



April 17, 2020

Kevin Schlemmer
Office of Aviation Analysis
U.S. Department of Transportation
1200 New Jersey Avenue, SE
Washington, D.C. 20590

Re: Essential Air Service at Adak, Alaska (Docket DOT-OST-2000-8556)

Dear Mr. Schlemmer:

Alaska Airlines hereby requests the U.S. Department of Transportation (DOT) amend Order 2019-9-2, issued September 10, 2019, to allow for additional flexibility to enhance Alaska Airlines' ability to meet service needs in the State of Alaska during these challenging and uncertain times when the future of air service is precarious and essential air transportation networks in rural Alaska are in jeopardy.

Currently, under Order 2019-9-2, Alaska Airlines is required to provide twice-weekly passenger nonstop service between Anchorage (ANC) and Adak (ADK). Alaska Airlines requests that DOT allow Alaska Airlines to add a stop between ANC and ADK in Cold Bay (CDB) in both directions. This flexibility is requested as Alaska Airlines is exploring the feasibility of adding service to CDB to its network either on a temporary or permanent basis.¹

Alaska Airlines commits that this tag schedule, if implemented, would not hinder or impede the level of service to the community of Adak and would be consistent with the goals of the EAS program. Adak is one of the most remote communities in the state of Alaska, and indeed, the entire United States. Alaska Airlines will continue working with the community to maintain our general time schedule, even with a stop in CDB, as it corresponds well with the Adak community's demonstrated passenger travel and shipper usage patterns. Alaska Airlines service in CDB could also benefit multiple EAS communities served by other carriers in the region by offering an additional connection point to Alaska Airlines' global network.

¹ See Order Approving Alternate Service Pattern (Order 2020-4-3) at 2 (Docket DOT-OST-2000-8012) ("[b]ecause the Department is *allowing* the alternate service pattern and not *requiring* it," the carrier "may revert to the original service pattern at any time."). Alaska Airlines requests similar flexibility here.



Additionally, Alaska Airlines would like to add the flexibility to fly a Boeing 737-800 passenger aircraft if necessary. The order currently only references use of Alaska Airlines' Boeing 737-700 passenger aircraft. Alaska Airlines therefore seeks the flexibility to use either 737-700 or -800 jets on this route as necessary.

Alaska Airlines makes no request pertaining to the freighter aircraft service to Adak at this time.

Alaska Airlines currently is only requesting the flexibility as noted above and is not requesting any change to the subsidy levels.

Alaska Airlines is firmly committed to continuing to fulfill our longstanding role as Adak's transportation link to our hubs within and beyond the state of Alaska. The City of Adak has been consulted and supports this request. Attached is the City's letter of support.

Please contact me if you need additional information.

Sincerely,

A handwritten signature in black ink, appearing to read "Kate Geldaker", with a horizontal line extending to the right.

Kate Geldaker
Director, Government Affairs

Cc: Mark Holding Raggio

Attachment: City of Adak Letter of Support