

S J R

27

STATE OF ALASKA
1988 LEGISLATIVE SESSION

BILL VERSION: SJR 27
PUBLISH DATE: _____

FISCAL NOTE

REQUEST:

Revision Date: _____
Title: Essential air service for the
City of Valdez
Sponsor: Senator Kerttula
Requestor: _____

Agency Affected: none
BRU: _____
Components: _____

EXPENDITURES/REVENUES: (Thousands of Dollars)

| OPERATING | FY 88 | FY 89 | FY 90 | FY 91 | FY 92 | FY 93 |
|-------------------|-------|-------|-------|-------|-------|-------|
| PERSONAL SERVICES | | | | | | |
| TRAVEL | | | | | | |
| CONTRACTUAL | | | | | | |
| SUPPLIES | | | | | | |
| EQUIPMENT | | | | | | |
| LAND & STRUCTURES | | | | | | |
| GRANTS, CLAIMS | | | | | | |
| MISCELLANEOUS | | | | | | |
| TOTAL OPERATING | -0- | -0- | -0- | -0- | -0- | -0- |
| CAPITAL | -0- | -0- | -0- | -0- | -0- | -0- |
| REVENUE | -0- | -0- | -0- | -0- | -0- | -0- |

FUNDING: (Thousands of Dollars)

| | | | | | | |
|---------------|-----|-----|-----|-----|-----|-----|
| GENERAL FUND | | | | | | |
| FEDERAL FUNDS | | | | | | |
| OTHER | | | | | | |
| TOTAL | -0- | -0- | -0- | -0- | -0- | -0- |

POSITIONS:

| | | | | | | |
|-----------|--|--|--|--|--|--|
| FULL-TIME | | | | | | |
| PART-TIME | | | | | | |
| TEMPORARY | | | | | | |

ANALYSIS : (Attach a separate page if necessary) This is a federal issue and as such would have no impact upon state government finances.

Prepared by: Terry Otness, Committee Assistant
Division: Senate Transportation Committee

Phone: 465-4921
Date: March 3, 1989

Approved by ~~Committee~~ Senator Jones, Chairman
Agency: Senate Transportation Committee

Date: March 3, 1989

Distribution (by preparer):

- Legislative Finance
- Legislative Sponsor
- Requestor
- Office of Management and Budget
- Impacted Agency(ies)

1 IN THE SENATE

BY KERTTULA AND SZYMANSKI

2 SENATE JOINT RESOLUTION NO. 27

3 IN THE LEGISLATURE OF THE STATE OF ALASKA

4 SIXTEENTH LEGISLATURE - FIRST SESSION

5 Relating to an essential air service
6 subsidy for the City of Valdez.

7 BE IT RESOLVED BY THE LEGISLATURE OF THE STATE OF ALASKA:

8 WHEREAS the City of Valdez is a community with a population of 3,700
9 persons and is about 300 road miles and 150 air miles from Anchorage, the
10 nearest urban area; and

11 WHEREAS the current level of scheduled air service to the City of
12 Valdez adversely affects the safety and comfort of the residents of the
13 city and prevents quick access to Valdez in the event of an emergency
14 involving the Trans-Alaska Pipeline System oil terminal; and

15 WHEREAS the City of Valdez is unable to further develop its tourist
16 industry and to fully utilize its civic center facilities without adequate
17 scheduled air transportation services; and

18 WHEREAS Valdez is subjected to inclement weather during much of the
19 year, with a high proportion of overcast and rainy days during the summer
20 and overcast and snowy days during the winter; and

21 WHEREAS the only aircraft that can provide the City of Valdez with
22 reliable scheduled air service is the DeHavilland DASH-7, which is a four
23 engine aircraft with short take off and landing capabilities and is
24 equipped with microwave equipment that is compatible with the microwave
25 landing system at the Valdez airport; and

26 WHEREAS the DeHavilland DASH-7 aircraft can operate during periods of
27 inclement weather that are frequent in Valdez and has in the past provided
28 Valdez with a scheduled flight success rate of 90 percent; and

