United States Department of the Interior
Office of Aviation Services
300 E. Mallard Dr., Ste 200
Boise, Idaho 83706-3991

DOI OPERATIONAL PROCEDURES MEMORANDUM (OPM) 13-15

Subject:	Acquisition of Seat Fares In Alaska
Effective Date:	January 1, 2013
Supersedes:	OPM 11-15 dated December 19, 2011
Distribution:	A and B
Expiration Date:	December 31, 2013

1. Purpose. This OPM modifies the definition of seat fares as currently contained in 353 DM 1.2A(1) and 353 DM 2.2A. It also contains management criteria to ensure the appropriate application of the seat fare determination.

2. Authority. This policy is established by the Director, Department of the Interior, Office of Aviation Services (OAS) in accordance with the provisions of Departmental Manual 112 DM 12, 350 DM 1; and Secretarial Order 3250 dated September 30, 2003.

3. Background and Changes.

A. Background: The reference to scheduled air carrier has existed in the Departmental Manual since its inception in the mid 1970's. At that time only 14 CFR 121 certificate holders could achieve status as a scheduled air carrier. With the sunset of the Civil Aeronautics Board (CAB) and essential air services (subsidies) to smaller communities, air transportation started a transition to the forms that exist today. As 14 CFR 135 certificate holders began to achieve status and perform scheduled air carrier services, the standards for those activities increased significantly. Today, many of the 14 CFR 121 standards have been included under 14 CFR 135 for multi-engine turbine operations.

Many DOI agencies utilize the services of scheduled air carriers to provide point-to-point transportation for their employees. It became confusing as to which 14 CFR 135 operators were eligible to sell "seat fares" as a scheduled air carrier. The Department of Transportation maintains a list of Certificated Air Carriers similar to the old CAB economic authority and fitness determination (both managerial and financial). The FAA created operational standards for 14 CFR 135 certificate holders and unfortunately uses a different definition for "scheduled" services. Additionally, confusing the issue was the reluctance of the FAA to intervene where operators who did not have 14 CFR 135 scheduled air carrier (commuter) status, would sell a "seat fare."

OAS initiated the dialogue concerning this issue in 1996. The intent was to have DOI agency management cognizant of the difference in standards between a scheduled air carrier and any 14 CFR 135 certificate holder. This has occurred. The Alaska Interagency Aviation Working Group presented recommended policy language changes to the OAS through the Alaska Cooperative Planning Group (ACPG), to permit purchase of "seat fares" for transportation in Alaska by Interior employees on all 14 CFR 135 certificate holders. The ACPG is comprised of all DOI Alaska Agency Directors and chaired by the Special Assistant to the Secretary of Interior for Alaska. The ACPG unanimously approved the recommended language with the understanding that the "benefits exceed the risks" (see Appendix 1). This policy implements that determination.

B. Changes:

(1) The existing language in 353 DM 1.2A(1) is modified with the following addition:

In Alaska for point-to-point flights with a 14 CFR 135 certificate holder, excluding airplanes with tandem seating. The agency using these seat fares is directly responsible for payment. Seat fares will not be paid using the OAS-23 payment system.

(2) The existing language in 353 DM 2.2A is modified with the following addition:

In Alaska for point-to-point flights with a 14 CFR 135 certificate holder, excluding airplanes with tandem seating.

4. Definitions. The following apply to this OPM:

A. Seat Fare is defined as the cost for a DOI employee to occupy one seat between two different airports when the aircraft is not under the exclusive control of the DOI. It does not include any charter or on-demand operation.

B. Tandem Seating is defined as the seating in those airplanes that provide only a single seat forward and a single seat aft (e.g. PA-18 Cub, 7GCBC Scout, A-1B Husky, etc.).

C. Point-to-Point for the purpose of this OPM is defined as flights between airports that are identified in the current Alaska Supplement that is published and distributed every eight (8) weeks, and Appendix 2, Supplemental Location's approved by the AIAWG or otherwise identified in this OPM.

