

Order 2004-12-13  
Served: December 29 , 2004



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

Issued by the Department of Transportation  
on the 22nd day of December, 2004

Essential Air Service at

**BURLINGTON, IOWA  
CAPE GIRARDEAU, MISSOURI  
FT. LEONARD WOOD, MISSOURI  
JACKSON, TENNESSEE  
MARION/HERRIN, ILLINOIS  
OWENSBORO, KENTUCKY  
KIRKSVILLE, MISSOURI**

**Docket OST-2001-8731  
Docket OST-1996-1559  
Docket OST-1996-1167  
Docket OST-2000-7857  
Docket OST-2000-7881  
Docket OST-2000-7855  
Docket OST-1997-2515**

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

**ORDER REQUESTING PROPOSALS, AND ORDER TO SHOW  
CAUSE TENTATIVELY TERMINATING SUBSIDY ELIGIBILITY  
AND ALLOWING SUSPENSION OF SERVICE**

**Summary**

By this order, the Department is requesting interested persons to show cause why we should not terminate the essential air service (EAS) subsidy eligibility of Kirksville, Missouri, and allow Corporate Airlines, Inc., d/b/a American Connection (Corporate), to suspend its subsidized service. The Department is also requesting proposals from carriers interested in providing EAS at the other communities identified above for new two-year periods. Proposals to provide subsidized EAS at each of the above communities, as well as objections to the Department's tentative decision to terminate the subsidy eligibility of

Kirksville, are due within 30 days of the service date of this order. An Area Map is attached as Appendix A.

### **Background**

Corporate is the only carrier providing scheduled service at each community. The carrier was selected to provide EAS at each community, for the two-year period indicated in the respective orders as follows: at Burlington – by Order 2001-6-16, June 20, 2001, to provide 18 weekly nonstop round trips to St. Louis for an annual subsidy of \$929,085; at Cape Girardeau and Ft. Leonard Wood – by Order 2000-5-3, May 2, 2000, to provide 19 nonstop round trips each week between Cape Girardeau and St. Louis for an annual subsidy of \$430,925, and to provide 18 nonstop round trips each week between Fort Leonard Wood and St. Louis for an annual subsidy of \$573,725; at Jackson and Owensboro – by Order 2001-3-21, March 21, 2001, to provide each community with twelve nonstop round trips each week to St. Louis for the annual subsidy rates of \$888,863 and \$1,077,812 respectively; at Marion/Herrin – by Order 2000-12-27, December 29, 2000, to provide 26 weekly nonstop round trips to St. Louis for an annual subsidy of \$794,031; and at Kirksville – by Order 2000-10-33, October 27, 2000, to provide twelve nonstop round trips each week to St. Louis for an annual subsidy of \$732,363.

As these contracts expired, the Department issued Order 2003-5-12, served May 14, 2003, which set final subsidy rates for Corporate's provision of EAS from the expiration of their respective contracts at each community, until further Department action, as shown in the table below. By this order, the Department is now soliciting routine carrier proposals from carriers interested in providing EAS at any or all of the above communities, except Kirksville, for new two-year periods.

Community	Order 2003-5-12 Annual Rates	Weekly Nonstop Round Trips to St Louis
Burlington, IA	\$999,412	18
Cape Girardeau, MO	\$990,694	19
Ft. Leonard Wood, MO	\$885,918	18
Jackson, TN	\$1,156,325	12
Marion/Herrin, IL	\$1,253,076	26
Owensboro, KY	\$1,032,673	12
Kirksville, MO	\$968,249	12

### **Tentative Decision for Kirksville**

With the end of the current rate term approaching, we conducted a review of the communities' traffic results in anticipation of requesting carrier proposals for a new rate term beginning at the end of their current two-year terms. During calendar year 2003,

