



Service Proposals of

**Mesa Air Group, Inc d/b/a Air Midwest**  
**Burlington, Cape Girardeau, Ft. Leonard Wood, Jackson, Marion, Owensboro, and Kirksville**

January 28, 2005

**Mr. Dennis DeVany**  
**Chief, Essential Air Service & Domestic Analysis**  
**Department of Transportation, Room 6401**  
**400 Seventh Street, S. W.**  
**Washington, D. C. 20590**

OST-2001-8731-22  
 OST-1996-1559-19  
 OST-1996-1167-37  
 OST-2000-7857-60  
 OST-2000-7881-10  
 OST-2000-7855-42  
 OST-1997-2515-16

**Proposal to Provide Essential Air Services**

Mesa Air Group, Inc d/b/a Air Midwest (herein Mesa) is pleased to submit 21 proposals to provide Essential Air Service to Burlington, Cape Girardeau, Ft. Leonard Wood, Jackson, Marion, Owensboro, and Kirksville. Mesa's options include varying levels of service to Nashville, Kansas City, St Louis, or Chicago Midway.

All operations proposed would utilize our modern fleet of Beechcraft B-1900D airliners. These aircraft offer a very comfortable 19-seat, pressurized cabin with two turboprop engines. Mesa has a long history of offering Essential Air Service throughout the country, from Arizona to New York. Mesa is in negotiations with ATA to provide for an ATA codeshare on all routes into and out of Chicago Midway, which Mesa hopes to have the final details worked out in the near future. ATA is one of the dominant airlines serving Chicago Midway, offering low-cost service to both Leisure and Business markets from coast-to-coast. The operations into Nashville and St Louis would be as Mesa Airlines, as well as the operations into Kansas City. Mesa currently has a codeshare in Kansas City with Midwest Airlines and plans to offer their code on all flights into Kansas City. Mesa will also work to acquire additional codeshares in Kansas City and Nashville.

We believe that all of our options would provide each of these communities with service that will build upon their current passenger levels, and reverse the downward trend in a few markets. Mesa also believes that the introduction of Chicago Midway service, especially with an ATA codeshare, will allow service to the economic heart of the Midwest, as well as connections to the entire country.

We believe the selection of Mesa Air Group Inc. d/b/a Air Midwest will provide the best service option. Our proposals are attached. Mesa looks forward to working with the Department and each community to help fulfill their air service needs.

Sincerely,

Mickey Bowman  
 Director of Planning

**Mesa Air Group**  
**Summary of Proposals**

\*NS=Nonstop / OS=Onestop

MDW: Chicago Midway    MCI: Kansas City    BNA: Nashville    STL: St Louis

|                  |            |  |                              |                    |
|------------------|------------|--|------------------------------|--------------------|
| <b>Option 1</b>  |            |  | <b>Total Subsidy Request</b> | <b>\$6,983,039</b> |
| <b>Community</b> | <b>Hub</b> | <b>Service: Number of Weekly Trips</b>           |                              |                    |
| Burlington       | MDW & MCI  | 18 NS Roundtrips to MDW / 7 OS Roundtrips to MCI |                              |                    |
| Cape Girardeau   | MDW        | 18 NS Roundtrips to MDW                          |                              |                    |
| Ft. Leonard Wood | MCI        | 18 NS Roundtrips to MCI                          |                              |                    |
| Kirksville       | MCI        | 12 NS Roundtrips to MCI                          |                              |                    |
| Jackson, TN      | BNA        | 12 NS Roundtrips to BNA                          |                              |                    |
| Marion/Herrin    | MDW & BNA  | 24 NS Roundtrips to MDW / 5 OS Roundtrips to BNA |                              |                    |
| Owensboro        | BNA & MDW  | 12 NS Roundtrips to BNA / 5 OS Roundtrips to MDW |                              |                    |

|                  |            |  |                              |                    |
|------------------|------------|--|------------------------------|--------------------|
| <b>Option 2</b>  |            |  | <b>Total Subsidy Request</b> | <b>\$6,867,538</b> |
| <b>Community</b> | <b>Hub</b> | <b>Service: Number of Weekly Trips</b>           |                              |                    |
| Burlington       | MDW & MCI  | 18 NS Roundtrips to MDW / 7 OS Roundtrips to MCI |                              |                    |
| Cape Girardeau   | MDW        | 30 OS Roundtrips to MDW                          |                              |                    |
| Ft. Leonard Wood | MCI        | 18 NS Roundtrips to MCI                          |                              |                    |
| Kirksville       | MCI        | 12 NS Roundtrips to MCI                          |                              |                    |
| Jackson, TN      | BNA        | 12 NS Roundtrips to BNA                          |                              |                    |
| Marion/Herrin    | MDW & BNA  | 36 NS Roundtrips to MDW / 5 OS Roundtrips to BNA |                              |                    |
| Owensboro        | BNA & MDW  | 14 NS Roundtrips to BNA / 5 OS Roundtrips to MDW |                              |                    |

|                  |            |  |                              |                    |
|------------------|------------|--|------------------------------|--------------------|
| <b>Option 3</b>  |            |  | <b>Total Subsidy Request</b> | <b>\$6,889,012</b> |
| <b>Community</b> | <b>Hub</b> | <b>Service: Number of Weekly Trips</b>           |                              |                    |
| Burlington       | MDW & MCI  | 18 NS Roundtrips to MDW / 7 OS Roundtrips to MCI |                              |                    |
| Cape Girardeau   | MDW        | 18 NS Roundtrips to MDW                          |                              |                    |
| Ft. Leonard Wood | MCI        | 18 NS Roundtrips to MCI                          |                              |                    |
| Kirksville       | MCI        | 12 NS Roundtrips to MCI                          |                              |                    |
| Marion/Herrin    | MDW        | 24 NS Roundtrips to MDW                          |                              |                    |
| Owensboro        | MDW        | 12 NS Roundtrips to MDW                          |                              |                    |

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| <b>Option 4</b>  |            |  | <b>Total Subsidy Request</b> | <b>\$6,795,238</b> |
| <b>Community</b> | <b>Hub</b> | <b>Service: Number of Weekly Trips</b>           |                              |                    |
| Burlington       | MDW & MCI  | 18 NS Roundtrips to MDW / 7 OS Roundtrips to MCI |                              |                    |
| Cape Girardeau   | MDW        | 30 OS Roundtrips to MDW                          |                              |                    |
| Ft. Leonard Wood | MCI        | 18 NS Roundtrips to MCI                          |                              |                    |
| Kirksville       | MCI        | 12 NS Roundtrips to MCI                          |                              |                    |
| Marion/Herrin    | MDW        | 36 NS Roundtrips to MDW                          |                              |                    |
| Owensboro        | MDW        | 12 NS Roundtrips to MDW                          |                              |                    |

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|------------------|------------|--|------------------------------|--------------------|
| <b>Option 5</b>  |            |  | <b>Total Subsidy Request</b> | <b>\$2,894,150</b> |
| <b>Community</b> | <b>Hub</b> | <b>Service: Number of Weekly Trips</b>           |                              |                    |
| Burlington       | MDW & MCI  | 18 NS Roundtrips to MDW / 7 OS Roundtrips to MCI |                              |                    |
| Ft. Leonard Wood | MCI        | 18 NS Roundtrips to MCI                          |                              |                    |
| Kirksville       | MCI        | 12 NS Roundtrips to MCI                          |                              |                    |

|                  |            |  |                              |                    |
|------------------|------------|--|------------------------------|--------------------|
| <b>Option 6</b>  |            |  | <b>Total Subsidy Request</b> | <b>\$4,492,776</b> |
| <b>Community</b> | <b>Hub</b> | <b>Service: Number of Weekly Trips</b>           |                              |                    |
| Burlington       | MDW & MCI  | 18 NS Roundtrips to MDW / 7 OS Roundtrips to MCI |                              |                    |
| Ft. Leonard Wood | MCI        | 18 NS Roundtrips to MCI                          |                              |                    |
| Kirksville       | MCI        | 12 NS Roundtrips to MCI                          |                              |                    |
| Marion/Herrin    | MDW        | 24 NS Roundtrips to MDW                          |                              |                    |

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|------------------|------------|--|------------------------------|--------------------|
| <b>Option 7</b>  |            |  | <b>Total Subsidy Request</b> | <b>\$5,936,416</b> |
| <b>Community</b> | <b>Hub</b> | <b>Service: Number of Weekly Trips</b>           |                              |                    |
| Burlington       | MDW & MCI  | 18 NS Roundtrips to MDW / 7 OS Roundtrips to MCI |                              |                    |
| Cape Girardeau   | MDW        | 18 NS Roundtrips to MDW                          |                              |                    |
| Ft. Leonard Wood | MCI        | 18 NS Roundtrips to MCI                          |                              |                    |
| Kirksville       | MCI        | 12 NS Roundtrips to MCI                          |                              |                    |
| Marion/Herrin    | MDW        | 24 NS Roundtrips to MDW                          |                              |                    |

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|------------------|------------|--|------------------------------|--------------------|
| <b>Option 8</b>  |            |  | <b>Total Subsidy Request</b> | <b>\$2,120,480</b> |
| <b>Community</b> | <b>Hub</b> | <b>Service: Number of Weekly Trips</b>           |                              |                    |
| Burlington       | MDW & MCI  | 18 NS Roundtrips to MDW / 7 OS Roundtrips to MCI |                              |                    |
| Kirksville       | MCI        | 12 NS Roundtrips to MCI                          |                              |                    |

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| <b>Option 9</b>  |            |  | <b>Total Subsidy Request</b> | <b>\$3,816,126</b> |
| <b>Community</b> | <b>Hub</b> | <b>Service: Number of Weekly Trips</b>           |                              |                    |
| Burlington       | MDW & MCI  | 18 NS Roundtrips to MDW / 7 OS Roundtrips to MCI |                              |                    |
| Cape Girardeau   | MDW        | 18 NS Roundtrips to MDW                          |                              |                    |
| Kirksville       | MCI        | 12 NS Roundtrips to MCI                          |                              |                    |

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| <b>Option 10</b> |            |  | <b>Total Subsidy Request</b> | <b>\$4,274,431</b> |
| <b>Community</b> | <b>Hub</b> | <b>Service: Number of Weekly Trips</b>           |                              |                    |
| Burlington       | MDW & MCI  | 18 NS Roundtrips to MDW / 7 OS Roundtrips to MCI |                              |                    |
| Cape Girardeau   | MDW        | 18 NS Roundtrips to MDW                          |                              |                    |
| Ft. Leonard Wood | MCI        | 18 NS Roundtrips to MCI                          |                              |                    |
| Kirksville       | MCI        | 12 NS Roundtrips to MCI                          |                              |                    |

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| <b>Option 11</b> |            |  | <b>Total Subsidy Request</b> | <b>\$5,467,313</b> |
| <b>Community</b> | <b>Hub</b> | <b>Service: Number of Weekly Trips</b>           |                              |                    |
| Burlington       | MDW & MCI  | 18 NS Roundtrips to MDW / 7 OS Roundtrips to MCI |                              |                    |
| Cape Girardeau   | MDW        | 3 NS Roundtrips to MDW                           |                              |                    |
| Kirksville       | MCI        | 2 NS Roundtrips to MCI                           |                              |                    |
| Marion/Herrin    | MDW        | 4 NS Roundtrips to MDW                           |                              |                    |

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|------------------|------------|--|------------------------------|--------------------|
| <b>Option 12</b> |            |  | <b>Total Subsidy Request</b> | <b>\$6,391,776</b> |
| <b>Community</b> | <b>Hub</b> | <b>Service: Number of Weekly Trips</b>           |                              |                    |
| Burlington       | MDW & MCI  | 12 NS Roundtrips to MDW / 7 NS Roundtrips to MCI |                              |                    |
| Cape Girardeau   | MDW        | 18 NS Roundtrips to MDW                          |                              |                    |
| Ft. Leonard Wood | MCI        | 18 NS Roundtrips to MCI                          |                              |                    |
| Jackson, TN      | BNA        | 12 NS Roundtrips to BNA                          |                              |                    |
| Marion/Herrin    | MDW & BNA  | 24 NS Roundtrips to MDW / 5 OS Roundtrips to BNA |                              |                    |
| Owensboro        | BNA & MDW  | 12 NS Roundtrips to BNA / 5 OS Roundtrips to MDW |                              |                    |

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| <b>Option 13</b> |            |  | <b>Total Subsidy Request</b> | <b>\$5,924,626</b> |
| <b>Community</b> | <b>Hub</b> | <b>Service: Number of Weekly Trips</b>           |                              |                    |
| Burlington       | MDW & MCI  | 12 NS Roundtrips to MDW / 6 NS Roundtrips to MCI |                              |                    |
| Cape Girardeau   | MDW        | 18 NS Roundtrips to MDW                          |                              |                    |
| Marion/Herrin    | MDW        | 24 NS Roundtrips to MDW                          |                              |                    |
| Owensboro        | MDW        | 12 NS Roundtrips to MDW                          |                              |                    |

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|------------------|------------|--|------------------------------|--------------------|
| <b>Option 14</b> |            |  | <b>Total Subsidy Request</b> | <b>\$4,788,067</b> |
| <b>Community</b> | <b>Hub</b> | <b>Service: Number of Weekly Trips</b>           |                              |                    |
| Burlington       | MDW & MCI  | 12 NS Roundtrips to MDW / 6 NS Roundtrips to MCI |                              |                    |
| Cape Girardeau   | MDW        | 18 NS Roundtrips to MDW                          |                              |                    |
| Marion/Herrin    | MDW        | 24 NS Roundtrips to MDW                          |                              |                    |

|                  |            |  |                              |                    |
|------------------|------------|--|------------------------------|--------------------|
| <b>Option 15</b> |            |  | <b>Total Subsidy Request</b> | <b>\$5,345,153</b> |
| <b>Community</b> | <b>Hub</b> | <b>Service: Number of Weekly Trips</b>           |                              |                    |
| Burlington       | MDW & MCI  | 18 NS Roundtrips to MDW / 7 NS Roundtrips to MCI |                              |                    |
| Cape Girardeau   | MDW        | 18 NS Roundtrips to MDW                          |                              |                    |
| Ft. Leonard Wood | MCI        | 18 NS Roundtrips to MCI                          |                              |                    |
| Marion/Herrin    | MDW        | 24 NS Roundtrips to MDW                          |                              |                    |

|                  |            |  |                              |                    |
|------------------|------------|--|------------------------------|--------------------|
| <b>Option 16</b> |            |  | <b>Total Subsidy Request</b> | <b>\$7,222,897</b> |
| <b>Community</b> | <b>Hub</b> | <b>Service: Number of Weekly Trips</b> |                              |                    |
| Burlington       | STL        | 18 NS Roundtrips to STL                |                              |                    |
| Cape Girardeau   | STL        | 18 NS Roundtrips to STL                |                              |                    |
| Ft. Leonard Wood | STL        | 18 NS Roundtrips to STL                |                              |                    |
| Kirkville        | STL        | 12 NS Roundtrips to STL                |                              |                    |
| Jackson, TN      | STL        | 12 NS Roundtrips to STL                |                              |                    |
| Marion/Herrin    | STL        | 24 NS Roundtrips to STL                |                              |                    |
| Owensboro        | STL        | 12 NS Roundtrips to STL                |                              |                    |

|                  |            |  |                              |                    |
|------------------|------------|--|------------------------------|--------------------|
| <b>Option 17</b> |            |  | <b>Total Subsidy Request</b> | <b>\$1,948,660</b> |
| <b>Community</b> | <b>Hub</b> | <b>Service: Number of Weekly Trips</b> |                              |                    |
| Jackson, TN      | BNA        | 18 NS Roundtrips to BNA                |                              |                    |
| Owensboro        | BNA        | 18 NS Roundtrips to BNA                |                              |                    |

\*\*Contingent Upon Mesa winning Muscle Shoals Essential Air Service Contract

|                  |            |  |                              |                    |
|------------------|------------|--|------------------------------|--------------------|
| <b>Option 18</b> |            |  | <b>Total Subsidy Request</b> | <b>\$5,855,977</b> |
| <b>Community</b> | <b>Hub</b> | <b>Service: Number of Weekly Trips</b>           |                              |                    |
| Burlington       | MDW & MCI  | 18 NS Roundtrips to MDW / 7 OS Roundtrips to MCI |                              |                    |
| Cape Girardeau   | MDW        | 30 OS Roundtrips to MDW                          |                              |                    |
| Ft. Leonard Wood | MCI        | 18 NS Roundtrips to MCI                          |                              |                    |
| Kirkville        | MCI        | 12 NS Roundtrips to MCI                          |                              |                    |
| Marion/Herrin    | MDW        | 36 NS Roundtrips to MDW                          |                              |                    |

|                  |            |  |                              |                    |
|------------------|------------|--|------------------------------|--------------------|
| <b>Option 19</b> |            |  | <b>Total Subsidy Request</b> | <b>\$5,143,560</b> |
| <b>Community</b> | <b>Hub</b> | <b>Service: Number of Weekly Trips</b>           |                              |                    |
| Burlington       | MDW & MCI  | 12 NS Roundtrips to MDW / 7 NS Roundtrips to MCI |                              |                    |
| Cape Girardeau   | MDW        | 30 OS Roundtrips to MDW                          |                              |                    |
| Ft. Leonard Wood | MCI        | 18 NS Roundtrips to MCI                          |                              |                    |
| Marion/Herrin    | MDW        | 36 NS Roundtrips to MDW                          |                              |                    |

|                  |            |  |                              |                    |
|------------------|------------|--|------------------------------|--------------------|
| <b>Option 20</b> |            |  | <b>Total Subsidy Request</b> | <b>\$6,190,183</b> |
| <b>Community</b> | <b>Hub</b> | <b>Service: Number of Weekly Trips</b>           |                              |                    |
| Burlington       | MDW & MCI  | 12 NS Roundtrips to MDW / 7 NS Roundtrips to MCI |                              |                    |
| Cape Girardeau   | MDW        | 30 OS Roundtrips to MDW                          |                              |                    |
| Ft. Leonard Wood | MCI        | 18 NS Roundtrips to MCI                          |                              |                    |
| Jackson, TN      | BNA        | 12 NS Roundtrips to BNA                          |                              |                    |
| Marion/Herrin    | MDW & BNA  | 36 NS Roundtrips to MDW / 5 OS Roundtrips to BNA |                              |                    |
| Owensboro        | BNA & MDW  | 12 NS Roundtrips to BNA / 5 OS Roundtrips to MDW |                              |                    |

|                  |            |  |                              |                    |
|------------------|------------|--|------------------------------|--------------------|
| <b>Option 21</b> |            |  | <b>Total Subsidy Request</b> | <b>\$7,031,568</b> |
| <b>Community</b> | <b>Hub</b> | <b>Service: Number of Weekly Trips</b>           |                              |                    |
| Burlington       | MDW & MCI  | 18 NS Roundtrips to MDW / 7 OS Roundtrips to MCI |                              |                    |
| Cape Girardeau   | MDW        | 30 OS Roundtrips to MDW                          |                              |                    |
| Ft. Leonard Wood | MCI        | 18 NS Roundtrips to MCI                          |                              |                    |
| Kirkville        | MCI        | 12 NS Roundtrips to MCI / 5 OS Roundtrips to MDW |                              |                    |
| Jackson, TN      | BNA        | 12 NS Roundtrips to BNA                          |                              |                    |
| Marion/Herrin    | MDW & BNA  | 36 NS Roundtrips to MDW / 5 OS Roundtrips to BNA |                              |                    |
| Owensboro        | BNA & MDW  | 14 NS Roundtrips to BNA / 5 OS Roundtrips to MDW |                              |                    |

