

Order 2004-6-4
Served: June 8, 2004

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



Issued by the Department of Transportation
on the **8th day of June, 2004**

INTRA ALASKA BUSH SERVICE MAIL RATES

Docket OST-2003-14694

**ORDER SETTING FINAL RATE UNTIL FURTHER DEPARTMENT
ACTION AND REQUESTING COMMENTS**

Summary

By this order, the Department is setting the linehaul portion of the mail rate payable by the United States Postal Service to intra-Alaska bush mail carriers providing service with Part 135 aircraft. This rate will be effective immediately on a final basis, not subject to retroactive adjustment, and will remain in effect until further Department action.¹ The current terminal element of intra-Alaska bush rates is unaffected by this order. Likewise, the rates for Part 121 and Amphibious bush carriers remain unchanged.

Background

The Rural Service Improvement Act of 2002 (RSIA) directed the Department to set three separate bush mail rates²: one for larger bush aircraft certificated for 19 seats or more and operated under 14 CFR Part 121 (Part 121 rate); one for aircraft operating into airports requiring float or amphibious equipment (Amphibious rate); and one for all other aircraft certificated for five seats or more (Part 135 rate). Orders 2004-3-34 and 2004-6-3 established linehaul rates for

¹ The Postal Service compensates carriers on a weekly basis and implements any changes on Saturdays, the beginning of its pay week. Thus, the rate we are setting here will be effective on the first Saturday after the date of service of this order.

² Aircraft having payloads exceeding 7,500 pounds are classified as mainline, while bush aircraft have payloads of 7,500 pounds or less, regardless of the number of seats. As a point of reference, the Saab 340, the largest bush aircraft currently operating with just under 7,500 pounds payload, can be configured with up to 34 seats.

the Amphibious and Part 121 aircraft, leaving only the Part 135 linehaul rate left. The Part 135 rate that we are setting here of \$11.5022 is almost the same as the current linehaul rate of \$11.1627.

Decision

This order uses a fully allocated costing methodology to determine the Part 135 linehaul rate, which is detailed in Appendix A. The data are for the year ended June 30, 2003, and are from the carriers' T-100 traffic reports and Schedule F-2 financial statements. As required by RSIA, 39 U.S.C. 5402 (h)(2)(B)(ii), we have not included data for aircraft certificated for less than five seats. In addition, as discussed in Order 2004-6-3, we have included only the data for "bush routes," which are defined as those where there is no mainline service, and thus have excluded several ineligible segments of the carriers, most significantly those of Hageland's Beech 1900s, Arctic Circle's Cessna 402s and King Airs, Grant Aviation's King Airs, and Iliamna Air Taxi's Pilatus. In determining eligible hours, revenue ton-miles and other parameters, we have excluded, by aircraft type, individual segments that overlap mainline routes. (See Appendix B.)

Further, we have not included any data for Arctic Transportation, Bellair, Olson, or Camai/Village, because they were all-cargo operators during the base period.³ We have also made a number of other technical adjustments. We rejected the data for LAB and 40-Mile Air because we found them to be unreliable. Our enforcement office is currently investigating 40-Mile for chronic submission of unreliable data. LAB's system direct unit costs for pilots, fuel, maintenance, insurance, and depreciation of \$73 per hour is half the costs of the next lowest cost operator, and indeed is less than what typically is paid for maintenance and fuel by themselves. We made two adjustments to Skagway's data. On its T-100 report the carrier listed aircraft type #095 -- Land Piston -- for which there was no corresponding cost pool from Schedule F-2. We thus aggregated Skagway's costs and hours by aircraft type into a carrier total. Also, Skagway showed no passenger liability insurance, notwithstanding that it carried passengers. We estimated passenger liability insurance on the basis of all other carriers' costs per passenger revenue ton mile, and applied that factor to Skagways' reported passenger revenue ton miles. A mainline carrier, Everts Air Cargo, a/k/a Tatonduk, operates bush passenger service, which constitutes a very small part of its system operations. Thus, we have no information about Everts' bush circuitry, and we therefore assumed there was none. Also, as a mainline carrier, Everts does not report capacity related expense, and so we applied a factor of 13.43 percent, the percentage for all other carriers, to Evert's operations.

We have applied the same costing techniques here as used when we set both the Part 121 linehaul rate in Order 2004-6-3 and the Amphibious rate in Order 2004-3-34. We have adjusted expenses to account for capacity-related expense, as well as return and taxes. The rate calculates a separate capacity-related expense for each carrier as a percentage of all other operating expense, and this percentage is then applied to linehaul expenses. A system return and tax element of 9.46 percent, determined in the past base-rate investigation, is again applied to each carrier's

³ See Appendix A for a list of the carriers included in the rate calculations. As discussed in Order 2004-6-3, we have excluded all-cargo operators from the calculation of the rate, though not its applicability, as required by Section 5402 (h)(6)(C).

expenses. Consistent with our previous treatment of both the bush and mainline rates, we have weighted each aircraft's costs by the amount of mail transported by each aircraft type, so that the impact of an aircraft that transported little or no mail would not be overstated. Finally, to reflect the fact that the Postal Service applies the rate we are setting here based on the nonstop distance, regardless of the actual aircraft routing, we have increased the rate by a circuit factor, as determined for each carrier. As set forth in Appendix A, we find that the linehaul rate of the Part 135 bush aircraft is \$11.5022 per revenue ton mile.

Consistent with our setting of the current Part 121 and Amphibious rates, we will make the Part 135 linehaul rate effective on the first Saturday following the service date of this order, but allow for objections.⁴

Mileage Taper

Order 2004-6-3 introduced a mileage taper for Part 121 operations whereby the rate decreases as the distance increases. We have tentatively decided against introducing a mileage taper for the Part 135 service. The principle reasons that we introduced a rate taper for Part 121 operations are threefold: (1) Peninsula Airways has by far the longest stage length of the three Part 121 carriers (416 miles compared to 70 miles for ERA Aviation and 157 miles for Frontier Airlines), (2) Peninsula's data are not included in the Part 121 rate because its routes overlap with mainline service and RSIA stipulates that those data are to be excluded, and (3) Peninsula carried about 75 percent of all the mail Revenue Ton Miles in the Part 121 class. Without some form of rate taper, the Postal Service would be paying Peninsula for its 416-mile average stage length based on cost data built on 70-mile and 157-mile stage lengths that represent only 25 percent of total mail carried. Data for almost all of the Part 135 carriers are included in the rate base, unlike the Part 121 rate where the largest single carrier is excluded. In those very short-haul markets where the Part 135 rate may be less than the Part 121 rate, the Part 135 rate would apply. These aircraft may well be more efficient in operating into such short-haul airports, and the Postal Service should pay the Part 135 rate in those few instances where it may be less.

One Flight per Week Scheduled and Operated

Order 2004-6-3 provided that the Part 121 rate would apply whenever a carrier both scheduled and operated one round trip a week with Part 121 aircraft. It further provided that if a carrier did not schedule service with a 19-seat Part 121 aircraft, but operated such aircraft on an *ad hoc* basis into the airport, all such operations by the Part 121 operator would be paid the lower Part 121 rate, while the Part 135 rate would apply elsewhere. We will extend that reasoning here for those very few short-haul markets where the Part 121 rates, because of the rate taper, may exceed the Part 135 rate. In other words, the Part 135 rate will be applied to a Part 121 operation if the Part 135 rate is lower.

⁴ The filing of objections will not stay the effectiveness of this order. Any rate changes will be prospective.

ACCORDINGLY,

1. We make final the rate per mail revenue ton mile shown in Appendix A per billable (nonstop) mail revenue ton mile, for markets served solely by Part 135 aircraft, except as discussed in the order, effective on the first Saturday following the service date of this order,⁵ until further Department action;
2. Parties wishing to object to this order may file objections within 30 days of the service date of this order, with 15 days for rebuttal. Any objection should contain clear and specific objections as to how the rates were calculated, and state what methodology should be employed. The filing of objections will not stay the effectiveness of this order; and
3. We will serve this order on the parties to this proceeding.

By:

KARAN K. BHATIA
Assistant Secretary for Aviation
and International Affairs

(SEAL)

⁵ The Postal Service has indicated that the mail pay periods for carriers start on each Saturday, and so, for administrative efficiency, we will make this rate effective on the first Saturday after the service date of this order.

Part 135 Linehaul Mail Rates, YE June 30, 2003

Appendix A
Page 1 of 9

<u>System Parameters for Each Carrier</u>		<u>Totals</u>	<u>Arctic Circle</u>	<u>Baker</u>	<u>Bering</u>				
1 . Capacity Related Expense (CR), Skd. F-2		\$20,875,280	\$714,974					\$184,358	\$1,298,576
2 . Direct Expense, including fuel, Skd. F-2		\$116,581,861	\$6,793,126					\$808,534	\$9,477,485
3 . Indirect Expense, Skd. F-2		\$59,756,728	\$2,033,885					\$476,058	\$3,632,063
4 . CR Markup	113.43%	108.81%	108.81%	108.81%	108.81%	108.81%	116.76%	110.99%	
5 . Return and Tax Markup		109.46%	109.46%	109.46%	109.46%	109.46%	109.46%	109.46%	109.46%
6 . T-100 Skd. Mail RTMs, Market		103,276						12,582	34,988
7 . T-100 Skd. Mail RTMs, Segment		129,462						13,379	38,900
8 . Circuitry Markup (negative is under 100%)		125.36%	125.36%	125.36%	125.36%	125.36%	106.33%	111.18%	
<u>Aircraft Name</u>		C-206	C-402	C-208	King Air	Skyvan	C-206	C-206	
<u>Aircraft Code</u>		<u>35</u>	<u>125</u>	<u>416</u>	<u>457</u>	<u>486</u>	<u>35</u>	<u>35</u>	
9 . Direct Expenses, Skd. F-2 (including Fuel)		\$1,713,693	\$2,495,925	\$607,525	\$174,186	\$1,683,130	\$808,534	\$220,921	
10 . Fuel Expense, Skd. F-2		\$204,409	\$612,955	\$108,637	\$33,578	\$397,220	\$202,356	\$24,397	
11 . Less Passenger Liability Insurance, Skd. F-2		<u>\$56,586</u>	<u>\$35,534</u>	<u>\$6,797</u>	<u>\$1,217</u>	<u>\$6,015</u>	<u>\$56,165</u>	<u>\$11,539</u>	
12 . Linehaul Expense Allocable to Mail [9-10]		\$1,657,107	\$2,460,391	\$600,728	\$172,969	\$1,677,115	\$752,369	\$209,382	
13 . Unit costs per block hour		\$371.55	\$335.02	\$603.14	\$580.43	\$1,082.71	\$269.28	\$421.29	
<u>Markups per Carrier System Parameters</u>									
14 . Linehaul +CR		\$1,803,098	\$2,677,151	\$653,652	\$188,208	\$1,824,869	\$878,466	\$232,393	
15 . Linehaul +CR+Return and Tax		\$1,973,671	\$2,930,409	\$715,487	\$206,012	\$1,997,502	\$961,569	\$254,377	
16 . Linehaul +CR+Return and Tax + Circuitry		\$2,474,194	\$3,673,561	\$896,935	\$258,257	\$2,504,069	\$1,022,436	\$282,816	
17 . Unit Costs per Block Hour		\$554.75	\$500.21	\$900.54	\$866.63	\$1,282.17	\$365.94	\$569.05	
18 . System Rev. Blk. Hrs., T-100 Segment		4,460	7,344	996	298	1,953	2,794	497	
19 . <u>Eligible Block Hours</u>		<u>3,506</u>	<u>4,438</u>	<u>778</u>	<u>67</u>	<u>1,549</u>	<u>2,235</u>	<u>165</u>	
20 . Eligible Linehaul Expense (on Block Hours)		\$1,944,961	\$2,219,943	\$700,618	\$58,064	\$1,986,074	\$817,876	\$93,893	
21 . Eligible Pax. RTM		5,213,989	3,755	6,422	689	27	25	9,628	3,057
22 . Eligible Freight RTM @ .75		588,517	12,449	23,712	18,252	684	60,584	808	336
23 . <u>Eligible Mail RTM</u>		<u>2,563,971</u>	<u>68,559</u>	<u>200,686</u>	<u>32,594</u>	<u>4,041</u>	<u>40,991</u>	<u>53,984</u>	<u>714</u>
24 . Total RTM		8,366,295	84,763	230,820	51,536	4,753	101,599	64,420	4,107
25 . Unit Cost per RTM		\$22.9459	\$9.6176	\$13.5947	\$12.2163	\$19.5482	\$12.6960	\$22.8617	
26 . Percentage of Total Mail RTMs	100.00%	2.6739%	7.8272%	1.2712%	0.1576%	1.5987%	2.1055%	0.0278%	
27 . Unit Cost, Weighted by Mail RTMs Above	\$11.5022	\$0.6136	\$0.7528	\$0.1728	\$0.0193	\$0.3125	\$0.2673	\$0.0064	
28 . Eligible Aircraft Miles	21,520,770	377,711	711,347	92,770	12,036	190,312	240,885	17,574	
29 . Eligible ATMs	22,902,998	231,406	803,449	163,423	21,063	357,807	141,651	10,370	
30 . Eligible Departures	301,450	5,663	3,321	1,199	65	1,975	3,185	274	
29 . Ton Load Factor	36.53%	36.63%	28.73%	31.54%	22.57%	28.39%	45.48%	39.60%	
30 . Avg. Stage Length	71	67	214	77	185	96	76	64	
31 . Avg. Capacity per Mile (Pounds)	2,128	1,225	2,259	3,523	3,500	3,760	1,176	1,180	