Burlington averaged 24.0 enplanements a day, Cape Girardeau 23.7, Ft. Leonard Wood 20.0, Jackson 14.0, Marion/Herrin 34.6, Owensboro 17.6, and Kirksville 7.1. The Department is prohibited from subsidizing service at communities where the subsidy amounts to more than \$200 per passenger, unless they are more than 210 highway miles from the nearest large or medium hub.<sup>1</sup> Based on the 2003 traffic level of 4,428 passengers and the current subsidy rate of \$968,249, Kirksville's subsidy per passenger is \$218.67 and, thus, exceeds the \$200-per-passenger ceiling. Appendix A contains historical traffic data, and, as can be seen, traffic has not increased in the first eight months since 2004, so the community remains over the statutory cap. As a result, the Department has tentatively concluded that the subsidy cost to serve Kirksville exceeds \$200 per passenger, that the community is within 210 highway miles (149 miles) of the medium-hub airport at Kansas City, and that the community is no longer eligible to receive scheduled airline service subsidized under the EAS program.

### **Objections**

We will give interested persons 30 days after the service date of this order to submit objections to our tentative decision to terminate the subsidy eligibility of Kirksville. Objections should be fully documented and contain complete information on the data used by the person objecting. In particular, we are prepared to review our tentative decision here if the Kirksville community can demonstrate that Corporate or any other operating carrier is prepared to submit credible service proposals for a new rate term with subsidy requirements of less than \$200 per passenger. We therefore encourage the community to work with Corporate and other carriers to develop such proposals, including those with smaller aircraft, and to include them as part of any objections.<sup>2</sup>

### **Request for Proposals**

We request that any carriers interested in providing essential air service at any or all of the communities, including Kirksville, and with or without subsidy, file their proposals within 30 days of the service date of this order. With respect to each community, we expect proposals consisting of service, at a minimum, with two-pilot, twin-engine aircraft with at least 15 passenger seats, and offering two or three one-stop or nonstop round trips each weekday and each weekend period to St. Louis or any other suitable hub such as Kansas City or Memphis. Carriers are also welcome to propose more than one service option, if they choose; they need not limit themselves to those basic requirements if they envision other, potentially more attractive service possibilities -- different hubs, for example -- with

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<sup>1</sup> Congress first imposed the \$200 ceiling in fiscal year 1990 appropriations language, repeated it in several later appropriations, and then made it permanent by the Department of Transportation and Related Agencies Appropriations Act, 2000, P.L. 106-69.

<sup>2</sup> We usually allow 20 days for objections in show-cause proceedings such as this one. However, because we want to give the Kirksville community ample time to work with carriers in developing proposals under the \$200 ceiling, we are allowing 30 days for objections in this case -- the same amount of time we are allowing for carriers to submit proposals for the other communities.

subsidy requirements that remain competitive. We will give full consideration to all proposals that are timely filed.<sup>3</sup> At the end of the 30-day period, our staff will docket any proposals that we receive, thereby making them public, and also direct each carrier to serve a copy of its proposal(s) on the Mayor and airport manager of the respective community(s) and on any other applicants.

We note that Cape Girardeau and Owensboro have received grants from the Department under the Small Community Air Service Development Program authorized by the AIR-21 legislation. We expect both communities to use portions of their grants to subsidize additional service in an effort to increase demand and ultimately make the local services self-sufficient.

When making their subsidy and cost projections, prospective carriers should also note that the Department is precluded from subsidizing service at any community where the subsidy exceeds \$200 per passenger and they are within 210 highway miles of a medium or large hub. Based on the current subsidy rates and the historical passenger traffic shown in Appendix A, both Jackson and Owensboro are close to the \$200-per-passenger ceiling.

### **New Procedures**

The preceding section reflects streamlined carrier-selection procedures that we first introduced in Order 2003-8-10 for the EAS program generally and are continuing here. In the past, we have accepted *initial* carrier proposals, reviewed them, and then negotiated *final* proposals with each applicant before formally presenting them to the community and asking it to submit any final comments. We found that a two-step process was generally necessary because, in most cases, the incumbent carrier was the only one interested. As a result, we had been unable to rely on competition to discipline carrier subsidy requests, and communities had to wait on a protracted negotiation and selection process. More recently, however, most orders requesting essential air service proposals have drawn interest from at least two carriers and sometimes more. Under these circumstances, we expect that competition among multiple carriers will ensure reasonable subsidy requests, obviate the need for rate negotiations, and allow us to streamline the carrier-selection process.

