

**ESSEN-
TIAL
AIR
SERVICE**

<TARGET><BILL></BILL><SUBJECT>ESSENTIAL AIR
SERVICE</SUBJECT><COMM>SCRA27</COMM></TARGET>

ESSENTIAL AIR SERVICE

- There are 45 “EAS” subsidized airports in Alaska
- Perhaps this program is no longer needed down south. But Alaska is unique. This is a basic and indispensable necessity in Alaska.
- I can see why some do not like this program. For example: Pueblo, Colorado’s airport is an Essential Air Service subsidized airport. Yet, Pueblo is only one hundred miles away from Denver. It’s hard to argue that Pueblo should remain an EAS airport. But it’s easy to argue that all 45 Alaskan airports should remain EAS airports.

Alaska Aviation System

"Largest aviation system in North America"

July 2010

LEGEND

255 State Operated Airports

Airports predominately served by turbine/jet aircraft



Airports predominately served by piston-engine aircraft
(exclusively reliant on AvGas - 100LL)

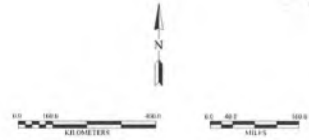
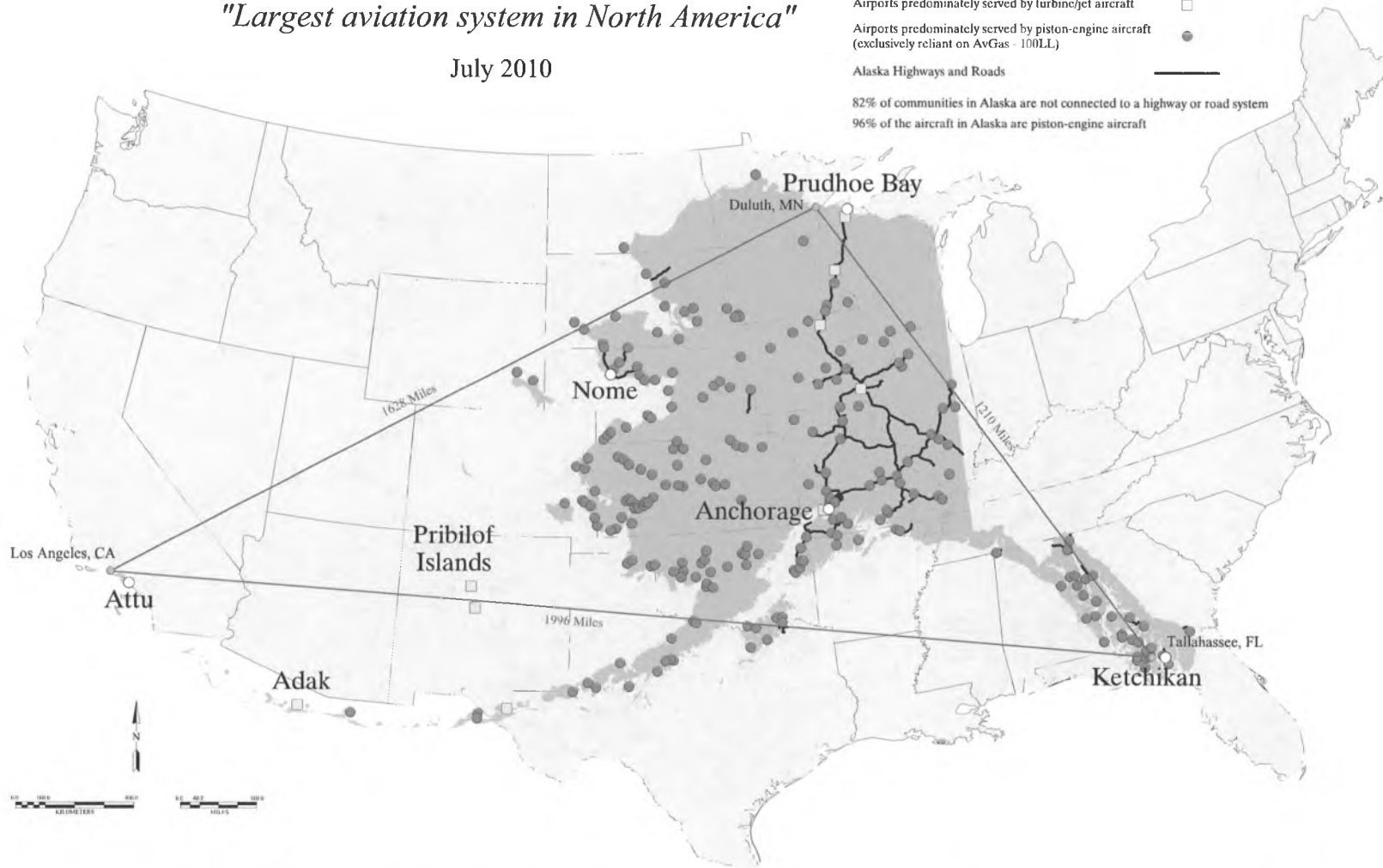


