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OST 02-11590-38



**BOARD OF COUNTY COMMISSIONERS
OF WASHINGTON COUNTY, MARYLAND**

County Administration Building
100 West Washington Street, Room 226
Hagerstown, Maryland 21740-4727
Telephone/TDD: 240-313-2200
FAX: 240-313-2201

Gregory I. Snook, President
Paul L. Swartz, Vice-president
Bertrand L. Iseminger
John L. Schnebly
William J. Wivell

April 18, 2002

DEPT. OF TRANSPORTATION
DOCUMENTS
02 APR 19 AM 11:36

Mr. Read Van de Water
Assistant Secretary for Aviation and International Affairs
U.S. Department of Transportation
Docket Operations and Media Management Division, Room PL-401
400 7th Street, SW
Washington, DC 20590

Subject: Small Community Air Service Development Pilot Program

Dear Mr. Van de Water:

On behalf of the Board of County Commissioners and the Citizens of Washington County Maryland, I am pleased to offer support for this public-private initiative. This program will help to assure the success of the recently established air service between Cumberland, Hagerstown and Baltimore. As the areas most important hub, BWI provides a vital and convenient transportation link to virtually any location in the United States of America and to most places in the world. Additionally, this service, even in its infancy, shows exciting economic potential for our airport and more generally, to the "quad-state" region.

I am confident that our Management Team at Hagerstown Regional Airport can efficiently and effectively expedite Washington County's participation in this endeavor. If selected to participate, Washington County's collaboration with the Greater Cumberland Regional Airport, the Maryland Aviation Administration and Boston-Main Airways Corp. is sure to lend itself well to the "Small Community Air Service Development Pilot Program".

Thank you for your consideration on this matter.

Sincerely,

Gregory I. Snook
President



RECYCLED PAPER

BOARD OF COUNTY COMMISSIONERS
OF WASHINGTON COUNTY, MARYLAND
ROOM 251
100 WEST WASHINGTON STREET
HAGERSTOWN, MARYLAND 21740

DEPT. OF TRANSPORTATION
DOCKETS
02 APR 19 AM 11:36

April 15, 2002

DOCKET OST-2002-11590
SMALL COMMUNITY AIR SERVICE
DEVELOPMENT PILOT PROGRAM
Under 49 U.S.C. 41743 *et seq*

Community Proposal

Summary

The Board of County Commissioners of Washington County (the County), Maryland, proposes to join with the Potomac Highlands Airport Authority, owner and operator of the Greater Cumberland Regional Airport in Wiley Ford, West Virginia; the Maryland Aviation Administration, program manager for the unique "Regional Air Service Development Program," and Boston-Maine Airways Corp., the air service provider; to provide enhanced air service between Cumberland, Hagerstown and Baltimore, Maryland. The enhancements to the newly initiated service, subsidized with \$4,250,000 of State funds over a two year period, will provide for the implementation of a universal reservation program for the airline and an intense, comprehensive marketing program in the markets surrounding Hagerstown and Cumberland. Both communities are proposing to participate in this project and have calculated pro-rated shares for each. The total cost of the two proposals is \$716,879. Washington County's proposal is requesting \$291,079.

Background

On December 28, 2002, air service began between Cumberland, Hagerstown and Baltimore, Maryland under a unique program initiated by the Maryland legislature that provides State subsidy to Boston-Maine Airways Corp. to fly three round trips daily (Attachment 1). The service is growing slowly despite the effects of September 11, 2001. The service is basic because the subsidy levels available do not permit funding of enhancements that would increase public awareness and the attractiveness of the service.

The Legislature provided \$2,250,000 for the fiscal year '02 subsidy and \$2,000,000 for the next fiscal year. It, too, required the Maryland Aviation Administration (MAA), the project manager, to pursue federal funding to augment the State's share. Unfortunately, the two letters of intent sent to the U.S. Secretaries of Transportation by the Maryland Secretary of Transportation were both met with a lack of federal funding for the Small Community Air Service Development Pilot Program (Attachment 2).

The enabling legislation required service to be initiated not later than December 31, 2002. Service began three days prior to that date. Since the Small Community Air Service Development Pilot Program is now funded, the two communities benefiting from the new air service; Cumberland and Hagerstown, Maryland, are proposing to participate in the program.

Strategic Plan

The strategic plan to meet the air carrier needs for the Cumberland and Hagerstown market areas has been partially implemented under the Maryland Aviation Administration-Regional Air Service Development Program. Under its auspices, the program is providing \$2,250,000 subsidy in the first fiscal year (Attachment 3). The initial goal was to begin air service, three round trips daily, to Baltimore/Washington Airport (BWI) using 19 passenger turboprop aircraft before December 31, 2001. That goal was completed on December 28, 2001.

Self-sufficiency is a major objective toward the goal of unsubsidized, sustainable air service for Cumberland and Hagerstown to BWI. That objective can be obtained only by each flight having profitable load factors - a combination of ticket prices and enplanements. Presently Boston-Maine Airways *Corp.*, the serving air carrier, is not subscribing to any universal reservation system. The Pan Am web site is not known nationally and few travel agents know of the service from BWI to the two communities. The source of growth is by word of mouth and acceptance of the service by the flying public is not growing at a rate considered capable of providing enough enplanements in the next year and one-half to ensure unsubsidized viability of the service (Attachment 4). The air carrier is aware of this and is working toward its subscription to a reservation system that will provide nationwide access to the schedules, rates and reservation information. Significant increases in growth in ridership are expected soon after the implementation of such a universal reservation system.

The proposal is to use Pilot Program funds to help develop compatible software programs to connect the airline's existing web site reservation system to Sabre. The cost to the service provider to complete this phase of the project is estimated at \$36,000, the cost is shared equally (\$18,000) by the two communities. Once connected, Pilot Program funds are requested to support up to \$333,450 of the estimated cost of reservations made through Sabre. This amount was calculated by estimating that 60 percent of all reservations made by customers will be under the universal system. Each reservation will cost \$15. Estimating the load factor for FY 2003 will equal 50 percent, total reservations are estimated at 37,050. Therefore, 60 percent of those equals 22,230 enplanements. \$222,300 of that is estimated for Cumberland-based reservations and \$111,150 for those based in the Hagerstown market area. This division is based upon a 2:1 enplanement history of the service; Cumberland providing approximately 67 percent of the traffic and Hagerstown the remainder.

A second part of the self-sufficiency objective is to inform the public within the commercial service areas of the new air service. The basic subsidy to the air carrier does not provide adequate funds for an effective advertising and marketing campaign. With load factors just under 20 percent, intensive marketing and advertising campaigns are needed to increase local interest and ridership before all subsidy sunsets on July 1, 2003.