**Essential Air Service Proposal for Air Midwest, Inc (Wholly owned subsidiary of Mesa Air Group)  
Service for Burlington, Cape Girardeau, Ft. Leonard Wood, Jackson, Marion, Owensboro, and Kirksville  
Option # 1**

|                                    | Burlington     | Cape Girardeau | Ft Leonard Wood | Kirksville  | Jackson     | Marion         | Owensboro       | Total         |
|------------------------------------|----------------|----------------|-----------------|-------------|-------------|----------------|-----------------|---------------|
| Aircraft                           | Beech 1900D    | Beech 1900D    | Beech 1900D     | Beech 1900D | Beech 1900D | Beech 1900D    | Beech 1900D     | Beech 1900D   |
| Hub Served                         | Chicago Midway | Chicago Midway | Kansas City     | Kansas City | Nashville   | Chicago Midway | Nashville & MDW |               |
| Annual Completed Departures        | 2,522          | 1,816          | 1,816           | 1,211       | 1,211       | 2,421          | 1,715           | 12,711        |
| Block Hours per Flight             | 0.88           | 1.54           | 1.00            | 0.70        | 0.67        | 1.29           | 0.64            | 1.00          |
| Total Block Hours                  | 2,192          | 2,799          | 1,816           | 847         | 807         | 3,127          | 1,101           | 12,691        |
| Average Seats per Departure        | 19             | 19             | 19              | 19          | 19          | 19             | 19              | 19            |
| Avg Stage Length                   | 164            | 331            | 176             | 129         | 131         | 287            | 110             | 19            |
| Passengers per Departure           | 5.8            | 7.7            | 7.3             | 3.8         | 5.0         | 8.7            | 4.1             | 6.4           |
| Total Passengers                   | 14,711         | 13,927         | 13,334          | 4,570       | 6,072       | 21,094         | 7,093           | 80,800        |
| ASMs                               | 7,714,798      | 11,419,818     | 6,072,169       | 2,967,083   | 3,013,084   | 13,202,367     | 3,590,017       | 47,979,335    |
| RPMs                               | 2,412,604      | 4,609,919      | 2,346,749       | 589,604     | 785,458     | 6,053,891      | 777,820         | 17,585,945    |
| Load Factor                        | 31.27%         | 40.37%         | 38.65%          | 19.87%      | 26.40%      | 45.85%         | 21.67%          | 36.65%        |
| Average Fare                       | \$74.00        | \$77.21        | \$89.95         | \$71.29     | \$63.21     | \$77.21        | \$63.21         | \$76.11       |
| Completion Percent                 | 97%            | 97%            | 97%             | 97%         | 97%         | 97%            | 97%             | 97%           |
| Revenues                           |                |                |                 |             |             |                |                 |               |
| Passenger Revenue                  | \$1,088,614    | \$1,075,323    | \$1,199,375     | \$325,781   | \$383,824   | \$1,628,644    | \$448,322       | \$6,149,883   |
| Other Revenue (1% of Pass Revenue) | \$10,886       | \$10,753       | \$11,994        | \$3,258     | \$3,838     | \$16,286       | \$4,483         | \$61,499      |
| Total Revenue                      | \$1,099,500    | \$1,086,076    | \$1,211,369     | \$329,039   | \$387,662   | \$1,644,931    | \$452,805       | \$6,211,382   |
| Direct Expenses                    |                |                |                 |             |             |                |                 |               |
| Crew & Training                    | \$305,778      | \$390,430      | \$253,252       | \$118,184   | \$112,556   | \$436,156      | \$153,593       | \$1,769,948   |
| Hull Insurance                     | \$15,194       | \$19,400       | \$12,684        | \$5,872     | \$5,593     | \$21,672       | \$7,632         | \$87,947      |
| Fuel & Oil                         | \$399,027      | \$509,494      | \$330,483       | \$154,225   | \$146,881   | \$669,185      | \$200,432       | \$2,309,708   |
| Maintenance                        | \$666,341      | \$850,811      | \$551,817       | \$257,543   | \$246,279   | \$950,456      | \$334,703       | \$3,857,010   |
| Aircraft Rent                      | \$27,736       | \$35,415       | \$22,972        | \$10,720    | \$10,210    | \$39,562       | \$13,932        | \$160,547     |
| Total Direct Expenses              | \$1,414,076    | \$1,805,550    | \$1,171,168     | \$546,545   | \$520,519   | \$2,017,011    | \$710,291       | \$8,185,160   |
| Indirect Expenses                  |                |                |                 |             |             |                |                 |               |
| Reservations and GDS Expenses      | \$120,799      | \$154,241      | \$100,048       | \$46,669    | \$44,466    | \$172,305      | \$60,677        | \$699,226     |
| Marketing                          | \$5,000        | \$5,000        | \$5,000         | \$5,000     | \$5,000     | \$5,000        | \$5,000         | \$35,000      |
| Station and Departure Expenses     | \$347,347      | \$443,507      | \$287,680       | \$134,251   | \$127,858   | \$495,449      | \$174,473       | \$2,010,564   |
| Capacity (ASM) Related             | \$209,584      | \$267,605      | \$173,582       | \$81,005    | \$77,147    | \$298,946      | \$105,274       | \$2,010,564   |
| Total Indirect Expenses            | \$682,730      | \$870,353      | \$566,310       | \$266,945   | \$254,471   | \$971,700      | \$345,424       | \$3,957,932   |
| Total Operating Expenses           | \$2,096,806    | \$2,675,903    | \$1,737,477     | \$813,489   | \$774,990   | \$2,988,711    | \$1,055,715     | \$12,143,092  |
| Return                             | \$104,840      | \$133,795      | \$86,874        | \$40,674    | \$38,749    | \$149,436      | \$52,786        | \$607,155     |
| Operating Profit (Loss)            | (\$1,102,146)  | (\$1,723,622)  | (\$612,982)     | (\$525,125) | (\$426,077) | (\$1,493,216)  | (\$655,696)     | (\$6,538,665) |
| Interest Expense                   | \$76,736       | \$97,980       | \$63,554        | \$29,659    | \$28,246    | \$109,455      | \$38,545        | \$444,175     |
| Compensation Required              | \$1,178,882    | \$1,821,601    | \$676,537       | \$554,784   | \$454,324   | \$1,602,671    | \$694,241       | \$6,983,039   |
| Subsidy per Departure              | \$467          | \$1,003        | \$373           | \$458       | \$375       | \$662          | \$405           | \$6,983,039   |
| Subsidy per Passenger              | \$80           | \$131          | \$51            | \$121       | \$75        | \$76           | \$119           | \$6,983,039   |

\* Subsidy Per Passenger for Owensboro, Jackson and Kirksville reflect the number of passengers per day based on 2004 data supplied by DOT

Mesa Air Group  
Proposed Schedule

| From:    | BRL    | To:    | MDW       | Stops |
|----------|--------|--------|-----------|-------|
| Flight # | Depart | Arrive | Frequency |       |
| 1420     | 6:30   | 7:25   | XSat/Sun  | 0     |
| 1422     | 12:25  | 13:25  | Daily     | 0     |
| 1424     | 17:15  | 18:15  | XSat      | 0     |

| From:    | MDW    | To:    | BRL       | Stops |
|----------|--------|--------|-----------|-------|
| Flight # | Depart | Arrive | Frequency |       |
| 1421     | 10:00  | 11:00  | XSun      | 0     |
| 1423     | 16:00  | 17:00  | XSat      | 0     |
| 1425     | 19:00  | 20:00  | XSat      | 0     |

| From:    | BRL    | To:    | MCI       | Stops |
|----------|--------|--------|-----------|-------|
| Flight # | Depart | Arrive | Frequency |       |
| 1471     | 6:05   | 7:30   | XSun      | 1-IRK |
| 1471     | 11:05  | 12:30  | Sun Only  | 1-IRK |

| From:    | MCI    | To:    | BRL       | Stops |
|----------|--------|--------|-----------|-------|
| Flight # | Depart | Arrive | Frequency |       |
| 1472     | 19:45  | 21:10  | XSat      | 1-IRK |
| 1472     | 10:55  | 12:20  | Sat Only  | 1-IRK |

| From:    | CGI    | To:    | MDW       | Stops |
|----------|--------|--------|-----------|-------|
| Flight # | Depart | Arrive | Frequency |       |
| 1431     | 6:00   | 7:25   | XSun      | 0     |
| 1433     | 10:05  | 11:30  | XSat      | 0     |
| 1435     | 15:45  | 17:10  | XSat      | 0     |

| From:    | MDW    | To:    | CGI       | Stops |
|----------|--------|--------|-----------|-------|
| Flight # | Depart | Arrive | Frequency |       |
| 1432     | 8:15   | 9:45   | XSat/Sun  | 0     |
| 1434     | 13:30  | 15:00  | XSat      | 0     |
| 1434     | 14:00  | 15:30  | Sat Only  | 0     |
| 1436     | 19:00  | 20:30  | XSat      | 0     |

| From:    | IRK    | To:    | MCI       | Stops |
|----------|--------|--------|-----------|-------|
| Flight # | Depart | Arrive | Frequency |       |
| 1471     | 6:48   | 7:30   | XSun      | 0     |
| 1427     | 11:48  | 12:30  | XSat      | 0     |

| From:    | MCI    | To:    | IRK       | Stops |
|----------|--------|--------|-----------|-------|
| Flight # | Depart | Arrive | Frequency |       |
| 1426     | 10:55  | 11:38  | XSun      | 0     |
| 1472     | 19:45  | 20:28  | XSat      | 0     |

| From:    | MKL    | To:    | BNA       | Stops |
|----------|--------|--------|-----------|-------|
| Flight # | Depart | Arrive | Frequency |       |
| 1451     | 9:30   | 10:10  | XSun      | 0     |
| 1457     | 18:10  | 18:50  | XSat      | 0     |

| From:    | BNA    | To:    | MKL       | Stops |
|----------|--------|--------|-----------|-------|
| Flight # | Depart | Arrive | Frequency |       |
| 1450     | 8:30   | 9:10   | XSun      | 0     |
| 1456     | 17:10  | 17:55  | XSat      | 0     |

**Mesa Air Group  
Proposed Schedule (Cont'd)**

| From:    | MWA    | To:    | MDW       | Stops |
|----------|--------|--------|-----------|-------|
| Flight # | Depart | Arrive | Frequency |       |
| 1400     | 6:15   | 7:30   | XSun      | 0     |
| 1402     | 10:00  | 11:15  | XSun      | 0     |
| 1404     | 14:10  | 15:25  | XSat      | 0     |
| 1406     | 17:00  | 18:15  | XSat      | 0     |

| From:    | MWA    | To:    | BNA       | Stops |
|----------|--------|--------|-----------|-------|
| Flight # | Depart | Arrive | Frequency |       |
| 1403     | 14:10  | 15:40  | XSat/Sun  | 1-OWB |

| From:    | OWB    | To:    | BNA       | Stops |
|----------|--------|--------|-----------|-------|
| Flight # | Depart | Arrive | Frequency |       |
| 1440     | 6:00   | 6:40   | XSun      | 0     |
| 1455     | 15:00  | 15:40  | XSat      | 0     |

| From:    | OWB    | To:    | MDW       | Stops |
|----------|--------|--------|-----------|-------|
| Flight # | Depart | Arrive | Frequency |       |
| 1404     | 13:15  | 15:25  | XSat/Sun  | 1-MWA |

| From:    | TBN    | To:    | MCI       | Stops |
|----------|--------|--------|-----------|-------|
| Flight # | Depart | Arrive | Frequency |       |
| 1462     | 9:15   | 10:10  | XSun      | 0     |
| 1464     | 14:15  | 15:10  | XSat      | 0     |
| 1466     | 18:10  | 19:05  | XSat      | 0     |

| From:    | MDW    | To:    | MWA       | Stops |
|----------|--------|--------|-----------|-------|
| Flight # | Depart | Arrive | Frequency |       |
| 1401     | 8:00   | 9:20   | XSun      | 0     |
| 1403     | 12:30  | 13:50  | XSun      | 0     |
| 1405     | 14:40  | 16:00  | XSat      | 0     |
| 1407     | 19:00  | 20:20  | XSat      | 0     |

| From:    | BNA    | To:    | MWA       | Stops |
|----------|--------|--------|-----------|-------|
| Flight # | Depart | Arrive | Frequency |       |
| 1404     | 12:15  | 13:50  | XSat/Sun  | 1-OWB |

| From:    | BNA    | To:    | OWB       | Stops |
|----------|--------|--------|-----------|-------|
| Flight # | Depart | Arrive | Frequency |       |
| 1452     | 12:15  | 12:55  | XSun      | 0     |
| 1458     | 20:15  | 20:55  | XSat      | 0     |

| From:    | MDW    | To:    | OWB       | Stops |
|----------|--------|--------|-----------|-------|
| Flight # | Depart | Arrive | Frequency |       |
| 1403     | 12:30  | 14:45  | XSat/Sun  | 1-MWA |

| From:    | MCI    | To:    | TBN       | Stops |
|----------|--------|--------|-----------|-------|
| Flight # | Depart | Arrive | Frequency |       |
| 1461     | 8:00   | 9:00   | XSun      | 0     |
| 1463     | 13:00  | 14:00  | XSat      | 0     |
| 1465     | 17:00  | 18:00  | XSat      | 0     |

Proposed times are just used as an example. Mesa will work with the community to establish the best times to best suit the community's needs.

**Essential Air Service Proposal for Air Midwest, Inc (Wholly owned subsidiary of Mesa Air Group)  
Service for Burlington, Cape Girardeau, Ft. Leonard Wood, Jackson, Marion, Owensboro, and Kirksville  
Option # 2**

|                                   | Burlington           | Cape Girardeau       | Ft Leonard Wood    | Kirksville         | Jackson            | Marion               | Owensboro          | Total                |
|-----------------------------------|----------------------|----------------------|--------------------|--------------------|--------------------|----------------------|--------------------|----------------------|
| Aircraft                          | Beech 1900D          | Beech 1900D          | Beech 1900D        | Beech 1900D        | Beech 1900D        | Beech 1900D          | Beech 1900D        | Beech 1900D          |
| Hub Served                        | Chicago Midway       | Chicago Midway       | Kansas City        | Kansas City        | Nashville          | Chicago Midway & BNA | Nashville & MDW    | Beech 1900D          |
| Annual Completed Departures       | 2,622                | 3,026                | 1,816              | 1,211              | 1,211              | 3,531                | 1,715              | 15,031               |
| Weekly Roundtrips                 | 4                    | 5                    | 3                  | 2                  | 2                  | 7                    | 3                  | 0.82                 |
| Block Hours per Flight            | 0.88                 | 0.33                 | 1.00               | 0.70               | 0.67               | 1.29                 | 0.64               | 12.333               |
| Total Block Hours                 | 2,192                | 1,009                | 1,816              | 847                | 807                | 4,561                | 1,101              | 19                   |
| Average Seats per Departure       | 19                   | 19                   | 19                 | 19                 | 19                 | 19                   | 19                 | 19                   |
| Avg Stage Length                  | 164                  | 48                   | 176                | 129                | 131                | 287                  | 110                | 5.4                  |
| Passengers per Departure          | 5.8                  | 4.6                  | 7.3                | 3.8                | 5.0                | 6.0                  | 4.0                | 80.797               |
| Total Passengers                  | 14,711               | 13,927               | 13,334             | 4,570              | 6,072              | 21,297               | 6,886              | 45,370.679           |
| ASMs                              | 7,714,798            | 2,780,077            | 6,072,169          | 2,967,083          | 3,013,084          | 19,253,452           | 3,590,017          | 13,680,089           |
| RPMs                              | 2,412,604            | 668,508              | 2,346,749          | 589,504            | 795,488            | 6,112,101            | 755,165            | 30,15%               |
| Load Factor                       | 31.27%               | 24.22%               | 38.65%             | 19.87%             | 26.40%             | 31.75%               | 21.04%             | \$76.15              |
| Average Fare                      | \$74.00              | \$77.21              | \$89.95            | \$71.29            | \$63.21            | \$77.21              | \$63.21            | 97%                  |
| Completion Percent                | 97%                  | 97%                  | 97%                | 97%                | 97%                | 97%                  | 97%                | 97%                  |
| <b>Revenues</b>                   |                      |                      |                    |                    |                    |                      |                    |                      |
| Passenger Revenue                 | \$1,088,814          | \$1,075,323          | \$1,199,375        | \$325,781          | \$383,824          | \$1,644,304          | \$435,264          | \$6,152,485          |
| Other Revenue (1% of Pax Revenue) | \$10,886             | \$10,753             | \$11,994           | \$3,258            | \$3,838            | \$16,443             | \$4,353            | \$61,525             |
| <b>Total Revenue</b>              | <b>\$1,099,500</b>   | <b>\$1,086,076</b>   | <b>\$1,211,369</b> | <b>\$329,039</b>   | <b>\$387,662</b>   | <b>\$1,660,747</b>   | <b>\$439,617</b>   | <b>\$6,214,010</b>   |
| <b>Direct Expenses</b>            |                      |                      |                    |                    |                    |                      |                    |                      |
| Crew & Training                   | \$305,384            | \$351,129            | \$252,925          | \$118,032          | \$112,411          | \$424,626            | \$153,395          | \$1,717,902          |
| Fuel Insurance                    | \$15,194             | \$17,470             | \$12,584           | \$5,872            | \$5,593            | \$21,126             | \$7,632            | \$85,471             |
| Fuel & Oil                        | \$399,027            | \$458,800            | \$330,483          | \$154,225          | \$146,881          | \$554,834            | \$200,432          | \$2,244,683          |
| Maintenance                       | \$696,730            | \$801,096            | \$577,046          | \$289,288          | \$266,465          | \$968,779            | \$349,968          | \$3,919,371          |
| Aircraft Rent                     | \$28,540             | \$32,815             | \$23,637           | \$11,031           | \$10,505           | \$39,684             | \$14,336           | \$160,547            |
| <b>Total Direct Expenses</b>      | <b>\$1,444,875</b>   | <b>\$1,661,309</b>   | <b>\$1,196,675</b> | <b>\$558,448</b>   | <b>\$531,856</b>   | <b>\$2,009,049</b>   | <b>\$725,761</b>   | <b>\$8,127,973</b>   |
| <b>Indirect Expenses</b>          |                      |                      |                    |                    |                    |                      |                    |                      |
| Reservations and GDS Expenses     | \$124,293            | \$142,911            | \$102,942          | \$48,039           | \$45,752           | \$172,825            | \$62,432           | \$699,193            |
| Marketing                         | \$5,000              | \$5,000              | \$5,000            | \$5,000            | \$5,000            | \$5,000              | \$5,000            | \$35,000             |
| Station and Departure Expenses    | \$362,314            | \$416,586            | \$300,076          | \$140,035          | \$133,367          | \$503,785            | \$181,990          | \$2,038,153          |
| Capacity (ASMs) Related           | \$203,930            | \$234,477            | \$188,899          | \$78,820           | \$75,066           | \$283,558            | \$102,434          | \$1,147,184          |
| <b>Total Indirect Expenses</b>    | <b>\$695,536</b>     | <b>\$798,975</b>     | <b>\$576,916</b>   | <b>\$271,894</b>   | <b>\$259,185</b>   | <b>\$965,167</b>     | <b>\$351,857</b>   | <b>\$3,919,530</b>   |
| <b>Total Operating Expenses</b>   | <b>\$2,140,411</b>   | <b>\$2,460,284</b>   | <b>\$1,773,592</b> | <b>\$830,343</b>   | <b>\$791,041</b>   | <b>\$2,974,216</b>   | <b>\$1,077,618</b> | <b>\$12,047,503</b>  |
| <b>Return</b>                     | <b>\$107,021</b>     | <b>\$123,014</b>     | <b>\$98,690</b>    | <b>\$41,517</b>    | <b>\$39,552</b>    | <b>\$148,711</b>     | <b>\$53,881</b>    | <b>\$602,375</b>     |
| <b>Operating Profit (Loss)</b>    | <b>(\$1,147,931)</b> | <b>(\$1,497,222)</b> | <b>(\$650,902)</b> | <b>(\$542,821)</b> | <b>(\$442,931)</b> | <b>(\$1,462,179)</b> | <b>(\$691,882)</b> | <b>(\$6,435,868)</b> |
| Interest Expense                  | \$76,736             | \$35,308             | \$63,554           | \$29,659           | \$28,246           | \$159,622            | \$38,545           | \$431,670            |
| Compensation Required             | \$1,224,667          | \$1,532,530          | \$714,457          | \$572,480          | \$471,177          | \$1,621,801          | \$730,427          | \$6,867,538          |
| Subsidy per Departure             | \$486                | \$506                | \$393              | \$473              | \$389              | \$459                | \$426              | \$6,867,538          |
| Subsidy per Passenger             | \$83                 | \$110                | \$54               | \$125              | \$78               | \$76                 | \$125              | \$6,867,538          |

\* Subsidy Per Passenger for Owensboro, Jackson and Kirksville reflect the number of passengers per day based on 2004 data supplied by DOT

Mesa Air Group  
Proposed Schedule

| From: BRL | To: MDW |        |           |       |
|-----------|---------|--------|-----------|-------|
| Flight #  | Depart  | Arrive | Frequency | Stops |
| 1420      | 6:30    | 7:25   | XSun      | 0     |
| 1422      | 12:25   | 13:25  | XSat      | 0     |
| 1424      | 17:15   | 18:15  | XSat      | 0     |

| From: MDW | To: BRL |        |           |       |
|-----------|---------|--------|-----------|-------|
| Flight #  | Depart  | Arrive | Frequency | Stops |
| 1421      | 10:00   | 11:00  | XSun      | 0     |
| 1423      | 16:00   | 17:00  | XSat      | 0     |
| 1425      | 19:00   | 20:00  | XSat      | 0     |

| From: BRL | To: MCI |        |           |       |
|-----------|---------|--------|-----------|-------|
| Flight #  | Depart  | Arrive | Frequency | Stops |
| 1471      | 6:05    | 7:30   | XSun      | 1-IRK |
| 1471      | 11:05   | 12:30  | Sun Only  | 1-IRK |

| From: MCI | To: BRL |        |           |       |
|-----------|---------|--------|-----------|-------|
| Flight #  | Depart  | Arrive | Frequency | Stops |
| 1472      | 19:45   | 21:10  | XSat      | 1-IRK |
| 1472      | 10:55   | 12:20  | Sat Only  | 1-IRK |

| From: CGI | To: MDW |        |           |          |
|-----------|---------|--------|-----------|----------|
| Flight #  | Depart  | Arrive | Frequency | Stops    |
| 1400      | 5:00    | 6:45   | XSat/Sun  | 1 - MWVA |
| 1431      | 6:00    | 7:45   | XSun      | 1 - MWVA |
| 1402      | 9:35    | 11:40  | XSun      | 1 - MWVA |
| 1433      | 11:45   | 13:30  | XSat      | 1 - MWVA |
| 1404      | 13:40   | 15:25  | Sun Only  | 1 - MWVA |
| 1406      | 16:40   | 18:25  | XSat      | 1 - MWVA |

| From: MDW | To: CGI |        |           |          |
|-----------|---------|--------|-----------|----------|
| Flight #  | Depart  | Arrive | Frequency | Stops    |
| 1401      | 7:55    | 9:45   | XSun      | 1 - MWVA |
| 1432      | 9:45    | 11:35  | XSat/Sun  | 1 - MWVA |
| 1403      | 12:30   | 14:20  | Sat Only  | 1 - MWVA |
| 1405      | 14:40   | 16:30  | XSat      | 1 - MWVA |
| 1436      | 17:40   | 19:30  | XSat      | 1 - MWVA |
| 1407      | 19:00   | 20:50  | XSat      | 1 - MWVA |

| From: IRK | To: MCI |        |           |       |
|-----------|---------|--------|-----------|-------|
| Flight #  | Depart  | Arrive | Frequency | Stops |
| 1471      | 6:48    | 7:30   | XSun      | 0     |
| 1427      | 11:48   | 12:30  | XSat      | 0     |

| From: MCI | To: IRK |        |           |       |
|-----------|---------|--------|-----------|-------|
| Flight #  | Depart  | Arrive | Frequency | Stops |
| 1426      | 10:55   | 11:38  | XSun      | 0     |
| 1472      | 19:45   | 20:28  | XSat      | 0     |

| From: MKL | To: BNA |        |           |       |
|-----------|---------|--------|-----------|-------|
| Flight #  | Depart  | Arrive | Frequency | Stops |
| 1451      | 9:30    | 10:10  | XSun      | 0     |
| 1457      | 18:10   | 18:50  | XSat      | 0     |

| From: BNA | To: MKL |        |           |       |
|-----------|---------|--------|-----------|-------|
| Flight #  | Depart  | Arrive | Frequency | Stops |
| 1450      | 8:30    | 9:10   | XSun      | 0     |
| 1456      | 17:10   | 17:55  | XSat      | 0     |

