

Served: February 8, 2002



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

Issued by the Department of Transportation
on the 8th day of February, 2002

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 two-year period October 1, 2001, through September 30, 2003, at an annual rate of \$3,912,848.

BACKGROUND

Alaska Airlines has provided subsidized jet service to these five southeast Alaska cities for many years. Most recently it was reselected under Order 98-12-13 to continue serving them with Boeing 737 jets at an annual subsidy rate of \$1,365,485, for the three-year period through September 30, 2001. 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.

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 two-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 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 \$3,912,848 has been agreed upon for the new contract period. This reflects a very substantial increase in projected subsidy from the prior period despite modest increases in revenues and moderate increases in expenses. Because subsidy is the difference between revenue and expenses, a small increase in expenses without concomitant increases in revenue can produce a very significant increase in subsidy. Projected revenue has increased by 4% over the prior period and total expenses by 21%, resulting in a projected subsidy increase of 286%. Revenue and expenses are based on Alaska's reports for the year ended June 30, 2001. The prior subsidy rate was based on expenses that are now four years old. Maintenance and aircraft ownership expenses are up significantly. Maintenance expense would be up even more except that Alaska Airlines has increasingly operated the route with the newer, less maintenance-intensive B-737-400 aircraft. The percentage of total hours flown by the 737-400s has doubled from that projected in Order 98-12-13, from 20.6% to 48.8%. However, offsetting the reduced maintenance expense is the increased ownership costs of its B-737-400s relative to its older B-737-200s.

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 two-year period through September 30, 2003, for an annual subsidy of \$3,912,848. 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. 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 more frequent service with smaller aircraft, especially if they would reduce required levels of subsidy and have community support. We would note that there is a great deal of community support for Alaska Airlines' service.

SERVICE HISTORY AND TRAFFIC DATA

Alaska Airlines has served these communities for a number of years. In order to help potential applicants make their traffic and revenue forecasts, we have included Appendix D showing monthly traffic data for each community for the year ended June 30, 2001.

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.¹

COMMUNITY AND STATE COMMENTS

If we receive competing proposals, the communities and State are welcome to submit comments on the proposals at any time.² 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.³

OTHER CARRIER REQUIREMENTS

The Department is responsible for implementing various Federal statutes governing lobbying activities, drug-free workplaces, and nondiscrimination.⁴ 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.

¹ 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.

² 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.

³ 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.

⁴ 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 Civic 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.

CARRIER FITNESS

49 U.S.C. 41737 and 41738 require that we find a carrier fit, willing, and able to provide reliable 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.

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 two-year period from October 1, 2001, through September 30, 2003;
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 period from October 1, 2001, through September 30, 2003, at \$3,912,848 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 \$671.62;⁵
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, 2001, until further Department action;
4. This rate is in lieu of, and not in addition to the interim rate set by Order 2001-10-17.
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;

⁵ See Appendix C for calculations.

