



Order 2001-5-3

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

Issued by the Department of Transportation
on the 4th day of May, 2001

Served: May 8, 2001

Essential Air Service at

GULKANA, ALASKA

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

DOCKET OST-1995-492 - 51

Essential Air Service at

**MAY CREEK AND
MCCARTHY, ALASKA**

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

DOCKET OST 1996-2009 - 7

**ORDER TENTATIVELY SELECTING CARRIER
AND SETTING SUBSIDY RATE**

Summary

By this order, the Department is tentatively reselecting Ellis Air Taxi, Inc., to provide essential air service at Gulkana, May Creek and, McCarthy, Alaska, for a two-year period, at a combined annual subsidy of \$152,319.

Background

By Order 99-1-3, January 8, 1999, the Department selected Ellis Air to provide essential air service at Gulkana, May Creek and McCarthy, Alaska, consisting of two nonstop round trips a week between Gulkana and Anchorage, with 4-seat Cessna 310 aircraft, and two round trips a week over a Gulkana-McCarthy-May Creek-Gulkana routing, with 4-seat Cessna 206 aircraft during the summer

months, and with 3-seat Cessna 185 aircraft during the winter months. An annual subsidy rate of \$84,082 was set for the Gulkana-Anchorage service, and an annual subsidy rate of



\$39,627 was set for the Gulkana-McCarthy-May Creek-Gulkana service. The carrier's rate term expired January 31, 2001.

As is our normal custom when nearing the end of a carrier's rate term, we contacted the carrier to determine whether it was interested in continuing service at the community and whether it would 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 two-year 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 that practice, we invited Ellis Air to submit a proposal for continuation of essential air service at Gulkana, May Creek and McCarthy.

Carrier Proposal

Ellis Air submitted a proposal to provide essential air service at all three points for a new two-year rate term. The carrier proposes to continue to provide the communities with their historical service levels in all respects: frequencies, aircraft types and routings. Gulkana would continue to receive two nonstop round trips to Anchorage each week with 4-seat Cessna 310 aircraft; May Creek and McCarthy would continue to receive two round trips each week over a Gulkana-McCarthy-May Creek-Gulkana routing with 3-seat Cessna 185 during the 6-month winter season, and 4-seat Cessna 206 aircraft during the 6-month summer season. Ellis Air and the staff have agreed to annual subsidies of \$93,131 for service at Gulkana and \$59,188 for service at May Creek and McCarthy.

Tentative Reselection

Ellis Air continues to provide Gulkana, May Creek and McCarthy with reliable essential air service and we find that both the service and subsidy levels are reasonable. In view of the above, we will tentatively reselect Ellis Air to provide essential air service to these communities, as set forth above, for an additional two-year period beginning February 1, 2001, and ending January 31, 2003.

Responses to Tentative Decision and Competing Proposals

We will give interested persons 20 days from the date of service of this order to show cause why we should not make final our tentative decision to reselect Ellis Air to provide essential air service at Gulkana, May Creek and McCarthy, at the service and subsidy levels discussed above. 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 applicant to serve a copy of its proposal on the civic parties and other applicants. We will give full consideration to all proposals that are timely filed.

Competing proposals for Gulkana should contemplate service to Anchorage or any other appropriate hub city. Proposals for May Creek and McCarthy should contemplate service to Gulkana, consisting of at least two round trips each week. In order to help carriers in their passenger and revenue forecasts, we have included historical traffic data in Appendix A.

Procedures for Filing Replacement Proposals

For interested carriers unfamiliar with our procedures and recommended form for supplying the necessary information, we have prepared two 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 requesting proposals, conducting reviews of applicants, and selecting a replacement carrier. The second is an evidence request containing an explanatory statement, a copy of Part 204 of our regulations (14 CFR 204), and schedules setting forth our recommended form for submitting data required for calculating compensation and determining the financial and operational ability of applicants to provide reliable essential air service. (Section 204.4 describes the fitness information required of all applicants for authority to provide essential air service.) Applicant carriers that have already submitted this information in another case need only resubmit it if a substantial change has occurred. However, if there are more recent data or if there have been any changes to the information on file, carriers should provide updates of those information elements. Interested carriers that need to obtain copies of these documents may contact the Office of Aviation Analysis at (202) 366-1053.

