



**U.S. Department of  
Transportation**

Office of the Secretary  
of Transportation

DEPT. OF TRANSPORTATION  
DOCKETS

1200 New Jersey Avenue, SE  
Washington, DC 20590

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May 5, 2008

**VIA FACSIMILE**

DOCKET DOT-OST-1997-2761

Mr. Tom Cochran  
Airport Manager  
Raleigh County Memorial Airport  
176 Airport Circle, Room 105  
Beaver, West Virginia 25813

Dear Mr. Cochran:

I would like to update you on the essential air service situation at Beckley and give you an opportunity to submit comments, if you wish.

As you know, by Order 2008-2-23, issued February 19, 2008, the Department solicited proposals from air carriers interested in providing essential air service (EAS) at Beckley in anticipation of the end of Colgan Air's (Colgan) contract on July 31, 2008. In response to that order, we received proposals from Colgan and Gulfstream International Airlines (Gulfstream).

In addition to our brief description below, the proposals, as well as Order 2008-2-23, can be viewed online at [www.regulations.gov](http://www.regulations.gov), by doing a search on Docket DOT-OST-1997-2761.

Colgan (the incumbent) proposes to operate 12 nonstop or one-stop round trips a week to Washington's Dulles International Airport with 34-seat Saab 340 aircraft, at the annual subsidy rate of \$2,092,844. While the carrier currently provides nonstop service, it reserves the option of converting the service to 12 one-stop round trips a week. Colgan's service is operated under a codeshare agreement with United Airlines.

Gulfstream's proposal features two options: Option 1 offers 12 nonstop round trips a week to Cleveland Hopkins International Airport at the annual subsidy rate of \$2,280,312. Option 2 offers 6 nonstop round trips a week, along with 12 one-stop round trips a week to Cleveland via Greenbrier/White Sulphur Springs/Lewisburg at the annual subsidy rate of \$1,793,947. Gulfstream's service is operated with 19-seat Beech 1900D aircraft, under a codeshare agreement with Continental Airlines. The carrier's proposal is wholly contingent upon its being awarded the EAS contracts previously solicited for the communities of Dubois and Franklin/Oil City, PA; and Greenbrier/White Sulphur Springs/Lewisburg, WV.

Please note that proposed schedules are illustrative and carriers may make schedule changes to reflect changing conditions. The Department expects subsidized air carriers to maintain well-timed and well-spaced flights to ensure full compensation.

My purpose in writing to you at this time is to give you an opportunity to submit any final comments you might have on the carriers' subsidy proposals. We request that you review this information as expeditiously as possible and submit any comments you may have as soon as possible, but in any case no later than May 26, 2008. We will carefully consider your comments before we submit a recommendation to the Assistant Secretary for a final decision. If you have questions, or if you find that you need additional time to draft your comments, please let us know.

Please send an original and one copy of your comments to me at the following address:

EAS & Domestic Aviation, X-53  
Office of Aviation Analysis  
U.S. Department of Transportation  
1200 New Jersey Avenue, S.E.  
W86  
Washington, D.C. 20590

We would appreciate it if you would send an advance copy of your comments by fax to 202-366-7638, or by email to both [dennis.devany@dot.gov](mailto:dennis.devany@dot.gov) and [renee.williams@dot.gov](mailto:renee.williams@dot.gov). You should also send a copy of your comments to Colgan and Gulfstream. Again, if you have any questions, please feel free to contact me or G. Renée Williams of my staff at 202-366-1058.

Sincerely,

Dennis J. DeVany, Chief  
EAS & Domestic Analysis Division  
Office of Aviation Analysis