



Order 97-12-8
Served: December 10, 1997

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

Issued by the Department of Transportation
on the 5th day of December, 1997

Essential air service at

**ALAMOSA, COLORADO,
PUEBLO, COLORADO,
NORTH PLATTE, NEBRASKA,
SCOTTSBLUFF, NEBRASKA,
LOVELL/POWELL/CODY, WYOMING,
LARAMIE, WYOMING,
RIVERTON/LANDER, WYOMING,
ROCK SPRINGS, WYOMING, AND
WORLAND, WYOMING**

**Docket OST-97-2960
Docket OST-97-2953
Docket OST-97-2954
Docket OST-97-2955
Docket OST-97-2957
Docket OST-97-2958
Docket OST-97-2956
Docket OST-97-2959
Docket OST-97-2981**

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

ORDER SOLICITING PROPOSALS

Summary

By this order the Department of Transportation is soliciting proposals from air carriers interested in providing essential air service at Alamosa, Colorado; North Platte and Scottsbluff, Nebraska; and Laramie, Riverton/Lander (Riverton), Rock Springs, and Worland, Wyoming. (See Appendix A for a map of the service area.) The Department will also require Mesa Airlines, Inc., d/b/a United Express (Mesa), to continue serving these points for an additional 30-day period, through January 29, 1998, or until replacement service is secured, whichever occurs first. The Department is also amending the essential air service determination for Lovell/Powell/Cody (Cody), Wyoming, to require service to either Denver or Salt Lake City. Finally, the Department takes no action to prohibit Mesa from suspending service at Cody or at Pueblo, Colorado, on or after December 30, 1997.¹

Background

By notices filed October 1, 1997, Mesa announced its intent to suspend all of the air service it is providing at Alamosa and Pueblo, Colorado; North Platte and Scottsbluff, Nebraska; and Cody, Laramie, Riverton, and Rock Springs, Wyoming. The suspensions of service at these

¹ In all cases in which the Department permits a carrier to discontinue providing essential air service after filing a 90-day notice, Section 323.17 of the Department's Aviation Procedural Regulations (14 CFR 323.17) provides that if the service is not discontinued within 90 days of the intended date stated in the notice, a new notice must be filed before the service may be discontinued.

eight points would be effective December 30, 1997. By subsequent notice filed October 7, 1997, Mesa indicated its intent to suspend all of its air service at Worland, Wyoming. (The Department subsidizes the current service at Worland, consisting of two one-stop (over Riverton) round trips each weekday and each weekend to Denver, under the terms of Order 96-10-39, October 25, 1996, and Order 97-8-14, August 14, 1997.) The suspension of service at Worland would be effective January 5, 1998.

Decision

With the exception of Cody and Pueblo, we will require Mesa to maintain its current level of service at each of the subject communities where it is now the only carrier providing scheduled service--Alamosa, North Platte, Scottsbluff, Laramie, Riverton, Rock Springs, and Worland--for thirty days beyond the end of its 90-day notice period, and we invite replacement service proposals from any interested air carriers. (We will extend Mesa's obligation for additional 30-day periods as necessary until replacement service is in place.) We will not prohibit Mesa's suspension or solicit proposals for Pueblo or Cody for reasons outlined as follows:

Pueblo The current essential air service determination for Pueblo was set by Civil Aeronautics Board Order 84-6-19, June 11, 1984. It requires that a minimum of two round trips be operated each weekday and weekend to Denver, providing capacity in each direction for 40 passengers each service day. Since that determination was made, Pueblo lost its eligibility to receive subsidized essential air service. Public Law 105-66, enacted October 27, 1997, imposes a threshold mileage standard that a community must be over 70 miles from its nearest medium or large hub airport in order to be eligible to receive subsidized service. Pueblo is well within the 70-mile standard, 44 miles from the Colorado Springs Municipal Airport (Peterson Field), and is thus not eligible to receive subsidized service.² Under these circumstances, since we are prohibited from authorizing subsidy for Mesa's service at Pueblo, we may not require Mesa to continue providing it after the notice period ends. Carriers serving Pueblo thereafter do remain subject to the statutory 90-day notice requirement and the Department's rules before they may terminate service or reduce it below the community's defined level of essential air service.

