



Order 98-12-13

Served: December 14, 1998

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

Issued by the Department of Transportation  
on the 10th day of December, 1998

Essential Air Service at:

CORDOVA, GUSTAVUS, PETERSBURG,  
WRANGELL, AND YAKUTAT, ALASKA

under 49 U.S.C. 41731 *et seq.*

Docket OST 98-4899  
(43145)

## ORDER TENTATIVELY RESELECTING CARRIER

### SUMMARY

By this order we are tentatively reselecting Alaska Airlines, Inc., to provide subsidized essential air service at Cordova, Gustavus, Petersburg, Wrangell, and Yakutat, (southeast) Alaska, for the three-year period October 1, 1998, through September 30, 2001, at an annual rate of \$1,365,485.

### BACKGROUND

Alaska Airlines has provided subsidized jet service to these five southeast Alaska cities for many years. Most recently it was reselected under Order 96-12-30 to continue serving them with Boeing 737 jets at a combined annual subsidy rate of \$1,242,560, for the two-year period through September 30, 1998. The proposed rate we are tentatively authorizing in this order reflects virtually the same level of service that Alaska Airlines has provided for a number of years.<sup>1</sup>

Under our normal procedures when nearing the end of a rate term, we contact the incumbent carrier to determine whether it is interested in continuing service and whether it will continue to require subsidy. If the carrier wishes to continue service with subsidy, we usually negotiate a new subsidy rate with the carrier, issue an order tentatively reselecting the carrier for a new rate term at the agreed rate, and direct other parties to show cause why we should not finalize our tentative decision. Other carriers wishing to submit competing proposals are invited to do so in response to the show-cause order; if any such proposals are filed, we process them as a competitive case. Consistent with this practice, we invited Alaska Airlines to submit a proposal for continuation of essential air service at the five southeast Alaska communities.

### CARRIER SERVICE PROPOSAL

In response to our inquiry Alaska Airlines indicated its desire to continue to serve the five southeast Alaska communities and submitted and negotiated a renewal proposal for an additional three-year rate term. (See Appendix B to this order for a summary of the subsidy computation for Alaska Airlines.) The carrier proposes to provide service as follows: Cordova, one daily nonstop round trip to Anchorage and one one-stop round trip to Juneau; Yakutat, one daily one-stop round trip to Anchorage and one nonstop round trip to Juneau; Petersburg, one daily nonstop round trip to Juneau and one one-stop round trip

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<sup>1</sup> One minor difference is that during the off-peak season Alaska Airlines will no longer make an intermediate stop at Sitka in one direction between Juneau and Petersburg/Wrangell.

to Ketchikan; and Wrangell, one daily nonstop round trip to Ketchikan and one one-stop round trip to Juneau. Gustavus would continue to receive seasonal service by Alaska Airlines in the 13-week peak period consisting of one daily nonstop round trip to Juneau. Based on informal rate discussions held between the carrier and the Department staff, an annual subsidy rate of \$1,365,485 has been agreed upon for each year of the new rate term.

**TENTATIVE RESELECTION**

We will tentatively reselect Alaska Airlines to provide essential air service at the five southeast Alaska communities as detailed in Appendix C, for an additional three-year period through September 30, 2001, for an annual subsidy of \$1,365,485. Alaska Airlines has provided reliable service at the communities, and the rate appears reasonable for the level of service provided. Alaska has provided continuous subsidized service at these markets for almost 20 years and has done so within a subsidy range of \$1.24 to \$1.39 million for the last several rate periods. For the coming rate period it initially sought a rate of \$1.88 million, reflecting reduced revenues at Cordova and Gustavus. Subsequently it agreed to a lower annual rate, provided the rate remains in place for a three-year rate term rather than a two-year period. We find Alaska’s proposal reasonable and we will tentatively adopt it in this order.

**OBJECTIONS OR PROPOSALS**

As is our usual program practice, we will allow interested parties 20 days to object to our decision and/or to file competing proposals. If no timely objections or competing proposals are filed this order will automatically become final. We expect persons objecting to our tentative decision to support their objections with relevant and material facts. We will not entertain general, vague, or unsupported objections.

Carriers interested in filing competing proposals, with or without subsidy requests, should file them within the 20-day period set for objections. At the end of that period, our staff will docket any competing proposals, thereby making them public, and direct each carrier to serve a copy of its proposal on the civic parties and other applicants. Each applicant, including the incumbent, will then have an opportunity to finalize its proposal in rate discussions with Department staff before we seek final community comments. We will give full consideration to all proposals that are timely filed.

