

# WHAT IS ESSENTIAL AIR SERVICE?

Prepared by the Office of Aviation Analysis, U. S. DOT  
(Revised May 31, 1997)

## BACKGROUND:

In 1978, when the Airline Deregulation Act (ADA) was enacted, 746 communities in the United States and its territories were listed on air carrier certificates issued under section 401 of the Federal Aviation Act of 1958. Before deregulation, air carriers' operating certificates for most of these communities required carriers to schedule and provide two daily round trips at each point on their certificates. During the pre-ADA debates, the prospect of allowing carriers to terminate scheduled service without prior Government approval raised concern that communities with relatively lower traffic levels would lose service entirely as carriers shifted their operations to larger, potentially more lucrative markets. To address this concern, Congress added section 419 to the Federal Aviation Act, which established the essential air service program, which today is administered by the Department of Transportation, to ensure that smaller communities would retain a link to the national air transportation system, with Federal subsidy where necessary.

Under this program, the Department determines the minimum level of service required at each eligible community by specifying a hub through which the community is linked to the national network, a minimum number of round trips and available seats that must be provided to that hub, certain characteristics of the aircraft to be used, and the maximum permissible number of intermediate stops to the hub. The program's guidelines were codified by rulemaking as a Policy Statement of the Department in Volume 14, Code of Federal Regulations (CFR), Part 398. Where necessary, the Department pays subsidy to a carrier to ensure that the specified level of service is provided. Most certificated points, of course, do not require subsidized service; as of May 1997, the Department was subsidizing service at about 75 communities in the contiguous 48 states and Hawaii, and at 26 in Alaska.

Congress initially authorized the program for a ten-year period, through October 23, 1988. Its interest in ensuring service at small communities remained strong, and before the program's expiration, Congress enacted the Airport and Airway Safety and Capacity Expansion Act of 1987, Public Law 100-223, which expanded the program and extended it for ten more years, through fiscal year 1998. Insofar as service guarantees were concerned, Public Law 100-223 amended section 419 of the Federal Aviation Act by codifying many of the Department's guidelines in 14 CFR 398 as well as specifying an increased minimum level of service--termed "basic" essential air service--for any community that was eligible for service under the earlier program and actually receiving service during any part of fiscal year 1988. In addition, Public Law 100-223 provided for a higher level of service--termed "enhanced" essential air service--which communities could obtain either by agreeing to a subsidy-sharing commitment or by agreeing to risk the loss of basic service if the Department-funded enhanced service failed to meet agreed levels of passenger use. Finally, the new law contained provisions by which new communities could participate in the program if they were willing to pay part of the total subsidy.

The various statutorily-mandated elements comprising basic essential air service exceeded the minimums that had prevailed under the Department's discretionary regulatory guidelines since 1978, but, at the time that Public Law 100-223 was enacted, program funding was insufficient for the Department to implement the service upgrades to meet the new standards, much less for what would be necessary to support enhanced service or service at new points. In fact, during fiscal year 1990, twenty-six communities were made ineligible as a result of reduced funding.<sup>1</sup>

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<sup>1</sup> Winslow, Arizona; Blythe, California; Moultrie/Thomasville, Georgia; Elkhart and Kokomo/Logansport/Peru, Indiana; Clinton, Iowa; Hutchinson and

However, under the Omnibus Budget Reconciliation Act of 1990, Public Law 100-508, Congress committed to authorize funds (\$38.6 million annually), beginning in fiscal year 1992, that would enable the Department to implement the upgrades necessary to ensure all remaining eligible communities of basic essential air service as envisioned by Public Law 100-223. (No specific provision was made in this appropriation for enhanced service or for service at new points.) The revised levels of basic essential air service were authorized by the Department by the end of fiscal year 1991. In general, Public Law 100-223 required the following elements of basic essential air service:

- (a) service to a hub airport, defined as an FAA-designated medium- or large-hub airport,
- (b) service with no more than one intermediate stop to the hub,
- (c) service with aircraft having at least 15 passenger seats at communities that averaged more than 11 passenger enplanements a day in any calendar year from 1976-1986,
- (d) under certain circumstances, service with pressurized aircraft, and
- (e) "flights at reasonable times taking into account the needs of passengers with connecting flights."

