

Order 2022-8-5  
Served: August 3, 2022



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

Issued by the Department of Transportation  
on the 3rd day of August, 2022

In the Matter of the

**SMALL COMMUNITY AIR SERVICE  
DEVELOPMENT PROGRAM**

**DOCKET DOT-OST-2022-0003**

under 49 U.S.C. § 41743 *et seq.*

**ORDER AWARDING GRANTS**

**Summary**

By this Order, the U.S. Department of Transportation (the Department) awards 25 grants under the Small Community Air Service Development Program (“Small Community Program” or “SCASDP”) benefitting communities in 20 States to assist with the implementation of the air service initiatives proposed in their grant applications. The communities, the amount of funding awarded to the communities, and brief descriptions of the projects are listed in the Appendix to this Order. Award recipients must affirm their grant awards by entering into grant agreements with the Department obligating the funds. Award recipients may not seek to be reimbursed funds under the Small Community Program until they affirm their grant awards.

**Background**

The Small Community Program was established by the Wendell H. Ford Aviation Investment and Reform Act for the 21st Century (Pub. L. No. 106-181), reauthorized by the Vision 100-Century of Aviation Reauthorization Act (Pub. L. No. 108-176), and subsequently reauthorized by the FAA Modernization and Reform Act of 2012 (Pub. L. No. 112-95), as amended, the Disaster Tax Relief and Airport and Airway Extension Act of 2017 (Pub. L. No. 115-63), and the FAA Reauthorization Act of 2018 (Pub. L. No. 115-254) (FAA 2018). Authorization for this program is codified at 49 U.S.C. § 41743.

The Small Community Program is authorized to receive appropriations under 49 U.S.C. § 41743(e)(2). Appropriations are provided for this program for award selection in Fiscal Year (FY) 2021 pursuant to the Consolidated Appropriations Act, 2020 (Pub. L. No. 116-94), and the

Consolidated Appropriations Act, 2021 (Pub. L. No. 116-260). Additional monies for this award selection are provided from FAA recovery funding resulting from the de-obligation of closed SCASDP grants.

When selecting applicants to participate in the Small Community Program, the Department is statutorily<sup>1</sup> required to apply the following criteria for participation:

1. The airport serving the community or consortium is not larger than a small hub airport, as determined using the Department of Transportation's most recently published classification effective on the date that the community or consortium submits an application;
2. The airport has insufficient air carrier service or unreasonably high air fares;
3. The airport presents characteristics, such as geographic diversity or unique circumstances, that demonstrate the need for, and feasibility of, the Small Community Program;
4. An applicant may not receive an additional grant to support the same project more than once in a 10-year period, except in certain circumstances;<sup>2</sup> and
5. An applicant may not receive an additional grant prior to the completion of its previous grant.<sup>3</sup>

The statute further provides that no more than four communities or consortia of communities, or a combination thereof, from the same State may be selected to participate in the program in any fiscal year, and no more than 40 communities or consortia of communities, or a combination thereof, may be selected to participate in the program in each year for which the funds are appropriated.

In addition, the statute directs the Department to give priority to those communities or consortia of communities<sup>4</sup> where: (a) air fares are higher than the average air fares for all communities; (b) a portion of the cost of the activity contemplated by the community is provided from local sources other than airport revenues; (c) a public-private partnership has been or will be established to facilitate air carrier service to the public;<sup>5</sup> (d) improved service will bring the material benefits of scheduled air transportation to a broad section of the traveling public, including business, educational institutions, and other enterprises whose access to the national air transportation system is limited;<sup>6</sup> (e) the assistance will be used to help restore scheduled passenger air service that has been terminated;<sup>7</sup> (f) the funds will be used in a timely manner;<sup>8</sup> and (g) multiple communities cooperate to submit a regional or multistate application to

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<sup>1</sup> 49 U.S.C. § 41743(c).