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

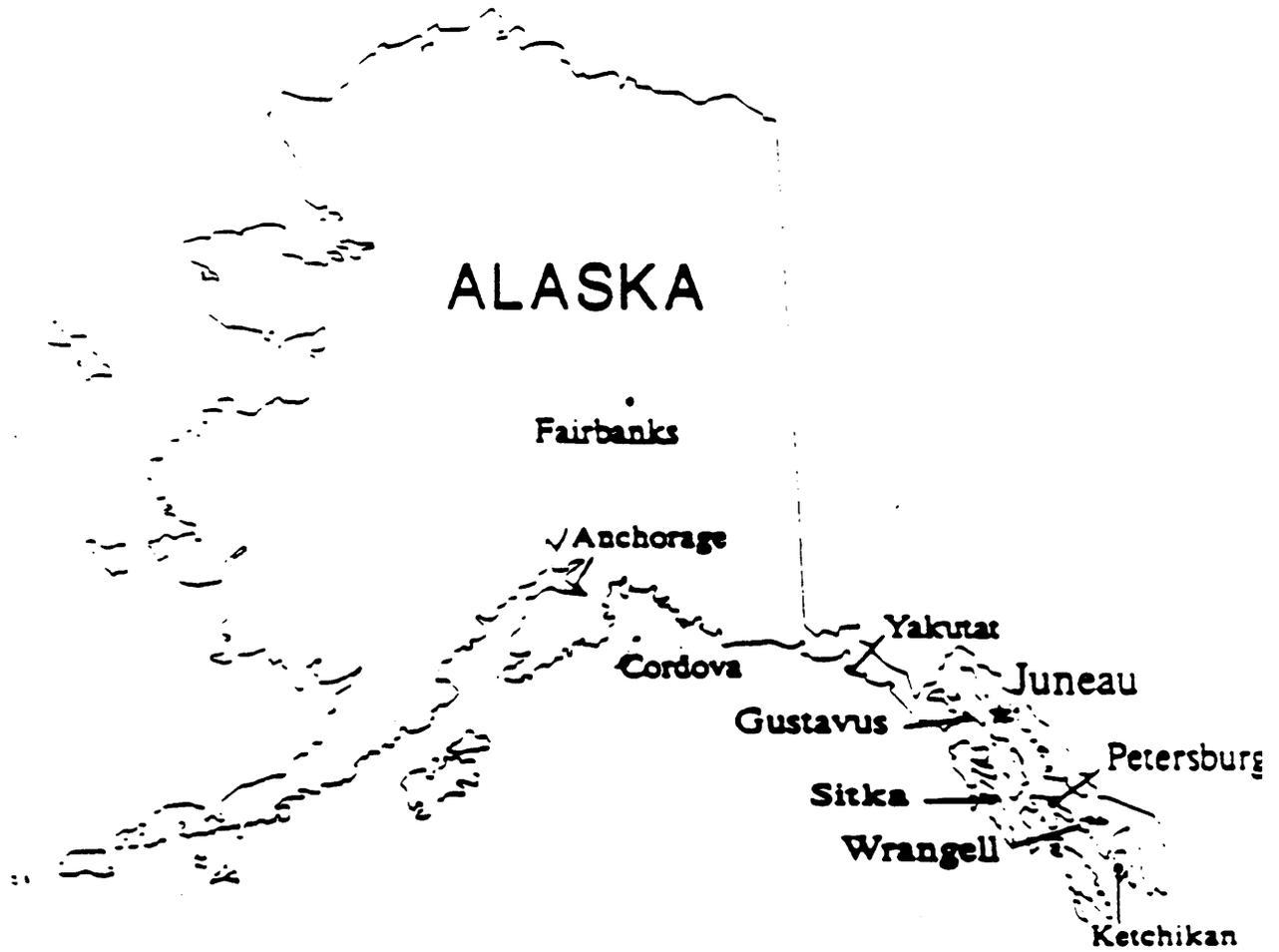
8. The Department will serve copies of this order on the appropriate civic officials, the Governor of Alaska, the Alaska Department of Transportation and Public Facilities, Alaska Airlines, and the carriers listed in Appendix E.

By:

READ C. VAN DE WATER
Assistant Secretary for Aviation
and International Affairs

(SEAL)

An electronic version of this document is available on the World Wide Web at
<http://dms.dot.gov>



Airport-to-Airport Mileages

WRG-JNU	153
KTN-WRG	83
WRG-PSG	31
PSG-JNU	123
PSG-KTN	112
JNU-YAK	199
YAK-CDV	213
CDV-ANC	160
GST-JNU	41
PSG-SIT	93
YAK-ANC	372
CDV-JNU	411
GST-KTN	262

Appendix B

Alaska Airlines' Annual Subsidy Rate for Essential Air Service, Docket 4899
Cordova, Gustavus, Petersburg, Wrangell, and Yakutat

Aircraft Type	<u>B-737-200</u>	<u>B737-400</u>	<u>Total</u>
Block Hours	1,478	1,408	2,886
Passenger			\$10,349,919
Mail			\$628,357
Freight			\$1,668,052
Excess Baggage			\$30,884
<u>Tpt. Related & Other</u>			<u>\$535,083</u>
Total Revenue			\$13,212,295
Fly. Ops. less Fuel & Rental	\$1,024,101	\$962,864	\$1,986,965
Fuel	\$1,298,129	\$1,001,350	\$2,299,479
Maintenance	\$1,507,700	\$594,652	\$2,102,352
<u>Aircraft Depr. & Rental</u>	<u>\$513,940</u>	<u>\$916,091</u>	<u>\$1,430,031</u>
Direct Expense	\$4,343,870	\$3,474,957	\$7,818,827
Indirect Expense			\$8,236,203
Total Operating Expense			\$16,055,030
Return at 5%			\$802,752
<u>Interest</u>			<u>\$267,361</u>
Total Economic Cost			\$17,125,143
Annual Subsidy Need @ 97% Completion			\$3,912,848

Note: Results based on YE 6/30/01.

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

Effective Period: October 1, 2001, through September 30, 2003

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;

Gustavus: 7 nonstop round trips per week to Juneau.

Aircraft: Boeing 737 or larger.