In addition, Public Law 100-223 authorized the Department to enter into agreements and to incur obligations from the Airport and Airway Trust Fund for the payment of subsidy for the provision of essential air service, effective fiscal year 1992. (Previously, the program was funded from the general fund.)

The Department's budget for fiscal year 1994, set by the Department of Transportation and Related Agencies Appropriations Act, 1994 (Public Law 103-122), provided that the program's annual appropriation be reduced by \$5.2 million, to \$33.4 million. Thus, the Department, using criteria set by Congress in Public Law 103-122, was initially compelled to discontinue subsidy support for essential air service at an additional eleven communities,<sup>2</sup> effective December 1, 1993, and at Trenton, New Jersey, effective June 8, 1994.

Effective June 1994, the Federal Aviation Act was recodified as subtitles II, III, and V-X of title 49, United States Code, "Transportation." The former section 419 of the Federal Aviation Act is now 49 U.S.C. 41731-41742.

The essential air service program was again funded at \$33.4 million for fiscal year 1995. The Department again had to discontinue subsidy support for a community, Danville, Illinois, effective November 30, 1994.

For fiscal year 1996, Congress appropriated \$22.6 million to the Department to fund the essential air service program. This represented a \$10.8 million, or about one-third, reduction from the \$33.4 million that had been appropriated for the program for fiscal years 1994 and 1995. This funding level was insufficient to

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Independence/Parsons/Coffeyville, Kansas; Lewiston/Auburn, Maine; New Bedford/Fall River, Massachusetts; Battle Creek, Benton Harbor/St. Joseph, and Jackson, Michigan; Columbus and Sidney, Nebraska; Rocky Mount/Wilson, North Carolina; Mansfield, Ohio; McAlester, Oklahoma; Salem, Oregon; Clarksville, Tennessee/Ft. Campbell/Hopkinsville, Kentucky; Brownsville and Temple, Texas; Montpelier/Barre, Vermont; and Beloit/Janesville and Manitowoc, Wisconsin.<sup>2</sup> Gadsden, Alabama; Stockton, California; Galesburg, Illinois; Bloomington, Muncie/Anderson/New Castle, and Terre Haute, Indiana; Laconia, New Hampshire; Santa Fe, New Mexico; Paris, Texas; Hot Springs, Virginia; and Elkins, West Virginia.

maintain full essential air service at fiscal year 1995 levels at all eligible points that were receiving subsidized service. In order to fit the program to the appropriation, the Department looked for guidance to the Conference Committee Report and noted that:

The conferees fully intend that all essential air service communities that are participating in the program in fiscal year 1995 will continue to be eligible for participation in the essential air service program in fiscal year 1996, albeit at reduced levels. The conferees expect that the Department may be required to make pro-rata reductions in the subsidy or daily/weekly service levels to manage the funding reductions included in the conference report.

Consequently, the Department implemented subsidy reductions by means of Order 95-11-28, November 17, 1995, in which subsidy support was discontinued for weekend service, service to more than one hub, and service in excess of two round trips each weekday. During fiscal year 1996 the Department discontinued subsidy support for three communities: Danville, Virginia; Worthington, Minnesota; and Anniston, Alabama.

The essential air service program was funded at \$25.9 million for fiscal year 1997. No structural changes were made.

Beginning in fiscal year 1998, Congress has funded the essential air service program at \$50 million a year by the Rural Air Service Survival Act, which is part of the Federal Aviation Administration Reauthorization Act of 1996, Public Law 104-264. (That legislation also removed the September 30, 1998, sunset date when the program would otherwise have ended.) The Department intends to use these funds to restore compliance with the statutory essential air service requirements established in the Airport and Airway Safety and Capacity Expansion Act of 1987 (discussed above), which in turn we find imperative for communities to regain traffic and promote growth.

## **NOTES ON PROGRAM ADMINISTRATION:**

If an air carrier providing basic essential air service at a point wishes to terminate, suspend, or reduce that service below the required level, it must file a 90-day notice with the community officials, the appropriate state aviation agency, and the Department. Any air carrier may propose to replace the incumbent carrier on a subsidy-free basis before the expiration of the notice period. If the proposed service is reasonable in terms of its projected profitability and meets the community's basic essential air service definition, and if the Department finds the applicant carrier to be financially and operationally fit and capable of providing reliable essential air service, the Department will rely on the carrier's subsidy-free service. The Department will require the incumbent carrier to maintain its service until a replacement carrier begins service.