Mesa Air Group  
Proposed Schedule (Cont'd)

| From: MWA | To: MDW |        |           | Stops |
|-----------|---------|--------|-----------|-------|
| Flight #  | Depart  | Arrive | Frequency |       |
| 1400      | 5:30    | 6:45   | XSa/Sun   | 0     |
| 1431      | 6:30    | 7:45   | XSun      | 0     |
| 1402      | 10:25   | 11:40  | XSun      | 0     |
| 1433      | 12:15   | 13:30  | XSat      | 0     |
| 1404      | 14:10   | 15:25  | XSat      | 0     |
| 1406      | 17:10   | 18:28  | XSat      | 0     |

| From: MWA | To: BNA |        |           | Stops |
|-----------|---------|--------|-----------|-------|
| Flight #  | Depart  | Arrive | Frequency |       |
| 1403      | 14:10   | 15:40  | XSa/Sun   | 1-OWB |

| From: OWB | To: BNA |        |           | Stops |
|-----------|---------|--------|-----------|-------|
| Flight #  | Depart  | Arrive | Frequency |       |
| 1440      | 6:00    | 6:40   | XSun      | 0     |
| 1455      | 15:00   | 15:40  | XSat      | 0     |

| From: OWB | To: MDW |        |           | Stops |
|-----------|---------|--------|-----------|-------|
| Flight #  | Depart  | Arrive | Frequency |       |
| 1404      | 13:15   | 15:25  | XSa/Sun   | 1-MWA |

| From: TBN | To: MCI |        |           | Stops |
|-----------|---------|--------|-----------|-------|
| Flight #  | Depart  | Arrive | Frequency |       |
| 1462      | 9:15    | 10:10  | XSun      | 0     |
| 1464      | 14:15   | 15:10  | XSat      | 0     |
| 1466      | 18:10   | 19:05  | XSat      | 0     |

| From: MDW | To: MWA |        |           | Stops |
|-----------|---------|--------|-----------|-------|
| Flight #  | Depart  | Arrive | Frequency |       |
| 1401      | 7:55    | 9:15   | XSun      | 0     |
| 1432      | 9:45    | 11:05  | XSa/Sun   | 0     |
| 1403      | 12:30   | 13:50  | XSun      | 0     |
| 1405      | 14:40   | 16:00  | XSat      | 0     |
| 1436      | 17:40   | 19:00  | XSat      | 0     |
| 1407      | 19:30   | 20:50  | XSat      | 0     |

| From: BNA | To: MWA |        |           | Stops |
|-----------|---------|--------|-----------|-------|
| Flight #  | Depart  | Arrive | Frequency |       |
| 1404      | 12:15   | 13:50  | XSa/Sun   | 1-OWB |

| From: BNA | To: OWB |        |           | Stops |
|-----------|---------|--------|-----------|-------|
| Flight #  | Depart  | Arrive | Frequency |       |
| 1452      | 12:15   | 12:55  | XSun      | 0     |
| 1458      | 20:15   | 20:55  | XSat      | 0     |

| From: MDW | To: OWB |        |           | Stops |
|-----------|---------|--------|-----------|-------|
| Flight #  | Depart  | Arrive | Frequency |       |
| 1403      | 12:30   | 14:45  | XSa/Sun   | 1-MWA |

| From: MCI | To: TBN |        |           | Stops |
|-----------|---------|--------|-----------|-------|
| Flight #  | Depart  | Arrive | Frequency |       |
| 1461      | 8:00    | 9:00   | XSun      | 0     |
| 1463      | 13:00   | 14:00  | XSat      | 0     |
| 1465      | 17:00   | 18:00  | XSat      | 0     |

Proposed times are just used as an example. Mesa will work with the community to establish the best times to best suit the community's needs.

**Essential Air Service Proposal for Air Midwest, Inc (Wholly owned subsidiary of Mesa Air Group)  
Service for Burlington, Cape Girardeau, Ft. Leonard Wood, Marlon, Owensboro, and Kirksville  
Option # 3**

|                                     | Burlington     | Cape Girardeau | Ft Leonard Wood | Kirksville  | Marlon         | Owensboro      | Total         |
|-------------------------------------|----------------|----------------|-----------------|-------------|----------------|----------------|---------------|
| Aircraft                            | Beech 1900D    | Beech 1900D    | Beech 1900D     | Beech 1900D | Beech 1900D    | Beech 1900D    | Beech 1900D   |
| High Serviced                       | Chicago Midway | Chicago Midway | Kansas City     | Kansas City | Chicago Midway | Chicago Midway |               |
| Annual Completed Departures         | 2,522          | 1,816          | 1,816           | 1,211       | 2,421          | 1,211          | 10,996        |
| Block Hours per Flight              | 0.88           | 1.54           | 1.00            | 0.70        | 1.29           | 1.33           | 1.13          |
| Total Block Hours                   | 2,192          | 2,799          | 1,816           | 847         | 3,127          | 1,614          | 12,396        |
| Average Seats per Departure         | 19             | 19             | 19              | 19          | 19             | 19             | 19            |
| Avg Stage Length                    | 164            | 331            | 176             | 129         | 287            | 283            |               |
| Passengers per Departure            | 5.8            | 7.7            | 7.3             | 3.8         | 8.7            | 5.3            | 6.7           |
| Total Passengers                    | 14,711         | 13,927         | 13,334          | 4,570       | 21,094         | 6,404          | 74,040        |
| ASMs                                | 7,714,798      | 11,419,818     | 6,072,169       | 2,967,083   | 13,202,367     | 6,509,181      | 47,885,416    |
| RPMs                                | 2,412,604      | 4,608,919      | 2,346,749       | 589,504     | 6,053,891      | 1,812,326      | 17,824,993    |
| Load Factor                         | 31.27%         | 40.37%         | 38.66%          | 19.87%      | 45.85%         | 27.84%         | 37.22%        |
| Average Fare                        | \$74.00        | \$77.21        | \$89.97         | \$71.29     | \$77.21        | \$77.21        | \$78.50       |
| Completion Percent                  | 97%            | 97%            | 97%             | 97%         | 97%            | 97%            | 97%           |
| <b>Revenues</b>                     |                |                |                 |             |                |                |               |
| Passenger Revenue                   | \$1,088,614    | \$1,075,323    | \$1,199,642     | \$325,781   | \$1,828,544    | \$494,451      | \$5,812,455   |
| Other Revenue (1% of Pass Revenues) | \$10,886       | \$10,753       | \$11,996        | \$3,258     | \$18,286       | \$4,945        | \$56,125      |
| Total Revenue                       | \$1,099,500    | \$1,086,076    | \$1,211,638     | \$329,039   | \$1,846,831    | \$499,396      | \$5,870,580   |
| <b>Direct Expenses</b>              |                |                |                 |             |                |                |               |
| Crew & Training                     | \$306,095      | \$390,835      | \$258,707       | \$118,307   | \$436,609      | \$220,154      | \$1,730,707   |
| Hull Insurance                      | \$15,194       | \$19,400       | \$12,841        | \$5,872     | \$21,672       | \$10,928       | \$85,908      |
| Fuel & Oil                          | \$399,027      | \$509,494      | \$337,251       | \$154,225   | \$569,165      | \$286,994      | \$2,256,158   |
| Maintenance                         | \$650,724      | \$830,871      | \$549,981       | \$251,507   | \$928,180      | \$468,023      | \$3,679,287   |
| Aircraft Rent                       | \$22,716       | \$29,004       | \$19,199        | \$8,780     | \$32,401       | \$16,338       | \$128,438     |
| Total Direct Expenses               | \$1,393,757    | \$1,779,605    | \$1,177,980     | \$558,651   | \$1,988,027    | \$1,002,437    | \$7,880,497   |
| <b>Indirect Expenses</b>            |                |                |                 |             |                |                |               |
| Reservations and GDS Expenses       | \$113,319      | \$144,690      | \$96,776        | \$43,798    | \$161,635      | \$81,503       | \$640,719     |
| Marketing                           | \$5,000        | \$5,000        | \$5,000         | \$5,000     | \$5,000        | \$5,000        | \$30,000      |
| Station and Departure Expenses      | \$349,618      | \$446,407      | \$296,492       | \$135,129   | \$498,689      | \$251,457      | \$1,976,792   |
| Capacity (ASM) Related              | \$214,138      | \$273,420      | \$180,986       | \$82,765    | \$305,443      | \$154,016      | \$1,210,768   |
| Total Indirect Expenses             | \$682,075      | \$869,517      | \$577,253       | \$266,692   | \$970,767      | \$491,976      | \$3,858,279   |
| <b>Total Operating Expenses</b>     | \$2,075,832    | \$2,649,122    | \$1,755,233     | \$805,383   | \$2,958,794    | \$1,494,413    | \$11,738,776  |
| Return                              | \$103,792      | \$132,456      | \$87,762        | \$40,269    | \$147,940      | \$74,721       | \$596,939     |
| <b>Operating Profit (Loss)</b>      | (\$1,080,123)  | (\$1,695,502)  | (\$631,356)     | (\$516,613) | (\$1,461,803)  | (\$1,069,737)  | (\$6,455,135) |
| Interest Expense                    | \$76,736       | \$97,980       | \$63,554        | \$29,659    | \$109,455      | \$56,493       | \$433,876     |
| Compensation Required               | \$1,156,859    | \$1,793,482    | \$694,910       | \$546,272   | \$1,571,258    | \$1,126,230    | \$6,889,012   |
| Subsidy per Departure               | \$459          | \$988          | \$383           | \$451       | \$649          | \$930          |               |
| Subsidy per Passenger               | \$79           | \$129          | \$52            | \$120       | \$74           | \$193          |               |

\* Subsidy Per Passenger for Owensboro and Kirksville reflect the number of passengers per day based on 2004 data supplied by DOT

Mesa Air Group  
Proposed Schedule

| From:    | BRL    | To:    | MDW       | Stops |
|----------|--------|--------|-----------|-------|
| Flight # | Depart | Arrive | Frequency |       |
| 1420     | 6:30   | 7:25   | XSat/Sun  | 0     |
| 1422     | 12:30  | 13:30  | Daily     | 0     |
| 1424     | 17:25  | 18:25  | XSat      | 0     |

| From:    | BRL    | To:    | MCI       | Stops |
|----------|--------|--------|-----------|-------|
| Flight # | Depart | Arrive | Frequency |       |
| 1471     | 6:05   | 7:30   | XSun      | 1-IRK |
| 1471     | 11:05  | 12:30  | Sun Only  | 1-IRK |

| From:    | IRK    | To:    | MCI       | Stops |
|----------|--------|--------|-----------|-------|
| Flight # | Depart | Arrive | Frequency |       |
| 1471     | 6:48   | 7:30   | XSun      | 0     |
| 1427     | 11:48  | 12:30  | XSat      | 0     |

| From:    | MDW    | To:    | BRL       | Stops |
|----------|--------|--------|-----------|-------|
| Flight # | Depart | Arrive | Frequency |       |
| 1421     | 11:20  | 12:20  | XSun      | 0     |
| 1423     | 16:10  | 17:10  | XSat      | 0     |
| 1425     | 19:00  | 20:00  | XSat      | 0     |

| From:    | MCI    | To:    | BRL       | Stops |
|----------|--------|--------|-----------|-------|
| Flight # | Depart | Arrive | Frequency |       |
| 1472     | 19:45  | 21:10  | XSat      | 1-IRK |
| 1472     | 10:55  | 12:20  | Sat Only  | 1-IRK |

| From:    | MCI    | To:    | IRK       | Stops |
|----------|--------|--------|-----------|-------|
| Flight # | Depart | Arrive | Frequency |       |
| 1426     | 10:55  | 11:38  | XSun      | 0     |
| 1472     | 19:45  | 20:28  | XSat      | 0     |

| From:    | CGI    | To:    | MDW       | Stops |
|----------|--------|--------|-----------|-------|
| Flight # | Depart | Arrive | Frequency |       |
| 1431     | 6:00   | 7:25   | XSun      | 0     |
| 1433     | 10:05  | 11:30  | XSat      | 0     |
| 1435     | 14:15  | 15:40  | XSat      | 0     |

| From:    | MDW    | To:    | CGI       | Stops |
|----------|--------|--------|-----------|-------|
| Flight # | Depart | Arrive | Frequency |       |
| 1432     | 8:15   | 9:45   | XSat/Sun  | 0     |
| 1434     | 12:30  | 14:00  | XSat      | 0     |
| 1434     | 14:00  | 15:30  | Sat Only  | 0     |
| 1436     | 19:30  | 21:00  | XSat      | 0     |

**Mesa Air Group**  
**Proposed Schedule (Cont'd)**

| From:    | MWA    | To:    | MDW       | Stops |
|----------|--------|--------|-----------|-------|
| Flight # | Depart | Arrive | Frequency | Stops |
| 1400     | 6:15   | 7:30   | XSun      | 0     |
| 1402     | 10:00  | 11:15  | XSun      | 0     |
| 1404     | 14:10  | 15:25  | XSat      | 0     |
| 1406     | 17:00  | 18:15  | XSat      | 0     |

| From:    | MDW    | To:    | MWA       | Stops |
|----------|--------|--------|-----------|-------|
| Flight # | Depart | Arrive | Frequency | Stops |
| 1401     | 8:00   | 9:20   | XSun      | 0     |
| 1403     | 12:30  | 13:50  | XSun      | 0     |
| 1405     | 14:40  | 16:00  | XSat      | 0     |
| 1407     | 19:00  | 20:20  | XSat      | 0     |

| From:    | OWB    | To:    | MDW       | Stops |
|----------|--------|--------|-----------|-------|
| Flight # | Depart | Arrive | Frequency | Stops |
| 1450     | 9:35   | 10:50  | XSun      | 0     |
| 1452     | 17:35  | 18:55  | XSat      | 0     |

| From:    | MDW    | To:    | OWB       | Stops |
|----------|--------|--------|-----------|-------|
| Flight # | Depart | Arrive | Frequency | Stops |
| 1451     | 8:00   | 9:20   | XSun      | 0     |
| 1453     | 16:00  | 17:20  | XSat      | 0     |

| From:    | TBN    | To:    | MCI       | Stops |
|----------|--------|--------|-----------|-------|
| Flight # | Depart | Arrive | Frequency | Stops |
| 1462     | 9:15   | 10:10  | XSun      | 0     |
| 1464     | 14:15  | 15:10  | XSat      | 0     |
| 1466     | 18:10  | 19:05  | XSat      | 0     |

| From:    | MCI    | To:    | TBN       | Stops |
|----------|--------|--------|-----------|-------|
| Flight # | Depart | Arrive | Frequency | Stops |
| 1461     | 8:00   | 9:00   | XSun      | 0     |
| 1463     | 13:00  | 14:00  | XSat      | 0     |
| 1465     | 17:00  | 18:00  | XSat      | 0     |

Proposed times are just used as an example. Mesa will work with the community to establish the best times to best suit the community's needs.

**Essential Air Service Proposal for Air Midwest, Inc (Wholly owned subsidiary of Mesa Air Group)  
Service for Burlington, Cape Girardeau, Ft. Leonard Wood, Jackson, Marion, Owensboro, and Kirksville  
Option # 4**

|                                  | Burlington           | Cape Girardeau | Ft Leonard Wood | Kirksville  | Marion         | Owensboro      | Total         |
|----------------------------------|----------------------|----------------|-----------------|-------------|----------------|----------------|---------------|
| Aircraft                         | Beech 1900D          | Beech 1900D    | Beech 1900D     | Beech 1900D | Beech 1900D    | Beech 1900D    | Beech 1900D   |
| Hub Served                       | Chicago Midway & MCI | Chicago Midway | Kansas City     | Kansas City | Chicago Midway | Chicago Midway |               |
| Annual Completed Departures      | 2,522                | 3,026          | 1,816           | 1,211       | 3,531          | 1,211          | 13,316        |
| Weekly Roundtrips                | 4                    | 5              | 3               | 2           | 6              | 2              |               |
| Block Hours per Flight           | 0.88                 | 0.33           | 1.00            | 0.70        | 1.29           | 1.33           | 0.90          |
| Total Block Hours                | 2,192                | 1,009          | 1,816           | 847         | 4,561          | 1,614          | 12,039        |
| Average Seats per Departure      | 19                   | 19             | 19              | 19          | 19             | 19             | 19            |
| Avg Stage Length                 | 164                  | 48             | 176             | 129         | 287            | 283            |               |
| Passengers per Departure         | 5.8                  | 4.6            | 7.3             | 3.8         | 6.0            | 5.0            | 5.5           |
| Total Passengers                 | 14,711               | 13,927         | 13,334          | 4,570       | 21,094         | 5,996          | 73,632        |
| ASMs                             | 7,714,798            | 2,760,077      | 6,072,169       | 2,967,083   | 19,253,452     | 6,509,181      | 45,276,780    |
| RPMs                             | 2,412,604            | 668,508        | 2,346,749       | 589,504     | 6,053,891      | 1,696,986      | 13,768,252    |
| Load Factor                      | 31.27%               | 24.22%         | 38.65%          | 19.87%      | 31.44%         | 28.07%         | 30.41%        |
| Average Fare                     | \$74.00              | \$77.21        | \$89.95         | \$71.29     | \$77.21        | \$77.21        | \$78.51       |
| Completion Percent               | 97%                  | 97%            | 97%             | 97%         | 97%            | 97%            | 97%           |
| <b>Revenues</b>                  |                      |                |                 |             |                |                |               |
| Passenger Revenue                | \$1,088,614          | \$1,075,323    | \$1,199,375     | \$325,781   | \$1,628,644    | \$402,986      | \$5,780,724   |
| Other Revenue (vs. Air Revenues) | \$10,886             | \$10,753       | \$11,994        | \$3,258     | \$16,286       | \$4,630        | \$57,807      |
| Total Revenue                    | \$1,099,500          | \$1,086,076    | \$1,211,369     | \$329,039   | \$1,644,931    | \$407,616      | \$5,838,531   |
| <b>Direct Expenses</b>           |                      |                |                 |             |                |                |               |
| Crew & Training                  | \$305,701            | \$363,251      | \$258,224       | \$123,190   | \$413,310      | \$214,984      | \$1,678,661   |
| Hull Insurance                   | \$15,184             | \$18,054       | \$12,834        | \$6,123     | \$20,542       | \$10,685       | \$83,432      |
| Fuel & Oil                       | \$399,027            | \$474,146      | \$337,056       | \$160,799   | \$539,488      | \$280,616      | \$2,191,132   |
| Maintenance                      | \$681,392            | \$809,667      | \$575,588       | \$274,585   | \$921,247      | \$479,189      | \$3,741,648   |
| Aircraft Rent                    | \$29,237             | \$34,741       | \$24,697        | \$11,782    | \$39,529       | \$20,561       | \$160,547     |
| Total Direct Expenses            | \$1,430,552          | \$1,689,858    | \$1,208,379     | \$576,479   | \$1,934,117    | \$1,006,035    | \$7,855,419   |
| <b>Indirect Expenses</b>         |                      |                |                 |             |                |                |               |
| Reservations and GDS Expenses    | \$116,039            | \$137,984      | \$98,018        | \$46,761    | \$156,896      | \$81,606       | \$637,193     |
| Marketing                        | \$5,000              | \$5,000        | \$5,000         | \$5,000     | \$5,000        | \$5,000        | \$30,000      |
| Station and Departure Expenses   | \$367,661            | \$424,873      | \$302,030       | \$144,089   | \$483,426      | \$251,455      | \$1,963,434   |
| Capacity (ASM) Related           | \$208,481            | \$247,729      | \$178,103       | \$84,013    | \$281,868      | \$146,614      | \$1,144,809   |
| Total Indirect Expenses          | \$687,082            | \$815,486      | \$581,151       | \$279,863   | \$927,180      | \$484,674      | \$3,175,436   |
| Total Operating Expenses         | \$2,117,634          | \$2,515,344    | \$1,789,530     | \$856,342   | \$2,861,297    | \$1,490,708    | \$11,630,855  |
| Return                           | \$105,882            | \$125,767      | \$89,477        | \$42,817    | \$143,065      | \$74,535       | \$581,543     |
| Operating Profit (Loss)          | (\$1,124,015)        | (\$1,555,035)  | (\$667,337)     | (\$570,120) | (\$1,359,431)  | (\$1,097,627)  | (\$6,373,867) |
| Interest Expense                 | \$76,736             | \$35,308       | \$63,564        | \$29,659    | \$159,622      | \$56,493       | \$421,372     |
| Compensation Required            | \$1,200,751          | \$1,590,343    | \$731,192       | \$599,779   | \$1,519,052    | \$1,154,120    | \$6,795,236   |
| Subsidy per Departure            | \$476                | \$525          | \$403           | \$495       | \$430          | \$953          |               |
| Subsidy per Passenger            | \$82                 | \$114          | \$55            | \$131       | \$72           | \$198          |               |

