



**UNITED STATES OF AMERICA
DEPARTMENT OF TRANSPORTATION
OFFICE OF THE SECRETARY
WASHINGTON, D.C.**

Issued by the Department of Transportation
on the 16th day of July, 2020

Essential Air Service at

**Alitak, Alaska
Amook Bay, Alaska
Kitoi Bay, Alaska
Moser Bay, Alaska
Olga Bay, Alaska
Port Bailey, Alaska
Port Williams, Alaska
Seal Bay, Alaska
Uganik, Alaska
West Point, Alaska
Zachar Bay, Alaska**

DOCKET DOT-OST-2000-6945

under 49 U.S.C. § 41731 *et seq.*

ORDER REQUESTING PROPOSALS

Summary

By this Order, the U.S. Department of Transportation (the Department) is requesting proposals from air carriers interested in providing Essential Air Service (EAS) at Alitak, Amook Bay, Kitoi Bay, Moser Bay, Olga Bay, Port Bailey, Port Williams, Seal Bay, Uganik, West Point, *and/or* Zachar Bay, Alaska, for a new contract term beginning November 1, 2020, with or without subsidy. Air carriers should file their proposals no later than 11:59 PM Eastern Time on August 19, 2020.

Background

By Order 2017-9-19 (September 27, 2017), the Department selected Redemption, Inc. d/b/a Island Air Service (Island Air) to continue providing EAS at the above communities at an annual subsidy of \$403,209 for the first year, and \$422,488 for the second year. Under the terms of that Order, Island Air has provided each community with two weekly round trips during the 18-week peak season, and one round trip per week during the 34-week off-peak season, to Kodiak, Alaska, using 6-seat De Havilland Beaver aircraft.

By Order 2019-10-18 (November 1, 2019), the Department extended the contract of Island Air for one year, through October 31, 2020, on the same terms as outlined in Order 2017-9-19.

Order 2019-10-18 stated that it had come to the Department's attention that some of the 11 communities at issue here may have very small populations, and some communities produce low enplanements. For these reasons, the Department requested that the State of Alaska Department of Transportation and Public Facilities (Alaska DOT&PF) re-assess the level of air service needed at these communities.¹

By email dated August 30, 2019, an Alaska State official informed the Department that the Alaska State Demographer reviewed the Alaska Permanent Fund Dividend applications and that the Alaska DOT&PF needed additional time to collect and analyze data and obtain stakeholder input in order to assist the Department in determining the ongoing need for EAS at these communities. The Department has not received data or accumulated stakeholder input from the Alaska DOT&PF.

The complete public file for EAS at the above communities, may be accessed online through the Federal Docket Management System at: www.regulations.gov, by entering "DOT-OST-2000-6945" in the "SEARCH" field.

Request for Proposals: General Requirements

The Department is requesting proposals from air carriers interested in providing EAS at the above communities, with subsidy support if necessary, for a new contract period beginning November 1, 2020. Air carriers should file their proposals no later than August 19, 2020. The proposals will then be uploaded to www.regulations.gov, thereby making them public. Shortly afterwards, the Department will provide a summary of the proposals to the communities and ask them to submit their final comments.

The Department expects clear, well-documented proposals that will facilitate their evaluation by the communities and the EAS team.² Air carrier proposals should be submitted to the Department with all materials merged into a single document. In addition, proposals should be formatted to be viewed online. In order to evaluate air carrier proposals, the Department requires that air carriers adequately describe the service being proposed and the annual amount of subsidy being requested, if any. The Department requests that proposals include information concerning proposed schedules, projected block hours, and financial data supporting subsidy requests

1 Civil Aeronautics Board Order 8-1-167 previously made level of service determinations for these communities. Title 49 U.S.C. § 41732(b)(1)(B) provides that basic EAS "for a place in Alaska, [is] a level of service at least equal to that provided in 1976 or 2 round trips a week, whichever is greater, except that the Secretary of Transportation and the appropriate State authority of Alaska may agree to a different level of service after consulting with the affected community."