Alaska Highways and Roads



82% of communities in Alaska are not connected to a highway or road system

96% of the aircraft in Alaska are piston-engine aircraft



Platinum Airport



Nanwalek Airport



Pilot Station Airport



Hooper Bay Mail Delivery



The Essential Air Service Program in Alaska

The Airline Deregulation Act, passed in 1978, gave airlines almost total freedom to determine which markets to serve domestically and what fares to charge for that service. The Essential Air Service (EAS) program was put into place to guarantee that small communities that were served by certificated air carriers before deregulation maintain a minimal level of scheduled air service. The US DOT (United States Department of Transportation) administers the EAS program to ensure that smaller communities retain a link to the national air transportation system with a Federal subsidy where necessary.

There are currently 44 communities in the State of Alaska that receive subsidized air service under the EAS program.

Alaskan communities receiving EAS (Essential Air Service) subsidies set benchmarks for need and cost effectiveness in the program.

- Alaska Communities receiving EAS are the most remote and isolated in the nation.
- There are 44 Alaska communities that receive EAS. Of those communities only 6 are connected to the national transportation system by a road.
- Of those 6, one, McCarthy, does not have road maintenance in the winter months.
- Of the remaining 5, only one is on a paved road (Gulkana) and that one is over 210 miles from the nearest med hub airport.
- The remaining 38 communities are completely isolated from the road system and rely on air travel as their primary means of transportation.
- Alaska communities receiving EAS subsidy far exceed the recommendations to qualify as remote communities.
- The average community subsidy in Alaska is \$285,559
- The average community subsidy in the rest of the U.S. is \$1,495,505
- Air travel in Alaska is not a convenience; it is a critical transportation mode that provides basic day to day necessities and access to health facilities.

Total	Community	Docket	Carrier	Hub	Subsidy Rate		Rate Order	Rate Ends	Aircraft	Seats
					@ May 1, 2010					
1	Adak <i>HOFFMAN / ROY, MAN</i>	2000-8556	Alaska	ANC	\$1,483,122		2008-3-36	6/30/2010	B-737	72
1	Akutan <i>HOFF / EDGE</i>	2000-7068	PenAir	DUT	\$654,964		2009-5-4	4/30/2011	Goose	9
1	Alitak	2000-6945	Island Air	ADQ	\$15,219		2009-4-23	10/31/2011	C-206	5
1	Amook Bay	2000-6945	Island Air	ADQ	\$12,175		2009-4-23	10/31/2011	C-206	5
1	Angoon <i>KOOKESH / THOMAS</i>	2006-25542	Alaska Seaplane	JNU	\$101,359		2008-12-27	1/31/2011	Beaver	5
1	Atka <i>HOFFMAN / ROY, MAN</i>	1995-363	PenAir	DUT	\$513,803		2008-3-36	6/30/2010	T-1040	9
1	Cape Yakataga	1996-2009	Alsek	YAK	\$39,000		2008-7-28	10/31/2010	Cessna	4
1	Central	1998-3621	Warbelow's	FAI	\$203,360		2009-9-17	11/30/2011	Navajo	8
1	Chatham	1997-3134	Ward Air	JNU	\$8,640		2008-6-27	9/30/2010	C-185	3
1	Chisana	1998-4574	40-Mile	TOK	\$65,546		2008-4-41	5/31/2010	C-185	3
1	Circle	1998-3621	Warbelow's	FAI	\$203,360		2009-9-17	11/30/2011	Navajo	8
1	Cordova	1998-4899	Alaska	ANC/JNU	\$2,726,212		2009-2-3	4/30/2011	B-737	72
1	Elfin Cove	2002-11586	Alaska Seaplane	JNU	\$92,886		2007-9-7	5/31/2011	Beaver	6
1	Excursion Inlet	2002-12014	Wings	JNU	\$34,659		2008-8-16	8/31/2010	C-206	5
1	Funter Bay	1997-3134	Ward Air	JNU	\$8,640		2008-6-27	9/30/2010	C-185	3
1	Gulkana	1995-492	Ellis Air	ANC	\$251,300		2008-12-19	1/31/2011	PA-31	6
1	Gustavus	1998-4899	Alaska	JNU	\$340,777		2009-2-3	1/31/2011	B-737	72
1	Healy Lake	1998-3546	40-Mile	FAI	\$77,683		2008-4-41	5/31/2010	C-206	5
1	Hydaburg	1999-6245	Taquan	KTN	\$86,755		2007-10-12	10/31/2011	Beaver	6
1	Icy Bay	1996-2009	Alsek	YAK	\$39,000		2008-7-28	10/31/2010	Cessna	4
1	Kake	2008-0217	Wings	JNU	\$314,302		2008-8-16	8/31/2010	C-208	9
1	Karluk	2004-19342	Island Air	ADQ	\$29,481		2009-2-5	3/31/2010	BN-2A	9
1	Kitoi Bay	2000-6945	Island Air	ADQ	\$12,175		2009-4-23	10/31/2011	C-206	5
1	Lake Minchumina	2008-0237	Tatonduk	FAI	\$42,560		2008-9-21	10/31/2010	PA-32	5
1	Manley	2004-17563	Warbelow's	FAI	\$42,085		2008-7-20	8/31/2010	C-206	3
1	May Creek	1996-2009	Ellis Air	GKN	\$86,676		2008-12-19	1/31/2011	C-185	3
1	McCarthy	1996-2009	Ellis Air	GKN	\$86,676		2008-12-19	1/31/2011	C-185	3
1	Minto	2004-17563	Warbelow's	FAI	\$42,085		2008-7-20	8/31/2010	C-206	3
1	Moser Bay	2000-6945	Island Air	ADQ	\$15,219		2009-4-23	10/31/2011	C-206	5
1	Nikolski	1995-363	PenAir	DUT	\$469,786		2008-3-36	6/30/2010	Goose	9
1	Olga Bay	2000-6945	Island Air	ADQ	\$15,219		2009-4-23	10/31/2011	C-206	5
1	Pelican	2002-11586	Alaska Seaplane	JNU	\$92,886		2007-9-7	5/31/2011	Beaver	6
1	Petersburg	1998-4899	Alaska	JNU/KTN	\$673,598		2009-2-3	4/30/2011	B-737	72
1	Port Alexander	1999-6244	Harris	SIT	\$60,083		2009-12-3	2/28/2012	C-185	3