Part 135 Linehaul Mail Rates, YE June 30, 2003

Appendix A
Page 2 of 9

<u>System Parameters for Each Carrier</u>	<u>Bering</u>	<u>Bering</u>	<u>Bering</u>	<u>Bering</u>	<u>C. Smythe</u>	<u>C. Smythe</u>	<u>C. Smythe</u>	<u>C. Smythe</u>
1 . Capacity Related Expense (CR), Skd. F-2					\$1,515,987			
2 . Direct Expense, including fuel, Skd. F-2					\$8,544,707			
3 . Indirect Expense, Skd. F-2					\$4,417,905			
4 . CR Markup	110.99%	110.99%	110.99%	110.99%	113.24%	113.24%	113.24%	113.24%
5 . Return and Tax Markup	109.46%	109.46%	109.46%	109.46%	109.46%	109.46%	109.46%	109.46%
6 . T-100 Skd. Mail RTMs, Market					39,276			
7 . T-100 Skd. Mail RTMs, Segment					37,553			
8 . Circuitry Markup (negative is under 100%)	111.18%	111.18%	111.18%	111.18%	95.61%	95.61%	95.61%	95.61%
 Aircraft Name	Navajo	Beech 200	Casa 212	C-208	C-206	Navajo	Beech C 99	T-1040
<u>Aircraft Code</u>	<u>194</u>	<u>406</u>	<u>412</u>	<u>416</u>	<u>35</u>	<u>194</u>	<u>404</u>	<u>478+476</u>
9 . Direct Expenses, Skd. F-2 (including Fuel)	\$2,299,717	\$1,755,829	\$408,094	\$4,663,667	\$1,341,887	\$1,331,750	\$2,028,083	\$2,086,757
10 . Fuel Expense, Skd. F-2	\$553,332	\$493,019	\$117,467	\$742,734	\$231,153	\$301,014	\$529,385	\$580,700
<u>11 . Less Passenger Liability Insurance, Skd. F-2</u>	<u>\$95,240</u>	<u>\$52,448</u>	<u>\$12,634</u>	<u>\$164,568</u>	<u>\$152,823</u>	<u>\$96,908</u>	<u>\$106,490</u>	<u>\$96,911</u>
12 . Linehaul Expense Allocable to Mail [9-10]	\$2,204,477	\$1,703,381	\$395,460	\$4,499,099	\$1,189,064	\$1,234,842	\$1,921,593	\$1,989,846
13 . Unit costs per block hour	\$470.54	\$716.91	\$688.95	\$567.14	\$225.76	\$363.62	\$647.66	\$479.25
 <u>Markups per Carrier System Parameters</u>								
14 . Linehaul +CR	\$2,446,749	\$1,890,583	\$438,921	\$4,993,550	\$1,346,496	\$1,398,335	\$2,176,012	\$2,253,302
15 . Linehaul +CR+Return and Tax	\$2,678,211	\$2,069,432	\$480,443	\$5,465,940	\$1,473,875	\$1,530,617	\$2,381,863	\$2,466,464
16 . Linehaul +CR+Return and Tax + Circuitry	\$2,977,635	\$2,300,794	\$534,157	\$6,077,032	\$1,409,172	\$1,463,423	\$2,277,299	\$2,358,186
17 . Unit Costs per Block Hour	\$635.57	\$968.35	\$930.59	\$766.04	\$267.55	\$430.93	\$767.54	\$567.96
 18 . System Rev. Blk. Hrs., T-100 Segment	4,685	2,376	574	7,933	5,267	3,396	2,967	4,152
<u>19 . Eligible Block Hours</u>	<u>3,579</u>	<u>1,600</u>	<u>299</u>	<u>7,366</u>	<u>5,167</u>	<u>3,392</u>	<u>2,942</u>	<u>3,860</u>
20 . Eligible Linehaul Expense (on Block Hours)	\$2,274,697	\$1,549,356	\$278,246	\$5,642,685	\$1,382,417	\$1,461,699	\$2,258,110	\$2,192,341
 21 . Eligible Pax. RTM	159,712	150,610	13	403,221	92,275	144,131	204,741	215,875
22 . Eligible Freight RTM @ .75	7,351	7,394	24,997	38,477	16,859	6,360	21,387	15,159
<u>23 . Eligible Mail RTM</u>	<u>21,327</u>	<u>33,138</u>	<u>15,519</u>	<u>83,064</u>	<u>29,376</u>	<u>28,599</u>	<u>57,059</u>	<u>48,268</u>
24 . Total RTM	188,389	191,142	40,530	524,762	138,510	179,089	283,187	279,302
25 . Unit Cost per RTM	\$12.0745	\$8.1058	\$6.8652	\$10.7528	\$9.9806	\$8.1619	\$7.9739	\$7.8494
 26 . Percentage of Total Mail RTMs	0.8318%	1.2924%	0.6053%	3.2397%	1.1457%	1.1154%	2.2254%	1.8825%
27 . Unit Cost, Weighted by Mail RTMs Above	\$0.1004	\$0.1048	\$0.0416	\$0.3484	\$0.1143	\$0.0910	\$0.1775	\$0.1478
 28 . Eligible Aircraft Miles	494,873	313,028	44,667	940,867	572,942	441,794	459,962	595,032
29 . Eligible ATMs	473,715	381,893	108,099	1,342,964	483,779	433,454	692,504	603,442
30 . Eligible Departures	6,340	2,409	432	13,918	8,089	5,926	4,222	5,538
 29 . Ton Load Factor	39.77%	50.05%	37.49%	39.07%	28.63%	41.32%	40.89%	46.28%
30 . Avg. Stage Length	78	130	103	68	71	75	109	107
31 . Avg. Capacity per Mile (Pounds)	1,914	2,440	4,840	2,855	1,689	1,962	3,011	2,028

Part 135 Linehaul Mail Rates, YE June 30, 2003

Appendix A
Page 3 of 9

<u>System Parameters for Each Carrier</u>	<u>Frontier</u>	<u>Frontier</u>	<u>Grant</u>	<u>Grant</u>	<u>Grant</u>	<u>Grant</u>	<u>Grant</u>	<u>Hageland</u>
1 . Capacity Related Expense (CR), Skd. F-2	\$1,657,158		\$2,188,603					\$1,257,327
2 . Direct Expense, including fuel, Skd. F-2	\$12,596,267		\$8,869,075					\$16,425,580
3 . Indirect Expense, Skd. F-2	\$5,520,739		\$6,361,314					\$4,914,464
4 . CR Markup	110.07%	110.07%	116.78%	116.78%	116.78%	116.78%	116.78%	106.26%
5 . Return and Tax Markup	109.46%	109.46%	109.46%	109.46%	109.46%	109.46%	109.46%	109.46%
6 . T-100 Skd. Mail RTMs, Market	65,527		50,474					72,926
7 . T-100 Skd. Mail RTMs, Segment	71,125		56,710					80,545
8 . Circuitry Markup (negative is under 100%)	108.54%	108.54%	112.35%	112.35%	112.35%	112.35%	112.35%	110.45%
 Aircraft Name	C-206	Navajo	C-206	Navajo	Beech 200	Beech 65	C-208	C-206
<u>Aircraft Code</u>	<u>35</u>	<u>194</u>	<u>35</u>	<u>194</u>	<u>406</u>	<u>411</u>	<u>416</u>	<u>35</u>
9 . Direct Expenses, Skd. F-2 (including Fuel)	\$368,053	\$2,146,767	\$2,574,228	\$2,386,945	\$1,375,121	\$291,755	\$1,908,133	\$4,361,930
10 . Fuel Expense, Skd. F-2	\$55,488	\$474,921	\$408,876	\$596,011	\$465,644	\$85,671	\$350,273	\$645,783
<u>11 . Less Passenger Liability Insurance, Skd. F-2</u>	<u>\$0</u>	<u>\$137,325</u>	<u>\$173,881</u>	<u>\$150,102</u>	<u>\$31,068</u>	<u>\$13,319</u>	<u>\$89,605</u>	<u>\$325,064</u>
12 . Linehaul Expense Allocable to Mail [9-10]	\$368,053	\$2,009,442	\$2,400,347	\$2,236,843	\$1,344,053	\$278,436	\$1,818,528	\$4,036,866
13 . Unit costs per block hour	\$346.57	\$438.55	\$190.93	\$334.61	\$728.88	\$708.49	\$506.98	\$236.24
 <u>Markups per Carrier System Parameters</u>								
14 . Linehaul +CR	\$405,116	\$2,211,793	\$2,803,125	\$2,612,185	\$1,569,585	\$325,158	\$2,123,677	\$4,289,574
15 . Linehaul +CR+Return and Tax	\$443,440	\$2,421,029	\$3,068,301	\$2,859,298	\$1,718,068	\$355,918	\$2,324,577	\$4,695,368
16 . Linehaul +CR+Return and Tax + Circuitry	\$481,310	\$2,627,785	\$3,447,236	\$3,212,421	\$1,930,249	\$399,874	\$2,611,662	\$5,186,034
17 . Unit Costs per Block Hour	\$453.21	\$573.50	\$274.20	\$480.54	\$1,046.77	\$1,017.49	\$728.09	\$303.49
 18 . System Rev. Blk. Hrs., T-100 Segment	1,062	4,582	12,572	6,685	1,844	393	3,587	17,088
<u>19 . Eligible Block Hours</u>	<u>1,062</u>	<u>4,147</u>	<u>10,581</u>	<u>6,288</u>	<u>66</u>	<u>167</u>	<u>2,892</u>	<u>10,894</u>
20 . Eligible Linehaul Expense (on Block Hours)	\$481,310	\$2,378,312	\$2,901,305	\$3,021,646	\$69,087	\$169,921	\$2,105,639	\$3,306,218
 21 . Eligible Pax. RTM	0	82,497	196,631	372,467	6,443	12,104	142,477	224,381
22 . Eligible Freight RTM @ .75	77	8,296	4,552	5,178	100	197	3,306	10,297
<u>23 . Eligible Mail RTM</u>	<u>38,507</u>	<u>103,432</u>	<u>79,351</u>	<u>99,961</u>	<u>831</u>	<u>850</u>	<u>28,682</u>	<u>64,386</u>
24 . Total RTM	38,584	194,224	280,354	477,606	7,374	13,151	174,465	299,064
25 . Unit Cost per RTM	\$12.4743	\$12.2452	\$10.3487	\$6.3267	\$9.3690	\$12.9208	\$12.0691	\$11.0552
 26 . Percentage of Total Mail RTMs	1.5019%	4.0341%	3.0948%	3.8987%	0.0324%	0.0332%	1.1187%	2.5112%
27 . Unit Cost, Weighted by Mail RTMs Above	\$0.1874	\$0.4940	\$0.3203	\$0.2467	\$0.0030	\$0.0043	\$0.1350	\$0.2776
 28 . Eligible Aircraft Miles	112,476	575,604	979,590	925,209	12,699	23,583	313,089	1,108,984
29 . Eligible ATMs	57,070	397,481	659,973	924,026	12,151	20,486	310,140	762,567
30 . Eligible Departures	1,621	5,929	22,989	9,705	71	222	4,315	27,382
 29 . Ton Load Factor	67.61%	48.86%	42.48%	51.69%	60.69%	64.20%	56.25%	39.22%
30 . Avg. Stage Length	69	97	43	95	179	106	73	41
31 . Avg. Capacity per Mile (Pounds)	1,015	1,381	1,347	1,997	1,914	1,737	1,981	1,375

