



August 19, 2020

Essential Air Service & Domestic Analysis Division
Office of Aviation Analysis
U.S. Department of Transportation
1200 New Jersey Ave, SE
Washington, DC 20590

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

To Whom It May Concern,

In accordance with **DOCKET DOT-OST-2000-6945**, Please accept the Servant Air, Inc. proposal to provide Essential Air Service from Kodiak State Airport PADQ to the communities of Alitak, Amook Bay, Kitoi Bay, Moser Bay, Olga Bay, Port Bailey, Port Williams, Seal Bay, Uganik, West Point, and Zachar Bay, AK. "The Water Stops"

Servant Air, Inc. proposes to provide the communities with one (1) weekly round trip flight during the off-peak season and two (2) round trip flights during peak season. Based on the needs and consensus of the communities, Servant Air will provide these flights at departure times mutually agreed upon between the communities and Servant Air. Servant Air seeks to provide the community with the safest, most convenient schedule possible.

Servant Air has attached three proposals for your review. The proposals utilize the DeHavilland DHC-2 amphibious/float equipped aircraft with a seating capacity of 6 passengers and/or a Cessna 185 amphibious/float equipped aircraft with a seating capacity of 3 passengers.

Servant Air will utilize a large terminal and hangar facility at the Kodiak State Airport. Flights will be conducted using wheel equipped aircraft allowing departures and landings at the main Kodiak airport¹. This facility is steps from the Alaska Airlines Terminal and

¹ Servant Air reserves the right to use the float basin and straight float equipped aircraft should the conditions warrant or the need arise. In this event, transportation will be provided at no cost.

Servant Air

provides the fastest transfers to points outside and throughout Kodiak Island. Servant offers parking as well as standard and refrigerated freight acceptance and storage as a complimentary service to our customers. Servant Air also offers complimentary transfers to points in town before each outbound flight from Kodiak and after each inbound flight to Kodiak.

Servant Air will endeavor to have supplemental aircraft available for special community events and enhanced aircraft availability for emergent medical situations that require flights outside the scheduled route structure.

Importantly, the health and safety of our passengers is our top priority. We have all experienced many changes due to Covid-19 and Servant Air has enacted our Covid-19 Response Plan to ensure the health and safety of all our customers (please see attached). The terminal facilities, vehicles, and all our aircraft are regularly disinfected in accordance with CDC guidelines. Masks and sanitizer are utilized and are available to all customers in the event they are needed. We encourage and provide for social distancing in our facility and aircraft. Furthermore, based on the recent events at the Ocean Beauty facility, Servant air has enacted a contact tracing program for travelers entering from outside the Kodiak community and travelling to the water stops. While the program is not mandatory, we strongly encourage participation. As Alaskans, we know you value your privacy and we take industry leading precautions to protect your information.

Servant Air, Inc. has operated in Alaska for over 29 years and has proudly served the communities of Kodiak Island for many of those years in scheduled and on-demand service utilizing float and wheel equipped aircraft including the Beech King Air 200.

In these unprecedented times, Servant Air believes there must be community focused regional air travel that emphasizes safety and reliability. Importantly, Servant Air will endeavor to utilize a highly upgraded aircraft equipped with advanced safety features including a Chelton Capstone navigation and traffic and terrain recognition and avoidance system. Because our aircraft are wheel equipped, they are capable of landing under night VFR conditions and allow for a longer flying days if needed to account for



and mitigate earlier possible delays. This is only done when the conditions are safe, legal, and the flight is prudent.

Our team is staffed with familiar trusted personnel and we look forward to serving Kodiak and encourage your input as we strive to provide safe, equitable, and customer focused service to the Kodiak community.

Should you have any questions, please contact us directly at contact@servantair.com

Sincerely,

A handwritten signature in black ink, appearing to read "Eoghan Joyce".

