



Alaska
U.S. DOT Essential Air Service
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Prepared By The
ALASKA DEPARTMENT OF TRANSPORTATION
AND PUBLIC FACILITIES
DATA MODERNIZATION & INNOVATION OFFICE

In Cooperation With
U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION

- Subsidized Essential Air Service
- ▲ State Owned Seaplane Base
 - State Owned Airport
 - State Owned Seaplane Base & Airport
 - ◆ State Owned Heliport
 - ▲ Non-State Owned Seaplane Base
 - Non-State Owned Airport
- Community
- Alaska Highways & Roads
- - - Ferry Routes
- - - DOT&PF Region Boundary
- 0 50 100 200
Miles
- N

The Essential Air Service Program in Alaska

The Airline Deregulation Act, passed in 1978, gave airlines almost total freedom to determine which markets to serve domestically and what fares to charge for that service. The Essential Air Service (EAS) program was put into place to guarantee that small communities that were served by certificated air carriers before deregulation maintain a minimal level of scheduled air service. The US DOT (United States Department of Transportation) administers the EAS program to ensure that smaller communities retain a link to the national air transportation system with a Federal subsidy where necessary.

There are currently 67 communities in Alaska that receive subsidized air service under the EAS program, and Little Diomed Island under the Air Transportation to Non-Eligible Places (ATNEP) program.

Alaskan communities receiving EAS subsidies set benchmarks for need and cost effectiveness in the program.

- * Alaska Communities receiving EAS are the most remote and isolated in the nation.
- * Of the 67 communities that receive subsidized air service, only 6 are connected to the road system.
- * Of those 6, only McCarthy, does not have road maintenance in the winter months.
- * Of the remaining 5, only one is on a paved road (Gulkana) and that one is over 210 miles from the nearest medium hub airport.
- * The remaining 56 communities are completely isolated from the road system and rely on air travel as their primary means of transportation.
- * Alaska communities receiving EAS subsidy far exceed the recommendations to qualify as remote communities.
- * The average community subsidy in Alaska is \$587,619 (based off the Oct 24 numbers which does not include Seward and Chenega Bay)
- * The average EAS subsidy for communities in the rest of the U.S. is \$4,910,786 (based on Oct 24 numbers)
- * The average annual subsidy for the 55 non-jet serviced communities in Alaska is \$459,195.83 (based off the Oct 24 numbers which does not include Seward and Chenega Bay)
- * Air travel in Alaska is not a convenience; it is a critical transportation mode that provides basic day to day necessities and access to health facilities.