Part 135 Linehaul Mail Rates, YE June 30, 2003

Appendix A
Page 4 of 9

<u>System Parameters for Each Carrier</u>	<u>Hageland</u>	<u>Hageland</u>	<u>Hageland</u>	<u>Hageland</u>	<u>Iliamna</u>	<u>Iliamna</u>	<u>Iliamna</u>	<u>Iliamna</u>
1 . Capacity Related Expense (CR), Skd. F-2					\$122,663			
2 . Direct Expense, including fuel, Skd. F-2					\$1,338,876			
3 . Indirect Expense, Skd. F-2					\$407,424			
4 . CR Markup	106.26%	106.26%	106.26%	106.26%	107.55%	107.55%	107.55%	107.55%
5 . Return and Tax Markup	109.46%	109.46%	109.46%	109.46%	109.46%	109.46%	109.46%	109.46%
6 . T-100 Skd. Mail RTMs, Market					2,656			
7 . T-100 Skd. Mail RTMs, Segment					2,784			
8 . Circuitry Markup (negative is under 100%)	110.45%	110.45%	110.45%	110.45%	104.82%	104.82%	104.82%	104.82%
 Aircraft Name	C-402	Beech 1900	C-208	Cessna 406	C-206	DHC-2	Beech Baron	Navajo
<u>Aircraft Code</u>	<u>125</u>	<u>405</u>	<u>416</u>	<u>417</u>	<u>35</u>	<u>40</u>	<u>117</u>	<u>194</u>
9 . Direct Expenses, Skd. F-2 (including Fuel)	\$355,667	\$2,073,787	\$5,739,305	\$3,668,312	\$318,428	\$67,043	\$93,454	\$149,852
10 . Fuel Expense, Skd. F-2	\$61,227	\$453,695	\$1,031,447	\$987,104	\$78,470	\$8,062	\$28,513	\$48,534
11 . <u>Less Passenger Liability Insurance, Skd. F-2</u>	<u>\$32,549</u>	<u>\$89,778</u>	<u>\$242,296</u>	<u>\$139,751</u>	<u>\$47,592</u>	<u>\$21,813</u>	<u>\$13,220</u>	<u>\$23,796</u>
12 . Linehaul Expense Allocable to Mail [9-10]	\$323,118	\$1,984,009	\$5,497,009	\$3,528,561	\$270,836	\$45,230	\$80,234	\$126,056
13 . Unit costs per block hour	\$495.58	\$892.89	\$612.55	\$878.84	\$183.24	\$376.92	\$263.06	\$293.15
 <u>Markups per Carrier System Parameters</u>								
14 . Linehaul +CR	\$343,345	\$2,108,208	\$5,841,122	\$3,749,449	\$291,284	\$48,645	\$86,292	\$135,573
15 . Linehaul +CR+Return and Tax	\$375,825	\$2,307,644	\$6,393,692	\$4,104,147	\$318,839	\$53,247	\$94,455	\$148,398
16 . Linehaul +CR+Return and Tax + Circuitry	\$415,099	\$2,548,793	\$7,061,833	\$4,533,030	\$334,207	\$55,814	\$99,008	\$155,551
17 . Unit Costs per Block Hour	\$636.65	\$1,147.07	\$786.92	\$1,129.02	\$226.12	\$465.12	\$324.62	\$361.75
 18 . System Rev. Blk. Hrs., T-100 Segment	652	2,222	8,974	4,015	1,478	120	305	430
<u>19 . Eligible Block Hours</u>	<u>482</u>	<u>269</u>	<u>7,620</u>	<u>2,982</u>	<u>467</u>	<u>56</u>	<u>8</u>	<u>68</u>
20 . Eligible Linehaul Expense (on Block Hours)	\$306,868	\$308,562	\$5,996,341	\$3,366,749	\$105,599	\$26,047	\$2,597	\$24,599
 21 . Eligible Pax. RTM	35,574	17,224	412,896	187,198	1,079	114	164	4,206
22 . Eligible Freight RTM @ .75	916	5,592	35,017	14,106	209	40	0	17
23 . <u>Eligible Mail RTM</u>	<u>689</u>	<u>12,581</u>	<u>126,068</u>	<u>63,101</u>	<u>8,217</u>	<u>1,113</u>	<u>26</u>	<u>5</u>
24 . Total RTM	37,179	35,397	573,981	264,406	9,505	1,267	190	4,228
25 . Unit Cost per RTM	\$8,2538	\$8,7172	\$10,4469	\$12,7333	\$11,1098	\$20,5580	\$13,6684	\$5,8181
 26 . Percentage of Total Mail RTMs	0.0269%	0.4907%	4.9169%	2.4611%	0.3205%	0.0434%	0.0010%	0.0002%
27 . Unit Cost, Weighted by Mail RTMs Above	\$0.0022	\$0.0428	\$0.5137	\$0.3134	\$0.0356	\$0.0089	\$0.0001	\$0.0000
 28 . Eligible Aircraft Miles	68,143	72,404	1,113,105	582,019	39,752	4,655	1,162	9,850
29 . Eligible ATMs	67,532	145,062	3,043,491	936,206	23,893	3,990	483	8,865
30 . Eligible Departures	1,237	157	17,730	7,224	1,655	189	13	88
 29 . Ton Load Factor	55.05%	24.40%	18.86%	28.24%	39.78%	31.75%	39.34%	47.69%
30 . Avg. Stage Length	55	461	63	81	24	25	89	112
31 . Avg. Capacity per Mile (Pounds)	1,982	4,007	5,468	3,217	1,202	1,714	831	1,800

Part 135 Linehaul Mail Rates, YE June 30, 2003

Appendix A
Page 5 of 9

<u>System Parameters for Each Carrier</u>								
1 . Capacity Related Expense (CR), Skd. F-2		Iliamna \$233,721	Inland \$1,857,730	Island \$699,928	Island 107.55%	Island 110.06%	Larrys \$308,900	Larrys \$2,724,937
2 . Direct Expense, including fuel, Skd. F-2								\$1,148,747
3 . Indirect Expense, Skd. F-2								
4 . CR Markup								108.67%
5 . Return and Tax Markup								108.67%
6 . T-100 Skd. Mail RTMs, Market								109.46%
7 . T-100 Skd. Mail RTMs, Segment								109.46%
8 . Circuitry Markup (negative is under 100%)								109.46%
Aircraft Name	Pilatus	C-206	PA-32	Islander	Queenair	C-206	PA-32	Navajo
<u>Aircraft Code</u>	<u>479</u>	<u>35</u>	<u>79</u>	<u>131</u>	<u>133</u>	<u>35</u>	<u>79</u>	<u>194</u>
9 . Direct Expenses, Skd. F-2 (including Fuel)	\$743,688	\$1,419,213	\$399,984	\$718,452	\$70,434	\$550,831	\$715,201	\$1,194,433
10 . Fuel Expense, Skd. F-2	\$315,295	\$222,544	\$77,165	\$183,152	\$10,648	\$112,382	\$137,060	\$238,816
<u>11 . Less Passenger Liability Insurance, Skd. F-2</u>	<u>\$29,745</u>	<u>\$65,631</u>	<u>\$37,087</u>	<u>\$62,663</u>	<u>\$7,021</u>	<u>\$39,125</u>	<u>\$30,813</u>	<u>\$70,438</u>
12 . Linehaul Expense Allocable to Mail [9-10]	\$713,943	\$1,353,582	\$362,897	\$655,789	\$63,413	\$511,706	\$684,388	\$1,123,995
13 . Unit costs per block hour	\$601.47	\$293.24	\$179.83	\$241.81	\$712.51	\$224.53	\$299.12	\$263.85
<u>Markups per Carrier System Parameters</u>								
14 . Linehaul +CR	\$767,846	\$1,489,752	\$449,521	\$812,326	\$78,550	\$556,071	\$743,724	\$1,221,445
15 . Linehaul +CR+Return and Tax	\$840,484	\$1,630,683	\$492,046	\$889,172	\$85,981	\$608,675	\$814,080	\$1,336,994
16 . Linehaul +CR+Return and Tax + Circuitry	\$880,995	\$1,785,272	\$544,941	\$984,758	\$95,224	\$963,167	\$1,288,200	\$2,115,659
17 . Unit Costs per Block Hour	\$742.20	\$386.76	\$270.04	\$363.11	\$1,069.93	\$422.63	\$563.02	\$496.63
18 . System Rev. Blk. Hrs., T-100 Segment	1,187	4,616	2,018	2,712	89	2,279	2,288	4,260
<u>19 . Eligible Block Hours</u>	<u>407</u>	<u>3,433</u>	<u>1,711</u>	<u>2,380</u>	<u>66</u>	<u>1,785</u>	<u>2,165</u>	<u>3,898</u>
20 . Eligible Linehaul Expense (on Block Hours)	\$302,077	\$1,327,738	\$462,039	\$864,205	\$70,616	\$754,389	\$1,218,948	\$1,935,878
21 . Eligible Pax. RTM	50,040	31,020	19,458	65,771	2,286	12,062	2,919	251,263
22 . Eligible Freight RTM @ .75	325	2,156	3,101	7,014	51	71	117	26,536
<u>23 . Eligible Mail RTM</u>	<u>186</u>	<u>66,884</u>	<u>3,059</u>	<u>7,692</u>	<u>206</u>	<u>49,250</u>	<u>65,324</u>	<u>110,021</u>
24 . Total RTM	50,550	100,059	25,618	80,477	2,543	61,383	68,360	387,819
25 . Unit Cost per RTM	\$5.9758	\$13.2696	\$18.0357	\$10.7385	\$27.7688	\$12.2899	\$17.8313	\$4.9917
26 . Percentage of Total Mail RTMs	0.0073%	2.6086%	0.1193%	0.3000%	0.0080%	1.9208%	2.5478%	4.2910%
27 . Unit Cost, Weighted by Mail RTMs Above	\$0.0004	\$0.3462	\$0.0215	\$0.0322	\$0.0022	\$0.2361	\$0.4543	\$0.2142
28 . Eligible Aircraft Miles	75,452	357,984	165,356	246,759	9,179	170,170	226,309	503,178
29 . Eligible ATMs	113,178	216,039	117,983	210,227	5,781	137,464	154,641	571,127
30 . Eligible Departures	688	6,329	4,222	4,838	96	2,761	3,708	4,524
29 . Ton Load Factor	44.66%	46.32%	21.71%	38.28%	43.99%	44.65%	44.21%	67.90%
30 . Avg. Stage Length	110	57	39	51	96	62	61	111
31 . Avg. Capacity per Mile (Pounds)	3,000	1,207	1,427	1,704	1,260	1,616	1,367	2,270