Cody The current essential air service determination for Cody was set by Civil Aeronautics Board Order 83-10-39, October 7, 1983. It requires that a minimum of two round trips be operated each weekday and weekend to Denver, providing capacity in each direction for 38 passengers each service day. Cody has been receiving service to two hubs, by Mesa to Denver and by SkyWest to Salt Lake City. Under 49 U.S.C. 41732(a), basic essential air service is defined as scheduled air transportation of passengers and cargo to a hub airport that has convenient connecting or single-plane air service to a substantial number of destinations beyond that airport. Although more of Cody's service has been provided to Denver than to Salt Lake City (currently three nonstop round trips on weekdays and over the weekend with 37-passenger DHC-8-300 aircraft to Denver versus two daily nonstop round trips with 30-

² Based on calendar years 1995 and 1996 traffic, Colorado Springs is classified as a medium hub; i.e., one that generates at least 0.25 percent of the total annual enplanements in the United States.

passenger Embraer Brasilia aircraft to Salt Lake City; SkyWest has operated a third round trip with the Brasilia aircraft during the summer months), approximately half of the traffic has been transported to Salt Lake City. The number of seats being provided to Salt Lake City (60 inbound and 60 outbound each service day) represents only a modest shortfall below the maximum number of seats we would customarily set for an eligible point (67 seats inbound and outbound each service day).

Under these circumstances, we are extremely reluctant to hold in a carrier, with possible subsidy eligibility, against an unsubsidized competitor, albeit one operating in a different market. In addition, we note that the traffic at Cody tends to be consistently seasonal, with the quarter ended September 30 being the strongest quarter. (See Appendix C for a survey of Cody traffic by quarter.) The current service by SkyWest is capable of accommodating Cody's historical first and second quarter traffic which over the past three years has ranged from 28 to 57 passenger enplanements per day. By the traditional third quarter peak season, we anticipate that the market will respond to increased passenger demand as it has in the past. In that regard, we have spoken with officials of SkyWest, who have expressed an interest in increasing service in the Cody-Salt Lake City market if Mesa suspends its Cody-Denver service, subject to aircraft availability. As an aid to carriers in assessing these markets' potential, we have summarized recent traffic history for Pueblo and Cody, as well as the remaining seven points for which we are soliciting service proposals, in Appendix B to this order.

Decision on Essential Air Service Determination

49 U.S.C. 41733(e) directs the Department periodically to review essential air service determinations and to make adjustments to those determinations as appropriate. As we have discussed above, the Department has concluded that the essential air service determination for Cody should not designate Denver exclusively as Cody's hub.

Based on the above and acting under authority delegated in 49 CFR 1.56(i), we will by this order amend the essential air service determination for Cody to require service to either Denver or to Salt Lake City, effective December 30, 1997. The Department will grant interested persons until 60 days from the date of service of this order to submit a petition for reconsideration of the amended determination.

Petitions for Reconsideration

In accordance with the Department's Aviation Procedural Regulations (14 CFR 302.37), interested persons may file petitions for reconsideration of the amended basic essential air service determination for Cody issued by this order within 60 days of the date of service of this order. All petitions for reconsideration should be filed with the Office of the Secretary's Docket Section ³ in Docket OST-97-2957 and should contain specific objections supported with relevant data, stating how the amended determination differs from the statutory

³ Documentary Services Division, Docket Section, SVC-121.30
Office of the Secretary
U.S. Department of Transportation
Room PL401
400 Seventh Street, S.W.
Washington, D.C. 20590

requirements for basic essential air service determinations (49 U.S.C. 41731-41733), and stating the levels of basic essential air service that should be designated.

Request for Proposals

We will solicit proposals from carriers interested in providing replacement service at Alamosa, North Platte, Scottsbluff, Laramie, Riverton, Rock Springs, and Worland. We request proposal options that would provide each community with service to any suitable hub consisting of at least three round trips a day, nonstop or one-stop, six days a week, with twin-engine, two-pilot, pressurized aircraft. The proposals should offer at least enough daily seats to accommodate the most recent average daily enplanements at a 60-percent load factor. (With the exception of Worland, all of these points are guaranteed service with aircraft having at least 15 passenger seats.) (See Appendix B for historical traffic data.)

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 Part 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.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 the 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.

Community and State Comments

The communities and States of Colorado, Nebraska, and Wyoming are welcome to submit comments on the proposals at any time.⁵ 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.⁶

As a final matter, before Mesa suspends its service at Pueblo or Cody, we expect it to contact all passengers holding reservations for travel after the suspension date, to notify them of the suspension of service, and to assist them in making alternative travel arrangements.

