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 Department of Transportation
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DEPARTMENT OF TRANSPORTATION
 OFFICE OF AVIATION ANALYSIS

2005-11-17 2:57

RE: Docket #20734, Parkersburg, WV

O ST-2005-20734-24

20735-23

20736-29

Dear Mr. DeVany,

I am writing to support the continuation Air Midwest as the carrier best to serve the Parkersburg area. I have reached USAirways Gold Preferred status and 75-85% of my flights have originated from PKB. I have found the service to convenient and efficient.

I have attended the past meetings of the Mid-Ohio Airport Authority and, quite frankly, have been disappointed in my observations. From the very first meeting, it was apparent to me that the director and president of the authority wanted to do all they could to remove Air Midwest as the current carrier. The current board appeared upset at AirWest for filing for EAS. In addition, they dislike the 19 passenger Beechcraft planes and they had requested service to Charlotte, NC that AirWest could not provide. These are my observations only, but these appear to be the big issues between the MOV and Air Midwest.

They hired a consultant from the Cincinnati area to do an analysis and even before he started the analysis, he stated, "Our opinion going into this analysis is that service to Cincinnati is superior to Pittsburgh due to a number of objective measures." True to his word, he compiled a maze of statistics that supported his hypothesis.

I compiled a set of rates based on the most frequent destinations of current passengers leaving PKB. I obtained the fares from Orbitz, a popular internet site which is used by many consumers to book their travel. My research indicated that the fares out of Cincinnati were, in most cases, higher than fares from PKB. (see attachment of my research) Those fares do not include any additional fare from PKB to CVG, therefore, when you add the estimated \$170 in the RegionsAir proposal, the consumers will not have a good, competitive fare. My excel file has two worksheets, and, you can see from the one labeled Yeager and Columbus that it will be cheaper for me to fly from CRW and CMH if RegionsAir is brought in as the carrier.

Another concern I have with the CVG connection is that it appears that their early bank of flights leave CVG between 7-8:00 a.m.. In order to make a connection within that hour, a PKB flight would have leave here no later than 5:30 a.m. in order to have connecting times. The RegionsAir proposal listed 7:00 a.m. as the first flight out. The same thing happens on the last flight as it leaves CVG so earlier that it would be difficult to get back to PKB in the evenings.

When I presented my file, most board members refused to even look at the copy I tried to provide all members. One member even stated that "I am sure the gentleman means well but he is not an expert in air fare analysis". I admit that I am no expert in air fare analysis but I am a

consumer and I took the approach that a consumer would in order to find the best rates available.

At the last meeting, it was announced that DOT would only provide three flights daily and with the 19 seats, our current passenger load could not be met. That appeared to seal the deal for RegionsAir as nobody is interested in only 57 seats daily. If this is a true statement, then RegionsAir wins.

I am concerned about the lack of code-sharing with RegionsAir compared to the USAirways relationship with Air Midwest. I am optimistic that the proposed merger with American West will lead to even more and better connections through this partnership.

In closing, it is my hope that your department can do a more objective review of the two proposals than what has been done to date. It is also my hope that the choice you make allows the Mid-Ohio Valley Airport to grow its passengers at the rate it is currently growing. If RegionsAir is selected, I will continue to use this airport when it is economically and time-effective.

Thanks for listening.

Paul Armstrong
9 Valley Manor Drive
Williamstown, WV 26187
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Destination	# of CVG Departures	Lowest Fare w/Fees and Taxes from CVG ONLY	RegionsAir to CVG from PKB	Total from PKB to CVG	Times
PHL Philadelphia	11	\$269	\$170	\$439	7:14-8:59, 9:00-10:45
LGA LaGuardia (NY)	7	\$267	\$170	\$437	7:00-8:52, 10:47-12:37
MCO Orlando	8	\$246	\$170	\$416	8:50-10:54
BDL Hartford	4	\$269	\$170	\$439	7:00-8:48, 10:50-12:39
ORD Chicago O'Hara	23	\$248	\$170	\$418	7:05-7:20, 11:40-11:55
ORD Chicago O'Hara	23	\$248	\$170	\$418	12:40-12:51, 2:45-2:57
BOS Boston	8	\$267	\$170	\$437	7:17-9:20, 10:50-12:39
ALB Albany	3	\$242	\$170	\$412	10:55-12:43
IAH Houston	10	\$324	\$170	\$494	9:30-10:59, 12:40-2:09
TPA Tampa	6	\$248	\$170	\$418	8:55-10:59, 10:45-12:52
ATL Atlanta	10	\$309	\$170	\$479	7:40-9:13, 9:06-10:39
LAV Las Vegas	5	\$341	\$170	\$511	9:14-10:18
DCA (Reagan) Washington, DC	6	\$269	\$170	\$439	7:35-9:00, 12:44-1:59
RSW Ft. Myers, FL	4	\$248	\$170	\$418	9:45-12:08
Total	128				

Destination	# of PIT Departures	Lowest Fare w/Fees and Taxes from PKB	Times	Difference PIT vs. CVG
PHL Philadelphia	16	\$222	6:00-11:09	-\$217.00
LGA LaGuardia (NY)	9	\$213	6:00-8:48	-\$224.00
MCO Orlando	11	\$213	6:00-9:39	-\$203.00
BDL Hartford	5	\$214	6:00-8:48	-\$225.00
ORD Chicago O'Hara	16	\$232	6:00-8:21	-\$186.00
ORD Chicago O'Hara	16	\$222	10:05-1:47	-\$196.00
BOS Boston	9	\$213	6:00-9:01	-\$224.00
ALB Albany	5	\$213	6:00-9:13	-\$199.00
IAH Houston	11	\$459	6:00-10:57	-\$35.00
TPA Tampa	7	\$214	6:00-9:41	-\$204.00
ATL Atlanta	17	\$363	6:00-11:44	-\$116.00
LAV Las Vegas	5	\$325	6:00-11:46	-\$186.00
DCA (Reagan) Washington, DC	7	\$248	6:00-10:13	-\$191.00
RSW Ft. Myers, FL	6	\$275	6:00-11:00	-\$143.00
Total	140			Average -\$196.08

Sources: Mesa slide 14 and Appendix A of Wiedemann Associates, Inc. Air Service Options Analysis and Orbitz as of 7/21/05. All flight prices based on departure of 8/22/05 with a return of 8/25/05.