2 In selecting an air carrier to provide subsidized EAS for an eligible place in Alaska, U.S.C. § 41733(c)(1) directs the Department to consider six factors: (A) service reliability of the applicant air carrier; (B) the existence of contractual and marketing arrangements with a larger air carrier at the hub; (C) the existence of interline arrangements with a larger air carrier at the hub (D) community views, giving substantial weight to the views of the elected officials representing the users of the service; (E) the experience of the applicant in providing, in Alaska, scheduled air service or significant patterns of non-scheduled air service; and (F) whether the air carrier has included a plan in its proposal to market the service. In addition, the Further Continuing Appropriations Act, 2020, Pub. L. 116-94 (December 20, 2019), provides that when selecting an air carrier to provide EAS, the Department may consider the relative subsidy requirements of the air carriers, thus formalizing a factor that the Department has considered since the inception of the program. Interested air carriers should also be aware that the general provisions governing EAS will be included in the selection Order as part of the Department's authorization of subsidy for the selected service. Appendix C of this Order contains those general provisions.

including information on projected expenses and revenues. In cases where an air carrier proposes to provide EAS without subsidy and the Department determines that basic EAS, as required by 49 U.S.C. § 41732, can be reliably provided without such compensation, the Department typically will not proceed with the air carrier selection case. Instead, the Department will simply rely on that air carrier's subsidy-free service as proposed. Lastly, the Department expects that air carriers will have completed due diligence regarding any community-specific operational requirements. Air carriers should prepare their proposals with every expectation that, should they be selected by the Department, they will be able to commence full EAS as described in their proposal on the first day of the new contract term.

Interested air carriers should prepare their proposals with the understanding that their initial proposals will represent their *final* and *only* proposals. However, the Department retains the discretion to negotiate proposals with air carriers when it deems it desirable; in such cases, the Department will give all applicants the same opportunity. The Department also retains the discretion to re-solicit a new round of proposals in the event that all proposals received are rejected due to being unreasonable or unrealistic.

Proposals should provide sufficient capacity to accommodate historical levels of traffic with, as a general matter, service to an airport that provides numerous connecting opportunities to the national air transportation system.³ In order to assist air carriers in developing traffic and revenue projections for their proposals, the Department has provided a summary of recent historical passengers in Appendix B. The Department encourages air carriers to work with the communities as they prepare their proposals in order to craft a service proposal that meets the communities' needs with subsidy requirements that remain competitive. As always, the Department will fully consider the communities' and State's views before making a long-term air carrier decision.

Air carriers may propose more than one service option. They also need not limit themselves to these requirements if they envision other, potentially more attractive service possibilities—differing lengths of contract terms, for example—with subsidy requirements that remain competitive.

Air carriers should note that it is a Federal crime to knowingly and willfully make materially false, fictitious, or fraudulent statements, entries, or representations in an EAS proposal submitted to the Department. 18 U.S.C. § 1001.

Request for Proposals: Specific Requirements

As discussed above, the Department notes that some of the 11 communities at issue may have very small populations, and produce low enplanements. (See Appendix B for inbound and outbound passenger data). For these reasons, the Department is again requesting the assistance of the Alaska DOT&PF to help assess the level of air service needed at these communities.

³ For basic EAS in Alaska, service to a small hub or non-hub airport is acceptable. 49 U.S.C. § 41732(a)(2). Under certain circumstances, the Department may also require service from the eligible place to two (but not more than two) hubs.

The Department has maintained an on-going dialogue with the Alaska DOT&PF and it has requested additional time to collect and analyze data, as well as obtain stakeholder input so that it can provide an appropriate recommendation in determining the ongoing need for EAS at these communities.

In the meantime, the Department expects proposals that are consistent with what the communities are currently receiving. That is, two weekly round trips during the 18-week peak season⁴ and one weekly round trip during the 34-week off-peak season, using small (6-seat) aircraft with service to Kodiak, Alaska.⁵

Community and State Comments

The communities and State are welcome to submit comments at any time. The Department encourages interested air carriers to contact the communities *before* they submit their proposals so that they can tailor them to the communities' needs, as they will not be able to amend them after the due date. Shortly after the deadline for air carrier proposals, the Department will provide a summary of the proposals to the civic parties representing the communities and ask them to submit their final comments.

