

ESSENTIAL AIR SERVICE DETERMINATIONS

49 States (excludes Alaska) and the District of Columbia					
				Inbound and Outbound Seats	
				Each Service Day With:	
State	Order	Hubs (Number of Allowed Stops)	Frequency	14-seat or smaller	15-seat or larger
ALABAMA					
Anniston <u>1/</u>	94-5-6	ATL (0)	2wd/2we	~~	18
Birmingham	No Determination Issued				
Dothan	83-7-32	ATL (1)	2d	80	62
Gadsden <u>1/</u>	92-3-55	ATL(0)	2wd/2we	~~	6
Huntsville/Decatur	No Determination Issued				
Mobile/Pascagoula, MS	No Determination Issued				
Montgomery	No Determination Issued				
Muscle Shoals/Florence/ Sheffield/Tuscumbia	94-5-6	ATL(1) or MEM (1)	2wd/2we	~~	50
Tuscaloosa	94-5-6	ATL (1) or BNA (1)	2wd/2we	~~	67
ARIZONA					
Flagstaff	84-4-66	PHX (0)	2wd/2we	80	62
Grand Canyon	84-4-66	LAS (0)	2d	80	62
Kingman	94-9-10	PHX (1) or LAS (0)	2wd/2we	42	35
Page	93-9-16	PHX (1) or LAS (1)	2wd/2we	~~	17
Phoenix	No Determination Issued				
Prescott	94-9-10	PHX (0)	2wd/2we	~~	67
Tucson	No Determination Issued				
Yuma	84-4-66	PHX (0) + LAX (1)	2d	80	62
<u>1/</u> Appropriations language has prohibited the department from subsidizing service at this community. Nonetheless, technically the essential air service definition remains in place.					
ARKANSAS					

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				14-seat	15-seat
State	Order	Hubs (Number of Allowed Stops)	Frequency	or smaller	or larger
El Dorado/Camden	92-11-54	DFW (1)	2wd/2we	~~	17
Fayetteville	84-5-78	DFW (2) + MEM (1) or MCI (1)	2d	80	62
Fort Smith	91-12-3	DFW (1) + MEM (1) or STL (1)	2d	80	67
Harrison	93-10-27	STL (1) + DFW (1)	2wd/2we	~~	18
Hot Springs	93-10-27	DFW (1)	2wd/2we	~~	22
Jonesboro	92-11-54	DFW(1) or MEM (0)	2wd/2we	~~	*
Little Rock	No Determination Issued				
Texarkana	84-5-78	DFW (1) + MEM (1)	2d	80	62
CALIFORNIA					
Bakersfield	84-11-16	SFO (0) + LAX (0)	2d	80	62
Chico	84-11-16	SFO (1) 1/	2wd/2we	80	62
Crescent City	84-11-16	SFO (2) 2/	2wd/4we	11	8
El Centro	84-11-16	LAX (1) or SAN (0)	2d	80	62
Eureka/Arcata	84-11-16	SFO (1)	2d	80	62
Fresno	No Determination Issued				
Indio/Palm Springs	No Determination Issued				
Inyokern	84-11-16	LAX (1)	2wd/2we	80	62
Lake Tahoe	84-11-16	SFO (1) 3/	2d	80	62
<u>1/</u> Up to 25 percent of capacity may be provided through Sacramento.					
<u>2/</u> Up to 25 percent of capacity may be provided through Portland.					
<u>3/</u> Includes San Francisco, San Jose and/or Oakland.					
* No specific seat requirement is established.					
Los Angeles/Ontario/ Burbank/Long Beach	No Determination Issued				
Merced <u>1/</u>	87-6-53	SFO (0) + LAX (2)	2wd/2we	44	34

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Modesto <u>1/</u>	84-11-16	SFO (0) + LAX (0)	2d (SFO)		
			3wd/3we (LAX)	80	62
Oakland	No Determination Issued				
Ontario/San Bernardino/ Riverside	No Determination Issued				
Orange Cnty/Santa Ana/ Anaheim	84-11-16	LAX (0)	2d	80	62
Oxnard/Ventura	84-11-16	LAX (0)	2d	80	62
Palmdale/Lancaster	84-11-16	LAX (0)	2wd/2we	32	25
Red Bluff/Redding	84-11-16	SFO (1)	2d	80	62
Sacramento	No Determination Issued				
Salinas/Monterey	84-11-16	SFO (0) + LAX (2)	2d	80	62
San Diego	No Determination Issued				
San Francisco/Oakland/ San Jose	No Determination Issued				
San Luis Obispo/ Paso Robles	84-11-16	SFO (1) + LAX (1)	2d	80	62
Santa Barbara	84-11-16	SFO (2) + LAX (0)	2d	80	62
Santa Maria	94-9-8	LAX (0)	2d	~~	67
<u>1/</u> Waived the requirement to serve Los Angeles but does not eliminate it as an EAS hub.					
Santa Rosa	85-5-128	SFO (0)	2wd/2we	*	*
Stockton <u>1/</u>	92-6-16	SFO (0) + LAX(1)	2d	~~	67
Visalia	93-6-13	SFO (1) or SJC (1) or LAX (1)	2wd/2we	~~	32
COLORADO					

