

**ESSENTIAL AIR SERVICE COMMUNITIES ELIMINATED  
DUE TO PER-PASSENGER SUBSIDY CAPS**

(Updated October 2016)

**\$300 per-passenger subsidy cap<sup>1</sup>**

By Order 89-9-37, effective October 1, 1989

1. Beloit/Janesville, WI
2. Independence/Coffeyville/Parsons, KS
3. Hutchinson, KS
4. Moultrie/Thomasville, GA
5. Lewiston/Auburn, ME
6. Kokomo/Logansport/Peru, IN

**\$200 per-passenger subsidy cap<sup>2</sup>**

By Order 89-12-52, effective January 1, 1990:

7. Winslow, AZ
8. Blythe, CA
9. McAlester, OK
10. Columbus, NE
11. Sidney, NE

By Order 93-11-44, effective December 1, 1993:

12. Gadsden, AL
13. Galesburg, IL
14. Hot Springs, VA
15. Laconia, NH
16. Paris, TX
17. Elkins, WV

By other Orders:

18. Danville, IL, by Order 94-10-20, effective November 30, 1994
19. Worthington, MN, by Order 95-11-28, effective November 27, 1995
20. Anniston, AL, by Order 96-5-31, effective June 1, 1996
21. Sterling/Rock Falls, IL, by Order 99-2-21, effective April 12, 1999
22. Mt. Vernon, IL, by Order 99-10-2, effective October 30, 1999
23. Fairmont, MN, by Orders 99-11-12 and 99-12-11, effective January 6, 2000

**(continued on page 2)**

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<sup>1</sup> The Dire Emergency Supplemental Appropriations and Transfers, Urgent Supplementals, and Correcting Enrollment Errors Act of 1989, Pub. L. 101-45, 103 Stat. 97 (June 30, 1989), contained a provision that prohibited the Department from subsidizing service to or from any EAS point in the contiguous 48 states after September 30, 1989, that exceeded \$300 per passenger based on the most recent fiscal year data available to the Department. The six communities terminated by Order 89-9-37 exceeded \$300 per passenger. This later became \$200 and was repeated in several later appropriations acts, throughout the 1990s, and was made permanent by the Department of Transportation and Related Agencies Appropriations Act, 2000, Pub. L. 106-69, 113 Stat. 986 (Oct. 9, 1999).

<sup>2</sup> The Department of Transportation and Related Agencies Appropriations Act, 2000, Public Law 106-69, 113 Stat. 986 (Oct. 9, 1999). Specifically, the Act provided that no EAS subsidies shall be provided to communities in the 48 contiguous States that require a rate of subsidy per passenger in excess of \$200 unless such point is greater than 210 miles from the nearest large or medium hub airport.

**ESSENTIAL AIR SERVICE (EAS) COMMUNITIES ELIMINATED  
DUE TO PER-PASSENGER SUBSIDY CAPS**  
(Updated November 2015)

**\$200 per-passenger subsidy cap (continued from page 1)**

24. Goodland, KS, by Order 2000-2-18, effective April 1, 2000
25. Lamar, CO, by Order 200-2-18, effective April 1, 2000
26. Mattoon/Charleston, IL, by Order 2001-1-7, effective February 13, 2001
27. Yankton, SD, by Order 2001-4-6, effective April 30, 2001
28. Ottumwa, IA, by Order 2001-9-1, effective October 1, 2001
29. Utica, NY, by Order 2002-6-21, effective June 30, 2002
30. Gallup, NM, by Order 2002-7-7, effective July 29, 2002
31. Oshkosh, WI, by Order 2003-2-20, effective March 1, 2003
32. Topeka, KS, by Order 2003-4-16, effective May 1, 2003
33. Norfolk, NE, by Order 2004-5-15, effective May 25, 2004
34. Brownwood, TX, by Order 2005-1-14, effective March 13, 2005
35. Bluefield/Princeton, WV, by Order 2006-6-22, effective August 1, 2006
36. Enid, OK, by Order 2006-7-25, effective September 1, 2006
37. Ponca City, OK, by Order 2006-7-25, effective September 1, 2006
38. Ephrata/Moses Lake, WA, by Order 2006-8-16, effective September 1, 2006
39. Brookings, SD, by Order 2008-12-30, effective October 1, 2009

**\$1,000 per-passenger cap<sup>3</sup>**

1. Alamogordo/Holloman AFB, by Order 2012-2-14, effective April 1, 2012
2. Ely, NV, by Order 2013-2-11, effective April 1, 2013
3. Lewistown, MT, by Order 2013-6-13, effective July 16, 2013
4. Miles City, MT, by Order 2013-6-13, effective July 16, 2013
5. Kingman, AZ, by Order 2015-3-6, effective May 1, 2015
6. Great Bend, KS, by Order 2016-5-14, effective May 20, 2016
7. Huron, SD, by Order 2016-5-15, effective September 30, 2016
8. Worland, WY, by Order 2016-5-16, effective September 30, 2016

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<sup>3</sup> 49 U.S.C. § 41731(a)(1)(c) states that a place in the United States that is eligible for EAS had an average subsidy per passenger of less than \$1,000 during the most recent fiscal year, as determined by the Secretary. This does not apply to locations in the State of Alaska or the State of Hawaii.