Other Air Carrier Requirements

The Department is responsible for implementing various federal statutes governing lobbying activities, drug-free workplaces, and nondiscrimination.⁶ Consequently, all air carriers receiving subsidy for EAS must certify that they are in compliance with Department regulations regarding drug-free workplaces and nondiscrimination, and those air carriers whose subsidies exceed \$100,000 over the life of the contract must also certify that they are in compliance with the regulations governing lobbying activities. Because the Department is prohibited from paying subsidy to air carriers that do not submit these documents, all air carriers that plan to submit proposals involving subsidy should be aware that the selected air carrier will be required to complete the required certifications. Interested air carriers requiring more detailed information regarding these requirements should contact the Office of Aviation Analysis at (202) 366-5903.⁷

This Order is issued under authority delegated by the Secretary of Transportation in 49 CFR 1.25a(b)(6)(ii)(D) and re-delegated to the Director, Office of Aviation Analysis.

⁴ In the past, the peak season has been from mid-May to mid-September.

⁵ While the Department expects proposals to serve Kodiak, the Department may consider service proposals to a different airport, with community support.

⁶ The regulations applicable to these areas are: (1) 49 CFR Part 20 – New restrictions on lobbying; (2) 49 CFR Part 21 – Nondiscrimination in federally-assisted programs of the Department of Transportation – Effectuation of title VI of the Civil Rights Act of 1964; 49 CFR Part 27 – Nondiscrimination on the basis of disability in programs and activities receiving or benefiting from federal financial assistance; and 14 CFR Part 382 – Nondiscrimination on the basis of disability in air travel; (3) 49 CFR Part 32 – Government-wide requirements for drug free workplace; and (4) 2 CFR Part 1200 – Government-wide debarment and suspension (non-procurement).

⁷ The certifications are available online under “Reports and Publications” at <http://www.transportation.gov/office-policy/aviation-policy/essential-air-service-reports>.

ACCORDINGLY,

1. The Department requests that air carriers interested in providing Essential Air Service at Alitak, Amook Bay, Kitoi Bay, Moser Bay, Olga Bay, Port Bailey, Port Williams, Seal Bay, Uganik, West Point, *and/or* Zachar Bay, Alaska, submit their proposals, with or without subsidy, no later than August 19, 2020. The proposals should be emailed to EAS@dot.gov and scott.faulk@dot.gov bearing the title “Proposal to Provide EAS at Alitak, Amook Bay, Kitoi Bay, Moser Bay, Olga Bay, Port Bailey, Port Williams, Seal Bay, Uganik, West Point, *and/or* Zachar Bay, Alaska”;⁸
2. This Docket will remain open pending further Department action;
3. The Department requests that the State of Alaska Department of Transportation and Public Facilities re-assess the level of air service needed at these 11 communities, and provide the results to the Department; and
4. The Department will serve copies of this Order on the civic officials of Alitak, Amook Bay, Kitoi Bay, Moser Bay, Olga Bay, Port Bailey, Port Williams, Seal Bay, Uganik, West Point, and Zachar Bay, Alaska; the Alaska Department of Transportation and Public Facilities, and the courtesy distribution list for requests for proposals for Essential Air Service communities.

By:

TODD M. HOMAN
Director
Office of Aviation Analysis

(SEAL)

An electronic version of this document is available online at
www.regulations.gov

⁸ Questions regarding filings in response to this Order should be directed to Mr. Scott Faulk at 202-366-9967, or via email to scott.faulk@dot.gov.

Area Map¹



¹ Maps generated by the [Great Circle Mapper](#) - copyright © [Karl L. Swartz](#).