If no air carrier is willing to serve a particular eligible point on a subsidy-free basis, the Department is required to solicit proposals for subsidized service. Any interested air carrier may submit a proposal to provide subsidized service; such carriers are expected to carefully detail the bases for their calculations of subsidy need. Once Department staff has reviewed the proposals and met with each applicant to finalize the proposals, the Department will elicit civic party comments. It then selects a carrier on the basis of several factors, including the preferences of the community, the level of subsidy required, the quality of the proposed service, the applicant's financial stability, and the applicant's experience in providing reliable scheduled air transportation. The legislation also directs the Department to consider applicants' marketing relationships with major carriers in our selection decisions.

The Department will normally select a carrier to provide subsidized basic essential air service at an eligible point for two years. At the end of each selection period, the Department will either: (1) renegotiate a rate for

continuation of service with the incumbent carrier and publish this tentative rate in an order to show cause (which may be responded to by any interested air carriers), or (2) solicit proposals as described above. Thus, air carriers wishing to participate in the program have recurring opportunities to propose to provide essential air service at communities of interest to them.

The following Department of Transportation documents and publications, while not exhaustive, set forth more detailed information on the essential air service program:

- (1) 49 United States Code 41731--41742
- (2) Rural Air Service Survival Act, section 278 of the Federal Aviation Administration Reauthorization Act of 1996, Public Law 104-264
- (3) "List of Eligible Points" (As Defined by the Airline Deregulation Act of 1978)
- (4) List of points for which eligibility to receive subsidized essential air service has been discontinued after fiscal year 1988
- (5) Report on "Subsidized Essential Air Service," updated at least quarterly indicating the current status of each subsidized essential air service point in the contiguous 48 states and Puerto Rico
- (6) Report on "Subsidized Essential Air Service in Alaska," updated at least biannually indicating the current status of each subsidized essential air service point in the State of Alaska
- (7) "Air Carrier Selection Procedures" which summarizes the Department's essential air carrier selection process, and sets forth the minimum information that air carriers must submit with their proposals to provide subsidized essential air service
- (8) "Information Packet on How to Become a Commuter Air Carrier" which sets forth in detail how to obtain commuter air carrier authority from the Department
- (9) Checklist of States, Territories, and Possessions of the United States which air carriers may use to be placed on the Department's essential air service mailing list
- (10) The Department's aviation economic regulation, "Guidelines for Subsidizing Air Carriers Providing Essential Air Transportation," (14 CFR 271)
- (11) The Department's aviation procedural regulation, "Terminations, suspensions, and Reductions of Service," (14 CFR 323)
- (12) The Department's aviation policy statement, "Guidelines for Individual Determinations of Essential Air Service," (14 CFR 398)

To receive copies of any of these documents, interested parties should contact:

Office of Aviation Analysis, X-50  
Room 6401  
U.S. Department of Transportation  
400 Seventh Street, S.W.  
Washington, D.C. 20590

Telephone 202-366-1053, FAX 202-366-7638

State/Communities	Subsidized Carrier	Service to (Hubs)	Annual Subsidy	Order Number & Expiration Date of Rate	Other Points Served Under The Same Rate	Aircraft Type
<b>ALASKA</b> [Rep. Young (R) AL]	[Senators Frank Murkowski (R) and Ted Stevens (R)]					
8 Kodiak Bush Points: 1 . Amook Bay 2 . Kitoi Bay 3 . Moser Bay 4 . Olga Bay 5 . Port Williams 6 . Seal Bay 7 . West Point 8 . Zachar Bay	Peninsula	Kodiak	\$95,457	96-2-30, 1/31/98	See Col. 1	C-206 (4 seats)
9 . Atka	Peninsula	Dutch Harbor	\$186,039	95-12-6, 11/30/97	Nikolski	Metro (16 seats)
10 . Cape Yakataga	Gulf Air Taxi	Yakutat	\$19,426	96-12-6, 10/31/98	Icy Bay	Cessna 185 or Cessna 207 (4 seats)
11 . Central	Warbelow's Air Ventures	Fairbanks	\$10,187	96-4-52, 3/31/98	Circle	Cessna 206 or 207 (5 seats)
12 . Chatham	Ward Air	Juneau	\$4,594	97-11-32, 11/30/99	Funter Bay	Cessna 185 (3 seats)
13 . Circle	Warbelow's Air Ventures	Fairbanks	\$10,187	96-4-52, 3/31/98	Central	Cessna 206 or 207 (5 seats)
14 . Cordova	Alaska Airlines	Anchorage Juneau	\$248,512	96-12-30, 9/30/98	Gustavus, Petersburg, Wrangell & Yakutat	B-737 or Larger
15 . Funter Bay	Ward Air	Juneau	\$4,594	97-11-32, 11/30/99	Chatham	Cessna 185 (3 seats)
16 . Gulkana	Ellis Air Taxi	Anchorage	\$84,082	96-12-26, 1/31/99	None	Cessna 310 (4 seats)
17 . Gustavus	Alaska Airlines	Anchorage Juneau	\$248,512	96-12-30, 9/30/98	Cordova, Petersburg, Wrangell & Yakutat	B-737 or Larger