\* Subsidy Per Passenger for Owensboro, Jackson and Kirksville reflect the number of passengers per day based on 2004 data supplied by DOT  
\* Loadfactor from Marion to Chicago Midway reflect only the local passengers and not the riddethrough from CGI

**Mesa Air Group  
Proposed Schedule**

| From: BRL |        | To: MDW |           |       |  |
|-----------|--------|---------|-----------|-------|--|
| Flight #  | Depart | Arrive  | Frequency | Stops |  |
| 1420      | 6:30   | 7:25    | xSun      | 0     |  |
| 1422      | 12:25  | 13:25   | xSat      | 0     |  |
| 1424      | 17:15  | 18:15   | xSat      | 0     |  |

| From: MDW |        | To: BRL |           |       |  |
|-----------|--------|---------|-----------|-------|--|
| Flight #  | Depart | Arrive  | Frequency | Stops |  |
| 1421      | 10:35  | 11:35   | xSun      | 0     |  |
| 1423      | 16:00  | 17:00   | xSat      | 0     |  |
| 1425      | 19:00  | 20:00   | xSat      | 0     |  |

| From: BRL |        | To: MCI |           |       |  |
|-----------|--------|---------|-----------|-------|--|
| Flight #  | Depart | Arrive  | Frequency | Stops |  |
| 1471      | 6:05   | 7:30    | xSun      | 1-IRK |  |
| 1471      | 11:05  | 12:30   | Sun Only  | 1-IRK |  |

| From: MCI |        | To: BRL |           |       |  |
|-----------|--------|---------|-----------|-------|--|
| Flight #  | Depart | Arrive  | Frequency | Stops |  |
| 1472      | 19:45  | 21:10   | xSat      | 1-IRK |  |
| 1472      | 10:55  | 12:20   | Sat Only  | 1-IRK |  |

| From: CGI |        | To: MDW |           |         |  |
|-----------|--------|---------|-----------|---------|--|
| Flight #  | Depart | Arrive  | Frequency | Stops   |  |
| 1400      | 5:00   | 6:45    | xSat/Sun  | 1 - MWA |  |
| 1431      | 6:00   | 7:45    | xSun      | 1 - MWA |  |
| 1402      | 9:35   | 11:40   | xSun      | 1 - MWA |  |
| 1433      | 11:45  | 13:30   | xSat      | 1 - MWA |  |
| 1404      | 13:40  | 15:25   | Sun Only  | 1 - MWA |  |
| 1406      | 16:40  | 18:25   | xSat      | 1 - MWA |  |

| From: MDW |        | To: CGI |           |         |  |
|-----------|--------|---------|-----------|---------|--|
| Flight #  | Depart | Arrive  | Frequency | Stops   |  |
| 1401      | 7:55   | 9:45    | xSun      | 1 - MWA |  |
| 1432      | 9:45   | 11:35   | xSat/Sun  | 1 - MWA |  |
| 1403      | 12:30  | 14:20   | Sat Only  | 1 - MWA |  |
| 1405      | 14:40  | 16:30   | xSat      | 1 - MWA |  |
| 1436      | 17:40  | 19:30   | xSat      | 1 - MWA |  |
| 1407      | 19:00  | 20:50   | xSat      | 1 - MWA |  |

| From: IRK |        | To: MCI |           |       |  |
|-----------|--------|---------|-----------|-------|--|
| Flight #  | Depart | Arrive  | Frequency | Stops |  |
| 1471      | 6:48   | 7:30    | xSun      | 0     |  |
| 1427      | 11:48  | 12:30   | xSat      | 0     |  |

| From: MCI |        | To: IRK |           |       |  |
|-----------|--------|---------|-----------|-------|--|
| Flight #  | Depart | Arrive  | Frequency | Stops |  |
| 1426      | 10:55  | 11:38   | xSun      | 0     |  |
| 1472      | 19:45  | 20:28   | xSat      | 0     |  |

**Mesa Air Group  
Proposed Schedule (Cont'd)**

| From:    | MWA    | To:    | MDW       |       |  |
|----------|--------|--------|-----------|-------|--|
| Flight # | Depart | Arrive | Frequency | Stops |  |
| 1400     | 5:30   | 6:45   | xSat/Sun  | 0     |  |
| 1431     | 6:30   | 7:45   | xSun      | 0     |  |
| 1402     | 10:25  | 11:40  | xSun      | 0     |  |
| 1433     | 12:15  | 13:30  | xSat      | 0     |  |
| 1404     | 14:10  | 15:25  | xSat      | 0     |  |
| 1406     | 17:10  | 18:28  | xSat      | 0     |  |

| From:    | MDW    | To:    | MWA       |       |  |
|----------|--------|--------|-----------|-------|--|
| Flight # | Depart | Arrive | Frequency | Stops |  |
| 1401     | 7:55   | 9:15   | xSun      | 0     |  |
| 1432     | 9:45   | 11:05  | xSat/Sun  | 0     |  |
| 1403     | 12:30  | 13:50  | xSun      | 0     |  |
| 1405     | 14:40  | 16:00  | xSat      | 0     |  |
| 1436     | 17:40  | 19:00  | xSat      | 0     |  |
| 1407     | 19:30  | 20:50  | xSat      | 0     |  |

| From:    | OWB    | To:    | MDW       |       |  |
|----------|--------|--------|-----------|-------|--|
| Flight # | Depart | Arrive | Frequency | Stops |  |
| 1440     | 8:45   | 10:05  | xSun      | 0     |  |
| 1455     | 16:00  | 17:20  | xSat      | 0     |  |

| From:    | MDW    | To:    | OWB       |       |  |
|----------|--------|--------|-----------|-------|--|
| Flight # | Depart | Arrive | Frequency | Stops |  |
| 1452     | 7:15   | 8:35   | xSun      | 0     |  |
| 1458     | 14:30  | 15:50  | xSat      | 0     |  |

| From:    | TBN    | To:    | MCI       |       |  |
|----------|--------|--------|-----------|-------|--|
| Flight # | Depart | Arrive | Frequency | Stops |  |
| 1462     | 9:15   | 10:10  | xSun      | 0     |  |
| 1464     | 14:15  | 15:10  | xSat      | 0     |  |
| 1466     | 18:10  | 19:05  | xSat      | 0     |  |

| From:    | MCI    | To:    | TBN       |       |  |
|----------|--------|--------|-----------|-------|--|
| Flight # | Depart | Arrive | Frequency | Stops |  |
| 1461     | 8:00   | 9:00   | xSun      | 0     |  |
| 1463     | 13:00  | 14:00  | xSat      | 0     |  |
| 1465     | 17:00  | 18:00  | xSat      | 0     |  |

Proposed times are just used as an example. Mesa will work with the community to establish the best times to best suit the community's needs.

**Essential Air Service Proposal for Air Midwest, Inc (Wholly owned subsidiary of Mesa Air Group)  
Service for Burlington, Ft. Leonard Wood, and Kirksville  
Option # 5**

|                                    | <b>Burlington</b>    | <b>Ft Leonard Wood</b> | <b>Kirksville</b>  | <b>Total</b>         |
|------------------------------------|----------------------|------------------------|--------------------|----------------------|
| Aircraft                           | Beech 1900D          | Beech 1900D            | Beech 1900D        | Beech 1900D          |
| Hub Served                         | Chicago Midway       | Kansas City            | Kansas City        |                      |
| Annual Completed Departures        | 2,522                | 1,816                  | 1,211              | 5,548                |
| Block Hours per Flight             | 0.88                 | 1.00                   | 0.70               | 0.88                 |
| Total Block Hours                  | 2,192                | 1,816                  | 847                | 4,856                |
| Average Seats per Departure        | 19                   | 19                     | 19                 | 19                   |
| Avg Stage Length                   | 164                  | 176                    | 129                |                      |
| Passengers per Departure           | 5.8                  | 7.3                    | 3.8                | 5.9                  |
| Total Passengers                   | 14,711               | 13,334                 | 4,570              | 32,615               |
| ASMs                               | 7,714,798            | 6,072,169              | 2,967,083          | 16,754,050           |
| RPMs                               | 2,412,604            | 2,346,749              | 589,504            | 5,348,857            |
| Load Factor                        | 31.27%               | 38.65%                 | 19.87%             | 31.93%               |
| Average Fare                       | \$74.00              | \$89.95                | \$71.29            | \$80.14              |
| Completion Percent                 | 97%                  | 97%                    | 97%                | 97%                  |
| <b>Revenues</b>                    |                      |                        |                    |                      |
| Passenger Revenue                  | \$1,088,614          | \$1,199,375            | \$325,781          | \$2,613,770          |
| Other Revenue (1% of Pax Revenues) | \$10,886             | \$11,994               | \$3,258            | \$26,138             |
| <b>Total Revenue</b>               | <b>\$1,099,500</b>   | <b>\$1,211,369</b>     | <b>\$329,039</b>   | <b>\$2,639,908</b>   |
| <b>Direct Expenses</b>             |                      |                        |                    |                      |
| Crew & Training                    | \$304,502            | \$252,195              | \$117,691          | \$674,388            |
| Hull Insurance                     | \$15,194             | \$12,584               | \$5,872            | \$33,650             |
| Fuel & Oil                         | \$399,027            | \$330,483              | \$154,225          | \$883,736            |
| Maintenance                        | \$682,197            | \$565,010              | \$263,671          | \$1,510,878          |
| Aircraft Rent                      | \$28,996             | \$24,015               | \$11,207           | \$64,219             |
| <b>Total Direct Expenses</b>       | <b>\$1,429,917</b>   | <b>\$1,184,287</b>     | <b>\$552,667</b>   | <b>\$3,166,870</b>   |
| <b>Indirect Expenses</b>           |                      |                        |                    |                      |
| Reservations and GDS Expenses      | \$127,437            | \$105,546              | \$49,255           | \$282,239            |
| Marketing                          | \$5,000              | \$5,000                | \$5,000            | \$15,000             |
| Station and Departure Expenses     | \$551,286            | \$456,586              | \$213,074          | \$1,220,946          |
| Capacity (ASM) Related             | \$191,275            | \$158,418              | \$73,928           | \$423,621            |
| <b>Total Indirect Expenses</b>     | <b>\$874,998</b>     | <b>\$725,550</b>       | <b>\$341,257</b>   | <b>\$1,941,805</b>   |
| <b>Total Operating Expenses</b>    | <b>\$2,304,914</b>   | <b>\$1,909,837</b>     | <b>\$893,924</b>   | <b>\$5,108,675</b>   |
| <b>Return</b>                      | <b>\$115,246</b>     | <b>\$95,492</b>        | <b>\$44,696</b>    | <b>\$255,434</b>     |
| <b>Operating Profit (Loss)</b>     | <b>(\$1,320,660)</b> | <b>(\$793,960)</b>     | <b>(\$609,581)</b> | <b>(\$2,724,201)</b> |
| <b>Interest Expense</b>            | <b>\$76,736</b>      | <b>\$63,554</b>        | <b>\$29,659</b>    | <b>\$169,949</b>     |
| <b>Compensation Required</b>       | <b>\$1,397,396</b>   | <b>\$857,514</b>       | <b>\$639,240</b>   | <b>\$2,894,150</b>   |
| <b>Subsidy per Departure</b>       | <b>\$554</b>         | <b>\$472</b>           | <b>\$528</b>       |                      |
| <b>Subsidy per Passenger</b>       | <b>\$95</b>          | <b>\$64</b>            | <b>\$140</b>       |                      |

\* Subsidy Per Passenger for Owensboro, Jackson and Kirksville reflect the number of passengers per day based on 2004 data supplied by DOT

**Mesa Air Group  
Proposed Schedule**

| From:    | BRL    | To:    | MDW       |       |  |
|----------|--------|--------|-----------|-------|--|
| Flight # | Depart | Arrive | Frequency | Stops |  |
| 1420     | 6:30   | 7:25   | xSun      | 0     |  |
| 1422     | 12:25  | 13:25  | xSat      | 0     |  |
| 1424     | 17:15  | 18:15  | xSat      | 0     |  |

| From:    | MDW    | To:    | BRL       |       |  |
|----------|--------|--------|-----------|-------|--|
| Flight # | Depart | Arrive | Frequency | Stops |  |
| 1421     | 10:00  | 11:00  | xSun      | 0     |  |
| 1423     | 16:00  | 17:00  | xSat      | 0     |  |
| 1425     | 19:00  | 20:00  | xSat      | 0     |  |

| From:    | BRL    | To:    | MCI       |       |  |
|----------|--------|--------|-----------|-------|--|
| Flight # | Depart | Arrive | Frequency | Stops |  |
| 1471     | 6:05   | 7:30   | xSun      | 1-IRK |  |
| 1471     | 11:05  | 12:30  | Sun Only  | 1-IRK |  |

| From:    | MCI    | To:    | BRL       |       |  |
|----------|--------|--------|-----------|-------|--|
| Flight # | Depart | Arrive | Frequency | Stops |  |
| 1472     | 19:45  | 21:10  | xSat      | 1-IRK |  |
| 1472     | 10:55  | 12:20  | Sat Only  | 1-IRK |  |

| From:    | IRK    | To:    | MCI       |       |  |
|----------|--------|--------|-----------|-------|--|
| Flight # | Depart | Arrive | Frequency | Stops |  |
| 1471     | 6:48   | 7:30   | xSun      | 0     |  |
| 1427     | 11:48  | 12:30  | xSat      | 0     |  |

| From:    | MCI    | To:    | IRK       |       |  |
|----------|--------|--------|-----------|-------|--|
| Flight # | Depart | Arrive | Frequency | Stops |  |
| 1426     | 10:55  | 11:38  | xSun      | 0     |  |
| 1472     | 19:45  | 20:28  | xSat      | 0     |  |

| From:    | TBN    | To:    | MCI       |       |  |
|----------|--------|--------|-----------|-------|--|
| Flight # | Depart | Arrive | Frequency | Stops |  |
| 1462     | 9:15   | 10:10  | xSun      | 0     |  |
| 1464     | 14:15  | 15:10  | xSat      | 0     |  |
| 1466     | 18:10  | 19:05  | xSat      | 0     |  |

| From:    | MCI    | To:    | TBN       |       |  |
|----------|--------|--------|-----------|-------|--|
| Flight # | Depart | Arrive | Frequency | Stops |  |
| 1461     | 8:00   | 9:00   | xSun      | 0     |  |
| 1463     | 13:00  | 14:00  | xSat      | 0     |  |
| 1465     | 17:00  | 18:00  | xSat      | 0     |  |

Proposed times are just used as an example. Mesa will work with the community to establish the best times to best suit the community's needs.

**Essential Air Service Proposal for Air Midwest, Inc (Wholly owned subsidiary of Mesa Air Group)  
Service for Burlington, Ft. Leonard Wood, Marion, and Kirksville  
Option # 6**

|                                    | <b>Burlington</b>    | <b>Ft Leonard Wood</b> | <b>Kirksville</b>  | <b>Marion</b>        | <b>Total</b>         |
|------------------------------------|----------------------|------------------------|--------------------|----------------------|----------------------|
| Aircraft                           | Beech 1900D          | Beech 1900D            | Beech 1900D        | Beech 1900D          | Beech 1900D          |
| Hub Served                         | Chicago Midway       | Kansas City            | Kansas City        | Chicago Midway       |                      |
| Annual Completed Departures        | 2,522                | 1,816                  | 1,211              | 2,421                | 7,970                |
| Block Hours per Flight             | 0.88                 | 1.00                   | 0.70               | 1.29                 | 1.00                 |
| Total Block Hours                  | 2,192                | 1,816                  | 847                | 3,127                | 7,983                |
| Average Seats per Departure        | 19                   | 19                     | 19                 | 19                   | 19                   |
| Avg Stage Length                   | 164                  | 176                    | 129                | 287                  |                      |
| Passengers per Departure           | 5.8                  | 7.3                    | 3.8                | 8.7                  | 6.7                  |
| Total Passengers                   | 14,711               | 13,334                 | 4,570              | 21,094               | 53,708               |
| ASM's                              | 7,714,798            | 6,072,169              | 2,967,083          | 13,202,367           | 29,956,417           |
| RPMs                               | 2,412,604            | 2,346,749              | 589,504            | 6,053,891            | 11,402,748           |
| Load Factor                        | 31.27%               | 38.65%                 | 19.87%             | 45.85%               | 38.06%               |
| Average Fare                       | \$74.00              | \$89.95                | \$71.29            | \$77.21              | \$78.99              |
| Completion Percent                 | 97%                  | 97%                    | 97%                | 97%                  | 97%                  |
| <b>Revenues</b>                    |                      |                        |                    |                      |                      |
| Passenger Revenue                  | \$1,088,614          | \$1,199,375            | \$325,781          | \$1,628,644          | \$4,242,415          |
| Other Revenue (1% of Pax Revenues) | \$10,886             | \$11,994               | \$3,258            | \$16,286             | \$42,424             |
| <b>Total Revenue</b>               | <b>\$1,099,500</b>   | <b>\$1,211,369</b>     | <b>\$329,039</b>   | <b>\$1,644,931</b>   | <b>\$4,284,839</b>   |
| <b>Direct Expenses</b>             |                      |                        |                    |                      |                      |
| Crew & Training                    | \$305,669            | \$253,162              | \$118,142          | \$436,001            | \$1,112,974          |
| Hull Insurance                     | \$15,194             | \$12,584               | \$5,872            | \$21,672             | \$55,322             |
| Fuel & Oil                         | \$399,027            | \$330,483              | \$154,225          | \$569,165            | \$1,452,901          |
| Maintenance                        | \$665,446            | \$551,136              | \$257,197          | \$949,179            | \$2,422,958          |
| Aircraft Rent                      | \$26,456             | \$21,911               | \$10,225           | \$37,736             | \$96,328             |
| <b>Total Direct Expenses</b>       | <b>\$1,411,792</b>   | <b>\$1,169,276</b>     | <b>\$545,662</b>   | <b>\$2,013,753</b>   | <b>\$5,140,483</b>   |
| <b>Indirect Expenses</b>           |                      |                        |                    |                      |                      |
| Reservations and GDS Expenses      | \$127,648            | \$105,720              | \$49,336           | \$182,074            | \$464,778            |
| Marketing                          | \$5,000              | \$5,000                | \$5,000            | \$5,000              | \$20,000             |
| Station and Departure Expenses     | \$469,867            | \$389,154              | \$181,605          | \$670,209            | \$1,710,834          |
| Capacity (ASM) Related             | \$208,024            | \$172,290              | \$80,402           | \$296,722            | \$757,439            |
| <b>Total Indirect Expenses</b>     | <b>\$810,539</b>     | <b>\$672,164</b>       | <b>\$316,343</b>   | <b>\$1,154,005</b>   | <b>\$2,953,051</b>   |
| <b>Total Operating Expenses</b>    | <b>\$2,222,331</b>   | <b>\$1,841,440</b>     | <b>\$862,005</b>   | <b>\$3,167,758</b>   | <b>\$8,093,534</b>   |
| <b>Return</b>                      | <b>\$111,117</b>     | <b>\$92,072</b>        | <b>\$43,100</b>    | <b>\$158,388</b>     | <b>\$404,677</b>     |
| <b>Operating Profit (Loss)</b>     | <b>(\$1,233,948)</b> | <b>(\$722,143)</b>     | <b>(\$576,067)</b> | <b>(\$1,681,215)</b> | <b>(\$4,213,372)</b> |
| <b>Interest Expense</b>            | <b>\$76,736</b>      | <b>\$63,554</b>        | <b>\$29,659</b>    | <b>\$109,455</b>     | <b>\$279,404</b>     |
| <b>Compensation Required</b>       | <b>\$1,310,684</b>   | <b>\$785,697</b>       | <b>\$605,725</b>   | <b>\$1,790,670</b>   | <b>\$4,492,776</b>   |
| <b>Subsidy per Departure</b>       | <b>\$620</b>         | <b>\$433</b>           | <b>\$500</b>       | <b>\$740</b>         |                      |
| <b>Subsidy per Passenger</b>       | <b>\$89</b>          | <b>\$59</b>            | <b>\$133</b>       | <b>\$85</b>          |                      |