Historical Traffic at Alitak, AK¹

	Passengers		Freight		Mail		Total Passengers	Total Freight	Total Mail
	InBound	OutBound	InBound	OutBound	InBound	OutBound			
Alitak, AK	212.0	215.0	44.7	26.9	27.2	9.1	427.0	71.6	36.3
2017	65.0	75.0	15.5	11.0	10.2	4.8	140.0	26.5	15.0
1	4.0	7.0	1.1	0.9	0.8	0.4	11.0	2.1	1.2
2	24.0	14.0	5.1	1.5	3.2	0.3	38.0	6.6	3.5
3	37.0	53.0	8.7	8.4	5.7	4.0	90.0	17.1	9.7
4	0.0	1.0	0.6	0.2	0.6	0.1	1.0	0.7	0.7
2018	83.0	75.0	15.5	8.2	8.7	2.0	158.0	23.7	10.6
1	7.0	4.0	1.3	0.6	0.7	0.2	11.0	1.9	1.0
2	43.0	19.0	7.0	2.1	3.5	0.5	62.0	9.1	4.0
3	30.0	45.0	6.5	4.8	4.0	1.1	75.0	11.3	5.1
4	3.0	7.0	0.7	0.7	0.5	0.1	10.0	1.4	0.6
2019	64.0	65.0	13.7	7.8	8.4	2.4	129.0	21.4	10.8
1	4.0	5.0	1.1	0.5	0.8	0.1	9.0	1.6	0.9
2	41.0	26.0	7.5	2.6	4.1	0.5	67.0	10.2	4.6
3	17.0	33.0	4.6	4.5	3.2	1.8	50.0	9.1	5.0
4	2.0	1.0	0.5	0.1	0.3	0.0	3.0	0.6	0.3
Grand Total	212.0	215.0	44.7	26.9	27.2	9.1	427.0	71.6	36.3

¹ Source: Bureau of Transportation Statistics: Schedule T-100.

Historical Traffic at Amook Bay, AK¹

	Passengers		Freight		Mail		Total Passengers	Total Freight	Total Mail
	InBound	OutBound	InBound	OutBound	InBound	OutBound			
Amook Bay, AK									
2018	39	34	6,760	100	1,814	90	73	6,860	1,904
1	4	-	957	-	463	66	4	957	529
2	4	9	2,784	-	375	18	13	2,784	393
3	21	18	2,076	-	410	6	39	2,076	416
4	10	7	943	100	566	-	17	1,043	566
2019	49	50	6,629	130	2,095	-	99	6,759	2,095
1	3	3	1,241	-	369	-	6	1,241	369
2	8	5	1,720	-	367	-	13	1,720	367
3	30	24	1,708	-	649	-	54	1,708	649
4	8	18	1,960	130	710	-	26	2,090	710
2020									
1	4	3	1,828	-	616	-	7	1,828	616






¹ Source: Redemption, Inc. d/b/a Island Air Service.

Historical Traffic at Kitoi Bay, AK¹

Row Label	Passengers		Freight		Mail		Total Passengers	Total Freight	Total Mail
	InBound	OutBound	InBound	OutBound	InBound	OutBound			
Kitoi Bay, AK	151	106	26.5	11.8	14.0	3.0	257	38.2	17.0
2017	35	26	6.8	2.9	3.9	0.8	61	9.7	4.7
1	4	2	1.1	0.2	0.7	0.1	6	1.3	0.8
2	12	17	2.2	1.8	1.2	0.4	29	4.0	1.6
3	16	1	2.6	0.1	1.3	0.1	17	2.8	1.4
4	3	6	0.9	0.8	0.6	0.3	9	1.7	0.9
2018	46	35	7.9	3.6	4.1	0.7	81	11.5	4.8
1	2	2	1.2	0.3	1.0	0.1	4	1.5	1.1
2	19	11	2.4	1.1	0.9	0.2	30	3.6	1.1
3	21	16	3.1	1.6	1.4	0.3	37	4.7	1.6
4	4	6	1.2	0.6	0.8	0.1	10	1.8	0.9
2019	61	44	10.1	4.9	5.1	1.2	105	15.0	6.4
1	13	11	2.4	1.2	1.3	0.3	24	3.6	1.6
2	18	12	2.9	1.2	1.4	0.2	30	4.1	1.6
3	18	11	2.4	1.1	0.9	0.2	29	3.5	1.1
4	12	10	2.5	1.4	1.5	0.6	22	3.8	2.0
2020	9	1	1.6	0.4	0.9	0.3	10	2.0	1.2
1	9	1	1.6	0.4	0.9	0.3	10	2.0	1.2
Grand Total	151	106	26.5	11.8	14.0	3.0	257	38.2	17.0

¹ Source: Bureau of Transportation Statistics: Schedule T-100.

