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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 10th day of October, 2001

Essential air service at

**BECKLEY, WEST VIRGINIA  
BLUEFIELD/PRINCETON, WEST VIRGINIA**

**Docket OST-1997-2761 - //**

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

**ORDER APPROVING ALTERNATE SERVICE PATTERN**

**Background**

By Order 2000-8-16, August 15, 2000, the Department selected Colgan Air, Inc., d/b/a US Airways Express, to provide subsidized essential air service at Beckley and Bluefield/Princeton, West Virginia, for the two-year period ending July 31, 2002, by operating 23 round trips a week between the two communities and Washington's Dulles International Airport with 19-seat Beech 1900 aircraft at an annual subsidy rate of \$1,715,060.<sup>1</sup>

**Carrier Proposal**

By letter dated October 2, 2001, Colgan Air now requests that it be allowed to implement a modified service pattern under which it would operate most of the communities' service to Pittsburgh: three round trips each weekday and two each weekend to Pittsburgh and one round trip each weekday and weekend to Dulles, effective November 4, 2001.

**Community Comments**

The Mayor of Beckley, the Manager of the Raleigh Country Memorial Airport (also representing the Beckley community), and the Mercer County Airport Authority, Inc. (on behalf of the Bluefield/Princeton community), have submitted letters supporting Colgan Air's proposal.

**Decision**

We will approve the alternate service pattern proposed by Colgan Air. The proposal is supported by both communities, and Colgan Air does not propose any increase in its current subsidy rate or any reduction in the communities' authorized service levels. Moreover, as a code-share partner of US Airways, Inc., the major carrier at Pittsburgh, Colgan Air will be able to offer travelers on-line connecting service throughout US Airways' system.

<sup>1</sup> See Appendix A for a map.

Because Colgan Air's subsidy rate and the total number of subsidy-eligible arrivals and departures at the communities will be unchanged by the alternate pattern, there is no need for us to revise the current subsidy payout rate as established by Order 2000-8-16.<sup>2</sup>

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

**ACCORDINGLY,**

1. We approve the alternate service pattern proposed by Colgan Air, Inc., d/b/a US Airways Express, for its essential air service at Beckley and Bluefield/Princeton, West Virginia, as described in Appendix B, effective November 4, 2001; and
2. We will serve copies of this order on the mayors and airport managers of Beckley and Bluefield/Princeton, West Virginia, and Colgan Air, Inc., d/b/a US Airways Express.

By:

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

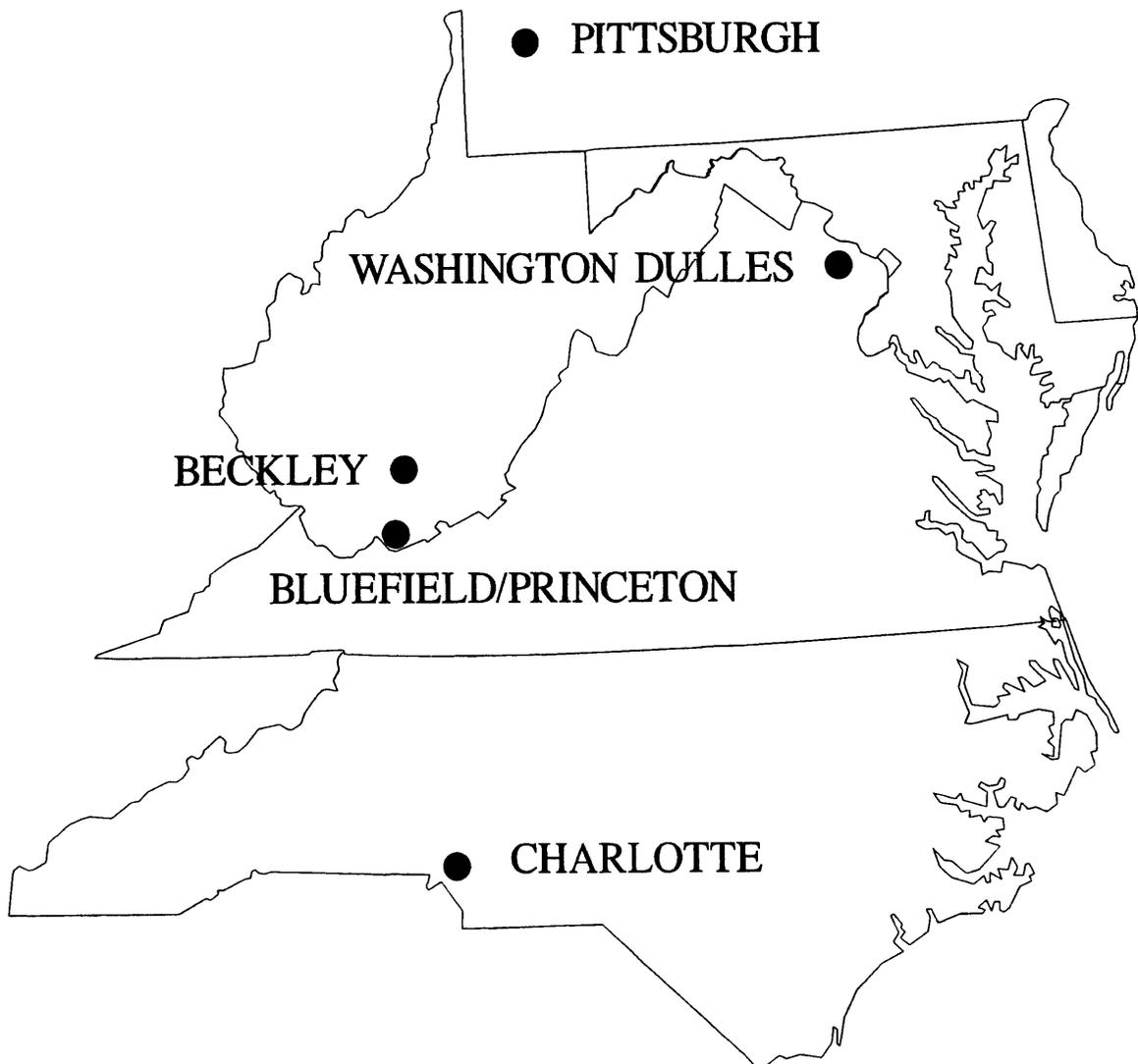
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on the World Wide Web at <http://dms.dot.gov>*

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<sup>2</sup> See Appendix B. In addition, under the terms of Order 2000-8-16, Colgan Air has the option of operating one round trip each weekday to Charlotte, another US Airways hub, rather than to Dulles. The carrier has not exercised that option since March 1998, but will retain it here.

# BECKLEY AND BLUEFIELD/PRINCETON, WEST VIRGINIA



APPENDIX B

COLGAN AIR, INC., d/b/a US AIRWAYS EXPRESS  
ESSENTIAL AIR SERVICE AT  
BECKLEY AND BLUEFIELD/PRINCETON, WEST VIRGINIA

EFFECTIVE PERIOD	November 4, 2001, through July 31, 2002
SERVICE	23 nonstop or one-stop round trips a week from the two communities either to Pittsburgh, Dulles International Airport, or some combination of the two. However, at its own discretion the carrier may operate one round trip each weekday to Charlotte rather than Pittsburgh or Dulles.
AIRCRAFT TYPE	Beech 1900 (19 seats)
TIMING OF FLIGHTS	Flights must be well-timed and well-spaced to ensure full compensation
SUBSIDY RATE PER ARRIVAL/DEPARTURE	\$377.35 <u>1/</u>
COMPENSATION CEILING EACH WEEK	\$34,716 <u>2/</u>

1/ As previously established by Order 2000-8-16, August 15, 2000. Annual compensation of \$1,715,060 divided by 4,545 annual arrivals and departures at a 95 percent completion factor, calculated as follows:  $92 \text{ dpts} \times 52 \text{ weeks} \times .95 = 4,545$ .

2/ As previously established by Order 2000-8-16, August 15, 2000. Subsidy rate per arrival/departure of \$377.35 multiplied by 92 subsidy-eligible arrivals and departures each week.