Mark L. Bathurst

Director, Office of Aviation Services

Attachments:
Appendix 1
Appendix 2

04-05-02 08:16am From-DOI-SIO-Alaska 9072714102 T-599 P.002/004 F-893

United States Department of the Interior

FISH AND WILDLIFE SERVICE
1011 E. Tudor Rd.
Anchorage, Alaska 99503-6199

IN REPLY REFER TO:

RAM20227.AJS

Memorandum

To: Alaska Regional Director - Office of Aircraft Services

From: Regional Director - U.S. Fish and Wildlife Service
Regional Director - National Park Service
State Director - Bureau of Land Management
Deputy Regional Director for Alaska - U.S. Geological Survey
Regional Director - Minerals Management Service
Regional Director - Bureau of Indian Affairs
Regional Solicitor - Office of the Solicitor
Regional Environmental Officer - Office of the Environment, Policy and Compliance

Subject: Recommended Operational Procedures Memorandum (OPM) for Alaska Seat Fares

In response to your memorandum of February 13, 2002, regarding the "Acquisition of Seat Fares in Alaska," the Alaska Interagency Aviation Working Group (AIAWG) has developed recommended policy language (attached) which all signature Department of the Interior agencies support.

The AIAWG Seat Fare proposal effectively manages the aviation risk to Interior employees when buying a seat fare on Part 135 certificate holders by:

- Eliminating off airport takeoffs and landings, which is the most significant factor in Part 135 accident rates

- Eliminating the use of tandem seat aircraft

We recommend that the AIAWG Seat Fare proposal be adopted as an OPM with the understanding that the benefits exceed the risks.

Attachment

cc: DOI Agency Heads for Alaska
Regional Solicitor, Office of the Solicitor
Regional Environmental Officer, Office of Environment., Policy and Compliance
Director, Office of Aircraft Services
Aviation Board of Directors
Aviation Management Work Group
Alaska Interagency Aviation Working Group

ALASKA COOPERATIVE PLANNING GROUP

Cam Toohey 4/3/02
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Special Assistant to the Secretary for Alaska
Office of the Secretary

3-27-02
Pamela Bergmann (Date)
Regional Environmental Officer - Alaska
Office of Environmental Policy & Compliance

3/27/02
Fran Cherry (Date)
State Director
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John Goll (Date)
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Bill Seitz (Date)
Deputy Regional Director for Alaska
U.S. Geological Survey

3/28/02
Dawn Gillette (Date)
Director
DOI University - Anchorage Learning Center

APPENDIX 2

The airports and landing areas (lakes, improved sites, etc.) below have been identified as suitable for "seat fare" activities which are not included in the Alaska Supplement published by the Department of Commerce. These additional "seat fare" destination/departure points are approved by the Chairman of the Alaska Interagency Aviation Working Group (AIAWG) under the authority obligated by the ACPG.

List Identified by AIAWG

LOCATION	ELEVATION	LATITUDE	LONGITUDE	LENGTH
Arolik Lake (Togiak NWR)	468 ft	N59° 28.3'	W161° 07.4'	Over 10,000 ft
Gechiak Lake (Togiak NWR)	331 ft	N59° 22.5'	W160° 20.7'	Over 10,000 ft
Goodnews Lake (Togiak NWR)	403 ft	N59° 29.1'	W160° 34.0'	Over 10,000 ft
Heart Lake (Togiak NWR)	1,415 ft	N60° 06.1'	W159° 37.1'	Over 10,000 ft
Kagati/Pagati Lake (Togiak NWR)	1,039 ft	N59° 52.5'	W160° 07.5'	Over 10,000 ft
Karluk Lake (Kodiak NWR)	368 ft	N57° 22.02'	W154° 01.66'	Over 10,000 ft
Kukaktlim Lake (Togiak NWR)	550 ft	N59° 20.5'	W160° 29.0'	Over 10,000 ft
Ongivinuck Lake (Togiak NWR)	536 ft	N59° 34.1'	W159° 22.2'	Over 10,000 ft
Pungo Lake (Togiak NWR)	226 ft	N59° 18.0'	W159° 54.2'	Over 10,000 ft
Togiak Lake (Togiak NWR)	221 ft	N59° 32.0'	W159° 41.5'	Over 10,000 ft
Togiak River (Ranger Camp)	150 ft	N59° 16.7'	W160° 11.9'	Over 10,000 ft