29 S WHEREAS at least two commercial air carriers have expressed interest

1 in providing scheduled air service to Valdez with the DeHavilland DASH-7
2 aircraft, if an essential air service subsidy is available; and

3 WHEREAS the City of Valdez is eligible for an essential air service
4 subsidy, but a shortage of federal funds has prevented the city from re-
5 ceiving the subsidy;

6 BE IT RESOLVED that the Alaska State Legislature supports the request
7 of the City of Valdez for an essential air service subsidy; and be it

8 FURTHER RESOLVED that the Alaska State Legislature respectfully re-
9 quests the U.S. Department of Transportation to approve the request of the
10 City of Valdez for an essential air service subsidy; and be it

11 FURTHER RESOLVED that the Alaska State Legislature respectfully re-
12 quests the Congress to increase funding for the essential air service
13 subsidy program in order that the City of Valdez may receive a subsidy for
14 sorely needed reliable, year-round scheduled air service.

15 COPIES of this resolution shall be sent to the Honorable Dan Quayle,
16 Vice-President of the United States and President of the U.S. Senate; the
17 Honorable Jim Wright, Speaker of the U.S. House of Representative; the
18 Honorable Frank R. Lautenberg, Chairman of the Subcommittee on Transporta-
19 tion and Related Agencies of the U.S. Senate Committee on Appropriations;
20 the Honorable William Lehmen, Chairman of the Subcommittee on Transporta-
21 tion and Related Agencies of the U.S. House Committee on Appropriations;
22 the Honorable Samuel K. Skinner, U.S. Secretary of Transportation; and to
23 the Honorable Ted Stevens and the Honorable Frank Murkowski, U.S. Senators,
24 and the Honorable Don Young, U.S. Representative, members of the Alaska
25 delegation in Congress.
26
27
28
29

SENATE COMMITTEE REPORT

FIRST COMMITTEE OF REFERRAL

Date of 5-DAY NOTICE Mar 2, 1989
IN ACCORDANCE WITH UNIFORM RULE 23

FURTHER

**FISCAL NOTE(S) MUST BE ATTACHED
IN ACCORDANCE WITH AS 24.08.035
2/9/89

DATE TURNED INTO OFFICE Mar 7, 1989

Mr. President:

TRANSPORTATION Committee considered SJR 27

essential air service subsidy for the City of Valdez

and recommended:

- replace with CS _____ same title
- attached amendment(s) and new title
- _____ letter of intent adopted
- do pass
- do not pass
- no recommendation
- individual recommendations
- further referral to _____

FISCAL NOTE(S) attached zero fiscal impact
 appropriation no FN attached Gov. FN introduced w/ bill

MEMBERS SIGNING DO PASS
[Signature]

OTHER RECOMMENDATIONS
[Signature] No Rec

[Signature]
Chairman signature and recommendation

Committee backup attached

STATE OF ALASKA
1989 LEGISLATIVE SESSION

BILL VERSION: SJR 27
PUBLISH DATE: 2/9/89

FISCAL NOTE

Revision Date: 2/9/89
 Title: Relating to an essential air service
 subsidy for the City of Valdez

Agency Affected: DOT&PF
 BRU:

Sponsor: Kertula and Szymanski
 Requestor: Transportation Committee

Components:

EXPENDITURES/REVENUES: (THOUSANDS OF DOLLARS)

| OPERATING | FY 88 | FY 89 | FY 90 | FY 91 | FY 92 | FY 93 |
|-------------------|-------|-------|-------|-------|-------|-------|
| PERSONAL SERVICES | 0 | 0 | 0 | 0 | 0 | 0 |
| TRAVEL | 0 | 0 | 0 | 0 | 0 | 0 |
| CONTRACTURAL | 0 | 0 | 0 | 0 | 0 | 0 |
| SUPPLIES | 0 | 0 | 0 | 0 | 0 | 0 |
| EQUIPMENT | 0 | 0 | 0 | 0 | 0 | 0 |
| LAND & STRUCTURES | 0 | 0 | 0 | 0 | 0 | 0 |
| GRANTS, CLAIMS | 0 | 0 | 0 | 0 | 0 | 0 |
| MISCELLANEOUS | 0 | 0 | 0 | 0 | 0 | 0 |
| TOTAL OPERATING | 0 | 0 | 0 | 0 | 0 | 0 |

