

# Essential Air Service EAS

**ATY**

**PIR**

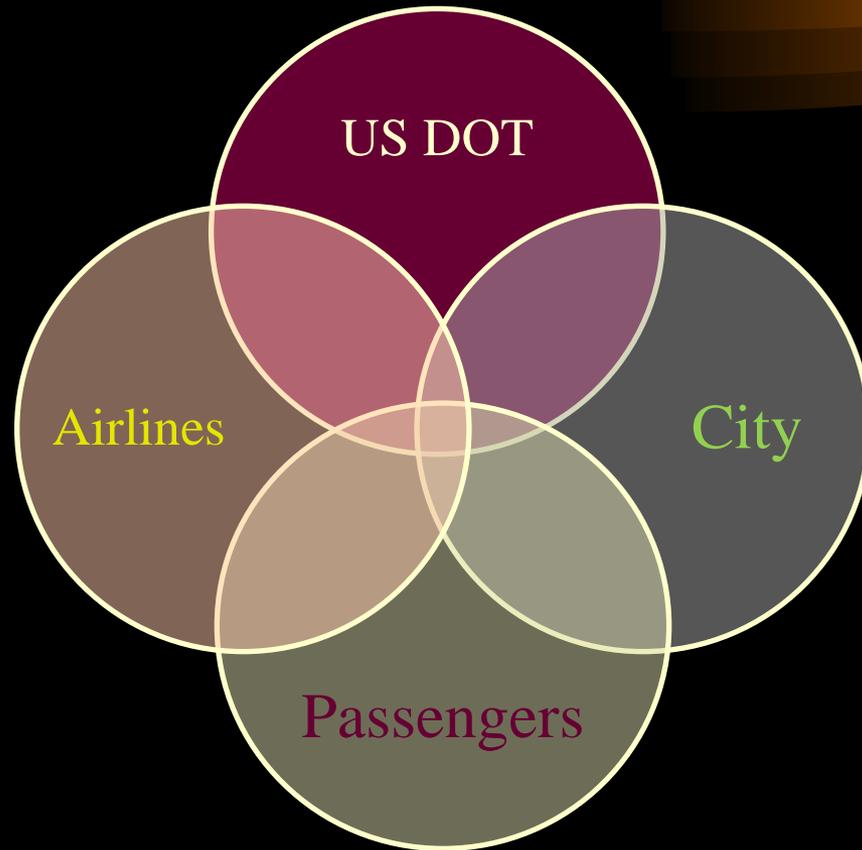


# ESSENTIAL AIR SERVICE EAS



ATY / PIR

# *EAS CHEMISTRY*



# *US DOT's Role*



- Administer EAS program
  - Issue, review RFP's and award grant
  - Determine airport & airline eligibility
  - Pay airline based on landings
  - Hold airline accountable
    - Force airline to stay until relieved.

# Community's Role

- Review RFP's
- Interview airlines
- Make recommendation to DOT
- Promote air service