Each community will develop its own publicity campaign in conjunction with the Marketing Director for the Boston-Maine Airways Corp. This effort will be lead by Mr. Greg Larsen for Hagerstown Regional Airport. Travel agents, major corporations and public agencies will be targeted for personal visits during the campaign. Mr. Larsen and airport management

will develop and facilitate a comprehensive advertising plan that will include television, radio and print. This program will encourage both business and leisure travelers to use the service to Baltimore, while providing the opportunity to connect with its affiliate and the other low cost carriers available at BWI.

Air Service History

Hagerstown has enjoyed air service since November 1967. The Allegheny Commuter System served the community since before airline deregulation in 1978. The carrier providing the service, Henson Airlines, served both Washington National and BWI airports. In 1981, Henson began withdrawing from the National Airport market and by 1983, abandoned that service completely. This loss was partially offset by the addition of non-stop service to Pittsburgh and increase in BWI service. By 1985 Hagerstown had nine round trip flights to BWI, five to Pittsburgh and one to Harrisburg, Pennsylvania, using Beech 99 aircraft.

BWI service terminated in 1998, leaving only service to Pittsburgh until December 2001 when the new service to BWI began. The existing Pittsburgh service is scheduled to terminate on or about May 1, 2002 (Attachment 5).

Air Service Needs

Hagerstown has been traditionally a strong air service market. Its enplanements exceeded 37,000 annually when air carriers provided quality service in larger, turboprop aircraft. Because of the decreased emphasis on the use of turboprop aircraft, the gradual pullout of service and shrinking the number of hubs, enplanements are decreasing at an alarming rate. The community must continue to have regular service to a major hub to retain those businesses that rely upon air service to attract customers for their goods and services.

Program Partnership

The partnership is a patchwork of industry, airlines, business partnerships, State and local government.

The Hagerstown Regional Airport-Richard A. Henson Field is providing the services of Mr. Greg Larsen, its Business Development Manager, to conduct the marketing campaign in Washington, Frederick and Carroll Counties in Maryland; Fulton, Franklin and Adams Counties in Pennsylvania; Frederick, Clark and Warren Counties in Virginia; and Berkley, Jefferson and Morgan Counties in West Virginia. Value of these services is estimated at \$51,000.

The Greater Cumberland Committee is providing the services of Ms Anna Custer, its Executive Director, nearly full-time to spearhead the marketing campaign in its sphere of influence - Allegany and Garrett Counties, Maryland; Bedford County, Pennsylvania; and Mineral County, West Virginia. Value of these services is estimated at \$38,000.

The Maryland Aviation Administration is providing the \$4.25 million subsidy and overall program coordination.

Boston-Maine Airways Corp. is providing low cost introductory ticket rates to attract business. It, too, is providing its information technology experts to help develop a compatible computer program between Sabre and the Pan Am reservation system/web site. The computer programmers dedicated to this project will cost an estimated \$36,000 over the next three months.

The Potomac Highlands Airport Authority, owner and operator of the Greater Cumberland Regional Airport is designated to receive program reimbursements for the Cumberland portion of the project.

The Board of County Commissioners of Washington County, Maryland, owners of Hagerstown Regional Airport-Richard A. Henson Field, is designated to receive program reimbursements for the Hagerstown portion of the project.

Quality Control of the Program

Each function providing a portion of the project and requesting reimbursement will provide a monthly report to the USDOT, documenting the time given to the project by the designated employees. Contracts for services will be forwarded to USDOT for review and approval prior to execution. Additionally, copies of all invoices for goods and services provided by contracted agencies will be forwarded to the USDOT for approval and reimbursement.

If a community chooses to contract with a marketing/advertising agencies it will cite specific tasks, hours and products to be provided. Reimbursements shall be provided for those cited products and services that are completed and documented in invoices.

The air carrier shall continue to report to the MAA, on a bi-weekly basis, the enplanements at both Hagerstown and Cumberland. The MAA will monitor the enplanement rates to determine if growth rates continue to increase as the marketing efforts continue. If growth shows no or little effect from marketing and the MAA, Hagerstown and Cumberland agree that marketing efforts appear ineffectual, then the MAA will recommend to USDOT to discontinue funding the marketing campaign.

The air carrier shall provide the two communities and USDOT with copies of invoices for Sabre costs with pro-rated number of enplanements. These invoices shall be submitted for federal payment to the community and reimbursement to the air carrier.

Reportable Milestones

The air carrier will report the completion of the reservation system implementation.

The two communities will report initiation of key phases of the marketing plan for each market. Key phases include distribution and initiation of commercials in both media, completion of printed materials and implementation of corporate market visits.

Cost Estimates for Reservation System

- 150 flights average per two week period
- 19 seats available per flight
- Estimated 50% average load factor over the grant period
- Enplanement ratio – 2:1 Cumberland:Hagerstown
- 60% of all seats booked on new system

150 flights x 26 periods = 3,900 flights per year

3,900 flights x 19 seats = 74,100 seats per year

@50% flight load factor = 37,050 seats

@ 60% booking rate = 22,230 reservations on system

@ \$15 per reservation = \$333,450

Cumberland bookings = \$222,300

Hagerstown bookings = \$111,150

Media Campaign - Hagerstown

Television	\$142,959
Radio	\$8,000
Print/Mailing	\$10,970
Total	\$161,929

Attachment 1

Annotated Code of Maryland

§ 5-1301 through § 5-1307

Regional Air Service Development Program

Article - Transportation

[\[Previous\]](#) [\[Next\]](#) [\[Another Article\]](#)

§ 5-1301.

CAUTION READ FULL TEXT OF SECTION FOR SPECIAL NOTE

// SPECIAL NOTE: THE FOLLOWING SECTION WAS ADDED BY CHAPTER 325 OF 2005 AND WILL REMAIN IN EFFECT UNTIL JUNE 30, 2003//

In this subtitle, "Program" means the Regional Air Service Development Program.

[\[Previous\]](#) [\[Next\]](#) [\[Another Article\]](#)

Article - Transportation

[\[Previous\]](#) [\[Next\]](#) [\[Another Article\]](#)
§ 5-1302.