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				Each Service Day With:	
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Alamosa	94-9-10	DEN (1)	2wd/2we	~~	67
Aspen	84-6-19	DEN (0)	2d	80	62
Colorado Springs	No Determination Issued				
Cortez	94-9-10	DEN(1)	2wd/2we	~~	67
Denver	No Determination Issued				
Durango	84-6-19	DEN (1) + ABQ, FMN or another city south 2/	2d	80	62
Grand Junction	No Determination Issued				
Gunnison	84-6-19	DEN (1)	2d 2wd/2we 3/	80/72 3/	62/55 3/
Lamar	94-10-16	DEN (1)	2wd/2we	~~	7
Montrose/Delta	84-6-19	DEN (1)	2d	80	62
Pueblo	84-6-19	DEN (0)	2wd/2we	80	62
Steamboat Springs/ Hayden/Craig	84-6-19	DEN (0)	2d	80	62
<u>1/</u> Appropriations language has prohibited the department from subsidizing service at this community. Nonetheless, technically the essential air service definition remains in place.					
<u>2/</u> No specified maximum number of stops for ABQ, FMN or other cities south.					
<u>3/</u> The higher frequency and capacity requirements are for the first quarter of the year.					
* No specific seat requirement.					
CONNECTICUT					
Bridgeport	83-7-20	BOS (1)	2wd/2we	70	54
Hartford Springfield	No Determination Issued				
New Haven	97-11-36	Any Large or Medium Hub	2wd/2we	80	62
New London/Groton	92-12-39	NYC (0) or PHIL (1)	2d	~~	67

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DISTRICT OF COLUMBIA					
Washington	No Determination Issued				
FLORIDA					
Daytona Beach	No Determination Issued				
Eglin Air Force Base <u>1/</u>	83-9-45	ATL (1) + MSY (1)	2d (ATL) 2wd/2we (MSY)	80	62
Ft. Lauderdale	No Determination Issued				
Ft. Myers	No Determination Issued				
Gainesville	83-9-45	ATL (1) + MIA (1), TPA (0) or MCO (0)	2d	80	62
<u>1/</u> Served through Ft. Walton Beach, Florida.					
Jacksonville	No Determination Issued				
Key West	83-9-45	MIA (0)	2d	80	62
Melbourne	83-9-45	ATL (1) + TPA (0), MCO (0) or MIA (1)	2d (ATL) 2wd/2we (other hub)	80	62
Miami/Ft. Lauderdale	No Determination Issued				
Orlando	No Determination Issued				
Panama City	83-9-45	ATL (1) + MCO (1) or TPA (1)	2d (ATL)		

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			2wd/2we (other hub)	80	62
Pensacola	No Determination Issued				
St. Petersburg/Clearwater	No Determination Issued				
Sarasota/Bradenton	No Determination Issued				
Tallahassee	No Determination Issued				
Tampa	No Determination Issued				
West Palm Beach	No Determination Issued				
GEORGIA					
Albany	84-2-40	ATL (0)	2wd/4we	80	62
Athens	88-2-31	ATL (0) or CLT (1)	2wd/2we	80	62
Atlanta	No Determination Issued				
Augusta	84-2-40	ATL (0)	2wd/4we	80	62
Brunswick (St. Simons Island)	84-2-40	ATL (1)	2wd/2we	80/65 1/	62/50 1/
Columbus	84-2-40	ATL (0)	2wd/4we	80	62
Macon	84-2-40	ATL (0)	2wd/4we	80	62
Savannah	No Determination Issued				
Valdosta	84-2-40	ATL (1)	2wd/2we	80/152 2/	62/116 2/
HAWAII					
Hana	83-12-10	HNL & OGG 3/	2d	52	40
Hilo	No Determination Issued				