Other Carrier Requirements

The Department is responsible for implementing various Federal statutes governing lobbying activities, drug-free workplaces, and nondiscrimination.¹ 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 contract must also certify that they are in compliance with the regulations governing lobbying activities. All carriers that plan to submit proposals involving subsidy should submit the required certifications along with their proposals.² Interested carriers

¹ The regulations applicable to each of these three areas are (1) 49 CFR Part 20, New Restrictions of 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; and (3) 49 CFR Part 21, Nondiscrimination in Federally-Assisted Programs of the Department of Transportation -- Effectuation of Title VI of the Civil Rights Act of 1964; 49 CFR Part 27, Nondiscrimination on the Basis of 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.

² Blank certification forms can be found on the Office of Aviation Analysis official website at <http://ostpxweb.dot.gov/aviation/rural/ruralair.htm>

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.

Community and State Comments

If we receive competing proposals, the communities and state are welcome to submit comments on the proposals at any time. Early in the proceeding, comments on the proposals' strengths and weaknesses would be particularly helpful, and the civic parties may also express a preference for a particular carrier, if they choose. In any event, after conducting rate conferences with all applicants, we will provide a summary of the conference results to the civic parties and ask them to file their final comments.³

Carrier Fitness

49 U.S.C. 41737(b) and 41738 require that we find an air carrier fit, willing and able to provide reliable service before we may compensate it for essential air service. We last found Ellis Air fit to provide limited scheduled passenger service as an air taxi by Order 99-1-3, January 8, 1999. The Department routinely monitors the carrier's operations and no information has come to our attention that would lead us to question its ability to operate in a reliable manner. The Federal Aviation Administration advises that Ellis Air is operating in accordance with its regulations and that it knows of no reason why we should not find the carrier fit. We therefore conclude that Ellis Air remains fit to conduct the operations proposed here.

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

ACCORDINGLY,

1. We tentatively reselect Ellis Air Taxi, Inc., to provide essential air service at Gulkana, May Creek and McCarthy, Alaska, as described in Appendix B, for the period beginning February 1, 2001, through January 31, 2003;
2. We tentatively set the final rate of compensation of \$93,131 for Ellis Air Taxi, Inc., for the provision of essential air service at Gulkana, Alaska, as described in Appendix B, for the period from February 1, 2001, through January 31, 2003, payable as follows: for each month during which essential air service is provided, the amount of compensation shall be subject to the weekly ceiling set forth in Appendix B, and shall

³ In cases where a carrier proposes to provide 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 as proposed.

be determined by multiplying the subsidy-eligible arrivals and departures completed during the month by \$447.75;⁴

3. We tentatively set the final rate of compensation of \$59,188 for Ellis Air Taxi, Inc., for the provision of essential air service at May Creek and McCarthy, Alaska, as described in Appendix B, for the period from February 1, 2001, through January 31, 2003, payable as follows: for each month during which essential air service is provided, the amount of compensation shall be subject to the weekly ceiling set forth in Appendix B, and shall be determined by multiplying the subsidy-eligible arrivals and departures completed during the month by \$142.28;⁵

4. We direct Ellis Air Taxi, 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 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;

5. We find that Ellis Air Taxi, Inc., continues to be fit, willing and able to provide limited scheduled service, and capable of providing reliable essential air service at Gulkana, May Creek and McCarthy, Alaska;

6. We direct interested parties having objections to the selection of Ellis Air Taxi, Inc., to provide essential air service as described in ordering paragraph 1 above, at the rates set forth in ordering paragraphs 2 and 3 above, to file such objections or competing service proposals no later than 20 days from the date of service of this order;⁶

7. If we receive objections or competing proposals within the 20-day period, Ellis Air Taxi, Inc., will be compensated at the subsidy rates set forth in ordering paragraphs 2 and 3 above as final rates, effective February 1, 2001, until all objections are resolved;

⁴ See Appendix B for the calculation of this rate, which assumes the use of the aircraft designated. If the carrier reports a significant number of aircraft substitutions, revision of this rate may be required.

⁵ See Appendix B for the calculation of this rate, which assumes the use of the aircraft designated. If the carrier reports a significant number of aircraft substitutions, revision of this rate may be required.