Consequently, interested carriers should prepare their proposals with every expectation that their initial proposals will also be their *final* and *only* proposals.<sup>4</sup> We retain the discretion to negotiate proposals when we deem it desirable; in such cases, of course, we

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<sup>3</sup> In cases where a carrier proposes to provide essential air service without subsidy and we determine that service can be reliably provided without such compensation, we do not proceed with the carrier-selection case. Instead, we simply rely on that carrier's subsidy-free service as proposed.

<sup>4</sup> For this reason, we will allow carriers 30 days to submit their proposals, rather than just 20 as in the past. Because the new procedures anticipate that a carrier's first proposal will also be its final proposal, we expect to enforce our filing deadlines more stringently than in the past. Carriers should not expect the Department to accept late filings. The additional 10 days will comfortably accommodate the additional time carriers may find necessary to prepare their proposals.

will give all applicants the same opportunity. Further, we anticipate that we will continue to negotiate rates in cases where there is only a single interested carrier, as is typically the situation in Alaska. We also retain the discretion to reject outright all unreasonable or unrealistic proposals, and to resolicit a new round of proposals when necessary. However, we anticipate that negotiation or rejection will remain only occasional exceptions to the rule.

We are here providing interested carriers with some basic information to help guide the preparation of their proposals, but we will not prescribe a precise format for them to follow. We expect proposals to adequately describe the service being proposed and the annual amount of subsidy being requested. Applicants can make their own judgments as to the level of detail they wish to present; however, they might want to include proposed schedules as well as supporting data for their subsidy requests, such as projected block hours, revenues, and expenses. We strongly encourage clear, well-documented proposals that will facilitate their review and evaluation by local officials and the Department. We do not anticipate any change in our selection criteria, nor in the general provisions governing subsidy payments for essential air service.<sup>5</sup>

### **Historical Traffic**

In order to assist prospective applicants in making traffic and revenue forecasts, we have included historical passenger data from 1993 through August 2004 in Appendix A. As can be seen in Appendix B, traffic levels at all of the communities, except Cape Girardeau and Marion/Herrin, are still below pre-9/11 levels.

### **Other Carrier Requirements**

The Department is responsible for implementing various Federal statutes governing lobbying activities, drug-free workplaces, and nondiscrimination.<sup>6</sup> Consequently, all carriers receiving Federal subsidy to support essential air service must certify that they are in compliance with Department regulations regarding drug-free workplaces and nondiscrimination, and those carriers whose subsidies exceed \$100,000 over the life of the rate term must also certify that they are in compliance with regulations governing lobbying activities. All carriers that plan to submit proposals involving subsidy should submit the required certifications along with their proposals. Interested carriers requiring

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<sup>5</sup> In selecting a carrier to provide subsidized essential air service, 49 U.S.C. 41733 directs us to consider four factors: (1) service reliability; (2) contractual and marketing arrangements the applicant has made with a larger carrier to ensure service beyond the hub airport ; (3) interline arrangements with a larger carrier at the hub; and (4) community views.

<sup>6</sup> The regulations applicable to these areas are: (1) 49 CFR Part 20 – New restrictions on lobbying; (2) 49 CFR Part 21 – Nondiscrimination in federally-assisted programs of the Department of Transportation – Effectuation of title VI of the Civil Rights Act of 1964; 49 CFR Part 27 – Nondiscrimination on the basis of disability in programs and activities receiving or benefiting from Federal financial assistance; and 14 CFR Part 382 - Nondiscrimination on the basis of disability in air travel; and (3) 49 CFR Part 29 – Government-wide debarment and suspension (non-procurement) and government-wide requirements for drug-free workplace (grants).

more detailed information regarding these requirements as well as copies of the certifications should contact the Office of Aviation Analysis at (202) 366-1053. The Department is prohibited from paying subsidy to carriers that do not submit these documents.<sup>7</sup>

### **Community and State Comments**

The communities and states are welcome to submit comments on the proposals at any time. As noted earlier, however, we will provide a summary of the proposals to the civic parties and ask them to submit their final comments shortly after the end of the 30-day period for carrier proposals.<sup>8</sup>

This order is issued under authority delegated in 49 CFR 1.56a(f).