State/Communities	Subsidized Carrier	Service to (Hubs)	Annual Subsidy	Order Number & Expiration Date of Rate	Other Points Served Under The Same Rate	Aircraft Type
18 . Healy Lake	Frontier Flying Service	Fairbanks	\$37,185	96-5-23, 5/31/98	None	Cessna 207 (5 seats)
19 . Icy Bay	Gulf Air Taxi	Yakutat	\$19,426	96-12-6, 10/31/98	Cape Yakataga	Cessna 185 or 207 (4 seats)
20 . May Creek	Ellis Air Taxi	Gulkana	\$19,814	96-12-26, 1/31/99	McCarthy	C-185 or C-206 (3 seats)
21 . McCarthy	Ellis Air Taxi	Gulkana	\$19,814	96-12-26, 1/31/99	May Creek	C-206 or C-185 (3 seats)
22 . Nikolski (Umnak Island)	Peninsula	Dutch Harbor	\$93,019	95-12-6, 11/30/97	Atka	Grumman/Widgeon (5 seats)
23 . Petersburg	Alaska Airlines	Anchorage Juneau	\$248,512	96-12-30, 9/30/98	Cordova, Gustavus, Wrangell & Yakutat	B-737 or Larger
24 . Seward	F. S. Air Service	Anchorage	\$73,498	98-1-2, 12/31/99	None	Piper Navajo (9 seats)
25 . Wrangell	Alaska Airlines	Anchorage Juneau	\$248,512	96-12-30, 9/30/98	Cordova, Gustavus, Wrangell & Yakutat	B-737 or Larger
26 . Yakutat	Alaska Airlines	Anchorage Juneau	\$248,512	96-12-30, 9/30/98	Cordova, Gustavus, Petersb & Wrangell	B-737 or Larger



State/Communities	Subsidized Carrier	Service to Hub	Annual Subsidy	Order Number & Expiration Date of Rate Term	Other EAS Points Served Under The Same Rate	Aircraft Type
<b>ARIZONA</b>		[Senators Jon Kyl (R) and John McCain (R)]				
1 . Kingman [Stump (R) 3rd]	Mesa	Phoenix	\$411,217	97-11-9, 9/30/98	Prescott	Beech 1900 (19 seats)
2 . Prescott [Stump (R) 3rd]	Mesa	Phoenix	\$411,217	97-11-9, 9/30/98	Kingman	Beech 1900 (19 seats)
3 . Page [Stump (R) 3rd]	Scenic Airlines	Phoenix	\$758,575	97-10-21, 12/31/99	None	Beech 1900 (19 seats)
<b>ARKANSAS</b>		[Senators Dale L. Bumpers (D) and Tim Hutchinson (R)]				
4 . El Dorado/Camden [Dickey (R) 4th]	Exec Express	Dallas	\$943,347	97-9-31, 11/30/99	Jonesboro	Metro III or 23 (19 seats)
5 . Harrison [Hutchinson (R) 3rd]	Exec Express	Dallas & St. Louis	\$1,049,612	97-9-31, 11/30/99	Hot Springs	Metro III or 23 (19 seats)
6 . Hot Springs [Dickey (R) 4th]	Exec Express	Dallas & St. Louis	\$1,049,612	97-9-31, 11/30/99	Harrison	Metro III or 23 (19 seats)
7 . Jonesboro [Marion Berry (D) 1st]	Exec Express	Dallas	\$943,347	97-9-31, 11/30/99	El Dorado	Metro III or 23 (19 seats)
<b>CALIFORNIA</b>		[Senators Barbara Boxer (D) and Dianne Feinstein (D)]				
8 . Crescent City [Riggs (R) 1st]	WestAir	Sacramento	\$189,043	97-6-29, 12/31/99	None	Jetstream 31 (19 seats)
9 . Merced [Condit (D) 18th]	WestAir	San Francisco	\$750,890	97-6-22, 4/30/99	None	Jetstream 31 (19 seats)
<b>COLORADO</b>		[Senators Wayne A. Allard (R) and Ben Nighthorse Campbell (R)]				
10 . Cortez [McInnis (R) 3rd]	Mesa	Denver	\$387,001	97-11-9, 9/30/98	None	Beechcraft 1900 (19 seats)
11 . Lamar [Bob Schaffer (R) 4th]	Great Lakes	Denver	\$1,009,635	97-10-10, 6/30/99	None	Beech 1900 (19 seats)