Part 135 Linehaul Mail Rates, YE June 30, 2003

Appendix A
Page 6 of 9

<u>System Parameters for Each Carrier</u>		<u>Peninsula</u>	<u>Peninsula</u>	<u>Peninsula</u>	<u>Peninsula</u>	<u>Servant Air</u>	<u>Servant Air</u>	<u>Carrier Total</u>	<u>Skagway</u>	<u>Smokey</u>
1 . Capacity Related Expense (CR), Skd. F-2		\$6,218,676				\$326,093		\$106,371		\$501,893
2 . Direct Expense, including fuel, Skd. F-2		\$25,548,757				\$888,306		\$712,538		\$564,216
3 . Indirect Expense, Skd. F-2		\$18,936,347				\$631,163		\$492,431		\$555,118
4 . CR Markup		116.25%	116.25%	116.25%	116.25%	127.33%	127.33%	109.68%		181.29%
5 . Return and Tax Markup		109.46%	109.46%	109.46%	109.46%	109.46%	109.46%	109.46%		109.46%
6 . T-100 Skd. Mail RTMs, Market		903,777				110,438		2,996		1,462
7 . T-100 Skd. Mail RTMs, Segment		789,325				123,124		2,829		1,462
8 . Circuitry Markup (negative is under 100%)		87.34%	87.34%	87.34%	87.34%	111.49%	111.49%	94.43%		100.00%
Aircraft Name		PA-32	Navajo	C-208	T-1040	PA-32	Navajo	Carrier	C-206	
<u>Aircraft Code</u>		<u>79</u>	<u>194</u>	<u>416</u>	<u>478</u>	<u>79</u>	<u>194</u>	<u>Total</u>	<u>35</u>	
9 . Direct Expenses, Skd. F-2 (including Fuel)		\$2,251,748	\$1,239,870	\$2,795,303	\$542,647	\$1,136,608	\$64,352	\$686,142		\$564,216
10 . Fuel Expense, Skd. F-2		\$374,696	\$186,842	\$438,859	\$74,460	\$239,408	\$22,927	\$145,044		\$95,109
<u>11 . Less Passenger Liability Insurance, Skd. F-2</u>		<u>\$189,336</u>	<u>\$107,808</u>	<u>\$134,997</u>	<u>\$40,236</u>	<u>\$67,067</u>	<u>\$4,391</u>	<u>\$6,444</u>	<u>\$27,000</u>	
12 . Linehaul Expense Allocable to Mail [9-10]		\$2,062,412	\$1,132,062	\$2,660,306	\$502,411	\$1,069,541	\$59,961	\$679,698		\$537,216
13 . Unit costs per block hour		\$271.66	\$1,034.79	\$721.93	\$876.81	\$281.75	\$307.49	\$143.15		\$169.04
<u>Markups per Carrier System Parameters</u>										
14 . Linehaul +CR		\$2,397,554	\$1,316,022	\$3,092,606	\$584,053	\$1,361,847	\$76,348	\$745,493		\$973,919
15 . Linehaul +CR+Return and Tax		\$2,624,363	\$1,440,518	\$3,385,167	\$639,304	\$1,490,678	\$83,571	\$816,017		\$1,066,052
16 . Linehaul +CR+Return and Tax + Circuitry		\$2,292,119	\$1,258,148	\$2,956,605	\$558,368	\$1,661,957	\$93,173	\$770,565		\$1,066,052
17 . Unit Costs per Block Hour		\$301.91	\$1,150.04	\$802.34	\$974.46	\$437.82	\$477.81	\$162.29		\$335.45
18 . System Rev. Blk. Hrs., T-100 Segment		7,592	1,094	3,685	573	3,796	195	4,748		3,178
<u>19 . Eligible Block Hours</u>		<u>6,729</u>	<u>797</u>	<u>3,253</u>	<u>502</u>	<u>3,796</u>	<u>196</u>	<u>3,580</u>	<u>2,749</u>	
20 . Eligible Linehaul Expense (on Block Hours)		\$2,031,569	\$916,585	\$2,609,996	\$489,181	\$1,661,957	\$93,651	\$581,007		\$922,145
21 . Eligible Pax. RTM		92,847	25,775	142,138	21,226	6,232	2,282	73,230		35,094
22 . Eligible Freight RTM @ .75		6,508	1,769	25,440	1,977	3,363	444	5,330		1,668
<u>23 . Eligible Mail RTM</u>		<u>26,880</u>	<u>9,240</u>	<u>67,609</u>	<u>14,657</u>	<u>114,841</u>	<u>8,283</u>	<u>6,385</u>	<u>3,625</u>	
24 . Total RTM		126,235	36,784	235,187	37,860	124,436	11,010	84,946		40,387
25 . Unit Cost per RTM		\$16.0935	\$24.9180	\$11.0975	\$12.9208	\$13.3559	\$8.5060	\$6.8397		\$22.8327
26 . Percentage of Total Mail RTMs		1.0484%	0.3604%	2.6369%	0.5717%	4.4790%	0.3231%	0.2490%		0.1414%
27 . Unit Cost, Weighted by Mail RTMs Above		\$0.1687	\$0.0898	\$0.2926	\$0.0739	\$0.5982	\$0.0275	\$0.0170		\$0.0323
28 . Eligible Aircraft Miles		671,723	104,868	414,518	92,790	562,079	31,088	444,182		180,169
29 . Eligible ATMs		368,392	85,812	695,736	92,744	344,405	25,050	253,219		117,192
30 . Eligible Departures		16,997	1,587	6,537	332	5,454	250	10,054		11,645
29 . Ton Load Factor		34.27%	42.87%	33.80%	40.82%	36.13%	43.95%	33.55%		34.46%
30 . Avg. Stage Length		40	66	63	279	103	124	44		15
31 . Avg. Capacity per Mile (Pounds)		1,097	1,637	3,357	1,999	1,225	1,612	1,140		1,301

Part 135 Linehaul Mail Rates, YE June 30, 2003

Appendix A
Page 7 of 9

<u>System Parameters for Each Carrier</u>		<u>Spermak</u>	<u>Tanana</u>	<u>Tanana</u>	<u>Tatonduk</u>	<u>Tatonduk</u>	<u>Tatonduk</u>	<u>Warbelow</u>	<u>Warbelow</u>
1 . Capacity Related Expense (CR), Skd. F-2		\$258,641	\$637,264					\$593,625	
2 . Direct Expense, including fuel, Skd. F-2		\$834,782	\$2,484,426					\$4,922,068	
3 . Indirect Expense, Skd. F-2		\$430,249	\$1,217,714					\$1,604,570	
4 . CR Markup	125.70%	120.79%	120.79%	113.43%	113.43%	113.43%	110.01%	110.01%	
5 . Return and Tax Markup	109.46%	109.46%	109.46%	109.46%	109.46%	109.46%	109.46%	109.46%	109.46%
6 . T-100 Skd. Mail RTMs, Market	610	46,575	46,575				23,389		
7 . T-100 Skd. Mail RTMs, Segment	610	49,639	49,639				23,991		
8 . Circuitry Markup (negative is under 100%)	100.00%	106.58%	106.58%	100.00%	100.00%	100.00%	102.57%	102.57%	
Aircraft Name		C-206	PA-32	Commande	PA-32	Navajo	C-208	C-206	Navajo
<u>Aircraft Code</u>		<u>35</u>	<u>79</u>	<u>195</u>	<u>79</u>	<u>194</u>	<u>416</u>	<u>35</u>	<u>194</u>
9 . Direct Expenses, Skd. F-2 (including Fuel)		\$750,739	\$2,091,330	\$393,096	\$551,572	\$282,046	\$380,196	\$313,877	\$4,604,266
10 . Fuel Expense, Skd. F-2		\$114,188	\$452,968	\$89,134	\$116,569	\$43,338	\$84,786	\$41,911	\$987,252
11 . Less Passenger Liability Insurance, Skd. F-2		\$28,006	\$105,129	\$13,843	\$0	\$0	\$0	\$54,520	\$157,417
12 . Linehaul Expense Allocable to Mail [9-10]		\$722,733	\$1,986,201	\$379,253	\$551,572	\$282,046	\$380,196	\$259,357	\$4,446,849
13 . Unit costs per block hour		\$194.07	\$228.04	\$406.05	\$180.72	\$537.23	\$374.58	\$194.27	\$314.26
<u>Markups per Carrier System Parameters</u>									
14 . Linehaul +CR		\$908,475	\$2,399,132	\$458,100	\$625,648	\$319,925	\$431,256	\$285,319	\$4,891,979
15 . Linehaul +CR+Return and Tax		\$994,417	\$2,626,090	\$501,436	\$684,834	\$350,190	\$472,053	\$312,310	\$5,354,760
16 . Linehaul +CR+Return and Tax + Circuitry		\$994,417	\$2,798,887	\$534,430	\$684,834	\$350,190	\$472,053	\$320,336	\$5,492,377
17 . Unit Costs per Block Hour		\$267.03	\$321.34	\$572.19	\$224.39	\$667.03	\$465.08	\$239.95	\$388.15
18 . System Rev. Blk. Hrs., T-100 Segment		3,724	8,710	934	3,052	525	1,015	1,335	14,150
19 . <u>Eligible Block Hours</u>		<u>122</u>	<u>8,080</u>	<u>882</u>	<u>3,031</u>	<u>520</u>	<u>992</u>	<u>1,195</u>	<u>13,729</u>
20 . Eligible Linehaul Expense (on Block Hours)		\$32,578	\$2,596,442	\$504,676	\$680,122	\$346,855	\$461,356	\$286,743	\$5,328,964
21 . Eligible Pax. RTM		721	33,649	19,707	28,752	10,477	18,847	8,252	663,143
22 . Eligible Freight RTM @ .75		918	11,081	8,965	6,261	2,708	15,543	2,276	44,679
23 . <u>Eligible Mail RTM</u>		<u>610</u>	<u>166,757</u>	<u>27,589</u>	<u>33,139</u>	<u>13,419</u>	<u>34,754</u>	<u>10,994</u>	<u>89,676</u>
24 . Total RTM		2,249	211,486	56,262	68,151	26,603	69,144	21,521	797,498
25 . Unit Cost per RTM		\$14.4855	\$12,2771	\$8,9701	\$9,9796	\$13,0382	\$6,6724	\$13,3239	\$6,6821
26 . Percentage of Total Mail RTMs		0.0238%	6.5039%	1.0760%	1.2925%	0.5234%	1.3555%	0.4288%	3.4975%
27 . Unit Cost, Weighted by Mail RTMs Above		\$0.0034	\$0.7985	\$0.0965	\$0.1290	\$0.0682	\$0.0904	\$0.0571	\$0.2337
28 . Eligible Aircraft Miles		10,646	936,698	132,058	374,141	73,645	138,019	123,720	2,063,260
29 . Eligible ATMs		5,323	474,163	115,416	207,440	179,569	416,391	58,101	1,695,793
30 . Eligible Departures		157	14,013	969	2,666	598	1,227	1,557	14,057
29 . Ton Load Factor		42.25%	44.60%	48.75%	32.85%	14.81%	16.61%	37.04%	47.03%
30 . Avg. Stage Length		68	67	136	140	123	112	79	147
31 . Avg. Capacity per Mile (Pounds)		1,000	1,012	1,748	1,109	4,877	6,034	939	1,644

Part 135 Linehaul Mail Rates, YE June 30, 2003

Appendix A
Page 8 of 9

<u>System Parameters for Each Carrier</u>		<u>Wings</u>	<u>Wings</u>	<u>Wright</u>	<u>Wright</u>	<u>Wright</u>	<u>Wright</u>	<u>Wright</u>	<u>Yute</u>	<u>Yute</u>
1 . Capacity Related Expense (CR), Skd. F-2		\$419,806		\$682,786					\$1,190,730	
2 . Direct Expense, including fuel, Skd. F-2		\$2,348,837		\$4,422,451					\$3,085,111	
3 . Indirect Expense, Skd. F-2		\$1,622,905		\$1,273,208					\$2,342,616	
4 . CR Markup		111.82%	111.82%	113.62%	113.62%	113.62%	113.62%	113.62%	128.10%	128.10%
5 . Return and Tax Markup		109.46%	109.46%	109.46%	109.46%	109.46%	109.46%	109.46%	109.46%	109.46%
6 . T-100 Skd. Mail RTMs, Market		8,439		20,455					37,574	
7 . T-100 Skd. Mail RTMs, Segment		8,804		22,056					41,128	
8 . Circuitry Markup (negative is under 100%)		104.33%	104.33%	107.83%	107.83%	107.83%	107.83%	107.83%	109.46%	109.46%
Aircraft Name		C-206	C-208	Bonanza	Helio (5-seats)	C-206	Navajo	C-208	C-206	Navajo
<u>Aircraft Code</u>		<u>35</u>	<u>416</u>	<u>10</u> (5-seats)	<u>34</u>	<u>35</u>	<u>194</u>	<u>416</u>	<u>35</u>	<u>194</u>
9 . Direct Expenses, Skd. F-2 (including Fuel)		\$602,391	\$903,066	\$47,535	\$322,623	\$406,313	\$688,950	\$2,863,475	\$1,420,735	\$465,418
10 . Fuel Expense, Skd. F-2		\$76,158	\$106,874	\$4,654	\$31,723	\$47,197	\$131,796	\$402,806	\$249,514	\$130,175
<u>11 . Less Passenger Liability Insurance, Skd. F-2</u>		<u>\$57,385</u>	<u>\$66,159</u>	<u>\$2,510</u>	<u>\$15,977</u>	<u>\$33,594</u>	<u>\$66,138</u>	<u>\$138,544</u>	<u>\$0</u>	<u>\$16,493</u>
12 . Linehaul Expense Allocable to Mail [9-10]		\$545,006	\$836,907	\$45,025	\$306,646	\$372,719	\$622,812	\$2,724,931	\$1,420,735	\$448,925
13 . Unit costs per block hour		\$200.89	\$482.09	\$317.08	\$327.96	\$267.76	\$333.05	\$479.57	\$332.57	\$586.83
<u>Markups per Carrier System Parameters</u>										
14 . Linehaul +CR		\$609,426	\$935,829	\$51,157	\$348,411	\$423,483	\$707,639	\$3,096,067	\$1,819,962	\$575,073
15 . Linehaul +CR+Return and Tax		\$667,078	\$1,024,358	\$55,996	\$381,371	\$463,544	\$774,582	\$3,388,955	\$1,992,130	\$629,475
16 . Linehaul +CR+Return and Tax + Circuitry		\$695,962	\$1,068,713	\$60,380	\$411,232	\$499,839	\$835,232	\$3,654,310	\$2,180,585	\$689,023
17 . Unit Costs per Block Hour		\$256.53	\$615.62	\$425.21	\$439.82	\$359.08	\$446.65	\$643.14	\$510.44	\$900.68
18 . System Rev. Blk. Hrs., T-100 Segment		2,713	1,736	142	935	1,392	1,870	5,682	4,272	765
<u>19 . Eligible Block Hours</u>		<u>1,988</u>	<u>1,433</u>	<u>10</u>	<u>6</u>	<u>44</u>	<u>1,200</u>	<u>4,875</u>	<u>4,134</u>	<u>679</u>
20 . Eligible Linehaul Expense (on Block Hours)		\$509,979	\$882,181	\$4,252	\$2,639	\$15,800	\$535,978	\$3,135,298	\$2,110,145	\$611,564
21 . Eligible Pax. RTM		44,068	74,966	135	133	452	66,596	300,373	67	7,572
22 . Eligible Freight RTM @ .75		4,328	11,769	9	0	213	3,628	44,266	415	234
<u>23 . Eligible Mail RTM</u>		<u>5,770</u>	<u>15,692</u>	<u>85</u>	<u>0</u>	<u>314</u>	<u>12,916</u>	<u>83,483</u>	<u>113,985</u>	<u>30,589</u>
24 . Total RTM		54,166	102,428	228	133	980	83,141	428,123	114,467	38,394
25 . Unit Cost per RTM		\$9.4151	\$8.6127	\$18,6491	\$19,8421	\$16,1224	\$6,4466	\$7,3234	\$18,4345	\$15,9286
26 . Percentage of Total Mail RTMs		0.2250%	0.6120%	0.0033%	0.0000%	0.0122%	0.5037%	3.2560%	4.4456%	1.1930%
27 . Unit Cost, Weighted by Mail RTMs Above		\$0.0212	\$0.0527	\$0.0006	\$0.0000	\$0.0020	\$0.0325	\$0.2384	\$0.8195	\$0.1900
28 . Eligible Aircraft Miles		202,487	175,172	1,381	674	5,378	207,664	757,135	440,186	95,350
29 . Eligible ATMs		132,383	286,681	518	286	2,575	165,288	1,135,800	618,271	136,672
30 . Eligible Departures		4,181	3,373	9	5	32	1,263	6,026	6,556	924
29 . Ton Load Factor		40.92%	35.73%	44.02%	46.50%	38.06%	50.30%	37.69%	18.51%	28.09%
30 . Avg. Stage Length		48	52	153	135	168	164	126	67	103
31 . Avg. Capacity per Mile (Pounds)		1,308	3,273	750	849	958	1,592	3,000	2,809	2,867