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				Each Service Day With:	
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Honolulu	No Determination Issued				
Hoolehua	No Determination Issued				
Kahului	No Determination Issued				
1/ The lower numbers apply from November 1 through February 28.					
2/ The lower numbers apply on weekdays.					
3/ Number of allowable stops not specified. Circuity must be reasonable compared with nonstop distance.					
Kalaupapa 1/	91-4-6	HNL (1) or MKK (0)	2d	28	28
Kailua/Kona	No Determination Issued				
Kamuela	83-12-10	HNL & OGG 2/	2d	28	22
Lanai	83-12-10	HNL & OGG 2/	2d	80	62
Lihue	No Determination Issued				
Molokai	87-4-30	HNL (0) & OGG (0)	2d	80	62
IDAHO					
Boise	No Determination Issued				
Idaho Falls	No Determination Issued				
Lewiston/Clarkston	84-3-115	BOI (1) + SEA (2)	2d	80	62
Pocatello	83-5-50	SLC (0) + BOI (1)	2d	80	62

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				14-seat	15-seat
State	Order	Hubs (Number of Allowed Stops)	Frequency	or smaller	or larger
Sun Valley/Hailey/ Ketchum	83-5-50	BOI (0) + SLC (1)	8/wk <u>3</u> /	560/280 <u>4</u> /	434/215 <u>4</u> /
Twin Falls	86-7-48	SLC (1)	2d	80	62
<u>1/</u> Interim essential air service determination.					
<u>2/</u> Number of allowable stops not specified. Circuitry must be reasonable compared with nonstop distance.					
<u>3/</u> Service may be provided any four days per week except during the peak winter season (beginning with the third Friday in December through the following March) when at least two round trips must be provided on Fridays, Saturdays, Sundays and Mondays.					
<u>4/</u> x/y: x number of seats per week during the summer and winter peak seasons and y number of seats per week during the off-peak season.					
ILLINOIS					
Bloomington	81-10-6	CHI (0) + STL (1)	2d	80	62
Champaign/Urbana	81-10-6	CHI (0) + STL (1)	2d	80	62*
Chicago	No Determination Issued				
Danville <u>1</u> /	94-10-20	CHI (0)	2wd/2we	~~	15
Decatur	80-2-124	CHI (1) + STL (0)	2d	80	62*
Galesburg <u>2</u> /	91-2-17	CHI(1)	2wd/2we	52	40
Marion/Herrin	80-2-124	STL (0)	2d	80	62*
Mattoon/Charleston	94-2-48	CHI (1) or STL (1)	2wd/2we	~~	10
Moline/Davenport, IA	No Determination Issued				
Mount Vernon	94-2-48	STL (0) or CHI (1)	2wd/2we	~~	13
Peoria	No Determination Issued				
Quincy, IL/Hannibal, MO	80-2-124	CHI (1) + STL (0)	2d	80	62*
Rockford	84-8-20	CHI (0) or [DEN (2) + DTW (2)]	2d	80	62

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				14-seat	15-seat
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Springfield	81-10-6	CHI (0 wd/1 we) + STL (0)	2d	80	62
Sterling/Rock Falls	85-7-52	CHI (0)	2wd/2we	16	13
<u>1/</u> Appropriations language has prohibited the department from subsidizing service at this community.					
Nonetheless, technically the essential air service definition remains in place.					
* Actual determination did not distinguish between aircraft size					
in setting seat requirement.					
<u>2/</u> Serves as footnote <u>1/</u> except for Fiscal Year 1994.					
INDIANA					
Bloomington <u>1/</u>	91-2-17	CHI(1)	2wd/2we	54	42
Evansville	No Determination Issued				
Ft. Wayne	No Determination Issued				
Indianapolis	No Determination Issued				
Lafayette	83-6-3	CHI (0)	2d	80	62
Muncie/Anderson/					
New Castle <u>1/</u>	91-2-17	CHI(1)	2wd/2we	66	51
South Bend	No Determination Issued				
Terre Haute <u>1/</u>	92-1-53	CHI(1)	2wd/4we	80	62
IOWA					
Burlington	92-3-61	CHI (1) + STL (1)	2wd/4we	~~	67
Cedar Rapids/Iowa City	No Determination Issued				
Des Moines	No Determination Issued				