Historical Traffic at Moser Bay, AK¹

	Passengers		Freight		Mail		Total Passengers	Total Freight	Total Mail
	InBound	OutBound	InBound	OutBound	InBound	OutBound			
 Moser Bay, AK	83	44	10.4	5.2	3.6	1.6	127	15.6	5.2
 2017	32	18	3.7	1.9	1.1	0.4	50	5.7	1.5
2	13		1.4		0.4		13	1.4	0.4
3	16	14	1.9	1.5	0.6	0.3	30	3.4	0.9
4	3	4	0.4	0.5	0.1	0.1	7	0.8	0.2
 2018	23	19	3.0	1.9	1.1	0.4	42	4.9	1.5
2	13	2	1.4	0.2	0.3	0.0	15	1.6	0.3
3	10	17	1.6	1.7	0.8	0.3	27	3.4	1.1
 2019	27	6	3.3	0.9	1.0	0.4	33	4.1	1.4
2	15		1.6		0.3		15	1.6	0.3
3	10	4	1.2	0.4	0.4	0.1	14	1.6	0.5
4	2	2	0.5	0.5	0.3	0.3	4	0.9	0.6
 2020	1	1	0.5	0.5	0.4	0.4	2	0.9	0.7
1	1	1	0.5	0.5	0.4	0.4	2	0.9	0.7
Grand Total	83	44	10.4	5.2	3.6	1.6	127	15.6	5.2






¹ Source: Bureau of Transportation Statistics: Schedule T-100.

Historical Traffic at Olga Bay, AK¹

	Passengers		Freight		Mail		Total	Total	Total
	InBound	OutBound	InBound	OutBound	InBound	OutBound	Passengers	Freight	Mail
Olga Bay, AK	105	89	13	10	5	3	194	24	8
2017	33	23	4	2	1	1	56	6	2
2	12	4	1	0	0	0	16	2	0
3	21	14	2	2	1	0	35	4	1
4	0	5	0	1	0	0	5	1	0
2018	31	41	4	5	2	1	72	9	3
2	10	12	1	1	1	0	22	3	1
3	18	25	2	3	1	1	43	5	1
4	3	4	1	0	0	0	7	1	1
2019	40	24	5	3	2	1	64	8	2
1	3	2	0	0	0	0	5	1	0
2	19	7	2	1	1	0	26	3	1
3	13	13	2	1	0	0	26	3	1
4	5	2	1	0	0	0	7	1	1
2020	1	1	0	0	0	0	2	1	1
1	1	1	0	0	0	0	2	1	1
Grand Total	105	89	13	10	5	3	194	24	8






¹ Source: Bureau of Transportation Statistics: Schedule T-100.

Historical Traffic at Port Bailey, AK¹

	Passengers		Freight		Mail		Total Passengers	Total Freight	Total Mail
	InBound	OutBound	InBound	OutBound	InBound	OutBound			
 Port Bailey, AK	29	25	10.3	5.2	7.9	3.2	54.0	15.5	11.0
 2017	5	2	2.5	1.2	2.1	1.0	7.0	3.7	3.2
1	2	1	0.7	0.3	0.5	0.2	3.0	0.9	0.7
2	1	1	0.8	0.5	0.7	0.4	2.0	1.2	1.1
3	2	0	0.7	0.1	0.5	0.1	2.0	0.8	0.6
4	0	0	0.5	0.3	0.5	0.3	0.0	0.8	0.8
 2018	10	7	3.2	1.1	2.3	0.5	17.0	4.3	2.9
1	0	2	1.1	0.5	1.1	0.3	2.0	1.5	1.4
2	5	1	1.0	0.2	0.6	0.1	6.0	1.2	0.7
3	5	4	0.7	0.4	0.3	0.1	9.0	1.2	0.4
4	0		0.3		0.3		0.0	0.3	0.3
 2019	8	9	2.7	1.7	2.1	0.9	17.0	4.4	3.0
1	0		0.4		0.4		0.0	0.4	0.4
2	2		0.5		0.3		2.0	0.5	0.3
3	1	3	0.3	0.3	0.2	0.1	4.0	0.6	0.3
4	5	6	1.6	1.4	1.1	0.9	11.0	2.9	2.0
 2020	6	7	1.8	1.2	1.3	0.7	13.0	3.1	2.0
1	6	7	1.8	1.2	1.3	0.7	13.0	3.1	2.0
Grand Total	29	25	10.3	5.2	7.9	3.2	54.0	15.5	11.0

¹ Source: Bureau of Transportation Statistics: Schedule T-100.