⁶ Objections should be filed with the Documentary Services Division, SVC-121.30, Room PL401, Department of Transportation, 400 7th Street, S.W., Washington, DC 20590. Proposals to provide essential air service should be filed with the Chief, EAS & Domestic Analysis Division, X-53, Office of Aviation Analysis, Room 6401, Department of Transportation, at the same address. Questions regarding filings in response to this order may be directed to John McCamant at (202) 366-1060.

8. We will afford full consideration to the matters and issues raised in any timely and properly filed objections and service proposals before we take further action.⁷ If no objections or competing service proposals are filed, all further procedural steps will be deemed waived and this order shall become effective on the twenty-first day after its service date;

9. Dockets OST 1996-2009 and OST 1995-492 shall remain open until further order of the Department; and

10. We will serve copies of this order on the civic officials of Gulkana, McCarthy and May Creek, the Alaska State Department of Transportation and Public Facilities, the Governor of Alaska, Ellis Air Taxi, Inc., and the parties listed in Appendix C.

By:

SUSAN MCDERMOTT
Deputy 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>*

⁷ Since we are providing for the filing of objections to this order, we will not entertain petitions for reconsideration.

**May Creek, McCarthy, and Gulkana O & D Traffic
12 months Ended December 1999**

	<u>1stQ 99</u>	<u>2ndQ 99</u>	<u>3rdQ 99</u>	<u>4thQ 99</u>	<u>Total</u>
<u>Passengers</u>					
May Creek-Gulkana	0	0	0	0	0
Gulkana-May Creek	10	0	0	0	10
	10	0	0	0	10
McCarthy-Gulkana	0	25	38	9	72
Gulkana-McCarthy	0	34	53	10	97
	0	59	91	19	169
Gulkana-Anchorage	17	21	28	10	76
Anchorage-Gulkana	15	21	46	14	96
	32	42	74	24	172
<u>Cargo (pounds)</u>					
May Creek-Gulkana	0	0	0	0	0
Gulkana-May Creek	73	0	0	0	73
	73	0	0	0	73
McCarthy-Gulkana	0	0	177	52	229
Gulkana-McCarthy	0	44	779	239	1,062
	0	44	956	291	1,291
Gulkana-Anchorage	140	47	463	18	668
Anchorage-Gulkana	152	417	331	99	999
	292	464	794	117	1,667
<u>Mail (pounds)</u>					
May Creek-Gulkana	417	823	62	283	1,585
Gulkana-May Creek	6,907	1,264	1,239	2,196	11,606
	7,324	2,087	1,301	2,479	13,191
McCarthy-Gulkana	127	2,066	514	1,381	4,088
Gulkana-McCarthy	1,249	12,262	10,224	8,678	32,413
	1,376	14,328	10,738	10,059	36,501
Gulkana-Anchorage	0	0	0	0	0
Anchorage-Gulkana	0	0	0	0	0
	0	0	0	0	0

**May Creek, McCarthy, and Gulkana O & D Traffic
12 months Ended December 2000**

	<u>1stQ 00</u>	<u>2ndQ 00</u>	<u>3rdQ 00</u>	<u>4thQ 00</u>	<u>Total</u>
<u>Passengers</u>					
May Creek-Gulkana	0	0	0	0	0
Gulkana-May Creek	0	3	4	0	7
	0	3	4	0	7
McCarthy-Gulkana	11	19	57	13	100
Gulkana-McCarthy	9	31	50	11	101
	20	50	107	24	201
Gulkana-Anchorage	12	20	37	13	82
Anchorage-Gulkana	11	19	35	6	71
	23	39	72	19	153
<u>Cargo (pounds)</u>					
May Creek-Gulkana	0	0	0	0	0
Gulkana-May Creek	0	0	0	0	0
	0	0	0	0	0
McCarthy-Gulkana	40	0	984	0	1,024
Gulkana-McCarthy	97	537	1,129	513	2,276
	137	537	2,113	513	3,300
Gulkana-Anchorage	47	24	214	110	395
Anchorage-Gulkana	88	274	1,571	104	2,037
	135	298	1,785	214	2,432
<u>Mail (pounds)</u>					
May Creek-Gulkana	75	103	72	93	343
Gulkana-May Creek	2,543	1,437	2,292	2,632	8,904
	2,618	1,540	2,364	2,725	9,247
McCarthy-Gulkana	1,060	709	204	622	2,595
Gulkana-McCarthy	9,045	11,060	8,966	8,497	37,568
	10,105	11,769	9,170	9,119	40,163
Gulkana-Anchorage	0	0	0	0	0
Anchorage-Gulkana	0	0	0	0	0
	0	0	0	0	0