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

ACCORDINGLY

⁴ The regulations applicable to each of these three areas are (1) 49 CFR Part 20, New Restrictions on Lobbying, implementing 31 U.S.C. 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.

⁵ Civic parties should file an original and five copies of their comments in the appropriate docket(s). This filing should be addressed to:

Documentary Services Division, SVC-121.30
Office of the Secretary
U.S. Department of Transportation
Room PL401
400 Seventh Street, S.W.
Washington, D.C. 20590

⁶ 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.

1. We prohibit Mesa Airlines, Inc., d/b/a United Express, from suspending service at Alamosa, Colorado; North Platte and Scottsbluff, Nebraska; and Laramie, Riverton, Rock Springs, and Worland, Wyoming; at the end of its 90-day notice period, and require it to maintain service at the communities, as set forth in Appendix D, for the 30-day period through January 29, 1998 (for all of these communities except Worland), and through February 4, 1998, for Worland, or until a carrier capable of providing reliable essential air service actually begins service, whichever occurs first;⁷
2. We request that air carriers interested in providing essential air service at Alamosa, Colorado; North Platte and Scottsbluff, Nebraska; and Laramie, Riverton, Rock Springs, and Worland, Wyoming; submit their proposals, with subsidy requests if necessary, within 20 days after the date of service of this order. Proposals should include all the data required by section 204.4 of the Department's Aviation Economic Regulations (14 CFR 204.4). An original and five copies of the proposal should be sent to the EAS and Domestic Analysis Division, X-53; Office of Aviation Analysis, Room 6401; Department of Transportation; 400 Seventh Street, S.W.; Washington, DC 20590, with the title: "Proposal To Provide Essential Air Service at Alamosa, Colorado, Docket OST-97-2960, and/or North Platte, Nebraska, Docket OST-97-2954, and/or Scottsbluff, Nebraska, Docket OST-97-2955, and/or Laramie, Wyoming, Docket OST-97-2958, and/or Riverton, Wyoming, Docket OST-97-2956, and/or Rock Springs, Wyoming, Docket OST-97-2959, and/or Worland, Wyoming, Docket OST-97-2981;"⁸
3. We will take no action to prohibit Mesa Airlines, Inc., d/b/a United Express, from suspending its service at Pueblo, Colorado, and at Cody, Wyoming, effective December 30, 1997;
4. Effective December 30, 1997, the Department amends the essential air service determinations for Cody, Wyoming, to require service to either Denver or Salt Lake City;
5. The Department establishes a 60-day period following the date of service of this order for interested persons to submit petitions for reconsideration of the amended determination for Cody. Petitions for reconsideration should be submitted in accordance with 14 CFR 325.7 and contain specific objections supported with relevant economic data, stating how the determination departs from the statutory requirements for basic essential air

⁷ In accordance with 49 U.S.C. 41734(c), we will extend Mesa's service obligation for successive 30-day periods as necessary until replacement service actually begins.

⁸ After the proposals have been docketed, Department staff will contact each applicant and direct it to serve a copy of its proposal on the civic officials of the community, the state, and the other applicants. All applicants must then file a certificate of service with the Department's Documentary Services Division.

service determinations (49 U.S.C. 41731-41733), and stating the level of essential air service that should be designated. The filing of a petition for reconsideration shall not stay the effectiveness of the new determination;

6. The Department directs Mesa Airlines, Inc., d/b/a United Express, to retain all books to retain all books, records, and other source and summary documentation to support subsidy claims for payment and to preserve and maintain such documentation in a manner that readily permits the audit and examination thereof 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. Dockets OST-97-2960, OST-97-2953, OST-97-2954, OST-97-2955, OST 97-2957, OST-97-2958, OST-97-2956, OST-97-2959, and OST-97-2981 shall remain open until further order of the Department; and