<u>System Parameters for Each Carrier</u>	<u>Yute</u>	<u>Yute</u>	
1 . Capacity Related Expense (CR), Skd. F-2			
2 . Direct Expense, including fuel, Skd. F-2			
3 . Indirect Expense, Skd. F-2			
4 . CR Markup	128.10%	128.10%	
5 . Return and Tax Markup	109.46%	109.46%	
6 . T-100 Skd. Mail RTMs, Market			
7 . T-100 Skd. Mail RTMs, Segment			
8 . Circuitry Markup (negative is under 100%)	109.46%	109.46%	
 <u>Aircraft Name</u>			
<u>Aircraft Code</u>			
9 . Direct Expenses, Skd. F-2 (including Fuel)	Beech 200	Casa 212	
10 . Fuel Expense, Skd. F-2	406	412	
11 . <u>Less Passenger Liability Insurance, Skd. F-2</u>	\$333,940	\$865,020	
12 . Linehaul Expense Allocable to Mail [9-10]	\$86,938	\$183,784	
13 . Unit costs per block hour	<u>\$17,814</u>	<u>\$56,416</u>	
	\$316,126	\$808,604	
	\$823.24	\$1,183.90	
 <u>Markups per Carrier System Parameters</u>			
14 . Linehaul +CR	\$404,957	\$1,035,822	
15 . Linehaul +CR+Return and Tax	\$443,266	\$1,133,811	
16 . Linehaul +CR+Return and Tax + Circuitry	\$485,199	\$1,241,070	
17 . Unit Costs per Block Hour	\$1,263.54	\$1,817.09	
18 . System Rev. Blk. Hrs., T-100 Segment	384	683	
19 . <u>Eligible Block Hours</u>	299	261	
20 . Eligible Linehaul Expense (on Block Hours)	\$377,798	\$474,260	
21 . Eligible Pax. RTM	8,981	3,819	
22 . Eligible Freight RTM @ .75	72	2,573	
23 . <u>Eligible Mail RTM</u>	11,592	12,746	
24 . Total RTM	20,645	19,138	
25 . Unit Cost per RTM	\$18.2997	\$24.7811	
26 . Percentage of Total Mail RTMs	0.4521%	0.4971%	
27 . Unit Cost, Weighted by Mail RTMs Above	\$0.0827	\$0.1232	
28 . Eligible Aircraft Miles	47,263	31,965	
29 . Eligible ATMs	86,229	54,674	
30 . Eligible Departures	398	334	
29 . Ton Load Factor	23.94%	35.00%	
30 . Avg. Stage Length	119	96	
31 . Avg. Capacity per Mile (Pounds)	3,649	3,421	

Eligible Service Determination, With Ineligible Service Detailed, T-100 Segment Data, YE 6/30/03

Appendix B

Page 1 of 12

Origin	Dest	Aircraft	Cabin	Nonstop Miles	Block Minutes	Departures	Passengers	Freight	Mail	Capacity	Revenue Ton Miles				Aircraft Miles	ATMs	Load Factor
											Pax.	Frt. @ .75	Mail	Total			
Arctic Circle																	
KSM	ANC	035	2	442	580	4	0	0	0	9,000	0	0	0	0	1,768	1,989	0.00%
Scheduled		035			210,966	5,667	578	439,712	1,991,609	7,099,212	3,755	12,449	68,559	84,763	379,479	233,395	36.32%
Eligible		35			210,386	5,663	578	439,712	1,991,609	7,090,212	3,755	12,449	68,559	84,763	377,711	231,406	36.63%
ANC	AKN	125	2	289	1,482	13	0	2,396	10,425	29,250	0	260	1,506	1,766	3,757	4,227	41.78%
ANC	AKN	125	1	289	18,744	164	10	7,857	174,369	369,000	289	852	25,196	26,337	47,396	53,321	49.39%
AKN	ANC	125	2	289	1,492	13	0	1,769	7,376	29,250	0	192	1,066	1,258	3,757	4,227	29.76%
AKN	ANC	125	1	289	8,664	81	6	9,228	52,338	182,250	173	1,000	7,563	8,736	23,409	26,335	33.17%
ANI	ANC	125	2	318	975	9	0	0	0	20,250	0	0	0	0	2,862	3,220	0.00%
ANI	ANC	125	1	318	318	3	0	0	0	6,750	0	0	0	0	954	1,073	0.00%
BET	ANC	125	1	399	150	1	0	0	0	2,250	0	0	0	0	399	449	0.00%
CDV	ANC	125	1	160	12,431	183	5	3,583	37,449	411,750	80	215	2,996	3,291	29,280	32,940	9.99%
CDV	ANC	125	2	160	843	13	0	6	3,528	29,250	0	0	282	283	2,080	2,340	12.08%
ENA	ANC	125	1	60	715	19	1	1,721	8,824	42,750	6	39	265	309	1,140	1,283	24.13%
ENA	ANC	125	2	60	26	1	0	1,000	0	2,250	0	23	0	23	60	68	33.33%
GAL	ANC	125	1	329	118	1	0	0	0	2,250	0	0	0	0	329	370	0.00%
HOM	ANC	125	2	117	50	1	0	0	20	2,250	0	0	1	1	117	132	0.89%
HOM	ANC	125	1	117	107	2	0	0	186	4,500	0	0	11	11	234	263	4.18%
ILI	ANC	125	2	195	2,363	31	0	318	2,323	69,750	0	23	226	250	6,045	6,801	3.67%
ILI	ANC	125	1	195	17,693	229	27	2,294	12,725	515,250	527	168	1,241	1,935	44,655	50,237	3.85%
KSM	ANC	125	2	442	156	1	0	0	0	2,250	0	0	0	0	442	497	0.00%
KSM	ANC	125	1	442	3,737	24	0	0	777	54,000	0	0	172	172	10,608	11,934	1.44%
MCG	ANC	125	1	220	147	2	0	0	23	4,500	0	0	3	3	440	495	0.51%
UNK	ANC	125	1	392	23,638	169	0	195	5,378	380,250	0	29	1,054	1,083	66,248	74,529	1.45%
UNK	ANC	125	2	392	3,195	24	0	1,869	225	54,000	0	275	44	319	9,408	10,584	3.01%
ANC	ANI	125	2	318	1,302	10	0	0	11,193	22,500	0	0	1,780	1,780	3,180	3,578	49.76%
ANC	ANI	125	1	318	481	4	0	0	5,683	9,000	0	0	904	904	1,272	1,431	63.17%
ANC	CDV	125	2	160	1,957	24	0	2,469	24,431	54,000	0	148	1,954	2,103	3,840	4,320	48.67%
ANC	CDV	125	1	160	26,029	335	30	21,669	352,999	753,750	480	1,300	28,240	30,020	53,600	60,300	49.78%
ANC	DLG	125	1	329	286	2	0	408	2,172	4,500	0	50	357	408	658	740	55.12%
ANC	ENA	125	2	60	270	7	0	1,397	4,086	15,750	0	31	123	154	420	473	32.60%
ANC	ENA	125	1	60	8,904	255	26	13,735	251,989	573,750	156	309	7,560	8,025	15,300	17,213	46.62%
ANC	ILI	125	2	195	386	5	0	0	5,369	11,250	0	0	523	523	975	1,097	47.72%
ANC	ILI	125	1	195	2,042	23	0	713	30,659	51,750	0	52	2,989	3,041	4,485	5,046	60.28%
ANC	KSM	125	1	442	25,275	162	0	300	188,581	364,500	0	50	41,676	41,726	71,604	80,555	51.80%
ANC	KSM	125	2	442	3,705	23	0	1,389	26,787	51,750	0	230	5,920	6,150	10,166	11,437	53.77%

Eligible Service Determination, With Ineligible Service Detailed, T-100 Segment Data, YE 6/30/03

 Appendix B
 Page 2 of 12

Origin	Dest	Aircraft	Cabin	Nonstop	Block	Passengers	Freight	Mail	Capacity	Revenue Ton Miles			Aircraft	ATMs	Load Factor		
				Miles	Minutes					Pax.	Fr. @ .75	Mail	Total				
Arctic Circle																	
ANC	UNK	125	1	392	5,328	36	0	39,506	81,000	0	0	7,743	7,743	14,112	15,876	48.77%	
ANC	UNK	125	2	392	702	5	0	0	5,776	11,250	0	0	1,132	1,132	1,960	2,205	51.34%
Ineligible		125			173,711	1,875	105	74,316	1,265,197	4,218,750	1,711	5,246	142,527	149,485	435,192	489,591	30.53%
Scheduled		125			439,973	5,196	468	390,016	3,047,306	11,710,250	8,133	28,957	343,214	380,303	1,146,539	1,293,040	29.41%
Eligible		125			266,262	3,321	363	315,700	1,782,109	7,491,500	6,422	23,711	200,687	230,818	711,347	803,449	28.73%
ANC	ADQ	416	2	252	105	1	0	2,521	0	3,500	0	238	0	238	252	441	53.97%
ANC	AKN	416	1	289	232	2	0	303	4,456	7,000	0	33	644	677	578	1,012	66.93%
ANC	AKN	416	2	289	261	2	0	580	4,575	7,000	0	63	661	724	578	1,012	71.57%
AKN	ANC	416	1	289	232	2	0	280	2,046	7,000	0	30	296	326	578	1,012	32.23%
ENA	ANC	416	2	60	31	1	0	0	0	3,500	0	0	0	0	60	105	0.00%
ILI	ANC	416	2	195	162	2	0	0	203	7,000	0	0	20	20	390	683	2.90%
ILI	ANC	416	1	195	525	7	0	937	1,325	24,500	0	69	129	198	1,365	2,389	8.28%
ANC	CDV	416	1	160	77	1	0	0	1,200	3,500	0	0	96	96	160	280	34.29%
ANC	ENA	416	1	60	141	4	0	426	5,302	14,000	0	10	159	169	240	420	40.15%
ANC	ILI	416	2	195	167	2	0	650	3,748	7,000	0	48	365	413	390	683	60.51%
ANC	ILI	416	1	195	358	4	0	0	8,720	14,000	0	0	850	850	780	1,365	62.29%
Ineligible					2,291	28	0	5,697	31,575	98,000	0	490	3,221	3,710	5,371	9,399	39.47%
Scheduled					48,991	1,227	94	671,127	665,518	4,329,460	689	18,742	35,814	55,246	98,141	172,822	31.97%
Eligible					46,700	1,199	94	665,430	633,943	4,231,460	689	18,252	32,593	51,536	92,770	163,423	31.54%
ANC	AKN	457	1	289	194	2	0	0	3,715	7,000	0	0	537	537	578	1,012	53.07%
ANC	AKN	457	2	289	192	2	0	734	3,338	7,000	0	80	482	562	578	1,012	55.56%
AKN	ANC	457	2	289	180	2	0	936	452	7,000	0	101	65	167	578	1,012	16.51%
AKN	ANC	457	1	289	88	1	0	0	2,151	3,500	0	0	311	311	289	506	61.49%
CDV	ANC	457	2	160	66	1	0	33	0	3,500	0	2	0	2	160	280	0.71%
CDV	ANC	457	1	160	49	1	0	10	378	3,500	0	1	30	31	160	280	11.01%
KSM	ANC	457	2	442	248	2	0	0	67	7,000	0	0	15	15	884	1,547	0.97%
KSM	ANC	457	1	442	407	3	0	0	166	10,500	0	0	37	37	1,326	2,321	1.59%
SDP	ANC	457	1	557	151	1	0	2,205	0	3,500	0	461	0	461	557	975	47.29%
UNK	ANC	457	1	392	5,087	44	0	428	6,765	154,000	0	63	1,326	1,389	17,248	30,184	4.60%
ANC	CDV	457	2	160	76	1	0	0	1,003	3,500	0	0	80	80	160	280	28.66%
ANC	CDV	457	1	160	130	2	0	132	3,025	7,000	0	8	242	250	320	560	44.63%
ANC	KSM	457	2	442	1,933	15	0	190	17,634	52,500	0	31	3,897	3,929	6,630	11,603	33.86%