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<b>HAWAII</b>		[Senators Daniel K. Akaka (D) and Daniel K. Inouye (D)]				
12 . Kamuela [Mink (D) 2nd]	Pacific Wings	Honolulu Kahului	\$335,454	98-1-11, 4/30/00	None	Cessna 402 (8 seats)
<b>ILLINOIS</b>		[Senators Carol Moseley-Braun (D) and Richard J. Durbin (D)]				
13 . Mattoon [Poshard (D) 19th]	Great Lakes	Chicago (O'Hare)	\$218,783	97-5-3, UFN	None	Beech 1900 (19 seats)
14 . Mt. Vernon [John Shimkus (R) 20th]	Great Lakes	Chicago (O'Hare)	\$246,919	96-8-23, 6/30/98	None	Beech 1900 (19 seats)
15 . Sterling/Rock Falls [Evans (D) 17th]	Great Lakes	Chicago (O'Hare)	\$458,485	97-1-14, 9/30/98	Ottumwa	Beech 1900 (19 seats)
<b>IOWA</b>		[Senators Tom Harkin (D) and Charles E. Grassley (R)]				
16 . Ottumwa [Leonard L. Boswell (D) 3rd]	Great Lakes	Chicago (O'Hare)	\$458,485	97-1-14, 9/30/98	Sterling/Rock Falls	Beech 1900 (19 seats)
<b>KANSAS</b>		[Senators Sam Brownback (R) and Pat Roberts (R)]				
17 . Dodge City [Jerry Moran (R) 1st]	Air Midwest Mesa	Kansas City Denver	\$55,590 \$556,072	97-9-13, 9/30/99 97-9-13, 9/30/99	Garden City Great Bend	Beech 1900 (19 seats)
18 . Garden City [Jerry Moran (R) 1st]	Mesa Air Midwest	Denver Kansas City	\$191,077 \$55,590	97-9-13, 9/30/99 97-9-13, 9/30/99	Liberal Dodge City	Beech 1900 (19 seats)
19 . Goodland [Jerry Moran (R) 1st]	Great Lakes	Denver	\$833,383	97-10-10, 6/30/99	Kearney	Beech 1900 (19 seats)
20 . Great Bend [Jerry Moran (R) 1st]	Air Midwest Mesa	Kansas City Denver	\$83,025 \$556,072	97-9-13, 9/30/99 97-9-13, 9/30/99	Hays Dodge City	Beech 1900 (19 seats)
21 . Hays [Jerry Moran (R) 1st]	Air Midwest Mesa	Kansas City Denver	\$83,025 \$1,025,756	97-9-13, 9/30/99 97-9-13, 9/30/99	Great Bend None	Beech 1900 (19 seats)
22 . Liberal, KS/Guymon, OK [Jerry Moran (R) 1st] [Lucas (R) 6th-OK]	Mesa	Denver	\$191,077	97-9-13, 9/30/99	Garden City	Beech 1900 (19 seats)
23 . Topeka [Jim Ryun (R) 2nd]	Air Midwest	Kansas City	\$367,662	97-10-13, 12/27/99	None	Beech 1900 (19 seats)

