

United States Investor Volume 18, No. 13



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RareBooksClub. Paperback. Book Condition: New. This item is printed on demand. Paperback. 126 pages. Original publisher: Washington : U. S. G. P. O. , 2010. LC Number: KF26 . J8352 2010 OCLC Number: (OCoLC)680289491 Subject: Consolidation and merger of corporations -- United States. Excerpt: . . . 11 Seven, widespread disruptions. With greater concentration, the United States faces a much greater threat of travel disruptions. Imagine the nationwide effects of a labor action or FAA grounding at a combined United Continental, which analysts estimate would control nearly a fifth of all domestic airline seats. Even a 24-hour loss of service would have severe consequences. Eight, too big to fail. Just as we have seen with banking and other businesses, we are now seeing the airline industry evolving into an oligopoly of 800-pound gorillas. Those who previously de-cried any form of assistance to financially struggling carriers would reverse that argument, claiming a mega carrier such as United Continental would be too big to fail. And they will be right. A shut-down would have immediate and adverse effects throughout the country. Nine, raising the stakes. Since the approval of the Delta North-west merger, some proponents of the United Continental merger argue that fair is fair. That is why executives from American Air-lines may soon appear before this very Committee seeking a merg-er with U. S. Airways, which, of course, just merged with America West in 2007. Ironically, this sudden leapfrogging in the airline ranks has not been due to genuine growth but to reductions in service. It seems only fair to ask what the end game is here. At what point will this merger mania subside Today we are told the domestic airline industry can only support three large network airlines. How long before we are told that number has been reduced...

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