CAUTION: READ FULL TEXT OF SECTION FOR SPECIAL NOTE

// SPECIAL NOTE: THE FOLLOWING SECTION WAS ADDED BY CHAPTER 325 OF 2000 AND WILL REMAIN IN EFFECT UNTIL JUNE 30, 2003 //

(a) The General Assembly finds that:

(1) Development of a coordinated system of regional air transportation service in the State is consistent with the legislative policy stated in § 5-102 of this title and the grant of powers and duties to the Administration under § 5-204 of this title to encourage, foster, and assist in the development of aeronautics in the State; and

(2) A regional air transportation system cannot be achieved through the unilateral action of any one political subdivision, but requires action by the State through a State agency that is responsive to local needs and will ensure that development of the regional air transportation system is consistent with general development plans for the State and local development plans of participating political subdivisions.

(b) The General Assembly declares that it is in the public interest for the State to foster the development of an efficient and economical system of regional air transportation service that:

(1) Places maximum reliance on competitive market forces and, to the greatest extent possible, is financially self-sufficient; and

(2) To the extent that supplemental State financial support is necessary, may be subsidized through a focus and coordinated State program supported by appropriations from the State's General Fund.

[\[Previous\]](#) [\[Next\]](#) [\[Another Article\]](#)

Article - Transportation

[\[previous\]](#) [\[Next\]](#) [\[Another Article\]](#)

§ 5-1303.

CAUTION: READ FULL TEXT OF SECTION FOR SPECIAL NOTE

// SPECIAL NOTE: THE FOLLOWING SECTION WAS ADDED BY CHAPTER 325 OF 2000 AND WILL REMAIN IN EFFECT UNTIL JUNE 30, 2003//

(a) Subject to the provisions of this subtitle, the Administration shall establish a Regional Air Service Development Program.

(b) The purpose of the Program is to foster development of a system of regional air transportation facilities and scheduled air service that effectively links to the national and international air transportation system underserved regions of the State that are capable of supporting scheduled air service.

(c) The political subdivisions of the State, in the exercise of their proprietary powers as airport owners and operators, police powers of land use planning and zoning, and general authority to foster and promote local development plans, are encouraged to cooperate with Administration efforts under the Program.

[\[Previous\]](#) [\[Next\]](#) [\[Another Article\]](#)

Article - Transportation

[Previous] [Next] [Another Article]§ 5-1304.

CAUTION: READ FULL TEXT OF SECTION FOR SPECIAL NOTE

// SPECIAL NOTE; THE FOLLOWING SECTION WAS ADDED BY CHAPTER 325 OF 2000 AND WILL REMAIN IN EFFECT UNTIL JUNE 30, 2003//

(a) To carry out the purposes of the Program, the Administration may:

(1) With the approval of the Secretary, and consistent with the provisions of Division II of the State Finance and Procurement Article, grant to any person the privilege of operating, as agent of the State or otherwise, scheduled regional air service to and from any community of the State determined by the Administration to be in need of, and capable of supporting, such air service;

(2) Determine whether, and to what extent, a person granted a privilege to operate scheduled regional air service under item (1) of this subsection should receive State financial assistance through the Program;

(3) Make grants or loans of funds through the Program consistent with the determinations made under item (2) of this subsection;

(4) Adopt regulations determined by the Administration to be necessary; and

(5) Take any other actions consistent with this subtitle that are reasonably determined by the Administration to be necessary.

(b) Any grant of a privilege to operate scheduled regional air service under subsection (a) of this section is subject to prior approval by the Board of Public Works.

[Previous] [Next] [Another Article]

Article - Transportation

[\[previous\]](#) [\[Next\]](#) [\[Another Article\]](#)
§ 5-1305.

CAUTION: READ FULL TEXT OF SECTION FOR SPECIAL NOTE

// SPECIAL NOTE: THE FOLLOWING SECTION WAS ADDED BY CHAPTER 325 OF 2000 AND WILL REMAIN IN EFFECT UNTIL JUNE 30, 2003 //

Before exercising any authority granted under § 5-1304 of this subtitle, the Administration shall:

- (1) Develop a strategic plan for regional air service in the State that, at a minimum, identifies and considers:
 - (i) The areas of the State most in need of regional air service;
 - (ii) The target passenger market in the State for regional air service;
 - (iii) Optimal flight and fare schedules to serve the target market in an efficient and cost-effective manner;
 - (iv) Options for aircraft to be employed in providing regional air service; and
 - (v) Direct and indirect operating costs and potential revenue sources, including passenger fares and federal, State, and local revenues; and
- (2) Recommend to the Secretary policies and spending priorities to implement the strategic plan developed under item (1) of this section.

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Article - Transportation

[\[Previous\]](#) [\[Next\]](#) [\[Another Article\]](#)
§ 5-1307.

CAUTION: READ FULL TEXT OF SECTION FOR SPECIAL NOTE

// SPECIAL NOTE THE FOLLOWING SECTION WAS ADDED BY CHAPTER 325 OF 2000 AND WILL REMAIN IN EFFECT UNTIL JUNE 30, 2003 //

The Administration shall:

- (1) Implement the Program in fiscal year 2001;
- (2) As provided under § 5-1304 of this subtitle, provide State financial assistance not to exceed \$1,000,000 in fiscal year 2001, \$2,000,000 in fiscal year 2002, and \$2,000,000 in fiscal year 2003 to support regional air service a maximum of three airports in each year; and
- (3) Submit to the General Assembly by December 1, 2001, in accordance with § 2-1246 of the State Government Article, a report on the initial results of the Program.

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Attachment 2

Correspondence to U. S. Department of Transportation



Maryland Department of Transportation
The Secretary's Office

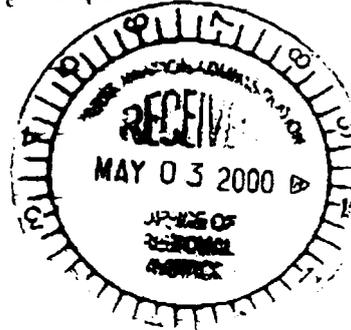
Parns N. Glendonig
 Governor

Kathleen Kennedy Townsend
 Lt. Governor

John D. Porcari
 Secretary

Beverley K. Swaim-Staley
 Deputy Secretary

April 28, 2000



The Honorable Rodney E. Slater
 Secretary
 U.S. Department of Transportation
 400 Seventh Street S.W.
 Washington DC 20500

Dear Secretary Slater:

The Maryland Department of Transportation and some of our smaller Maryland Communities ~~now~~ receiving sufficient air service welcome the new Federal initiative to provide "Airline Service Improvements (to) Small Communities," as set forth in Title II, Subtitle A, Section 201 through 204, inclusive, of HR1000, the recently enacted Federal Aviation Administration Reauthorization Conference Report. Maryland has been actively developing its own public-private sector partnership to provide benefits to a broad segment of the traveling public including business, educational institutions and other enterprises, whose access to the national air transportation system is limited,

Three of our communities, Cumberland, Hagerstown and Leonardtown (the former two in Western Maryland and the latter in Southern Maryland) desire service to Baltimore/Washington International Airport (BWI). The first two markets are served only to Pittsburgh after losing their BWI service. The Leonardtown market is new and is being driven by the concentration of U.S. Navy research and development at nearby Naval Air Station Patuxent River.