State/Communities	Subsidized Carrier	Service to Hub	Annual Subsidy	Order Number & Expiration Date of Rate Term	Other EAS Points Served Under The Same Rate	Aircraft Type
<b>MAINE</b>		[Senators Susan Collins (R) and Olympia J. Snowe (R)]				
24 . Augusta/Waterville [Thomas H. Allen (D) 1st]	Colgan	Boston	\$595,320	97-8-5, 12/31/98	Bar Harbor & Rockland	Beech 1900 (19 seats)
25 . Bar Harbor [Baldacci (D) 2nd]	Colgan	Boston	\$595,320	97-8-5, 12/31/98	Augusta/Waterville & Rockland	Beech 1900 (19 seats)
26 . Rockland [Thomas H. Allen (D) 1st]	Colgan	Boston	\$595,320	97-8-5, 12/31/98	Augusta/Waterville & Bar Harbor	Beech 1900 (19 seats)
<b>MICHIGAN</b>		[Senators Carl Levin (D) and Spencer Abraham (R)]				
27 . Alpena [Stupak (D) 1st]	Great Lakes	Chicago (O'Hare)	\$198,799	97-9-15, 12/28/98	Sault Ste. Marie	Beech 1900 (19 seats)
28 . Ironwood/Ashland, WI [Stupak (D) 1st]	Great Lakes	Chicago (O'Hare)	\$494,668	96-8-23, 6/30/98	None	Beech 1900 (19 seats)
29 . Manistee [Peter Hoekstra (R) 2nd]	Great Lakes	Chicago (O'Hare)	\$158,417	96-12-42, 12/28/98	None	Beech 1900 (19 seats)
30 . Sault Ste. Marie [Stupak (D) 1st]	Great Lakes	Chicago (O'Hare)	\$198,799	97-9-15, 12/28/98	Alpena	Beech 1900 (19 seats)
<b>MINNESOTA</b>		[Senators Rod Grams (R) and Paul D. Wellstone (D)]				
31 . Fairmont [Minge (D) 2nd]	Great Lakes	Minneapolis	\$678,374	97-8-9, 7/31/99	BKX, YKN, SD DVL, JMS,ND Norfolk, NE	Beech 1900 (19 seats)
32 . Fergus Falls [Peterson (D) 7th]	*	*	*	*	*	*
33 . Mankato [Gutknecht (R) 1st; Minge (D) 2nd]	*	*	*	*	*	*

\* There is a service hiatus at Fergus Falls and Mankato, Minnesota.

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<b>MISSOURI</b>		[Senators John Ashcroft (R) and Christopher S. Bond (R)]				
34 . Cape Girardeau [Emerson (I) 8th]	Trans States	St. Louis	\$295,466	97-7-29, 4/30/98	None	Jetstream 32 (19 seats)
35 . Fort Leonard Wood [Skelton (D) 4th]	Trans States	St. Louis	\$346,883	97-7-29, 4/30/98	None	Jetstream 32 (19 seats)
36 . Kirksville [Kenny C. Hulshof (R) 9th]	Redwing	Kansas City	\$450,736	97-5-9, 7/31/99	None	Beech Queen Air (8 seats)
<b>MONTANA</b>		[Senators Max S. Baucus (D) and Conrad Burns (R)]				
37 . Glasgow [Rick Hill (R) AL]	Big Sky	Billings	\$684,766	97-6-13, 11/30/98	6 Montana Points	Fairchild Metro III (19 seats)
38 . Glendive [Rick Hill (R) AL]	Big Sky	Billings	\$684,766	97-6-13, 11/30/98	6 Montana Points	Fairchild Metro III (19 seats)
39 . Havre [Rick Hill (R) AL]	Big Sky	Billings	\$684,766	97-6-13, 11/30/98	6 Montana Points	Fairchild Metro III (19 seats)
40 . Lewistown [Rick Hill (R) AL]	Big Sky	Billings	\$684,766	97-6-13, 11/30/98	6 Montana Points	Fairchild Metro III (19 seats)
41 . Miles City [Rick Hill (R) AL]	Big Sky	Billings	\$684,766	97-6-13, 11/30/98	6 Montana Points	Fairchild Metro III (19 seats)
42 . Sidney [Rick Hill (R) AL]	Big Sky	Billings	\$684,766	97-6-13, 11/30/98	6 Montana Points	Fairchild Metro III (19 seats)
43 . Wolf Point [Rick Hill (R) AL]	Big Sky	Billings	\$684,766	97-6-13, 11/30/98	6 Montana Points	Fairchild Metro III (19 seats)

