

Joseph Jabar, House Chair
Transportation Committee

District 99 Part of Waterville



ALABAMA STATE SENATE

Alabama State House
11 S. Union Street
Montgomery, Alabama 36130-4600

JIMMY HOLLEY
STATE SENATOR 31st DISTRICT

Route 2, Box 254E
Elba, AL 36323
(334) 670-3765
FAX (334) 242-8818
Montgomery
(334) 242-7845

May 6, 1999

COMMITTEES:

Chairman, CT&U
F&T Education
Vice Chairman, F&T General Fund
Education
Health
Business and Labor
Veterans and Military Affairs

VIA FAX (202) 366-7202

Mr. Rodney E. Slater, Secretary
U.S. Department of Transportation
Washington, D.C. 20590

Dear Mr. Slater:

The State of Alabama and its citizens could be greatly affected by your favorable response to an application submitted to your department by Northwest Airlines.

Northwest currently serves five major airports in Alabama, providing our citizens and corporations with passenger and cargo service to China and the Pacific via Detroit.

The application seeks allocation to Northwest of 11 of the 17 frequencies that could become available in the first two years of the U.S.-China Air Services Agreement. This letter is written in strong support of the Northwest application.

Your approval of the Northwest application would open to our state, via Detroit, the first U.S. carrier nonstop service to Shanghai. Your approval would provide competitive parity in the U.S.-China market to one of our state's leading air service providers. Further, your approval would commence the first U.S. all cargo competitive service to China.

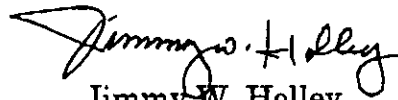
Rodney E. Slater, Secretary
Page Two
May 6, 1999

Mr. Secretary, our most direct route to the Orient is via Northwest's service from five Alabama airports to Detroit. Our state's economic relationships and dependencies on Detroit are long standing. Our continued growth and expansion as one of the world's leading automotive production sites is critically dependent on our ability to expand our direct ties to China's automobile, industrial, financial, and commercial centers.

The additional daily flights requested by Northwest in its application provide that direct access, while the alternative of seeking such service from the west coast is not practical. The daily service that would be provided us via Detroit to both Beijing and Shanghai, should you grant Northwest's application, would give our industry and businesses access they need to compete and expand in a global market.

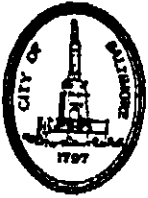
Please give the Northwest application for additional frequencies your personal attention and approval.

Sincerely,



Jimmy W. Holley
State Senator

BALTIMORE CITY COUNCIL



LOIS A. GAREY — First District

ROOM 422, CITY HALL
100 N. HOLLIDAY STREET, BALTIMORE, MARYLAND 21202
TELEPHONE: 410-398-4828
FAX: 410-545-6817

CHAIR:
LAND USE COMMITTEE

VICE CHAIR:
EDUCATION & HUMAN
RESOURCES COMMITTEE

MEMBER:
BUDGET & APPROPRIATIONS
COMMITTEE

HOUSING COMMITTEE

May 10, 1999

The Honorable Rodney E. Slater
United States Department of Transportation
Washington, DC 20590

Dear Mr. Secretary:

This letter is to support the application of Northwest Airlines for eleven of the seventeen new US-China frequencies that become available over the next two years. This allocation would allow Northwest to institute fixed US carrier non-stop service to Shanghai, secure competitive parity in the US-China market with its largest rival, and commence the first US all-cargo competitive service. These are worthy objectives and I ask you to grant Northwest's application in full.

Northwest's proposal provides substantial public benefits. Awarding seven passenger frequencies to Northwest will enable it to offer daily service to both Beijing and Shanghai with a rich mixture of non-stop flights from Detroit and one-stop services via Tokyo to both Chinese cities. Northwest's proposed non-stop Detroit-Shanghai flights will meet a significant need. Shanghai is the finance, industrial and automotive center of China. Maryland, and the other East Coast and Mid-West markets served by Detroit, make up the finance, industrial and automotive centers of the United States. Northwest's nonstop Shanghai flights will be critical in facilitating billions of dollars of trade and commerce.

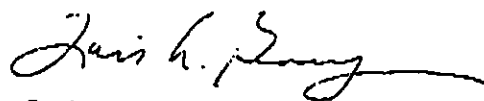
Approval of the entire Northwest application also will place Northwest at competitive parity with United Airlines. This is critical to the perpetuation of Northwest's service, and therefore Maryland's best access to China. For Northwest to be a viable China competitor with United, over the long term, it must be able to offer a schedule to its passengers that includes daily air service in both Beijing and Shanghai, which United is already in a position to offer without the granting of new frequencies.

Placing Northwest at competitive parity with United is very important to Maryland. Northwest's China service depends for its success on being attractive to connecting passengers on the East Coast, and in the Midwest. Allocation of seven frequencies to Northwest's passenger service will insure flight scheduling that will allow Northwest to hold its own in the competitive contest for connecting passengers.

Finally, I support Northwest's application to provide four weekly all-cargo flights. Other than Federal Express, only Northwest has applied for any all-cargo frequencies. Northwest's proposed service will provide a heavy-cargo option for Maryland shippers that Federal Express simply does not provide.

I appreciate this opportunity to share my thoughts with you. Thank you for your consideration.

Sincerely,



Lois A. Garey

119th Legislature
Senate of Maine
Senate District #29

Senator William B. O'Gara
3 State House Station
Augusta, ME 04333-0003
(207) 287-1513

29 Cardinal St.
Westbrook, ME 04092
(207) 774-9457

May 7, 1999

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

Dear Secretary Slater:

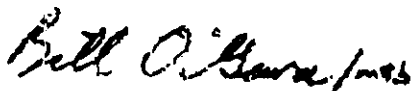
Given our location in the continental United States, transportation is a very important issue to Maine citizens. The Maine Legislature's Committee on Transportation, on which I serve as Senate Chair, is always striving to improve roads, develop shipping opportunities, upgrade our railroads and expand our airline routes. That is why I was very pleased to learn that President Clinton has negotiated a new agreement to double the number of U. S. flights to China.

I understand that the airlines which currently service China are applying for new flights. I ask that you give every consideration to Northwest Airlines' application to provide additional passenger flights and new cargo trips. Flights from Maine to China are now routed through Chicago, San Francisco and Tokyo. If Northwest, which services Maine, is granted additional flights, Maine passengers may be able to cut up to eight hours in flight time to China. In addition, and perhaps more importantly, Maine products that are shipped to China will arrive in Beijing and Shanghai much sooner. This could open the door to new international markets for many Maine businesses.

The prospect of increased flights to China is exciting. I am sure you will thoroughly review the impacts of the new allocations. In your review, please consider the effects of Northwest's expanded service on the State of Maine.

Thank you for your attention to this matter.