<sup>2</sup> As provided under 49 U.S.C. § 41743(c)(4)(C), the Department may waive the same project limitation.

<sup>3</sup> 49 U.S.C. § 41743(c)(1)-(4).

<sup>4</sup> A consortium of communities is considered a single entity for purposes of SCASDP. 49 U.S.C. § 41743.

<sup>5</sup> 49 U.S.C. § 41743(c)(5)(C).

<sup>6</sup> 49 U.S.C. § 41743(c)(5)(D).

<sup>7</sup> 49 U.S.C. § 41743(c)(5)(E).

<sup>8</sup> 49 U.S.C. § 41743(c)(5)(F).

consolidate air service into one regional airport.<sup>9</sup>

The Department is authorized to award grants to communities that seek to provide assistance to:

- An air carrier to subsidize service to and from an underserved airport for a period not to exceed three years;
- An underserved airport to obtain service to and from the underserved airport;
- An underserved airport to implement such other measures to improve air service both in terms of the cost of such service to consumers and the availability of such service, including improving air service through marketing and promotion of air service and enhanced utilization of airport facilities.<sup>10</sup>

On January 12, 2022, the Department issued Order 2022-1-8 in this Docket, soliciting grant proposals from communities interested in receiving grant funding for FY 2021.

Order 2022-1-8 will be referred to as the “Solicitation Order” in the context of this proceeding.

The Solicitation Order required each applicant to submit a completed Standard Form 424 and a Summary Information schedule to [www.grants.gov](http://www.grants.gov). Communities were requested to provide information that would help in the consideration of their grant requests, including details about their existing air services, historical air services, current air service needs and deficiencies, a full description of the community’s proposal, plans for implementation, funding requirements, and plans for monitoring the success of the project, including modifying or discontinuing funding if the project is not meeting expectations.

Drawing on the Department’s experience from previous years, the Solicitation Order discussed various issues relating to project types and the grant application process, including the sources of local funding, the consideration of in-kind contribution, the use of grant funds, and the eligibility to participate by past grant recipients. The Solicitation Order further emphasized that communities would be expected to meet the financial-contribution commitments that they include in their proposals.

### **Grant Applications**

In response to the Solicitation Order, the Department received grant applications from 48 communities in 29 States and one U.S Territory.<sup>11</sup> Collectively, these communities sought more than \$33 million in Federal assistance to support new and ongoing air service development

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<sup>9</sup> 49 U.S.C. § 41743(c)(5)(G).

<sup>10</sup> 49 U.S.C. § 41743(d).

<sup>11</sup> Three applicants ((1) the Town of Islip, NY, Long Island MacArthur Airport; (2) Lakeland Linder International Airport and the City of Lakeland, FL; and (3) Salem Municipal Airport and the City of Salem, OR) filed Motions under 14 CFR § 302.12 (Rule 12) of the Department’s Regulations requesting confidential treatment of certain documents included in their applications. The Department has granted these Motions, and we have placed copies of our decisions in this Docket.

projects. Three of the 48 applications did not meet the basic eligibility criteria for participation outlined above and were determined ineligible for consideration.

As in previous years, this year's eligible applications included proposals for feasibility studies, new or expanded service initiatives, marketing, and assorted combinations thereof. These applicants provided information on historical and current air service and air fare issues facing their communities, the economic benefits of air service, proposed initiatives to remedy air service or air fare problems, and arguments in support of their proposals. Nearly all the communities pledged local cash and/or in-kind contributions from local, State, airport, or private sources to complement their requests for Federal assistance.

The large majority of applicants specified the need to attract new and/or additional air services to their communities. Similar to previous years, a majority of applicants also proposed to implement their projects using revenue guarantees together with a variety of marketing and promotional initiatives. A critical component of most proposals was funding to support community-based marketing and promotional initiatives to stimulate demand and community awareness of local airport services. These efforts are directed at publicizing not only the availability of air services, but also the convenience of using the local airport compared to more congested air service hubs or other larger airports in the region. Almost all applicants cited reductions and/or suspensions of service due to the coronavirus pandemic, arguing that this factor, in particular, combined with ongoing industry issues they have been facing, prompted the need for Federal assistance in order to help communities in these unique circumstances.