\* Subsidy Per Passenger for Kirksville reflect the number of passengers per day based on 2004 data supplied by DOT

**Mesa Air Group  
Proposed Schedule**

| From: BRL |        | To: MDW |           |       |  |
|-----------|--------|---------|-----------|-------|--|
| Flight #  | Depart | Arrive  | Frequency | Stops |  |
| 1420      | 6:30   | 7:25    | xSun      | 0     |  |
| 1422      | 12:25  | 13:25   | xSat      | 0     |  |
| 1424      | 17:15  | 18:15   | xSat      | 0     |  |

| From: MDW |        | To: BRL |           |       |  |
|-----------|--------|---------|-----------|-------|--|
| Flight #  | Depart | Arrive  | Frequency | Stops |  |
| 1421      | 10:00  | 11:00   | xSun      | 0     |  |
| 1423      | 16:00  | 17:00   | xSat      | 0     |  |
| 1425      | 19:00  | 20:00   | xSat      | 0     |  |

| From: BRL |        | To: MCI |           |       |  |
|-----------|--------|---------|-----------|-------|--|
| Flight #  | Depart | Arrive  | Frequency | Stops |  |
| 1471      | 6:05   | 7:30    | xSun      | 1-IRK |  |
| 1471      | 11:05  | 12:30   | Sun Only  | 1-IRK |  |

| From: MCI |        | To: BRL |           |       |  |
|-----------|--------|---------|-----------|-------|--|
| Flight #  | Depart | Arrive  | Frequency | Stops |  |
| 1472      | 19:45  | 21:10   | xSat      | 1-IRK |  |
| 1472      | 10:55  | 12:20   | Sat Only  | 1-IRK |  |

| From: IRK |        | To: MCI |           |       |  |
|-----------|--------|---------|-----------|-------|--|
| Flight #  | Depart | Arrive  | Frequency | Stops |  |
| 1471      | 6:48   | 7:30    | xSun      | 0     |  |
| 1427      | 11:48  | 12:30   | xSat      | 0     |  |

| From: MCI |        | To: IRK |           |       |  |
|-----------|--------|---------|-----------|-------|--|
| Flight #  | Depart | Arrive  | Frequency | Stops |  |
| 1426      | 10:55  | 11:38   | xSun      | 0     |  |
| 1472      | 19:45  | 20:28   | xSat      | 0     |  |

| From: MWA |        | To: MDW |           |       |  |
|-----------|--------|---------|-----------|-------|--|
| Flight #  | Depart | Arrive  | Frequency | Stops |  |
| 1400      | 6:15   | 7:30    | xSun      | 0     |  |
| 1402      | 10:00  | 11:15   | xSun      | 0     |  |
| 1404      | 14:10  | 15:25   | xSat      | 0     |  |
| 1406      | 17:00  | 18:15   | xSat      | 0     |  |

| From: MDW |        | To: MWA |           |       |  |
|-----------|--------|---------|-----------|-------|--|
| Flight #  | Depart | Arrive  | Frequency | Stops |  |
| 1401      | 8:00   | 9:20    | xSun      | 0     |  |
| 1403      | 12:30  | 13:50   | xSun      | 0     |  |
| 1405      | 14:40  | 16:00   | xSat      | 0     |  |
| 1407      | 19:00  | 20:20   | xSat      | 0     |  |

| From: TBN |        | To: MCI |           |       |  |
|-----------|--------|---------|-----------|-------|--|
| Flight #  | Depart | Arrive  | Frequency | Stops |  |
| 1462      | 9:15   | 10:10   | xSun      | 0     |  |
| 1464      | 14:15  | 15:10   | xSat      | 0     |  |
| 1466      | 18:10  | 19:05   | xSat      | 0     |  |

| From: MCI |        | To: TBN |           |       |  |
|-----------|--------|---------|-----------|-------|--|
| Flight #  | Depart | Arrive  | Frequency | Stops |  |
| 1461      | 8:00   | 9:00    | xSun      | 0     |  |
| 1463      | 13:00  | 14:00   | xSat      | 0     |  |
| 1465      | 17:00  | 18:00   | xSat      | 0     |  |

Proposed times are just used as an example. Mesa will work with the community to establish the best times to best suit the community's needs.

**Essential Air Service Proposal for Air Midwest, Inc (Wholly owned subsidiary of Mesa Air Group)  
Service for Burlington, Cape Girardeau, Ft. Leonard Wood, Marion, and Kirksville  
Option # 7**

|                                     | Burlington     | Cape Girardeau | Ft Leonard Wood | Kirksville  | Marion         | Total         |
|-------------------------------------|----------------|----------------|-----------------|-------------|----------------|---------------|
| Aircraft                            | Beech 1900D    | Beech 1900D    | Beech 1900D     | Beech 1900D | Beech 1900D    | Beech 1900D   |
| Hub Served                          | Chicago Midway | Chicago Midway | Kansas City     | Kansas City | Chicago Midway |               |
| Annual Completed Departures         | 2,622          | 1,816          | 1,816           | 1,211       | 2,421          | 9,785         |
| Block Hours per Flight              | 0.88           | 1.54           | 1.00            | 0.70        | 1.29           | 1.10          |
| Total Block Hours                   | 2,192          | 2,799          | 1,816           | 847         | 3,127          | 10,782        |
| Average Seats per Departure         | 19             | 19             | 19              | 19          | 19             | 19            |
| Avg Stage Length                    | 164            | 331            | 176             | 129         | 287            | 6.9           |
| Passengers per Departure            | 5.8            | 7.7            | 7.3             | 3.8         | 8.7            | 6.9           |
| Total Passengers                    | 14,711         | 13,927         | 13,334          | 4,570       | 21,094         | 67,636        |
| ASMs                                | 7,714,798      | 11,419,818     | 6,072,169       | 2,967,083   | 13,202,367     | 41,376,235    |
| RPMs                                | 2,412,604      | 4,609,919      | 2,346,749       | 589,504     | 6,053,891      | 16,012,667    |
| Load Factor                         | 31.27%         | 40.37%         | 38.65%          | 19.87%      | 45.85%         | 36.70%        |
| Average Fare                        | \$74.00        | \$77.21        | \$89.95         | \$71.29     | \$77.21        | \$78.62       |
| Completion Percent                  | 97%            | 97%            | 97%             | 97%         | 97%            | 97%           |
| <b>Revenues</b>                     |                |                |                 |             |                |               |
| Passenger Revenue                   | \$1,088,614    | \$1,076,323    | \$1,189,375     | \$325,781   | \$1,628,644    | \$5,317,737   |
| Other Revenue (1% of Pass Revenues) | \$10,886       | \$10,763       | \$11,994        | \$3,258     | \$16,286       | \$53,177      |
| Total Revenue                       | \$1,099,500    | \$1,086,076    | \$1,211,369     | \$329,039   | \$1,644,931    | \$5,370,915   |
| <b>Direct Expenses</b>              |                |                |                 |             |                |               |
| Crew & Training                     | \$305,997      | \$390,710      | \$253,433       | \$118,289   | \$436,468      | \$1,504,877   |
| Hull Insurance                      | \$15,194       | \$19,400       | \$12,584        | \$5,872     | \$21,572       | \$74,722      |
| Fuel & Oil                          | \$389,027      | \$509,494      | \$330,483       | \$164,225   | \$569,165      | \$1,962,395   |
| Maintenance                         | \$653,362      | \$834,239      | \$541,128       | \$252,527   | \$931,943      | \$3,213,200   |
| Aircraft Rent                       | \$26,116       | \$33,346       | \$21,630        | \$10,094    | \$37,251       | \$128,438     |
| Total Direct Expenses               | \$1,389,697    | \$1,787,189    | \$1,159,258     | \$540,987   | \$1,996,500    | \$6,883,631   |
| <b>Indirect Expenses</b>            |                |                |                 |             |                |               |
| Reservations and GDS Expenses       | \$119,013      | \$151,961      | \$98,569        | \$45,999    | \$169,758      | \$585,301     |
| Marketing                           | \$5,000        | \$5,000        | \$5,000         | \$5,000     | \$5,000        | \$25,000      |
| Station and Departure Expenses      | \$380,109      | \$485,339      | \$314,814       | \$146,913   | \$542,180      | \$1,869,356   |
| Capacity (ASM) Related              | \$212,728      | \$271,620      | \$176,186       | \$82,220    | \$303,431      | \$1,046,185   |
| Total Indirect Expenses             | \$716,851      | \$913,920      | \$594,570       | \$280,132   | \$1,020,370    | \$3,525,843   |
| Total Operating Expenses            | \$2,116,547    | \$2,701,109    | \$1,753,828     | \$821,120   | \$3,016,870    | \$10,409,474  |
| Return                              | \$105,827      | \$135,056      | \$87,691        | \$41,056    | \$150,843      | \$520,474     |
| Operating Profit (Loss)             | (\$1,122,875)  | (\$1,750,089)  | (\$630,150)     | (\$633,137) | (\$1,522,783)  | (\$5,559,033) |
| Interest Expense                    | \$76,736       | \$97,980       | \$63,564        | \$29,659    | \$109,465      | \$377,384     |
| Compensation Required               | \$1,199,611    | \$1,848,068    | \$693,704       | \$562,795   | \$1,632,237    | \$5,936,416   |
| Subsidy per Departure               | \$476          | \$1,018        | \$382           | \$465       | \$674          | \$2,574       |
| Subsidy per Passenger               | \$82           | \$133          | \$52            | \$123       | \$77           | \$123         |

\* Subsidy Per Passenger for Owensboro, Jackson and Kirksville reflect the number of passengers per day based on 2004 data supplied by DOT

Mesa Air Group  
Proposed Schedule

| From: BRL | To: MDW |        |           |       |
|-----------|---------|--------|-----------|-------|
| Flight #  | Depart  | Arrive | Frequency | Stops |
| 1420      | 6:30    | 7:25   | XSun      | 0     |
| 1422      | 12:25   | 13:25  | SSat      | 0     |
| 1424      | 17:15   | 18:15  | XSat      | 0     |

| From: MDW | To: BRL |        |           |       |
|-----------|---------|--------|-----------|-------|
| Flight #  | Depart  | Arrive | Frequency | Stops |
| 1421      | 10:00   | 11:00  | XSun      | 0     |
| 1423      | 16:00   | 17:00  | XSat      | 0     |
| 1425      | 19:00   | 20:00  | XSat      | 0     |

| From: BRL | To: MCI |        |           |       |
|-----------|---------|--------|-----------|-------|
| Flight #  | Depart  | Arrive | Frequency | Stops |
| 1471      | 6:05    | 7:30   | XSun      | 1-IRK |
| 1471      | 11:05   | 12:30  | Sun Only  | 1-IRK |

| From: MCI | To: BRL |        |           |       |
|-----------|---------|--------|-----------|-------|
| Flight #  | Depart  | Arrive | Frequency | Stops |
| 1472      | 19:45   | 21:10  | XSat      | 1-IRK |
| 1472      | 10:55   | 12:20  | Sat Only  | 1-IRK |

| From: CGI | To: MDW |        |           |       |
|-----------|---------|--------|-----------|-------|
| Flight #  | Depart  | Arrive | Frequency | Stops |
| 1431      | 6:00    | 7:25   | XSun      | 0     |
| 1433      | 10:05   | 11:30  | XSat      | 0     |
| 1435      | 15:45   | 17:10  | XSat      | 0     |

| From: MDW | To: CGI |        |           |       |
|-----------|---------|--------|-----------|-------|
| Flight #  | Depart  | Arrive | Frequency | Stops |
| 1432      | 8:15    | 9:45   | XSat/Sun  | 0     |
| 1434      | 13:30   | 15:00  | XSat      | 0     |
| 1434      | 14:00   | 15:30  | Sat Only  | 0     |

| From: IRK | To: MCI |        |           |       |
|-----------|---------|--------|-----------|-------|
| Flight #  | Depart  | Arrive | Frequency | Stops |
| 1471      | 6:48    | 7:30   | XSun      | 0     |
| 1427      | 11:48   | 12:30  | XSat      | 0     |

| From: MCI | To: IRK |        |           |       |
|-----------|---------|--------|-----------|-------|
| Flight #  | Depart  | Arrive | Frequency | Stops |
| 1426      | 10:55   | 11:38  | XSun      | 0     |
| 1472      | 19:45   | 20:28  | XSat      | 0     |

| From: MWA | To: MDW |        |           |       |
|-----------|---------|--------|-----------|-------|
| Flight #  | Depart  | Arrive | Frequency | Stops |
| 1400      | 6:15    | 7:30   | XSun      | 0     |
| 1402      | 10:00   | 11:15  | XSun      | 0     |
| 1404      | 14:10   | 15:25  | XSat      | 0     |
| 1406      | 17:00   | 18:15  | XSat      | 0     |

| From: MDW | To: MWA |        |           |       |
|-----------|---------|--------|-----------|-------|
| Flight #  | Depart  | Arrive | Frequency | Stops |
| 1401      | 8:00    | 9:20   | XSun      | 0     |
| 1403      | 12:30   | 13:50  | XSun      | 0     |
| 1405      | 14:40   | 16:00  | XSat      | 0     |
| 1407      | 19:00   | 20:20  | XSat      | 0     |

| From: TBN | To: MCI |        |           |       |
|-----------|---------|--------|-----------|-------|
| Flight #  | Depart  | Arrive | Frequency | Stops |
| 1462      | 9:15    | 10:10  | XSun      | 0     |
| 1464      | 14:15   | 15:10  | XSat      | 0     |
| 1466      | 18:10   | 19:05  | XSat      | 0     |

| From: MCI | To: TBN |        |           |       |
|-----------|---------|--------|-----------|-------|
| Flight #  | Depart  | Arrive | Frequency | Stops |
| 1461      | 8:00    | 9:00   | XSun      | 0     |
| 1463      | 13:00   | 14:00  | XSat      | 0     |
| 1465      | 17:00   | 18:00  | XSat      | 0     |

Proposed times are just used as an example. Mesa will work with the community to establish the best times to best suit the community's needs.

**Essential Air Service Proposal for Air Midwest, Inc (Wholly owned subsidiary of Mesa Air Group)  
Service for Burlington, Ft. Leonard Wood, and Kirksville  
Option # 8**

|                                    | Burlington                    |                            | Kirksville  |               | Total<br>Beech 1900D |
|------------------------------------|-------------------------------|----------------------------|-------------|---------------|----------------------|
|                                    | Beech 1900D<br>Chicago Midway | Beech 1900D<br>Kansas City | Beech 1900D | Beech 1900D   |                      |
| Aircraft Hub Served                |                               |                            |             |               |                      |
| Annual Completed Departures        | 2,522                         | 1,211                      |             | 3,733         |                      |
| Block Hours per Flight             | 0.88                          | 0.70                       |             | 0.81          |                      |
| Total Block Hours                  | 2,192                         | 847                        |             | 3,040         |                      |
| Average Seats per Departure        | 19                            | 19                         |             | 19            |                      |
| Ave Stage Length                   | 164                           | 129                        |             | 5.2           |                      |
| Passengers per Departure           | 5.8                           | 3.8                        |             | 19,281        |                      |
| Total Passengers                   | 14,711                        | 4,570                      |             | 10,681,881    |                      |
| ASMs                               | 7,714,798                     | 2,967,083                  |             | 3,002,108     |                      |
| RPMs                               | 2,412,604                     | 589,504                    |             | 28,10%        |                      |
| Load Factor                        | 31.27%                        | 19.87%                     |             | \$73.36       |                      |
| Average Fare                       | \$74.00                       | \$71.29                    |             | 97%           |                      |
| Completion Percent                 | 97%                           | 97%                        |             |               |                      |
| <b>Revenues</b>                    |                               |                            |             |               |                      |
| Passenger Revenue                  | \$1,088,614                   | \$325,781                  |             | \$1,414,395   |                      |
| Other Revenue (1% of Pax Revenues) | \$10,886                      | \$3,258                    |             | \$14,144      |                      |
| <b>Total Revenue</b>               | \$1,099,500                   | \$329,039                  |             | \$1,428,539   |                      |
| <b>Direct Expenses</b>             |                               |                            |             |               |                      |
| Crew & Training                    | \$304,748                     | \$117,786                  |             | \$422,534     |                      |
| Hull Insurance                     | \$15,194                      | \$5,872                    |             | \$21,066      |                      |
| Fuel & Oil                         | \$399,027                     | \$154,225                  |             | \$553,253     |                      |
| Maintenance                        | \$695,648                     | \$268,870                  |             | \$964,518     |                      |
| Aircraft Rent                      | \$46,317                      | \$17,902                   |             | \$64,219      |                      |
| <b>Total Direct Expenses</b>       | \$1,460,934                   | \$564,655                  |             | \$2,025,589   |                      |
| <b>Indirect Expenses</b>           |                               |                            |             |               |                      |
| Reservations and GDS Expenses      | \$120,340                     | \$46,512                   |             | \$166,851     |                      |
| Marketing                          | \$5,000                       | \$5,000                    |             | \$10,000      |                      |
| Station and Departure Expenses     | \$581,435                     | \$224,726                  |             | \$806,162     |                      |
| Capacity (ASM) Related             | \$194,798                     | \$75,290                   |             | \$270,088     |                      |
| <b>Total Indirect Expenses</b>     | \$901,573                     | \$351,528                  |             | \$1,253,101   |                      |
| <b>Total Operating Expenses</b>    | \$2,362,506                   | \$916,183                  |             | \$3,278,690   |                      |
| <b>Return</b>                      | \$118,125                     | \$45,809                   |             | \$163,934     |                      |
| <b>Operating Profit (Loss)</b>     | (\$1,381,132)                 | (\$632,954)                |             | (\$2,014,085) |                      |
| Interest Expense                   | \$76,736                      | \$29,659                   |             | \$106,395     |                      |
| Compensation Required              | \$1,457,868                   | \$662,613                  |             | \$2,120,480   |                      |
| Subsidy per Departure              | \$578                         | \$547                      |             |               |                      |
| Subsidy per Passenger              | \$99                          | \$145                      |             |               |                      |

\* Subsidy Per Passenger for Kirksville reflect the number of passengers per day based on 2004 data supplied by DOT

Mesa Air Group  
Proposed Schedule

| From:    | BRL    | To:    | MDW       | Stops |
|----------|--------|--------|-----------|-------|
| Flight # | Depart | Arrive | Frequency | Stops |
| 1420     | 6:30   | 7:25   | xSun      | 0     |
| 1422     | 12:25  | 13:25  | xSat      | 0     |
| 1424     | 17:15  | 18:15  | xSat      | 0     |

| From:    | MDW    | To:    | BRL       | Stops |
|----------|--------|--------|-----------|-------|
| Flight # | Depart | Arrive | Frequency | Stops |
| 1421     | 10:00  | 11:00  | xSun      | 0     |
| 1423     | 16:00  | 17:00  | xSat      | 0     |
| 1425     | 19:00  | 20:00  | xSat      | 0     |

| From:    | BRL    | To:    | MCI       | Stops |
|----------|--------|--------|-----------|-------|
| Flight # | Depart | Arrive | Frequency | Stops |
| 1471     | 6:05   | 7:30   | xSun      | 1-IRK |
| 1471     | 11:05  | 12:30  | Sun Only  | 1-IRK |

| From:    | MCI    | To:    | BRL       | Stops |
|----------|--------|--------|-----------|-------|
| Flight # | Depart | Arrive | Frequency | Stops |
| 1472     | 19:45  | 21:10  | xSat      | 1-IRK |
| 1472     | 15:00  | 16:25  | Sat Only  | 1-IRK |

| From:    | IRK    | To:    | MCI       | Stops |
|----------|--------|--------|-----------|-------|
| Flight # | Depart | Arrive | Frequency | Stops |
| 1471     | 6:48   | 7:30   | xSun      | 0     |
| 1427     | 15:00  | 15:42  | xSat      | 0     |

| From:    | MCI    | To:    | IRK       | Stops |
|----------|--------|--------|-----------|-------|
| Flight # | Depart | Arrive | Frequency | Stops |
| 1426     | 10:55  | 11:38  | xSun      | 0     |
| 1472     | 19:45  | 20:28  | xSat      | 0     |

Proposed times are just used as an example. Mesa will work with the community to establish the best times to best suit the community's needs.

