



Friends of DFW
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Dallas, TX 75207
(214) 631-0834

William E. Cooper
Chairman

September 28, 2006

Dear Senators and Representatives:

As either a current or a former Chair of the DFW International Airport Board, we are keenly aware that the Wright Amendment has served as a point of contention between many parties who sought to balance the benefits of competition versus the need to protect the residents who live in and around Love Field along with the underlying bond covenants which permitted the Cities of Dallas and Fort Worth to come together to build DFW International Airport.

At the request of Congressional leaders, the Cities of Dallas and Fort Worth achieved what many thought was virtually unachievable--a local compromise designed to resolve the longstanding controversy over the 1979 Wright Amendment and its restrictions on commercial air service to and from Dallas Love Field. That compromise is formally reflected in an agreement dated July 11, 2006. The agreement was signed by representatives of five local parties—the Cities of Dallas and Fort Worth, as well as DFW International Airport, American Airlines, and Southwest Airlines.

Because the Wright Amendment is a federal law, the locally achieved compromise is dependent on the passage of federal legislation for implementation. Both the House and the Senate are on the verge of considering legislation which would allow for the implementation of this compromise.

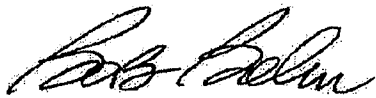
Despite recent misguided attempts to label this legislation anti-competitive, the fundamental objective of the legislation is to open the North Texas market to more competition in air transportation, not to further restrict it. And a recent economic analysis confirms that consumers of air transportation services will, in fact, benefit substantially and immediately from the terms of the Wright Amendment compromise.

As confirmed by a study conducted by the Campbell-Hill Aviation Group and SH&E International Air Transport Consultancy, an essential element of the compromise is a hoped for change in federal law which would allow Southwest Airlines and other carriers serving Love Field to *immediately* begin selling “through tickets” for travel to and from Dallas Love Field. This would allow Love Field customers to travel on a one-stop basis to and from cities nationwide which are outside the limited number of states airlines currently allowed to be served under the terms of the Wright Amendment—a travel itinerary which is not possible under existing law.

The joint findings of Campbell-Hill and SH&E indicate that through ticketing at Dallas Love Field will increase the *number of passengers traveling to and from North Texas by 2 million annually* and produce *\$259 million per year in fare savings*. Moreover, the legislation allows for the ultimate repeal of the legislation over time which will also bring substantial benefits to the traveling public by increasing competition in the DFW marketplace while at the same time allowing DFW Airport and other parties to adjust to this new environment.

In short, it is a delicately crafted solution, but an immensely workable one. As both former and existing Chairs of the DFW International Airport Board, we respectfully urge you to immediately pass legislation which will implement this compromise. It means more competition, more flight options, lower fares, and a resolution to a law that has divided our community for many years. We want to thank you in advance for consideration and attention to this matter.

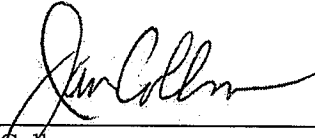
Sincerely,



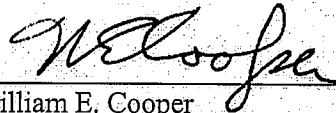
Bob Bolin
1984



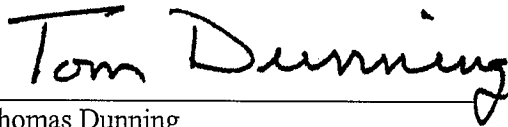
Dave Braden
1994, 1995



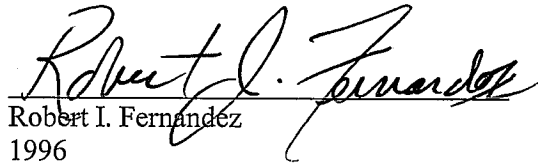
Jan Collmer
2006



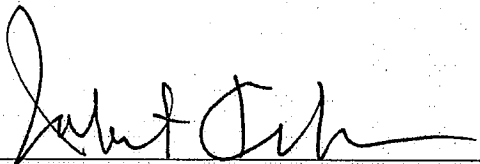
William E. Cooper
1991, 1992



Thomas Dunning
2000, 2001



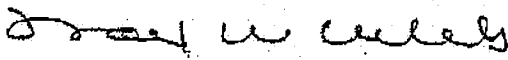
Robert I. Fernandez
1996



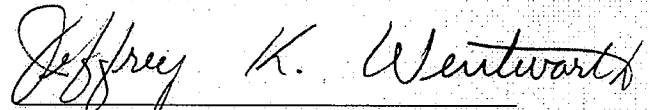
Robert E. Kolba
2001, 2002



Pete Schenkel
1988, 1989



Max W. Wells
2003, 2004



Jeffrey K. Wentworth
2005



Bert Williams
1993



Louis Zapata
1990