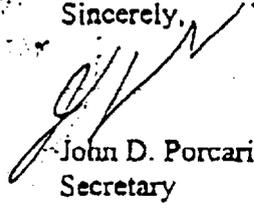
Maryland recently commissioned a consultant study examining the market potential for service to those airport communities. The study indicates that all three are considered viable, but each will require initial public assistance, in the form of both air carrier subsidies, as well as marketing and promotional support, during the critical three-year start-up period, before maturing to profitability.

The State of Maryland is in an ideal position to initiate your pilot program. The airports achieve all program criteria including geographic diversity and meet all four priority test!; set forth in the Conference Report. The State is moving to create the consortium necessary to provide a portion of the cost. The communities are ready to formalize their already created partnership. Finally, given Maryland's institutional arrangements, our sister executive branch agency, the Maryland Department of Business and Economic Development, stands ready to work with local communities to attract businesses to the areas surrounding participating airports, consistent with the "Air Service Development Zone" designation process.

My telephone number is 410-865-1000
 Toll Free Number 1-888-713-1414 TTY For the Deaf: (410) 865-1342
 Post Office Box 8755, Baltimore/Washington International Airport, Maryland 21240-0755

Please let me know when you have designated an employee of the Department to function as pilot program facilitator so we can coordinate efforts. In the mean time, please consider Maryland a deservedly high priority prime candidate as your first pilot program participant. We look forward to working with you at the Department to ensure program success.

Sincerely,



John D. Portari
Secretary

- cc: Mr. David L. Blackshear, Executive Director, Maryland Aviation Administration
The Honorable Parris N. Glendening, Governor
The Honorable Mike Lewin, Secretary, Department of Business and Economic
Development
Mr. Nelson K. Ormsby, Director, Office of Policy and Intermodal Development,
Maryland Aviation Administration
- bcc: Mr. David Chapin, Assistant Secretary, Office of Policy and Governmental Affairs,
Maryland Department of Transportation
Mr. Bruce F. Mundic, Director, Office of Regional Aviation Assistance, Maryland
Aviation Administration



Maryland Department of Transportation
The Secretary's Office

Parris N. Glendon
Governor

Kathleen Kennedy Townsend
Lt. Governor

John D. Porcari
Secretary

Beverly K. Swalm-Staley
Deputy Secretary

January 7, 2002

The Honorable Norman Y. Mineta
Secretary
U.S. Department of Transportation
400 Seventh Street SW
Washington DC 20500

Dear Secretary Mineta:

~~The Maryland Department of Transportation and communities in Maryland~~ not receiving adequate air service have read with pleasure about the funding of the Small Community Air Service Pilot Program as a part of the FAA reauthorization. This is particularly timely in that the State of Maryland has just initiated a pilot air service program of its own in concert with the ~~communities surrounding Cumberland and Hagerstown, Maryland.~~

In September 2001, Cumberland lost its air service to Pittsburgh, Pennsylvania, thereby losing all of its service. In addition, Hagerstown lost its service to Baltimore/Washington International (BWI) and Reagan National Airports (DCA). While Hagerstown retains some air service provided by USAirways, the community desires to take advantage of the low fares available at BWI and provide competition in the area, rather than have only a single airline option at its other destinations. In several recent traffic studies, both communities have been considered viable markets for air service, but will need subsidy until the markets mature.

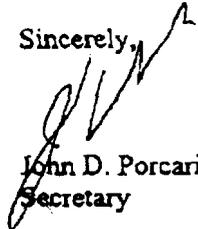
The State of Maryland is presently initiating air service with subsidy as provided in legislation enacted during Maryland's 2000 legislative session. Subsequent to then, a consortium of the two communities and the State was formed to define the market, establish service selection criteria and review proposals. Boston-Maine Airways was selected and is expected to initiate service before the end of December 2001. State and local aviation and economic development agencies are already promoting the service. Additionally, the creation of Air Service Development Zones fits into the economic development schemes of the State and the communities. Such economic initiatives can easily become a part of the promotional program that will insure the service's success.

My telephone number is 410-865-1000
Toll Free Number 1-888-712-1414 TTY For the Deaf: (410) 865-1342
Post Office Box 8755, Baltimore/Washington International Airport, Maryland 21240-0755

The Honorable Norman Y. Mineta
Page Two

We in Maryland believe that the State is ideally positioned to participate in the Small Community Air Service Development Pilot Program. Please let me know what additional information you need and who will be your contact in the U.S. Department of Transportation to facilitate this effort. I look forward to working with you in beginning this service, which is essential to the economic vitality of the communities, Maryland, and our nation.

Sincerely,



John D. Porcari
Secretary

cc: Mr. Bruce F. Mundie, Director, Office of Regional Aviation Assistance, Maryland Aviation Administration ✓
Ms. Beverley Swaim-Staley, Acting Executive Director, Maryland Aviation Administration

Attachment 3

Air Service Subsidy Schedule

Air Service Subsidy Program - Payment Schedule

	Operating Period, Dates	Payment Due	Amount	Balance in Subsidy.
				\$2,250,000
1	Dec 28 - Jan 10	January 10, 2002	\$170,268	\$2,079,732
2	Jan 11 - Jan 24	January 24, 2002	\$170,268	\$1,909,464
3	Jan 25 - Feb 7	February 7, 2002	\$170,268	\$1,739,196
4	Feb 8 - Feb 21	February 21, 2002	\$170,268	\$1,568,928
5	Feb 22 - Mar 7	March 7, 2002	\$170,268	\$1,398,660
6	Mar 8 - Mar 21	March 27, 2002	\$170,268	\$1,228,392
7	Mar 22 - Apr 4	April 4, 2002	\$170,268	\$1,058,124
8	Apr 5 - Apr 18	April 18, 2002	\$170,268	\$887,856
9	Apr 19 - May 2	May 2, 2002	\$170,268	\$717,588
10	May 3 - May 16	May 16, 2002	\$170,268	\$547,320
11	May 17 - May 30	May 30, 2002	\$170,268	\$377,052
12	May 31 - Jun 13	June 13, 2002	\$170,268	\$206,784
13	Jun 14 - Jun 23	June 27, 2002	\$170,268	\$36,516
* 14	Jun 28 - Jun 30	June 27, 2002	\$36,516	\$0

NOTES: * = Payment # 14 to be combined with Payment #13.