# Airlines

~~Honor their contract~~

Reliability

On Time Performance

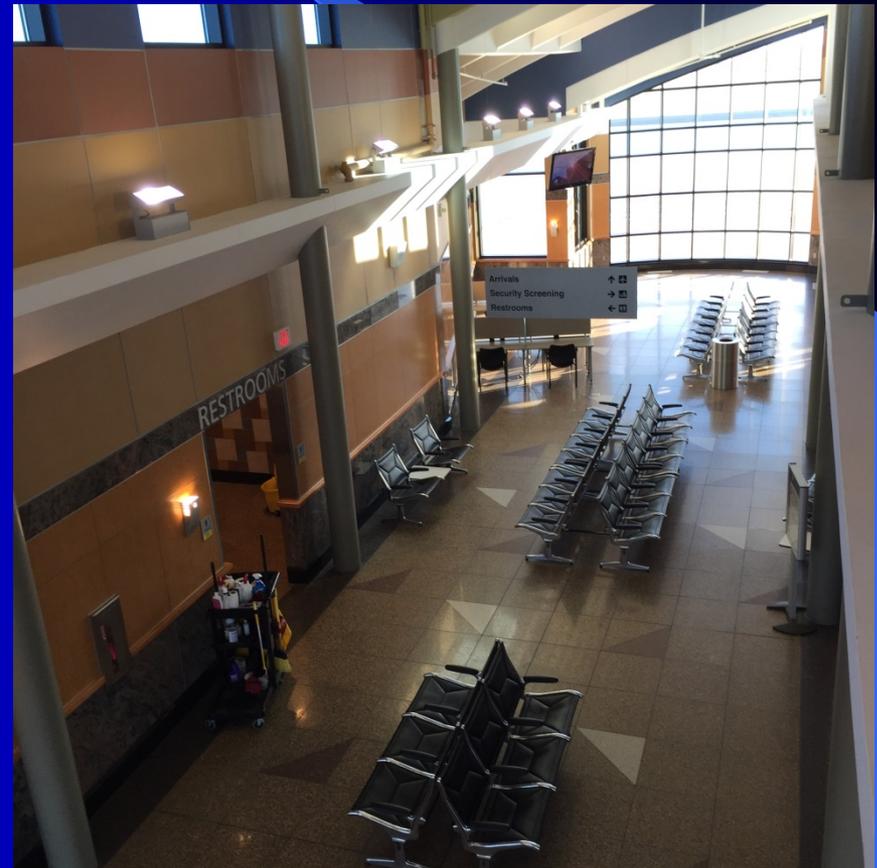
Seats Per Day

Reasonable Airfares



# Passengers

Use it or lose it....