Eligible Service Determination, With Ineligible Service Detailed, T-100 Segment Data, YE 6/30/03

Appendix B

Page 3 of 12

Origin	Dest	Aircraft	Cabin	Nonstop Miles	Block Minutes	Departures	Passengers	Freight	Mail	Capacity	Revenue Ton Miles				Aircraft Miles	ATMs	Load Factor
											Pax.	Frt. @ .75	Mail	Total			
Arctic Circle																	
ANC	KSM	457	1	442	4,046	29	0	190	34,274	101,500	0	31	7,575	7,606	12,818	22,432	33.91%
ANC	UNK	457	2	392	283	2	0	0	2,054	7,000	0	0	403	403	784	1,372	29.37%
ANC	UNK	457	1	392	458	3	0	0	3,794	10,500	0	0	744	744	1,176	2,058	36.15%
Ineligible		457			13,588	111	0	4,858	78,816	388,500	0	778	15,744	16,524	44,246	77,431	21.34%
Scheduled		457			17,627	176	1	11,338	120,925	616,000	27	1,462	19,784	21,274	56,282	98,494	21.60%
Eligible		457			4,039	65	1	6,480	42,109	227,500	27	684	4,040	4,750	12,036	21,063	22.55%
ANC	ADQ	486	2	252	96	1	0	1,487	313	3,750	0	141	39	180	252	473	38.10%
ANC	AKN	486	1	289	1,039	9	0	5,796	13,898	33,750	0	628	2,008	2,636	2,601	4,877	54.05%
ANC	AKN	486	2	289	342	3	0	6,402	1,449	11,250	0	694	209	903	867	1,626	55.55%
ADQ	ANC	486	2	252	98	1	0	1,487	313	3,750	0	141	39	180	252	473	38.10%
AKN	ANC	486	1	289	541	5	0	391	5,802	18,750	0	42	838	881	1,445	2,709	32.52%
AKN	ANC	486	2	289	489	4	0	3,531	3,405	15,000	0	383	492	875	1,156	2,168	40.37%
ANI	ANC	486	1	318	131	1	0	0	0	3,750	0	0	0	0	318	596	0.00%
CDV	ANC	486	1	160	273	4	0	0	2,394	15,000	0	0	192	192	640	1,200	15.96%
GAL	ANC	486	1	329	130	1	0	1,420	0	3,750	0	175	0	175	329	617	28.40%
HOM	ANC	486	1	117	53	1	0	0	0	3,750	0	0	0	0	117	219	0.00%
ILI	ANC	486	1	195	2,161	26	0	1,277	1,110	97,500	0	93	108	202	5,070	9,506	2.12%
ILI	ANC	486	2	195	240	3	0	1,172	516	11,250	0	86	50	136	585	1,097	12.40%
MCG	ANC	486	1	220	97	1	0	2,630	0	3,750	0	217	0	217	220	413	52.60%
UNK	ANC	486	1	392	86	1	0	0	0	3,750	0	0	0	0	392	735	0.00%
UNK	ANC	486	2	392	174	1	0	0	82	3,750	0	0	16	16	392	735	2.18%
ANC	CDV	486	2	160	256	3	0	253	4,312	11,250	0	15	345	360	480	900	40.02%
ANC	CDV	486	1	160	1,638	20	0	9,474	29,412	75,000	0	568	2,353	2,921	3,200	6,000	48.69%
ANC	ENA	486	2	60	134	4	0	1,605	6,486	15,000	0	36	195	231	240	450	51.27%
ANC	ENA	486	1	60	526	15	0	813	29,137	56,250	0	18	874	892	900	1,688	52.88%
ANC	FAI	486	1	261	266	2	0	2,600	999	7,500	0	254	130	385	522	979	39.34%
ANC	ILI	486	1	195	1,275	14	0	0	34,442	52,500	0	0	3,358	3,358	2,730	5,119	65.60%
ANC	MCG	486	1	220	87	1	0	2,510	0	3,750	0	207	0	207	220	413	50.20%
ANC	UNK	486	1	392	288	2	0	0	3,150	7,500	0	0	617	617	784	1,470	42.00%
ANC	UNK	486	2	392	148	1	0	0	1,800	3,750	0	0	353	353	392	735	48.00%
Ineligible		486			10,568	124	0	42,848	139,020	465,000	0	3,700	12,216	15,917	24,104	45,195	35.22%
Scheduled		486			103,522	2,099	3	1,906,511	755,742	7,887,589	25	64,282	53,209	117,516	214,416	403,002	29.16%
Eligible		486			92,954	1,975	3	1,863,663	616,722	7,422,589	25	60,582	40,993	101,599	190,312	357,807	28.39%

Eligible Service Determination, With Ineligible Service Detailed, T-100 Segment Data, YE 6/30/03

Appendix B

Page 4 of 12

Origin	Dest	Aircraft	Cabin	Nonstop Miles	Block Minutes	Departures	Passengers	Freight	Mail	Capacity	Revenue Ton Miles			Aircraft Miles	ATMs	Load Factor	
											Pax.	Frt. @ .75	Total				
Baker																	
Scheduled = Eligible	35			134,108	3,185	1,572	31,778	1,305,194	3,745,120	9,628	808	53,984	64,420	240,885	141,651	45.48%	
Bering																	
Scheduled = Eligible	35			9,921	274	513	10,159	18,504	304,009	3,057	336	714	4,107	17,574	10,370	39.61%	
Scheduled = Eligible	194			214,723	6,340	21,070	238,122	547,394	12,139,886	159,712	7,351	21,327	188,389	494,873	473,715	39.77%	
OME	ANC	406	1	539	139	1	6	0	0	2,200	323	0	323	539	593	54.55%	
OTZ	ANC	406	1	549	135	1	6	0	0	2,200	329	0	329	549	604	54.55%	
ANC	OTZ	406	1	549	135	1	6	0	0	2,200	329	0	329	549	604	54.55%	
Ineligible		406		409	3	18	0	0	6,600	982	0	0	982	1,637	1,801	54.55%	
Scheduled		406		96,381	2,412	11,750	151,405	466,735	5,883,823	151,592	7,394	33,138	192,124	314,665	383,694	50.07%	
Eligible		406		95,972	2,409	11,732	151,405	466,735	5,877,223	150,610	7,394	33,138	191,142	313,028	381,893	50.05%	
Scheduled = Eligible	412			17,912	432	1	603,658	354,649	2,081,556	13	24,997	15,519	40,530	44,667	108,099	37.49%	
Scheduled = Eligible	416			441,967	13,918	60,556	1,460,338	2,544,500	39,701,995	403,221	38,477	83,064	524,762	940,867	1,342,964	39.07%	
Cape Smythe																	
Scheduled = Eligible	035			309,993	8,089	13,957	505,770	818,991	13,402,761	92,275	16,859	29,376	138,510	572,942	483,779	28.63%	
Scheduled = Eligible	194			203,506	5,926	19,140	198,876	729,010	11,565,686	144,131	6,360	28,599	179,089	441,794	433,454	41.32%	
Scheduled = Eligible	404			176,510	4,222	17,500	528,922	1,086,097	12,806,651	204,741	21,387	57,059	283,187	459,962	692,504	40.89%	
OME	ANC	478	1	539	3,548	28	106	0	0	50,400	5,713	0	0	5,713	15,092	13,583	42.06%
OTZ	ANC	478	1	549	3,264	9	40	0	0	16,200	2,196	0	0	2,196	4,941	4,447	49.38%
UNK	ANC	478	1	392	197	2	9	0	0	3,600	353	0	0	353	784	706	50.00%
ANC	OME	478	1	539	5,813	35	131	0	0	63,000	7,061	0	0	7,061	18,865	16,979	41.59%
ANC	OTZ	478	1	549	4,274	11	50	0	0	19,800	2,745	0	0	2,745	6,039	5,435	50.51%
ANC	UNK	478	1	392	85	1	5	0	0	1,800	196	0	0	196	392	353	55.56%
Ineligible		478		17,181	86	341	0	0	154,800	18,264	0	0	18,264	46,113	41,502	44.01%	
Scheduled		478		248,756	5,624	19,280	356,516	886,828	11,359,544	234,139	15,159	48,268	297,566	641,145	644,944	46.14%	
Eligible		478		231,575	5,538	18,939	356,516	886,828	11,204,744	215,875	15,159	48,268	279,302	595,032	603,442	46.28%	

Eligible Service Determination, With Ineligible Service Detailed, T-100 Segment Data, YE 6/30/03

 Appendix B
 Page 5 of 12

Origin	Dest	Aircraft	Cabin	Nonstop Miles	Block Minutes	Departures	Passengers	Freight	Mail	Capacity	Revenue Ton Miles			Aircraft Miles	ATMs	Load Factor	
											Pax.	Frt. @ .75	Mail	Total			
Frontier																	
Scheduled = Eligible	035			63,707		1,621	0	2,432	914,005	1,640,880	0	77	38,507	38,584	112,476	57,070	67.61%
ANI	ANC	194	1	318	126	1	6	0	0	1,281	191	0	0	191	318	204	93.53%
ANC	ANI	194	1	318	120	1	0	0	1,151	1,305	0	0	183	183	318	207	88.19%
ANC	DLG	194	1	329	120	1	0	0	1,510	1,510	0	0	248	248	329	248	100.00%
ANC	FAI	194	1	261	84	1	2	0	0	1,495	52	0	0	52	261	195	26.76%
ANC	HOM	194	1	117	568	10	0	0	14,609	15,570	0	0	855	855	1,170	911	93.87%
Ineligible		194			1,018	14	8	0	17,270	21,161	243	0	1,286	1,529	2,396	1,766	86.58%
Scheduled		194			249,833	5,943	7,955	192,196	1,920,412	8,530,617	82,740	8,296	104,718	195,753	578,000	399,246	49.03%
Eligible		194			248,815	5,929	7,947	192,196	1,903,142	8,509,456	82,497	8,296	103,432	194,224	575,604	397,480	48.86%
Grant																	
Scheduled = Eligible	035			634,860	22,989	43,938	326,214	3,375,737	30,641,761	196,631	4,552	79,351	280,534	979,590	659,973	42.51%	
BET	ANC	194	1	399	596	4	2	0	0	7,200	80	0	0	80	1,596	1,436	5.56%
EMK	ANC	194	1	485	1,512	9	14	5	1,962	18,167	679	1	476	1,156	4,365	4,405	26.24%
ANC	BET	194	1	399	169	1	0	0	1,250	3,050	0	0	249	249	399	608	40.98%
ANC	EMK	194	1	485	1,408	8	22	160	7,114	21,674	1,067	29	1,725	2,821	3,880	5,256	53.67%
Ineligible		194			3,685	22	38	165	10,326	50,091	1,826	30	2,450	4,306	10,240	11,706	36.78%
Scheduled		194			380,988	9,727	34,726	134,282	1,855,041	19,182,095	374,292	5,208	102,411	481,912	935,449	935,732	51.50%
Eligible					377,303	9,705	34,688	134,117	1,844,715	19,132,004	372,466	5,178	99,961	477,606	925,209	924,026	51.69%
ANC	EMK	406	1	485	55,136	518	2,741	28,817	195,493	1,125,157	132,939	5,241	47,407	185,587	251,230	272,851	68.02%
BET	ANC	406	1	399	567	5	21	45	83	9,041	838	7	17	861	1,995	1,804	47.73%
EMK	ANC	406	1	485	49,424	467	2,271	7,354	19,748	859,374	110,144	1,338	4,789	116,270	226,495	208,398	55.79%
KSM	ANC	406	1	442	86	1	3	2	0	1,800	133	0	0	133	442	398	33.43%
Ineligible		406			105,213	991	5,036	36,218	215,324	1,995,372	244,053	6,586	52,213	302,851	480,162	483,451	62.64%
Scheduled		406			109,197	1,062	5,312	37,698	225,369	2,131,891	250,495	6,686	53,044	310,225	492,861	495,601	62.60%
Eligible		406			3,984	71	276	1,480	10,045	136,519	6,442	100	831	7,374	12,699	12,150	60.69%