Payments are based on performance standards at or above minimum specified in signed contract

Attachment 4

**Chautauqua Airlines, Inc.
Notice of Intent to Terminate Service**

BEFORE THE
DEPARTMENT OF TRANSPORTATION
WASHINGTON, D.C.

DEPT. OF TRANSPORTATION
DOCKETS

JAN 31 AM 10:49

Notice of)
)
 CHAUTAUQUA AIRLINES, INC.) Docket OST-2002- 11448
)
of intent to terminate service (Hagerstown, MD))

NOTICE OF INTENT TO TERMINATE SERVICE

Communications with respect to this document should be addressed to:

Bryan Bedford
President
CHAUTAUQUA AIRLINES, INC.
2500 S. High School Road
Indianapolis, IN 46241

Robert E. Cohn
Sheryl R. Israel
SHAW PITTMAN LLP
2300 N street, N.W.
Washington, D.C. 20037
(202) 663-8060

Counsel for
CHAUTAUQUA AIRLINES, INC.

January 31, 2002

NOTE: Objections to this Notice are due by February 20, 2002.



BEFORE THE
DEPARTMENT OF TRANSPORTATION
WASHINGTON, D.C.
January 31, 2002

Notice of)	
)	
CHAUTAUQUA AIRLINES, <i>me.</i>)	Docket OST-2002-
of intent to terminate service (Hagerstown, MD))	

NOTICE OF INTENT TO TERMINATE SERVICE

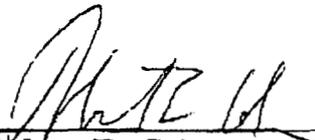
Chautauqua Airlines, Inc. ("Chautauqua") hereby gives notice of its intent to terminate service at Hagerstown, Maryland (HGR) on or about May 1, 2002. In support of this notice, Chautauqua states as follows:

1. Chautauqua is a commuter air carrier serving Hagerstown, Maryland as a US Airways Express carrier.
2. Chautauqua intends to terminate all of its scheduled services at Hagerstown, Maryland on or about May 1, 2002.¹
3. Chautauqua currently operates four roundtrip flights between HGR and Pittsburgh (PIT) using Saab 340 aircraft, all on a daily basis except for one flight that is operated every day except Saturdays.

¹ Chautauqua would be willing to continue HGR-PIT service after May 1, 2002, but only if it receives EAS subsidy that is adequate to fully cover losses incurred in serving the route.

4. Order 83-6-70 defines essential air service at HGR as two daily nonstop roundtrip flights to either Baltimore or Washington, with sufficient capacity to accommodate 40 enplanements each day.
5. It is Chautauqua's understanding that Boston-Maine Airways Corp. ("Boston-Maine Airways") operates three roundtrip flights between HGR and Baltimore-Washington International Airport (BWI) using 19-seat British Aerospace Jetstream 31 aircraft (one daily flight; one daily except Saturdays; and one daily except Sundays). Therefore, Hagerstown will continue to receive service in excess of the essential air service level established by the Department.

Respectfully submitted,



Robert E. Cohn
Sheryl R. Israel
SHAW PITTMAN LLP
2300 N Street, N.W.
Washington, D.C. 20037
(202)663-8060

Counsel for
CHAUTAUQUA AIRLINES, INC.

CERTIFICATE OF SERVICE

I hereby certify that I have caused a copy of the foregoing Notice of Intent to Terminate Service to be served this 31st day of January, 2002, upon each of the following persons:

Assistant General Counsel
Transportation
U.S. Postal Service
475 L'Enfant Plaza, S.W.
Washington, D.C. 20260-1136
(by first class mail)

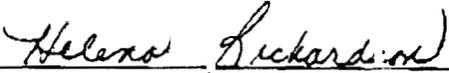
Carolyn Motz
Airport Manager
Hagerstown Regional Airport
Richard A. Henson Field
18434 Showalter Road
Hagerstown, MD 21742
(by registered mail)

Beverly K. Swaim
Acting Executive Director
Maryland Aviation Administration
BWI Airport
P.O. Box 8766
BWI Airport, Maryland 21240
(by registered mail)

William M. Breichner
Mayor, Hagerstown, MD
City Hall
1 East Franklin St.
Hagerstown, MD 21740-4817
(by registered mail)

Dennis DeVany
Chief, EAS & Domestic Analysis
Division, X-53
office of Aviation Analysis
U.S. Department of Transportation
400 7th Street, S.W., Room 64171
Washington, D.C. 20590
(by facsimile)

Nathaniel P. Breed, Jr.
Counsel for
Boston-Maine Airways Corp.
Shaw Pittman LLP
2300 N Street, N.W.
Washington, D.C. 20037



Helena Richardson

Attachment 5

**Regional Air Service Bi-Weekly
Operational Report**

BOSTON-MAINE AIRWAYS
14 AVIATION AVE.
PORTSMOUTH, NR 03801
FAX \$603-766-2225
OFFICE 603-766-2212

TO: Ashish Solanki
Fax #: (410) 859-7287
Date: 02/28/02
Total Number of Pages 13

FROM: Barry Murphy, Boston-Maine Airways

RE: Reporting-Maryland Grant

Ashish,

Enclosed is the report on the Maryland Grant requirements for the period
Of 03/08/02-03/21/02. Should you have any questions, after review, please call.

Thanks,

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BOSTON-MAINE SCHEDULED PASSENGER SERVICE

03/08/02 to 03/21/02

DATE	FLIGHT	A/C	ORG	DES	PKR	MILES	DEPARTURES			ARRIVALS			COMPLETED SEGMENTS	DELAYED SEGMENTS
							SCHED	ACTUAL	DELAY REASON	SCHED	ACTUAL	DELAY REASON		
3/8/02	3400	529	CBE	HGR	2	56	1200	1200	0:00	1230	1231	0:01	1	
3/8/02	3402	529	HCR	BWI	2	66	1250	1246	0:00	1330	1333	0:03	1	
3/8/02	3403	529	BWI	HGR	2	68	1430	1437	0:07	1505	1508	0:03	1	
3/8/02	3404	529	HGR	CBE	1	56	1520	1518	0:00	1550	1542	0:00	1	
3/8/02	3410	529	CUE	HCR	2	56	1625	1621	0:00	1656	1649	0:00	1	
3/8/02	3412	529	HGR	BWI	2	68	1715	1710	0:00	1755	1743	0:00	1	
3/8/02	3411	529	BWI	HGR	6	68	1900	1900	0:00	1935	1937	0:02	1	
3/8/02	3413	529	HGR	CBE	6	56	1950	1947	0:00	2020	2016	0:00	1	
3/8/02	3460	529	CBE	HGR	1	56	2135	2136	0:01	2205	2226	0:20	1	LATE EQUIP ARRIVAL-ATC
3/8/02	3462	529	HGR	BWI	4	68	2225	2236	0:11	2305	2313	0:08	1	
3/8/02	3461	529	BWI	HGR	3	68	2350	2350	0:00	25	0027	0:02	1	
3/8/02	3463	529	HGR	CBE	3	56	40	0037	0:00	110	0102	0:00	1	
12 Flights					34	744							12	0