Essential Air Service Proposal for Air Midwest, Inc (Wholly owned subsidiary of Mesa Air Group)  
 Service for Burlington, Cape Girardeau, and Kirksville  
 Option # 9

|                                     | Burlington     | Cape Girardeau | Kirksville  | Total         |
|-------------------------------------|----------------|----------------|-------------|---------------|
| Aircraft                            | Beech 1900D    | Beech 1900D    | Beech 1900D | Beech 1900D   |
| Hub Served                          | Chicago Midway | Chicago Midway | Kansas City |               |
| Annual Completed Departures         | 2,522          | 1,816          | 1,211       | 5,548         |
| Block Hours per Flight              | 0.88           | 1.54           | 0.70        | 1.05          |
| Total Block Hours                   | 2,192          | 2,799          | 847         | 5,839         |
| Average Seats per Departure         | 19             | 19             | 19          | 19            |
| Avg Stage Length                    | 164            | 331            | 129         | 6.0           |
| Passengers per Departure            | 5.8            | 7.7            | 3.8         |               |
| Total Passengers                    | 14,711         | 13,927         | 4,570       | 33,208        |
| ASMs                                | 7,714,798      | 11,419,818     | 2,967,083   | 22,101,698    |
| RPMs                                | 2,412,604      | 4,609,919      | 589,504     | 7,612,027     |
| Load Factor                         | 31.27%         | 40.37%         | 19.87%      | 34.44%        |
| Average Fare                        | \$74.00        | \$77.21        | \$71.29     | \$74.97       |
| Completion Percent                  | 97%            | 97%            | 97%         | 97%           |
| <b>Revenues</b>                     |                |                |             |               |
| Passenger Revenue                   | \$1,088,614    | \$1,075,323    | \$325,781   | \$2,489,718   |
| Other Revenue (1% of Pass Revenues) | \$10,886       | \$10,753       | \$3,258     | \$24,897      |
| Total Revenue                       | \$1,099,500    | \$1,086,076    | \$329,039   | \$2,514,615   |
| <b>Direct Expenses</b>              |                |                |             |               |
| Crew & Training                     | \$305,795      | \$390,451      | \$118,191   | \$814,437     |
| Hull Insurance                      | \$15,194       | \$19,400       | \$5,872     | \$40,466      |
| Fuel & Oil                          | \$399,027      | \$509,484      | \$154,225   | \$1,062,747   |
| Maintenance                         | \$658,856      | \$841,254      | \$254,650   | \$1,754,759   |
| Aircraft Rent                       | \$36,168       | \$48,181       | \$13,979    | \$96,328      |
| Total Direct Expenses               | \$1,415,040    | \$1,806,780    | \$546,917   | \$3,768,737   |
| <b>Indirect Expenses</b>            |                |                |             |               |
| Reservations and GDS Expenses       | \$107,900      | \$137,771      | \$41,704    | \$287,374     |
| Marketing                           | \$5,000        | \$5,000        | \$5,000     | \$15,000      |
| Station and Departure Expenses      | \$452,322      | \$577,543      | \$174,824   | \$1,204,689   |
| Capacity (ASM) Related              | \$209,824      | \$267,912      | \$81,098    | \$558,835     |
| Total Indirect Expenses             | \$775,046      | \$988,226      | \$302,625   | \$2,065,898   |
| Total Operating Expenses            | \$2,190,086    | \$2,795,006    | \$849,542   | \$5,834,635   |
| Return                              | \$108,504      | \$139,750      | \$42,477    | \$291,732     |
| Operating Profit (Loss)             | (\$1,200,090)  | (\$1,848,681)  | (\$562,981) | (\$3,611,752) |
| Interest Expense                    | \$76,736       | \$97,980       | \$29,659    | \$204,374     |
| Compensation Required               | \$1,276,826    | \$1,946,660    | \$592,639   | \$3,816,126   |
| Subsidy per Departure               | \$506          | \$1,072        | \$490       |               |
| Subsidy per Passenger               | \$87           | \$140          | \$130       |               |

\* Subsidy Per Passenger for Owenboro, Jackson and Kirksville reflect the number of passengers per day based on 2004 data supplied by DOT

Mesa Air Group  
Proposed Schedule

| From:    | BRL    | To:    | MDW       |
|----------|--------|--------|-----------|
| Flight # | Depart | Arrive | Frequency |
| 1420     | 6:30   | 7:25   | xSun      |
| 1422     | 12:25  | 13:25  | xSat      |
| 1424     | 17:15  | 18:15  | xSat      |

| From:    | MDW    | To:    | BRL       |
|----------|--------|--------|-----------|
| Flight # | Depart | Arrive | Frequency |
| 1421     | 10:00  | 11:00  | xSun      |
| 1423     | 16:00  | 17:00  | xSat      |
| 1425     | 19:00  | 20:00  | xSat      |

| From:    | BRL    | To:    | MCI       |
|----------|--------|--------|-----------|
| Flight # | Depart | Arrive | Frequency |
| 1471     | 6:05   | 7:30   | xSun      |
| 1471     | 11:05  | 12:30  | Sun Only  |

| From:    | MCI    | To:    | BRL       |
|----------|--------|--------|-----------|
| Flight # | Depart | Arrive | Frequency |
| 1472     | 19:45  | 21:10  | xSat      |
| 1472     | 10:55  | 12:20  | Sat Only  |

| From:    | CGI    | To:    | MDW       |
|----------|--------|--------|-----------|
| Flight # | Depart | Arrive | Frequency |
| 1431     | 6:00   | 7:25   | xSun      |
| 1433     | 10:05  | 11:30  | xSat      |
| 1435     | 15:45  | 17:10  | xSat      |

| From:    | MDW    | To:    | CGI       |
|----------|--------|--------|-----------|
| Flight # | Depart | Arrive | Frequency |
| 1432     | 8:15   | 9:45   | xSun      |
| 1434     | 13:30  | 15:00  | xSat      |
| 1436     | 19:00  | 20:30  | xSat      |

| From:    | IRK    | To:    | MCI       |
|----------|--------|--------|-----------|
| Flight # | Depart | Arrive | Frequency |
| 1471     | 6:48   | 7:30   | xSun      |
| 1427     | 11:48  | 12:30  | xSat      |

| From:    | MCI    | To:    | IRK       |
|----------|--------|--------|-----------|
| Flight # | Depart | Arrive | Frequency |
| 1426     | 10:55  | 11:38  | xSun      |
| 1472     | 19:45  | 20:28  | xSat      |

Proposed times are just used as an example. Mesa will work with the community to establish the best times to best suit the community's needs.

**Essential Air Service Proposal for Air Midwest, Inc (Wholly owned subsidiary of Mesa Air Group)  
Service for Burlington, Cape Girardeau, Ft. Leonard Wood, and Kirksville  
Option # 10**

|                                    | <b>Burlington</b> | <b>Cape Girardeau</b> | <b>Ft Leonard Wood</b> | <b>Kirksville</b> | <b>Total</b>  |
|------------------------------------|-------------------|-----------------------|------------------------|-------------------|---------------|
| Aircraft                           | Beech 1900D       | Beech 1900D           | Beech 1900D            | Beech 1900D       | Beech 1900D   |
| Hub Served                         | Chicago Midway    | Chicago Midway        | Kansas City            | Kansas City       |               |
| Annual Completed Departures        | 2,522             | 1,816                 | 1,816                  | 1,211             | 7,364         |
| Block Hours per Flight             | 0.88              | 1.54                  | 1.00                   | 0.70              | 1.04          |
| Total Block Hours                  | 2,192             | 2,799                 | 1,816                  | 847               | 7,655         |
| Average Seats per Departure        | 19                | 19                    | 19                     | 19                | 19            |
| Avg Stage Length                   | 164               | 331                   | 176                    | 129               | 6.3           |
| Passengers per Departure           | 5.8               | 7.7                   | 7.3                    | 3.8               | 46,542        |
| Total Passengers                   | 14,711            | 13,927                | 13,334                 | 4,570             | 28,173,867    |
| ASMs                               | 7,714,798         | 11,419,818            | 6,072,169              | 2,967,083         | 9,958,776     |
| RPMs                               | 2,412,604         | 4,609,919             | 2,346,749              | 589,504           | 35,35%        |
| Load Factor                        | 31.27%            | 40.37%                | 38.65%                 | 19.87%            | \$79.26       |
| Average Fare                       | \$74.00           | \$77.21               | \$89.95                | \$71.29           | 97%           |
| Completion Percent                 | 97%               | 97%                   | 97%                    | 97%               |               |
| <b>Revenues</b>                    |                   |                       |                        |                   |               |
| Passenger Revenue                  | \$1,086,614       | \$1,075,323           | \$1,199,375            | \$325,781         | \$3,689,093   |
| Other Revenue (1% of Pass Revenue) | \$10,886          | \$10,753              | \$11,994               | \$3,258           | \$36,891      |
| Total Revenue                      | \$1,099,500       | \$1,086,076           | \$1,211,369            | \$329,039         | \$3,726,984   |
| <b>Direct Expenses</b>             |                   |                       |                        |                   |               |
| Crew & Training                    | \$305,391         | \$389,935             | \$252,931              | \$118,034         | \$1,066,291   |
| Hull Insurance                     | \$15,194          | \$19,400              | \$12,584               | \$5,872           | \$53,050      |
| Fuel & Oil                         | \$399,027         | \$509,494             | \$330,483              | \$154,225         | \$1,393,230   |
| Maintenance                        | \$659,051         | \$841,503             | \$545,840              | \$254,725         | \$2,301,119   |
| Aircraft Rent                      | \$27,589          | \$35,227              | \$22,850               | \$10,683          | \$96,328      |
| Total Direct Expenses              | \$1,406,252       | \$1,795,559           | \$1,164,687            | \$543,521         | \$4,910,019   |
| <b>Indirect Expenses</b>           |                   |                       |                        |                   |               |
| Reservations and GDS Expenses      | \$115,353         | \$147,287             | \$95,538               | \$44,584          | \$402,761     |
| Marketing                          | \$5,000           | \$5,000               | \$5,000                | \$5,000           | \$20,000      |
| Station and Departure Expenses     | \$377,804         | \$482,395             | \$312,905              | \$146,022         | \$1,319,125   |
| Capacity (ASM) Related             | \$204,025         | \$280,508             | \$168,978              | \$78,856          | \$712,368     |
| Total Indirect Expenses            | \$702,182         | \$895,190             | \$582,420              | \$274,463         | \$2,454,254   |
| Total Operating Expenses           | \$2,108,433       | \$2,690,749           | \$1,747,107            | \$817,983         | \$7,364,273   |
| Return                             | \$105,422         | \$134,537             | \$87,355               | \$40,899          | \$368,214     |
| Operating Profit (Loss)            | (\$1,114,355)     | (\$1,739,210)         | (\$623,094)            | (\$529,844)       | (\$4,006,502) |
| Interest Expense                   | \$76,736          | \$97,980              | \$63,554               | \$29,659          | \$267,929     |
| Compensation Required              | \$1,191,091       | \$1,837,190           | \$686,648              | \$559,502         | \$4,274,431   |
| Subsidy per Departure              | \$472             | \$1,012               | \$378                  | \$462             |               |
| Subsidy per Passenger              | \$81              | \$132                 | \$51                   | \$122             |               |

\* Subsidy Per Passenger for Owensboro, Jackson and Kirksville reflect the number of passengers per day based on 2004 data supplied by DOT

**Mesa Air Group  
Proposed Schedule**

| From: BRL |        | To: MDW |           |       |  |
|-----------|--------|---------|-----------|-------|--|
| Flight #  | Depart | Arrive  | Frequency | Stops |  |
| 1420      | 6:30   | 7:25    | xSun      | 0     |  |
| 1422      | 12:25  | 13:25   | xSat      | 0     |  |
| 1424      | 17:15  | 18:15   | xSat      | 0     |  |

| From: MDW |        | To: BRL |           |       |  |
|-----------|--------|---------|-----------|-------|--|
| Flight #  | Depart | Arrive  | Frequency | Stops |  |
| 1421      | 10:00  | 11:00   | xSun      | 0     |  |
| 1423      | 16:00  | 17:00   | xSat      | 0     |  |
| 1425      | 19:00  | 20:00   | xSat      | 0     |  |

| From: BRL |        | To: MCI |           |       |  |
|-----------|--------|---------|-----------|-------|--|
| Flight #  | Depart | Arrive  | Frequency | Stops |  |
| 1471      | 6:05   | 7:30    | xSun      | 1-IRK |  |
| 1471      | 11:05  | 12:30   | Sun Only  | 1-IRK |  |

| From: MCI |        | To: BRL |           |       |  |
|-----------|--------|---------|-----------|-------|--|
| Flight #  | Depart | Arrive  | Frequency | Stops |  |
| 1472      | 19:45  | 21:10   | xSat      | 1-IRK |  |
| 1472      | 10:55  | 12:20   | Sat Only  | 1-IRK |  |

| From: CGI |        | To: MDW |           |       |  |
|-----------|--------|---------|-----------|-------|--|
| Flight #  | Depart | Arrive  | Frequency | Stops |  |
| 1431      | 6:00   | 7:25    | xSun      | 0     |  |
| 1433      | 10:05  | 11:30   | xSat      | 0     |  |
| 1435      | 15:45  | 17:10   | xSat      | 0     |  |

| From: MDW |        | To: CGI |           |       |  |
|-----------|--------|---------|-----------|-------|--|
| Flight #  | Depart | Arrive  | Frequency | Stops |  |
| 1432      | 8:15   | 9:45    | xSun      | 0     |  |
| 1434      | 13:30  | 15:00   | xSat      | 0     |  |
| 1436      | 19:00  | 20:30   | xSat      | 0     |  |

| From: IRK |        | To: MCI |           |       |  |
|-----------|--------|---------|-----------|-------|--|
| Flight #  | Depart | Arrive  | Frequency | Stops |  |
| 1471      | 6:48   | 7:30    | xSun      | 0     |  |
| 1427      | 11:48  | 12:30   | xSat      | 0     |  |

| From: MCI |        | To: IRK |           |       |  |
|-----------|--------|---------|-----------|-------|--|
| Flight #  | Depart | Arrive  | Frequency | Stops |  |
| 1426      | 10:55  | 11:38   | xSun      | 0     |  |
| 1472      | 19:45  | 20:28   | xSat      | 0     |  |

| From: TBN |        | To: MCI |           |       |  |
|-----------|--------|---------|-----------|-------|--|
| Flight #  | Depart | Arrive  | Frequency | Stops |  |
| 1462      | 9:15   | 10:10   | xSun      | 0     |  |
| 1464      | 14:15  | 15:10   | xSat      | 0     |  |
| 1466      | 18:10  | 19:05   | xSat      | 0     |  |

| From: MCI |        | To: TBN |           |       |  |
|-----------|--------|---------|-----------|-------|--|
| Flight #  | Depart | Arrive  | Frequency | Stops |  |
| 1461      | 8:00   | 9:00    | xSun      | 0     |  |
| 1463      | 13:00  | 14:00   | xSat      | 0     |  |
| 1465      | 17:00  | 18:00   | xSat      | 0     |  |

Proposed times are just used as an example. Mesa will work with the community to establish the best times to best suit the community's needs.

Essential Air Service Proposal for Air Midwest, Inc (Wholly owned subsidiary of Mesa Air Group)  
 Service for Burlington, Cape Girardeau, Marion, and Kirksville  
 Option # 11

|                                    | Burlington           | Cape Girardeau       | Kirksville         | Marion               | Total                |
|------------------------------------|----------------------|----------------------|--------------------|----------------------|----------------------|
| Aircraft                           | Beech 1900D          | Beech 1900D          | Beech 1900D        | Beech 1900D          | Beech 1900D          |
| Hub Served                         | Chicago Midway       | Chicago Midway       | Kansas City        | Chicago Midway       |                      |
| Annual Completed Departures        | 2,522                | 1,816                | 1,211              | 2,421                | 7,970                |
| Block Hours per Flight             | 0.88                 | 1.54                 | 0.70               | 1.29                 | 1.13                 |
| Total Block Hours                  | 2,192                | 2,799                | 847                | 3,127                | 8,967                |
| Average Seats per Departure        | 19                   | 19                   | 19                 | 19                   | 19                   |
| Avg Stage Length                   | 164                  | 331                  | 129                | 287                  |                      |
| Passengers per Departure           | 5.8                  | 7.7                  | 3.8                | 8.7                  | 6.8                  |
| Total Passengers                   | 14,711               | 13,927               | 4,570              | 21,094               | 54,302               |
| ASM's                              | 7,714,798            | 11,419,818           | 2,967,083          | 13,202,367           | 35,304,066           |
| RPMs                               | 2,412,604            | 4,609,919            | 589,504            | 6,053,891            | 13,665,918           |
| Load Factor                        | 31.27%               | 40.37%               | 19.87%             | 45.85%               | 38.71%               |
| Average Fare                       | \$74.00              | \$77.21              | \$71.29            | \$77.21              | \$75.84              |
| Completion Percent                 | 97%                  | 97%                  | 97%                | 97%                  | 97%                  |
| <b>Revenues</b>                    |                      |                      |                    |                      |                      |
| Passenger Revenue                  | \$1,088,614          | \$1,075,323          | \$325,781          | \$1,628,644          | \$4,118,362          |
| Other Revenue (1% of Pax Revenues) | \$10,886             | \$10,753             | \$3,258            | \$16,286             | \$41,184             |
| <b>Total Revenue</b>               | <b>\$1,099,500</b>   | <b>\$1,086,076</b>   | <b>\$329,039</b>   | <b>\$1,644,931</b>   | <b>\$4,159,546</b>   |
| <b>Direct Expenses</b>             |                      |                      |                    |                      |                      |
| Crew & Training                    | \$306,383            | \$391,202            | \$118,418          | \$437,019            | \$1,253,022          |
| Hull Insurance                     | \$15,194             | \$19,400             | \$5,872            | \$21,672             | \$62,138             |
| Fuel & Oil                         | \$399,027            | \$509,494            | \$154,225          | \$569,165            | \$1,631,912          |
| Maintenance                        | \$652,083            | \$832,606            | \$252,032          | \$930,118            | \$2,666,840          |
| Aircraft Rent                      | \$23,554             | \$30,074             | \$9,104            | \$33,597             | \$96,328             |
| <b>Total Direct Expenses</b>       | <b>\$1,396,241</b>   | <b>\$1,782,777</b>   | <b>\$539,651</b>   | <b>\$1,991,571</b>   | <b>\$5,710,241</b>   |
| <b>Indirect Expenses</b>           |                      |                      |                    |                      |                      |
| Reservations and GDS Expenses      | \$114,901            | \$146,710            | \$44,410           | \$163,893            | \$469,914            |
| Marketing                          | \$5,000              | \$5,000              | \$5,000            | \$5,000              | \$20,000             |
| Station and Departure Expenses     | \$434,441            | \$554,712            | \$167,913          | \$619,678            | \$1,776,745          |
| Capacity (ASM) Related             | \$218,267            | \$278,692            | \$84,361           | \$311,332            | \$892,652            |
| <b>Total Indirect Expenses</b>     | <b>\$772,609</b>     | <b>\$985,115</b>     | <b>\$301,683</b>   | <b>\$1,099,903</b>   | <b>\$3,159,311</b>   |
| <b>Total Operating Expenses</b>    | <b>\$2,168,851</b>   | <b>\$2,767,892</b>   | <b>\$841,335</b>   | <b>\$3,091,474</b>   | <b>\$8,869,551</b>   |
| <b>Return</b>                      | <b>\$108,443</b>     | <b>\$138,395</b>     | <b>\$42,067</b>    | <b>\$154,574</b>     | <b>\$443,478</b>     |
| <b>Operating Profit (Loss)</b>     | <b>(\$1,177,793)</b> | <b>(\$1,820,211)</b> | <b>(\$554,363)</b> | <b>(\$1,601,117)</b> | <b>(\$5,153,483)</b> |
| <b>Interest Expense</b>            | <b>\$76,736</b>      | <b>\$97,980</b>      | <b>\$29,659</b>    | <b>\$109,455</b>     | <b>\$313,829</b>     |
| <b>Compensation Required</b>       | <b>\$1,254,529</b>   | <b>\$1,918,190</b>   | <b>\$584,021</b>   | <b>\$1,710,572</b>   | <b>\$5,467,313</b>   |
| <b>Subsidy per Departure</b>       | <b>\$497</b>         | <b>\$1,056</b>       | <b>\$482</b>       | <b>\$707</b>         |                      |
| <b>Subsidy per Passenger</b>       | <b>\$85</b>          | <b>\$138</b>         | <b>\$128</b>       | <b>\$81</b>          |                      |

\* Subsidy Per Passenger for Owensboro, Jackson and Kirksville reflect the number of passengers per day based on 2004 data supplied by DOT

**Mesa Air Group  
Proposed Schedule**

| From: BRL |        | To: MDW |           |       |  |
|-----------|--------|---------|-----------|-------|--|
| Flight #  | Depart | Arrive  | Frequency | Stops |  |
| 1420      | 6:30   | 7:25    | xSun      | 0     |  |
| 1422      | 12:30  | 13:30   | xSat      | 0     |  |
| 1424      | 17:25  | 18:25   | xSat      | 0     |  |

| From: MDW |        | To: BRL |           |       |  |
|-----------|--------|---------|-----------|-------|--|
| Flight #  | Depart | Arrive  | Frequency | Stops |  |
| 1421      | 11:20  | 12:20   | xSun      | 0     |  |
| 1423      | 16:10  | 17:10   | xSat      | 0     |  |
| 1425      | 19:00  | 20:00   | xSat      | 0     |  |

| From: BRL |        | To: MCI |           |       |  |
|-----------|--------|---------|-----------|-------|--|
| Flight #  | Depart | Arrive  | Frequency | Stops |  |
| 1471      | 6:05   | 7:30    | xSun      | 1-IRK |  |
| 1471      | 11:05  | 12:30   | Sun Only  | 1-IRK |  |

| From: MCI |        | To: BRL |           |       |  |
|-----------|--------|---------|-----------|-------|--|
| Flight #  | Depart | Arrive  | Frequency | Stops |  |
| 1472      | 19:45  | 21:10   | xSat      | 1-IRK |  |
| 1472      | 10:55  | 12:20   | Sat Only  | 1-IRK |  |

| From: CGI |        | To: MDW |           |       |  |
|-----------|--------|---------|-----------|-------|--|
| Flight #  | Depart | Arrive  | Frequency | Stops |  |
| 1431      | 6:00   | 7:25    | xSun      | 0     |  |
| 1433      | 10:05  | 11:30   | xSat      | 0     |  |
| 1435      | 14:15  | 15:40   | xSat      | 0     |  |

| From: MDW |        | To: CGI |           |       |  |
|-----------|--------|---------|-----------|-------|--|
| Flight #  | Depart | Arrive  | Frequency | Stops |  |
| 1432      | 8:15   | 9:45    | xSun      | 0     |  |
| 1434      | 12:30  | 14:00   | xSat      | 0     |  |
| 1436      | 19:30  | 21:00   | xSat      | 0     |  |

| From: IRK |        | To: MCI |           |       |  |
|-----------|--------|---------|-----------|-------|--|
| Flight #  | Depart | Arrive  | Frequency | Stops |  |
| 1471      | 6:48   | 7:30    | xSun      | 0     |  |
| 1427      | 11:48  | 12:30   | xSat      | 0     |  |

| From: MCI |        | To: IRK |           |       |  |
|-----------|--------|---------|-----------|-------|--|
| Flight #  | Depart | Arrive  | Frequency | Stops |  |
| 1426      | 10:55  | 11:38   | xSun      | 0     |  |
| 1472      | 19:45  | 20:28   | xSat      | 0     |  |

| From: OWB |        | To: MDW |           |       |  |
|-----------|--------|---------|-----------|-------|--|
| Flight #  | Depart | Arrive  | Frequency | Stops |  |
| 1450      | 9:35   | 10:50   | xSun      | 0     |  |
| 1452      | 17:35  | 18:55   | xSat      | 0     |  |

| From: MDW |        | To: OWB |           |       |  |
|-----------|--------|---------|-----------|-------|--|
| Flight #  | Depart | Arrive  | Frequency | Stops |  |
| 1451      | 8:00   | 9:20    | xSun      | 0     |  |
| 1453      | 16:00  | 17:20   | xSat      | 0     |  |

| From: TBN |        | To: MCI |           |       |  |
|-----------|--------|---------|-----------|-------|--|
| Flight #  | Depart | Arrive  | Frequency | Stops |  |
| 1462      | 9:15   | 10:10   | xSun      | 0     |  |
| 1464      | 14:15  | 15:10   | xSat      | 0     |  |
| 1466      | 18:10  | 19:05   | xSat      | 0     |  |

| From: MCI |        | To: TBN |           |       |  |
|-----------|--------|---------|-----------|-------|--|
| Flight #  | Depart | Arrive  | Frequency | Stops |  |
| 1461      | 8:00   | 9:00    | xSun      | 0     |  |
| 1463      | 13:00  | 14:00   | xSat      | 0     |  |
| 1465      | 17:00  | 18:00   | xSat      | 0     |  |

Proposed times are just used as an example. Mesa will work with the community to establish the best times to best suit the community's needs.