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					@ May 1, 2010	Rate Order				
1	Port Bailey	2000-6945	Island Air	ADQ	\$12,175	2009-4-23	10/31/2011	C-206	5	
1	Port Williams	2000-6945	Island Air	ADQ	\$12,175	2009-4-23	10/31/2011	C-206	5	
1	Rampart	2008-0201	Warbelow's	FAI	\$86,701	2008-9-20	9/30/2010	Navajo	9	
1	Seal Bay	2000-6945	Island Air	ADQ	\$12,175	2009-4-23	10/31/2011	C-206	5	
1	Tenakee	2006-25542	Alaska Seaplane	JNU	\$63,748	2008-12-27	1/31/2011	Beaver	5	
1	Uganik	2000-6945	Island Air	ADQ	\$12,175	2009-4-23	10/31/2011	C-206	5	
1	West Point	2000-6945	Island Air	ADQ	\$12,175	2009-4-23	10/31/2011	C-206	5	
1	Wrangell	1998-4899	Alaska	JNU/KTN	\$673,598	2009-2-3	4/30/2011	B-737	72	
1	Yakutat	1998-4899	Alaska	ANC/JNU	\$2,726,212	2009-2-3	4/30/2011	B-737	72	
1	Zachar Bay	2000-6945	Island Air	ADQ	\$12,175	2009-4-23	10/31/2011	C-206	5	
44										
					Total:	\$12,564,599				



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Begich blasts McCain plan to cut air subsidy for 44 Alaska airports

by dermatocole Dermot Cole

Feb 03, 2011 | 411 views | 3 | 2 | | | permalink

An attempt by Sen. John McCain to eliminate a rural air subsidy would mean a loss of \$12 million in Alaska, ending a program that supports flights to 44 communities in Alaska, according to Sen. Mark Begich.

Begich and three other senators wrote to McCain Tuesday to say that eliminating the Essential Air Service program would have "a devastating impact on the economies of rural communities."

There are 109 communities in the Lower 48 and others in Puerto Rico and Hawaii that also benefit from the federal subsidy.

In Interior Alaska, carriers that received subsidies last year included Warbelow's, 40-Mile Air and Tatonduk.

Warbelow's received about \$320,360 last year for flights to Central, Circle, Manley, Minto and Rampart.

Tatonduk received \$42,085 for service to Lake Minchumina and 40-Mile Air received about \$142,000 for flights to Chisana and Healy Lake.

The biggest subsidies in Alaska were the \$5.4 million to Alaska Airlines for service to Cordova and Yakutat. Alaska Airlines also received \$1.5 million for service to Adak and \$673,598 for service to Wrangell, \$340,777 for flights to Gustavus and \$673,598 for service to Petersburg.

All told, Alaska Airlines received about \$8.6 million of the total subsidy last year. Just this week the Alaska Airlines subsidy went up, so that the annual total will be about \$10 million as of this July for the five communities in Southeast and Adak.

Art Warbelow, president of Warbelow's, said the elimination of the flight subsidies would be disastrous to the villages on the list. For some, it could mean they would no longer exist, while those on the road system would continue to shrink and see higher costs.

He said that the subsidy is only given when the last carrier serving an area decides to pull out because it can't afford to continue service. The contracts are regularly put up for bid and other carriers have the opportunity to bid on them.

He said that a decade ago only Central, Circle and Healy Lake were on the subsidized list in this region, but several things have changed. The U.S. Postal Service is paying the air carriers less, while costs of flying are going up. The number of carriers has been reduced and in more villages there is a monopoly.

This is part of an overall trend in which these and some other villages are becoming less economically viable.