Historical Traffic at Port Williams, AK¹

	Passengers		Freight		Mail		Total	Total	Total
	InBound	OutBound	InBound	OutBound	InBound	OutBound	Passengers	Freight	Mail
 Port Williams, AK	44	46	9.2	5.2	5.6	1.4	90.0	14.4	6.9
 2017	13	16	2.8	1.8	1.8	0.4	29.0	4.6	2.2
1	1	3	0.4	0.4	0.4	0.1	4.0	0.8	0.5
2	4	3	0.8	0.3	0.5	0.1	7.0	1.1	0.5
3	5	7	0.9	0.7	0.5	0.2	12.0	1.7	0.7
4	3	3	0.7	0.4	0.4	0.1	6.0	1.0	0.5
 2018	10	9	2.7	1.1	1.8	0.3	19.0	3.7	2.2
1	3	1	0.8	0.1	0.6	0.0	4.0	0.9	0.6
2	3	1	0.6	0.3	0.4	0.2	4.0	0.9	0.5
3	2	4	0.5	0.4	0.4	0.1	6.0	0.9	0.5
4	2	3	0.7	0.3	0.5	0.1	5.0	1.0	0.6
 2019	20	19	3.2	1.9	1.5	0.4	39.0	5.1	1.9
1	1	2	0.3	0.2	0.3	0.0	3.0	0.5	0.3
2	4	2	0.6	0.2	0.3	0.0	6.0	0.8	0.3
3	6	6	0.9	0.6	0.4	0.1	12.0	1.5	0.6
4	9	9	1.3	0.9	0.5	0.2	18.0	2.2	0.7
 2020	1	2	0.5	0.4	0.4	0.3	3.0	0.9	0.7
1	1	2	0.5	0.4	0.4	0.3	3.0	0.9	0.7
Grand Total	44	46	9.2	5.2	5.6	1.4	90.0	14.4	6.9

¹ Source: Bureau of Transportation Statistics: Schedule T-100.

Historical Traffic at Seal Bay, AK¹

	Passengers		Freight		Mail		Total	Total	Total
	InBound	OutBound	InBound	OutBound	InBound	OutBound	Passengers	Freight	Mail
Seal Bay, AK	77	65	17.1	7.6	10.7	2.2	142.0	24.7	12.9
2017	16	14	4.8	1.7	3.4	0.5	30.0	6.4	4.0
1	5	3	1.3	0.4	0.9	0.2	8.0	1.7	1.1
2	8	4	2.4	0.4	1.7	0.1	12.0	2.8	1.8
3	2	3	0.7	0.4	0.5	0.2	5.0	1.1	0.7
4	1	4	0.4	0.4	0.3	0.1	5.0	0.9	0.4
2018	30	22	6.4	2.3	3.9	0.5	52.0	8.7	4.4
1	5	3	0.9	0.3	0.5	0.1	8.0	1.2	0.6
2	3	3	1.4	0.3	1.1	0.1	6.0	1.7	1.2
3	10	12	2.2	1.3	1.4	0.3	22.0	3.5	1.7
4	12	4	1.9	0.4	0.9	0.1	16.0	2.3	1.0
2019	27	24	5.0	3.0	2.8	1.0	51.0	8.0	3.8
1	3	3	1.0	0.3	0.8	0.1	6.0	1.3	0.8
2	6	5	1.4	0.5	0.9	0.1	11.0	1.9	1.0
3	10	6	1.1	0.7	0.3	0.2	16.0	1.8	0.5
4	8	10	1.5	1.4	0.8	0.6	18.0	2.9	1.4
2020	4	5	0.9	0.6	0.5	0.2	9.0	1.5	0.7
1	4	5	0.9	0.6	0.5	0.2	9.0	1.5	0.7
Grand Total	77	65	17.1	7.6	10.7	2.2	142.0	24.7	12.9






¹ Source: Bureau of Transportation Statistics: Schedule T-100.