## **Grant Awards**

The Small Community Program is unique in that it encourages and affords communities the opportunity to develop their own solutions to their air service problems based on their particular needs and circumstances. By providing communities the opportunity to develop and implement air service projects tailored to their individual needs, the program aims to maximize the potential for success in the communities' endeavors. Since the program's inception, the Department has sought to maximize the number of participating communities, promote geographic diversity of the selections, and support a variety of solutions to the problems identified by applicants in order to provide a wide range of approaches for dealing with the challenges faced by similarly-situated communities.

With these considerations in mind, we are selecting 25 grant proposals with the objective of entering into grant agreements with the communities identified in the Appendix to this Order. Award recipients must enter into grant agreements with the Department before the recipients may seek to be reimbursed expenses under their Small Community Program projects. In addition, grant recipients are subject to all grant conditions and assurances required by Federal law, regulations, and executive orders.<sup>12</sup> The Department's grant agreements will be transmitted to the selected communities subsequent to the issuance of this Order.<sup>13</sup>

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<sup>12</sup> See <http://www.transportation.gov/policy/aviation-policy/small-community-rural-air-service/SCASDP> for applicable conditions and assurances.

<sup>13</sup> As in previous years, the Department's staff will, at the request of any non-selected applicant community, conduct a debriefing with representatives of that community to review and provide feedback on its application in

The proposals selected meet the purpose of the statute and provide opportunities to test a variety of approaches to improving small community air service in many regions of the country. The attached Appendix provides a brief description of each project and the amount of funding each community requested. As an overview, all of the awards are being made to communities proposing revenue guarantees or marketing, or revenue guarantees with marketing, as a means to attract new service, to support existing service, or to restore lost service.

The selected communities are: Gulf Shores, AL; Montgomery, AL; Bentonville, AR; Fort Smith, AR; Arcata, CA; Eagle County, CO; Tweed-New Haven, CT; Daytona Beach, FL; Champaign, IL; Rochester, MN; Branson, MO; Natchez, MS; Great Falls, MT; New Bern, NC; Wilmington, NC; Williston, ND; Salem, OR; Hilton Head, SC; Rapid City, SD; Corpus Christi, TX; Laredo, TX; McAllen, TX; Port of Pasco, WA; Mosinee, WI; and Charleston, WV.

All selected communities are contributing financial resources to their respective grant projects. The local resources reflect a commitment that is important to the potential success of the proposed initiatives. Moreover, nearly all of the communities have (1) established robust public-private partnerships to enhance community participation and facilitate access to air services, (2) provided a specific plan and timetable for using their grant funds in a timely manner, and (3) have provided a letter of support from an interested air carrier.

### **Air Service Development Zone**

The statute directs the Department to designate an airport in one community awarded a grant under this program as an “Air Service Development Zone” (ASDZ), and to work with the community or consortium on means to attract business to the area surrounding the airport, to develop land use options for the area, and to provide data, working with the Department of Commerce and other Federal agencies.<sup>14</sup> Only one SCASDP grant recipient may hold an ASDZ designation at any one time. As we noted in Order 2022-1-8, an FY 2018 SCASDP grant recipient, Grand Junction Regional Airport, Grand Junction, CO, is a current ASDZ designee, and the Department therefore did not solicit a new ASDZ designee in this proceeding.