Rate per flight:

<u>Juneau, Anchorage, or Ketchikan</u>	<u>Weekly Compensation Ceiling</u> ¹
Cordova, \$671.62 ²	\$18,805.36 ³
Yakutat, \$671.62	\$18,805.36
Petersburg, \$671.62	\$18,805.36
Wrangell, \$671.62	\$18,805.36
Gustavus, \$671.62	\$9,402.68

¹ 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.

² \$3,912,848 annual compensation, divided by 5,826 annual flights at the eligible points and their hubs, calculated as follows:

52 weeks x 4 communities (Cordova, Petersburg, Wrangell, & Yakutat) x 28 flights per community x .97 = 5,649

13 weeks x 1 community (Gustavus) x 14 flights x .97 = 177

Total Flights = 5,826

\$3,912,848 divided by 5,826 flights = \$671.62/flight.

³ 28 departures/arrivals per week between each point and Juneau/Anchorage/Ketchikan x \$671.62.

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.

Annual Traffic, Year End June 30, 2001

Passengers		Freight		Mail	
CDV ANC	9,544	CDV ANC	509,188	CDV ANC	58,672
CDV JNU	982	CDV JNU	30,998	CDV JNU	262
CDV KTN	33	CDV KTN	290	CDV KTN	0
CDV SEA	1,057	CDV SEA	424,238	CDV SEA	0
CDV YAK	115	CDV YAK	1,592	CDV YAK	299
ANC CDV	9,584	ANC CDV	394,569	ANC CDV	133,337
JNU CDV	1,044	JNU CDV	24,358	JNU CDV	18,312
SEA CDV	<u>1,207</u>	SEA CDV	<u>296,735</u>	SEA CDV	<u>52</u>
	23,566		1,681,968		210,934
GST ANC	647	GST ANC	718	GST ANC	0
GST JNU	4,109	GST JNU	36,217	GST JNU	19,675
JNU GST	<u>2,048</u>	JNU GST	23,325	JNU GST	0
	6,804	SEA GST	<u>1,166</u>	SEA GST	0
			61,426		19,675
PSG ANC	1,820	PSG ANC	418,724	PSG ANC	20,999
PSG JNU	8,318	PSG JNU	60,037	PSG JNU	59,844
PSG KTN	2,696	PSG KTN	33,559	PSG KTN	52,802
PSG SEA	4,208	PSG SEA	831,988	PSG SEA	379
PSG WRG	556	PSG WRG	16,972	PSG WRG	15,718
ANC PSG	1,789	ANC PSG	189,690	ANC PSG	43,964
JNU PSG	8,363	JNU PSG	80,458	JNU PSG	110,695
KTN PSG	2,362	KTN PSG	25,617	KTN PSG	118,095
SEA PSG	<u>4,690</u>	SEA PSG	<u>156,264</u>	SEA PSG	<u>275</u>
	34,802		1,813,309		422,771
WRG ANC	1,185	WRG ANC	94,466	WRG ANC	15,066
WRG JNU	3,265	WRG JNU	41,293	WRG JNU	41,386
WRG KTN	2,219	WRG KTN	33,830	WRG KTN	66,343
WRG PSG	602	WRG PSG	17,400	WRG PSG	15,957
WRG SEA	2,854	WRG SEA	502,025	WRG SEA	273
ANC WRG	1,129	ANC WRG	109,062	ANC WRG	34,983
JNU WRG	3,208	JNU WRG	57,207	JNU WRG	14,926
KTN WRG	2,061	KTN WRG	32,253	KTN WRG	122,750
SEA WRG	<u>3,135</u>	SEA WRG	<u>130,939</u>	SEA WRG	<u>3</u>
	19,658		1,018,475		311,687
YAK ANC	4,433	YAK ANC	328,937	YAK ANC	44,415
YAK CDV	121	YAK CDV	8,882	YAK CDV	626
YAK JNU	4,472	YAK JNU	59,988	YAK JNU	24,352
YAK KTN	53	YAK KTN	6	YAK KTN	48
YAK SEA	2,988	YAK SEA	629,154	YAK SEA	0
ANC YAK	3,242	ANC YAK	214,507	ANC YAK	307,794
JNU YAK	4,556	JNU YAK	463,722	JNU YAK	48,372
SEA YAK	<u>3,910</u>	SEA YAK	<u>384,240</u>	SEA YAK	<u>550</u>
	23,775		2,089,436		426,157

Source: Alaska Airlines T-100, market report.