| | | | | | | |
|---------|---|---|---|---|---|---|
| CAPITAL | 0 | 0 | 0 | 0 | 0 | 0 |
|---------|---|---|---|---|---|---|

| | | | | | | |
|---------|---|---|---|---|---|---|
| REVENUE | 0 | 0 | 0 | 0 | 0 | 0 |
|---------|---|---|---|---|---|---|

FUNDING: (THOUSANDS OF DOLLARS)

| | | | | | | |
|---------------|---|---|---|---|---|---|
| GENERAL FUND | 0 | 0 | 0 | 0 | 0 | 0 |
| FEDERAL FUNDS | 0 | 0 | 0 | 0 | 0 | 0 |
| OTHER* | 0 | 0 | 0 | 0 | 0 | 0 |
| TOTAL | 0 | 0 | 0 | 0 | 0 | 0 |

POSITIONS:

| | | | | | | |
|-----------|---|---|---|---|---|---|
| FULL-TIME | 0 | 0 | 0 | 0 | 0 | 0 |
| PART-TIME | 0 | 0 | 0 | 0 | 0 | 0 |
| TEMPORARY | 0 | 0 | 0 | 0 | 0 | 0 |

ANALYSIS: In response to this resolution, the department is currently developing a position on Valdez's application which will be submitted to U. S. Department of Transportation. It should be noted that under the new Federal legislation, the community will be required to contribute 50% of the required subsidy.

Prepared by: M. Clyde Stoltzfus, Special Assistant to the Commissioner
 Division: Commissioner Office

Phone: 465-3900
 Date: 2/28/89

Approved by Commissioner: Mark S. Hickey
 Agency: Department of Transportation and Public Facilities

Date: 2/28/89

Distribution (by preparer):
 Legislative Finance
 Legislative Sponsor
 Requestor



Official Business

Alaska State Legislature

Senate

P.O. BOX V
State Capitol
Juneau, Alaska 99811

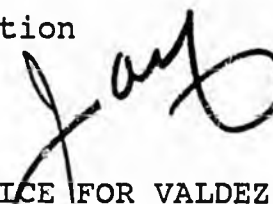
FEB 15 1989

February 13, 1989

TO: Senator Lloyd Jones
Chairman, Senate Transportation
Committee

FROM: Senator Jay Kerttula

SUBJECT: SJR 27 - ESSENTIAL AIR SERVICE FOR VALDEZ



Attached please find some background information on SJR 27, relating to an essential air service subsidy for the City of Valdez.

Inasmuch as this is a resolution addressed to the federal government, there is no fiscal impact on the State.

I would appreciate your scheduling a committee hearing on this resolution at your earliest convenience.

Thank you for your consideration of this request.

JK:pt

January 19, 1989



The Honorable Jay Kerttula
Alaska State Legislature
P. O. Box V
Juneau, Alaska 99811

Dear Senator Kerttula:

I very much appreciate your offer to help us with our problem regarding the air service to Valdez. As you are aware we have been attempting to secure an essential air service subsidy for the past two years.

My most recent meeting in Washington, D.C., regarding the essential air service subsidy resulted in both good news and bad news. Our most recent proposal, which I have attached to this letter, was evaluated as being technically correct making us eligible for an essential air service subsidy; however, Congress had reduced the funding for the program thus leaving inadequate funding for our program. One item that John Coleman of the Essential Air Service Program has requested is a letter from Mark Hickey, Commissioner of the Department of Transportation, indicating that Valdez has a unique situation. We have attempted to indicate that our needs are unique based on our weather conditions, our geographic conditions and the economic conditions which would include 25 percent of the nation's crude oil coming from our port.