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Dubuque	84-5-74	CHI (1)	2d	80	62
Fort Dodge	86-8-27	CHI (2), DSM (0), MSP (1) or OMA (0)	2wd/2we	34	26
<u>1/</u> Appropriations language has prohibited the department from subsidizing service at this community.					
Nonetheless, technically the essential air service definition remains in place.					
Mason City	86-8-27	CHI (2), DSM (1), MSP (1) or OMA (1)	2wd/2we	52	40
Ottumwa	94-9-7	CHI (1)	2wd/2we	~~	10
Sioux City	No Determination Issued				
Waterloo	84-5-74	CHI (2) + DEN (2) or STL (2) or MSP (1)	2d	80	62
KANSAS					
Dodge City	94-10-16	DEN (1) or MKC (1)	2wd/2we	~~	22
Garden City	94-10-16	DEN (1) + ICT (1)	2wd/2we	~~	37
Goodland	94-10-16	DEN (1)	2wd/2we	~~	6
Great Bend	94-10-16	MCI (1)	2wd/2we	~~	8
Hays	94-10-16	DEN (1) + MCI (1) or ICT (1)	2wd/2we	~~	28
Liberal, KS/Guymon, OK	94-10-16	DEN (1)	2wd/2we	~~	17
Manhattan/Junction City/ Ft. Riley	84-8-84	MCI (1)	2d	80	62
Salina	84-8-84	MCI (1)	2wd/2we	58	45
Topeka	94-5-21	MCI (0)	2wd/2we	~~	58
Wichita	No Determination Issued				

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KENTUCKY					
Lexington/Frankfort	No Determination Issued				
Louisville	No Determination Issued				
Owensboro	89-5-36	SDF (0), MEM (1) or BNA (0)	2wd/2we	80	62
Paducah	87-12-31	STL (1) +[MEM (1) or BNA (0) or SDF (1)]	2d	80	62
LOUISIANA					
Alexandria	84-2-5	DFW (2) + MSY (1)	2d	80	62
Baton Rouge	No Determination Issued				
Lafayette	84-2-5	MSY (0) + IAH (1)	2d	80	62
Lake Charles	84-2-5	IAH (0) + MSY (1)	2d	80	62
Monroe	No Determination Issued				
New Orleans	No Determination Issued				
Shreveport	84-2-5	EAS determination (met EAS eligibility) has been withdrawn at the request of the community. (Order 80-7-41)			
MAINE					
Augusta/Waterville	84-7-76	BOS (0)	2wd/2we	80	62
Bangor	84-7-76	BOS (0)	2d	80	62
Bar Harbor	94-8-26	BOS (1)	2d; 2wd/2we	~~	64/16
Portland	84-7-76	BOS (0)	2d	80	62
Presque Isle/Houlton	84-7-76	BOS (1)	2d	80	62
Rockland	94-8-26	BOS (1)	2wd/2we	~~	33/12

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MARYLAND					
Baltimore	No Determination Issued				
Hagerstown, MD/ Martinsburg, WV	83-6-70	BWI (0) or WAS (0)	2d	80	62
Salisbury	83-6-70	BWI (0) or WAS (0)	2d	80	62
MASSACHUSETTS					
Boston	No Determination Issued				
Hyannis	84-5-86	BOS (0) + NYC (1)	2d <u>1</u> /	80	62
Martha's Vineyard	84-5-86	BOS (1) + NYC (1) 2/	2d	80	62
Nantucket	84-5-86	HYA (0) + BOS (1)	2d	80	62
Worcester	84-5-86	NYC (0)	2d	80	62
MICHIGAN					
Alpena	84-11-17	DTW (1)	2wd/2we	26	20
Detroit	No Determination Issued				
Escanaba	92-10-18	CHI(1),MSP (1), DTW(1) or MKE (1)	2wd/2we	~	63
Flint	84-11-17	DTW (0) + CHI (2)	2d	80	62
Grand Rapids	No Determination Issued				
Hancock/Houghton <u>3</u> /	84-11-17	CHI (2), MKE (2) or GRB (1)	2d	80	62
Iron Mountain/Kingsford	88-5-30	CHI (2), MKE (2) or GRB (1)	2wd/2we	34	26
Ironwood, MI/Ashland, WI	88-5-30	CHI (2), MKE (2), GRB (1) or			
Kalamazoo	84-11-17	CHI (0) + DTW (0)	2d	80	62
Lansing	No Determination Issued				

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				Each Service Day With:	
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<u>1/</u> From Labor Day to Memorial Day only two round trips on weekdays and over the weekend period are required to New York.					
<u>2/</u> Off Peak: from Labor Day to Memorial Day service to only one hub, either Boston or New York, is required.					
<u>3/</u> Approved Detroit and Minneapolis are alternative hubs.					
Manistee/Ludington	84-11-17	CHI (1)	2wd/2we	6	6
Marinette, WI/Menominee	85-9-70	CHI (2), MKE (1) or GRB (0)	2wd/2we	10	8
Marquette	84-11-17	CHI (2), MKE (1) or GRB (1)	2d	80	62
Muskegon	85-2-2	CHI (1)	2d	80	62
Pellston	84-11-17	DTW (1) + CHI (2)	2wd/2we (DTW)		
			1wd/we (CHI)	80	62
Saginaw/Bay City/Midland	No Determination Issued				
Sault Ste. Marie	84-11-17	DTW (2)	2wd/2we	30	23
Traverse City	84-11-17	CHI (1) + DTW (1)	2d	80	62
MINNESOTA					
Bemidji	84-9-43	MSP (1)	2d	80	62
Brainerd	84-9-43	MSP (0)	2wd/2we 1/	80/62 1/	62/48 1/
Chisholm/Hibbing	84-9-43	MSP (1)	2d	80	62
Duluth, MN/Superior, WI	84-9-43	MSP (0)	2d	80	62
Fairmont	94-1-22	MSP (1)	2wd/2we	~~	8
<u>1/</u> Higher service requirements, both frequencies and seat capacities are required from April through September.					