Sincerely,



William B. O'Gara

WBO/mtb



THE SENATE OF WEST VIRGINIA
OFFICE OF THE PRESIDENT
CHARLESTON 25305

EARL RAY TOMBLIN
PRESIDENT

May 6, 1999

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

Dear Secretary Slater:

As President of the West Virginia State Senate, I respectfully request your favorable consideration and approval of Northwest Airlines' application for 11 new passenger and cargo flights from Detroit to Shanghai, as a result of the new U.S.-China aviation agreement signed on April 6.

West Virginia state government and businesses have participated in several trade missions to the Far East, including China. Northwest's expansion routes will certainly assist us in our economic development efforts.

These new flights, combined with Northwest's existing nonstop schedule to China from Detroit, will provide those of us on the East Coast with the convenience of eight weekly nonstop flights, five to Beijing and three to Shanghai. This Detroit-China gateway will benefit more than 70% of the nation's population.

Northwest Airlines is one of the leading U.S. air carriers to China and the Pacific. They have been at the forefront of trying to expand the U.S.-China aviation relationship through code share alliances, training Chinese flight crews, and conducting aviation seminars in China.

Your favorable consideration and approval of Northwest Airlines' application would be greatly appreciated.

Sincerely,

Earl Ray Tomblin
Senate President

ERT:bb

Tom Hane
Mayor



City of Portland
Office of the Mayor and Council
Portland, Maine

May 7, 1999

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

Dear Secretary Slater:

As a City Councilor and former Commissioner of the State of Maine, I am vitally interested in maintaining and enhancing our region's transportation options. As you well know, access to efficient transportation is a vital ingredient for nurturing global competitiveness by U.S. businesses.

The City of Portland and the State of Maine have been investing significant resources in our transportation infrastructure to ensure that economic development will not be slowed by public sector neglect of these important links. Clearly, Asian markets will take on an increasingly important role in the U.S. economy as trade barriers are removed and cultural linkages are established among the U.S. and various trading partners, including China. To ensure that Maine businesses and business interests located on the East Coast have a reasonable chance to participate in that burgeoning Asian market, it is vital that our citizens have access to efficient airline routes to China. Northwest Airlines, which provides flight service in Portland, is seeking a fair share of allocation of flights to China under an agreement recently reached between the U.S. and China. As I understand it, Northwest's flight routing through its hub in Detroit will enhance the access of East Coast businesses to direct flights to China. Unless your department acts favorably on the requests by Northwest, businesses on the East Coast may be disadvantaged in the competition for economic benefit from the emerging markets in China.

I am hopeful you and the Department of Transportation will give careful consideration to the request by Northwest to increase not only their passenger flights, but also their cargo flights to Shanghai and Beijing.

Thank you very much for your consideration of these comments.

Sincerely,


George N. Campbell, Jr.

Councilors

George N. Campbell, Jr.
James F. Cloutier
Philip John Dawson
Karen A. Goraghty
Charles W. Harlow
Tom Hane
Cheryl A. Leeman
Nicholas M. Macedones, Jr.
Nathan H. Smith



CHILICOTHE
OHIO'S FIRST CAPITAL

MARGARET F. PLANTON
MAYOR

City Administration
33 S. Point St.
Chillicothe, OH
43101
(740) 773-1185
Fax 773-2072
Mayor@bright.net

May 8, 1999

Purchasing Agent
Mayor's Assistant
(740) 773-1164
Fax 773-2072

Safety/Service
(740) 773-2700
Nuisance Officer
(740) 773-8995
Fax 773-2076

Human Resources
(740) 773-1211
Fax 773-8004

Economic
& Community
Development
(740) 773-8032
Fax 773-8004

EEO Officer
(740) 773-8033
Fax 773-8004

Transit Director
(740) 773-1509
Fax 773-2317

Utilities Director
(740) 773-1932
Fax 773-1932

City Engineer
Building Dept.
(740) 773-8980
Fax 773-4476

Parks & Recreation
(740) 773-3626
Fax 773-5546

Community Events
(740) 773-2705
Fax 773-8004

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

Dear Mr. Secretary:

It was over one year ago that I wrote you and the President expressing concern about the open skies issues with China. I am pleased to be able to congratulate you and the administration on the recently revised US-China Air Services Agreement that doubles over a three year period the amount of air service that US carriers may provide to China. Now I write in strong support of Northwest Airlines request for eleven frequencies that become available in the first two years.

I believe that trade with China will play an important role in the continued revitalization of the mid-west, especially here in Ohio as well as Michigan; both economy's will benefit if the Northwest's package of nonstop and one stop services, from Michigan to both Shanghai and Beijing will be the critical transportation link making this a reality. It is very important to us here in Ohio therefore, that Northwest's entire application is granted.

Northwest has been laboring under a serious frequency deficit for many years, and approval of the entire Northwest application also will place Northwest at competitive parity with United Air Lines, which is critical to the long term viability of Northwest's service to China.

Northwest service out of Michigan plays an important role here in the mid-west, by placing Northwest at competitive parity with United in Michigan is very important to Ohio. Allocation of seven frequencies to Northwest's passenger service will insure that Northwest can hold its own in the competitive contest for connecting passengers.

In a regulated market like US-China, market forces alone will not produce competitive balance because airlines are not free to add flights to meet competition. In such markets, it is incumbent on the DOT to allocate frequencies so as to produce the most competitive market structure possible. The only way to eliminate the present scheduling disparity between the two carriers and to assure a

level playing field for both carriers is to allocate seven round trips to Northwest to provide passenger service.

For the same reason, Northwest also should be granted its request for four all cargo round trips. Northwest, which operates eight B-747 freighters to the Pacific, is the largest US cargo operator. This service will provide healthy competition for Federal Express, while at the same time make available to shippers heavy cargo capacity service not provided by Federal Express with its concentration on Express ?Small Package service.

Thank you for your consideration of my views.

With best regards,

A handwritten signature in cursive script, appearing to read "Gus Comstock".

Gus Comstock

Director of Development



Florida House of Representatives

John F. Cosgrove
Democratic Leader Pro Tempore
Representative, District 119

Reply to:
□ 201 West Flagler Street
Miami, FL 33130
(305) 373-5315
□ Room 316, The Capitol
402 South Monroe Street
Tallahassee, FL 32399-1300
(850) 488-9550

Committees
Consumer Affairs Council
Insurance
Criminal Justice & Corrections Council
Real Property & Probate
Fiscal Responsibility Council
Criminal Justice Appropriations
Procedural Council
Rules & Calendar

May 8, 1999

The Honorable Rodney Slater
Secretary
United States Department of Transportation
400 7th Street, S.W.
Washington, D.C. 20590

Dear Secretary Slater,

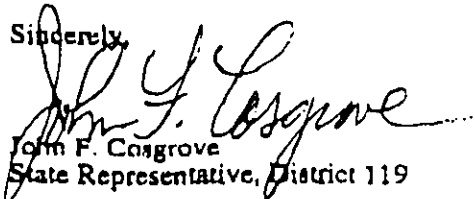
This letter is written to urge you to please recommend that the application that Northwest Airlines is submitting to you to become the first U.S. airline to begin nonstop service to Shanghai, China. This application is being made because of the recently revised U.S.-China Air Services Agreement that would double, over a three year period, the amount of air service that U.S. airlines can provide to China. It is my understanding that Northwest Airlines applied for 11 of the 17 frequencies allocated over the first two years and it is my hope that you will support its application.