Eligible Service Determination, With Ineligible Service Detailed, T-100 Segment Data, YE 6/30/03

 Appendix B
 Page 6 of 12

Origin	Dest	Aircraft	Cabin	Nonstop	Block	Passengers	Freight	Mail	Capacity	Revenue Ton Miles			Aircraft Miles	ATMs	Load Factor		
				Miles	Minutes					Pax.	Frt. @ .75	Mail	Total				
Grant																	
EMK	ANC	411	1	485	6,276	42	212	310	1,812	75,522	10,282	56	439	10,778	20,370	18,314	58.85%
ANC	BET	411	1	399	163	1	0	0	306	1,906	0	0	61	61	399	380	16.05%
ANC	EMK	411	1	485	6,986	46	242	2,702	19,116	102,218	11,737	491	4,636	16,864	22,310	24,788	68.03%
Ineligible		411			13,425	89	454	3,012	21,234	179,646	22,019	548	5,136	27,703	43,079	43,482	63.71%
Scheduled		411			23,416	311	1,441	7,917	32,143	556,932	34,123	745	5,986	40,854	66,662	63,969	63.87%
Eligible		411			9,991	222	987	4,905	10,909	377,286	12,104	197	850	13,151	23,583	20,487	64.19%
BET	ANC	416	1	399	417	3	16	0	82	5,482	638	0	16	655	1,197	1,094	59.87%
EMK	ANC	416	1	485	145	1	2	0	59	1,859	97	0	14	111	485	451	24.69%
ANC	EMK	416	1	485	237	1	0	0	1,000	2,800	0	0	243	243	485	679	35.71%
Ineligible		416			799	5	18	0	1,141	10,141	735	0	273	1,009	2,167	2,224	45.37%
Scheduled		416			174,296	4,320	18,759	109,350	688,408	8,445,166	143,213	3,306	28,955	175,474	315,256	312,364	56.18%
Eligible		416			173,497	4,315	18,741	109,350	687,267	8,435,025	142,478	3,306	28,682	174,465	313,089	310,140	56.25%
Hageland																	
KSM	ANC	035	1	442	212	1	0	0	0	1,300	0	0	0	0	442	287	0.00%
ANC	KSM	035	1	442	212	1	4	0	0	1,300	177	0	0	177	442	287	61.54%
Ineligible		35			424	2	4	0	0	2,600	177	0	0	177	884	575	30.78%
Scheduled		035			654,063	27,384	54,312	645,201	3,189,770	37,692,214	224,558	10,297	64,386	299,241	1,109,868	763,142	39.21%
Eligible		35			653,639	27,382	54,308	645,201	3,189,770	37,689,614	224,381	10,297	64,386	299,064	1,108,984	762,567	39.22%
Scheduled = Eligible		125			28,936	1,237	5,025	47,006	42,892	2,441,797	35,574	916	689	37,179	68,143	67,532	55.05%
ANI	ANC	405	1	318	2,484	37	130	2,378	402	148,000	4,134	284	64	4,481	11,766	23,532	19.04%
BET	ANC	405	1	399	174	2	15	186	0	8,000	599	28	0	626	798	1,596	39.22%
KSM	ANC	405	1	442	43,200	400	2,413	26,501	17,197	1,625,000	106,655	4,393	3,801	114,848	176,800	359,125	31.98%
MCG	ANC	405	1	220	7,367	139	459	2,542	4,590	577,000	10,098	210	505	10,813	30,580	63,470	17.04%
SNP	ANC	405	1	767	2,338	14	52	73	0	56,000	3,988	21	0	4,009	10,738	21,476	18.67%
ANC	ANI	405	1	318	2,975	43	157	4,214	0	172,000	4,993	503	0	5,495	13,674	27,348	20.09%
ANC	BET	405	1	399	950	10	45	4,930	8,217	40,000	1,796	738	1,639	4,172	3,990	7,980	52.28%
ANC	KSM	405	1	442	43,956	407	2,472	123,957	37,676	1,653,000	109,262	20,546	8,326	138,135	179,894	365,313	37.81%
ANC	MCG	405	1	220	7,003	132	384	14,167	163	549,000	8,448	1,169	18	9,635	29,040	60,390	15.95%
ANC	SNP	405	1	767	1,002	6	34	1,383	1,265	24,000	2,608	398	485	3,491	4,602	9,204	37.93%
Ineligible		405			111,449	1,190	6,161	180,331	69,510	4,852,000	252,580	28,289	14,838	295,705	461,882	939,434	31.48%
Scheduled		405			127,567	1,347	6,593	211,595	120,376	5,482,000	269,803	33,880	27,419	331,102	534,286	1,084,496	30.53%
Eligible		405			16,118	157	432	31,264	50,866	630,000	17,223	5,591	12,581	35,397	72,404	145,062	24.40%

Eligible Service Determination, With Ineligible Service Detailed, T-100 Segment Data, YE 6/30/03

 Appendix B
 Page 7 of 12

Origin	Dest	Aircraft	Cabin	Nonstop Miles	Block						Revenue Ton Miles				Aircraft Miles	ATMs	Load Factor
					Minutes	Departures	Passengers	Freight	Mail	Capacity	Pax.	Frt. @ .75	Mail	Total			
Hageland																	
Scheduled = Eligible		416			457,187	17,730	63,403	1,479,690	3,737,991	96,950,561	412,896	35,017	126,068	573,981	1,113,105	3,043,491	18.86%
KSM	ANC	417	1	442	3,186	27	177	1,192	296	85,897	7,823	198	65	8,086	11,934	18,983	42.60%
ANC	KSM	417	1	442	3,894	33	198	2,467	741	104,034	8,752	409	164	9,324	14,586	22,992	40.55%
ANC	MCG	417	1	220	61	1	5	360	0	3,000	110	30	0	140	220	330	42.33%
Ineligible					7,141	61	380	4,019	1,037	192,931	16,685	637	229	17,550	26,740	42,305	41.48%
Scheduled					186,083	7,285	24,930	444,103	1,231,617	23,458,665	203,883	14,743	63,330	281,956	608,759	978,511	28.81%
Eligible					178,942	7,224	24,550	440,084	1,230,580	23,265,734	187,198	14,106	63,101	264,406	582,019	936,206	28.24%
Iliamna																	
Scheduled = Eligible		035			28,034	1,655	454	23,072	711,476	1,989,800	1,079	209	8,217	9,505	39,752	23,893	39.78%
Scheduled = Eligible		040	1		3,387	189	49	4,765	93,673	344,552	114	40	1,113	1,267	4,655	3,990	31.75%
ENA	ANC	117	1	60	60	2	3	0	0	1,600	18	0	0	18	120	48	37.50%
ILI	ANC	117	1	195	232	3	10	0	0	2,400	195	0	0	195	585	234	83.33%
ANC	ILI	117	1	195	372	5	13	0	0	4,000	254	0	0	254	975	390	65.00%
Ineligible					664	10	26	0	0	8,000	467	0	0	467	1,680	672	69.49%
Scheduled					1,150	23	43	0	1,878	19,478	631	0	26	657	2,842	1,155	56.88%
Eligible					486	13	17	0	1,878	11,478	164	0	26	190	1,162	483	39.34%
ENA	ANC	194	1	60	40	1	4	0	0	1,800	24	0	0	24	60	54	44.44%
ILI	ANC	194	1	195	3,863	52	218	325	0	93,600	4,251	24	0	4,275	10,140	9,126	46.84%
ANC	ENA	194	1	60	25	1	6	0	0	1,800	36	0	0	36	60	54	66.67%
ANC	ILI	194	1	195	3,956	51	198	333	0	91,800	3,861	24	0	3,885	9,945	8,951	43.41%
Ineligible					7,884	105	426	658	0	189,000	8,172	48	0	8,220	20,205	18,185	45.20%
Scheduled					11,945	193	725	1,022	479	347,400	12,378	66	5	12,449	30,055	27,050	46.02%
Eligible					4,061	88	299	364	479	158,400	4,206	18	5	4,229	9,850	8,865	47.70%
ANC	AKN	479	1	289	80	1	9	0	0	3,000	260	0	0	260	289	434	60.00%
ENA	ANC	479	1	60	303	14	66	566	0	42,000	396	13	0	409	840	1,260	32.44%
ILI	ANC	479	1	195	18,010	321	2,071	235	0	963,000	40,385	17	0	40,402	62,595	93,893	43.03%
ANC	ENA	479	1	60	1,692	66	301	91	0	198,000	1,806	2	0	1,808	3,960	5,940	30.44%
ANC	ILI	479	1	195	17,499	293	1,872	2,036	0	879,000	36,504	149	0	36,653	57,135	85,703	42.77%
Ineligible					37,584	695	4,319	2,928	0	2,085,000	79,351	181	0	79,532	124,819	187,229	42.48%
Scheduled					61,983	1,383	7,974	11,084	18,093	4,149,000	129,390	506	186	130,082	200,271	300,407	43.30%
Eligible					24,399	688	3,655	8,156	18,093	2,064,000	50,039	325	186	50,550	75,452	113,178	44.66%

Eligible Service Determination, With Ineligible Service Detailed, T-100 Segment Data, YE 6/30/03

Origin	Dest	Aircraft	Cabin Miles	Nonstop Minutes	Block Minutes	Departures	Passenger	Freight	Mail	Capacity	Revenue Ton Miles			Aircraft Miles	ATMs	Load Factor
											Pax.	Frt. @ .75	Total			
Scheduled = Eligible	035			205,964	6,329	5,736	135,113	2,096,028	7,768,146	31,020	2,156	66,884	100,059	357,984	216,039	46.32%

Island

Scheduled = Eligible	079			102,670	4,222	5,175	176,452	156,316	6,047,277	19,458	3,101	3,059	25,618	165,356	117,983	21.71%
Scheduled = Eligible	131			142,801	4,838	12,838	373,851	328,249	8,245,404	65,771	7,014	7,692	80,477	246,759	210,227	38.28%
Scheduled = Eligible	133			3,963	96	282	2,214	6,992	124,557	2,286	51	206	2,543	9,179	5,781	43.99%

Larrys

Scheduled = Eligible	035			107,121	2,761	1,568	2,267	1,486,116	4,063,160	12,062	71	49,250	61,383	170,170	137,464	44.65%
Scheduled = Eligible	079			129,915	3,708	411	3,170	2,074,472	4,923,386	2,919	117	65,324	68,360	226,309	154,641	44.21%
Scheduled = Eligible	194			233,873	4,524	20,216	537,322	1,649,387	9,564,527	251,263	26,536	110,021	387,819	503,178	571,127	67.90%