When we began the action needed to secure an air service subsidy, we were faced with a moderate problem of providing reliable air service to Valdez. This problem was considerably worse during our winter months when our successful flights decreased by approximately 40 percent. Recently the FAA canceled all night flights in and out of Valdez based on the characteristics of the aircraft serving Valdez. FAA also has increased the minimums, thus decreasing the number of daytime successful flights. We are now averaging less than one flight per day, and actually only had 14 flights in the entire month of November. It is my understanding that during the month of December we successfully completed approximately 30 percent of our flights, and neither the November nor December statistics include the cancellation of the night flights nor the increased daytime limits.

We are quite convinced, and this is supported by statements from experts in the aviation industry, that the only aircraft that could provide the City of Valdez with reliable air service is the DeHavilland DASH-7. This aircraft is unique in that it is a Stohl aircraft having four engines. FAA recognizes the uniqueness of this aircraft, and the DeHavilland DASH-7 combined with the microwave landing system installed by the City of Valdez gives us

- City of Valdez letter

The Honorable Jay Kerttula
Janaury 19, 1989
Page 2

minimums which allow successful flights in even our most serious months to be in the high 90 percents. Valdez did have a DeHavilland DASH-7 during a full year's service and recognized a significant improvement in our air service.

If we are able to secure an air service subsidy, it would be utilized to subsidize a carrier in providing DeHavilland DASH-7 service to Valdez. As it now stands, we are unable to utilize the fine Civic Center facilities for conventions and other meetings. We feel there is a true concern regarding the reliability of air service to Valdez in the event of any emergency related to the Alyeska terminal. We also recognize that our tourist industry cannot develop further without a reliable means of air transportation. In addition to all that I have mentioned, there is the matter of our citizens comfort and safety when air transportation is reduced to the point we are now experiencing.

Again, I wish to thank you for your willingness to help. If a resolution can be developed by the Alaska State Legislature in support of our problem, we would certainly appreciate that. If you need additional information with regard to this resolution, please feel free to contact me.

Sincerely,



John Devens, Ph.D.
Mayor

JD:jd

Enclosure

cc: Valdez City Council
Doug Griffin, City Manager
Kim Hutchinson

CITY OF VALDEZ
P. O. Box 307
Valdez, Alaska 99686

(907) 835-4313

November 17, 1988

Mr. Kevin Adams
U.S. Department of Transportation
Room 5100
Office of Aviation Analysis
P-54
400 - 7th Street, S.W.
Washington, D.C. 20590

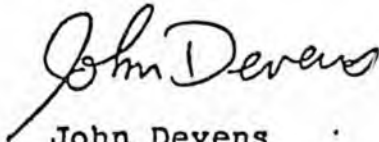
Dear Mr. Adams:

Attached please find a "Request for Essential Air Service Grant to the City of Valdez, Alaska," which you recently discussed with our consultants.

You will note that we are making our request for assistance under the existing EAS Program, given that the City is not currently receiving even the old CAB-adopted air service levels.

We appreciate your consideration of these materials, and if you have any questions, please do not hesitate to contact us.

Sincerely,



John Devens
Mayor

DG/mjw
0625g

Attachments

- Valdez Essential Air Service
Request Application -

REQUEST FOR AN ESSENTIAL AIR SERVICE GRANT
TO THE CITY OF VALDEZ, ALASKA

PRESENTED TO THE OFFICE OF ESSENTIAL AIR SERVICE
FEDERAL AVIATION ADMINISTRATION
U.S. DEPARTMENT OF TRANSPORTATION, WASHINGTON, D.C.

PRESENTED BY
THE CITY OF VALDEZ

NOVEMBER 1988

SUMMARY

The City of Valdez lacks an essential level of air service. This deficiency is due primarily to weather-related unreliability of existing scheduled service. To correct this problem aircraft with micro-wave landing system capability should be employed to serve the community on the existing schedule. To obtain service from a carrier employing micro-wave equipped aircraft, the City recommends that the FAA issue a "Request for Proposals" from interested carriers. Should the FAA find that some level of service other than the existing level should be employed in the RFP, then the City and the FAA should jointly develop the RFP service guidelines to which the carriers respond. Funding to pay the successful proposer should come from the FAA Essential Air Service (EAS) Program.