### **ACCORDINGLY,**

1. We request that carriers interested in providing essential air service at one or all of the above communities submit their proposals, with or without requests for subsidy, within 30 days of the service date of this order. An original and five copies of the proposal should be sent to the EAS and Domestic Analysis Division, X-53, Office of Aviation Analysis, Room 6401, Department of Transportation, 400 7<sup>th</sup> Street, S.W., Washington, D.C. 20590, with the title: "Proposal to Provide Essential Air Service at Burlington, Iowa, Docket OST-2001-8731, or Cape Girardeau, Missouri, Docket OST-1996-1559, or Ft. Leonard Wood, Missouri, Docket OST-1996-1167, or Jackson, Tennessee, Docket OST-200-7857, or Marion/Herrin, Illinois, Docket OST-2000-7881, or Owensboro, Kentucky, Docket OST-2000-7855, or Kirksville, Missouri, Docket OST-1997-2515";<sup>9</sup>
2. We tentatively terminate the essential air service subsidy eligibility of Kirksville, Missouri, 30 days after the service date of this order;
3. We tentatively allow Corporate Airlines, Inc., to suspend its services at Kirksville, Missouri, 30 days after the service date of this order;
4. We direct all interested persons to show cause within 30 days of the date of service of this order why we should not make final the tentative findings and conclusions set forth

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<sup>7</sup> The certifications are available on the web at <http://ostpxweb.dot.gov/aviation/index.html>.

<sup>8</sup> Civic parties should file an original and two copies of their comments in Docket OST-2001-8731 (Burlington), Docket OST-1996-1559 (Cape Girardeau), Docket OST-1996-1167 (Ft. Leonard Wood), Docket OST-1997-2515 (Kirksville), Docket OST-2000-7857 (Jackson), Docket OST-2000-7881 (Marion/Herrin), and Docket OST-2000-7855 (Owensboro). This filing should be addressed to: EAS & Domestic Analysis Division, X-53, Office of Aviation Analysis, Room 6401, Department of Transportation, 400 7th Street, S.W., Washington, DC 20590.

<sup>9</sup> Carriers should also provide copies of their proposals to the Mayor and Airport Manager of each community they are submitting a proposal for, and to the respective Governor and responsible state aviation or state transportation official for each community. Questions regarding filings in response to this order may be directed to Mike Waters at (202) 366-6494.

above. Objections should be filed with the Documentary Services and Media Management Division, M-30, Room PL-401, 400 7th Street S.W., Washington, DC 20590;

5. In the event that no objections are filed, all further procedural steps will be deemed waived and this order shall become final on the 31<sup>st</sup> day following its date of service;

6. If this order becomes final as stipulated above, and Corporate decides to suspend service on or after that date, the carrier shall contact all passengers who hold reservations for flights that will be suspended, inform them of the suspension, and assist them in arranging alternate transportation;

7. These dockets will remain open until further order of the Department; and

8. We will serve copies of this order on the Mayors and airport managers of Burlington, Iowa; Cape Girardeau, Ft. Leonard Wood, and Kirksville, Missouri; Owensboro, Kentucky; Marion and Herrin, Illinois; and Jackson, Tennessee. We will also serve copies of this order on the Governors of Iowa, Missouri, Kentucky, Illinois, and Tennessee; the Commanding Officer of the U.S. Army Engineer Center and Fort Leonard Wood, the Aviation Staff of the Iowa Department of Transportation, the Aviation Section of the Missouri Department of Transportation, the Division of Aeronautics of the Kentucky Transportation Cabinet, the Division of Aeronautics of the Illinois Department of Transportation, and the Aeronautics Division of the Tennessee Department of Transportation; Corporate Airlines, Inc.; and the carriers listed in Appendix C.