Eoghan Joyce and the Servant Air team

Servant Air, Inc Proposal

DOCKET DOT-OST-2000-6945

Proposal 1

SCHEDULE

Off-Peak Season {34 Weeks} {*Servant reserves the right to make Olga Bay {KOY} and Moser Bay {KMY} flag stops}							
	Aircraft	Min	Trips	Weeks	Hours	Dep/Wk	Total Dep
AOQ - KZB - AOS - KOY* - KMY* - ALZ - ADQ 35 6 20 14 14 55	DHC-2	144	1	34	81.6	6	204
AOQ - KKB - SYB - KPR - ADQ 26 24 18 42	DHC-2	110	1	34	62.3	4	136
AOQ - KPY - UGI - KWP - ADQ 26 21 11 36	DHC-2	94	1	34	53.3	4	136
Off-Peak Totals					197.2	14	272
Peak Season {18 Weeks} (Two weekly flights)							
	Aircraft	Min	Trips	Weeks	Hours	Dep/Wk	Total Dep
ADQ - KZB - AOS - ADQ 36 9 43	DHC-2	88	2	18	52.8	6	54
ADQ - KOY - KMY - ALZ - ADQ 45 14 14 41	DHC-2	118	2	18	70.8	8	72
ADQ - KKB - SYB - KPR - ADQ 26 24 18 42	DHC-2	110	2	18	66	8	72
ADQ - KPY - UGI - KWP - ADQ 26 21 11 36	DHC-2	94	2	18	56.4	8	72
Peak Season Totals					246	30	270
Annual Totals					443.2		
Adjusted Hours for Bad Weather					476.4	Departures	542
<i>Bad Wx Factor 7.50%</i>							

Effective Period: November 1st, 2020 through October 31st, 2022

Peak Season: 18 weeks - May 16th 2021 through September 18th 2021

18 weeks - May 15th, 2022 through September 17th, 2022

Off-Peak Season: 34 weeks - November 1st, 2020 through May 15th, 2021; September 19th, 2021 through October 31st, 2021

34 weeks - November 1st, 2021 through May 14th, 2022; September 18th, 2022 through October 31st, 2022

Traffic from latest year provided in RFP Corrected by 35.6%					Published Rates			Estimated Revenues		
Market	Pax	Pounds			Pax	Freight	Mail	Pax	Freight	Mail
		Freight	Mail							
ALZ - Alitak	83	2756.0	1391.0		\$195.00	\$0.90	\$2.17	\$16,185.00	\$2,480.40	\$3,018.47
AOS - Amnook Bay	64	4353.0	1349.0		\$120.00	\$0.75	\$1.59	\$7,680.00	\$3,264.75	\$2,144.91
KKB - Kitoi Bay	68	1932.0	824.0		\$110.00	\$0.58	\$1.22	\$7,480.00	\$1,120.56	\$1,005.28
KMY - Moser Bay	21	528.0	180.0		\$195.00	\$0.90	\$1.50	\$4,095.00	\$475.20	\$270.00
KOY - Olga Bay	41	1030.0	258.0		\$195.00	\$0.90	\$1.97	\$7,995.00	\$927.00	\$508.26
KPY - Port Bailey	11	567.0	386.0		\$105.00	\$0.58	\$1.10	\$1,155.00	\$328.86	\$424.60
KPR - Port Williams	25	657.0	245.0		\$140.00	\$0.69	\$1.48	\$3,500.00	\$453.33	\$362.60
SYB - Seal Bay	33	1030.0	489.0		\$120.00	\$0.63	\$1.43	\$3,960.00	\$648.90	\$699.27
UGI - Uganik	36	1082.0	489.0		\$110.00	\$0.58	\$1.22	\$3,960.00	\$627.56	\$596.58
KWP - West Point	72	1777.0	592.0		\$110.00	\$0.58	\$1.35	\$7,920.00	\$1,030.66	\$799.20
KZB - Zachar Bay	40	1095.0	438.0		\$120.00	\$0.75	\$1.51	\$4,800.00	\$821.25	\$661.38

