

ESSENTIAL AIR SERVICE COMMUNITIES TERMINATED SINCE 1989

(Updated November 2019)

\$300 per-passenger subsidy cap¹

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 cap²

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)

¹ 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).

² 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.

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\$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 2000-2-18, 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 subsidy cap³

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

10-enplanement per service day requirement⁴

48. Athens, GA, by Order 2014-6-6, effective September 30, 2014
49. Franklin/Oil City, PA, by Order 2019-8-17, effective October 18, 2019
50. Hagerstown, MD, by Order 2019-8-17, effective October 18, 2019

10-enplanement per service day requirement and \$200 per-passenger subsidy cap

51. Jamestown, NY, by Order 2017-12-2, effective January 16, 2018

³ 49 U.S.C. § 41731(a)(1)(C) states that a place 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.

⁴ 49 U.S.C. § 41731(a)(1)(B) states that an eligible place had an average of 10 enplanements per service day or more, as determined by the Secretary, during the most recent fiscal year beginning after September 30, 2012. This does not apply to locations in the State of Alaska or the State of Hawaii, or to locations that are more than 175 driving miles from the nearest large or medium hub airport.