By:

**KARAN K. BHATIA**  
Assistant Secretary for Aviation  
and International Affairs

(SEAL)

An electronic version of this document is available on the World Wide Web at  
<http://dms.dot.gov>

## AREA MAP



**Historical Passenger Traffic at Burlington, Iowa <sup>1/</sup>**

<b>Year</b>	<b>Total Annual Passengers</b>	<b>Average Annual Enplanements</b>	<b>Average Enplanements per Service Day <sup>2/</sup></b>
1993	43,635	22,513	71.9
1994	41,954	21,240	67.9
1995	26,689	13,674	43.7
1996	23,563	12,160	38.7
1997	22,182	11,316	36.2
1998	23,472	11,862	37.9
1999	21,243	10,819	34.6
2000	25,645	12,848	40.9
2001	20,697	10,310	32.9
2002	16,460	8,301	26.5
2003	15,084	7,525	24.0
2004 <sup>3/</sup>	9,833	4,918	23.5

<sup>1/</sup> Source: Department of Transportation, Bureau of Transportation Statistics, for the period indicated.

<sup>2/</sup> Average enplanements are based on 313 annual service days (equivalent to a six-day-service week), except as noted, and for leap years when 314 annual service days are used.

<sup>3/</sup> Thru August 31, 2004. Average enplanements are based on 209 service days.

**Historical Passenger Traffic at Cape Girardeau, Missouri <sup>4/</sup>**

<b>Year</b>	<b>Total Annual Passengers</b>	<b>Average Annual Enplanements</b>	<b>Average Enplanements per Service Day <sup>5/</sup></b>
1993	10,724	5,362	17.1
1994	12,394	6,197	19.8
1995	10,846	5,423	17.3
1996	6,850	3,425	10.9
1997	10,842	5,421	17.3
1998	19,484	9,742	31.1
1999	17,837	9,463	30.2
2000	13,879	7,306	23.3
2001	14,275	7,303	23.3
2002	16,476	8,530	27.3
2003	14,310	7,410	23.7
2004 <sup>6/</sup>	8,181	4,296	20.6

<sup>4/</sup> Source: Department of Transportation, Bureau of Transportation Statistics, for the period indicated.

<sup>5/</sup> Average enplanements are based on 313 annual service days (equivalent to a six-day-service week), except as noted, and for leap years when 314 annual service days are used.

<sup>6/</sup> Thru August 31, 2004. Average enplanements are based on 209 service days.

**Historical Passenger Traffic at Ft. Leonard Wood, Missouri <sup>7/</sup>**

<b>Year</b>	<b>Total Annual Passengers</b>	<b>Average Annual Enplanements</b>	<b>Average Enplanements per Service Day <sup>8/</sup></b>
1993	8,892	4,788	15.3
1994	9,019	4,797	15.3
1995	8,087	3,784	12.1
1996	6,156	2,625	8.4
1997	8,966	4,151	13.3
1998	9,667	4,619	14.8
1999	12,495	6,044	19.3
2000	15,026	7,471	23.8
2001	17,182	8,726	27.9
2002	11,854	6,181	19.7
2003	13,273	6,254	20.0
2004 <sup>9/</sup>	9,953	4,458	21.3

<sup>7/</sup> Source: Department of Transportation, Bureau of Transportation Statistics, for the period indicated.

<sup>8/</sup> Average enplanements are based on 313 annual service days (equivalent to a six-day-service week), except as noted, and for leap years when 314 annual service days are used.

<sup>9/</sup> Thru August 31, 2004. Average enplanements are based on 209 service days.