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Fergus Falls <u>1/</u>	92-5-32	~~	~~	~~	~~
International Falls	84-9-43	MSP (2)	2d: 2wd/2we 2/	80/54 <u>1/</u>	62/42 <u>1/</u>
Mankato	94-1-22	MSP (0)	2wd/2we	~~	7
Minneapolis/St. Paul	No Determination Issued				
Rochester	No Determination Issued				
Thief River Falls	85-5-132	MSP (2)	2wd/2we	24	18
Winona	84-9-43	No service is required			
		Community is served through LaCrosse, Wisconsin			
Worthington	94-1-22	MSP (1)	2wd/2we	~~	5
MISSISSIPPI					
Columbus	83-12-27	ATL (1) + MEM (0)	2d	80	80
Greenville	83-12-27	MEM (0)	2wd/2we	80	62
Gulfport/Biloxi	83-12-27	ATL (2) + MSY (0)	2d	80	62
Jackson/Vicksburg	83-12-27	ATL (1) + DFW (1)	2d	80	62
Laurel/Hattiesburg	94-5-6	ATL (1), MEM (1) or MSY (0)	2wd/2we	~~	44
Meridian	84-11-59	ATL (2) + MEM (1)	2d	80	62
Tupelo	83-12-27	ATL (2) + MEM (0)	2wd/2we	80	62
<u>1/</u> Fergus Falls is receiving service under the 25/75% subsidy sharing provisions of the law although it is not technically guaranteed air service nor is there an EAS Determination.					
<u>2/</u> Higher service requirements, both frequencies and seat capacities are required from April through September.					

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MISSOURI					
Cape Girardeau/Sikeston	94-4-29	STL (1)	2wd/2we	~~	29
Columbia/Jefferson City <u>1/</u>	84-3-98	STL (0) + MCI (0)	2d(STL)		
			2wd/2we (MCI)	80	62
Ft. Leonard Wood	94-5-8	STL (0)	2wd/2we	~~	24
Joplin	86-5-39	MCI (0) + STL (1)	2d	80	62
Kansas City	No Determination Issued				
Kirksville <u>2/</u>	84-9-75	STL (1) or MCI (1)	2wd/2we	8	8
St. Louis	No Determination Issued				
Springfield	84-3-98	STL (1) + MCI (1) or DEN (2)	2d	80	62
MONTANA					
Billings	No Determination Issued				
Bozeman	No Determination Issued				
Butte	No Determination Issued				
Glasgow	94-10-4	BIL (1)	2wd/2we	~~	10
<u>1/</u> Service to St. Louis and Memphis approved as alternative service pattern (Order 87-7-47).					
<u>2/</u> The community has temporarily waived its right to 15-seat aircraft in exchange for a third round trip with smaller aircraft.					

ESSENTIAL AIR SERVICE DETERMINATIONS

49 States (excludes Alaska) and the District of Columbia					
				Inbound and Outbound Seats	
				Each Service Day With:	
				14-seat	15-seat
State	Order	Hubs (Number of Allowed Stops)	Frequency	or smaller	or larger
Glendive	94-10-4	BIL (1)	2wd/2we	~~	5
Great Falls	No Determination Issued				
Havre	94-10-4	BIL(1)	2wd/2we	~~	8
Helena	No Determination Issued				
Kalispell	No Determination Issued				
Lewistown	94-10-4	BIL (0)	2wd/2we	~~	6
Miles City	94-10-4	BIL (1)	2wd/2we	~~	5
Missoula	No Determination Issued				
Sidney	94-10-4	BIL (1)	2wd/2we	~~	13
West Yellowstone	87-5-76	DEN (2) or SLC (2)	2wd/2we	24/58 <u>1/</u>	19/45 <u>1/</u>
Wolf Point	94-10-4	BIL (1)	2wd/2we	~~	10
NEBRASKA					
Alliance	94-4-1	DEN (1)	2wd/2we	6	5
Chadron	94-4-1	DEN (1)	2wd/2we	4	3
<u>1/</u> Seasonal service from June 1 through September 30 only. The higher capacity requirements are for the months of July and August and the lower capacity requirements are for June and September.					
Grand Island	90-10-13	DEN (2) + OMA (1)	2d	80	62
Hastings	94-4-1	MKC (1)	2wd/2we	6	5