# Pierre EAS

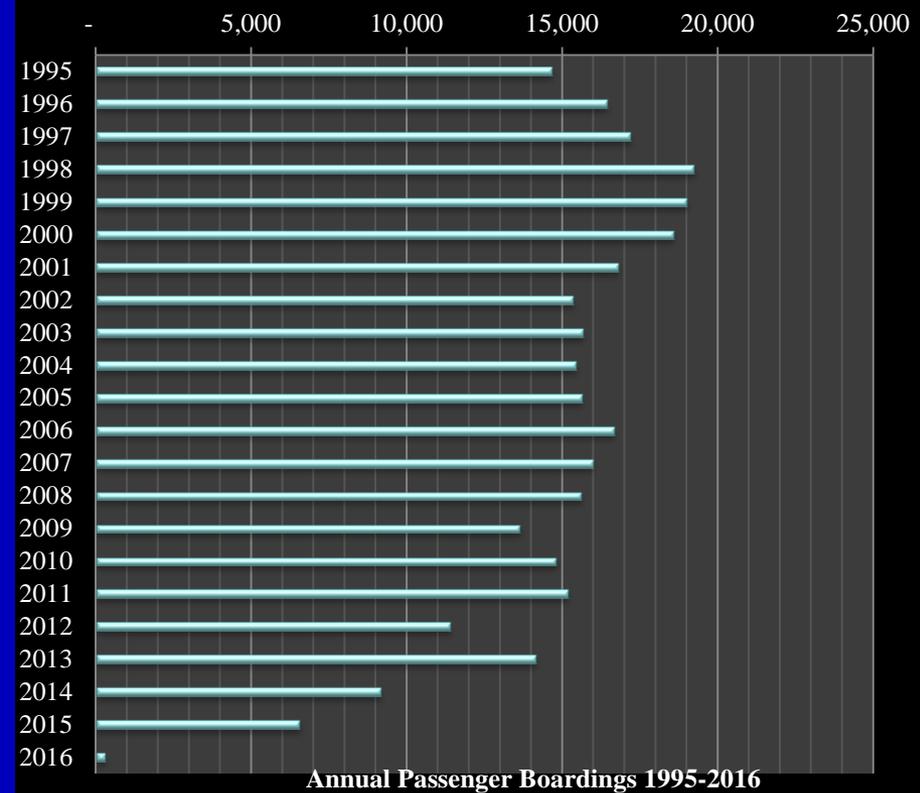
EAS Subsidy On and Off since 1988

Unique 2 hub service

2012 Delta Airlines pulled out  
Great Lakes took over DEN and MSP

Crew shortage is a game changer

Forget two hub service. PIR needs  
**reliable** air service....Period



# Watertown EAS

## Timeline

2002

- EAS Mesaba
- \$1,871,825 1<sup>st</sup> contract

2009

- Mesaba NW 4<sup>th</sup>
- \$1,338,321

2005

- Mesaba NW 2<sup>nd</sup> contract
- \$1,211,589

2011

- Mesaba NW Notice of Termination
- Held in Until Great Lakes

2007

- Mesaba NW 3<sup>rd</sup> contract
- \$1,189,606

2012

- Great Lakes EAS
- \$1,710,324

# *ATY EAS ASAP*



**February 10th, 2014**

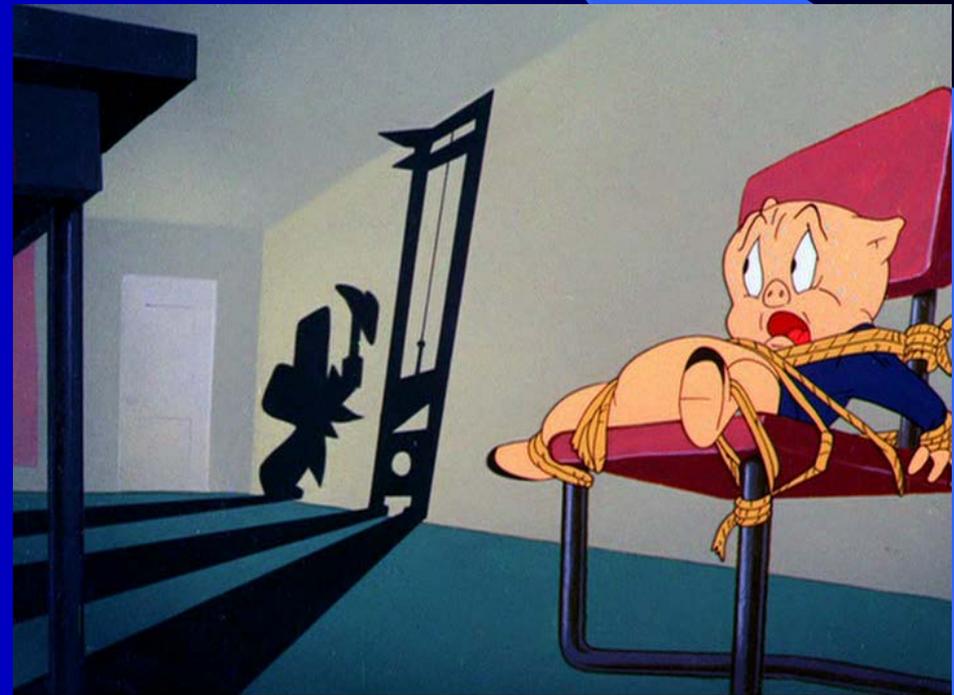
- Great Lakes Awarded EAS
- Due to poor level of service passenger subsidy rate near \$1,000/pax threshold

**September 30th, 2015**

- Watertown Granted Vacancy Order Ending Great Lakes' Service
- *TODAY*

# EAS Elimination 11-10-2014

- If you're not in the program, your not going to be
- <210 Miles from Medium Hub and passenger subsidy >\$200 = Kicked out
- > \$1000 per passenger subsidy = Kicked out
- Major's want Passengers to drive to larger hubs.





PANAM

- The Golden Years



- Today

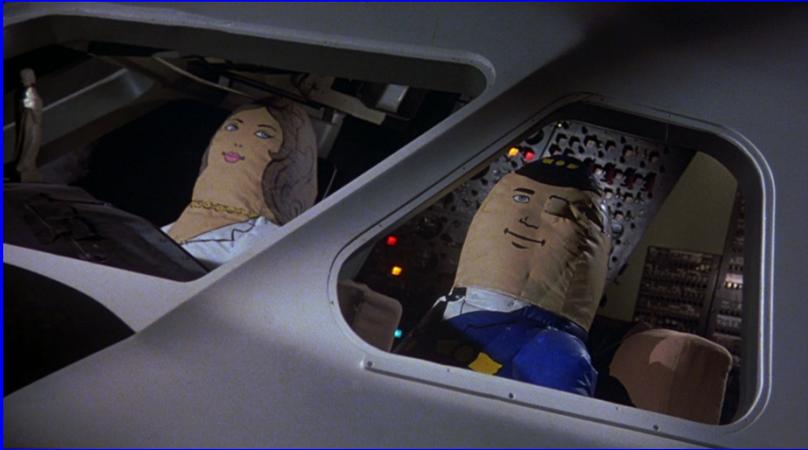
- Pilot Training \$150K
- Starting Wage \$20K
- Garbage Truck Driver \$29K



- Passengers = Cattle
- Pilots demoted to bus drivers



# TOMORROW



QUESTIONS?