Essential air service for Cordova, Petersburg, Wrangell, and Yakutat, requires seven round trips per week with large aircraft having 60 seats or more. Essential air service for Gustavus requires that level of service only during the peak season, and only three round trips per week with small aircraft (up to 10 seats) during the rest of the year. The designated essential air service hubs for the five points are as follows:

<u>Eligible Points</u>	<u>Designated Hubs</u>
Cordova	Anchorage
Gustavus	Juneau
Petersburg	Juneau or Ketchikan
Wrangell	Juneau or Ketchikan
Yakutat	Juneau or Anchorage

As a general matter, we request proposals that would meet the essential air service requirements of the communities. We will entertain proposals contemplating alternative service with smaller aircraft, especially if they would reduce required levels of subsidy and have community support.

**SERVICE HISTORY AND TRAFFIC DATA**

Alaska Airlines has served these communities for a number of years. Appendix D shows monthly traffic data for each point for the year ended June 30, 1998.

**PROCEDURES FOR FILING PROPOSALS**

For interested air carriers that are not familiar with our procedures and recommended form for supplying the necessary information, we have prepared three explanatory documents that we will make available upon

request. The first describes the process for handling carrier replacement cases under 49 U.S.C. 41734(f) and discusses in detail the process of seeking proposals, conducting financial and operational audits of the applicant carriers and selecting a replacement carrier. The second is an evidence request containing an explanatory statement and a copy of section 14 CFR 204.4 of the Department's regulations which deals with the information required of all applicants for authority to provide basic essential air service, and provides schedules giving our recommended form for submitting data required for determining the financial and operational ability of applicants to provide dependable air service.<sup>2</sup>

#### **COMMUNITY AND STATE COMMENTS**

If we receive competing proposals the communities and State are welcome to submit comments on the proposals at any time.<sup>3</sup> Early in the proceeding, comments on the perceived strengths and weaknesses of the proposals would be particularly helpful to the Department, although the civic parties may also express a preference for a particular carrier or proposal option at that time, if they choose. In any event, after we conclude rate conferences with all applicants, we would provide a summary of the conference results to the civic parties and ask them to file their final comments.<sup>4</sup>

#### **OTHER CARRIER REQUIREMENTS**

The Department is responsible for implementing various Federal statutes governing lobbying activities, drug-free workplaces, and nondiscrimination.<sup>5</sup> Consequently, all carriers receiving Federal subsidy to support essential air service must certify that they are in compliance with Department regulations regarding drug-free workplaces and nondiscrimination, and those carriers whose subsidies exceed \$100,000 over the life of the rate term must also certify that they are in compliance with regulations governing lobbying activities. All carriers that plan to submit proposals involving subsidy should submit the required certifications along with their proposals. Interested carriers requiring more detailed information regarding these requirements as well as copies of the certifications should contact the Office of Aviation Analysis at (202) 366-1053. The Department is prohibited from paying subsidy to carriers that do not submit these documents.

#### **CARRIER FITNESS**

49 U.S.C. 41738 requires that we find a carrier fit, willing, and able to provide service before we pay it compensation for essential air service. In that regard, Alaska Airlines has operated successfully for many years, and no information has come to our attention that would lead us to question the carrier's fitness. The Federal Aviation Administration has advised us that the carrier is conducting its operations in accordance with its regulations, and knows of no reason why we should not find that Alaska Airlines remains fit. Therefore, we conclude that the carrier remains fit to conduct the operations proposed here.

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<sup>2</sup> Copies of these documents can be obtained from: EAS & Domestic Analysis Division, X-53, Office of Aviation Analysis, Room 6401, Department of Transportation, 400 7th Street, S.W., Washington, DC 20590. Telephone requests for these documents are accepted at (202) 366-1053.

<sup>3</sup> Civic parties should file an original and five copies of their comments in Docket OST-98-4899 (43145). Comments should be addressed to: Documentary Services Division, Docket Section, SVC 124.1, Office of the Secretary, U.S. Department of Transportation, Room PL 401, 400 Seventh Street, S.W., Washington D.C. 20590.

<sup>4</sup> In cases where a carrier proposes to provide full essential air service without subsidy and we determine that service can be reliably provided without such compensation, we do not normally hold rate conferences. Instead, we rely on the carrier's subsidy-free service.