He said that Rampart only has about 15 year-round residents, though it has more in the summer. Warbelow's flies there three times a week, the minimum required under the law.

The Essential Air Service program came into being after airlines were deregulated in 1978. The goal was to protect small communities that would otherwise lose all air service.

February 3, 2011

United States Senator Begich
144 Russell Senate Office Building
Washington, DC 20510

Re: SB 223 Senator McCain Amendments Repealing Essential Air Service
(EAS)

Honorable Senator Begich,

I write in opposition to Senator McCain's amendments to S. 223 EAS due to the significant negative impacts it will have upon the aviation transportation system serving Alaskan communities, including ours.

Our community of _____ is dependent upon air transportation for basic needs including health, safety, and economy. The amendment would significantly reduce air service essential to our community and its residents.

As proposed, the McCain amendments are detrimental to the Alaskan communities' viability and we encourage you to oppose the amendment. If you have any questions or concerns please contact me. Thank you for your time and consideration regarding this important matter.

Regards,



CALISTA CORPORATION
www.calistacorp.com

Senator Mark Begich
144 Russell Senate Office Building
Washington, DC 20510

February 1, 2011

RE: SB 223 Repealing Essential Air Service

Honorable Senator Begich:

Senator McCain has introduced amendments to bill S. 223, to modernize the air traffic control system, improve safety, reliability, availability of air transportation in the United States, provide air traffic control modernization, reauthorize Federal Aviation Administration, and repeal Essential Air Service subsidy program (EAS). We strongly oppose any actions to repeal the EAS program for the eligible communities for which it was intended for.

The essential in EAS is just that: "Essential" to the access, survival, and economy of isolated and rural communities throughout America, as well as Alaska which do not have alternatives:

- The EAS program was intended for - and has successfully kept - scheduled air service to those cities and rural Alaskan communities that were served at the time of deregulation, and, which would otherwise lose or have lost ALL air service after the airline deregulation of 1978, and in any anticipated subsequent and more recently poor market conditions.
- EAS ensures small communities served by air carriers before the deregulation, can maintain minimal service to retain their link to the national air transportation system. It guarantees air service even during: low passenger volumes; low profitability to air carriers; less than ideal operating conditions (great distances and remote areas, weather, and mountainous terrain); and periods where air carriers will simply leave for better, easier, and more profitable market areas.
- EAS provides and maintains stability to the National Aviation Transportation System and network in America, by ensuring the system is not overly modified or changed suddenly, again simply due to carrier profitability in some communities or areas at the expense of those smaller and less profitable markets.
- EAS keeps ticket prices to MANY smaller rural communities down. As an example, even with EAS subsidies, ticket costs to some communities can be over \$1,100. such as Adak, Alaska, and other cities ranging in population from 35,000 to a few hundred. Nearly every community in Southeast Alaska depends on EAS to receive jet and even any scheduled air service in that area. Without EAS, ticket prices would more than DOUBLE costs of air travel to RURAL communities throughout Alaska; as well as in many cities throughout the U.S.
- In Alaska, EAS provides funding subsidies to 44 of 300+ communities, with 38 of those relying on aircraft as the primary access and transport mode because there is NO other transportation access alternative —they are completely isolated from any roads.



- The EAS program provides an average \$285,559 community subsidy in Alaska, as compared to the average subsidy in other U.S. communities of \$1,495,505. Other U.S. communities actually have roads and other transportation mode options and backup.
- Unlike most parts of the U.S. with a long history of infrastructure building and access to well established National Transportation System roads, highways, railroads, buses, ferries, and airports; Alaska is a new state and the only state in the union where a majority (82 percent) of our 300+ remote communities are inaccessible and unlikely (due to being largely or entirely surrounded by Federal wilderness, preserves, park, and restricted lands) to ever become accessible by roads! This problem was realized during the original drafting, debates, and establishment of the EAS program. Airports and airways in Alaska have had to by necessity, had to serve as 'highways' in order to provide reliable, scheduled air service that would become essential to the health, safety, economy, and literally survival of people living in our state. We have 8 times the enplanements and 39 times the freight per capita compared to the rest of the U.S.; and aviation provides 1 in 10 jobs and is the 5th largest employer in Alaska.
- Even the smallest of air carriers often provides a full or part time job in most communities they serve assisting with schedules, passengers, and cargo; while, each runway and airport also has an employee to maintain and operate the smallest of facilities. Airport, carrier, and related service positions provide critical jobs that help support the economy and rural communities.

A better solution (rather than repeal an entire important program such as EAS), would be updating the criteria utilized for EAS eligibility; as well as, including consideration of what nearby airports, carriers', and modes of transportation communities have for access options to receive EAS program funds.