COMMUNITY DESCRIPTION

Overview: Valdez is a critical link in America's national security. The community of Valdez is situated at the terminus of the Trans-Alaska Pipeline System (TAPS). Each day 2 million barrels of crude oil arrive in Valdez from the North Slope oil fields. The oil is transshipped to the continental United States where it accounts for between 18% and 20% of daily U.S. consumption.

But, as shown below, Valdez is also an isolated community, located some 300 road miles and 150 air miles from Anchorage, the nearest urban area. Additionally Valdez is subject to inclement weather much of the year. Summers in the area have a high percentage of overcast and rainy days. In winter Valdez has a disproportionate percentage of overcast and snowy days, with an average annual snowfall of 290 inches. The winter of 1986-87 set a new record with 388 inches of snow.

Organization, Population and Location: Valdez is a Home Rule Municipality organized under Alaska law. The population is approximately 3,700. The community is located on a fjord on Prince William Sound, on the southcentral coast of Alaska. Prince William Sound is itself located on the Gulf of Alaska, in the North Pacific Ocean. The community is approximately 150 air miles and 300 road miles from Anchorage, 400 air miles from Juneau and 1,200 air miles from Seattle.

Climate: The Valdez climate is maritime, with heavy year round precipitation and temperatures ranging from eight degrees (F) during the summer to zero degrees (F) in the winter. Major climatic influences are the northern latitude (sixty-one degrees), the proximity of the Japanese current and the adjacent coastal mountain range. The Japanese Current continuously funnels large volumes of warm water and warm moist air to the Valdez area. Here the warm air and water strike the Chugach mountain range, with peaks ranging up to 6,000 feet, rising directly behind the City. When combined with the naturally cold air associated with the community's latitudinal location, the result is, of course, heavy condensation and precipitation, as noted in the "Summary" above.

Economy: The Valdez economy is composed of oil transshipment operations, fishing, government, retail trade, tourism, construction and national defense. TAPS-related activity, including pipeline activity and an average of 3.5 tankers per day, is not only important to the local economy, it is vital to the energy independence of the entire United States.

Recently the U.S. Department of Defense decided to locate a minesweeper in Valdez, and support for this operation will form a growing part of the economy in the coming months and years.

Transportation: Valdez is connected with other communities by air, road and water transportation links.

Valdez Airport: The Valdez Airport is owned and operated by the Alaska Department of Transportation and Public Facilities (DOTPF), Northern Region. The City of Valdez owns and operates the airport terminal. Other permanent structures on the airport grounds include an ERA Alaska hanger, a Valdez Aero Service building, a DOTPF Maintenance station and a CFR station.

The airport has one east-west runway, designated 6/24, which is 150 wide and 6,500 feet in length. The runway has a parallel taxiway and four cross taxiways. The runway and taxiway are lighted. The airport is also equipped with a Bendix micro-wave landing system (MLS).

Richardson Highway: Road links are via the Richardson Highway, through the Thompson Pass, to Glennallen, a distance of approximately 120 miles. During the winter months the Thompson Pass is often unusable owing to snow accumulation. From Glennallen to Anchorage and Fairbanks the road distance is approximately 180 miles and 240 miles respectively.

Average daily traffic (ADT) on the Richardson Highway in the immediate Valdez vicinity is shown in the chart below.

Richardson Highway Traffic At Valdez
(1987 Figures by DOTPF)

| Location | Daily Traffic |
|---|---------------|
| Ferry Terminal Downtown | 1525 |
| Central Business District | 4875 |
| Maintenance Station at two mile, (December) | 2318 |
| Maintenance Station at two mile, (July) | 4419 |
| Airport at three mile | 2900 |
| Seven mile Richardson Highway | 2525 |

The ADT show the Richardson Highway to have moderate utilization for a secondary highway. In addition the approximate 50% drop in traffic at two mile between summer and winter is attributable to both a greater demand for travel in the summer and to inclement conditions in the winter, when travel on the Richardson Highway is risky and the likelihood of the road being closed is sometimes high.