USPS Rates			Total Estimated Revenues		
Class	Linehaul	Terminal	Passenger	Freight	Mail
Seaplane	\$32,7399	\$1,420.80	\$68,730.00	\$12,178.47	\$10,490.55

EXPENSES AND SUBSIDY REQUEST

Direct Expenses	DHC-2 Beaver
Pilot Wages	\$162,500.00
Fuel & Oil	\$104,878.54
Aircraft	\$76,999.81
Insurance	\$55,633.13
Maintenance	\$127,643.00
Ownership	\$18,685.68
Total Direct	\$546,340.16
Indirect Costs	
Station Costs	\$74,318.91
Administrative Costs	\$73,543.78
Other Costs	\$5,801.73
Total Indirect	\$153,664.42
Total Expenses	\$700,004.58
5% profit margin	\$41,694.76
Less Revenue	\$0.00
Subsidy	\$741,699.34

Year 2 Subsidy Request \$763,950.32

- Servant Air reserves the right to substitute a C-185/C206 or equivalent aircraft when maintenance is required on the DHC-2 and/or as weather conditions or other factors dictate.

Proposal 2

SCHEDULE

Off-Peak Season (34 Weeks) (One weekly Flight with C 185) (*Servant reserves the right to make Olga Bay (KOY) and Moser Bay (KMY) flag stops)							
	Aircraft	Min	Trips	Weeks	Hours	Dep/Wk	Total Dep
AOQ - KZB - AOS - KOY* - KMY* - ALZ - AOQ 32 5 18 13 13 50	C-185	131	1	34	74.2	6	204
AOQ - KKB - SYB - KPR - AOQ 24 22 16 38	C-185	100	1	34	56.7	4	136
AOQ - KPY - UGI - KWP - AOQ 24 19 10 33	C-185	86	1	34	48.7	4	136
Off-Peak Totals					179.6	14	272
Peak Season (18 Weeks) (Two weekly flights with DHC-2)							
	Aircraft	Min	Trips	Weeks	Hours	Dep/Wk	Total Dep
ADQ - KZB - AOS - ADQ 36 9 43	DHC-2	88	2	18	52.8	6	54
ADQ - KOY - KMY - ALZ - ADQ 45 14 14 41	DHC-2	118	2	18	70.8	8	72
ADQ - KKB - SYB - KPR - ADQ 26 24 18 42	DHC-2	110	2	18	66	8	72
ADQ - KPY - UGI - KWP - ADQ 26 21 11 36	DHC-2	94	2	18	56.4	8	72
Peak Season Totals					246	30	270
C 185 Totals					179.6		
Adjusted Hours for Bad Weather					193.1	Departures	
DHC-2 Totals					246.0		
Adjusted Hours for Bad Weather					264.5		
Bad Wx Factor 7.50%							
Total					457.6		

Effective Period: November 1st, 2020 through October 31st, 2022

Peak Season: 18 weeks - May 16th 2021 through September 18th 2021

18 weeks - May 15th, 2022 through September 17th, 2022

Off-Peak Season: 34 weeks - November 1st, 2020 through May 15th, 2021; September 19th, 2021 through October 31st, 2021

34 weeks - November 1st, 2021 through May 14th, 2022; September 18th, 2022 through October 31st, 2022

Traffic from latest year provided in RFP Corrected by 35.6%			
Market	Pax	Pounds	
		Freight	Mail
ALZ - Alitak	83	2756.0	1391.0
AOS - Amook Bay	64	4353.0	1349.0
KKB - Kitoi Bay	68	1932.0	824.0
KMY - Moser Bay	21	528.0	180.0
KOY - Olga Bay	41	1030.0	258.0
KPY - Port Bailey	11	567.0	386.0
KPR - Port Williams	25	657.0	245.0
SYB - Seal Bay	33	1030.0	489.0
UGI - Uganik	36	1082.0	489.0
KWP - West Point	72	1777.0	592.0
KZB - Zachar Bay	40	1095.0	438.0