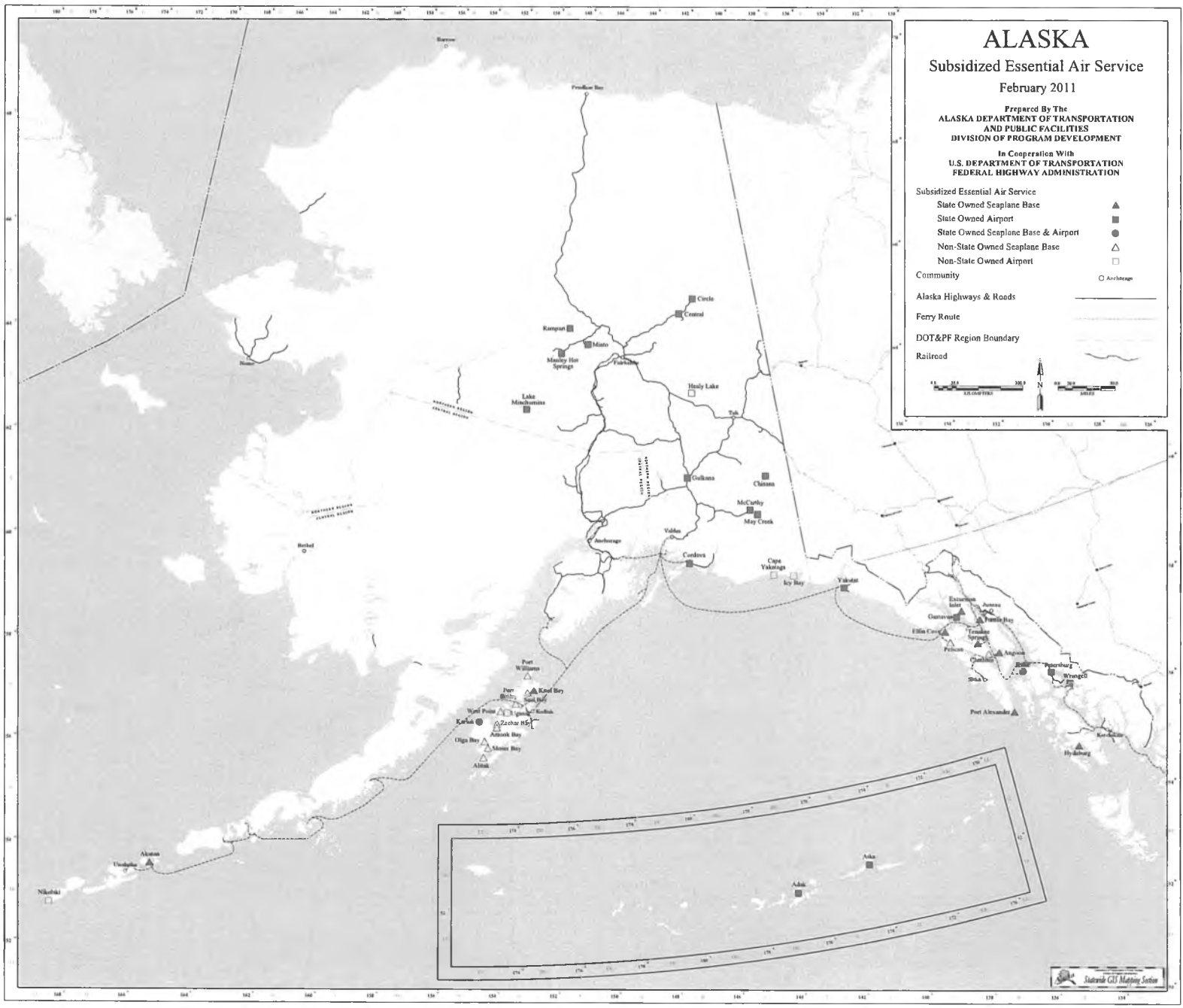
In summary, complete elimination of EAS could destabilize some small communities, would have an extremely negative impact on the integrity of Alaska's interconnected aviation system, and seriously reduce air service. EAS has been and will continue to be critical for the aviation transportation system network, provides important jobs, and enables access for rural isolated communities across America.

Thank you for your attention and consideration to this serious matter. Please do not hesitate to contact us with questions, or if we can assist in defending this essential program (907) 644-6309.

Sincerely,

CALISTA CORPORATION

Christine Klein, AAE
Executive Vice President & COO



The Essential Air Service Program in Alaska

The Airline Deregulation Act, passed in 1978, gave airlines almost total freedom to determine which markets to serve domestically and what fares to charge for that service. The Essential Air Service (EAS) program was put into place to guarantee that small communities that were served by certificated air carriers before deregulation maintain a minimal level of scheduled air service. The US DOT (United States Department of Transportation) administers the EAS program to ensure that smaller communities retain a link to the national air transportation system with a Federal subsidy where necessary.

There are currently 44 communities in the State of Alaska that receive subsidized air service under the EAS program.

Alaska communities receiving EAS (Essential Air Service) subsidies set benchmarks for need and cost effectiveness in the program.

