



**UNITED STATES OF AMERICA  
DEPARTMENT OF TRANSPORTATION  
OFFICE OF THE SECRETARY  
WASHINGTON, D.C.**

Issued by the Department of Transportation  
on the 26<sup>th</sup> day of February, 2010

Essential Air Service at

**FORT DODGE, IOWA  
MASON CITY, IOWA**

**DOCKET DOT-OST-2001-10682  
DOCKET DOT-OST-2001-10684**

Under 49 U.S.C. 41731 *et seq.*

**ORDER APPROVING ALTERNATE SERVICE PATTERN**

**Summary**

By this order, the Department is approving the request of Mesaba Aviation, Inc. d/b/a Delta Connection (Mesaba), to alter Fort Dodge's service pattern from three daily one-stop round trips to two daily nonstop round trips to Minneapolis.

**Background**

By Order 2009-4-20, April 27, 2009, the Department selected Mesaba to provide subsidized essential air service at Fort Dodge, in conjunction with Mason City, IA, for the two-year period through May 31, 2011. That order established a combined annual subsidy rate of \$2,225,213, for service consisting of 18 round trips per week over a Fort Dodge-Mason City-Minneapolis routing, with 34-seat Saab 340 aircraft.

**Carrier Proposal**

On February 23, Mesaba requested to alter the current service pattern at Fort Dodge from three one-stop round trips each weekday and weekend over Mason City, to two daily nonstop round trips directly to Minneapolis. In addition, Mesaba proposes to change the timing of the remaining two flights, with the last flight overnighing in Fort Dodge. Service would continue to be operated with 34-seat Saab 340 aircraft.

**Community Comments**

We received letters from the Mayor of Fort Dodge as well as the Fort Dodge Airport Commission, indicating that the City Council, City Administration and Airport Commission all enthusiastically support Mesaba's request to alter its service pattern to two daily nonstop round trips to Minneapolis.

**Decision**

We will approve Mesaba's request, which meets the three conditions necessary for approval under authority assigned under 14 CFR 385.12(k)(3) of the Department's Regulations: (1) the alternate service pattern is equal to or greater than that determined to be essential; (2) the community does not object to the alternate service pattern; and (3) the alternate service pattern will not increase Mesaba's subsidy.

The new service at Fort Dodge calls for 14 round trips per week rather than 18. We must therefore adjust the subsidy-per-flight, even though the annual subsidy remains the same. Appendix A shows these adjusted calculations.<sup>1</sup>

Because we are simply *allowing* the alternate service pattern and not *requiring* it, Mesaba may revert to the original service pattern at any time.

This order is issued under authority delegated in 14 CFR 385.12(k)(4).

**ACCORDINGLY,**

1. We approve the alternate service pattern requested by Mesaba Aviation, Inc., to serve Fort Dodge, Iowa, with two daily nonstop round trips Minneapolis, at the annual subsidy rate established by Order 2009-4-20, payable as adjusted in Appendix A of this order;
2. Docket DOT-OST-2001-10682 will remain open until further order of the Department; and
3. The Department will serve a copy of this order on the mayor and airport manager of Fort Dodge, and Mesaba Aviation, Inc.

Persons entitled to petition the Department for review of this order under the Department's Regulations, 14 CFR 385.50, must file such petitions within ten (10) days after the date of service of this order.

This order will be effective immediately, and the filing of a petition for review shall not preclude its effectiveness.

By:

**TODD M. HOMAN**  
Director  
Office of Aviation Analysis

(SEAL)

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[www.regulations.gov](http://www.regulations.gov)

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<sup>1</sup> There is no change to Mason City's subsidy per flight because its service remains at 18 round trips per week.

MESABA AVIATION, INC. d/b/a DELTA CONNECTION  
ANNUAL COMPENSATION REQUIREMENT FOR ESSENTIAL AIR SERVICE AT  
FORT DODGE, IOWA  
(ADJUSTED)

Effective period:	Upon implementation, through May 31, 2011
Service:	14 nonstop round trips per week to Minneapolis
Aircraft type:	Saab 340 aircraft (34 seats)
Timing of flights:	No upline or intermediate service is permitted without prior Department approval. Flights must be well-timed and well-spaced in order to ensure full compensation.
Annual compensation:	\$2,225,213
Subsidy Rate Per Arrival/Departure:	\$788 <sup>1</sup>
Weekly Compensation Ceiling: <sup>2</sup>	\$22,064 <sup>3</sup>

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<sup>1</sup> Annual compensation of \$2,225,213 divided by two, divided by 1,412 annual arrivals and departures calculated as follows: 28 flts/week x 52 weeks x 97% completion = 1,412

<sup>2</sup> This rate assumes an annual completion factor of 97 percent. A compensation ceiling is to be applied per calendar week such that service above that ceiling in one week cannot make up for service shortfalls in another week.

<sup>3</sup> Subsidy rate per arrival/departure of \$788 multiplied by 28 eligible arrivals and departures.