ESSENTIAL AIR SERVICE DETERMINATIONS

49 States (excludes Alaska) and the District of Columbia					
				Inbound and Outbound Seats	
				Each Service Day With:	
State	Order	Hubs (Number of Allowed Stops)	Frequency	14-seat or smaller	15-seat or larger
Lebanon, NH/White River Jct., VT	84-10-8	BOS (0) + NYC (1)	2wd/4we	80	62
Manchester/Concord	84-10-8	BOS (0) + NYC (1)	2wd/4we	80	62
NEW JERSEY					
Atlantic City	84-5-83	PHL (0)	2d	80	62
Newark	No Determination Issued				
Trenton <u>1/</u>	92-12-9	Any hub (0)	2d	~~	67
NEW MEXICO					
Alamogordo/Holloman AFB Albuquerque	94-9-10	ABQ (1) or ELP (0)	2wd/2we	~~	37
	No Determination Issued				
<u>1/</u> Appropriations language has prohibited the department from subsidizing service at this community. Nonetheless, technically the essential air service definition remains in place.					
<u>2/</u> x/y capacity requirements are for third quarter/remainder of year.					
Carlsbad	84-10-10	ABQ (0) <u>1/</u>	2wd/2we	54	42
Clovis	94-9-10	ABQ (1)	2wd/2we	~~	38
Farmington	84-10-10	ABQ (0) + DEN (2)	2d	80	62
Gallup	89-1-20	ABQ (0) or PHX (1)	2wd/2we	34	26
Hobbs	87-5-77	ABQ (1)	2wd/2we	24	19
Roswell	85-12-83	ABQ (0)	2d	80	62

ESSENTIAL AIR SERVICE DETERMINATIONS

49 States (excludes Alaska) and the District of Columbia					
				Inbound and Outbound Seats	
				Each Service Day With:	
				14-seat	15-seat
State	Order	Hubs (Number of Allowed Stops)	Frequency	or smaller	or larger
Santa Fe <u>2/</u>	88-9-15	ABQ (0)	2wd/2we	22	17
Silver City/Hurley/Deming	94-9-10	ABQ (1)	2wd/2we	~~	33
NEW YORK					
Albany	No Determination Issued				
Binghamton/Endicott/ Johnson City	84-3-68	NYC (0) + PIT (1)	2d	80	62
Buffalo/Niagara Falls	No Determination Issued				
Elmira/Corning	84-3-68	NYC (1) + PIT (1)	2d	80	62
Islip	84-3-68	Any hub (0)	2d	80	62
Ithaca/Cortland	84-3-68	NYC (1) + PIT (1)	2d	80	62
Jamestown	86-5-46	PIT (0)	2d	80	62
<u>1/</u> If two round trips are provided between Carlsbad and Albuquerque each service day, the remaining capacity requirements may be met with nonstop or one-stop flights to Midland/Odessa or Lubbock.					
<u>2/</u> Appropriations language has prohibited the department from subsidizing service at this community. Nonetheless, technically the essential air service definition remains in place.					
Massena	93-8-35	SYR (2)	2wd/2we	~~	25
	No Determination Issued				
Ogdensburg	93-8-35	SYR (1)	2wd/2we	~~	20
Plattsburgh	81-12-97	ALB (1)	2wd/2we	58	47*
Poughkeepsie	84-3-68	NYC (0) <u>1/</u>	2d	80	62
Rochester	No Determination Issued				
Saranac Lake/Lake Placid	80-3-19	ALB (0)	2wd/2we	40	31*
Syracuse	No Determination Issued				
Utica/Rome	84-3-68	NYC (1)	2d	80	62