**Historical Passenger Traffic at Kirksville, Missouri <sup>10/</sup>**

<b>Year</b>	<b>Total Annual Passengers</b>	<b>Average Annual Enplanements</b>	<b>Average Enplanements per Service Day <sup>11/</sup></b>
1993	4,944	2,472	7.9
1994	5,622	2,811	9.0
1995	4,616	2,308	7.4
1996 <sup>12/</sup>	2,680	1,340	5.1
1997 <sup>13/</sup>	2,314	1,157	4.4
1998	2,692	1,346	4.3
1999	2,606	1,303	4.2
2000 <sup>14/</sup>	1,586	793	N/A
2001	4,794	2,430	7.8
2002	4,811	2,382	7.6
2003	4,428	2,219	7.1
2004 <sup>15/</sup>	3,008	1,533	7.3

<sup>10/</sup> Source: Department of Transportation, Bureau of Transportation Statistics, for the period indicated.

<sup>11/</sup> Average enplanements are based on 313 annual service days (equivalent to a six-day-service week), except as noted, and for leap years when 314 annual service days are used.

<sup>12/</sup> Average enplanements are based on 261 service days.

<sup>13/</sup> Average enplanements are based on 261 service days.

<sup>14/</sup> A service hiatus for an indeterminate period occurred in the 4th quarter.

<sup>15/</sup> Data available thru August 31, 2004. Average enplanements are based on 209 service days.

**Historical Passenger Traffic at Jackson, Tennessee <sup>16/</sup>**

<b>Year</b>	<b>Total Annual Passengers</b>	<b>Average Annual Enplanements</b>	<b>Average Enplanements per Service Day <sup>17/</sup></b>
1993	11,310	5,655	18.1
1994	9,916	4,958	15.8
1995	9,300	4,650	14.9
1996	10,776	5,388	17.2
1997	11,534	5,767	18.4
1998	12,138	6,069	19.4
1999	13,312	6,656	21.3
2000	12,936	6,468	20.6
2001	16,693	8,479	27.1
2002	12,480	6,242	19.9
2003	8,619	4,379	14.0
2004 <sup>18/</sup>	4,026	2,018	9.7

<sup>16/</sup> Source: Department of Transportation, Bureau of Transportation Statistics, for the period indicated.

<sup>17/</sup> Average enplanements are based on 313 annual service days (equivalent to a six-day-service week), except as noted, and for leap years when 314 annual service days are used.

<sup>18/</sup> Data available thru August 31, 2004. Average enplanements are based on 209 service days.

**Historical Passenger Traffic at Marion/Herrin, Illinois <sup>19/</sup>**

<b>Year</b>	<b>Total Annual Passengers</b>	<b>Average Annual Enplanements</b>	<b>Average Enplanements per Service Day <sup>20/</sup></b>
1993	25,732	12,811	40.9
1994	28,766	14,402	46.0
1995	25,036	12,650	40.4
1996	19,692	10,066	32.1
1997	22,828	11,535	36.9
1998	21,266	10,559	33.7
1999	17,041	9,671	30.9
2000	18,230	9,115	29.0
2001	22,373	11,415	36.5
2002	22,937	11,729	37.5
2003	21,246	10,840	34.6
2004 <sup>21/</sup>	13,477	6,780	32.4

<sup>19/</sup> Source: Department of Transportation, Bureau of Transportation Statistics, for the period indicated.

<sup>20/</sup> Average enplanements are based on 313 annual service days (equivalent to a six-day-service week), except as noted, and for leap years when 314 annual service days are used.

<sup>21/</sup> Data available thru August 31, 2004. Average enplanements are based on 209 service days.

**Historical Passenger Traffic at Owensboro, Kentucky <sup>22/</sup>**

<b>Year</b>	<b>Total Annual Passengers</b>	<b>Average Annual Enplanements</b>	<b>Average Enplanements per Service Day <sup>23/</sup></b>
1993	31,532	15,766	50.4
1994	27,856	13,928	44.5
1995	18,350	9,175	29.3
1996	16,040	8,020	25.5
1997	13,114	6,557	20.9
1998	13,406	6,703	21.4
1999	15,556	7,778	24.8
2000	13,816	6,908	22.0
2001 <sup>24/</sup>	13,730	6,772	21.6
2002	14,864	7,500	24.0
2003	10,913	5,496	17.6
2004 <sup>25/</sup>	3,836	1,947	9.3

<sup>22/</sup> Source: Department of Transportation, Bureau of Transportation Statistics, for the period indicated.