Florida continues to work to attract any and all economic opportunities it possibly can from throughout the world. Because of its unique geography, it is a natural destination for many companies looking to locate important aspects of their operations in the U.S. Any assistance that the Clinton Administration can provide Florida in this regard is greatly appreciated because it will directly benefit Florida based businesses. Northwest's application for four weekly cargo flights will not only ensure competition at home, but will also establish a dependable method for shipping heavy cargo.

At the present time, the only other major nonstop service route to Shanghai, China, the financial center of the People's Republic of China, is through San Francisco. If Northwest is granted this application, then Floridians will have the option of using Detroit as a more convenient location from which to make connections to Shanghai.

I would greatly appreciate your kind and favorable consideration of Northwest Airlines' application to establish these nonstop routes from Detroit, U.S.A. to Shanghai, China. A positive decision will greatly affect Florida's economy for the better for many years into the foreseeable future.

Sincerely,


John F. Cosgrove
State Representative, District 119

JFC/fm
cc: File



NEW JERSEY GENERAL ASSEMBLY

JACK CONNERS
ASSEMBLYMAN, 7TH DISTRICT
PARTS OF BURLINGTON AND CAMDEN COUNTIES
DELAN PROFESSIONAL CENTER
8008 ROUTE 190 NORTH
DELAN, NJ 08075
(609) 481-3997
FAX (609) 481-3823
email: asm.jconners@worldnet.att.net

COMMITTEES
COMMERCE, TOURISM, GAMING AND
MILITARY AND VETERANS' AFFAIRS
TRANSPORTATION

May 6, 1999

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

Dear Mr. Slater:

As a member of the New Jersey Assembly Commerce, Tourism, Gaming and Military and Veterans Affairs Committee and a member of the Transportation Committee, I am writing to bring to your attention an issue which has a vital impact upon New Jersey's business community as well as, the regional economy of the east coast.

The proposed, Northwest Airline, nonstop U.S. carrier service to Shanghai would benefit travelers throughout the eastern U.S. and the midwest by offering them quicker access to Shanghai via Detroit. It is estimated that this change would save New Jersey business travelers more than two and a half hours in flight time. Northwest, an important partner with Continental Airlines, which is a significant carrier in our State, has already applied for 11 of the 17 available round trip frequencies pursuant to the current U.S.-China Aviation Agreement.

I am pleased to join with my colleagues in the General Assembly and New Jersey's congressional delegation in urging your support for this important matter. Thank you for your consideration.

Sincerely,

Jack Connors
Jack Connors

Assemblyman, 7th District

cc: Vice-President Al Gore



Central-West Jersey

Donald R. Gagnon
President/CEO

May 7, 1999

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

Dear Secretary Slater:

The AAA Clubs of New Jersey, serving more than 1.7 million New Jersey members, respectfully urge your approval of Northwest Airlines' application to provide nonstop U.S. carrier service to Shanghai, China. As you know, Northwest has applied for 11 of the 17 available round trip frequencies pursuant to the current US-China Aviation Agreement.

Northwest Airlines already has a close alliance with Air China and Continental Airlines, one of New Jersey's major airline carriers. Northwest's Shanghai flights, which originate in Detroit, would save New Jersey travelers more than two and a half hours flight time when compared to proposed west coast frequencies.

In addition to being the fastest way to get to China east of the Mississippi, the awarding of four cargo flights, which are also part of Northwest's application, will assuredly have a positive impact on many business sectors - banking, finance, retail - which are essential to the viability of the East Coast economy.

Again, on behalf of the more than 1.7 AAA members in New Jersey, we thank you for your consideration of this matter.

Very Truly yours,

Donald Gagnon
Chairman
AAA Clubs of New Jersey

Corporate Headquarters
3 AAA Drive
Hamilton, NJ 08691-1897
Tel: 609/890-2220
Fax: 609/890-1590



WORLD HEADQUARTERS

1062 Progress Street
Pittsburgh, Pennsylvania 15212-5900

Travel Services Department
May 7, 1999

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

Dear Secretary Slater:

I am writing in strong support of Northwest Airlines' application for 11 new passenger and cargo flights to China and the Pacific during the first two years of the new U.S.-China aviation agreement.

As you know, Northwest is looking to expand its service with two new nonstop passenger flights from Detroit to Shanghai in the first year, and a total of three by the summer of 2000. These new flights, combined with Northwest's existing nonstop schedule to China from Detroit, will provide East Coast and Midwest passengers with eight weekly nonstop flights - five to Beijing and three to Shanghai - reaching 70% of the United States population including Pennsylvania.

While United Airlines currently offers 14 of the 23 passenger flights, and FedEx operates the all cargo market with 4 weekly flights, Northwest's Detroit to China gateway provides Pennsylvania businesses with faster, more convenient service to this important export market.

- Northwest offers convenient same day service from all of Pennsylvania's major airports, through Detroit to Shanghai, including Allentown/Bethlehem, Erie, Harrisburg, Philadelphia, Pittsburgh and State College airports.
- United only offers same day service from Philadelphia and Pittsburgh.
- Northwest beats United, offering a faster travel time from Pennsylvania's busiest airports to China - Northwest saves Pennsylvania passengers over two hours from Philadelphia and over three hours from Pittsburgh compared to United.

The new, more convenient, and faster service provided by Northwest from Pennsylvania to Asia would ultimately generate new business, new jobs and new growth in our state. I wholeheartedly support Northwest's application and urge your approval.

Thank you for your serious consideration.

Sincerely,

Ralph Davis
Manager - Travel Services
H. J. Heinz Company



Office of the President

West Virginia University

May 6, 1999

The Honorable Nick J. Rahall, II
United States Congressman
2269 Rayburn House Office Building
Washington, DC 20515

Dear Congressman Rahall:

I write to seek your support of Northwest Airlines' application for 11 new passenger and cargo flights from Detroit to Shanghai during the first two years of the new U.S. - China aviation agreement that was approved on April 6, 1999.

Northwest Airlines is one of the leading Air carriers to China and the Pacific, and have been actively working at expanding their U.S. - China aviation relationship. Their expansion of routes into China can only benefit West Virginia University and its own activities in China and the Pacific Rim. We have many visiting dignitaries from China, and many of our own students and faculty travel to China as part of exchange programs we have in place in our College of Business and Economics and our College of Creative Arts. We also have students from China and other parts of Asia in the makeup of our Student Body.