Source: Ellis Air Taxi, Form 298-C

**ELLIS AIR TAXI, INC.
ESSENTIAL AIR SERVICE TO BE PROVIDED AT
GULKANA, MAY CREEK AND MCCARTHY, ALASKA**

Effective Period: February 1, 2001, through January 31, 2003

Service: Two round trips each week over the routing Gulkana-Anchorage-Gulkana, with 4-seat Cessna 310 aircraft

Two round trips each week over the routing Gulkana-McCarthy-May Creek-Gulkana, with 3-seat Cessna 185 aircraft during the 6-month winter season, and 4-seat Cessna 206 aircraft during the 6-month summer season

Subsidy Rates: Per year GKN-ANC-GKN: \$93,131
Per year GKN-MXY-MYK-GKN: \$59,188
Per arrival/departure - GKN: \$447.75¹
Per arrival/departure - MXY and MYK: \$142.28²

Weekly Compensation Ceiling: Gulkana: \$1,791.00³
May Creek and McCarthy: \$1,138.24⁴

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.

¹ Annual subsidy of \$93,131, divided by the number of arrivals/departures estimated to be performed annually (208).

² Annual subsidy of \$59,188, divided by the number of arrivals/departures estimated to be performed annually (416).

³ The subsidy rate for each arrival/departure (\$447.75) multiplied by the number of scheduled subsidy-eligible arrivals and departures each week (4).

⁴ The subsidy rate for each arrival/departure (\$142.28) multiplied by the number of scheduled subsidy-eligible arrivals and departures each week (8).

**ELLIS AIR TAXI, INC.
ESSENTIAL AIR SERVICE TO BE PROVIDED AT
GULKANA, MAY CREEK AND MCCARTHY, ALASKA
SUBSIDY CALCULATIONS**

	<u>Gulkana</u>	<u>May Creek & McCarthy</u>
Annual Block Hours	NA ^{5/}	240 ⁶
Aircraft type	Cessna 310	Cessna 185/206
Revenues		
Passenger	\$24,000 ⁷	\$15,670 ⁸
Freight	1,555 ⁹	1,980 ¹⁰
Mail	--	<u>31,622</u> ¹¹
Total Revenue	<u>\$25,555</u>	<u>\$49,272</u>
Direct Expenses		
Pilot wages (\$80.00/BH)	-	\$19,200
Fuel & Oil (\$59.21/BH)	-	14,210
Insurance (\$58.50/BH)	-	14,040
Maintenance (\$67.41/BH)	-	16,178
Depreciation (\$15.00/BH)	-	<u>3,600</u>
Total Direct Expenses	\$93,184	\$67,228
Indirect Expenses	\$19,850	\$36,067
Total Operating Cost	\$113,034	\$103,295
Profit (5% of T.O.C.)	\$5,652	\$5,165
Total Economic Cost	\$118,686	\$108,460
Annual Subsidy	\$93,131	\$59,188

⁵ Ellis wet leases a Cessna 310 from Security Aviation at a cost of \$896 per round trip.

⁶ BH = GKN-MXY-MYK-GKN 2.1 hrs/trip x 104 trips/yr. x 1.1 for WX diversions = 204