### **Grant Agreements**

As noted above, the Department will execute grant agreements with each recipient. The Department stated in the Solicitation Order that communities must establish milestones to monitor the progress of the proposed projects to determine whether amendments are necessary or whether the grant agreement should be terminated. As done in the past, milestones and progress reporting requirements (modified as discussed below) will be included in the grant agreements. Federal funds under this grant program are disbursed on a reimbursable basis, with the communities expending funds for the grant project and then seeking reimbursement. Expenditures incurred by third parties are not directly reimbursable to such third parties under

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this proceeding. Any affected community wishing to avail itself of a debriefing should contact the Associate Director, Brooke Chapman, at [Brooke.Chapman@dot.gov](mailto:Brooke.Chapman@dot.gov).

<sup>14</sup> 49 U.S.C. § 41743(h).

this grant program.<sup>15</sup> In seeking reimbursements, grant recipients must provide invoices or other evidence of the expenditure, details about the expenditure and how it relates to the grant project, and evidence of payment. In addition, the legal sponsor is required to certify that each invoice is relevant to the authorized grant project and has been paid. Communities will be required to comply fully with the terms of their proposals and the grant agreements.

We will issue Small Community Program grants for three different durations: three years for grants involving studies, four years for those involving marketing, and five years for those including revenue guarantees.<sup>16</sup>

As we did for the FY 2017, FY 2018, and FY 2019 grants, we will provide for a community to seek and obtain a first grant extension (if it deems such an extension necessary) by allowing it to obtain a self-initiated one-year extension of its grant if it files with the Department, no later than 60 days prior to the expiration date of its grant agreement, a written request for such extension.<sup>17</sup>

### **Reporting Requirements**

Unless otherwise noted, each grantee must submit semi-annual reports on the progress made during the previous period in implementing its grant project. In addition, each community will be required to submit a final report on its project to the Department, and 10 percent of the grant funds will not be reimbursed to the community until such a final report is received. Additional information on award administration for selected communities will be provided in their grant agreements.

### **ACCORDINGLY,**

1. We select the communities listed in the Appendix to receive grant awards under the Small Community Air Service Development Program as described in this Order;
2. Grant recipients shall be subject to all grant conditions and assurances that will be attached to and incorporated in the grant agreements (also available at <http://www.transportation.gov/policy/aviation-policy/small-community-rural-air-service/SCASDP>). In addition, to the extent that the grant agreement permits expenditure of the awarded Small Community Program funds in any manner that would not be permitted for funds received as part of Federal Aviation Administration's Airport Improvement Program (AIP), such

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<sup>15</sup> The legal sponsor must have paid all costs associated with eligible invoices, including costs incurred by third parties, prior to seeking reimbursement from the Department.

<sup>16</sup> See Order 2018-7-10, p. 6, Order 2020-2-14, p. 5, and Order 2021-7-13, p. 6. Title 49 U.S.C. § 41743(d)(1) states that the Secretary may issue grants "to provide assistance to an air carrier to subsidize service to and from an underserved airport for a period not to exceed 3 years...." The three-year limitation applies only to the duration of the revenue guarantee itself, beginning when the subsidized service actually commences. Our five-year grant duration recognizes that significant time is often spent by communities in arranging for a revenue guarantee with an air carrier before such service can begin, and it gives additional time for communities and air carriers to complete this preliminary process.

<sup>17</sup> See Order 2018-7-10, p. 6, Order 2020-2-13, p. 6, and Order 2021-7-13, p. 7.

permission is strictly limited to the expenditure of the Small Community Program funds awarded under the grant agreement. Nothing in the grant agreement negates the recipient's obligations to fully comply with FAA Order 5100.38D and all applicable federal law;

3. Each award recipient must affirm this award by entering into a grant agreement with the Department. Award recipients may not seek to be reimbursed under the Small Community Program until they affirm their grant awards;

4. Each award recipient whose grant agreement has not yet reached its initial termination date may obtain a self-initiated one-year extension of its grant if it files with the Department (Office of Aviation Analysis, X-55), no later than 60 days prior to the expiration date of its grant agreement, a written request for such extension; and

5. A copy of this Order will be served on the legal sponsor for each applicant in this proceeding.

By:

**CAROL A. (ANNIE) PETSONK**  
Assistant Secretary  
for Aviation and International Affairs

(SEAL)

*An electronic version of this document is available  
at <http://www.regulations.gov>*

Appendix

<b>Appendix</b>		<b>Order 2022-8-5</b>	
<b>State</b>	<b>Community</b>	<b>Federal Amount Awarded</b>	<b>Project Description</b>
AL	Gulf Shores	\$500,000	The funding will be used for a marketing plan to promote new service at Gulf Shores International Airport. The community seeks additional air service to support its existing tourism, aerospace, and manufacturing industries. Allegiant Airlines, Elite Airways, and Sun Country Airlines provided letters of support for the project. The community is providing significant local funding for the project.
AL	Montgomery	\$300,000	The funding will be used for a marketing plan to support the community's current route to Ronald Reagan Washington National Airport. The community notes that the Montgomery – Washington, DC market has been its largest Origin and Destination route, and that increased marketing of the service is crucial to building load factors and ensuring continuation of its current level of service. The community will provide significant local funding for the project. Fares in the community are significantly higher than the national average.
AR	Bentonville	\$500,000	The funding will be used for a revenue guarantee and marketing to support nonstop service to San Francisco International Airport by Breeze Airways. The community states that the service, which is planned to begin in the Spring of 2023, will reestablish service in the market previously operated by United Airlines, which stopped service in 2020. New flights by an ultra low-cost carrier would also exert downward pressure on airfares, which are above the national average. Breeze Airways filed a letter in support of the project, and the community will provide additional funding.
AR	Fort Smith	\$855,000	The funding will be used for a revenue guarantee and marketing to initiate and support new daily non-stop service between Fort Smith Regional Airport and Chicago O'Hare International Airport, or another hub in the northeastern United States. The community currently has service to only one destination, Dallas/Ft. Worth, having recently lost service to Atlanta, GA, formerly operated by Delta Air Lines. The community is relatively isolated and has airfares that are higher than the national average. It is also providing significant local funding for the project. American Airlines has filed a letter in support of the proposal.



<b>Appendix Order 2022-8-5</b>			
<b>State</b>	<b>Community</b>	<b>Federal Amount Awarded</b>	<b>Project Description</b>
CA	Arcata	\$850,000	The funding will be used for a revenue guarantee and marketing to initiate and support nonstop service on a major air carrier between Arcata and Seattle-Tacoma International Airport. The community states that it currently has no northbound service, which its proposed Seattle service would provide, and that the proposed service would increase competition and place downward pressure on airfares, which are above the national average. Alaska Airlines has filed a letter in support, and the community is providing significant local funding.
CO	Eagle County	\$1,000,000	The funding will be used for a revenue guarantee and marketing to initiate and support new seasonal low-cost carrier service at Eagle County Regional Airport during the ski season (mid-December through early April). The community states that it is seeking to obtain at least one low-cost carrier to provide service in at least one unserved market. The community is experiencing high airfares and aims to use this grant to bring down skiing-tourism travel costs. The community is providing a very high level of local funding. Alaska Airlines and Sun Country Airlines filed letters in support of the proposal.
CT	Tweed-New Haven	\$800,000	The funding will be used for a revenue guarantee and marketing to support new service to Charlotte, NC, Atlanta, GA, and/or San Juan, PR on Avelo Airlines. The community states that Avelo already operates services out of Tweed-New Haven, and the chosen destinations for the new services are among the community's highest unserved Origin and Destination markets. The community is experiencing slightly higher than average airfares, and it believes that service to one or more of the proposed hubs would expand travel options for the area's industry and education sectors. The community is providing substantial local funding. Avelo filed a letter in support of the proposal.
FL	Daytona Beach	\$500,000	The funding will be used for a revenue guarantee, marketing, and start-up costs to restore daily service between Daytona Beach and Chicago O'Hare International Airport. The community states that resumption of this service would address major traffic leakage it experiences to other Florida airports. The community is providing substantial local funding. American Airlines filed a letter in support of the proposal.