I hope your thoughtful consideration of Northwest Airline's application will allow you to lend your support to their request.

Sincerely,

David C. Hardesty, Jr.
President

DCH/gp



Office of the President

West Virginia University

May 6, 1999

The Honorable Robert E. Wise
United States Congressman
2434 Rayburn House Office Building
Washington, DC 20515

Dear Congressman Wise:

I write to seek your support of Northwest Airlines' application for 11 new passenger and cargo flights from Detroit to Shanghai during the first two years of the new U.S. - China aviation agreement that was approved on April 6, 1999.

Northwest Airlines is one of the leading Air carriers to China and the Pacific, and have been actively working at expanding their U.S. - China aviation relationship. Their expansion of routes into China can only benefit West Virginia University and its own activities in China and the Pacific Rim. We have many visiting dignitaries from China, and many of our own students and faculty travel to China as part of exchange programs we have in place in our College of Business and Economics and our College of Creative Arts. We also have students from China and other parts of Asia in the makeup of our Student Body.

I hope your thoughtful consideration of Northwest Airline's application will allow you to lend your support to their request.

Sincerely,


David C. Hardesty, Jr.
President

DCH/gp



Office of the President

West Virginia University

May 6, 1999

The Honorable Alan B. Mollohan
United States Congressman
2427 Rayburn House Office Building
Washington, DC 20515

Dear Congressman Mollohan:

I write to seek your support of Northwest Airlines' application for 11 new passenger and cargo flights from Detroit to Shanghai during the first two years of the new U.S. - China aviation agreement that was approved on April 6, 1999.

Northwest Airlines is one of the leading Air carriers to China and the Pacific, and have been actively working at expanding their U.S. - China aviation relationship. Their expansion of routes into China can only benefit West Virginia University and its own activities in China and the Pacific Rim. We have many visiting dignitaries from China, and many of our own students and faculty travel to China as part of exchange programs we have in place in our College of Business and Economics and our College of Creative Arts. We also have students from China and other parts of Asia in the makeup of our Student Body.

I hope your thoughtful consideration of Northwest Airline's application will allow you to lend your support to their request.

Sincerely,

A handwritten signature in black ink, appearing to read 'David C. Hardesty, Jr.'.

David C. Hardesty, Jr.
President

DCH/gp



Office of the President

West Virginia University

May 6, 1999

The Honorable John D. Rockefeller
U.S. Senate
109 Senate Hart Office Building
Washington, DC 20510-4802

Dear Senator Rockefeller:

I write to seek your support of Northwest Airlines' application for 11 new passenger and cargo flights from Detroit to Shanghai during the first two years of the new U.S. - China aviation agreement that was approved on April 6, 1999.

Northwest Airlines is one of the leading Air carriers to China and the Pacific, and have been actively working at expanding their U.S. - China aviation relationship. Their expansion of routes into China can only benefit West Virginia University and its own activities in China and the Pacific Rim. We have many visiting dignitaries from China, and many of our own students and faculty travel to China as part of exchange programs we have in place in our College of Business and Economics and our College of Creative Arts. We also have students from China and other parts of Asia in the makeup of our Student Body.

I hope your thoughtful consideration of Northwest Airline's application will allow you to lend your support to their request.

Sincerely,

A handwritten signature in cursive script, appearing to read 'David Hardesty, Jr.'.

David C. Hardesty, Jr.
President

DCH/gp



Office of the President

West Virginia University

May 6, 1999

The Honorable Robert C. Byrd
United States Senate
Committee on Appropriations
Washington, DC 20510-6025

Dear Senator Byrd:

I write to seek your support of Northwest Airlines' application for 11 new passenger and cargo flights from Detroit to Shanghai during the first two years of the new U.S. - China aviation agreement that was approved on April 6, 1999.

Northwest Airlines is one of the leading Air carriers to China and the Pacific, and have been actively working at expanding their U.S. - China aviation relationship. Their expansion of routes into China can only benefit West Virginia University and its own activities in China and the Pacific Rim. We have many visiting dignitaries from China, and many of our own students and faculty travel to China as part of exchange programs we have in place in our College of Business and Economics and our College of Creative Arts. We also have students from China and other parts of Asia in the makeup of our Student Body.

I hope your thoughtful consideration of Northwest Airline's application will allow you to lend your support to their request.

Sincerely,

David C. Hardesty, Jr.
President

DCH/gp



Office of the President

West Virginia University

May 6, 1999

Secretary Rodney Slater
U.S. Department of Transportation
4007th Street, SW
Washington, DC 20590

Dear Secretary Slater:

I write to seek your support of Northwest Airlines' application for 11 new passenger and cargo flights from Detroit to Shanghai during the first two years of the new U.S. - China aviation agreement that was approved on April 6, 1999.

Northwest Airlines is one of the leading Air carriers to China and the Pacific, and have been actively working at expanding their U.S. - China aviation relationship. Their expansion of routes into China can only benefit West Virginia University and its own activities in China and the Pacific Rim. We have many visiting dignitaries from China, and many of our own students and faculty travel to China as part of exchange programs we have in place in our College of Business and Economics and our College of Creative Arts. We also have students from China and other parts of Asia in the makeup of our Student Body.

I hope your thoughtful consideration of Northwest Airline's application will allow you to lend your support to their request.

Sincerely,

A handwritten signature in black ink, appearing to read 'David C. Hardesty, Jr.'.

David C. Hardesty, Jr.
President

DCH/gp



OFFICE OF THE PRESIDENT
400 Hal Greer Boulevard
Huntington, West Virginia 25755-1000
304-896-2300

May 5, 1999

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

FAX: (202) 366-7202

Dear Mr. Secretary:

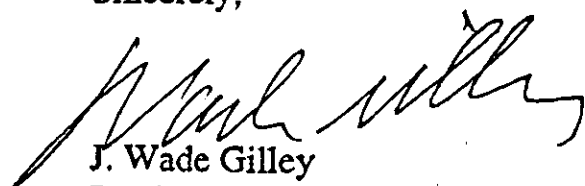
I am writing in support of Northwest Airlines' application for 11 of 17 round trip frequencies scheduled to become available under the new U.S.-China Aviation Agreement.

Approval of the application would enable Northwest to offer daily service to both Beijing and Shanghai with a mixture of nonstop flights from Detroit and one-stop service by way of Tokyo to both Chinese cities. Obviously, such improved service from the United States to the cities representing the political and financial/industrial centers of China is of great importance.

We at Marshall University have an interest in this matter because of the substantial number of Chinese students enrolled here, as well as several programs we have established with China.

Thank you for your consideration of our endorsement of the Northwest Airlines application.

Sincerely,


J. Wade Gilley
President

BC: Lew McMANUS

AIRBORNE EXPRESS.