Historical Traffic at Uganik, AK¹

	Passengers		Freight		Mail		Total Passengers	Total Freight	Total Mail
	InBound	OutBound	InBound	OutBound	InBound	OutBound			
Uganik, AK	75.0	104.0	16.5	11.6	10.3	3.0	179.0	28.1	13.3
2017	25.0	30.0	5.5	3.2	3.4	0.7	55.0	8.7	4.2
1	3.0	3.0	1.1	0.4	0.9	0.2	6.0	1.5	1.0
2	5.0	4.0	1.1	0.4	0.6	0.1	9.0	1.5	0.7
3	10.0	12.0	1.8	1.2	0.9	0.2	22.0	3.0	1.2
4	7.0	11.0	1.5	1.2	1.0	0.3	18.0	2.7	1.2
2018	26.0	33.0	5.2	3.4	3.0	0.7	59.0	8.6	3.7
1	0.0	8.0	1.1	0.8	1.1	0.2	8.0	1.9	1.3
2	9.0	11.0	1.3	1.2	0.5	0.3	20.0	2.5	0.8
3	15.0	11.0	2.2	1.1	0.9	0.2	26.0	3.3	1.1
4	2.0	3.0	0.6	0.3	0.5	0.1	5.0	0.9	0.5
2019	19.0	37.0	4.3	4.0	2.8	1.0	56.0	8.4	3.8
1	2.0	14.0	0.5	1.4	0.3	0.2	16.0	1.9	0.5
2	7.0	8.0	1.4	0.8	0.8	0.1	15.0	2.2	1.0
3	5.0	4.0	1.2	0.4	0.8	0.1	9.0	1.6	0.8
4	5.0	11.0	1.3	1.4	0.9	0.5	16.0	2.7	1.4
2020	5.0	4.0	1.5	0.9	1.1	0.6	9.0	2.4	1.7
1	5.0	4.0	1.5	0.9	1.1	0.6	9.0	2.4	1.7
Grand Total	75.0	104.0	16.5	11.6	10.3	3.0	179.0	28.1	13.3






¹ Source: Bureau of Transportation Statistics: Schedule T-100.

Historical Traffic at West Point, AK¹

	Passengers		Freight		Mail		Total	Total	Total
	InBound	OutBound	InBound	OutBound	InBound	OutBound	Passengers	Freight	Mail
 West Point, AK	150	157	23.0	16.4	10.6	3.4	307.0	39.4	14.0
 2017	37	50	5.8	5.1	2.8	1.0	87.0	10.9	3.7
1	1	2	0.4	0.2	0.3	0.0	3.0	0.6	0.3
2	15	5	2.2	0.5	1.0	0.1	20.0	2.7	1.1
3	14	37	1.8	3.7	0.7	0.7	51.0	5.5	1.3
4	7	6	1.5	0.6	0.9	0.1	13.0	2.1	1.0
 2018	54	42	8.0	4.2	3.5	0.8	96.0	12.2	4.3
1	3	4	0.9	0.4	0.6	0.1	7.0	1.3	0.7
2	24	7	3.1	0.7	1.1	0.1	31.0	3.8	1.2
3	24	25	3.2	2.5	1.2	0.5	49.0	5.7	1.7
4	3	6	0.8	0.6	0.6	0.1	9.0	1.4	0.7
 2019	53	58	7.8	6.0	3.4	1.2	111.0	13.8	4.6
1	3	6	1.1	0.6	0.8	0.1	9.0	1.7	0.9
2	18	9	2.3	0.9	0.8	0.2	27.0	3.2	1.0
3	20	31	2.4	3.1	0.7	0.5	51.0	5.5	1.3
4	12	12	2.1	1.4	1.1	0.4	24.0	3.4	1.4
 2020	6	7	1.3	1.1	0.8	0.5	13.0	2.4	1.3
1	6	7	1.3	1.1	0.8	0.5	13.0	2.4	1.3
Grand Total	150	157	23.0	16.4	10.6	3.4	307.0	39.4	14.0

¹ Source: Bureau of Transportation Statistics: Schedule T-100.