Alaska Marine Highway System (AMHS): The AMHS is owned and operated by the DOTPF. This system provides Valdez with water transportation for passengers and vehicles. The AMHS system is also an source of freight shipments for the Valdez community.

Two vessels, the M.V. Bartlett and the M.V. Tustemena serve Valdez, docking at the DOTPF-owned ferry terminal in the downtown. The M.V. Bartlett carries approximately 170 passengers and thirty-three vehicles, while the M.V. Tustemena carries approximately 200 passengers and forty-three vehicles. Between these two vessels, Valdez receives daily service in the summer and service about four times per week during the remainder of the year.

Service is provided to Whittier and Seward on the Kenai Peninsula, where there are road and railroad connections to Anchorage. Sailing time to Whittier is about seven hours and to Seward about twelve hours. Connections can also be made infrequently to Juneau and other communities in Southeast Alaska, as well as to Canada and Washington State.

During 1987 total passenger traffic (embarking and disembarking) at Valdez was about 33,350 and total vehicle traffic was about 8,450. No figures are available on AMHS-carried freight shipments other than vehicles.

RECENT HISTORY OF VALDEZ AIR SERVICES

Civil Aeronautics Board (CAB) Essential Air Service Findings: The CAB found in its 1976 review that at least fifty-eight weekly flights, with a capacity of about 475 passengers, comprised an essential level of air service at Valdez. The essential air service level determined by the CAB was comprised of numerous flights by small capacity aircraft, and the total number of passenger seats available during a given week was therefore not substantially affected by the cancellation of a single flight or even two or three flights.

It is therefore seen that, if the aircraft serving Valdez were larger and the likelihood of cancellation constant, then the total number of seats available by larger aircraft to meet this same level of service would have to be substantially larger.

Aircraft and Carriers: In fact the number of weekly Valdez flights and their seating capacity has changed substantially since the 1976 CAB determination. In the early 1980s ERA Alaska began using Dash-7 DeHavillands, with a seating capacity of fifty people. At the same time the frequency of flights was changed from eight or nine a day to three per day in the summer and two per day for the remainder of the year.

The Dash-7s were equipped with micro-wave equipment and could meet FAA minimums for the airport. These aircraft could therefore operate during inclement weather and enjoyed a scheduled flight success rate of over 90%. In simple terms the Dash-7 aircraft successfully provided a year round average of about 700 weekly passenger seats to Valdez and a non-summer average of about 675 weekly seats. Given the larger seating capacity-considerations described above and the high rate of success in meeting the schedules, this service perhaps met the CAB-determined minimums for essential air service.

However ERA Alaska found that, owing to financing considerations, use of the Dash-7s in the Valdez market was uneconomical. In early 1986 ERA Alaska retired the Dash-7s and began employing Convair 580s on the same service schedule. These aircraft also have seating capacities of fifty persons. But, unlike the Dash-7s, they are not micro-wave equipped. Consequently the success rate for meeting the schedule has declined substantially.

In fact, when micro-wave equipped aircraft ceased Valdez operations in 1986, the winter reliability of scheduled flights fell from 96% to 64% or by about one-third. The resulting 64% reliability brings air service in the community substantially below CAB minimum guidelines.

Moreover the reduced reliability is not limited to winter operations. During the period September through October 1985, ERA Alaska completed 113 of 125 scheduled flights to Valdez, for a success rate of over 90%. But, after micro-wave equipped aircraft were discontinued in March of 1986, during summer weather conditions in July and August of 1986, ERA was able to complete only 118 of 152 scheduled flights, for a success rate of just under 78%.

Air-borne freight shipments are also affected, as 62,164 pounds were shipped by ERA in July of 1985 and only 42,753 in July of 1986, a decline of about one-third.