<sup>5</sup> The regulations applicable to each of these areas are (1) 49 CFR Part 20, New Restrictions on Lobbying, Implementing title 31, United States Code, section 1352, entitled "Limitation on use of appropriated funds to influence certain Federal contracting and financial transactions"; (2) 49 CFR Part 29, Subpart F, Drug-Free Workplace Requirements (Grants) implementing the Drug-Free Workplace Act of 1988; (3) 49 CFR Part 21, Nondiscrimination in Federally-Assisted Programs for the Department of Transportation--Effectuation of Title VI of the Civil Rights Act of 1964; 49 CFR Part 27, Nondiscrimination on the basis for Handicap in Programs and Activities Receiving or Benefiting from Federal Financial Assistance; and 14 CFR Part 382, Nondiscrimination on the Basis of Handicap in Air Travel.

This order is issued under authority delegated in 49 CFR 1.56a(f).

**ACCORDINGLY,**

1. The Department tentatively reselects Alaska Airlines, Inc., to provide essential air service at Cordova, Gustavus, Petersburg, Wrangell, and Yakutat, Alaska, for the three-year period from October 1, 1998, through September 30, 2001;

2. The Department tentatively sets the final rate of compensation for Alaska Airlines, Inc., for the provision of essential air service at Cordova, Gustavus, Petersburg, Wrangell, and Yakutat, Alaska, for the three-year period from October 1, 1998, through September 30, 2001, at \$1,365,485 per year, as described in Appendix C, payable as follows: for each calendar month during which essential air service is provided, the amount of compensation shall be subject to the weekly ceilings and shall be determined by multiplying the subsidy-eligible departures from and arrivals at the hub completed during the month by \$235.88;<sup>6</sup>

3. In the event objections or competing proposals are received, the rate in ordering paragraph (2) above will be effective as a final rate from October 1, 1998, until further Department action;

4. If the Government completely terminates all payments for service at Cordova, Gustavus, Petersburg, Wrangell, and Yakutat, Alaska, because of the insufficiency of appropriated funds, then, at the end of the period for which the Government does make payments, the carrier may cease to provide service to the communities without regard to any requirement for notice of such cessation. Only total cessation of payments due to insufficient appropriated funds shall trigger this provision; adjustments in the level of subsidy payments do not constitute a total cessation of payment. Essential air service subsidy contracts are subject to, and incorporate by reference, relevant statutes and Department of Transportation regulations, as they may be amended from time to time;

5. We find that Alaska Airlines, Inc., continues to be fit, willing, and able to operate as a certificated air carrier and is capable of providing reliable air service at Cordova, Gustavus, Petersburg, Wrangell, and Yakutat, Alaska;

6. We direct Alaska Airlines, Inc., to retain all books, records, and other source and summary documentation to support claims for payment and to preserve and maintain such documentation in a manner that readily permits the audit and examination by representatives of the Department. Such documentation shall be retained for seven years or until the Department indicates that the records may be destroyed. Copies of flight logs for aircraft sold or disposed of must be retained. The carrier may forfeit its compensation for any claim that is not supported under the terms of this order;

7. This docket will remain open until further order of the Department; and

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<sup>6</sup> See Appendix C for calculations.

8. The Department will serve copies of this order on the appropriate civic officials, the Governor of Alaska, the Alaska Department of Transportation and Public Facilities, Alaska Airlines, and the carriers listed in Appendix E.

By:

**Charles A. Hunnicutt**  
Assistant Secretary for Aviation  
and International Affairs

(SEAL)

**Alaska Airlines' Annual Subsidy Rate for Essential Air Service, Docket 43145  
Cordova, Gustavus, Petersburg, Wrangell, and Yakutat**

Aircraft Type	B-737-200	B737-400	Total
Block Hours	2,272	589	2,861
<u>Operating Revenue</u>			
Passenger			\$9,699,947
Mail			\$611,016
Freight			\$1,706,809
Excess Baggage			\$30,189
<u>Tpt. Related &amp; Other</u>			<u>\$691,289</u>
Total			\$12,739,250
<u>Expenses:</u>			
Fly. Ops. less Fuel & Rental	\$1,409,821	\$340,018	\$1,749,839
Fuel	\$1,165,082	\$238,663	\$1,403,745
Maintenance	\$1,659,991	\$131,029	\$1,791,020
<u>Aircraft Depr. &amp; Rental</u>	<u>\$827,508</u>	<u>\$388,204</u>	<u>\$1,215,712</u>
Direct Expense 1/	\$5,062,402	\$1,097,914	\$6,160,316
Indirect Expense			\$7,081,597
Total Operating Expense			\$13,241,913
Return at 5%			\$662,096
<u>Interest</u>			<u>\$200,726</u>
Total Economic Cost			\$14,104,735
Annual Subsidy Need @ 96.4% Completion 2/			\$1,365,485