**Essential Air Service Proposal for Air Midwest, Inc (Wholly owned subsidiary of Mesa Air Group)  
Service for Burlington, Cape Girardeau, Ft. Leonard Wood, Jackson, Marion, and Owensboro**

**Option # 12**

|                                    | Burlington    |                | Cape Girardeau |                | Ft Leonard Wood |             | Jackson     |           | Marion        |                | Owensboro   |             | Total         |
|------------------------------------|---------------|----------------|----------------|----------------|-----------------|-------------|-------------|-----------|---------------|----------------|-------------|-------------|---------------|
|                                    | Beech 1900D   | Chicago Midway | Beech 1900D    | Chicago Midway | Beech 1900D     | Kansas City | Beech 1900D | Nashville | Beech 1900D   | Chicago Midway | Beech 1900D | Beech 1900D | Beech 1900D   |
| Aircraft                           |               |                |                |                |                 |             |             |           |               |                |             |             |               |
| Hub Served                         |               |                |                |                |                 |             |             |           |               |                |             |             |               |
| Annual Completed Departures        | 1,917         |                | 1,816          |                | 1,816           |             | 1,211       |           | 2,421         |                | 1,715       |             | 10,895        |
| Block Hours per Flight             | 1.03          |                | 1.54           |                | 1.00            |             | 0.67        |           | 1.29          |                | 0.64        |             | 1.07          |
| Total Block Hours                  | 1,976         |                | 2,799          |                | 1,816           |             | 807         |           | 3,127         |                | 1,101       |             | 11,626        |
| Average Seats per Departure        | 19            |                | 19             |                | 19              |             | 19          |           | 19            |                | 19          |             | 19            |
| Avg Stage Length                   | 198           |                | 331            |                | 176             |             | 131         |           | 287           |                | 110         |             | 6.9           |
| Passengers per Departure           | 6.9           |                | 7.7            |                | 7.3             |             | 5.0         |           | 8.7           |                | 4.1         |             | 74.759        |
| Total Passengers                   | 13,240        |                | 13,927         |                | 13,334          |             | 6,072       |           | 21,094        |                | 8,709       |             | 44,542.656    |
| ASMs                               | 7,245,202     |                | 11,419,818     |                | 6,072,169       |             | 3,013,084   |           | 13,202,367    |                | 3,590,017   |             | 17,205,337    |
| RPMs                               | 2,621,500     |                | 4,609,919      |                | 2,346,749       |             | 795,458     |           | 6,053,891     |                | 777,820     |             | 38,639%       |
| Load Factor                        | 36.18%        |                | 40.37%         |                | 38.65%          |             | 26.40%      |           | 45.85%        |                | 21.67%      |             | 38.63%        |
| Average Fare                       | \$74.00       |                | \$77.21        |                | \$89.95         |             | \$89.95     |           | \$77.21       |                | \$63.21     |             | \$76.45       |
| Completion Percent                 | 97%           |                | 97%            |                | 97%             |             | 97%         |           | 97%           |                | 97%         |             | 97%           |
| <b>Revenues</b>                    |               |                |                |                |                 |             |             |           |               |                |             |             |               |
| Passenger Revenue                  | \$979,753     |                | \$1,075,323    |                | \$1,199,375     |             | \$383,824   |           | \$1,628,644   |                | \$448,322   |             | \$5,715,241   |
| Other Revenue (1% of Pass Revenue) | \$9,798       |                | \$10,793       |                | \$11,994        |             | \$3,838     |           | \$16,286      |                | \$4,483     |             | \$57,152      |
| Total Revenue                      | \$989,550     |                | \$1,086,076    |                | \$1,211,369     |             | \$387,662   |           | \$1,644,931   |                | \$452,805   |             | \$5,772,393   |
| <b>Direct Expenses</b>             |               |                |                |                |                 |             |             |           |               |                |             |             |               |
| Crew & Training                    | \$275,704     |                | \$390,679      |                | \$253,413       |             | \$112,628   |           | \$436,434     |                | \$153,690   |             | \$1,622,549   |
| Hull Insurance                     | \$13,691      |                | \$19,400       |                | \$12,584        |             | \$5,593     |           | \$21,672      |                | \$7,632     |             | \$80,571      |
| Fuel & Oil                         | \$359,553     |                | \$509,494      |                | \$330,483       |             | \$146,881   |           | \$569,165     |                | \$200,432   |             | \$2,116,008   |
| Maintenance                        | \$592,557     |                | \$839,666      |                | \$544,648       |             | \$242,066   |           | \$938,005     |                | \$330,319   |             | \$3,487,260   |
| Aircraft Rent                      | \$27,280      |                | \$38,657       |                | \$25,075        |             | \$11,144    |           | \$43,184      |                | \$15,207    |             | \$160,547     |
| Total Direct Expenses              | \$1,268,785   |                | \$1,797,896    |                | \$1,166,203     |             | \$518,312   |           | \$2,008,460   |                | \$707,280   |             | \$7,466,936   |
| <b>Indirect Expenses</b>           |               |                |                |                |                 |             |             |           |               |                |             |             |               |
| Reservations and GDS Expenses      | \$109,930     |                | \$155,773      |                | \$101,042       |             | \$44,908    |           | \$174,017     |                | \$61,280    |             | \$646,949     |
| Marketing                          | \$5,000       |                | \$5,000        |                | \$5,000         |             | \$5,000     |           | \$5,000       |                | \$5,000     |             | \$30,000      |
| Station and Departure Expenses     | \$327,478     |                | \$464,043      |                | \$301,001       |             | \$133,778   |           | \$518,391     |                | \$182,562   |             | \$1,927,243   |
| Capacity (ASM) Related             | \$191,372     |                | \$271,179      |                | \$175,900       |             | \$78,178    |           | \$302,939     |                | \$106,680   |             | \$1,126,247   |
| Total Indirect Expenses            | \$633,780     |                | \$895,995      |                | \$582,943       |             | \$251,863   |           | \$1,000,346   |                | \$355,512   |             | \$3,730,440   |
| Total Operating Expenses           | \$1,902,566   |                | \$2,693,891    |                | \$1,749,145     |             | \$780,176   |           | \$3,008,806   |                | \$1,062,792 |             | \$11,197,376  |
| Return                             | \$95,128      |                | \$134,695      |                | \$87,457        |             | \$39,009    |           | \$150,440     |                | \$53,140    |             | \$559,869     |
| <b>Operating Profit (Loss)</b>     | (\$1,008,144) |                | (\$1,742,509)  |                | (\$625,234)     |             | (\$431,523) |           | (\$1,514,316) |                | (\$663,126) |             | (\$5,984,851) |
| Interest Expense                   | \$69,145      |                | \$97,980       |                | \$63,554        |             | \$28,246    |           | \$109,455     |                | \$38,545    |             | \$406,925     |
| Compensation Required              | \$1,077,289   |                | \$1,840,489    |                | \$688,788       |             | \$459,769   |           | \$1,623,770   |                | \$701,671   |             | \$6,391,776   |
| Subsidy per Departure              | \$562         |                | \$1,014        |                | \$379           |             | \$380       |           | \$671         |                | \$409       |             |               |
| Subsidy per Passenger              | \$81          |                | \$132          |                | \$52            |             | \$76        |           | \$77          |                | \$121       |             |               |

\* Subsidy Per Passenger for Owensboro, Jackson and Kirksville reflect the number of passengers per day based on 2004 data supplied by DOT

Mesa Air Group  
Proposed Schedule

| From: BRL | To: MDW | Flight # | Depart | Arrive | Frequency | Stops |
|-----------|---------|----------|--------|--------|-----------|-------|
| 1420      | 6:30    | 7:25     | XSun   | 0      |           |       |
| 1422      | 12:30   | 13:30    | XSat   | 0      |           |       |

| From: BRL | To: MCI | Flight # | Depart   | Arrive | Frequency | Stops |
|-----------|---------|----------|----------|--------|-----------|-------|
| 1471      | 6:05    | 7:30     | XSun     | 0      |           |       |
| 1471      | 11:05   | 12:30    | Sun Only | 0      |           |       |

| From: CGI | To: MDW | Flight # | Depart | Arrive | Frequency | Stops |
|-----------|---------|----------|--------|--------|-----------|-------|
| 1431      | 6:00    | 7:25     | XSun   | 0      |           |       |
| 1433      | 10:05   | 11:30    | XSat   | 0      |           |       |
| 1435      | 15:45   | 17:10    | XSat   | 0      |           |       |

| From: MKL | To: BNA | Flight # | Depart | Arrive | Frequency | Stops |
|-----------|---------|----------|--------|--------|-----------|-------|
| 1451      | 9:30    | 10:10    | XSun   | 0      |           |       |
| 1457      | 18:10   | 18:50    | XSat   | 0      |           |       |

| From: MDW | To: BRL | Flight # | Depart | Arrive | Frequency | Stops |
|-----------|---------|----------|--------|--------|-----------|-------|
| 1421      | 11:20   | 12:20    | XSun   | 0      |           |       |
| 1425      | 19:00   | 20:00    | XSat   | 0      |           |       |

| From: MCI | To: BRL | Flight # | Depart   | Arrive | Frequency | Stops |
|-----------|---------|----------|----------|--------|-----------|-------|
| 1472      | 19:45   | 21:10    | XSat     | 0      |           |       |
| 1472      | 10:55   | 12:20    | Sat Only | 0      |           |       |

| From: MDW | To: CGI | Flight # | Depart   | Arrive | Frequency | Stops |
|-----------|---------|----------|----------|--------|-----------|-------|
| 1432      | 8:15    | 9:45     | XSat/Sun | 0      |           |       |
| 1434      | 13:30   | 15:00    | XSat     | 0      |           |       |
| 1434      | 14:00   | 15:30    | Sat Only | 0      |           |       |
| 1436      | 19:00   | 20:30    | XSat     | 0      |           |       |

| From: BNA | To: MKL | Flight # | Depart | Arrive | Frequency | Stops |
|-----------|---------|----------|--------|--------|-----------|-------|
| 1450      | 8:30    | 9:10     | XSun   | 0      |           |       |
| 1456      | 17:10   | 17:55    | XSat   | 0      |           |       |

Mesa Air Group  
Proposed Schedule (Cont'd)

| From:    | MWA    | To:    | MDW       | Stops |
|----------|--------|--------|-----------|-------|
| Flight # | Depart | Arrive | Frequency |       |
| 1400     | 6:15   | 7:30   | xSun      | 0     |
| 1402     | 10:00  | 11:15  | xSun      | 0     |
| 1404     | 14:10  | 15:25  | xSat      | 0     |
| 1406     | 17:00  | 18:15  | xSat      | 0     |

| From:    | MWA    | To:    | BNA       | Stops |
|----------|--------|--------|-----------|-------|
| Flight # | Depart | Arrive | Frequency |       |
| 1403     | 14:10  | 15:40  | xSat/Sun  | 1-OWB |

| From:    | OWB    | To:    | BNA       | Stops |
|----------|--------|--------|-----------|-------|
| Flight # | Depart | Arrive | Frequency |       |
| 1440     | 6:00   | 6:40   | xSun      | 0     |
| 1455     | 15:00  | 15:40  | xSat      | 0     |

| From:    | OWB    | To:    | MDW       | Stops |
|----------|--------|--------|-----------|-------|
| Flight # | Depart | Arrive | Frequency |       |
| 1404     | 13:15  | 15:25  | xSat/Sun  | 1-MWA |

| From:    | TBN    | To:    | MCI       | Stops |
|----------|--------|--------|-----------|-------|
| Flight # | Depart | Arrive | Frequency |       |
| 1462     | 9:15   | 10:10  | xSun      | 0     |
| 1464     | 14:15  | 15:10  | xSat      | 0     |
| 1466     | 18:10  | 19:05  | xSat      | 0     |

| From:    | MDW    | To:    | MWA       | Stops |
|----------|--------|--------|-----------|-------|
| Flight # | Depart | Arrive | Frequency |       |
| 1401     | 8:00   | 9:20   | xSun      | 0     |
| 1403     | 12:30  | 13:50  | xSun      | 0     |
| 1405     | 14:40  | 16:00  | xSat      | 0     |
| 1407     | 19:00  | 20:20  | xSat      | 0     |

| From:    | BNA    | To:    | MWA       | Stops |
|----------|--------|--------|-----------|-------|
| Flight # | Depart | Arrive | Frequency |       |
| 1404     | 12:15  | 13:50  | xSat/Sun  | 1-OWB |

| From:    | BNA    | To:    | OWB       | Stops |
|----------|--------|--------|-----------|-------|
| Flight # | Depart | Arrive | Frequency |       |
| 1452     | 12:15  | 12:55  | xSun      | 0     |
| 1458     | 20:15  | 20:55  | xSat      | 0     |

| From:    | MDW    | To:    | OWB       | Stops |
|----------|--------|--------|-----------|-------|
| Flight # | Depart | Arrive | Frequency |       |
| 1403     | 12:30  | 14:45  | xSat/Sun  | 1-MWA |

| From:    | MCI    | To:    | TBN       | Stops |
|----------|--------|--------|-----------|-------|
| Flight # | Depart | Arrive | Frequency |       |
| 1461     | 8:00   | 9:00   | xSun      | 0     |
| 1463     | 13:00  | 14:00  | xSat      | 0     |
| 1465     | 17:00  | 18:00  | xSat      | 0     |

Proposed times are just used as an example. Mesa will work with the community to establish the best times to best suit the community's needs.

**Essential Air Service Proposal for Air Midwest, Inc (Wholly owned subsidiary of Mesa Air Group)  
Service for Burlington, Cape Girardeau, Marion, and Owensboro**

**Option # 13**

|                                    | Burlington                          |               | Cape Girardeau                |               | Marion                        |               | Owensboro                     |               | Total<br>Beech 1900D |
|------------------------------------|-------------------------------------|---------------|-------------------------------|---------------|-------------------------------|---------------|-------------------------------|---------------|----------------------|
|                                    | Beech 1900D<br>Midway & Kansas City | 1,917         | Beech 1900D<br>Chicago Midway | 1,816         | Beech 1900D<br>Chicago Midway | 2,421         | Beech 1900D<br>Chicago Midway | 1,211         |                      |
| Aircraft                           |                                     |               |                               |               |                               |               |                               |               |                      |
| Hub Served                         |                                     |               |                               |               |                               |               |                               |               |                      |
| Annual Completed Departures        | 1,03                                | 1,917         | 1,54                          | 1,816         | 1,29                          | 2,421         | 1,33                          | 1,211         | 7,364                |
| Block Hours per Flight             | 19                                  | 1,976         | 19                            | 2,799         | 19                            | 3,127         | 19                            | 1,614         | 1,29                 |
| Total Block Hours                  | 198                                 | 19            | 331                           | 19            | 287                           | 19            | 283                           | 19            | 9,516                |
| Average Seats per Departure        | 6.9                                 | 6.9           | 7.7                           | 7.7           | 8.7                           | 8.7           | 5.0                           | 5.0           | 7.4                  |
| Avg Stage Length                   | 13,240                              | 13,240        | 13,927                        | 13,927        | 21,094                        | 21,094        | 5,996                         | 5,996         | 54,257               |
| Passengers per Departure           | 7,245,202                           | 7,245,202     | 11,419,818                    | 11,419,818    | 13,202,367                    | 13,202,367    | 6,509,181                     | 6,509,181     | 38,376,568           |
| Total Passengers                   | 2,621,500                           | 2,621,500     | 4,609,919                     | 4,609,919     | 6,053,891                     | 6,053,891     | 1,696,996                     | 1,696,996     | 14,982,307           |
| ASMs                               | 36.18%                              | 36.18%        | 40.37%                        | 40.37%        | 45.85%                        | 45.85%        | 26.07%                        | 26.07%        | 39.04%               |
| RPMs                               | \$74.00                             | \$74.00       | \$77.21                       | \$77.21       | \$77.21                       | \$77.21       | \$77.21                       | \$77.21       | \$76.43              |
| Load Factor                        | 97%                                 | 97%           | 97%                           | 97%           | 97%                           | 97%           | 97%                           | 97%           | 97%                  |
| Average Fare                       |                                     |               |                               |               |                               |               |                               |               |                      |
| Completion Percent                 |                                     |               |                               |               |                               |               |                               |               |                      |
| <b>Revenues</b>                    |                                     |               |                               |               |                               |               |                               |               |                      |
| Passenger Revenue                  | \$979,753                           | \$979,753     | \$1,076,323                   | \$1,076,323   | \$1,628,644                   | \$1,628,644   | \$462,986                     | \$462,986     | \$4,146,706          |
| Other Revenue (1% of Pass Revenue) | \$9,798                             | \$9,798       | \$10,753                      | \$10,753      | \$16,286                      | \$16,286      | \$4,630                       | \$4,630       | \$41,467             |
| Total Revenue                      | \$989,550                           | \$989,550     | \$1,086,076                   | \$1,086,076   | \$1,644,931                   | \$1,644,931   | \$467,616                     | \$467,616     | \$4,188,173          |
| <b>Direct Expenses</b>             |                                     |               |                               |               |                               |               |                               |               |                      |
| Crew & Training                    | \$289,720                           | \$289,720     | \$391,673                     | \$391,673     | \$437,545                     | \$437,545     | \$212,515                     | \$212,515     | \$1,331,453          |
| Fuel Insurance                     | \$14,350                            | \$14,350      | \$19,400                      | \$19,400      | \$21,672                      | \$21,672      | \$10,526                      | \$10,526      | \$65,948             |
| Fuel & Oil                         | \$376,873                           | \$376,873     | \$509,494                     | \$509,494     | \$589,165                     | \$589,165     | \$276,443                     | \$276,443     | \$1,731,975          |
| Maintenance                        | \$601,260                           | \$601,260     | \$812,843                     | \$812,843     | \$908,041                     | \$908,041     | \$441,034                     | \$441,034     | \$2,763,177          |
| Aircraft Rent                      | \$27,948                            | \$27,948      | \$37,782                      | \$37,782      | \$42,207                      | \$42,207      | \$20,500                      | \$20,500      | \$128,438            |
| Total Direct Expenses              | \$1,310,151                         | \$1,310,151   | \$1,771,193                   | \$1,771,193   | \$1,978,630                   | \$1,978,630   | \$961,018                     | \$961,018     | \$6,020,991          |
| <b>Indirect Expenses</b>           |                                     |               |                               |               |                               |               |                               |               |                      |
| Reservations and GDS Expenses      | \$102,168                           | \$102,168     | \$136,121                     | \$136,121     | \$154,298                     | \$154,298     | \$74,942                      | \$74,942      | \$469,529            |
| Marketing                          | \$5,000                             | \$5,000       | \$5,000                       | \$5,000       | \$5,000                       | \$5,000       | \$5,000                       | \$5,000       | \$20,000             |
| Station and Departure Expenses     | \$398,892                           | \$398,892     | \$539,262                     | \$539,262     | \$602,418                     | \$602,418     | \$292,594                     | \$292,594     | \$1,833,165          |
| Capacity (ASM) Related             | \$211,143                           | \$211,143     | \$285,444                     | \$285,444     | \$318,875                     | \$318,875     | \$154,677                     | \$154,677     | \$970,340            |
| Total Indirect Expenses            | \$717,203                           | \$717,203     | \$967,827                     | \$967,827     | \$1,080,591                   | \$1,080,591   | \$527,413                     | \$527,413     | \$3,293,034          |
| Total Operating Expenses           | \$2,027,354                         | \$2,027,354   | \$2,739,020                   | \$2,739,020   | \$3,069,220                   | \$3,069,220   | \$1,488,431                   | \$1,488,431   | \$9,314,025          |
| Return                             | \$101,368                           | \$101,368     | \$136,951                     | \$136,951     | \$152,961                     | \$152,961     | \$74,422                      | \$74,422      | \$465,701            |
| Operating Profit (Loss)            | (\$1,139,171)                       | (\$1,139,171) | (\$1,789,895)                 | (\$1,789,895) | (\$1,567,251)                 | (\$1,567,251) | (\$1,095,237)                 | (\$1,095,237) | (\$5,591,553)        |
| Interest Expense                   | \$69,145                            | \$69,145      | \$97,980                      | \$97,980      | \$109,455                     | \$109,455     | \$56,493                      | \$56,493      | \$333,072            |
| Compensation Required              | \$1,208,316                         | \$1,208,316   | \$1,887,874                   | \$1,887,874   | \$1,676,705                   | \$1,676,705   | \$1,151,730                   | \$1,151,730   | \$5,924,626          |
| Subsidy per Departure              | \$630                               | \$630         | \$1,040                       | \$1,040       | \$693                         | \$693         | \$961                         | \$961         | \$961                |
| Subsidy per Passenger              | \$91                                | \$91          | \$136                         | \$136         | \$79                          | \$79          | \$198                         | \$198         | \$198                |