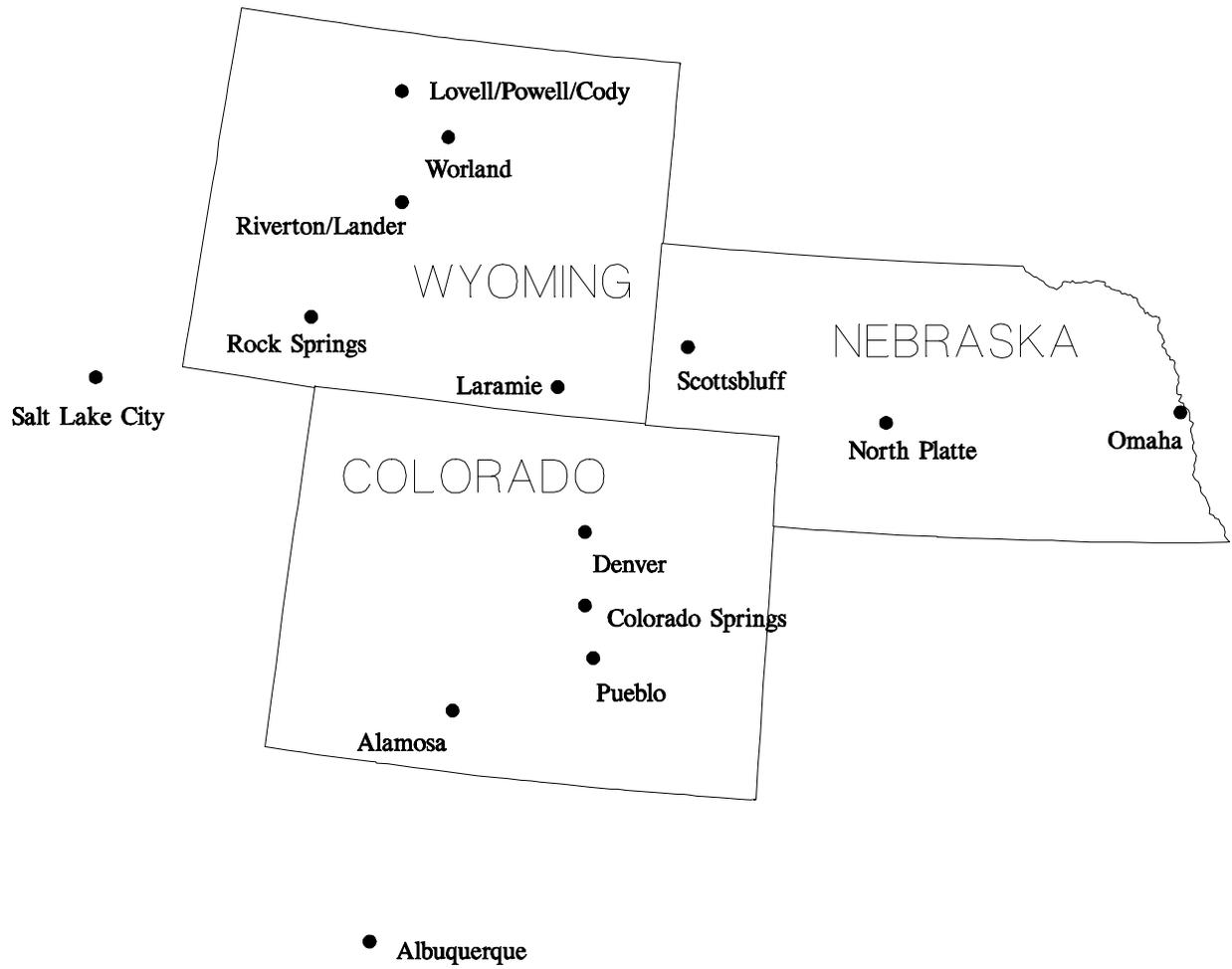
8. We will serve a copy of this order on the Mayors and Airport Managers of Alamosa and Pueblo, Colorado; North Platte and Scottsbluff, Nebraska; and Lovell, Powell, Cody, Laramie, Riverton, Lander, Rock Springs, and Worland, Wyoming; the Governors of Colorado, Nebraska, and Wyoming; the Directors of the Colorado Division of Aeronautics, the Nebraska Department of Aeronautics, and the Wyoming Department of Transportation; Mesa Air Group; SkyWest Airlines, and the air carriers listed in Appendix E.