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1/ Domestic average unit cost per block hour, YE 6/30/98

2/ Based on YE 6/30/98

**Alaska Airlines, Inc., Essential Air Service to be Provided to Cordova, Yakutat, Petersburg, and Wrangell, Alaska, Docket OST-98-4899 (43145)**

Effective Period: October 1, 1998, through September 30, 2001

Scheduled Service:

Cordova: 7 nonstop round trips per week to Anchorage and 7 one-stop (Yakutat) round trips per week to Juneau;

Yakutat: 7 nonstop round trips per week to Juneau and 7 one-stop (Cordova) round trips per week to Anchorage;

Petersburg: 7 nonstop round trips per week to Juneau and 7 one-stop (Wrangell) round trips per week to Ketchikan;

Wrangell: 7 nonstop round trips per week to Ketchikan and 7 one-stop (Petersburg) round trips per week to Juneau;

Aircraft: Boeing 737 or larger.

Rate per Departure/Arrival to/from

<u>Juneau, Anchorage, or Ketchikan</u>	<u>Weekly Compensation Ceiling</u> <sup>1</sup>
Cordova, \$235.88 <sup>2</sup>	\$6,604.64 <sup>3</sup>
Yakutat, \$235.88	\$6,604.64
Petersburg, \$235.88	\$6,604.64
Wrangell, \$235.88	\$6,604.64

Note: See note on page two of this appendix.

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<sup>1</sup> Calendar weeks that fall into separate calendar months will be treated as part of the later month for the purpose of calculating both calendar weeks per month and the monthly compensation.

<sup>2</sup> \$1,365,485 annual compensation, divided by 5,789 annual departures from and arrival at the eligible points and their hubs, calculated as follows:

52 weeks x 4 communities (Cordova, Petersburg, Wrangell, & Yakutat) x 28 depts/arrivals per community x .964 = 5,614

13 weeks x 1 community (Gustavus) x 14 depts/arrivals per community x .964 = 175

Total Departures/Arrivals = 5,789

\$1,365,485 divided by 5,789 depts. = \$235.88/dep./arrival.

<sup>3</sup> 28 departures/arrivals per week between each point and Juneau/Anchorage/Ketchikan x \$235.88.

**Alaska Airlines, Inc., Essential Air Service to be Provided to Gustavus,  
Alaska, Docket OST-98-4899 (43145)**

Effective Periods: <sup>1</sup>

June 6, 1999, through September 4, 1999

June 4, 2000, through September 6, 2000

June 3, 2001, through September 4, 2001

Scheduled Service, Peak Period, June 8-September 6, 1997, & June 7-September 5, 2001

7 nonstop round trips per week to Juneau.

Aircraft: Boeing 737 or larger.

Rate per Departure/Arrival to/from

Juneau and Anchorage:

Weekly Compensation Ceiling <sup>2</sup>

\$235.88 <sup>3</sup>

\$3,302.32 <sup>4</sup>

Note: 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 plan 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 this 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 assured 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 completely, 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 agreed amounts or at the agreed 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 parties to the agreement 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.

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<sup>1</sup> Off-peak service will be provided with small aircraft by other carriers on a subsidy-free basis.

<sup>2</sup> See footnote (1) on the preceding page.

<sup>3</sup> See footnote (2) on the preceding page.

<sup>4</sup> 14 departures/arrivals per week between Gustavus and Juneau x \$235.88.

### Summary

	<u>Passengers</u>	<u>Mail, Passenger Equivalents</u>	<u>Freight, Passenger Equivalents</u>	<u>Total Passenger Equivalents</u>
Cordova	22,107	1,616	12,883	36,606
Gustavus	7,378	0	770	8,148
Petersburg	32,383	3,019	9,427	44,829
Wrangell	20,304	2,183	6,530	29,017
Yakutat	24,073	2,371	13,175	39,619

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Note: 200 lbs. of freight or mail is equivalent to one passenger.