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<b>NEBRASKA</b>		[Senators Charles Hagel (R) and J. Robert Kerrey (D)]				
44 . Alliance [Barrett (R) 3rd]	Great Lakes	Denver	\$797,133	97-10-10, 5/31/00	Chadron	Beech 1900 (19 seats)
45 . Chadron [Barrett (R) 3rd]	Great Lakes	Denver	\$797,133	97-10-10, 5/31/00	Alliance	Beech 1900 (19 seats)
46 . Hastings** [Barrett (R) 3rd]	**	**	**	**	**	**
47 . Kearney [Barrett (R) 3rd]	Great Lakes	Denver	\$833,383	97-10-10, 6/30/99	Goodland	Beech 1900 (19 seats)
48 . McCook [Barrett (R) 3rd]	Great Lakes	Denver	\$1,308,444	97-10-10, 5/31/00	None	Beech 1900 (19 seats)
49 . Norfolk [Bereuter (R) 1st]	Great Lakes	Minneapolis	\$678,374	97-8-9,7/31/99	Yankton	Beech 1900 (19 seats)
<b>NEVADA</b>		[Senators Harry M. Reid (D) and Richard H. Bryan (D)]				
50 . Ely [Jim Gibbons (R) 2nd]	Alpine	Salt Lake City	\$867,188	97-12-29, 3/31/00	None	Piper Cheyenne (8 seats)
<b>NEW HAMPSHIRE</b>		[Senators Robert C. Smith (R) and Judd Gregg (R)]				
51 . Keene [Bass (R) 2nd]	Colgan Air	Boston	\$737,926	97-8-5, 6/30/98	Rutland	Beech 1900 (19 seat)
<b>NEW MEXICO</b>		[Senators Pete V. Domenici (R) and Jeff Bingaman (D)]				
52 . Alamogordo/Holoman AFB [Skeen (R) 2nd]	Mesa	Albuquerque	\$656,745	97-11-9, 9/30/98	None	Beech 1900 (19 seats)
53 . Clovis [Redmond (R) 3rd]	Mesa	Albuquerque	\$533,589	97-11-9, 9/30/98	None	Beech 1900 (19 seats)
54 . Silver City/Hurley/Deming [Skeen (R) 2nd]	Mesa	Albuquerque	\$569,469	97-11-9, 9/30/98	None	Beech 1900 (19 seats)

\*\* There is a service hiatus at Hastings, Nebraska.

State/Communities	Subsidized Carrier	Service to Hub	Annual Subsidy	Order Number & Expiration Date of Rate Term	Other EAS Points Served Under The Same Rate	Aircraft Type
<b>NEW YORK</b>		[Senators Daniel Patrick Moynihan (D) and Alfonse M. D'Amato (R)]				
55 . Massena [McHugh (R) 24th]	Mesa	Pittsburgh	\$266,371	97-9-14, 9/30/99	Ogdensburg Watertown	Beech 1900 (19 seats)
56 . Ogdensburg [McHugh (R) 24th]	Mesa	Pittsburgh	\$266,371	97-9-14, 9/30/99	Massena Watertown	Beech 1900 (19 seats)
57 . Watertown [McHugh (R) 24th]	Mesa	Pittsburgh	\$266,371	97-9-14, 9/30/99	Massena Ogdensburg	Beech 1900 (19 seats)
<b>NORTH DAKOTA</b>		[Senators Byron L. Dorgan (D) and Kent Conrad (D)]				
58 . Devils Lake [Pomeroy (D) AL]	Great Lakes	Minneapolis	\$678,374	97/8/9, 7/31/99	BKX, YKN, SD JMS, ND, FRM, MN OFK, NE	Beech 1900 (19 seats)
59 . Dickinson [Pomeroy (D) AL]	Great Lakes	Denver	\$169,802	*** 96-2-23, 3/2/98	None	Beech 1900 (19 seats)
60 . Jamestown [Pomeroy (D) AL]	Great Lakes	Minneapolis	\$678,374	97/8/9, 7/31/99	BKX, YKN, SD DVL, ND, FRM, MN OFK, NE	Beech 1900 (19 seats)
<b>OKLAHOMA</b>		[Senators James M. Inhofe (R) and Don Nickles (R)]				
61 . Enid [Lucas (R) 6th]	Exec Express	Dallas	\$767,398	97-4-29, 2/28/99	Ponca City	Metro III or 23 (19 seats)
62 . Ponca City [Istook (R) 5th]	Exec Express	Dallas	\$767,398	97-4-29, 2/28/99	Enid	Metro III or 23 (19 seats)
<b>PENNSYLVANIA</b>		[Senators Arlen Specter (R) and Rick Santorum (R)]				
63 . Oil City/Franklin [John E. Peterson (R) 5th]	Mesa	Pittsburgh	\$243,923	97-5-12, 4/30/99	None	Beech 1900 (19 seats)