By:

CHARLES A. HUNNICUTT
Assistant Secretary for Aviation
and International Affairs

(SEAL)

*An electronic version of this document is available on the World Wide Web at
<http://www.dot.gov/general/orders/aviation.html>
The electronic version may not include some or all of the appendices.*



Historical Origin-Destination Passenger Traffic (both directions) ¹

	<u>CY 1990</u>	<u>CY 1991</u>	<u>CY 1992</u>	<u>CY 1993</u>	<u>CY 1994</u>	<u>CY 1995</u>	<u>CY 1996</u>
Alamosa:							
Mesa	2,310	14,365	14,563	15,913	13,231	7,874	7,910
Rocky Mountain	<u>14,509</u>	<u>676</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>
Total Alamosa	<u>16,819</u>	<u>15,041</u>	<u>14,563</u>	<u>15,913</u>	<u>13,231</u>	<u>7,874</u>	<u>7,910</u>
Pueblo:							
Mesa	2,107	3,088	5,430	4,546	6,230	6,774	2,728
Rocky Mountain/ Continental Express/ Continental Connection	<u>36,431</u>	<u>45,820</u>	<u>50,913</u>	<u>50,649</u>	<u>25,353</u>	<u>19,776</u>	<u>13,032</u>
Total Pueblo	<u>38,538</u>	<u>48,908</u>	<u>56,343</u>	<u>55,195</u>	<u>31,583</u>	<u>26,550</u>	<u>15,760</u>
North Platte:							
Mesa	0	0	1,499	5,876	12,392	16,984	17,087
GP Express	3,780	3,297	3,947	3,514	9,662	3,190	0
Rocky Mountain/ Continental Express	<u>23,047</u>	<u>26,167</u>	<u>24,794</u>	<u>22,504</u>	<u>2,188</u>	<u>0</u>	<u>0</u>
Total North Platte	<u>26,827</u>	<u>29,464</u>	<u>30,240</u>	<u>31,894</u>	<u>24,242</u>	<u>20,174</u>	<u>17,087</u>
Scottsbluff:							
Mesa	0	0	4,396	13,845	21,468	24,244	20,388
GP Express	4,957	4,331	4,696	5,308	13,766	8,329	298
Rocky Mountain/ Continental Express	<u>27,791</u>	<u>28,217</u>	<u>27,915</u>	<u>22,590</u>	<u>2,018</u>	<u>0</u>	<u>0</u>
Total Scottsbluff	<u>32,748</u>	<u>32,548</u>	<u>37,007</u>	<u>41,743</u>	<u>37,252</u>	<u>32,573</u>	<u>20,686</u>
Cody:							
Mesa	4,626	7,339	4,766	0	4,344	24,107	23,797
SkyWest						10,146	24,150
Rocky Mountain/ Continental Express/ Continental Connection	<u>28,477</u>	<u>32,797</u>	<u>33,734</u>	<u>29,670</u>	<u>22,118</u>	<u>2,117</u>	<u>0</u>
Total Cody	<u>33,103</u>	<u>40,136</u>	<u>38,500</u>	<u>29,670</u>	<u>26,462</u>	<u>36,370</u>	<u>47,947</u>

¹ Source: D.O.T., R.S.P.A./B.T.S., Form 298-C, Schedule T-1 origin-destination passenger data reported by all carriers represented here, and D.O.T., B.T.S. Form T-100 on-line market origin-destination data reported by Mesa for July 1995, onward.

Historical Origin-Destination Passenger Traffic (both directions)

	<u>CY 1990</u>	<u>CY 1991</u>	<u>CY 1992</u>	<u>CY 1993</u>	<u>CY 1994</u>	<u>CY 1995</u>	<u>CY 1996</u>
Laramie (Mesa):	<u>9,631</u>	<u>12,900</u>	<u>16,194</u>	<u>17,660</u>	<u>19,105</u>	<u>16,266</u>	<u>18,415</u>
Riverton:							
Mesa	0	8,625	9,944	10,449	18,836	26,745	25,499
Rocky Mountain/ Continental Express/ Continental Connection	<u>32,113</u>	<u>23,678</u>	<u>23,649</u>	<u>25,129</u>	<u>13,364</u>	<u>793</u>	<u>0</u>
Total Riverton	<u>32,113</u>	<u>32,303</u>	<u>33,593</u>	<u>35,578</u>	<u>32,200</u>	<u>27,538</u>	<u>25,499</u>
Rock Springs:							
Mesa	0	0	0	6,545	18,539	18,932	17,758
Rocky Mountain/ Continental Express/ Continental Connection	<u>27,909</u>	<u>30,300</u>	<u>27,094</u>	<u>21,609</u>	<u>9,435</u>	<u>0</u>	<u>0</u>
Total Rock Springs	<u>27,909</u>	<u>30,300</u>	<u>27,094</u>	<u>28,154</u>	<u>27,974</u>	<u>18,932</u>	<u>17,758</u>
Worland (Mesa):	<u>3,544</u>	<u>4,648</u>	<u>5,495</u>	<u>5,533</u>	<u>5,530</u>	<u>3,811</u>	<u>5,014</u>