May 4, 1999

The Honorable Rodney E. Slater
Secretary, Department of Transportation
400 Seventh Street, S.W.
Washington, DC 20590
Via Fax: 202-366-7202

Re: U.S.-China Air Services Docket OST-99-5539

Dear Secretary Slater:

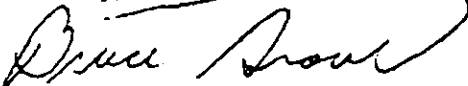
Airborne Express is a full-service transportation and logistics company with delivery service to virtually every ZIP Code in the U.S. and more than 200 countries worldwide. I am writing to express Airborne Express' support for Northwest Airlines in the upcoming allocation of additional U.S.-China air rights.

Airborne Express competes with FedEx in the U.S.-China Express and Small Package market. FedEx today has a very large share of this market due to their unique position as the only U.S. all-cargo air carrier with service to China. If FedEx' were able to expand their services to China without the addition of competing carrier capacity, they would likely increase their already large U.S.-China market share.

Airborne Express serves the China market by utilizing the services of scheduled all-cargo and combination carriers with rights to serve the market. We rely on carriers like Northwest to provide airlift capacity to Asia. This allows Airborne Express to compete with FedEx and UPS who have their own aircraft and operating rights for transpacific services. Northwest's proposed new service would increase competition in the U.S.-China market. Northwest's proposal based on service from the U.S. Midwest (with Detroit combination and Chicago all-cargo services) would be particularly beneficial for Airborne Express and for the other logistics companies whose air hubs are located in Ohio.

We urge the Department of Transportation to grant Northwest's application for new U.S.-China air service.

Sincerely,



Bruce Grout
Vice President and General Manager
International Services



Scanwell International Inc.

North American Corporate Office

338 Victory Avenue
South San Francisco, California 94080-8408
Telephone: 650.737.0753 Facsimile: 650.737.0755
www.scanwellintl.com

May 4, 1999

The Honorable Rodney E. Slater
Secretary, Department of Transportation
U.S. Department of Transportation
400 Seventh Street, S.W., SVC-124
Washington, DC 20590
Via Fax: (202) 493-2005

RE: U.S. - China Air Services Docket OST-99-5539

Dear Secretary Slater:

Scanwell Freight Express, Inc., is a global cargo agent headquartered in Hong Kong, with offices throughout Asia and North America, including eight offices in China. We are writing in support of Northwest Airlines' application before the Department for additional U.S.-China frequencies.

We believe that the services proposed by Northwest Airlines would be most beneficial to U.S.-China cargo shippers. With FedEx being the only U.S. carrier providing all-cargo service between the U.S. and China, we often use the services of carriers like Air China, China Eastern or Korean Air Cargo for our China-U.S. shipments. Northwest's proposed services would provide a U.S. carrier heavy-cargo alternative to these carriers and to FedEx. Since Scanwell Freight Express is a major international air cargo agent, our customers' consignments most often require the main-deck capacity that is provided by all-cargo services.

Accordingly, we urge you to grant Northwest's application for new U.S.-China services. Thank you for your consideration.

Sincerely,


Dennis Choy
President
Scanwell International Inc.

Asia Pacific Headquarters
Hong Kong: Unit 6 8/F, Ai Lung Centre
11 Wang Chiu Road, Kowloon Bay
Kowloon, Hong Kong
Telephone: (852) 2796.0078
Facsimile: (852) 2796.0028

China Headquarters
Beijing China AFB & China Building
Room 1001-1002, Jiefang Road, Chaoyangmenwai
Beijing China 100020
Telephone: (8610) 6529.1004
Facsimile: (8610) 6529.1074

U.S.A. Headquarters
San Francisco 338 Victory Avenue
South San Francisco,
California 94080-8408, U.S.A.
Telephone: (650) 737.0753
Facsimile: (650) 737.0753

Expeditors[®]

Expeditors International
of Washington, Inc.

1015 Third Avenue
12th Floor
Seattle, WA 98104-2190

Tel 206 674-3400
Fax 206 682-9777

May 3, 1999

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

Re: U.S. - China Air Services Docket OST-99-5539

Dear Mr. Secretary,

Expeditors International of Washington, Inc. is a global logistics provider with offices all over the world. We offer air and sea freight forwarding, customs brokerage, and global distribution services. We are writing to you to strongly support Northwest Airlines' application for additional U.S. - China frequencies in the above referenced Docket.

Northwest's service proposal will offer the largest benefit to the widest variety of shippers of any of the proposals that have been submitted. While FedEx has proposed increasing its services to 18 weekly frequencies, its services are clearly targeted at only the Small Package and Express segments of the U.S. - China air cargo market. As a global logistics provider, we compete with FedEx for U.S. - China shipping and distribution services. FedEx currently provides the only U.S. carrier all-cargo service to China. In providing our services to China, we currently rely heavily on the services of non-U.S. carriers like Korean and Air China for air cargo capacity.

United Airlines' proposal, while it does offer some additional cargo capacity to China in the bellies of its proposed 747-400 San Francisco to Shanghai flights, does not offer the main-deck all-cargo capacity often needed to meet the needs of our customers. Only Northwest's proposal offers any competing U.S. all-cargo capacity to FedEx.

We urge the Department to grant Northwest's application for frequencies and thank you for the opportunity to present our views on this matter.

Sincerely,

Expeditors International
of Washington, Inc.


Peter J. Rose
Chairman and Chief Executive Officer

PJR/jah

EMERY
WORLDWIDE
A CIP COMPANY

JOHN ZARRAS
Vice President
North America

May 7, 1999

Via Fax: (202) 493-2005

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

REF: U.S. - China Air Services Docket OST-99-5539

Dear Mr. Secretary:

On behalf of Emery Worldwide, one of the leading global transportation and logistics providers of service to the world's major corporations, as well as the United States Government, I am writing in support of Northwest Airlines.

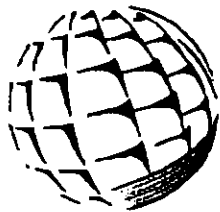
After careful review of the applicants proposals, we have reached the conclusion that Northwest Airlines will offer the best service. We do not believe it is in the best interests of the transportation industry to see Federal Express to continue to expand as the only U.S. all-cargo service with the ability to manipulate market pricing and capacity distribution. Federal Express is not only an airline, but also a direct competitor for Emery in the U.S.-China freight forwarding business. We need alternative choices for U.S. flag service to protect fair market conditions.

The Northwest Airlines Service proposal is superior to the United Airlines offering simply due to the size and type of the aircraft and capacity commitment. United's plan is limited to passenger aircraft, lower deck space which prohibits the carriage of freight greater than 63 inches in height or anything classified as hazardous in nature. Many of the large development projects that require transport of materials by air fall into these categories.