		7/97	8/97	9/97	10/97	11/97	12/97	1/98	2/98	3/98	4/98	5/98	6/98	YE 6/30/98
		<u>Pax.</u>												
CDV	ANC	799	1,239	942	760	612	628	445	549	543	729	663	820	8,729
CDV	JNU	139	197	76	51	40	30	28	46	63	69	81	75	895
CDV	SEA	120	184	163	98	110	95	40	43	51	57	61	72	1,094
CDV	YAK	35	48	50	13	40	15	4	8	27	19	17	32	308
ANC	CDV	863	1,171	619	654	559	604	677	506	540	807	1,014	809	8,823
JNU	CDV	177	196	79	50	36	29	25	44	67	58	92	133	986
<u>SEA</u>	<u>CDV</u>	<u>114</u>	<u>204</u>	<u>143</u>	<u>75</u>	<u>62</u>	<u>80</u>	<u>82</u>	<u>36</u>	<u>88</u>	<u>82</u>	<u>178</u>	<u>128</u>	<u>1,272</u>
		2,247	3,239	2,072	1,701	1,459	1,481	1,301	1,232	1,379	1,821	2,106	2,069	22,107
GST	JNU	980	1,044	124	0	0	0	0	0	0	0	34	1,244	3,426
GST	SEA	275	369	23	0	0	0	0	0	0	0	7	184	858
JNU	GST	561	765	78	0	0	0	0	0	0	0	22	517	1,943
<u>SEA</u>	<u>GST</u>	<u>333</u>	<u>392</u>	<u>20</u>	<u>0</u>	<u>28</u>	<u>378</u>	<u>1,151</u>						
		2,149	2,570	245	0	0	0	0	0	0	0	91	2,323	7,378
PSG	ANC	158	197	118	152	126	123	78	91	165	158	145	237	1,748
PSG	JNU	735	969	648	289	334	409	374	323	379	424	529	704	6,117
PSG	KTN	239	238	254	264	108	120	86	110	145	138	132	145	1,979
PSG	SEA	682	853	603	408	348	303	209	179	314	235	376	628	5,138
PSG	SIT	0	0	172	120	96	52	83	80	165	95	117	0	980
PSG	WRG	110	161	125	103	57	26	47	56	38	61	44	50	878
ANC	PSG	243	139	141	166	135	117	72	97	182	155	163	156	1,766
JNU	PSG	852	983	787	518	383	335	421	509	580	623	721	918	7,630
KTN	PSG	220	197	186	183	98	152	102	75	129	131	122	145	1,740
<u>SEA</u>	<u>PSG</u>	<u>570</u>	<u>696</u>	<u>278</u>	<u>260</u>	<u>233</u>	<u>390</u>	<u>210</u>	<u>190</u>	<u>169</u>	<u>325</u>	<u>423</u>	<u>663</u>	<u>4,407</u>
		3,809	4,433	3,312	2,463	1,918	2,027	1,682	1,710	2,266	2,345	2,772	3,646	32,383

		7/97	8/97	9/97	10/97	11/97	12/97	1/98	2/98	3/98	4/98	5/98	6/98	YE 6/30/98
		<u>Pax.</u>												
WRG	ANC	97	66	72	93	99	83	70	43	107	77	76	106	989
WRG	JNU	316	355	226	178	148	158	158	142	92	164	234	279	2,450
WRG	KTN	299	253	234	244	178	105	121	136	181	185	123	95	2,154
WRG	PSG	74	108	89	54	73	39	28	47	36	70	47	37	702
WRG	SEA	491	486	381	296	314	194	197	163	162	165	324	403	3,576
WRG	SIT	0	0	95	132	107	65	68	60	107	105	52	0	791
ANC	WRG	81	69	71	122	135	95	55	60	64	97	116	88	1,053
JNU	WRG	353	367	252	322	278	188	216	237	256	308	352	390	3,519
KTN	WRG	298	202	183	198	136	195	115	126	147	190	123	110	2,023
<u>SEA</u>	<u>WRG</u>	<u>377</u>	<u>410</u>	<u>220</u>	<u>219</u>	<u>201</u>	<u>245</u>	<u>176</u>	<u>170</u>	<u>146</u>	<u>162</u>	<u>314</u>	<u>407</u>	<u>3,047</u>
		2,386	2,316	1,823	1,858	1,669	1,367	1,204	1,184	1,298	1,523	1,761	1,915	20,304
YAK	ANC	489	597	756	283	196	192	73	72	114	273	378	475	3,898
YAK	CDV	25	39	44	8	48	91	5	15	28	19	12	26	360
YAK	JNU	591	689	410	401	220	255	196	259	303	304	330	503	4,461
YAK	SEA	567	567	804	243	117	97	68	53	83	211	308	373	3,491
ANC	YAK	422	580	391	188	372	202	66	76	103	321	278	401	3,400
JNU	YAK	585	565	399	337	201	193	239	259	289	396	378	605	4,446
<u>SEA</u>	<u>YAK</u>	<u>515</u>	<u>652</u>	<u>894</u>	<u>192</u>	<u>145</u>	<u>180</u>	<u>97</u>	<u>117</u>	<u>100</u>	<u>330</u>	<u>307</u>	<u>488</u>	<u>4,017</u>
		3,194	3,689	3,698	1,652	1,299	1,210	744	851	1,020	1,854	1,991	2,871	24,073