\*\*\* This amount represents 75% of the total annual subsidy being paid to the carrier by the Department. The remaining 25% is paid to the carrier by the City of Dickinson and/or the State of North Dakota.

State/Communities	Subsidized Carrier	Service to Hub	Annual Subsidy	Order Number & Expiration Date of Rate Term	Other EAS Points Served Under The Same Rate	Aircraft Type
<b>SOUTH DAKOTA</b> [Senators Tim Johnson (D) and Thomas A. Daschle (D)]						
64 . Brookings [John R. Thune (R) AL]	Great Lakes	Minneapolis	\$678,374	97/8/9, 7/31/99	YKN, SD, FRM, MN DVL, JMS, ND, OFK, NE	Beech 1900 (19 seats)
65 . Mitchell**** [John R. Thune (R) AL]	****	****	****	****	****	****
66 . Yankton [John R. Thune (R) AL]	Great Lakes	Minneapolis	\$678,374	97-8-9, 7/31/99	BKX, SD, FRM, MN DVL, JMS, ND, OFK, NE	Beech 1900 (19 seats)
<b>TEXAS</b> [Senators Phil Gramm (R) and Kay Bailey Hutchison (R)]						
67 . Brownwood [Stenholm (D) 17th]	Exec Express	Dallas Austin	\$807,717	97-4-29, 2/28/99	None	Metro III or 23 (19 seats)
<b>UTAH</b> [Senators Orrin G. Hatch (R) and Robert F. Bennett (R)]						
68 . Cedar City [Hansen (R) 1st]	SkyWest	Salt Lake City	\$577,538	97-7-12, 12/27/99	None	Brasilia (30 seats)
69 . Moab [Chris Cannon (R) 3rd]	Alpine	Salt Lake City	\$769,572	97-12-29, 3/31/00	None	Piper Cheyenne (8 seats)
70 . Vernal [Chris Cannon (R) 3rd]	SkyWest	Salt Lake City	\$280,854	97-7-12, 12/27/99	None	Brasilia (30 seats)
<b>VERMONT</b> [Senators Patrick J. Leahy (D) and James M. Jeffords (R)]						
71 . Rutland [Sanders (I) AL]	Colgan Air	Boston	\$737,926	97-8-5, 6/30/98	Keene, NH	Beech 1900 (19 seats)
<b>WASHINGTON</b> [Senators Slade Gorton (R) and Patty Murray (D)]						
72 . Ephrata/Moses Lake [Hastings (R) 4th]	Horizon Air Industries	Seattle	\$219,483	98-1-15, 12/31/99	None	Dash 8 (37 seats)

\*\*\*\* There is a service hiatus at Mitchell, South Dakota.

State/Communities	Subsidized Carrier	Service to Hub	Annual Subsidy	Order Number & Expiration Date of Rate Term	Other EAS Points Served Under The Same Rate	Aircraft Type
<b>WEST VIRGINIA</b> [Senators Robert C. Byrd (D) and John D. Rockefeller IV (D)]						
73 . Beckley [Rahall (D) 3rd]	Colgan	Dulles & Charlotte	\$618,017	97-7-23, 7/31/98	Princeton/ Bluefield	Beech 1900 (19 seats)
74 . Princeton/Bluefield [Rahall (D) 3rd]	Colgan	Dulles & Charlotte	\$618,017	97-7-23, 7/31/98	Beckley	Beech 1900 (19 seats)
<b>WYOMING</b> [Senators Craig Thomas (R) and Mike Enzi (R)]						
75 . Worland [Cubin (R) AL]	Mesa	Denver	\$186,562	96-10-39, 9/30/98	None	Beech 1900 (19 seats)