Emery Worldwide believes Northwest's application is the clear choice to offer the maximum benefit to our industry and we urge the department to approve their application. We appreciate the opportunity to present our opinion and thank you for taking this under consideration.

Sincerely,





MAINE
INTERNATIONAL TRADE CENTER

May 6, 1999

The Honorable Rodney E. Slater
Secretary, U. S. Department of Transportation
Washington, D.C. 20590

BY FAX

Dear Secretary Slater:

I understand that you are considering the allocation of additional flight frequencies under the US-China Aviation Agreement, and that Northwest Airlines has applied for 11 of the 17 frequencies available. I encourage you to look favorably on their request, specifically in light of their stated intention to introduce non-stop flights between Detroit and Shanghai.

Northwest has recently expanded service from the Portland Jetport to Detroit, and the addition of the direct Detroit-Shanghai route would be a substantial benefit to our region, both for personal and business travel. The State of Maine's rate of export growth led the nation in three of the last four quarters, and expanded air cargo infrastructure, as represented in Northwest's request, can only serve to fuel further growth in Maine's and the nation's trade and commerce.

The Maine International Trade Center, a public/private partnership, is committed to expanding Maine's economy through increased international trade in goods, services and related activities. With this mission in mind, I encourage you to look favorably on Northwest's application, and to consider the beneficial impact that direct service would have on the New England economy in general.

Very truly yours,

Perry B. Newman
President

SOUTH SHORE



CHAMBER OF COMMERCE

36 Miller Stile Road
Post Office Box 690625
Quincy, MA 02269
(617) 479-1111
Fax: (617) 479-9274
<http://www.southshorechamber.org>
e-mail: Rzooleck@dreamcom.net

May 5, 1999

Secretary Rodney Slater
Department of Transportation
400 7th Street, SW
Washington, DC 20590

Dear Secretary Slater:

I am writing in support of Northwest Airlines application for eleven out of the seventeen new weekly flights to China. Northwest Airlines application is vital for the convenience of the business passengers from Massachusetts.

The South Shore Chamber of Commerce located in Quincy, Massachusetts is the largest suburban Chamber on the East Coast with over 2,800 members. The S.S.C.C. champions issues that create a better business climate for our members. From advocating for lower business taxes to supporting Logan International Airport's new runway, we strongly believe that the business community must speak out to improve the economic conditions we all live under. Northwest Airlines application serves this goal.

United Airlines currently operates fourteen out of the twenty-seven allotted weekly flights to China, while Northwest operates nine and Federal Express four. All of United flights depart from the West Coast, along with the three Chinese carriers, Air China, China Eastern and China Southern providing adequate convenience for West Coast business travelers. Northwest Airlines, with its Detroit hub, will rely on the connecting passengers from the East Coast thereby creating a more convenient schedule for this regions business traveler.

Thank you for your consideration and as well as for your continued efforts towards expanding trade opportunities between the United States and China. In addition, I am enclosing the March issue of the S.S.C.C. Magazine "WAVES". This issue focused on the maturing international trade markets on the south shore and on our Congressman William Delahunt's new position on the International Relations Committee and its subcommittee on international economic policy and trade.

Sincerely,



Ronald Zooleck
President

Cc: Congressman William Delahunt

Pinney Dock & Transport Company

1149 EAST FIFTH STREET - P. O. BOX 41
ASHTABULA, OHIO 44005-0041

TELEPHONE: 216-964-7186

FAX: 216-964-5210

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

Dear Mr. Secretary:


I am writing this brief, but in strong support, letter regarding Northwest Airlines application and request for a non-stop route from Detroit to Shanghai.

Detroit is the perfect place to install new China air service. Its powerful industrial, automobile and high tech base will provide a rich customer base that will make the Shanghai service every bit as successful as the Beijing service. In addition, with its location on the "Great Circle" route, Detroit is ideally situated to provide a fast and convenient gateway to the entire Midwest and eastern regions of the country. Service from these areas is much faster via Detroit than via the West Coast.

With this being the case, I strongly urge you to approve the request made by Northwest Airlines.

Thank you for your consideration of my point of view.

Very truly yours,
PINNEY DOCK & TRANSPORT COMPANY


Joseph A. DelPriore
Executive Vice President

JAD:js

Pinney Dock & Transport Company

1149 EAST FIFTH STREET - P. O. BOX 41
ASHTABULA, OHIO 44005-0041

TELEPHONE: 216-964-7185

FAX: 216-964-5210

The Honorable Tony P. Hall
US Representative
501 Federal Bldg.
200 W. 2nd St.
Dayton, Ohio 45402

Dear Mr. Hall:

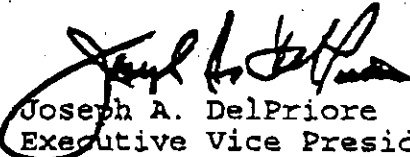
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Joseph A. DelPriore
Executive Vice President

JAD:js

Pinney Dock & Transport Company

1149 EAST FIFTH STREET - P. O. BOX 41
ASHTABULA, OHIO 44005-0041

TELEPHONE: 216-964-7186

FAX: 216-964-5210

The Honorable Sherrod Brown
US Representative
5201 Abbe Rd.
Elyria, Ohio 44035

Dear Mr. Brown:

I am writing this brief, but in strong support, letter regarding Northwest Airlines application and request for a non-stop route from Detroit to Shanghai.

Detroit is the perfect place to install new China air service. Its powerful industrial, automobile and high tech base will provide a rich customer base that will make the Shanghai service every bit as successful as the Beijing service. In addition, with its location on the "Great Circle" route, Detroit is ideally situated to provide a fast and convenient gateway to the entire Midwest and eastern regions of the country. Service from these areas is much faster via Detroit than via the West Coast.

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Joseph A. DelPriore
Executive Vice President

JAD:js

Pinney Dock & Transport Company

1148 EAST FIFTH STREET - P. O. BOX 41
ASHTABULA, OHIO 44005-0041

TELEPHONE: 216-964-7186

FAX: 216-964-5210

The Honorable Marcy Kaptur
US Representative
Fed. Bldg.
234 Summit St., Rm. 719
Toledo, Ohio 43604

Dear Ms. Kaptur:


I am writing this brief, but in strong support, letter regarding Northwest Airlines application and request for a non-stop route from Detroit to Shanghai.

Detroit is the perfect place to install new China air service. Its powerful industrial, automobile and high tech base will provide a rich customer base that will make the Shanghai service every bit as successful as the Beijing service. In addition, with its location on the "Great Circle" route, Detroit is ideally situated to provide a fast and convenient gateway to the entire Midwest and eastern regions of the country. Service from these areas is much faster via Detroit than via the West Coast.