Peninsula

Scheduled = Eligible	079			403,746	16,997	22,243	393,709	1,341,769	18,598,592	92,847	6,508	26,880	126,235	671,723	368,392	34.27%	
ANC	AKN	194	1	289	764	7	0	136	10,766	11,600	0	15	1,556	1,570	2,023	1,676	93.66%
ANC	AKN	194	1	289	769	8	47	883	172	13,000	1,358	96	25	1,479	2,312	1,879	78.73%
CDV	ANC	194	1	160	80	1	4	0	0	1,600	64	0	0	64	160	128	50.00%
ANC	DLG	194	1	329	198	2	8	0	0	3,200	263	0	0	263	658	526	50.00%
Ineligible				1,811	18	59	1,019	10,938	29,400	1,686	111	1,581	3,276	5,153	4,209	80.21%	
Scheduled				49,627	1,605	4,167	77,702	235,545	2,609,846	27,461	1,880	10,821	40,161	110,021	90,021	44.61%	
Eligible				47,816	1,587	4,108	76,683	224,607	2,580,446	25,75	1,769	9,240	36,785	104,868	85,812	42.87%	

Eligible Service Determination, With Ineligible Service Detailed, T-100 Segment Data, YE 6/30/03

Appendix B

Page 9 of 12

Origin	Dest	Aircraft	Cabin	Nonstop	Block	Departures	Passengers	Freight	Mail	Capacity	Revenue Ton Miles			Aircraft	ATMs	Load Factor	
				Miles	Minutes						Pax.	Frt. @ .75	Mail	Total	Miles		
Peninsula																	
ANC	AKN	416	1	289	5,119	47	36	5,291	76,234	167,787	1,040	573	11,016	12,630	13,583	24,245	52.09%
AKN	ANC	416	1	289	3,823	38	110	996	9,096	135,535	3,179	108	1,314	4,601	10,982	19,585	23.49%
DLG	ANC	416	1	329	254	2	0	0	0	5,704	0	0	0	0	658	938	0.00%
ILI	ANC	416	1	195	114	1	0	0	0	3,675	0	0	0	0	195	358	0.00%
MCG	ANC	416	1	220	65	1	0	0	1,368	3,675	0	0	150	150	220	404	37.22%
UNK	ANC	416	1	392	303	3	2	1	699	11,025	78	0	137	216	1,176	2,161	10.00%
ANC	ANI	416	1	318	190	2	0	172	2,742	7,350	0	21	436	456	636	1,169	39.02%
ANC	DLG	416	1	329	214	1	0	0	867	2,852	0	0	143	143	329	469	30.49%
ANC	KSM	416	1	442	119	1	0	0	1,497	3,675	0	0	331	331	442	812	40.75%
ANC	MCG	416	1	220	59	1	0	0	732	3,675	0	0	81	81	220	404	19.92%
Ineligible				10,260	97	148	6,460	93,235	344,953	4,298	702	13,608	18,608	28,441	50,546	36.81%	
Scheduled				205,427	6,634	20,925	860,817	1,870,989	21,923,760	146,436	26,142	81,216	253,794	442,959	746,282	34.01%	
Eligible				195,167	6,537	20,777	854,357	1,777,754	21,578,807	142,138	25,440	67,608	235,186	414,518	695,736	33.80%	
Scheduled = Eligible		478		30,123	332	753	18,973	100,555	663,200	21,226	1,977	14,657	37,860	92,790	92,744	40.82%	
Servant																	
Scheduled = Eligible		079		227,755	5,454	455	70,366	2,261,256	6,632,300	6,232	3,363	114,841	124,436	562,079	344,405	36.13%	
Scheduled = Eligible		194		11,730	250	210	10,985	112,642	401,800	2,282	444	8,283	11,010	31,088	25,050	43.95%	
Skagway																	
GST	JNU	079	1	41	86	4	0	0	0	4,000	0	0	0	0	164	82	0.00%
JNU	GST	079	1	41	126	6	5	147	0	6,000	21	2	0	23	246	123	18.70%
Ineligible		079		212	10	5	147	0	10,000	21	2	0	23	410	205	11.22%	
Scheduled		079		177,961	6,050	8,391	152,892	147,577	6,765,791	61,132	4,291	5,601	71,023	371,374	207,694	34.20%	
Eligible		079		177,749	6,040	8,386	152,745	147,577	6,755,791	61,111	4,289	5,601	71,000	370,964	207,489	34.22%	
GST	JNU	084	1	41	21	1	0	0	0	600	0	0	0	41	12	0.00%	
Scheduled		084		24,864	761	658	18,410	7,679	655,673	4,427	530	301	5,258	47,190	20,097	26.16%	
Eligible		084		24,843	760	658	18,410	7,679	655,073	4,427	530	301	5,258	47,149	20,085	26.18%	

Eligible Service Determination, With Ineligible Service Detailed, T-100 Segment Data, YE 6/30/03

Appendix B

Page 10 of 12

Origin	Dest	Aircraft	Cabin	Nonstop	Block	Departures	Passengers	Freight	Mail	Capacity	Revenue Ton Miles			Aircraft	ATMs	Load Factor	
				Miles	Minutes						Pax.	Frt. @ .75	Mail	Total	Miles		
Skagway																	
GST	JNU	131	1	41	21	1	0	0	0	1,800	0	0	0	0	41	37	0.00%
JNU	GST	131	1	41	21	1	0	0	0	1,800	0	0	0	0	41	37	0.00%
Ineligible		131			42	2	0	0	0	3,600	0	0	0	0	82	74	0.00%
Scheduled		131			10,871	370	847	15,627	11,385	673,415	6,453	456	447	7,356	22,479	20,528	35.83%
Eligible		131			10,829	368	847	15,627	11,385	669,815	6,453	456	447	7,356	22,397	20,454	35.96%
Scheduled = Eligible		194			1,350	55	163	1,922	923	147,936	1,238	56	37	1,332	3,672	5,191	25.66%
Smokey Bay																	
Scheduled = Eligible	035			164,960	11,645	21,418	200,595	320,894	15,189,600	35,094	1,668	3,625	40,387	180,169	117,192	34.46%	
Spernak																	
Scheduled = Eligible	035			7,332	157	106	36,428	17,942	157,000	721	918	610	2,249	10,646	5,323	42.25%	
Tanana																	
Scheduled = Eligible	079			484,805	14,013	4,573	261,555	4,857,682	13,911,761	33,649	11,081	166,757	211,486	936,698	474,163	44.60%	
Scheduled = Eligible	195			52,902	969	1,178	136,883	379,392	1,642,986	19,707	8,965	27,589	56,262	132,058	115,416	48.75%	
Tatonduk																	
Scheduled = Eligible	079			181,861	2,666	1,867	113,892	459,495	2,961,163	28,752	6,261	33,139	68,151	374,141	207,440	32.85%	
Scheduled = Eligible	194			31,191	598	760	53,739	208,523	2,859,485	10,477	2,708	13,419	26,603	73,645	179,569	14.81%	
Scheduled = Eligible	416			59,527	1,227	1,593	326,306	589,989	7,127,400	18,847	15,543	34,754	69,144	138,019	416,391	16.61%	

Eligible Service Determination, With Ineligible Service Detailed, T-100 Segment Data, YE 6/30/03

 Appendix B
 Page 11 of 12

Origin	Dest	Aircraft	Cabin	Nonstop Miles	Block Minutes	Departures	Passengers	Freight	Mail	Capacity	Revenue Ton Miles				Aircraft Miles	ATMs	Load Factor
											Pax.	Frt. @ .75	Mail	Total			
Warbelow																	
Scheduled = Eligible	035			71,728	1,557	879	56,550	370,251	1,511,138	8,252	2,276	10,994	21,521	123,720	58,101	37.04%	
Scheduled = Eligible	194			823,738	14,057	42,994	795,642	1,201,366	23,775,701	663,143	44,679	89,676	797,498	2,063,260	1,695,793	47.03%	
Wings																	
GST	JNU	035	1	41	10,164	375	622	6,066	13,704	501,245	2,550	211	281	3,042	15,375	10,276	29.60%
JNU	GST	035	1	41	10,466	387	567	25,584	81,001	531,693	2,325	1,245	1,661	5,231	15,867	10,900	47.99%
Ineligible	035			20,630	762	1,189	31,650	94,705	1,032,938	4,875	1,456	1,942	8,273	31,242	21,176	39.07%	
Scheduled	035			139,880	4,943	10,415	209,265	311,744	6,512,069	48,943	5,784	7,712	62,439	233,729	153,558	40.66%	
Eligible	035			119,250	4,181	9,226	177,615	217,039	5,479,131	44,068	4,328	5,770	54,166	202,487	132,382	40.92%	
GST	JNU	416	1	41	5,025	209	949	7,476	6,261	689,547	3,891	96	128	4,116	8,569	14,136	29.12%
JNU	GST	416	1	41	5,104	203	1,091	21,408	45,862	669,949	4,473	705	940	6,118	8,323	13,734	44.55%
Ineligible	416			10,129	412	2,040	28,884	52,123	1,359,496	8,364	801	1,068	10,234	16,892	27,870	36.72%	
Scheduled	416			96,119	3,785	15,785	216,095	596,681	12,336,771	83,330	12,571	16,761	112,662	192,064	314,551	35.82%	
Eligible	416			85,990	3,373	13,745	187,211	544,558	10,977,275	74,966	11,770	15,693	102,428	175,172	286,681	35.73%	
Wright																	
Scheduled = Eligible	010			590	9	10	143	555	6,750	135	9	85	228	1,381	518		
Scheduled = Eligible	034			350	5	9	0	0	4,250	133	0	0	133	674	286		
Scheduled = Eligible	035			2,610	32	31	3,259	2,951	30,721	452	213	314	980	5,378	2,575		
Scheduled = Eligible	194			72,009	1,263	3,839	56,603	155,440	2,008,991	66,596	3,628	12,916	83,141	207,664	165,288		
Scheduled = Eligible	416			292,503	6,026	22,490	948,495	1,365,092	18,079,198	300,373	44,266	83,483	428,123	757,135	1,135,800		

Eligible Service Determination, With Ineligible Service Detailed, T-100 Segment Data, YE 6/30/03

 Appendix B
 Page 12 of 12

Origin	Dest	Aircraft	Cabin	Nonstop Miles	Block Minutes	Departures	Passengers	Freight	Mail	Capacity	Revenue Ton Miles				Aircraft Miles	ATMs	Load Factor
											Pax.	Frt. @ .75	Mail	Total			
Yute																	
Scheduled = Eligible		035		248,066	6,556	20	19,162	3,242,518	18,027,926	67	415	113,985	114,467	440,186	618,271	18.51%	
ANC	ADQ	194	1	252	90	1	0	410	0	1,800	0	39	0	39	252	227	17.08%
ANC	ENA	194	1	60	161	4	0	5,326	0	7,200	0	120	0	120	240	216	55.48%
Ineligible		194		251		5	0	5,736	0	9,000	0	159	0	159	492	443	35.89%
Scheduled		194		40,996	929	683	12,251	566,913	2,660,060	7,572	392	30,589	38,553	95,842	137,115	28.12%	
Eligible		194		40,745	924	683	6,515	566,913	2,651,060	7,572	233	30,589	38,394	95,350	136,672	28.09%	
OME	ANC	406	1	539	1,862	13	56	466	0	49,373	3,018	94	0	3,113	7,007	13,306	23.40%
ANC	BET	406	1	399	101	1	2	0	0	5,000	80	0	0	80	399	998	8.00%
ANC	OME	406	1	539	1,010	7	36	5,149	0	26,550	1,940	1,041	0	2,981	3,773	7,155	41.66%
Ineligible		406		2,973		21	94	5,615	0	80,923	5,039	1,135	0	6,174	11,179	21,459	28.77%
Scheduled		406		20,918	419	839	7,233	209,369	1,550,217	14,020	1,207	11,592	26,819	58,442	107,688	24.90%	
Eligible		406		17,945	398	745	1,618	209,369	1,469,294	8,981	72	11,592	20,645	47,263	86,229	23.94%	
MCG	ANC	412	1	220	110	1	0	0	0	5,000	0	0	0	0	220	550	0.00%
OME	ANC	412	1	539	178	1	2	0	0	3,800	108	0	0	108	539	1,024	10.53%
UNK	ANC	412	1	392	138	1	0	1,650	0	3,500	0	243	0	243	392	686	35.36%
ANC	FAI	412	1	261	544	4	0	8,268	0	14,000	0	809	0	809	1,044	1,827	44.28%
ANC	OME	412	1	539	168	1	4	221	0	5,000	216	45	0	260	539	1,348	19.29%
Ineligible		412		1,138		8	6	10,139	0	31,300	323	1,097	0	1,419	2,734	5,435	26.11%
Scheduled		412		16,812	342	359	94,323	298,020	1,164,974	4,143	3,670	12,746	20,558	34,699	60,108	34.20%	
Eligible		412		15,674	334	353	84,184	298,020	1,133,674	3,820	2,573	12,746	19,139	31,965	54,673	35.01%	