<sup>23/</sup> Average enplanements are based on 313 annual service days (equivalent to a six-day-service week), except as noted, and for leap years when 314 annual service days are used.

<sup>24/</sup> On its own, Corporate provided a third weekday round trip to St. Louis from March 1, 2001, thru October 31, 2002.

<sup>25/</sup> Data available thru August 31, 2004. Average enplanements are based on 209 service days.

## CARRIER LIST FOR IOWA

Aero Taxi Rockford, Inc.  
Air Wisconsin, Inc.  
AirVantage, Inc.  
Allied Airlines, Inc.  
Amerijet International, Inc.  
Bemidji Airlines  
Carney Aerospace  
Chicago Air Taxi, Inc.  
Chicago Express Airlines,  
Corporate Airlines, Inc.  
Delta Connection  
Direct Air, Inc.  
Dwyer Aircraft Sales, Inc.  
Enterprise Airlines, Inc.  
Falcon Aviation, Inc.  
Florida Air, Inc.  
Gorda Aero Service, Inc.  
Great Lakes Aviation, Ltd.  
Heartland Aviation, Inc.  
Imperial International, Inc.  
Jet Services, Inc.  
Mesa Airlines, Inc.  
Mesaba Aviation, Inc.  
Midwest Aviation  
Midwest Express Airlines,  
Multi Aero, Inc.  
Ottumwa Flying Service,  
Redwing Airways, Inc.  
Scott Aviation, Inc.  
Simmons Airlines, Inc.  
SkyVantage Corporation  
Thunderbird Aviation, Inc.  
Trans North Aviation Ltd.  
Trans States Airlines, Inc.  
Westward Airways, Inc.  
Wise Aviation Company

Louis Andrews  
Ken Bannon  
Rick Bauer  
Doug Franklin  
E.B. Freeman  
A. Edward Jenner  
Dan Katzka  
Lee Mason  
Cory Robin  
Tracy Schoenrock  
Gary L. White  
Gerald Wigmore

## CARRIER LIST FOR MISSOURI

Air Midwest, Inc.  
Amerijet International, Inc.  
Carney Aerospace  
Chicago Air Taxi, Inc.  
Chicago Express Airlines, Inc.  
Corporate Airlines, Inc.  
Crauch Aviation  
Delta Connection  
Direct Air, Inc.  
Exec Express II, Inc.  
Flagship Airlines Inc.  
Gorda Aero Service, Inc.  
Great Lakes Aviation, Ltd.  
Heartland Aviation, Inc.  
Mesa Airlines, Inc.  
Mesaba Aviation, Inc.  
Midwest Express Airlines, Inc.  
Multi Aero, Inc.  
Ohio Valley Aviation, Inc.  
Planemaster Services Inc.  
Redwing Airways, Inc.  
Simmons Airlines, Inc.  
SkyVantage Corporation  
Trans States Airlines, Inc.  
Westward Airways, Inc.

Louis Andrews  
Ken Bannon  
Rick Bauer  
Richard Thomas Clarke  
Doug Franklin  
E.B. Freeman  
A. Edward Jenner  
Lee Mason  
Cory Robin  
Gary L. White  
Gerald Wigmore

CARRIER LIST FOR TENNESSEE

Air Alpha, Inc.  
Air Inc.  
Air Midwest, Inc.  
Amerijet International, Inc.  
Atlantic Southeast Airlines, Inc.  
Carney Aerospace  
Colgan Air  
Corporate Airlines, Inc.  
Cotton Belt Aviation, Inc.  
CSA Air, Inc.  
Delta Connection  
Exec Express II, Inc.  
Express Airlines I, Inc.  
Express Airlines II, Inc.  
Flagship Airlines Inc.  
Henson Aviation Inc.  
Mesa Airlines, Inc.  
Midwest Express Airlines, Inc.  
Multi Aero, Inc.  
Ohio Valley Aviation, Inc.  
Redwing Airways, Inc.  
SkyVantage Corporation  
Southeast Airlines  
Trans States Airlines, Inc.  
Westward Airways, Inc.