Published Rates		
Pax	Freight	Mail
\$195.00	\$0.90	\$2.17
\$120.00	\$0.75	\$1.59
\$110.00	\$0.58	\$1.22
\$195.00	\$0.90	\$1.50
\$195.00	\$0.90	\$1.97
\$105.00	\$0.58	\$1.10
\$140.00	\$0.69	\$1.48
\$120.00	\$0.63	\$1.43
\$110.00	\$0.58	\$1.22
\$110.00	\$0.58	\$1.35
\$120.00	\$0.75	\$1.51

Estimated Revenues		
Pax	Freight	Mail
\$16,185.00	\$2,480.40	\$3,018.47
\$7,680.00	\$3,264.75	\$2,144.91
\$7,480.00	\$1,120.56	\$1,005.28
\$4,095.00	\$475.20	\$270.00
\$7,995.00	\$927.00	\$508.26
\$1,155.00	\$328.86	\$424.60
\$3,500.00	\$453.33	\$362.60
\$3,960.00	\$648.90	\$699.27
\$3,960.00	\$627.56	\$596.58
\$7,920.00	\$1,030.66	\$799.20
\$4,800.00	\$821.25	\$661.38

USPS Rates		
Class	Linehaul	Terminal
Seaplane	\$32,7399	\$1,420.80

Total Estimated Revenues		
Passenger	Freight	Mail
\$68,730.00	\$12,178.47	\$10,490.55

EXPENSES AND SUBSIDY REQUEST

Direct Expenses	DHC-2 Beaver	C-185
Pilot Wages	\$81,250.00	\$81,250.00
Fuel & Oil	\$58,229.00	\$22,912.00
Aircraft	\$38,499.90	\$35,369.00
Insurance	\$26,010.00	\$16,864.80
Maintenance	\$91,119.96	\$39,964.00
Ownership	\$18,685.68	\$9,270.72
Total Direct	\$313,794.54	\$205,630.52
Indirect Costs		
Station Costs	\$74,318.91	
Administrative Costs	\$73,543.78	
Other Costs	\$5,801.73	
Total Indirect	\$153,664.42	
Total Expenses	\$673,089.48	
5% profit margin	\$41,694.76	
Less Revenue	\$91,399.02	
Subsidy	\$623,385.22	

Year 2 Subsidy Request \$642,086.78

- Servant Air reserves the right to substitute a C-185/C206 or equivalent aircraft when maintenance is required on the DHC-2 or C185, and/or as weather conditions or other factors dictate.

Proposal 3

SCHEDULE

Off-Peak Season (34 Weeks) (One weekly Flight with C 185) (*Servant reserves the right to make Olga Bay (KOY) and Moser Bay (KMY) flag stops)							
	Aircraft	Min	Trips	Weeks	Hours	Dep/Wk	Total Dep
AOQ - KZB - AOS - KOY* - KMY* - ALZ - AOQ 32 5 18 13 13 50	C-185	131	1	34	74.2	6	204
AOQ - KKB - SYB - KPR - AOQ 24 22 16 38	C-185	100	1	34	56.7	4	136
AOQ - KPY - UGI - KWP - AOQ 24 19 10 33	C-185	86	1	34	48.7	4	136
Off-Peak Totals					179.6	14	272
Peak Season (18 Weeks) (Two weekly flights with DHC-2)							
	Aircraft	Min	Trips	Weeks	Hours	Dep/Wk	Total Dep
ADQ - KZB - AOS - ADQ 32 5 39	C-185	76	2	18	45.6	6	54
ADQ - KOY - KMY - ALZ - ADQ 41 13 13 50	C-185	117	2	18	70.2	8	72
ADQ - KKB - SYB - KPR - ADQ 24 22 16 38	C-185	100	2	18	60	8	72
ADQ - KPY - UGI - KWP - ADQ 24 19 10 33	C-185	86	2	18	51.6	8	72
Peak Season Totals					227.4	30	
C 185 Totals					407.0		
Adjusted Hours for Bad Weather					437.6	Departures	
Bad Wx Factor 7.50%							