DATE	FLIGHT	A/C	ORG	DES	PKR	MILES	DEPARTURES			ARRIVALS			COMPLETED SEGMENTS	DELAYED SEGMENTS
							SCHED	ACTUAL	DELAY REASON	SCHED	ACTUAL	DELAY REASON		
3/9/02	3400	529	CBE	HGR	8	56	1200	1201	0:01	1230	1226	0:00	1	
3/9/02	3403	529	HGR	CBE	0	56	1520	1515	0:00	1550	1511	0:00	1	
3/9/02	3410	529	CBE	HGR	4	56	1625	1620	0:00	1655	1648	0:00	1	
3/9/02	3412	529	HGR	BWI	4	68	1715	1710	0:00	1755	1748	0:00	1	
3/9/02	3411	529	BWI	HGR	4	68	1900	1902	0:02	1935	1942	0:07	1	
3/9/02	3413	529	HGR	CBE	2	56	1950	1950	0:00	2020	2018	0:00	1	
8 Flights					22	360							8	0

8 FLT 3402 / FLT 3401 CANCELLED WEATHER

DATE	FLIGHT	A/C	ORG	DES	PKR	MILES	DEPARTURES			ARRIVALS			COMPLETED SEGMENTS	DELAYED SEGMENTS		
							SCHED	ACTUAL	DELAY REASON	SCHED	ACTUAL	DELAY REASON				
3/10/02	M.a	529	CUE	HGR	0	56	2135	2133	0:00	2205	2200	0:00	1			
3/10/02	3462	529	HGR	BWI	2	68	2225	2220	0:00	2305	2256	0:00	1			
3/10/02	3461	529	BWI	CBE	8	116	130	0150	0:20	MECHANICAL	2:10	0239	0:26	LATE EQUIP ARRIVAL-MX	1	
8 Flights					10	240							8	1		

8 FLTS 3410/3412/3411/3413 CANCELLED WEATHER
1. FLT 3403 CANCELLED QUINCY PKG ACCUMULATION

DATE	FLIGHT	A/C	ORG	DES	PKR	MILES	DEPARTURES			ARRIVALS			COMPLETED SEGMENTS	DELAYED SEGMENTS	
							SCHED	ACTUAL	DELAY REASON	SCHED	ACTUAL	DELAY REASON			
3/11/02	3400	529	CBE	HGR	6	56	1200	1218	0:18	CREW	1230	1241	0:11	1	
3/11/02	3402	529	HGR	BWI	13	68	1250	1255	0:05	1330	1334	0:04	1		
3/11/02	3401	536	BWI	HGR	4	68	1430	1442	0:12	1505	1511	0:06	1		
3/11/02	3403	536	HGR	CBE	4	56	1520	1529	0:09	1550	1555	0:05	1		
3/11/02	3410	536	CBE	HGR	3	56	1625	1633	0:08	1655	1701	0:06	1		
3/11/02	3412	536	HGR	BWI	5	68	1715	1717	0:02	1755	1755	0:00	1		

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3/11/02	3411	536	BWI	HGR	7	68	1900	1992	0:02		1935	1932	0:00	1
3/11/02	3413	536	HGR	CBE	4	56	1950	1960	0:00		2020	2012	0:00	1
3/11/02	3460	536	CBE	HGR	1	56	2135	2130	0:00		2205	2157	0:00	1
3/11/02	3462	536	HGR	BWI	2	68	2225	2220	0:00		2305	2255	0:00	1
3/11/02	3461	536	BWI	HGR	1	68	2350	2362	0:02		25	0025	0:00	1
3/11/02	3463	536	HGR	CBE	1	56	40	0040	0:00		110	0102	0:00	1

12 Flights 51 744 1

12 0

DEPARTURES

DATE	FLIGHT	A/C	ORG	DES	PXR	MILES	SCHED	ACTUAL	DELAY	REASON
3/12/02	3400	536	CBE	HGR	6	56	1200	1208	0:08	
3/12/02	3402	536	HGR	BWI	9	68	1250	1248	0:00	
3/12/02	3401	536	BWI	HGR	0	68	1450	1430	0:00	
3/12/02	3403	536	HGR	CBE	0	56	1520	1517	0:00	
3/12/02	3410	536	CBE	HGR	5	56	1625	1629	0:04	
3/12/02	3412	536	HGR	BWI	5	68	1715	1710	0:00	
3/12/02	3411	536	BWI	HGR	7	68	1900	1855	0:00	
3/12/02	3413	536	HGR	CBE	4	56	1950	1945	0:00	
3/12/02	3460	536	CBE	HGR	3	56	2135	2125	0:00	
3/12/02	3462	536	HGR	BWI	4	68	2225	2220	0:00	
3/12/02	3461	536	BWI	HGR	8	68	2350	2345	0:00	
3/12/02	3463	536	HGR	CBE	7	56	40	0035	0:00	

12 Flights 58 744 0

ARRIVALS

SCHED	ACTUAL	DELAY	REASON
1230	1232	0:00	
1330	1330	0:00	
1505	1502	0:00	
1550	1539	0:00	
1655	1653	0:00	
1755	1746	0:00	
1935	1931	0:00	
2020	2015	0:00	
2205	2155	0:00	
2305	2250	0:00	
25	0045	0:00	
110	0100	0:00	

COMPLETED DELAYED
SEGMENTS SEGMENTS

12 0

DEPARTURES

DATE	FLIGHT	A/C	ORG	DES	PXR	MILES	SCHED	ACTUAL	DELAY	REASON
3/13/02	3412	530	HGR	BWI	7	68	1715	1740	0:25	HOLD FOR CONNECTING PAX
3/13/02	3411	530	BWI	HGR	2	68	1900	1900	0:00	
3/13/02	3402	530	HGR	BWI	5	68	2225	2225	0:00	
3/13/02	3461	510	BWI	HGR	11	68	2350	0015	0:25	LATE EQUIP ARRIVAL-ATC
3/13/02	3463	530	HGR	CBE	6	56	40	0115	0:39	LATE EQUIP ARRIVAL-ATC
3/13/02	3400	536	CBE	HGR	5	56	1200	1155	0:00	
3/13/02	3402	536	HGR	BWI	7	68	1250	1260	0:00	