Louis Andrews  
Ken Bannon  
Rick Bauer  
Richard Thomas Clarke  
Doug Franklin  
E.B. Freeman  
A. Edward Jenner  
Wes Marden  
Lee Mason  
Eric Nordling  
Bob Phillips  
Cory Robin  
D.E. Rowan  
Gary L. White  
Gerald Wigmore

## CARRIER LIST FOR ILLINOIS

Aero Taxi Rockford, Inc.  
Air Wisconsin, Inc.  
Allied Airlines, Inc.  
American Trans Air, Inc.  
Amerijet International, Inc.  
Bemidji Airlines  
Carney Aerospace  
Chicago Air Taxi, Inc.  
Chicago Express Airlines, Inc.  
Corporate Airlines, Inc.  
Delta Connection  
Direct Air, Inc.  
Dwyer Aircraft Sales, Inc.  
Florida Air, Inc.  
Gorda Aero Service, Inc.  
Great Lakes Aviation, Ltd.  
Heartland Aviation, Inc.  
Jet Services, Inc.  
Logansport Flying Service, Inc.  
Mesa Airlines, Inc.  
Michigan Airways, Inc.  
Midwest Express Airlines, Inc.  
Multi Aero, Inc.  
Ohio Valley Aviation, Inc.  
Pennsylvania Commuter Airlines, Inc.  
Planemaster Services Inc.  
Redwing Airways, Inc.  
Scott Aviation, Inc.  
Shawano Flying Service, Inc.  
Simmons Airlines, Inc.  
SkyVantage Corporation  
Thunderbird Aviation, Inc.  
Trans North Aviation Ltd.  
Trans States Airlines, Inc.  
Welch Aviation, Inc.  
Westward Airways, Inc.  
Wise Aviation Company

Ken Bannon  
Rick Bauer  
Jeff Bell  
Richard Thomas Clarke  
Jeff Fonner  
Doug Franklin  
E.B. Freeman  
A. Edward Jenner  
Dan Katzka  
Lee Mason  
Cory Robin  
Tracy Schoenrock  
Edward Wenz  
Gary L. White  
Gerald Wigmore

## CARRIER LIST FOR KENTUCKY

Air Alpha, Inc.  
Air Midwest, Inc.  
Amerijet International, Inc.  
Atlantic Southeast Airlines, Inc.  
Carney Aerospace  
Chautauqua Airlines, Inc.  
Chicago Air Taxi, Inc.  
Chicago Express Airlines, Inc.  
Comair, Inc.  
Corporate Airlines, Inc.  
Delta Connection  
Direct Air, Inc.  
Enterprise Airlines, Inc.  
Exec Express II, Inc.  
Flagship Airlines Inc.  
Gorda Aero Service, Inc.  
Jetstream International Airlines, Inc.  
Logansport Flying Service, Inc.  
Mesa Airlines, Inc.  
Midwest Express Airlines, Inc.  
Multi Aero, Inc.  
Northcoast Executive Airlines, Inc.  
Ohio Valley Aviation, Inc.  
Redwing Airways, Inc.  
Simmons Airlines, Inc.  
SkyVantage Corporation  
Southern Air Transport, Inc.  
Trans States Airlines, Inc.  
Westward Airways, Inc.

Louis Andrews  
Ken Bannon  
Rick Bauer  
Richard Thomas Clarke  
Doug Franklin  
E.B. Freeman  
A. Edward Jenner  
Dan Katzka  
Wes Marden  
Lee Mason  
Eric Nordling  
Cory Robin  
Gary L. White  
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