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

Issued by the Department of Transportation  
on the 22nd day of February, 1999

Essential Air Service at

**FAIRMONT, MINNESOTA  
NORFOLK, NEBRASKA  
YANKTON, SOUTH DAKOTA**

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

**Dockets OST-1998-3843 - 9  
OST-1998-3704 - 9  
OST-1998-3703 - 9**

**ORDER EXTENDING SERVICE OBLIGATION**

**Summary**

On March 26 and April 1, 1998, Great Lakes Aviation, Ltd., d/b/a United Express (Great Lakes), filed **90-day** notices of intent to suspend its subsidized essential air service at Fairmont, Minnesota, effective June 24, 1998, and at Norfolk, Nebraska, and **Yankton**, South Dakota, effective June 30, 1998. By Order 98-5-19, May 12, 1998, the Department prohibited Great Lakes from suspending service at the communities for 30 days beyond the end of its **90-day** notice period, through July 24, 1998, and requested proposals **from** carriers interested in providing replacement service at the three communities, and at three additional communities Great Lakes serves to Minneapolis/St. Paul -- Devils Lake and Jamestown, North Dakota, and Brookings, South Dakota. We have subsequently extended Great Lakes' service obligation at Fairmont, Norfolk, and **Yankton** for additional 30-day periods by a series of hold-m orders; the most recent of these extended Great Lakes' obligation through February 22, 1999.

By Order 99-1-15, the Department established a short-term subsidy rate for Great Lakes, as the carrier proposed, to continue its existing service at the six communities at the annual subsidy rate of **\$4,794,180**, effective September 28, 1998, until the Department takes further action, but no later than April 1, 1999. In the meantime the carrier is analyzing different service options that might provide the communities with better service or at lower subsidy cost. In accordance with

49 U. S .C. 41734(c), we will extend Great Lakes' service obligation at the three communities for an additional 30 days, through March 24, 1999, or until replacement service actually begins, whichever occurs first.

This order is issued under authority assigned in 14 CFR Part 385.

**ACCORDINGLY,**

1. We require Great Lakes Aviation, Ltd., d/b/a United Express, to maintain essential air service at Fairmont, Minnesota, Norfolk, Nebraska, and **Yankton**, South Dakota, as set forth in Appendix C of Order 99-1-15, for an additional 30-day period through March 24, 1999, or until a carrier capable of providing reliable replacement service actually begins service, whichever is first; <sup>1</sup>
2. We direct Great Lakes Aviation, Ltd., d/b/a United Express, 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 its 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;
3. These dockets will remain open until further order of the **Department**; and
4. We will serve a copy of this order on the Mayors and airport managers of Fairmont, Minnesota; Norfolk, Nebraska; and **Yankton**, South Dakota; the Departments of Transportation of Minnesota, Nebraska and South Dakota, and Great Lakes Aviation, Ltd., d/b/a United Express.

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<sup>1</sup> In accordance with 49 U. S.C. 41734(c), we will extend Great Lakes' service obligation for successive 30day periods as necessary until replacement service actually begins.

Persons entitled to petition the Department for review of this order under the Department's Regulations, 14 CFR 385.50, must file such petitions within ten days after the date of service of this order.

This order will be effective immediately, and the filing of a petition for review shall not preclude its effectiveness.

By:

**JOHN V. COLEMAN**  
Director  
Office of Aviation Analysis

(SEAL)

*An electronic version of this order is available on the World Wide Web at  
[http://dms.dot.gov/reports/reports\\_aviation.asp](http://dms.dot.gov/reports/reports_aviation.asp)*