ESSENTIAL AIR SERVICE DETERMINATIONS

49 States (excludes Alaska) and the District of Columbia					
				Inbound and Outbound Seats	
				Each Service Day With:	
				14-seat	15-seat
State	Order	Hubs (Number of Allowed Stops)	Frequency	or smaller	or larger
Watertown	93-8-35	SYR (0)	2wd/2we	~~	23
White Plains	84-3-68	Any hub (0)	2d	80	62
NORTH CAROLINA					
Asheville	83-11-20	ATL (0) + CLT (0)	2d	80	62
Charlotte	No Determination Issued				
Fayetteville	83-11-20	ATL (2) or CLT (0)+ RDU (0), ORF (1), RIC (1) or WAS (2)	2d	80	62
<u>1/</u> Up to one-third of Poughkeepsie's capacity may be provided to Albany (nonstop) and/or Boston (one-stop).					
* Actual determination did not distinguish between aircraft size in setting seat requirement.					
Greensboro/High Point/ Winston Salem	No Determination Issued				
Hickory	83-11-20	CLT (0)	2wd/2we	80	62
Jacksonville/Camp Lejeune	83-11-20	ATL (2) or CLT (1) + RDU (0), ORF (1), RIC (1) or WAS (2)	2d	80	62
Kinston/Goldsboro/ Greenville	83-11-20	ATL (2) or CLT (1) + RDU (0), ORF (1), RIC (1) or WAS (2)	2d	80	62
New Bern/Morehead City/ Beaufort	83-11-20	RDU (0) or CLT (1)	2wd/2we	78	60
Raleigh/Durham	No Determination Issued				
Wilmington	83-11-20	ATL (2) or CLT (1) + RDU (0),			

ESSENTIAL AIR SERVICE DETERMINATIONS

49 States (excludes Alaska) and the District of Columbia				Inbound and Outbound Seats	
				Each Service Day With:	
State	Order	Hubs (Number of Allowed Stops)	Frequency	14-seat or smaller	15-seat or larger
		ORF (1) or WAS (2)	2d	80	62
NORTH DAKOTA					
Bismarck/Mandan	No Determination Issued				
Devils Lake	93-3-35	MSP (1)	2wd/2we	~~	18
Dickinson <u>1/</u>	93-6-30	~~	~~	~~	~~
Fargo	No Determination Issued				
Grand Forks	No Determination Issued				
Jamestown	93-3-35	MSP (1)	2wd/2we	~~	24
Minot	No Determination Issued				
Williston	93-3-40	BIS (1)	2wd/2we	~~	27
<u>1/</u> Dickinson is receiving service under the 25/75% subsidy sharing provisions of the law although it is not technically guaranteed air service nor is there an EAS Determination.					
OHIO					
Akron/Canton	83-11-19	CHI (2) + PIT (0)	2d	80	62
Cincinnati	No Determination Issued				
Cleveland	No Determination Issued				
Columbus	No Determination Issued				
Dayton	No Determination Issued				
Toledo	No Determination Issued				
Youngstown	83-11-19	CHI (2) + PIT (0)	2d	80	62
OKLAHOMA					
Enid	93-2-36	DFW (1), OKC (1) or TUL (1)	2wd/2we	~~	11

ESSENTIAL AIR SERVICE DETERMINATIONS

49 States (excludes Alaska) and the District of Columbia					
				Inbound and Outbound Seats	
				Each Service Day With:	
				14-seat	15-seat
State	Order	Hubs (Number of Allowed Stops)	Frequency	or smaller	or larger
SOUTH DAKOTA					
Aberdeen	84-3-85	MSP (1)	2d	80	62
Brookings	94-1-22	MSP (1)	2wd/2we	~~	12
Huron	94-1-22	MSP (1)	2wd/2we	~~	18
Mitchell	94-1-22	MSP (1)	2wd/2we	~~	5
Pierre	88-1-42	DEN (2) + FSD (1) or DEN (2) + MSP (2)	2wd/2we	78	60
Rapid City	No Determination Issued				
Sioux Falls	No Determination Issued				
Watertown	84-3-85	MSP (1)	2wd/2we	62	48
Yankton	92-9-38	MSP(1)	2wd/2we	~~	13
TENNESSEE					
Bristol/Kingsport/					
Johnson City	No Determination Issued				
Chattanooga	No Determination Issued				
Jackson	83-7-23	MEM (0)	2wd/2we	72	55
Knoxville	No Determination Issued				
Memphis	No Determination Issued				
Nashville	No Determination Issued				