		7/97	8/97	9/97	10/97	11/97	12/97	1/98	2/98	3/98	4/98	5/98	6/98	YE 6/30/98
		Mail	Mail	Mail	Mail	Mail	Mail	Mail	Mail	Mail	Mail	Mail	Mail	Mail
CDV	ANC	14,262	13,945	14,362	10,683	10,026	7,245	2,749	2,767	2,641	3,236	4,032	1,371	87,319
CDV	JNU	76	78	42	360	147	0	0	0	0	0	0	0	703
CDV	SEA	0	0	0	0	0	0	0	0	0	0	0	0	0
CDV	YAK	1	13	116	47	107	0	0	50	0	0	1,226	0	1,560
ANC	CDV	14,657	14,232	11,036	16,138	22,776	30,883	21,076	13,848	16,991	20,500	18,647	15,125	215,909
JNU	CDV	2,003	2,336	1,111	1,447	1,365	1,701	1,168	896	1,091	1,727	1,881	1,062	17,788
<u>SEA</u>	<u>CDV</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>
		30,999	30,604	26,667	28,675	34,421	39,829	24,993	17,561	20,723	25,463	25,786	17,558	323,279
GST	JNU	0	0	0	0	0	0	0	0	0	0	0	0	0
GST	SEA	0	0	0	0	0	0	0	0	0	0	0	0	0
JNU	GST	0	0	0	0	0	0	0	0	0	0	0	0	0
<u>SEA</u>	<u>GST</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>
		0	0	0	0	0	0	0	0	0	0	0	0	0
PSG	ANC	2,748	2,727	1,361	1,838	1,663	2,677	1,985	1,918	2,104	1,668	2,266	2,403	25,358
PSG	JNU	8,134	7,157	7,226	6,471	5,667	11,832	5,748	5,246	5,573	6,310	5,676	6,529	81,569
PSG	KTN	4,455	3,828	5,075	4,532	4,421	12,438	2,942	3,387	3,149	3,465	3,557	3,927	55,176
PSG	SEA	0	0	330	0	0	0	0	61	0	0	0	0	391
PSG	SIT	0	3,658	555	1,076	2,647	1,088	815	572	740	621	1,885	0	13,657
PSG	WRG	583	0	1,265	82	554	628	440	689	519	471	685	548	6,464
ANC	PSG	6,931	8,004	7,028	8,677	5,810	12,216	6,343	6,629	7,011	6,762	12,360	10,346	98,117
JNU	PSG	18,155	24,069	22,379	19,773	25,516	18,932	15,244	15,413	17,683	17,527	18,839	16,906	230,436
KTN	PSG	6,640	8,706	8,406	6,956	5,395	14,930	7,006	4,915	8,050	8,222	4,795	8,615	92,636
<u>SEA</u>	<u>PSG</u>	<u>10</u>	<u>0</u>	<u>0</u>	<u>4</u>	<u>7</u>	<u>0</u>	<u>0</u>	<u>11</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>32</u>
		47,656	58,149	53,625	49,409	51,680	74,741	40,523	38,841	44,829	45,046	50,063	49,274	603,836