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IL	Champaign	\$850,000	The funding will be used for a revenue guarantee and marketing to initiate service by American Airlines to Ronald Reagan Washington National Airport, or alternatively, service by United Airlines to Washington Dulles International Airport. The community has a substantial air service deficiency, as evidenced by the high level of traffic leakage it experiences to other airports, and the proposed new service would help alleviate that problem. It has high airfares and is providing significant local funding for the project.
MN	Rochester	\$850,000	The funding will be used for a revenue guarantee and marketing to secure nonstop service to Dallas/Ft. Worth International Airport, connecting onward to cities throughout the United States. The community notes that it has lost service to Atlanta, GA, on Delta Air Lines, and to Chicago, IL, and Denver, CO, on United Airlines, and that the addition of service to another large hub would help alleviate those losses of service. The community is providing significant local funding for the project.
MO	Branson	\$500,000	The funding will be used for a revenue guarantee and marketing to support new service from Branson Regional Airport to Minneapolis/St. Paul, MN, on Sun Country Airlines. The community notes that the airport's only current service is to Denver, CO, limiting service options to residents of the surrounding area. There was previous service from the airport to Minneapolis/St. Paul, and its restoration would help not only the local population but also the area's tourism industry. The community is providing significant local funding for the project. Sun Country filed a letter in support of the proposal.
MS	Natchez	\$750,000	The funding will be used for a revenue guarantee, marketing, and start-up costs to attract new air service from Natchez-Adams County Airport to Dallas/Ft. Worth International Airport, on Southern Airways Express. The airport currently lacks any scheduled air service, and the community states that the introduction of the proposed new service is important for the economic development of the region. The community further states that should the arrangement with Southern Airways Express not come to fruition, it would alternatively seek service to another hub such as Houston, TX. The community is providing substantial local funding for the project. Southern Airways Express has filed a letter in support of the proposal.

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MT	Great Falls	\$700,000	The funding will be used for a revenue guarantee and marketing for new service to Dallas/Ft. Worth International Airport, on American Airlines. The community is relatively isolated. The proposal would add a new service to a directionally-deficient area for the community, involving service to a hub that offers improved connections to the Southeastern United States and to Latin America. The community is providing a high level of local funding for the project, and American Airlines has filed a letter in support for the proposal.
NC	New Bern	\$776,000	The funding will be used for a revenue guarantee and marketing to start new service to Philadelphia. The community's current airfares are slightly higher than the national average. The community states that the proposed new service will benefit multiple sectors of its economy, and in particular, its tourism industry along the coast including North Carolina's Outer Banks. The only current service to New Bern is from Charlotte, NC, on American Airlines. The community is providing a high level of local funding for the proposal.
NC	Wilmington	\$600,000	The funding will be used for a revenue guarantee and marketing to start new service to a South Florida hub, including Fort Lauderdale, Miami, or West Palm Beach, FL, using American Airlines. The community is experiencing high airfares, and states that there is strong business support for additional service at Wilmington, and that South Florida destinations would provide improved connectivity to the Caribbean and Central/South America. The community is providing substantial local funding for the project, and American Airlines has filed a letter in support of the proposal.
ND	Williston	\$500,000	The funding will be used for a revenue guarantee, marketing, and start-up costs to begin twice weekly service to Phoenix Sky Harbor International Airport on Sun Country Airlines. The community is relatively isolated, and experiences high airfares. The new service would provide benefits to local industry, centered on the petroleum business. The community is providing substantial local funding for the project, and Sun Country has filed a letter in support of the proposal.