Historical Average Daily Enplanements ²

	<u>CY 1990</u>	<u>CY 1991</u>	<u>CY 1992</u>	<u>CY 1993</u>	<u>CY 1994</u>	<u>CY 1995</u>	<u>CY 1996</u>
Alamosa:							
Mesa	3.7	22.9	23.2	25.4	21.1	12.6	12.6
Rocky Mountain	<u>23.2</u>	<u>1.1</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>
Total Alamosa	<u>26.9</u>	<u>24</u>	<u>23.2</u>	<u>25.4</u>	<u>21.1</u>	<u>12.6</u>	<u>12.6</u>
Pueblo:							
Mesa	3.4	4.9	8.6	7.3	10	10.8	4.3
Rocky Mountain/ Continental Express/ Continental Connection	<u>58.2</u>	<u>73.2</u>	<u>81.1</u>	<u>80.9</u>	<u>40.5</u>	<u>31.6</u>	<u>20.8</u>
Total Pueblo	<u>61.6</u>	<u>78.1</u>	<u>89.7</u>	<u>88.2</u>	<u>50.5</u>	<u>42.4</u>	<u>25.1</u>
North Platte:							
Mesa	0	0	2.4	9.4	19.8	27.1	27.2
GP Express	6	5.3	6.3	5.6	15.4	5.1	0
Rocky Mountain/ Continental Express	<u>36.8</u>	<u>41.8</u>	<u>39.5</u>	<u>35.9</u>	<u>3.5</u>	<u>0</u>	<u>0</u>
Total North Platte	<u>42.9</u>	<u>47.1</u>	<u>48.2</u>	<u>50.9</u>	<u>38.7</u>	<u>32.2</u>	<u>27.2</u>
Scottsbluff:							
Mesa	0	0	7	22.1	34.3	38.7	32.5
GP Express	7.9	6.9	7.5	8.5	22	13.3	0.5
Rocky Mountain/ Continental Express	<u>44.4</u>	<u>45.1</u>	<u>44.5</u>	<u>36.1</u>	<u>3.2</u>	<u>0</u>	<u>0</u>
Total Scottsbluff	<u>52.3</u>	<u>52</u>	<u>58.9</u>	<u>66.7</u>	<u>59.5</u>	<u>52</u>	<u>32.9</u>
Cody:							
Mesa	7.4	11.7	7.6	0	6.9	38.5	37.9
SkyWest	0	0	0	0	0	16.2	38.5
Rocky Mountain/ Continental Express/ Continental Connection	<u>45.5</u>	<u>52.4</u>	<u>53.7</u>	<u>47.4</u>	<u>35.3</u>	<u>3.4</u>	<u>0</u>
Total Cody	<u>52.9</u>	<u>64.1</u>	<u>61.3</u>	<u>47.4</u>	<u>42.3</u>	<u>58.1</u>	<u>76.3</u>

² Source: Origin-destination passengers (both directions) from pages one and two of this Appendix, divided by two to yield average annual enplanements, divided further by 313 service days (314 in leap years) to yield average daily enplanements.

Historical Average Daily Enplanements

	<u>CY 1990</u>	<u>CY 1991</u>	<u>CY 1992</u>	<u>CY 1993</u>	<u>CY 1994</u>	<u>CY 1995</u>	<u>CY 1996</u>
Laramie (Mesa):	<u>15.4</u>	<u>20.6</u>	<u>25.8</u>	<u>28.2</u>	<u>30.5</u>	<u>26</u>	<u>29.3</u>
Riverton:							
Mesa	0	13.8	15.8	16.7	30.1	42.7	40.6
Rocky Mountain/ Continental Express/ Continental Connection	<u>51.3</u>	<u>37.8</u>	<u>37.7</u>	<u>40.1</u>	<u>21.3</u>	<u>1.3</u>	<u>0</u>
Total Riverton	<u>51.3</u>	<u>51.6</u>	<u>53.5</u>	<u>56.8</u>	<u>51.4</u>	<u>44</u>	<u>40.6</u>
Rock Springs:							
Mesa	0	0	0	10.5	29.6	30.2	28.3
Rocky Mountain/ Continental Express/ Continental Connection	<u>44.6</u>	<u>48.4</u>	<u>43.1</u>	<u>34.5</u>	<u>15.1</u>	<u>0</u>	<u>0</u>
Total Rock Springs	<u>44.6</u>	<u>48.4</u>	<u>43.1</u>	<u>45</u>	<u>44.7</u>	<u>30.2</u>	<u>28.3</u>
Worland (Mesa):	<u>5.7</u>	<u>7.4</u>	<u>8.8</u>	<u>8.8</u>	<u>8.8</u>	<u>6.1</u>	<u>8</u>