- Alaska Communities receiving EAS are the most remote and isolated in the nation.
- There are 44 Alaska communities that receive EAS. Of those communities only 6 are connected to the national transportation system by a road.
- Of those 6, one, McCarthy, does not have road maintenance in the winter months.
- Of the remaining 5, only one is on a paved road (Gulkana) and that one is over 210 miles from the nearest med hub airport.
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- Alaska communities receiving EAS subsidy far exceed the recommendations to qualify as remote communities.
- The average community subsidy in Alaska is \$285,559
- The average community subsidy in the rest of the U.S. is \$1,495,505
- Air travel in Alaska is not a convenience; it is a critical transportation mode that provides basic day to day necessities and access to health facilities.

Subsidized Essential Air Service Locater Index

Adak BH13	Kakt Bay O7
Alakan P9	Lake Minchumina O5
Alitak N8	Moskey P4
Amoak Bay O6	May Creek T6
Angoon X8	McCarthy T6
Aika H12	Mico Q4
Cape Yakutat T6	Moser Bay N8
Central S4	Nikolai G10
Chisana X8	Oiga Bay N8
Chisna T5	Pellana W8
Circle S4	Petersburg Y8
Condova S6	Port Alexander X8
Elfin Cove W7	Port Bailey O8
Exumana Inlet X7	Port Williams O7
Foster Bay X7	Kaplan P4
Gulkana S5	Seal Bay O7
Gustavus X7	Tredree X6
Italy Lake S5	Ugashik O8
Hydaburg Y9	West Prins O8
Icy Bay U7	Wrangell Y8
Kakt Y8	Yakutat V7
Kaktik N8	Zachar Bay O8



FOR IMMEDIATE RELEASE

February 3, 2011
2011-024

Contact: Julie Hasquet, Press Secretary
(907) 258-9304 office
(907) 350-4846 cell

Begich Defends Lifeline for 44 Alaska Communities ***Sen. McCain seeks to strip funding for Essential Air Services***

Defending a vital lifeline that supports dozens of Alaska communities, U.S. Sen. Mark Begich led Senate colleagues from rural state in denouncing a proposal from Sen. John McCain (R-Ariz.) that would eliminate the Essential Air Services (EAS) program.

EAS provides critical subsidies in support of commercial air service to 44 Alaska communities who rely on air transport as their primary source of goods, mail and medical supplies.

“This amendment is worse than political grandstanding, it’s just plain reckless and seriously endangers thousands of Alaskans in dozens of communities from getting food on their tables, heating fuel for their homes, and medical supplies in their clinics,” Begich said. “Eliminating EAS means driving up the price of air transportation which inflates the cost of milk, toilet paper, diapers and everything Sen. McCain’s constituents can find in a box store or shopping mall.”

Begich was joined on a letter to Sen. McCain opposing the elimination of EAS by Sens. Ben Nelson (D-NE), Bob Casey (D-PA) and Joe Manchin (D-WV) all who represent significant rural populations that depend on EAS. Established in 1978 following the deregulation of the airline industry, EAS has grown into a vital, non-controversial program connecting Americans living in rural communities with the rest of the world. The program provides over \$12 million in subsidies to air carriers in Alaska each year.

“Terminating the EAS program also means eliminating hundreds of jobs for Alaska’s air carriers, many of which are small businesses. At a time when the economy is recovering, it makes no sense to pass an amendment which would put Alaska’s small businesses out of work,” Begich said.

McCain’s proposal comes in the form of an amendment to the FAA Reauthorization legislation currently on the floor of the Senate. Dozens of local communities and air carriers in Alaska have contacted Sen. Begich about the issue, encouraging him to work to preserve the EAS program.

The letter to Sen. McCain is attached.

###

Julie Hasquet
Press Secretary
Office of U.S. Senator Mark Begich
(907) 258-9304
E-newsletter signup: begich.senate.gov

MARK
BEGICH
ALASKA



United States Senate

WASHINGTON, DC 20510

February 1, 2011

The Honorable John McCain
United States Senate
241 Russell Senate Office Building
Washington, DC 20510-0001

Dear Senator McCain:

We are writing to express our opposition to your amendment to the FAA Reauthorization bill repealing the Essential Air Service (EAS) program. As it is currently drafted, we will not support your amendment, and will be calling upon other Senators representing communities that benefit from the EAS program to oppose it as well.

As you know, the Essential Air Service was established after the 1978 deregulation of the airline industry and has grown into a vital, non-controversial, program that connects Americans living in rural communities with the rest of the world. According to May 2010 data, there are 109 airports in the contiguous 48 states, Hawaii and Puerto Rico, as well as 44 in Alaska, receiving subsidized service.

Eliminating the program will have a devastating impact on the economies of rural communities. At a moment when the nation's economic recovery is starting to gain momentum, it makes little sense to reduce personal and business travel volume by cutting off residents of rural areas. And at a time when jobs are already so hard to come by in our rural communities, it makes even less sense to enact cuts that will only make the problem worse.