Historical Traffic at Zachar Bay, AK¹

	Passengers		Freight		Mail		Total	Total	Total
	InBound	OutBound	InBound	OutBound	InBound	OutBound	Passengers	Freight	Mail
 Zachar Bay, AK	59	81	17.6	9.0	12.7	2.3	140.0	26.6	15.0
 2017	9	11	6.8	1.2	6.1	0.3	20.0	8.1	6.4
1	2	1	1.7	0.1	1.5	0.0	3.0	1.8	1.5
2	1	1	2.3	0.1	2.2	0.0	2.0	2.4	2.2
3	4	6	1.6	0.6	1.2	0.1	10.0	2.2	1.4
4	2	3	1.3	0.4	1.1	0.1	5.0	1.7	1.3
 2018	23	33	6.0	3.4	4.1	0.7	56.0	9.5	4.8
1	3	4	1.3	0.4	1.0	0.1	7.0	1.7	1.1
2	7	9	1.9	0.9	1.3	0.2	16.0	2.8	1.4
3	8	14	1.8	1.4	1.2	0.3	22.0	3.3	1.4
4	5	6	1.1	0.7	0.7	0.2	11.0	1.8	0.9
 2019	26	36	4.3	4.2	2.2	1.2	62.0	8.5	3.4
1	2	1	0.5	0.1	0.4	0.0	3.0	0.6	0.4
2	4	5	0.9	0.5	0.6	0.1	9.0	1.4	0.7
3	8	12	1.0	1.3	0.3	0.3	20.0	2.3	0.6
4	12	18	1.8	2.3	0.8	0.8	30.0	4.1	1.7
 2020	1	1	0.4	0.2	0.3	0.1	2.0	0.6	0.4
1	1	1	0.4	0.2	0.3	0.1	2.0	0.6	0.4
Grand Total	59	81	17.6	9.0	12.7	2.3	140.0	26.6	15.0

¹ Source: Bureau of Transportation Statistics: Schedule T-100.

Example of General Terms and Conditions for Essential Air Service

The carrier understands that it may forfeit its compensation for any flights that it does not operate in conformance with the terms and stipulations of the rate Order, including the service plans outlined in the Order and any other significant elements of the required service, without prior approval. The carrier understands that an aircraft take-off and landing at its scheduled destination constitutes a completed flight; absent an explanation supporting subsidy eligibility for a flight that has not been completed, such as certain weather cancellations, only completed flights are considered eligible for subsidy. In addition, if the carrier does not schedule or operate its flights in full conformance with the Order for a significant period, it may jeopardize its entire subsidy claim for the period in question. If the carrier contemplates any such changes beyond the scope of the Order during the applicable period of these rates, it must first notify the Office of Aviation Analysis in writing and receive written approval from the Department to be ensured of full compensation. Should circumstances warrant, the Department may locate and select a replacement carrier to provide service on these routes. The carrier must complete all flights that can be safely operated; flights that overfly points for lack of traffic will not be compensated. In determining whether subsidy payment for a deviating flight should be adjusted or disallowed, the Department will consider the extent to which the goals of the program are met and the extent of access to the national air transportation system provided to the community.

If the Department unilaterally, either partially or complete, terminates or reduces payments for service or changes service requirements at a specific location provided for under this Order, then, at the end of the period for which the Department does make payments in the stipulated amounts or at the stipulated service levels, the carrier may cease to provide service to that specific location without regard to any requirement for notice of such cessation. Those adjustments in the levels of subsidy and/or service that are mutually agreed to in writing by the Department and carrier do not constitute a total or partial reduction or cessation of payment.

Subsidy contracts are subject to, and incorporate by reference, relevant statutes and Department regulations, as they may be amended from time to time. However, any such statutes, regulations, or amendments thereto shall not operate to controvert the foregoing paragraph.

Funds may not be available for performance under this Order beyond September 30, 2020. The Government's obligation for performance under this Order beyond September 30, 2020, is subject to the availability of funds from which payment for services can be made. No legal liability on the part of the Government for any payment may arise for performance under this Order beyond September 30, 2020, until funds are made available to the Department for performance. If sufficient funds are not made available for performance beyond September 30, 2020, the Department will provide notice in writing to the carrier.

All claims for payment, including any amended claims, must be submitted within 90 days of the last day of the month for which compensation is being claimed. For example, claims for service provided in July must be filed by October 31st; August claims must be submitted by November 30th, and so on.