Effective Period: November 1st, 2020 through October 31st, 2022
Peak Season: 18 weeks - May 16th 2021 through September 18th 2021
18 weeks - May 15th, 2022 through September 17th, 2022
Off-Peak Season: 34 weeks - November 1st, 2020 through May 15th, 2021; September 19th, 2021 through October 31st, 2021
34 weeks - November 1st, 2021 through May 14th, 2022; September 18th, 2022 through October 31st, 2022

Traffic from latest year provided in RFP Corrected by 35.6%				Published Rates			Estimated Revenues		
Market	Pax	Pounds		Pax	Freight	Mail	Pax	Freight	Mail
		Freight	Mail						
ALZ - Alliak	83	2756.0	1391.0	\$195.00	\$0.90	\$2.17	\$16,185.00	\$2,480.40	\$3,018.47
AOS - Amook Bay	64	4353.0	1349.0	\$120.00	\$0.75	\$1.59	\$7,680.00	\$3,264.75	\$2,144.91
KKB - Kitoi Bay	68	1932.0	824.0	\$110.00	\$0.58	\$1.22	\$7,480.00	\$1,120.56	\$1,005.28
KMY - Moser Bay	21	528.0	180.0	\$195.00	\$0.90	\$1.50	\$4,095.00	\$475.20	\$270.00
KOY - Olga Bay	41	1030.0	258.0	\$195.00	\$0.90	\$1.97	\$7,995.00	\$927.00	\$508.26
KPY - Port Bailey	11	567.0	386.0	\$105.00	\$0.58	\$1.10	\$1,155.00	\$328.86	\$424.60
KPR - Port Williams	25	657.0	245.0	\$140.00	\$0.69	\$1.48	\$3,500.00	\$453.33	\$362.60
SYB - Seal Bay	33	1030.0	489.0	\$120.00	\$0.63	\$1.43	\$3,960.00	\$648.90	\$699.27
UGI - Uganik	36	1082.0	489.0	\$110.00	\$0.58	\$1.22	\$3,960.00	\$627.56	\$596.58
KWP - West Point	72	1777.0	592.0	\$110.00	\$0.58	\$1.35	\$7,920.00	\$1,030.66	\$799.20
KZB - Zachar Bay	40	1095.0	438.0	\$120.00	\$0.75	\$1.51	\$4,800.00	\$821.25	\$661.38

EXPENSES AND SUBSIDY REQUEST

Direct Expenses	
Pilot Wages	\$162,500.00
Fuel & Oil	\$51,921.54
Aircraft	\$35,369.00
Insurance	\$13,663.00
Maintenance	\$61,716.67
Ownership	\$18,685.68
Total Direct	\$343,855.89
Indirect Costs	
Station Costs	\$74,318.91
Administrative Costs	\$73,543.78
Other Costs	\$5,801.73
Total Indirect	\$153,664.42
Total Expenses	\$497,520.31
5% profit margin	\$41,694.76
Less Revenue	\$91,399.02
Subsidy	\$447,816.05

Year 2 Subsidy Request \$461,250.53

- Servant Air reserves the right to substitute a C206 or equivalent aircraft when maintenance is required on the C-185 and/or as weather conditions or other factors dictate.