		7/97	8/97	9/97	10/97	11/97	12/97	1/98	2/98	3/98	4/98	5/98	6/98	YE 6/30/98
		Mail	Mail	Mail	Mail	Mail	Mail	Mail	Mail	Mail	Mail	Mail	Mail	Mail
WRG	ANC	2,228	4,329	1,876	3,033	1,282	2,843	1,849	1,281	1,619	855	1,649	1,259	24,103
WRG	JNU	4,050	5,967	2,979	3,449	3,543	6,224	3,506	2,314	2,449	3,067	2,138	4,165	43,851
WRG	KTN	4,778	392	5,776	4,646	5,883	10,790	5,382	5,195	5,259	5,915	6,184	7,226	67,426
WRG	PSG	1,023	0	367	1,420	3,873	6,872	939	1,004	1,427	744	490	740	18,899
WRG	SEA	0	5,287	0	0	0	0	0	0	1	0	0	0	5,288
WRG	SIT	0	0	904	781	596	1,402	1,562	598	1,428	810	651	0	8,732
ANC	WRG	4,818	6,247	5,551	5,696	5,773	6,778	5,378	5,460	3,996	5,538	5,098	8,078	68,411
JNU	WRG	3,668	4,055	4,457	4,975	8,961	10,482	5,345	3,105	3,185	5,054	4,134	4,330	61,751
KTN	WRG	11,056	10,444	14,679	10,007	9,311	16,905	9,128	8,776	10,522	12,241	10,056	15,082	138,207
<u>SEA</u>	<u>WRG</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>10</u>	<u>0</u>	<u>10</u>
		31,621	36,721	36,589	34,007	39,222	62,296	33,089	27,733	29,886	34,224	30,410	40,880	436,678
YAK	ANC	4,155	<u>56</u>	6,080	4,708	3,239	4,849	3,508	2,947	3,127	4,090	10,949	8,499	56,207
YAK	CDV	55	1,980	54	205	20	919	199	7	16	30	20	0	3,505
YAK	JNU	1,474	109	2,401	2,830	2,308	1,213	1,368	577	2,785	2,811	2,009	1,956	21,841
YAK	SEA	0	0	25	0	21	0	65	0	0	0	0	0	111
ANC	YAK	35,965	37,067	28,696	30,305	21,612	25,423	22,635	21,663	25,242	26,815	31,407	28,262	335,092
JNU	YAK	5,160	6,412	5,303	4,414	4,234	3,051	4,050	2,765	4,034	4,465	4,254	5,698	53,840
<u>SEA</u>	<u>YAK</u>	<u>0</u>	<u>3,237</u>	<u>167</u>	<u>130</u>	<u>67</u>	<u>37</u>	<u>0</u>	<u>3</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>3,641</u>
		46,809	48,861	42,726	42,592	31,501	35,492	31,825	27,962	35,204	38,211	48,639	44,415	474,237

		7/97	8/97	9/97	10/97	11/97	12/97	1/98	2/98	3/98	4/98	5/98	6/98	YE 6/30/98
		<u>Freight</u>												
CDV	ANC	156,041	66,700	13,563	18,763	2,274	6,254	5,137	7,825	31,988	43,141	220,560	209,801	782,047
CDV	JNU	2,615	12,731	908	395	1,423	411	90	926	1,040	2,445	15,493	8,947	47,424
CDV	SEA	125,092	81,208	30,586	26,553	13,651	4,969	2,922	2,300	53,424	96,374	211,404	198,111	846,594
CDV	YAK	6,662	6,755	4,255	172	132	650	19	0	376	0	869	1,750	21,640
ANC	CDV	46,312	41,982	34,468	31,750	30,525	34,610	27,378	24,693	31,649	38,981	34,794	38,028	415,170
JNU	CDV	5,686	7,586	4,249	831	912	1,424	4,286	3,503	3,417	5,279	3,343	15,170	55,686
<u>SEA</u>	<u>CDV</u>	<u>70,931</u>	<u>37,593</u>	<u>30,590</u>	<u>26,823</u>	<u>21,332</u>	<u>8,823</u>	<u>36197</u>	<u>17,592</u>	<u>24,906</u>	<u>36,197</u>	<u>52,191</u>	<u>44,846</u>	<u>408,021</u>
		413,339	254,555	118,619	105,287	70,249	57,141	76,029	56,839	146,800	222,417	538,654	516,653	2,576,582
GST	JNU	146	1,154	577	0	0	0	0	0	0	0	0	444	2,321
GST	SEA	49,555	34,632	3,317	0	0	0	0	0	0	0	1,076	32,615	121,195
JNU	GST	6,971	8,344	2,137	0	0	0	0	0	0	0	627	10,741	28,820
<u>SEA</u>	<u>GST</u>	<u>458</u>	<u>566</u>	<u>40</u>	<u>0</u>	<u>646</u>	<u>1,710</u>							
		57,130	44,696	6,071	0	0	0	0	0	0	0	1,703	44,446	154,046
PSG	ANC	58,428	14,688	4,113	8,443	10,094	4,524	2,090	4,582	54,874	71,870	8,836	98,930	341,472
PSG	JNU	25,640	53,381	17,907	13,535	4,512	2,813	2,706	1,009	8,847	3,556	27,778	16,903	178,587
PSG	KTN	1,628	3,031	976	2,058	893	1,222	492	230	3,688	935	1,991	3,766	20,910
PSG	SEA	55,679	55,885	78,750	57,287	13,776	11,526	4,885	14,038	85,269	171,246	133,819	96,030	778,190
PSG	SIT	0	0	1,197	2,698	985	766	5,013	2,108	3,335	1,568	4,766	0	22,436
PSG	WRG	504	1,143	357	681	60	1,001	20	97	759	441	805	3,992	9,860
ANC	PSG	11,795	13,184	7,499	12,220	5,886	8,150	7,969	8,041	12,615	9,819	9,760	13,991	120,929
JNU	PSG	22,839	10,623	21,598	19,510	17,498	18,396	13,606	12,337	14,783	14,410	18,236	13,164	197,000
KTN	PSG	1,943	1,474	1,722	2,532	1,503	2,736	1,192	384	577	570	80	3,444	18,157
<u>SEA</u>	<u>PSG</u>	<u>25,248</u>	<u>24,672</u>	<u>14,814</u>	<u>16,353</u>	<u>11,033</u>	<u>12,955</u>	<u>13,620</u>	<u>12,967</u>	<u>19,059</u>	<u>12,414</u>	<u>19,756</u>	<u>14,903</u>	<u>197,794</u>
		203,704	178,081	148,933	135,317	66,240	64,089	51,593	55,793	203,806	286,829	225,827	265,123	1,885,335