12 Flights 49 452

FLTS 3412/3463 CANCELLED MECHANICAL
FLTS 3401/3403/3412 CANCELLED WEATHER

ARRIVALS

SCHED	ACTUAL	DELAY	REASON
1755	1822	D25	LAE CONNECTING PAX
1935	1946	0:11	
2305	2338	0:33	ATC
25	0101	0:36	LATE EQUIP ARRIVAL-ATC
110	0159	0:42	LATE EQUIP ARRIVAL-ATC
1230	1245	0:15	
1330	1331	0:05	

COMPLETED DELAYED
SEGMENTS SEGMENTS

10 2

DEPARTURES

DATE	FLIGHT	A/C	ORG	DES	PXR	MILES	SCHED	ACTUAL	DELAY	REASON
3/14/02	3410	530	CBE	HGR	0	56	E T	1625	0:00	
3/14/02	3411	536	BWI	HGR	3	68	1900	1855	0:00	
3/14/02	3413	536	HGR	CBE	2	56	1950	1955	0:05	
3/14/02	3460	536	CBE	HGR	2	56	2135	2135	0:00	
3/14/02	3462	536	HGR	BWI	4	66	2225	2220	0:00	
3/14/02	3461	536	BWI	HGR	7	68	2350	0355	0:15	HOLD FOR CONNECTING PAX
3/14/02	3463	536	HGR	CBE	3	56	40	0100	0:20	LAE CONNECTING PAX

12 Flights 21 428

FLTS 3400/3402/3403/3403 CANCELLED WEATHER
FLT 3412 CANCELLED MECHANICAL

ARRIVALS

SCHED	ACTUAL	DELAY	REASON
1855	1655	0:00	
1935	1930	0:00	
2020	2019	0:00	
2205	2205	0:00	
2305	2254	0:00	
25	0M7	0:22	LAE CONNECTING PAX
110	0127	0:17	LAE CONNECTING PAX

COMPLETED DELAYED
SEGMENTS SEGMENTS

11 0

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DEPARTURES											ARRIVALS			COMPLETED	DELAYE	
DATE	FLIGHT	AC	ORG	DES	PXB	MILES	SCHED	ACTUAL	DELAY	REASON	SCHEO	ACTUAL	DELAY	REASON	SEGMENTS	SEGMENT
3/15/02	3401	531	BWI	MGR	2	68	1430	1437	0:07		1505	1511	0:06		1	
3/15/02	3403	531	HGR	CBE	2	56	1520	1521	0:01		1550	1549	0:00		1	
3/15/02	3410	531	CBE	HGR	1	56	1625	1625	0:00		1655	1855	0:00		1	
3/15/02	3412	531	HGR	BWI	4	68	1715	1110	0:00		1755	1747	0:00		1	
3/15/02	3411	531	BWI	HGR	4	68	1900	1856	0:00		1935	1932	0:00		1	
3/15/02	3413	531	YGR	CBE	1	56	1950	1945	0:00		2020	2010	0:00		1	
3/15/02	3460	531	CBE	HGR	1	56	2135	2133	0:00		2205	2204	0:02		1	
3/15/02	3462	531	HGR	BWI	1	69	9225	2220	0:00		2305	2254	0:00		1	
3/15/02	3461	531	BWI	HGR	15	68	2350	2354	0:04		25	0031	0:06		1	
3/15/02	3463	531	HGR	CBE	9	56	AO	OM5	0:05		110	0113	0:03		1	
3/15/02	3400	536	CBE	HGR	8	56	1200	1158	0:00		1230	1224	0:00		1	
3/15/02	3402	538	HGR	BWI	10	68	1250	1250	0:00		1330	1335	0:05		1	
12 Flights					58	744			0						12	0

DEPARTURES											ARRIVALS			COMPLETED	DELAYE	
DATE	FLIGHT	AC	ORG	DES	PXR	MILES	SCHED	ACTUAL	DELAY	REASON	SCHEO	ACTUAL	DELAY	REASON	SEGMENTS	SEGMENT
3/16/02	3400	531	CBE	HGR	3	56	1200	1155	0:00		1230	1226	0:00		1	
3/16/02	3402	531	HGR	BWI	9	68	1250	1256	0:06		1330	1331	0:01		1	
3/16/02	3401	531	BWI	HGR	5	68	1430	1425	0:00		1505	1459	0:00		1	
3/16/02	3412	531	HGR	BWI	4	68	1715	1756	0:41	HOLD FOR CONNECTING PAX	1755	1834	0:39	LAE CONNECTING PAX & WEATHER	1	
3/16/02	3411	531	BWI	HGR	2	68	1900	1855	0:00		1935	1926	0:00		1	
3/16/02	3413	531	HGR	CBE	2	56	1950	1945	0:00		2020	2009	0:00		1	
8 Flights					25	384									8	0

FLTS 3453/3416 CANCELED DUE TO WEATHER

DEPARTURES											ARRIVALS			COMPLETED	DELAY	
DATE	FLIGHT	AC	ORG	DES	PXR	MILES	SCHED	ACTUAL	DELAY	REASON	SCHEO	ACTUAL	DELAY	REASON	SEGMENTS	SEGMENT
3/17/02	3410	531	CBE	HGR	4	56	1625	1625	0:00		1655	1656	0:00		1	
3/17/02	3412	531	HGR	BWI	7	68	1715	1809	0:15	DEICING	1755	1848	0:53	DEICING	1	
3/17/02	3411	531	BWI	HGR	2	68	1900	1905	0:05		1935	1949	0:14		1	
3/17/02	3413	531	HGR	CBE	2	56	1950	2000	0:10		2020	2037	0:17	LATE EQUIP ARRIVAL DEICING	1	
8 Flights					15	248									8	0