**UNITED STATES OF AMERICA
DEPARTMENT OF TRANSPORTATION
OFFICE OF THE SECRETARY
OFFICE OF AVIATION ANALYSIS**

**TITLE VI ASSURANCE
(Implementing Title VI of the Civil Rights Act of 1964, as amended)**

**ASSURANCE CONCERNING NONDISCRIMINATION ON THE
BASIS OF DISABILITY IN FEDERALLY-ASSISTED PROGRAMS
AND ACTIVITIES RECEIVING OR BENEFITING FROM
FEDERAL FINANCIAL ASSISTANCE**

**(Implementing the Rehabilitation Act of 1973, as amended, and the
Air Carrier Access Act of 1986)**

49 CFR Parts 21 and 27 and 14 CFR Parts 271, and 382

SERVANT AIR, INC. (the Recipient) HEREBY AGREES THAT,
(Name of Recipient)

I. As a condition to receiving any Federal financial assistance from the Department of Transportation, it will comply: with Title VI of the Civil Rights Act of 1964, as amended, 42 U.S.C. 2000d--42 U.S.C. 2000d-4; all requirements imposed by or pursuant to: Title 49, Code of Federal Regulations, Part 21, Nondiscrimination in Federally-Assisted Programs of the Department of Transportation--Effectuation of Title VI of the Civil Rights Act of 1964; and other pertinent directives so that no person in the United States shall, on the grounds of race, color, or national origin, be excluded from participation in, be denied the benefits of, or be otherwise subjected to discrimination under any program or activity for which the Recipient receives Federal financial assistance from the Department of Transportation. This assurance is required by Title 49, Code of Federal Regulations, section 21.7(a) and Title 14, Code of Federal Regulations, section 271.9(c).

II. As a condition to receiving any Federal financial assistance from the Department of Transportation, it will comply with: section 504 of the Rehabilitation Act of 1973, as amended (29 U.S.C. 794); the Air Carrier Access Act of 1986 (49 U.S.C. 1374(c)); and all requirements imposed by or pursuant to Title 49, Code of Federal Regulations, Part 27, Nondiscrimination on the Basis of Handicap in Programs and Activities Receiving or Benefitting from Federal Financial Assistance, Title 14, Code of Federal Regulations, Part 382, Nondiscrimination on the Basis of Handicap in Air Travel; and other pertinent directives

so that no otherwise qualified person with a disability, be excluded from participation in, be denied the benefits of, be discriminated against by reason of such handicap in the provision of air transportation, or otherwise be subjected to discrimination under any program for which the Recipient receives Federal financial assistance from the Department of Transportation. This assurance is required by Title 49, Code of Federal Regulations, section 27.9 and Title 14, Code of Federal Regulations, sections 271.9(c) and 382.9.

III. It will promptly take any measures necessary to effectuate this agreement. The Recipient further agrees that it shall take reasonable actions to guarantee that it, its contractors and subcontractors subject to the Department of Transportation regulations cited above, transferees, and successors in interest will comply with all requirements imposed or pursuant to the statutes and Department of Transportation regulations cited above, other pertinent directives, and the above assurances.

IV. These assurances obligate the Recipient for the period during which Federal financial assistance is extended. The Recipient agrees that the United States has a right to seek judicial enforcement with regard to any matter arising under the statutes and Department of Transportation regulations cited above, other pertinent directives, and the above assurances.

V. These assurances are given for the purpose of obtaining Federal subsidy under the Essential Air Service Program and are binding on the Recipient, contractors, subcontractors, transferees, successors in interest, and all other participants receiving Federal subsidy in the Essential Air Service Program. The person or persons whose signatures appear below are authorized to sign this agreement on behalf of the Recipient.

VI. In addition to these assurances, the Recipient agrees to file: a summary of all complaints filed against it within the past year that allege violation(s) by the Recipient of Title VI of the Civil Rights Act of 1964, as amended, section 504 of the Rehabilitation Act of 1973, as amended, or the Air Carrier Access Act of 1986; or a statement that there have been no complaints filed against it. The summary should include the date the complaint was filed, the nature of the complaint, the status or outcome of the complaint (i.e., whether it is still pending or how it was resolved).

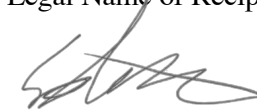
08/19/2020

Date

SERVANT AIR, INC.