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Very truly yours,
PINNEY DOCK & TRANSPORT COMPANY


Joseph A. DelPriore
Executive Vice President

JAD:js

Pinney Dock & Transport Company

1145 EAST FIFTH STREET - P. O. BOX 41
ASHTABULA, OHIO 44005-0041

TELEPHONE: 216-964-7185

FAX: 216-964-5210

The Honorable Albert Gore
Vice President of the United States
The White House
Washington, DC 20500

Dear Mr. Vice President,

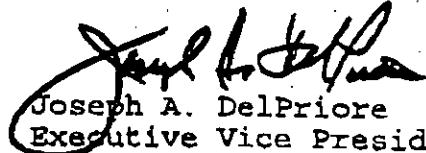
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Very truly yours,
PINNEY DOCK & TRANSPORT COMPANY


Joseph A. DelPriore
Executive Vice President

JAD:js

GREGORY CARR AND ASSOCIATES

May 5, 1999

The Honorable Ted Strickland
US Representative
1236 Gallia St.
Portsmouth, Ohio 45662

Dear Congressman Strickland,

I write you on a matter of great importance to Ohio and the Midwest. I write in strong support of the application of Northwest Air Lines for allocation of 11 of 17 frequencies that become available in the first two years so that it can (1) institute first US carrier nonstop service to Shanghai; (2) secure competitive parity in the US-China market with its largest rival; (3) commence first US all cargo competitive service.

The idea to be able to fly out of Detroit to China quicker is a major plus for business people in Ohio and the Midwest. This will also bring better service in the area of cargo issues and small package express service.

Therefore I offer my support to Northwest and urge you to ask the Secretary of Transportation to approve their application.

Thank you for listening to my views.

Sincerely,


Gregory Carr

GREGORY CARR AND ASSOCIATES

May 5, 1999

**The Honorable Sherrod Brown
US Representative
5201 Abbe Rd.
Elyria, Ohio 44035**

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Sincerely,



Gregory Carr

GREGORY CARR AND ASSOCIATES

May 5, 1999

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200 W. 2nd St.
Dayton, Ohio 45402

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Thank you for listening to my views.

Sincerely,



Gregory Carr

GREGORY CARR AND ASSOCIATES

May 5, 1999

The Honorable Marcy Kaptur
US Representative
Fed. Bldg., 234 Summit St. Rm. 719
Toledo, Ohio 43604

Dear Congresswoman Kaptur,

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Sincerely,


Gregory Carr

GREGORY CARR AND ASSOCIATES

May 5, 1999

The Honorable Rodney E. Slater
Secretary of Transportation
United State Department of Transportation
Washington, DC 20590

Dear Mr. Secretary,

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Therefore I offer my support to Northwest and urge you to approve their application.

Thank you for listening to my views.

Sincerely,



Gregory Carr

WEST VIRGINIA **Bankers** ASSOCIATION

May 3, 1999

The Honorable Robert E. Wise, Jr.
United States House of Representatives
Room 2367
Rayburn House Office Building
Washington, D.C. 20515

Dear Representative Wise:

I respectfully request your support of Northwest Airlines' application for 11 new passenger and cargo flights from Detroit to Shanghai as a result of the new U.S.- China aviation agreement signed on April 6.

As I'm sure you know, the Department of Transportation has initiated a proceeding to allocate 17 new weekly flights to U.S. air carriers to be phased-in in 1999-2000. Northwest Airlines has applied for two new nonstop passenger flights from Detroit to Shanghai in the first year and a total of three by the summer of 2000.

These new flights, combined with Northwest's existing nonstop schedule to China from Detroit, will provide those of us on the East Coast with the convenience of eight weekly nonstop flights - five to Beijing and three to Shanghai. This expansion of Northwest Airlines' routes will help West Virginia businesses improve their marketing opportunities throughout the Far East.

Northwest Airlines is one of the leading U.S. air carriers to China and the Pacific. Your valued support of Northwest's application will help West Virginia as we continue our economic development activities with Asia, especially China.

Your support of this effort is greatly appreciated.

Sincerely,

Doug Maddy
Executive Director

WEST VIRGINIA **Bankers** ASSOCIATION

May 3, 1999

The Honorable Nick J. Rahall II
United States House of Representatives
Room 2307
Rayburn House Office Building
Washington, D.C. 20515

Dear Representative Rahall:

I respectfully request your support of Northwest Airlines' application for 11 new passenger and cargo flights from Detroit to Shanghai as a result of the new U.S.- China aviation agreement signed on April 6.

As I'm sure you know, the Department of Transportation has initiated a proceeding to allocate 17 new weekly flights to U.S. air carriers to be phased-in in 1999-2000. Northwest Airlines has applied for two new nonstop passenger flights from Detroit to Shanghai in the first year and a total of three by the summer of 2000.

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Northwest Airlines is one of the leading U.S. air carriers to China and the Pacific. Your valued support of Northwest's application will help West Virginia as we continue our economic development activities with Asia, especially China.

Your support of this effort is greatly appreciated.

Sincerely,

Doug Maddy
Executive Director

WEST VIRGINIA **B**ankers
ASSOCIATION

May 3, 1999

The Honorable Robert C. Byrd
United States Senate
Room 311
Senate Hart Building
Washington, D.C. 20515

Dear Senator Byrd:

I respectfully request your support of Northwest Airlines' application for 11 new passenger and cargo flights from Detroit to Shanghai as a result of the new U.S.- China aviation agreement signed on April 6.

As I'm sure you know, the Department of Transportation has initiated a proceeding to allocate 17 new weekly flights to U.S. air carriers to be phased-in in 1999-2000. Northwest Airlines has applied for two new nonstop passenger flights from Detroit to Shanghai in the first year and a total of three by the summer of 2000.

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Your support of this effort is greatly appreciated.

Sincerely,

Doug Maddy
Executive Director

WEST VIRGINIA **Bankers** ASSOCIATION

May 3, 1999

The Honorable John D. Rockefeller IV
United States Senate
Room 531
Senate Hart Building
Washington, D.C. 20515

Dear Senator Rockefeller:

I respectfully request your support of Northwest Airlines' application for 11 new passenger and cargo flights from Detroit to Shanghai as a result of the new U.S.- China aviation agreement signed on April 6.

As I'm sure you know, the Department of Transportation has initiated a proceeding to allocate 17 new weekly flights to U.S. air carriers to be phased-in in 1999-2000. Northwest Airlines has applied for two new nonstop passenger flights from Detroit to Shanghai in the first year and a total of three by the summer of 2000.

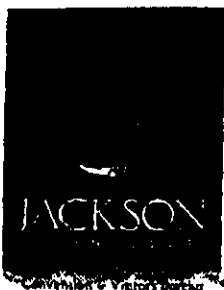
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Your support of this effort is greatly appreciated.

Sincerely,

Doug Maddy
Executive Director



May 6, 1999
Honorable Rodney E. Slater
Secretary of Transportation
U.S. Department of Transportation
400 7th Street SW.
Washington, D.C. 20530

Dear Secretary Slater,

Northwest Airlines submitted an application to the Department of Transportation to increase passenger and cargo flights to China under the new aviation agreement between China and the U.S.. I believe that the city of Jackson will benefit from Northwest's Application.