Attachment 1 shows more complete data regarding air service operations at Valdez between 1984 and 1987.

RECOMMENDED FAA ACTIONS

The City of Valdez desires that existing schedules and seating capacities be maintained and that service reliability be improved to 1986 levels. This improved reliability can be accomplished by utilizing micro-wave landing system (MLS) equipped aircraft on the existing schedule.

At present only the Dash-7 DeHavilland is capable of meeting the FAA micro-wave minimum in Valdez. Both ERA Alaska and Mark Air have expressed interest in providing MLS equipped service to Valdez.

The City therefore recommends that the FAA issue an RFP to at least Markair and ERA Alaska to provide MLS equipped service to Valdez, at or above the existing scheduled service level. If the FAA finds that these service guidelines cannot be incorporated into the RFP, then the City requests that any alternative service levels be developed jointly by the City and the FAA.

The City further requests that representatives from the City sit on the team responsible for review, selection and negotiations with the proposers.

ATTACHMENT 1

FIGURE 1
ERA-ALASKA FLIGHT PASSENGER DATA 1984-1987
(Valdez-Anchorage)

| Year/Months | Passengers | Flights Scheduled | Flights Completed | Success Percentage |
|----------------|------------|-------------------|-------------------|--------------------|
| 1984 May-Aug | 5,338 | 411 | 395 | 96.1% |
| 1984 Sept-Dec | 4,821 | 239 | 237 | 99.2% |
| 1985 Jan-April | 4,061 | 240 | 220 | 91.6% |
| 1985 May-Aug | 6,132 | 269 | 269 | 100.0% |
| 1985 Sept-Dec | 3,628 | 250 | 232 | 92.8% |
| 1986 Jan-April | 2,995 | 243 | 230 | 94.7%* |
| 1986 May-Aug | 6,076 | 272 | 237 | 87.1% |
| 1986 Sept-Dec | 2,605 | 241 | 194 | 80.5% |
| 1987 Jan-April | 2,093 | 238 | 185 | 77.7% |

FIGURE 2
ERA-ALASKA FLIGHT PASSENGER DATA 1984-1987
(Anchorage-Valdez)

| Year/Months | Passengers | Flights Scheduled | Flights Completed | Success Percentage |
|----------------|------------|-------------------|-------------------|--------------------|
| 1984 May-Aug | 5,403 | 411 | 395 | 96.1% |
| 1984 Sept-Dec | 4,782 | 239 | 237 | 99.2% |
| 1985 Jan-April | 3,973 | 240 | 220 | 91.6% |
| 1985 May-Aug | 5,162 | 269 | 269 | 100.0% |
| 1985 Sept-Dec | 3,422 | 250 | 232 | 92.8% |
| 1986 Jan-April | 3,032 | 243 | 230 | 94.7%* |
| 1986 May-Aug | 4,478 | 272 | 237 | 87.1% |
| 1986 Sept-Dec | 2,605 | 241 | 194 | 80.5% |
| 1987 Jan-April | 2,093 | 238 | 185 | 77.7% |

*Note: Micro-wave equipped aircraft ceased operations in March 1986.

ATTACHMENT 1
(Continued)

FIGURE 3
ERA-ALASKA FLIGHT CARGO DATA
(Anchorage-Valdez and Valdez-Anchorage)

| <u>Year</u> | <u>Pounds of Cargo</u> |
|-------------------------|------------------------|
| <u>Valdez-Anchorage</u> | |
| 1984 (8 mos.)..... | 165,488 |
| 1985 (12 mos.)..... | 160,171 |
| 1986 (12 mos.)..... | 81,738 |
| 1987 (4 mos.)..... | 16,439 |
| <u>Anchorage-Valdez</u> | |
| 1984 (8 mos.)..... | 251,247 |
| 1985 (12 mos.)..... | 281,823 |
| 1986 (12 mos.)..... | 260,743 |
| 1987 (4 mos.)..... | 16,439 |