Legal Name of Recipient

By:



Signature of Authorized Official

**UNITED STATES OF AMERICA
DEPARTMENT OF TRANSPORTATION
OFFICE OF THE SECRETARY
OFFICE OF AVIATION ANALYSIS**

**CERTIFICATION REGARDING DRUG-FREE WORKPLACE REQUIREMENTS
IN THE PERFORMANCE OF SUBSIDIZED ESSENTIAL AIR SERVICE**

A. The subsidized essential air service carrier certifies that it will, or will continue, to provide a drug-free workplace by:

- (a) Publishing a statement notifying employees that the unlawful manufacture, distribution, dispensing, possession or use of a controlled substance is prohibited in the carrier's workplace, and specifying the actions that will be taken against employees for violation of such prohibition;
- (b) Establishing an ongoing drug-free awareness program to inform employees about--
 - (1) The dangers of drug abuse in the workplace;
 - (2) The grantee's policy of maintaining a drug-free workplace;
 - (3) Any available drug counseling, rehabilitation, and employee assistance programs; and
 - (4) The penalties that may be imposed upon employees for drug abuse violations occurring in the workplace;
- (c) Making it a requirement that each employee to be engaged in the performance of work supported by the subsidy be given a copy of the statement required by paragraph (a);
- (d) Notifying the employee in the statement required by paragraph (a) that, as a condition of employment supported by the subsidy, the employee will--
 - (1) Abide by the terms of the statement; and
 - (2) Notify the employer in writing of his or her conviction for a violation of a criminal drug statute occurring in the workplace no later than five calendar days after such conviction;
- (e) Notifying the agency in writing, within ten calendar days after receiving notice under paragraph (d)(2) from an employee or otherwise receiving actual notice of conviction. Employers of convicted employees must provide notice, including position title, to the Office of Aviation Analysis. Notice shall include the order number of each affected subsidized service;
- (f) Taking one of the following actions, within 30 days of receiving notice under paragraph (d)(2), with respect to any employee who is so convicted--
 - (1) Taking appropriate personnel action against such an employee, up to and including termination, consistent with the requirements of the Rehabilitation Act of 1973, as amended, or
 - (2) Requiring such employee to participate satisfactorily in a drug abuse assistance or rehabilitation program approved for such purposes by a Federal, State or local health, law enforcement, or other appropriate agency;


- (g) Making a good faith effort to continue to maintain a drug-free workplace through implementation of paragraphs (a), (b), (c), (d), (e) and (f).

B. The subsidized essential air service carrier *may*, but is not required to, insert in the space provided below the site for the performance of work done in connection with the specific grant.

Places of Performance (street address, city, county, state, zip code). For the provision of essential air service, workplaces include outstations, maintenance sites, headquarters office locations, training sites and any other worksites where work is performed that is supported by the subsidy.

KODIAK, AK 99615 AIRPORTS: ADQ A05 KBB KMY KOY KPY KPR SYB UGI KWP KZB

Check ☐ if there are workplaces on file that are not identified here.

