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**U.S. Department of
Transportation**

Office of the Secretary
of Transportation

OST-2004-17617-6

400 Seventh St., S.W.
Washington, D.C. 20590

JUN 30 2004

The Honorable Herm Suplizo, Mayor
City of DuBois
City Hall
16 West Scribner Avenue
DuBois, Pennsylvania 15801

Dear Mayor Suplizo:

I would like to update you on the essential air service situation at DuBois and give you an opportunity to submit any final comments if you wish before we issue a final order selecting a service option for a prospective two-year period. We also sent an identical letter to Robert W. Shaffer, the manager of the Clearfield-Jefferson Counties Regional Airport.

As you know, by Order 2004-5-7 (Docket 2004-17617), we solicited proposals from carriers interested in serving Dubois following the 90-day notice we received from Air Midwest, Inc., d/b/a US Airways Express (Air Midwest), to suspend service there. In response to our request, we received a single proposal from Air Midwest consisting of four options. Since you should have received a copy of the proposal from Air Midwest, we will only briefly summarize the four options below. (Copies are also available online through the Department's Docket Management System at: <http://dms.dot.gov/> by clicking on "simple search" and entering 17617.)

Again, Air Midwest's proposal consists of four options offering service to either one or two hubs, Pittsburgh and Washington Dulles. All service would be provided on a nonstop basis with 19-seat Beech 1900D aircraft. Air Midwest's service to Pittsburgh would carry the US Airways code and would be operated as US Airways Express. Under Option 1, Air Midwest would provide three round trips each weekday and each weekend period to Pittsburgh for an annual subsidy of \$643,818. Under Option 2, the carrier would provide four round trips each weekday and each weekend period to Pittsburgh for an annual subsidy of \$876,412. Under Option 3, service would consist of two round trips to Pittsburgh and two round trips to Dulles each weekday and weekend for an annual subsidy of \$1,282,720. Under Option 4, weekday and weekend service would consist of three round trips to Pittsburgh and one round trip to Dulles for an annual subsidy of \$1,072,370.

Please note that the average passenger fare shown in each proposal does not necessarily reflect the average local fare that DuBois passengers would actually pay, but,

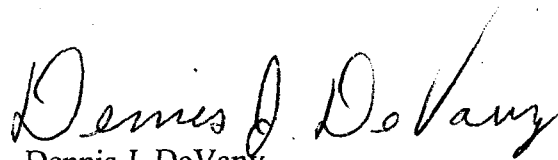
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rather, reflects a prorated portion of the total ticket price, e.g., the DuBois – Pittsburgh portion of a DuBois – Pittsburgh – Los Angeles ticket, that the subsidized carrier would realize. Also, the fares are net of certain charges such as Federal excise taxes and Passenger Facility Charges. Of course, the carrier has the discretion to charge fares it deems appropriate, and the fares presented are for comparison purposes only.

We request that you review each service option and submit any comments you may have before we submit a recommendation to the Assistant Secretary. We ask that you submit any comments you may have as soon as possible, but in any case no later than July 16.

Please send an original and one copy of your comments to me at the following address: Essential Air Service Division, X-53; Room 6401; Office of Aviation Analysis; Department of Transportation; 400 Seventh Street, S.W.; Washington, D.C. 20590. You should also send a copy to Air Midwest. In order to expedite the process, we would appreciate your sending an advance copy by fax to 202-366-7638 or by email to dennis.devany@ost.dot.gov or mike.waters@ost.dot.gov. Again, if you have any questions, please feel free to contact Mike Waters of my staff at 202-366-6494.

Sincerely,



Dennis J. DeVany
Chief, Essential Air Service Division
Office of Aviation Analysis