The proposed flights would offer convenient services to China for Jackson's business interests and citizens. The flights will encourage increased travel to and from China in this area and would also help to solve the competitive unbalance that exists among current U.S. air carriers serving the Chinese market.

Please consider these facts as you make a decision on this issue.

I appreciate the opportunity to share my views with you. Thank you for your time.

Sincerely,

Jane G. Kisber

Director, Jackson Convention & Visitors Bureau

A handwritten signature in cursive script that reads "Jane G. Kisber".

cc: Vice President Albert Gore Jr.

May 5, 1999

T h e

C H A M B E R

The Honorable Rodney Slater
Secretary of Transportation
U.S. Department of Transportation
400 Seventh Street, SW
Washington, DC 20530

197

Via Facsimile: (202) 366-7202

Auditorium

Dear Secretary Slater:

Street

I am writing in support of Northwest Airlines' recent application to the United States Department of Transportation for eleven new passenger and cargo flights to China. It is my understanding that the recent aviation agreement between the United States and China increases the number of weekly flights between the two countries, and I believe that approval of these routes will directly benefit both the state of Tennessee, as well as the remainder of the U.S.

P. O. Box 1904

Jackson,

Tennessee

38302-1904

The Northwest application best serves the interests of Tennesseans and other U.S. citizens for several reasons. First, the passenger routes for which Northwest has applied will increase the number of non-stop flights to China by the most direct route available from most locations east of the Mississippi River. Second, increasing the total number of all types of flights Northwest provides to China will serve to increase the level of competition between U.S. carriers now serving China.

Phone

901-423-2200

Thank you for the role you played in helping to further open the aviation market between our two countries. China is a significant player in the global marketplace and is a vital trading partner for the U.S. Approval of Northwest's application will offer our citizens, particularly in Tennessee, the chance to benefit greatly from increased business opportunities with China.

Fax

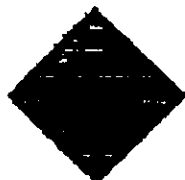
Thank you for your consideration of our request.

901-424-4860

Sincerely,



Bob Cook
President/CEO



Accredited by

The United States Chamber of Commerce

Myrtle Smith-Carroll, DNC
Women's Caucus, Secy
330 Belleair Drive NE
St. Petersburg, FL 33704

Vice President Al Gore
The White House
1600 Pennsylvania Ave.
Washington DC

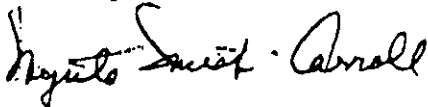
Dear Vice President Gore:

I have been informed that Northwest Airlines has applied to become the first US carrier to establish a direct nonstop service to Shanghai. It was a trip back for me to remember the Shanghai of 1983 when my husband, Charlie Carroll, and I were about to arrive at the Shanghai airport on a Person to Person tour. My impression then was to dream of the future relations between our countries as I envisioned the potential expansion of China. How soon those visions became reality. But...we had to travel to San Francisco to embark on that marvelous journey.

Florida is in the unique position of being the gateway to all of the Americas south of the United States and now the rapid growth of our international trade has become Florida's most valuable asset. And now, to add a destination as close as Detroit with a direct nonstop service to Shanghai most certainly will assist in the continued development of Florida's status in international traffic.

It is my hope that you will assist Northwest in gaining the new routes, the 11 of the 17 that have been allocated. And I dream someday of going back to a new China, leaving from Florida on one of those new routes.

Sincerely,



Myrtle Smith-Carroll



Senior Health Management

Corporation

May 6, 1999

Secretary Rodney Slater
Department of Transportation
400 7th Street, SW
Washington, DC 20590

Dear Secretary Slater:

I am writing first to commend you for your commitment to revising the U.S.-China Air Service Agreement. This expansion of the U.S.-China market will clearly have a significant impact on U.S. commerce.

In that context, I am writing to urge your consideration of Northwest Airline's application for eleven of the seventeen newly-approved flight routes. The significance of this new agreement will be undermined in my view, unless we take this opportunity to provide new incentives to businesses and institutions who have historically been handicapped in their ability to logistically participate in the Chinese market. If the majority of these new routes are dedicated to west coast departures, the impediments to Massachusetts companies seeking to travel to China will continue. If direct routes from Detroit to Shanghai were approved, however, east coast businesses would cut approximately five hours off a transcontinental flight to make their connection.

The flight from Detroit would also save time in that the "Great Circle Route" Northwest plans to utilize is a quicker route than a California to Shanghai flight. This heightened efficiency can make all the difference in the world to businesses seeking to expand their goods and services to China.

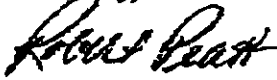
In addition to shortening actual flight time to Shanghai, the Northwest proposal would also ease the burden on Massachusetts travelers in reaching their connection and thus diminish time spent waiting for connecting flights. There are obviously many more options for those traveling from the east coast to get to and from Detroit throughout the course of the day than there are to get to California.

The final reason I feel it is imperative to approve Northwest's application is the competition it would create among the airlines. Because the U.S.-China market is heavily

regulated, market forces alone cannot create a competitive balance. It is up to the Department of Transportation to establish this competitive structure. United Airlines currently enjoys a large advantage over Northwest in the number of approved flights to China. Let's take this opportunity to level the playing field and create a competitive market to best serve our business community as well as our tourist consumers.

Again Secretary Slater, I appreciate your continued efforts toward the expansion of trade opportunities between the U.S. and China. I hope you will weigh heavily our rationale and support of Northwest's application for direct routes to Shanghai.

Sincerely,

A handwritten signature in cursive script, appearing to read "Robert Platt".

Robert Platt



Missouri Chamber of Commerce

P. O. Box 149 ■ 428 East Capitol Avenue ■ Jefferson City, MO 65102 ■ Telephone: (573) 634-3511 ■ FAX: (573) 634-8855

May 6, 1999

The Honorable Rodney E. Slater
Secretary
United States Department of Transportation
Washington, DC 20590

Dear Mr. Secretary:

As the president of the Missouri Chamber of Commerce, and an advocate for expanded trade with China, I would like to take this opportunity to respectfully request your consideration to approve Northwest Airlines' application to provide new nonstop U.S. carrier service to China.

I believe that expanding our access to China will play an important role in Missouri's economy by expanding new access and trade opportunities. The proximity of the Detroit airport would provide Missouri the closest non-stop connection to the important Chinese market.

In addition, your approval of Northwest Airline's application for both passenger and cargo routes would also increase competition and create additional choices for those who require this service. The additional choices can only improve customer service and price.

Thank you for your consideration.

Sincerely,

Daniel P. Mehan
President/CEO