		7/97	8/97	9/97	10/97	11/97	12/97	1/98	2/98	3/98	4/98	5/98	6/98	YE 6/30/98
		<u>Freight</u>												
WRG	ANC	17,650	1,586	7,166	10,622	11,532	4,302	2,215	3,051	2,667	2,517	5,694	11,839	80,841
WRG	JNU	16,188	6,627	1,915	2,489	5,506	435	1,453	1,214	359	1,321	1,443	3,276	42,226
WRG	KTN	11,086	1,741	1,033	3,947	1,949	561	1,419	2,012	1,170	3,199	1,703	1,077	30,897
WRG	PSG	1,673	197	935	917	2,508	3,375	4,139	683	729	1,526	1,528	1,141	19,351
WRG	SEA	181,024	110,770	17,983	80,985	81,160	19,260	14,202	35,467	24,597	45,779	21,876	122,892	755,995
WRG	SIT	0	0	4,733	637	5,759	3,706	11,058	267	448	3,317	150	0	30,075
ANC	WRG	7,866	9,349	5,096	7,977	7,631	2,914	5,893	3,798	6,674	8,917	9,371	5,491	80,977
JNU	WRG	10,143	3,643	10,540	11,004	8,922	10,877	6,906	4,358	5,952	8,320	10,344	8,699	99,708
KTN	WRG	806	2,768	1,192	703	4,345	3,158	1,729	260	514	421	1,382	3,272	20,550
<u>SEA</u>	<u>WRG</u>	<u>19,651</u>	<u>23,750</u>	<u>10,250</u>	<u>9,651</u>	<u>8,947</u>	<u>9,459</u>	<u>6,365</u>	<u>11,214</u>	<u>8,862</u>	<u>15,633</u>	<u>11,328</u>	<u>10,353</u>	<u>145,463</u>
		266,087	160,431	60,843	128,932	138,259	58,047	55,379	62,324	51,972	90,950	64,819	168,040	1,306,083
YAK	ANC	20,617	19,030	35,839	43,614	3,174	18,046	8,398	11,745	21,982	33,081	36,705	20,492	272,723
YAK	CDV	15,658	6,372	8,519	2,781	9,006	3,168	570	405	20	113	8	339	46,959
YAK	JNU	6,129	9,291	4,877	18,192	14,636	16,286	2,470	3,381	1,410	3,070	4,082	4,001	87,825
YAK	SEA	70,665	45567	103,706	67,690	13,156	4,186	3,631	2,578	29,524	69,784	133,890	193,444	737,821
ANC	YAK	42,568	30,742	29,392	25,062	179	21,772	17,782	18,087	25,274	28,935	26,403	18,641	284,837
JNU	YAK	83,178	92,068	58,500	54,853	33,229	23,889	29,322	28,536	37,465	52,282	57,717	71,613	622,652
<u>SEA</u>	<u>YAK</u>	<u>78,230</u>	<u>35,118</u>	<u>72,102</u>	<u>56,757</u>	<u>43,807</u>	<u>32,189</u>	<u>32,536</u>	<u>45,288</u>	<u>52,105</u>	<u>38,185</u>	<u>50,259</u>	<u>45,656</u>	<u>582,232</u>
		317,045	238,188	312,935	268,949	117,187	119,536	94,709	110,020	167,780	225,450	309,064	354,186	2,635,049