ESSENTIAL AIR SERVICE DETERMINATIONS

49 States (excludes Alaska) and the District of Columbia					
				Inbound and Outbound Seats	
				Each Service Day With:	
				14-seat	15-seat
State	Order	Hubs (Number of Allowed Stops)	Frequency	or smaller	or larger
Charlottesville	84-10-138	WAS (0) + CLT (1)	2d	80	62
Danville	93-4-29	CLT (0)	2wd/2we	~~	34
Hot Springs <u>1/</u>	91-10-8	WAS (1)	2/	22	17
Newport News/Hampton/ Williamsburg/Yorktown	84-10-138	WAS (0)	2d	80	62
Norfolk/Virginia Beach/ Portsmouth/Chesapeake	No Determination Issued				
Richmond	No Determination Issued				
Roanoke	84-10-138	WAS (1) + ATL (2) or CLT (0)	2d	80	62
Staunton	94-5-7	WAS (0)	2wd/2we	~~	66
WASHINGTON					
Ephrata/Moses Lake	92-3-7	SEA (1)	2wd/2we	~~	27
Pasco/Kennewick/Richland	84-5-48	SEA (1) + PDX (0)	2d	80	62
Pullman, WA/Moscow, ID	84-5-48	SEA (2) + GEG (0) or BOI (1)	2d (SEA)		
			2wd/2we (GEG or BOI)	80	62
Seattle/Tacoma	No Determination Issued				
Spokane	No Determination Issued				
<u>1/</u> Appropriations language has prohibited the department from subsidizing service at this community. Nonetheless, technically the essential air service definition remains in place.					
Tacoma	No Determination Issued				
Walla Walla	84-5-48	SEA (1)	2d	80	62
Wenatchee	84-5-48	SEA (0)	2wd/2we	72	55
Yakima	84-5-48	SEA (0) + PDX (0)	2d	80	62
WEST VIRGINIA					

ESSENTIAL AIR SERVICE DETERMINATIONS

49 States (excludes Alaska) and the District of Columbia					
				Inbound and Outbound Seats	
				Each Service Day With:	
				14-seat	15-seat
State	Order	Hubs (Number of Allowed Stops)	Frequency	or smaller	or larger
Ashland, KY/Huntington, WV	No Determination Issued				
Beckley	94-5-7	CLT (1)	2wd/2we	~~	46
Charleston/Dunbar	No Determination Issued				
Clarksburg/Fairmont	84-11-62	PIT (0) + WAS (1)	2d	80	62
Elkins <u>1/</u>	87-1-38	PIT (1) or WAS (1)	2wd/2we	8	8
Greenbrier/White Sulphur Springs <u>2/</u>	85-8-77	WAS (1) + CLT (1)	2d: 2wd/2we	80/54	62/42
Morgantown	84-11-62	PIT (0) + WAS (0)	2d	80	62
Parkersburg	84-11-62	PIT (0)	2d	80	62
Princeton/Bluefield	94-5-7	CLT (0)	2wd/2we	~~	42
<u>1/</u> Appropriations language has prohibited the department from subsidizing service at this community. Nonetheless, technically the essential air service definition remains in place.					
<u>2/</u> The lower frequency and capacity requirements are for the winter season. Service during the winter season may consist of either two round trips to WAS, or two round trips to CLT, or one round trip to WAS and one round trip to CLT.					
WISCONSIN					
Appleton	84-7-77	CHI (1) + MSP (1)	2d	80	62
Eau Claire	85-10-68	MSP (0)	2d	80	62
Green Bay/Clintonville	84-7-77	CHI (1) + MSP (1)	2d	80	62
LaCrosse	84-7-77	CHI (1) + MSP (0)	2d	80	62
Madison	No Determination Issued				
Milwaukee	No Determination Issued				

ESSENTIAL AIR SERVICE DETERMINATIONS

49 States (excludes Alaska) and the District of Columbia					
				Inbound and Outbound Seats	
				Each Service Day With:	
				14-seat	15-seat
State	Order	Hubs (Number of Allowed Stops)	Frequency	or smaller	or larger
Oshkosh	84-7-77	CHI (1)	2wd/4we	80	62
Rhineland/Land O'Lakes	84-7-77	CHI (2)	2d	80	62
Wausau/Stevens Point	84-7-77	CHI (1) + MSP (1)	2wd/4we	80	62
WYOMING					
Casper	No Determination Issued				
Cheyenne	83-10-39	DEN (0)	2d	80	62
Jackson <u>1/</u>	84-4-110	DEN (2) + SLC (1)	2d <u>2/</u>	80	62
Laramie	94-9-10	DEN (1)	2d	~~	67
Lovell/Powell/Cody	83-10-39	DEN (2) or SLC (1)+C811	2wd/2we	76	58
Riverton/Lander	83-10-39	DEN (2)	2d	80	62
Rock Springs	88-11-51	DEN (2)	2wd/2we	80	62
Sheridan	83-10-39	DEN (2)	2wd/2we	80	62
Worland	94-9-10	DEN (1)	2wd/2we	~~	30
<u>1/</u> Service to be provided with fast aircraft.					
<u>2/</u> If service to Salt Lake City is provided with aircraft having 50 or more seats, one daily round trip will be required in that market from Labor Day until June 15 and one round trip on weekdays and two round trips on each weekend day will be required in that market from June 15 through Labor Day.					