Over the years, Congress and the Department of Transportation have worked to streamline the EAS program to increase its efficiency, mostly by eliminating subsidy support for communities that are within a reasonable driving distance of a major hub airport. The FAA Reauthorization bill currently being debated by the Senate proposes a number of additional improvements, such as allowing new financial incentives for EAS carriers to encourage better service; allowing longer-term EAS contracts if such an arrangement is in the public interest; allowing

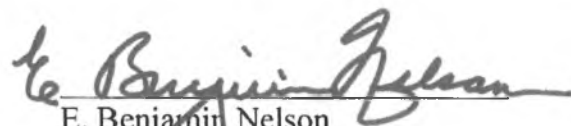
The Honorable John McCain
February 1, 2011
Page 2


incentives for large airlines to code-share on service to small communities; and requiring large airlines to code-share on EAS flights in up to ten communities.

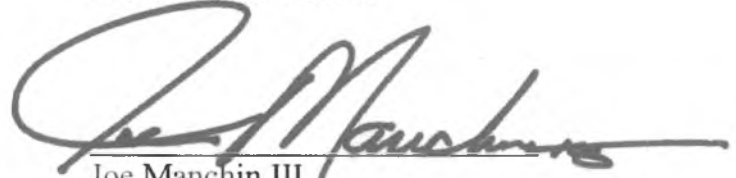
Because we strongly believe in this program and understand the fiscal challenges facing our nation, we would welcome the opportunity to discuss ways to improve EAS. But we strongly oppose ending it. We ask that you abandon your attempts to repeal EAS and work with us to ensure its continued success across the nation.

Sincerely,


Mark Begich
United States Senator


E. Benjamin Nelson
United States Senator


Robert P. Casey Jr.
United States Senator


Joe Manchin III
United States Senator

CC: The Honorable John Rockefeller
The Honorable Kay Bailey Hutchison

David Scott

From: Joy Journeyay, AACA [joy@alaskaaircarriers.org]
Sent: Wednesday, February 02, 2011 9:16 AM
To: David Scott
Subject: Bill to repeal Essential Air Service

David:

I don't know if my board members let Donny know, but Senator McCain introduced a bill to repeal Essential Air Service yesterday (see text below). Begich is speaking against the bill today on the Senate floor. Could you be sure Donny knows about this. Thanks.

Joy

C. Joy Journeyay
Executive Director
Alaska Air Carriers Association
2301 Merrill Field Drive, Suite A-3
Anchorage, Alaska 99501
907 277-0071 277-0072 fax



McCain introduced an Amendment to repeal EAS. (text below) EAS subsidies keep ticket pricing to MANY villages down. This can more than DOUBLE ticket prices to RURAL ALASKA. We need MANY letters to Begich TODAY!

Begich will be speaking on the floor TOMORROW against the Amendment. He needs letters representing how people will be affected, how many people will be put out of work, etc.

We need letters from Alaskans representing their villages and business and how it will be impacted by this bill. How many employees would it put out of work? How much would prices be raised for the communities you serve? Send to james.feldman@begich.senate.gov
We need letters ASAP.... preferably today, so that Begich can read from them tomorrow: the sooner they come, the more effective they will be before this gains momentum!

SA 4. Mr. McCAIN submitted an amendment intended to be proposed by him to the bill S. 223, to modernize the air traffic control system, improve the safety, reliability, and availability of transportation by air in the United States, provide modernization of the air traffic control system, reauthorize the Federal Aviation Administration, and for other purposes; which was ordered to lie on the table; as follows:

Beginning on page 128, strike line 5 and all that follows through page 141, line 9, and insert the following:

SEC. 411. REPEAL OF ESSENTIAL AIR SERVICE PROGRAM.

(a) In General.--Subchapter II of chapter 417 of title 49, United States Code, is repealed.

(b) Conforming Amendments.--Title 49, United State Code, is further amended--

(1) in section 329(b)(1), by striking ``except that'' and all the follows through the semicolon;

(2) in section 40109(f)(3)(B), by striking `` , including the minimum'' and all that follows through ``this title'';

(3) in section 40117(e)(2), by striking subparagraph (B) and redesignating subparagraphs (C) through (F) as subparagraphs (B) through (E), respectively;

(4) in section 41110--

(A) in subsection (a)(2)(B), by striking ``41712, and 41731-41742'' and inserting ``and 41712''; and

(B) in subsection (c)--

(i) in paragraph (1), by striking ``carrier--'' and all that follows through ``does not provide'' and inserting ``carrier does not provide''; and

(ii) in paragraph (2), by striking ``(1)(B)'' and inserting ``(1)''; and

(5) in section 47124(b)(3)(C), by striking clause (iv) and redesignating clauses (v) through (vii) as clauses (iv) through (vi), respectively.