⁷ Passengers: 160 @ \$150.00 = \$24,000

⁸ Passengers: 201 MXY @ \$75.00 = \$15,075.00

7 MYK @ \$85 = \$595.00

\$15,670.00

⁹ Freight: 2,430 lbs. @ \$.64/lb. = \$1,555.00

¹⁰ Freight: 3,300 lbs. @ \$.60/lb. = \$1,980.00

¹¹ Mail: 49,410 lbs. @ \$.64 = \$31,622.40

SERVICE LIST FOR THE STATE OF ALASKA

Aaron Air	Hageland Aviation Services, Inc.	Scenic Mountain Air, Inc.
Aero Tech Flight Service, Inc.	Haines Airways, Inc.	Seaside Air Service
Air Excursions	Heli-Lift, Inc.	Security Aviation, Inc.
Air Lift Alaska	Homer Air	Seward Flying Service, Inc.
Air Madura	Hudson Air Service, Inc.	Silver Bay Logging, Inc.
Alaska Airlines, Inc.	Iliamna Air Taxi, Inc.	Skagway Air Service, Inc.
Alaska Bush Carrier, Inc.	Island Air Service	Soloy Helicopters, Inc.
Alaska Central Express, Inc.	Island Wings Air Service	Southcentral Air, Inc.
Alaska Coastal Airlines, Inc.	Jim Air, Inc.	Specialized Air Service
Alaska Fly'N Fish Charters	K2 Aviation	Spemak Airways
Alaska Flyers	Kachemak Air Service, Inc.	Sunrise Aviation, Inc.
Alaska Helicopters, Inc.	Kachemak Bay Flying Service, Inc.	Tamarack Air, Ltd.
Alaska Island Air, Inc.	Katmai Air	Tanana Air Service
Alaska Seair Adventures	Kenai Air Alaska, Inc.	Taquan Air Service, Inc.
Alaska West Air, Inc.	Kenai Fjords Outfitters, Inc.	Tatonduk Outfitters, Inc.
Aleutian Air, Ltd.	Kenair	Temsco Helicopters, Inc.
Aleutian Specialty Aviation	Ketchikan Air Service, Inc.	Totem Air
Allegheny Commuter airlines, Inc.	Ketchum Air Service, Inc.	Trans-Alaska Helicopters, Inc.
Amerijet International, Inc.	Kodiak Air Service	Trans-Porter Alaska, Inc.
Arctic Air Alaska, Inc.	Koyukon Air, Inc.	Tundra Copters, Inc.
Arctic Circle Air Service, Inc.	Kupreanof Flying Service	Umiat Enterprises, Inc.
Baker Aviation, Inc.	Kusko Aviation, Inc.	Uyak Air Service
Bellair, inc.	L.A.B. Flying Service, Inc.	Vemair
Beluga Lake Float Plane Service	Larry's Flying Service, Inc.	Warbelow's Air Ventures, Inc.
Bering Air, Inc.	Loken Aviation, Inc.	Ward Air
Bran-Air & Branham Adventures	Lone Star Airlines, Inc.	Wings of Alaska
Camai Air	Lone Wolf Aero Services, Inc.	Woods Air Service, Inc.
Canning Air Service	Maritime Helicopters, Inc.	Wrangell Mountain Air, Inc.
Cape Smythe Air Service, Inc.	MarkAir, Inc.	Wright Air Service, Inc.
Cassaron Turbo Helicopters	Metroflight, Inc.	Yukon Helicopters
Chugiak Aviation	Midway Airlines, Inc.	Yutana Airlines, Inc.
Clearwater Air, Inc.	Midwest Express Airlines, Inc.	Yute Air Alaska, Inc.
Coastal Helicopters, Inc.	Misty Fjords Air & Outfitting	
Cordova Air Service, Inc.	Mountain Aviation	
CPA Air Service	Mountain Helicopters	Alaska Juneau Aeronautics, Inc.
Customized Alaskan Adventures	Nash West Aviation, Ltd.	Ken Bannon
Delta Connection	Natron Air	E. B. Freeman
Denali air	Nordic Air	A. Edward Jenner
Egli Air Haul, Inc.	North Star Air Cargo, Inc.	John McFarlane
Ellis Air Taxi, Inc.	Northern Air Cargo, Inc.	Kevin Thomas
Ellison Air, Inc.	Northwest Airlink	Pat Dempsey
ERA Aviation, Inc.	Olson Air Service, Inc.	P. Richard Steinman III
F.S. Air Service, Inc.	Pacific Wing, Inc.	
Fishing and Flying	Peninsula Airways, Inc.	
Fiskehawk Aero Service	Precision Valley Aviation, Inc.	
Forty (40)-Mile Air, Ltd.	Promech, Inc.	
Frontier Flying Service, Inc.	Ram Air, Inc.	
Golden Plover Air	Ray Atkins Registered Guide	
Grant Aviation, Inc.	Rediske Air, Inc.	
Great Northern Air Guides	Reeve Aleutian Airways, Inc.	
Gulf Air Taxi, Inc.	Regal Air	
Gulf Aviation, Inc.	Reid Air	
Gulkana Air Service, Inc.	Rust's Flying Service, Inc.	
	Ryan Air Service, Inc.	