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March 9, 2005

Bourke Travel

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The Honorable Norman Y. Mineta
Secretary
U.S Department of Transportation
400 Seventh Street, SW, Room 10200, Washington, DC 20590

✓ Mr. Karan K. Bhatia
Assistant Secretary for Aviation and International Affairs
~~Office of the Secretary~~

U.S. Department of Transportation
400 Seventh Street, SW, Room 10232, Washington, DC 20590

Re: 2005 Los Angeles-Mexico City Combination Service Proceeding
Docket OST-2005-20406-1098

Dear Secretary Mineta,

I am writing to express support for the application of Alaska Airlines to be granted authority to serve the Los Angeles-Mexico City route. Alaska's plan to offer 2 daily nonstop round trip flights between Los Angeles and Mexico City will provide Bourke Travel much needed access to Mexico's capital. For several reasons, we believe Alaska is uniquely qualified to competitively serve this market and is the best candidate to fill this vacant route designation.

Alaska's new Mexico City service will bring greater convenience and new competitive alternatives to tens of thousands of leisure and business travelers in Washington State and throughout the Pacific Northwest and State of Alaska. More specifically, Alaska will offer two daily flights to Mexico City, on Seattle-Los Angeles-Mexico City and Portland-Los Angeles-Mexico City routings. As one of the two daily flights will originate in Seattle, residents of Washington State will enjoy same-plane, one-stop or single-connection service to Mexico City. We believe Washington State residents, as well as residents of the Pacific Northwest and State of Alaska, need greater and more convenient access to Mexico City, and Alaska is the carrier most qualified to provide such access.

Also, Alaska, as both the leading Los Angeles-Mexico and West Coast-Mexico carrier, is perfectly positioned to build on the strength of its existing market presence. Alaska's success in becoming the leading West Coast-Mexico carrier is largely attributable to Alaska's superior north-south West Coast route system, which extends from Mexico through 35 cities in California, Oregon, Washington State, Idaho and Montana and into Alaska, plus 38 western points served by Alaska's sister carrier Horizon Air. No other carrier, and certainly no other applicant in this proceeding, has a comparable West Coast

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network that is as ideally positioned to support multiple daily Los Angeles-Mexico City flights.

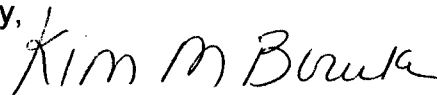
Additionally, Alaska's new entrant status at Mexico City provides the greatest incentive to maximize competition in the Los Angeles-Mexico City market. Alaska is the only applicant that does not serve Mexico City. Every other applicant already serves Mexico City from its principal hub and, in some cases, from multiple hubs.

Moreover, Mexico City represents a key addition to Alaska's international route system. While Alaska is the leading U.S. West Coast-Mexico carrier, with the exception of the Los Angeles-Guadalajara market, Alaska's Mexico service is entirely in leisure markets, which are highly seasonal in nature. In sharp contrast, the Los Angeles-Mexico City route represents the largest year-round U.S.-Mexico market, making it an appropriate addition to Alaska's route network. In addition, Mexico is one of only two international markets Alaska serves, while the other applicants serve much wider international networks.

Finally, as the above information reflects, Alaska has demonstrated a highly impressive track record in developing U.S.-Mexico markets. It speaks volumes that Alaska was able to become the largest West Coast-Mexico carrier even without the benefit of large, non-seasonal markets. Because of this record, we can be confident Alaska will continue to provide high-quality, reliable and competitive service on any new route Alaska is permitted to operate, including the LAX-Mexico City route.

Thank you for considering our views.

Sincerely,



Kim McKee-Bourke
Bourke Travel