FLTS 3460/3462/3461/3463 CANCELED WEATHER

DEPARTURES											ARRIVALS			COMPLETED	DELAY	
DATE	FLIGHT	AC	ORG	DES	PXR	MILES	SCHED	ACTUAL	DELAY	REASON	SCHEO	ACTUAL	DELAY	REASON	SEGMENTS	SEGMENT
3/18/02	3400	531	CBE	HGR	4	56	1200	1158	0:00		1230	1237	0:07		1	
3/18/02	3402	531	HGR	BWI	12	68	1250	1257	0:07		1330	1330	0:00		1	
3/18/02	3401	531	BWI	HGR	0	68	1430	1430	0:00		1505	1515	0:10		1	
3/18/02	3403	531	HGR	CBE	0	56	1520	1520	0:00		1550	1600	0:10		1	
3/18/02	3410	531	CBE	HGR	2	56	1625	1620	0:00		1655	1700	0:05		1	
3/18/02	3412	531	HGR	BWI	3	68	1715	1711	0:00		1755	1750	0:00		1	
3/18/02	3411	531	BWI	HGR	2	68	1900	1855	0:00		1935	1945	0:10		1	
3/18/02	3413	531	HGR	CBE	1	56	1950	1950	0:00		2020	2032	0:12		1	

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3/18/02	3460	531	CBE	F	0	56	2135	05	0:00	2205	2207	0:02
3/18/02	3462	531	HGR	E	2	68	2225	00	0:00	2305	2300	0:00
3/18/02	3461	531	BWI	F	6	68	2350	00	0:00	25	0040	0:15
3/18/02	3463	531	HGR	C	4	56	40	05	0:05	110	0130	0:20
12 Flights										56	744	0

LATE EQUIP ARRIVAL-ATC

DEPARTURES										ARRIVALS		
DATE	FLIGHT	A/C	ORG	C	SR	MILES	SCHED	AL	DELAY REASON	SCH	ACTUAL	DELAY REASON
3/19/02	3400	531	CBE	F	8	56	1200	00	0:10	1230	1240	0:10
3/19/02	3402	531	HGR	B	0	68	1250	05	0:00	1330	1321	0:00
3/19/02	3401	531	BWI	H	0	68	1430	00	0:00	1505	1502	0:00
3/19/02	3403	531	HGR	C	0	56	1520	05	0:00	1550	1535	0:00
3/19/02	3410	531	CBE	H	0	68	1625	00	0:00	1655	1655	0:01
3/19/02	3412	531	HGR	B	1	68	1715	00	0:00	1755	1748	0:00
3/19/02	3411	531	BWI	F	1	68	1900	05	0:00	1935	1921	0:00
3/19/02	3413	531	HGR	C	1	56	1950	00	0:00	2020	2015	0:00
3/19/02	3460	531	CBE	F	0	68	2135	00	0:00	2205	2206	0:01
3/19/02	3462	531	HGR	B	0	68	2225	00	0:00	2305	2305	0:00
3/19/02	3461	531	BWI	H	0	68	2350	05	0:00	25	0030	0:05
3/19/02	3463	531	HGR	C	3	56	40	05	0:00	110	0107	0:00
12 Flights										56	744	a

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DEPARTURES										ARRIVALS		
DATE	FLIGHT	A/C	ORG	C	SR	MILES	SCHED	AL	DELAY REASON	SCH	ACTUAL	DELAY REASON
3/20/02	3400	531	CBE	F	2	56	1200	05	0:00	1230	1237	0:00
3/20/02	3402	531	HGR	B	5	60	1250	05	0:00	1330	1321	0:00
3/20/02	3401	531	BWI	H	6	68	1430	05	0:14	1505	1527	0:22
3/20/02	3403	531	HGR	C	6	56	1520	00	0:20	1550	1618	0:28
3/20/02	3410	531	CBE	H	2	56	1625	05	0:20	1655	1717	0:22
3/20/02	3412	531	HGR	B	3	68	1715	00	0:25	1755	1808	0:13
3/20/02	3411	531	BWI	H	5	68	1900	00	0:00	1935	1938	0:03
3/20/02	3413	531	HGR	C	2	56	1950	00	0:00	2020	2029	0:09
3/20/02	3460	531	CBE	H	2	56	2135	00	0:00	2206	2203	0:00
3/20/02	3462	531	HGR	B	3	68	2225	00	0:00	2305	2300	0:00
3/20/02	3461	531	BWI	H	8	68	2350	00	0:00	25	0040	0:15
3/20/02	3463	531	HGR	C	7	56	40	05	0:15	110	0127	0:17
12 Flights										56	744	3

ED TS

3

Mar-28-02 10:08A

DEPARTURES										ARRIVALS		
DATE	FLIGHT	A/C	ORG	C	SR	MILES	SCHED	AL	DELAY REASON	SCH	ACTUAL	DELAY REASON
3/21/02	3400	531	CBE	F	11	56	1200	00	0:00	1230	1232	0:02
3/21/02	3402	531	HGR	B	11	68	1250	00	0:00	1330	1330	0:00
3/21/02	3401	531	BWI	H	1	68	1430	00	0:00	1505	1502	0:00
3/21/02	3403	531	HGR	C	0	56	1520	00	0:00	1650	1546	0:00
3/21/02	3410	531	CBE	H	4	56	1625	00	0:00	1655	1700	0:05
3/21/02	3412	531	HGR	B	4	68	1715	00	0:00	1755	1754	0:00
3/21/02	3411	531	BWI	F	2	68	1900	00	0:00	1935	1936	0:01

ED TS

3/21/02	3413	531	HGR	CBE	2	56	1950	1945	0:00
3/21/02	3460	531	CBE	HGR	2	56	2135	2135	0:00
3/21/02	3462	531	HGR	BWI	5	68	2225	2235	0:10
10 Flights				42	620				
12 Flights				506	7,940				
152									

FLTS 34CJ/34CI CANCELLED MECHANICAL

2020	2020	0:00
2205	2220	0:15
2305	2315	0:10

1	2
1	2
10	3
145	7

MARYLAND GRANT
 152 FLIGHTS WITH 145 COMPLETED, 7 DELAYS
 95.39% COMPLETION RATE

MAR-28-02 10:08A

Regional Air Service Bi-Weekly Operational Report

Report Period	Total Scheduled Flights	Passengers Carried	Miles Flown	On-time Completed Segments *	Other		ATC / Weather / Airport		Completion Rate
					Delayed	Cancelled	Delayed	Cancelled	
1 12/28/01 - 01/10/02	148	260	8872	135	13	0	32	6	91%
2 01/11/02 - 01/23/02	149	385	8796	135	10	0	13	0	
3 01/25/02 - 02/07/02	152	394	8084	143	4	5	10	18	94%
4 02/08/02 - 02/21/02	152	466	8811	133	9	0	0	0	
5 02/22/02 - 03/07/02	152	568	9424	149	3	0	2	0	98%
6 03/02/02 - 03/14/02	152	506	7810	143	11	0	10	11	
7									
8									
9									
10									
11									
12									
13									

* "On-Time Completed Segments" include flights completed on-time not counting ATC, weather or airport induced delays/cancellations. All other delays and cancellations are considered in on-time completion