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Alaskan Subsidized EAS Report - June 1, 2009

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1	Akutan	00-7068	PenAir	DUT	\$654,964	2009-5-4	4/30/2011	Goose	9
1	Alitak	00-6945	Island Air	ADQ	\$16,289	2009-4-23	10/31/2011	C-206	5
1	Amook Bay	00-6945	Island Air	ADQ	\$12,957	2009-4-23	10/31/2011	C-206	5
1	Angoon	06-25542	Alaska Seaplane	JNU	\$101,359	2008-12-27	1/31/2011	Beaver	5
1	Atka	95-363	PenAir	DUT	\$513,803	2008-3-36	6/30/2010	T-1040	9
1	Cape Yakataga	96-2009	Alsek	YAK	\$39,000	2008-7-28	10/31/2010	Cessna	4
1	Central	98-3621	Warbelow's	FAI	\$85,612	2007-10-6	11/30/2009	Navajo	8
1	Chatham	97-3134	Ward Air	JNU	\$8,640	2008-6-27	9/30/2010	C-185	3
1	Chisana	98-4574	40-Mile	TOK	\$65,546	2008-4-41	5/31/2010	C-185	3
1	Circle	98-3621	Warbelow's	FAI	\$85,612	2007-10-6	11/30/2009	Navajo	8
1	Cordova	98-4899	Alaska	ANC/JNU	\$2,726,212	2009-2-3	4/30/2011	B-737	72
1	Elfin Cove	02-11586	Alaska Seaplane	JNU	\$92,886	2007-9-7	5/31/2010	Beaver	6
1	Excursion Inlet	02-12014	Wings	JNU	\$34,659	2008-8-16	8/31/2010	C-206	5
1	Funter Bay	97-3134	Ward Air	JNU	\$8,640	2008-6-27	9/30/2010	C-185	3
1	Gulkana	95-492	Ellis Air	ANC	\$251,300	2008-12-19	1/31/2011	PA-31	6
1	Gustavus	98-4899	Alaska	JNU	\$340,777	2009-2-3	1/31/2011	B-737	72
1	Healy Lake	98-3546	40-Mile	FAI	\$77,683	2008-4-41	5/31/2010	C-206	5
1	Hydaburg	99-6245	Taquan	KTN	\$86,755	2007-10-12	10/31/2010	Beaver	6
1	Icy Bay	96-2009	Alsek	YAK	\$39,000	2008-7-28	10/31/2010	Cessna	4
1	Kake	08-0217	Wings	JNU	\$314,302	2008-8-16	8/31/2010	C-208	9

1	Karluk	04-19342	Island Air	ADQ	\$29,481	2009-2-5	3/31/2010	BN-2A	9
1	Kitoi Bay	00-6945	Island Air	ADQ	\$12,957	2009-4-23	10/31/2011	C-206	5
1	Lake Minchumina	08-0237	Tatonduk	FAI	\$42,560	2008-9-21	10/31/2010	PA-32	5
1	Manley	04-17563	Warbelow's	FAI	\$42,085	2008-7-20	8/31/2010	C-206	3
1	May Creek	96-2009	Ellis Air	GKN	\$86,676	2008-12-19	1/31/2011	C-185	3
1	McCarthy	96-2009	Ellis Air	GKN	\$86,676	2008-12-19	1/31/2011	C-185	3
1	Minto	04-17563	Warbelow's	FAI	\$42,085	2008-7-20	8/31/2010	C-206	3
1	Moser Bay	00-6945	Island Air	ADQ	\$16,289	2009-4-23	10/31/2011	C-206	5
1	Nikolski	95-363	PenAir	DUT	\$469,786	2008-3-36	6/30/2010	Goose	9
1	Olga Bay	00-6945	Island Air	ADQ	\$16,289	2009-4-23	10/31/2011	C-206	5
1	Pelican	02-11586	Alaska Seaplane	JNU	\$92,886	2007-9-7	5/31/2010	Beaver	6
1	Petersburg	98-4899	Alaska	JNU/KTN	<u>\$673,598</u>	2009-2-3	4/30/2011	B-737	72
1	Port Alexander	99-6244	Harris	SIT	\$49,739	2008-1-5	2/28/2010	C-185	3
1	Port Bailey	00-6945	Island Air	ADQ	\$12,957	2009-4-23	10/31/2011	C-206	5
1	Port Williams	00-6945	Island Air	ADQ	\$12,957	2009-4-23	10/31/2011	C-206	5
1	Rampart	2008-201	Warbelow's	FAI	\$86,701	2008-9-20	9/30/2010	Navajo	9
1	Seal Bay	00-6945	Island Air	ADQ	\$12,957	2009-4-23	10/31/2011	C-206	5
1	Tenakee	06-25542	Alaska Seaplane	JNU	\$63,748	2008-12-27	1/31/2011	Beaver	5
1	Uganik	00-6945	Island Air	ADQ	\$12,957	2009-4-23	10/31/2011	C-206	5
1	West Point	00-6945	Island Air	ADQ	\$12,957	2009-4-23	10/31/2011	C-206	5
1	Wrangell	98-4899	Alaska	JNU/KTN	\$673,598	2009-2-3	4/30/2011	B-737	72
1	Yakutat	98-4899	Alaska	ANC/JNU	\$2,726,212	2009-2-3	4/30/2011	B-737	72
1	Zachar Bay	00-6945	Island Air	ADQ	\$12,957	2009-4-23	10/31/2011	C-206	5
45				Total:	\$12,379,933				