

Peninsula Airways' Annual Subsidy Need at Atka and Nikolski, Alaska, Docket OST-95-363

	5 r.t./week Atka Piper T-1040	2 r.t./week Nikolski Piper T-1040
Aircraft Type		
Block Hours	832 1/	166 6/
Weighted Departures	1,950 2/	780
Passengers	\$171,713 3/	\$36,117 7/
Mail	\$375,675 4/	\$58,889 8/
Cargo	<u>\$17,241 5/</u>	<u>\$12,710 9/</u>
Total Revenue	\$564,629	\$107,716
Flying Operations @ \$121.09/hr.	\$100,747	\$20,101
Fuel & Oil @ \$133.04/hr.	\$110,689	\$22,085
Other @ \$49.84/hr.	\$41,467	\$8,273
Maintenance @ \$179.11/hr.	\$149,020	\$29,732
Depreciation @ <u>\$98.38/hr.</u>	<u>\$81,852</u>	<u>\$16,331</u>
Direct Expense	\$483,775	\$96,522
Traffic related @ 12.46% of revenue	\$70,353	\$13,421
Departure related @ \$20.35/wtd.dep.	\$39,683	\$15,873
Capacity related @ <u>11.69%</u>	<u>\$69,417</u>	<u>\$14,708</u>
Indirect Expense 3/	\$179,453	\$44,002
Total Operating Expense	\$663,228	\$140,524
Return at 5%	\$33,161	\$7,026
Interest @ <u>3.7%</u>	<u>\$24,539</u>	<u>\$5,199</u>
Total Economic Cost	\$720,928	\$152,749
Annual Subsidy Need	\$156,299	\$45,033

1/ AKB-DUT: 1.6 hrs./flt. x 10 flts/week x 52 weeks = 832 hours.

2/ AKB-DUT: 10 flts/week x 3.75 wt./flt. x 52 weeks = 1,950 wtd. deps.

3/ 1,070 passengers x \$160.33 = \$171,713.

4/ \$2.05478/pound x 182,830 pounds = \$375,675

5/ \$.65/pound x 26,525 pounds = \$17,241.

6/ IKO-DUT: 4 flts/week x .8 hour/flight x 52 weeks = 166 hours.

7/ IKO-DUT: 4 flts/week x 3.75 wt./flt. x 52 weeks = 780 wtd. deps.

7/ 425 passengers x \$84.98 = \$36,117.

8/ \$.93763/pound x 62,806 = \$58,889.

9/ 21,543 pounds x \$.59 = \$12,710.