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OR	Salem	\$850,000	The funding will be used for a revenue guarantee and marketing for non-stop air service between Salem and its four largest passenger markets, Los Angeles and San Francisco, CA, and Las Vegas and Phoenix, AZ. The community currently has no scheduled air service. It believes that the markets it has chosen can support the proposed service and benefit the community and surrounding areas. The community is providing substantial local funding for the project, and Avelo Airlines has filed a letter in support of the proposal.
SC	Hilton Head	\$250,000	The funding will be used for a marketing program to support and develop awareness of Hilton Head Island Airport (HHIA) and its air service. The community wishes to make consumers aware of (1) the distinction between its airport, which is on Hilton Head Island, and Savannah-Hilton Head International Airport, which is approximately 40 miles away on the mainland; and (2) that recent upgrades to HHIA have resulted in increased air carrier service. The community is providing substantial local funding for the project.
SD	Rapid City	\$1,000,000	The funding will be used for a revenue guarantee and marketing to restore nonstop service to San Francisco International Airport. The community states that it formerly had San Francisco service operated by United Airlines, but that the service was terminated, and that restoration of this service on a new air carrier would benefit westbound travelers and increase competition. The community is providing substantial local funding for the project, and Breeze Airways has filed a letter in support of the project.
TX	Corpus Christi	\$750,000	The funding will be used for a revenue guarantee and marketing for low-cost carrier air service to a Western destination, such as Denver, CO or Las Vegas, NV. Airfares are above the national average, and the community notes that it currently has no nonstop air service outside of the State of Texas. The community believes that service to a Western point would provide benefits to travelers, and that the use of an ultra-low-cost carrier for the service would foster low fares. The community is providing substantial local funding, and Sun Country Airlines has filed a letter in support of the project as it relates to Denver service.

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TX	Laredo	\$250,000	The funding will be used for a marketing plan designed to regain travelers currently driving to other airports. The community has high airfares, and the community states that it suffers a high level of traffic leakage to other cities. It proposes to implement a marketing plan to promote the community's existing domestic services operated by American Airlines, United Airlines, and Allegiant Air, a plan that includes novel concepts including an online cost calculator to assist prospective passengers. The community is providing substantial local funding, and American and Allegiant have filed letters in support of the proposal.
TX	McAllen	\$750,000	The funding will be used for a revenue guarantee and marketing for American Airlines to start daily service to Phoenix, AZ. The community has high airfares and seeks to restore Phoenix service it previously held. It notes that currently passengers seeking to connect to western points must first fly east, and that the Phoenix destination it has chosen will address this inefficiency. The community is providing very substantial local funding for the project, and American Airlines has filed a letter in support of the proposal.
WA	Port of Pasco	\$750,000	The funding will be used for a revenue guarantee and marketing for new daily non-stop air service to Dallas/Ft. Worth, TX on American Airlines. The community states that it is currently isolated from other airports with jet service. It states that its current air services are concentrated in the West and Southwest, and it believes that the addition of service to the Dallas/Ft. Worth hub would make available to Pasco travelers access to a currently service-deficient part of the country. The community is providing local funding for the project.
WI	Mosinee	\$900,000	The funding will be used for a revenue guarantee and marketing to start new service to Phoenix, AZ, Orlando, FL, or a point in Southwest Florida, targeting a low-cost air carrier. The community states that it is experiencing significant traffic leakage to other airports, and that earlier this year United Airlines exited the Mosinee market. It states that its proposal will benefit local businesses and educational institutions and will place downward pressure on airfares. The community is providing substantial local funding, and Sun Country Airlines has filed a letter in support of the project.

<b>Appendix</b>		<b>Order 2022-8-5</b>	
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WV	Charleston	\$600,000	The funding will be used for a revenue guarantee and marketing to initiate and support new nonstop service to Dallas/Ft. Worth International Airport or Houston George Bush Intercontinental Airport. The community's airfares are higher than the national average. The community notes that the Charleston area's economy is experiencing significant growth, increasing demand for air services, and its proposal would restore service to a major hub west of the Mississippi, which is currently lacking. The community is providing substantial local funding, and American Airlines has filed a letter in support of the project.