	09/19/2020
_____ Signature	_____ Date

INSTRUCTIONS FOR CERTIFICATION

1. By signing and/or submitting this application or grant agreement, the subsidized essential air service carrier is providing the certification.
2. The certification is a material representation of fact upon which reliance is placed when the agency awards the subsidy. If it is later determined that the subsidized carrier knowingly rendered a false certification, or otherwise violated the requirements of the Drug-Free Workplace Act, the agency, in addition to any other remedies available to the Federal Government, may take action authorized under the Drug-Free Workplace Act.
3. Workplaces under grants, for grantees other than individuals, need not be identified on the certification. If known, they may be identified in the subsidy application. If the subsidized carrier does not identify the workplaces at the time of application, or upon award if there is no application, the carrier must keep the identity of the workplaces on file in its office and make the information available for Federal inspection. Failure to identify all known workplaces constitutes a violation of the subsidized carrier's drug-free workplace requirements.
4. Workplace identifications must include the actual address of buildings (or parts of buildings) or other sites where work under the grant takes place. Categorical descriptions may be used (*e.g.*, all counters at the airports served by the carrier).
5. If the workplace identified to the agency changes during the performance of the subsidized service, the subsidized carrier shall inform the agency of the change, if it previously identified the workplace in question.
6. Definitions of terms in the Nonprocurement Suspension and Debarment common rule (49 CFR Part 29) and Drug-Free Workplace common rule (49 CFR Part 29, Subpart F) apply to this certification. Carriers' attention is called, in particular, to the following definitions from these rules:

Controlled substance means a controlled substance in Schedules I through V of the Controlled Substances Act (21 USC 812) and as further defined by regulation (21 CFR 1308.11 through 1308.15);

Conviction means a finding of guilt (including a plea of *nolo contendere*) or imposition of sentence, or both, by any judicial body charged with the responsibility to determine violations of the Federal or State criminal drug statutes;

Criminal drug statute means a Federal or non-Federal criminal statute involving the manufacture, distribution, dispensing, use, or possession of any controlled substance;

Employee means the employee of a subsidized carrier directly engaged in the performance of work supported by the subsidy, including: (i) All *direct charge* employees; (ii) All *indirect charge* employees unless their impact or involvement is insignificant to the performance of subsidized service; and (iii) Temporary personnel and consultants who are directly engaged in the performance of work supported by the subsidy and who are on the subsidized carrier's payroll. This definition does not include workers not on the payroll of the subsidized carrier (*e.g.*, volunteers, even if used to meet a matching requirement; consultants or independent contractors not on the subsidized carrier's payroll; or employees of subrecipients or subcontractors in covered workplaces).

**UNITED STATES OF AMERICA
DEPARTMENT OF TRANSPORTATION
OFFICE OF THE SECRETARY
OFFICE OF AVIATION ANALYSIS**

CERTIFICATION REGARDING INFLUENCING ACTIVITIES

**Certification for Contracts, Grants, Loans,
and Cooperative Agreements**

The undersigned certifies, to the best of his or her knowledge and belief, that:

(1) No Federal appropriated funds have been paid or will be paid, by or on behalf of the undersigned, to any person for influencing or attempting to influence an officer or employee of any agency, a Member of Congress, an officer or employee of Congress, or an employee of a Member of Congress in connection with the awarding of any Federal contract, the making of any Federal grant, the making of any Federal loan, the entering into of any cooperative agreement, and the extension, continuation, renewal, amendment, or modification of any Federal contract, grant, loan, or cooperative agreement.

(2) If any funds other than Federal appropriated funds have been paid or will be paid to any person for influencing or attempting to influence an officer or employee of any agency, a Member of Congress, an officer or employee of Congress, or an employee of a Member of Congress in connection with this Federal contract, grant, loan, or cooperative agreement, the undersigned shall complete and submit Standard Form-LLL, "Disclosure Form to Report Influencing Activities," in accordance with its instructions.

(3) The undersigned shall require that the language of this certification be included in the award documents for all subawards at all tiers (including subcontracts, subgrants, and contracts under grants, loans and cooperative agreements) and that all subrecipients shall certify and disclose accordingly.

This certification is a material representation of fact upon which reliance was placed when this transaction was made or entered into. Submission of this certification is a prerequisite for making or entering into this transaction imposed by section 1352, title 31, U.S. Code. Any person who fails to file the required certification shall be subject to a civil penalty of not less than \$10,000 and not more than \$100,000 for each such failure.



Signature

President and CEO

Title

08/19/2019

Date

Servant Air, Inc.

Air Carrier

ADQ A05 KBB KMY KOY KPY KPR SYB UGI KWP KZB

Essential Air Service Point(s) To Which Certification Applies