Detailed Historical Origin-Destination Passenger Traffic at Cody, Wyoming ¹

Quarter ended	Rocky Mountain/Continental Express	GP Express (Continental Connection)	Mesa	SkyWest	All carriers	Average quarterly enplanements ²	Average enplanements per day ³
3/31/90	2,764	0	352	0	3,116	1,558	20.0
6/30/90	7,017	0	562	0	7,579	3,790	48.6
9/30/90	11,661	0	2,102	0	13,763	6,882	88.2
12/31/90	7,035	0	1,610	0	8,645	4,323	55.4
3/31/91	4,598	0	1,279	0	5,877	2,939	37.7
6/30/91	7,106	0	2,595	0	9,701	4,851	62.2
9/30/91	12,130	0	3,465	0	15,595	7,798	100.0
12/31/91	8,963	0	0	0	8,963	4,482	57.5
3/31/92	6,447	0	0	0	6,447	3,224	41.3
6/30/92	8,153	0	631	0	8,784	4,392	56.3
9/30/92	11,098	0	4,135	0	15,233	7,617	97.7
12/31/92	8,036	0	0	0	8,036	4,018	51.5
3/31/93	5,374	0	0	0	5,374	2,687	34.4
6/30/93	8,025	0	0	0	8,025	4,013	51.4
9/30/93	8,724	0	0	0	8,724	4,362	55.9
12/31/93	7,547	0	0	0	7,547	3,774	48.4
3/31/94	4,786	0	0	0	4,786	2,393	30.7
6/30/94	7,126	0	0	0	7,126	3,563	45.7
9/30/94	7,439	11	0	0	7,450	3,725	47.8
12/31/94	0	2,756	4,344	0	7,100	3,550	45.5
3/31/95	0	721	3,654	0	4,375	2,188	28.1
6/30/95	0	918	5,662	768	7,348	3,674	47.1
9/30/95	0	478	9,896	4,704	15,078	7,539	96.7
12/31/95	0	0	4,895	4,674	9,569	4,785	61.3
3/31/96	0	0	3,615	4,710	8,325	4,163	53.4
6/30/96	0	0	3,102	5,833	8,935	4,468	57.3
9/30/96	0	0	10,914	8,324	19,238	9,619	123.3
12/31/96	0	0	6,166	5,283	11,449	5,725	73.4

¹ Source: D.O.T., R.S.P.A./B.T.S., Form 298-C, Schedule T-1 origin-destination passenger data reported by all carriers represented here, and D.O.T., B.T.S. Form T-100 on-line market origin-destination data reported by Mesa for July 1995, onward.

² Total traffic for all carriers, divided by two.

³ Average quarterly enplanements divided by 78 service days.

Mesa Airlines, Inc., d/b/a United Express
Essential Air Service at Alamosa, Colorado; North Platte and Scottsbluff, Nebraska;
and Laramie, Riverton, Rock Springs, and Worland, Wyoming

Effective period: Alamosa, North Platte, Scottsbluff, December 31, 1997, until
Laramie, Riverton and Rock Springs: further Department action
Worland: January 5, 1998, until
further Department action

Service: Alamosa: Three round trips to Denver on weekdays and weekends
North Platte: Four round trips to Denver on weekdays and weekends
Scottsbluff: Four round trips to Denver on weekdays and weekends
Laramie: Four round trips to Denver on weekdays and weekends
Riverton: Four round trips to Denver on weekdays and weekends
Rock Springs: Four round trips to Denver on weekdays and weekends
Worland: Two round trips to Denver on weekdays and weekends