SERVICE LIST FOR THE STATE OF ALASKA

Aaron Air	Golden Plover Air
Aero Tech Flight Service, Inc.	Grant Aviation, Inc.
Air Excursions	Great Northern Air Guides
Air Lift Alaska	Gulf Air Taxi, Inc.
Air Madura	Gulf Aviation, Inc.
Alaska Air Carriers Association	Gulkana Air Service, Inc.
Alaska Airlines, Inc.	Hageland Aviation Services, Inc.
Alaska Bush Carrier, Inc.	Haines Airways, Inc.
Alaska Central Express, Inc.	Heli-Lift, Inc.
Alaska Coastal Airlines, Inc.	Homer Air
Alaska Fly'N Fish Charters	Hudson Air Service, Inc.
Alaska Flyers	Iliamna Air Taxi, Inc.
Alaska Helicopters, Inc.	Island Air Service
Alaska Island Air, Inc.	Island Wings Air Service
Alaska Seair Adventures	Jim Air, Inc.
Alaska West Air, Inc.	K2 Aviation
Aleutian Air, Ltd.	Kachemak Air Service, Inc.
Aleutian Specialty Aviation	Kachemak Bay Flying Service, Inc.
Amerijet International, Inc.	Katmai Air
Arctic Air Alaska, Inc.	Kenai Air Alaska, Inc.
Arctic Circle Air Service, Inc.	Kenai Aviation
Baker Aviation, Inc.	Kenai Fjords Outfitters, Inc.
Bellair, Inc.	Kenair
Beluga Lake Float Plane Service	Ketchikan Air Service, Inc.
Bering Air, Inc.	Ketchum Air Service, Inc.
Bran-Air & Branham Adventures	Kodiak Air Service
Camai Air	Koyukon Air, Inc.
Canning Air Service	Kupreanof Flying Service
Cape Smythe Air Service, Inc.	Kusko Aviation, Inc.
Cassaron Turbo Helicopters	L.A.B. Flying Service, Inc.
Chugiak Aviation	Larry's Flying Service
Clearwater Air, Inc.	Loken Aviation, Inc.
Coastal Helicopters, Inc.	Lone Star Airlines, Inc.
Cordova Air Service, Inc.	Lone Wolf Aero Services, Inc.
CPA Air Service	Maritime Helicopters, Inc.
Customized Alaskan Adventures	MarkAir Express, Inc.
Delta Connection	MarkAir, Inc.
Denali Air	Metroflight, Inc.
Egli Air Haul, Inc.	Midway Airlines, Inc.
Ellis Air Taxi, Inc.	Midwest Express Airlines, Inc.
Ellison Air, Inc.	Misty Fjords Air & Outfitting
ERA Aviation, Inc.	Mountain Aviation
F.S. Air Service, Inc.	Mountain Helicopters
Fishing and Flying	Nash West Aviation, Ltd.
Fiskehawk Aero Services	Natron Air
Forty (40) Mile Air, Ltd.	Nordic Air
Frontier Flying Service, Inc.	North Star Air Cargo, Inc.

SERVICE LIST FOR THE STATE OF ALASKA

Northern Air Cargo, Inc.	Umiat Enterprises, Inc.
Northwest Airlink	Umiat Enterprises, Inc.
Olson Air Service, Inc.	Uyak Air Service, Inc.
Pacific Wing, Inc.	Vernair
Peninsula Airways, Inc.	Warbelow's Air Ventures, Inc.
Promech, Inc.	Ward Air
Ram Air, Inc.	Wings of Alaska
Ray Atkins Registered Guide	Woods Air Service, Inc.
Rediske Air, Inc.	Wrangell Mountain Air, Inc.
Reeve Aleutian Airways, Inc.	Wright Air Service, Inc.
Regal Air	Yukon Helicopters
Reid Air	Yutana Airlines, Inc.
Rust's Flying Service, Inc.	Yute Air Alaska, Inc.
Ryan Air Service, Inc.	
Scenic Mountain Air, Inc.	Alaska Juneau Aeronautics, Inc.
Seaside Air Service	Ken Bannon
Security Aviation, Inc.	E.B. Freeman
Seward Flying Service, Inc.	A. Edward Jenner
Silver Bay Logging, Inc.	John McFarlane
Skagway Air Service, Inc.	Kevin Thomas
Soloy Helicopters, Inc.	Pat Dempsey
Southcentral Air, Inc.	
Specialized Air Service	
Spernak Airways, Inc.	
Sunrise Aviation, Inc.	
Tamarack Air, Ltd.	
Tanana Air Service	
Taquan Air Service, Inc.	
Tatonduk Outfitters, Ltd.	
Temsco Helicopters, Inc.	
Totem Air	
Trans-Alaska Helicopters, Inc.	
Trans-Porter Alaska, Inc.	
Tundra Copters, Inc.	