Aircraft type: Beech 1900 (19 passenger seats)

Minimum number of
seats to be available in
each direction: Alamosa: 57 each weekday and weekend, less preemption
North Platte: 76 each weekday and weekend, less preemption
Scottsbluff: 76 each weekday and weekend, less preemption
Laramie: 76 each weekday and weekend, less preemption
Riverton: 76 each weekday and weekend, less preemption
Rock Springs: 76 each weekday and weekend, less preemption
Worland: 38 each weekday and weekend, less preemption

Timing of flights: Flights must be well-timed and well-spaced

NOTE: The carrier is hereby notified that it may forfeit possible compensation for any flights that it does not operate in conformance with the terms and stipulations of this order, including the service plan outlined above and any other significant elements of the required service, without prior approval. 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 the entire subsidy claim it may make for the period in question. If the carrier contemplates any such changes beyond the scope of this order, it must first notify the Office of Aviation Analysis in writing and receive written approval from the Department to be assured of full compensation. The carrier must complete all flights

Mesa Airlines, Inc., d/b/a United Express
Essential Air Service at Alamosa, Colorado; North Platte and Scottsbluff, Nebraska;
and Laramie, Riverton, Rock Springs, and Worland, Wyoming

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.

Service List for the State of Colorado

Air L.A., Inc.
Air Transport, Inc.
Alpine Aviation, Inc.
Amerijet International, Inc.
Arizona Airways, Inc.
Arizona Pacific Airlines, Inc.
Aspen Airways, Inc.
Aviation Services West, Inc.
Barken International, Inc.
Blue Ridge Airlines
Delta Connection
GP Express Airlines, Inc.
Laredo Air, Inc.
Lone Star Airlines, Inc.
Mesa Airlines, Inc.
Metroflight, Inc.
Midway Airlines, Inc.
Midwest Express Airlines, Inc.
Northwest AirlinK
Pacific Air West, Inc.
Pennsylvania Commuter Airlines, Inc.
Renown Aviation, Inc.
Rocky Mountain Airways, Inc.
Rocky Mountain Helicopters, Inc.
Skywest Airlines, Inc.
Wings West Airlines, Inc.

Chuck Aune
Ken Bannon
E.B. Freeman
Ben Harrison
A. Edward Jenner
Keith Kahle
Bob Karns
Alan W. Markham
Helen McCoy
John McFarlane
Richard A. Raymer
Kevin Thomas

Service List for the State of Nebraska

Air Casino, Inc.
Air Midwest, Inc.
Air Wisconsin, Inc.
Amerijet International, Inc.
Delta Connection
Dwyer Aircraft Sales, Inc.
Falcon Aviation, Inc.
GP Express Airlines, Inc.
Great Lakes Aviation, Ltd.
Heartland Aviation, Inc.
Mesa Airlines, Inc.
Mesaba Aviation, Inc.
Metroflight, Inc.
Midway Airlines, Inc.
Midwest Express Airlines, Inc.
Multi Aero, Inc.
Northwest AirlinK
Redwing Airways, Inc.
Renown Aviation, Inc.
Rocky Mountain Airways, Inc.
Thunderbird Aviation, Inc.
Trans States Airlines, Inc.

Louis Andrews
Ken Bannon
E.B. Freeman
Douglas Gumula
Ben Harrison
A. Edward Jenner
Bob Karns
John McFarlane
Kevin Thomas
Robert Wigmore

Service List for the State of Wyoming

Air Wisconsin, Inc.
Alpine Aviation, Inc.
Amerijet International, Inc.
Aspen Airways, Inc.
Barken International, Inc.
Big Sky Transportation Co.
Blue Ridge Airlines
Corporate Air
Delta Connection
Empire Airlines, Inc.
Falcon Aviation, Inc.
Mesa Airlines, Inc.
Metroflight, Inc.
Midway Airlines, Inc.
Midwest Express Airlines, Inc.
Northern Tier Airlines, Inc.
Northwest AirlinK
Pacific Air West, Inc.
Rocky Mountain Airways, Inc.
Rocky Mountain Helicopters, Inc.
Skywest Airlines, Inc.
Wings West Airlines, Inc.

Ken Bannon
E.B. Freeman
Ben Harrison
A. Edward Jenner
Bob Karns
John McFarlane
Andy Pike
Richard A. Raymer
Kevin Thomas
Gary L. White