\* Subsidy Per Passenger for Owensboro, Jackson and Kirksville reflect the number of passengers per day based on 2004 data supplied by DOT

Mesa Air Group  
Proposed Schedule

| From: BRL | To: MDW |        |       |
|-----------|---------|--------|-------|
| Flight #  | Depart  | Arrive | Stops |
| 1420      | 6:30    | 7:25   | 0     |
| 1422      | 15:00   | 16:00  | 0     |

| From: MDW | To: BRL |        |       |
|-----------|---------|--------|-------|
| Flight #  | Depart  | Arrive | Stops |
| 1421      | 8:15    | 9:15   | 0     |
| 1425      | 19:00   | 20:00  | 0     |

| From: BRL | To: MCI |        |       |
|-----------|---------|--------|-------|
| Flight #  | Depart  | Arrive | Stops |
| 1471      | 9:25    | 10:30  | 0     |

| From: MCI | To: BRL |        |       |
|-----------|---------|--------|-------|
| Flight #  | Depart  | Arrive | Stops |
| 1472      | 11:00   | 12:05  | 0     |

| From: CGI | To: MDW |        |       |
|-----------|---------|--------|-------|
| Flight #  | Depart  | Arrive | Stops |
| 1431      | 6:00    | 7:25   | 0     |
| 1433      | 13:05   | 14:30  | 0     |
| 1435      | 14:15   | 15:40  | 0     |

| From: MDW | To: CGI |        |       |
|-----------|---------|--------|-------|
| Flight #  | Depart  | Arrive | Stops |
| 1432      | 11:25   | 12:55  | 0     |
| 1434      | 12:30   | 14:00  | 0     |
| 1436      | 19:30   | 21:00  | 0     |

| From: OWB | To: MDW |        |       |
|-----------|---------|--------|-------|
| Flight #  | Depart  | Arrive | Stops |
| 1450      | 9:30    | 10:50  | 0     |
| 1452      | 17:40   | 19:00  | 0     |

| From: MDW | To: OWB |        |       |
|-----------|---------|--------|-------|
| Flight #  | Depart  | Arrive | Stops |
| 1451      | 8:00    | 9:20   | 0     |
| 1453      | 16:10   | 17:30  | 0     |

| From: MWA | To: MDW |        |       |
|-----------|---------|--------|-------|
| Flight #  | Depart  | Arrive | Stops |
| 1400      | 6:15    | 7:30   | 0     |
| 1402      | 10:00   | 11:15  | 0     |
| 1404      | 14:10   | 15:25  | 0     |
| 1406      | 17:00   | 18:15  | 0     |

| From: MDW | To: MWA |        |       |
|-----------|---------|--------|-------|
| Flight #  | Depart  | Arrive | Stops |
| 1401      | 8:00    | 9:20   | 0     |
| 1403      | 12:30   | 13:50  | 0     |
| 1405      | 15:00   | 16:30  | 0     |
| 1407      | 19:00   | 20:20  | 0     |

Proposed times are just used as an example. Mesa will work with the community to establish the best times to best suit the community's needs.

**Essential Air Service Proposal for Air Midwest, Inc (Wholly owned subsidiary of Mesa Air Group)  
Service for Burlington, Cape Girardeau, and Marion  
Option # 14**

|                                     | Burlington                          |                               |                               | Cape Girardeau                |                               | Marion                        |               | Total<br>Beech 1900D |
|-------------------------------------|-------------------------------------|-------------------------------|-------------------------------|-------------------------------|-------------------------------|-------------------------------|---------------|----------------------|
|                                     | Beech 1900D<br>Midway & Kansas City | Beech 1900D<br>Chicago Midway |               |                      |
| <b>Aircraft</b>                     |                                     |                               |                               |                               |                               |                               |               |                      |
| Hub Served                          |                                     |                               |                               |                               |                               |                               |               |                      |
| Annual Completed Departures         | 1,816                               | 1,816                         | 1,816                         | 2,421                         | 2,421                         | 2,421                         | 6,063         |                      |
| Block Hours per Flight              | 1.03                                | 1.54                          | 1.54                          | 1.29                          | 1.29                          | 1.29                          | 1.29          |                      |
| Total Block Hours                   | 1,866                               | 2,799                         | 2,799                         | 3,127                         | 3,127                         | 3,127                         | 7,793         |                      |
| Average Seats per Departure         | 19                                  | 19                            | 19                            | 19                            | 19                            | 19                            | 19            |                      |
| Avg Stage Length                    | 198                                 | 331                           | 331                           | 287                           | 287                           | 287                           | 19            |                      |
| Passengers per Departure            | 7.3                                 | 7.7                           | 7.7                           | 8.7                           | 8.7                           | 8.7                           | 8.0           |                      |
| Total Passengers                    | 13,240                              | 13,927                        | 13,927                        | 21,094                        | 21,094                        | 21,094                        | 48,261        |                      |
| ASMs                                | 6,831,190                           | 11,419,818                    | 11,419,818                    | 13,202,367                    | 13,202,367                    | 13,202,367                    | 31,453,376    |                      |
| RPMs                                | 2,621,500                           | 4,609,919                     | 4,609,919                     | 6,053,891                     | 6,053,891                     | 6,053,891                     | 13,285,310    |                      |
| Load Factor                         | 38.38%                              | 40.37%                        | 40.37%                        | 45.85%                        | 45.85%                        | 45.85%                        | 42.24%        |                      |
| Average Fare                        | \$74.00                             | \$77.21                       | \$77.21                       | \$77.21                       | \$77.21                       | \$77.21                       | \$76.33       |                      |
| Completion Percent                  | 97%                                 | 97%                           | 97%                           | 97%                           | 97%                           | 97%                           | #REF!         |                      |
| <b>Revenues</b>                     |                                     |                               |                               |                               |                               |                               |               |                      |
| Passenger Revenue                   | \$979,753                           | \$1,075,323                   | \$1,075,323                   | \$1,628,644                   | \$1,628,644                   | \$1,628,644                   | \$3,683,720   |                      |
| Other Revenue (1% of Pass Revenue)* | \$9,798                             | \$10,753                      | \$10,753                      | \$16,286                      | \$16,286                      | \$16,286                      | \$36,837      |                      |
| Total Revenue                       | \$989,550                           | \$1,086,076                   | \$1,086,076                   | \$1,644,931                   | \$1,644,931                   | \$1,644,931                   | \$3,720,557   |                      |
| <b>Direct Expenses</b>              |                                     |                               |                               |                               |                               |                               |               |                      |
| Crew & Training                     | \$261,127                           | \$391,690                     | \$391,690                     | \$437,563                     | \$437,563                     | \$437,563                     | \$1,090,380   |                      |
| Hull Insurance                      | \$12,933                            | \$19,400                      | \$19,400                      | \$21,672                      | \$21,672                      | \$21,672                      | \$54,005      |                      |
| Fuel & Oil                          | \$339,863                           | \$509,494                     | \$509,494                     | \$569,165                     | \$569,165                     | \$569,165                     | \$1,418,322   |                      |
| Maintenance                         | \$542,284                           | \$813,441                     | \$813,441                     | \$908,709                     | \$908,709                     | \$908,709                     | \$2,264,444   |                      |
| Aircraft Rent                       | \$23,069                            | \$34,603                      | \$34,603                      | \$38,656                      | \$38,656                      | \$38,656                      | \$96,328      |                      |
| Total Direct Expenses               | \$1,179,086                         | \$1,768,629                   | \$1,768,629                   | \$1,975,765                   | \$1,975,765                   | \$1,975,765                   | \$4,923,479   |                      |
| <b>Indirect Expenses</b>            |                                     |                               |                               |                               |                               |                               |               |                      |
| Reservations and GDS Expenses       | \$100,017                           | \$150,025                     | \$150,025                     | \$167,595                     | \$167,595                     | \$167,595                     | \$417,637     |                      |
| Marketing                           | \$5,000                             | \$5,000                       | \$5,000                       | \$5,000                       | \$5,000                       | \$5,000                       | \$15,000      |                      |
| Station and Departure Expenses      | \$405,271                           | \$607,906                     | \$607,906                     | \$679,102                     | \$679,102                     | \$679,102                     | \$1,692,279   |                      |
| Capacity (ASM) Related              | \$190,458                           | \$285,686                     | \$285,686                     | \$319,145                     | \$319,145                     | \$319,145                     | \$795,289     |                      |
| Total Indirect Expenses             | \$770,745                           | \$1,048,618                   | \$1,048,618                   | \$1,170,843                   | \$1,170,843                   | \$1,170,843                   | \$2,920,205   |                      |
| Total Operating Expenses            | \$1,879,831                         | \$2,817,246                   | \$2,817,246                   | \$3,146,608                   | \$3,146,608                   | \$3,146,608                   | \$7,843,685   |                      |
| Return                              | \$93,992                            | \$140,862                     | \$140,862                     | \$157,330                     | \$157,330                     | \$157,330                     | \$392,184     |                      |
| Operating Profit (Loss)             | (\$984,272)                         | (\$1,872,032)                 | (\$1,872,032)                 | (\$1,659,008)                 | (\$1,659,008)                 | (\$1,659,008)                 | (\$4,615,312) |                      |
| Interest Expense                    | \$65,320                            | \$97,980                      | \$97,980                      | \$109,455                     | \$109,455                     | \$109,455                     | \$272,754     |                      |
| Compensation Required               | \$1,049,592                         | \$1,970,012                   | \$1,970,012                   | \$1,768,463                   | \$1,768,463                   | \$1,768,463                   | \$4,788,067   |                      |
| Subsidy per Departure               | \$578                               | \$1,085                       | \$1,085                       | \$730                         | \$730                         | \$730                         | \$1,815       |                      |
| Subsidy per Passenger               | \$79                                | \$141                         | \$141                         | \$84                          | \$84                          | \$84                          | \$100         |                      |

\* Subsidy Per Passenger for Owenboro, Jackson and Kirksville reflect the number of passengers per day based on 2004 data supplied by DOT

Mesa Air Group  
Proposed Schedule

| From: BRL | To: MDW |        |           | Stops |
|-----------|---------|--------|-----------|-------|
| Flight #  | Depart  | Arrive | Frequency |       |
| 1420      | 6:30    | 7:25   | XSun      | 0     |
| 1422      | 15:00   | 16:00  | XSat      | 0     |

| From: MDW | To: BRL |        |           | Stops |
|-----------|---------|--------|-----------|-------|
| Flight #  | Depart  | Arrive | Frequency |       |
| 1421      | 8:15    | 9:15   | XSun      | 0     |
| 1425      | 19:00   | 20:00  | XSat      | 0     |

| From: BRL | To: MCI |        |           | Stops |
|-----------|---------|--------|-----------|-------|
| Flight #  | Depart  | Arrive | Frequency |       |
| 1471      | 9:25    | 10:30  | XSat      | 0     |

| From: MCI | To: BRL |        |           | Stops |
|-----------|---------|--------|-----------|-------|
| Flight #  | Depart  | Arrive | Frequency |       |
| 1472      | 11:00   | 12:05  | XSat      | 0     |

| From: CGI | To: MDW |        |           | Stops |
|-----------|---------|--------|-----------|-------|
| Flight #  | Depart  | Arrive | Frequency |       |
| 1431      | 6:00    | 7:25   | XSun      | 0     |
| 1433      | 10:05   | 11:30  | XSat      | 0     |
| 1435      | 14:15   | 15:40  | XSat      | 0     |

| From: MDW | To: CGI |        |           | Stops |
|-----------|---------|--------|-----------|-------|
| Flight #  | Depart  | Arrive | Frequency |       |
| 1432      | 8:15    | 9:45   | XSun      | 0     |
| 1434      | 12:30   | 14:00  | XSat      | 0     |
| 1436      | 19:00   | 20:00  | XSat      | 0     |

| From: MWA | To: MDW |        |           | Stops |
|-----------|---------|--------|-----------|-------|
| Flight #  | Depart  | Arrive | Frequency |       |
| 1400      | 6:15    | 7:30   | XSun      | 0     |
| 1402      | 10:00   | 11:15  | XSun      | 0     |
| 1404      | 14:10   | 15:25  | XSat      | 0     |
| 1406      | 17:00   | 18:15  | XSat      | 0     |

| From: MDW | To: MWA |        |           | Stops |
|-----------|---------|--------|-----------|-------|
| Flight #  | Depart  | Arrive | Frequency |       |
| 1401      | 8:00    | 9:20   | XSun      | 0     |
| 1403      | 12:30   | 13:50  | XSun      | 0     |
| 1405      | 14:40   | 16:00  | XSat      | 0     |
| 1407      | 19:00   | 20:20  | XSat      | 0     |

Proposed times are just used as an example. Mesa will work with the community to establish the best times to best suit the community's needs.

**Essential Air Service Proposal for Air Midwest, Inc (Wholly owned subsidiary of Mesa Air Group)  
Service for Burlington, Cape Girardeau, Ft. Leonard Wood, and Marion  
Option # 15**

|                                    | <b>Burlington</b>    | <b>Cape Girardeau</b> | <b>Ft Leonard Wood</b> | <b>Marion</b>        | <b>Total</b>         |
|------------------------------------|----------------------|-----------------------|------------------------|----------------------|----------------------|
| Aircraft                           | Beech 1900D          | Beech 1900D           | Beech 1900D            | Beech 1900D          | Beech 1900D          |
| Hub Served                         | Midway & Kansas City | Chicago Midway        | Kansas City            | Chicago Midway       |                      |
| Annual Completed Departures        | 1,917                | 1,816                 | 1,816                  | 2,421                | 7,970                |
| Block Hours per Flight             | 1.03                 | 1.54                  | 1.00                   | 1.29                 | 1.22                 |
| Total Block Hours                  | 1,976                | 2,799                 | 1,816                  | 3,127                | 9,718                |
| Average Seats per Departure        | 19                   | 19                    | 19                     | 19                   | 19                   |
| Avg Stage Length                   | 198                  | 331                   | 176                    | 287                  |                      |
| Passengers per Departure           | 6.9                  | 7.7                   | 7.3                    | 8.7                  | 7.7                  |
| Total Passengers                   | 13,240               | 13,927                | 13,334                 | 21,094               | 61,595               |
| ASM's                              | 7,245,202            | 11,419,818            | 6,072,169              | 13,202,367           | 37,939,556           |
| RPMS                               | 2,621,500            | 4,609,919             | 2,346,749              | 6,053,891            | 15,632,059           |
| Load Factor                        | 36.18%               | 40.37%                | 38.65%                 | 45.85%               | 41.20%               |
| Average Fare                       | \$74.00              | \$77.21               | \$89.95                | \$77.21              | \$79.28              |
| Completion Percent                 | 97%                  | 97%                   | 97%                    | 97%                  | 97%                  |
| <b>Revenues</b>                    |                      |                       |                        |                      |                      |
| Passenger Revenue                  | \$979,753            | \$1,075,323           | \$1,199,375            | \$1,628,644          | \$4,883,095          |
| Other Revenue (1% of Pax Revenues) | \$9,798              | \$10,753              | \$11,994               | \$16,286             | \$48,831             |
| <b>Total Revenue</b>               | <b>\$989,550</b>     | <b>\$1,086,076</b>    | <b>\$1,211,369</b>     | <b>\$1,644,931</b>   | <b>\$4,931,926</b>   |
| <b>Direct Expenses</b>             |                      |                       |                        |                      |                      |
| Crew & Training                    | \$275,958            | \$391,038             | \$253,646              | \$436,835            | \$1,357,478          |
| Hull Insurance                     | \$13,691             | \$19,400              | \$12,584               | \$21,672             | \$67,346             |
| Fuel & Oil                         | \$359,553            | \$509,494             | \$330,483              | \$569,165            | \$1,768,695          |
| Maintenance                        | \$578,037            | \$819,091             | \$531,302              | \$915,020            | \$2,843,450          |
| Aircraft Rent                      | \$26,110             | \$36,998              | \$23,999               | \$41,331             | \$128,438            |
| <b>Total Direct Expenses</b>       | <b>\$1,253,348</b>   | <b>\$1,776,021</b>    | <b>\$1,152,014</b>     | <b>\$1,984,024</b>   | <b>\$6,165,407</b>   |
| <b>Indirect Expenses</b>           |                      |                       |                        |                      |                      |
| Reservations and GDS Expenses      | \$108,357            | \$153,544             | \$99,596               | \$171,527            | \$533,024            |
| Marketing                          | \$5,000              | \$5,000               | \$5,000                | \$5,000              | \$20,000             |
| Station and Departure Expenses     | \$363,078            | \$514,490             | \$333,723              | \$574,745            | \$1,786,036          |
| Capacity (ASM) Related             | \$195,011            | \$276,335             | \$179,244              | \$308,699            | \$959,290            |
| <b>Total Indirect Expenses</b>     | <b>\$671,447</b>     | <b>\$949,369</b>      | <b>\$617,564</b>       | <b>\$1,059,971</b>   | <b>\$3,298,350</b>   |
| <b>Total Operating Expenses</b>    | <b>\$1,924,795</b>   | <b>\$2,725,390</b>    | <b>\$1,769,577</b>     | <b>\$3,043,995</b>   | <b>\$9,463,757</b>   |
| <b>Return</b>                      | <b>\$96,240</b>      | <b>\$136,270</b>      | <b>\$88,479</b>        | <b>\$152,200</b>     | <b>\$473,188</b>     |
| <b>Operating Profit (Loss)</b>     | <b>(\$1,031,485)</b> | <b>(\$1,775,584)</b>  | <b>(\$646,687)</b>     | <b>(\$1,551,264)</b> | <b>(\$5,005,019)</b> |
| Interest Expense                   | \$69,145             | \$97,980              | \$63,554               | \$109,455            | \$340,134            |
| Compensation Required              | \$1,100,629          | \$1,873,563           | \$710,242              | \$1,660,718          | \$5,345,153          |
| Subsidy per Departure              | \$574                | \$1,032               | \$391                  | \$686                |                      |
| Subsidy per Passenger              | \$83                 | \$135                 | \$53                   | \$79                 |                      |

\* Subsidy Per Passenger for Owensboro, Jackson and Kirksville reflect the number of passengers per day based on 2004 data supplied by DOT

**Mesa Air Group  
Proposed Schedule**

| From:    | BRL    | To:    | MDW       |       |  |
|----------|--------|--------|-----------|-------|--|
| Flight # | Depart | Arrive | Frequency | Stops |  |
| 1420     | 6:30   | 7:25   | xSun      | 0     |  |
| 1422     | 15:00  | 16:00  | xSat      | 0     |  |

| From:    | BRL    | To:    | MCI       |       |  |
|----------|--------|--------|-----------|-------|--|
| Flight # | Depart | Arrive | Frequency | Stops |  |
| 1471     | 6:25   | 7:30   | Daily     | 0     |  |

| From:    | CGI    | To:    | MDW       |       |  |
|----------|--------|--------|-----------|-------|--|
| Flight # | Depart | Arrive | Frequency | Stops |  |
| 1431     | 6:00   | 7:25   | xSun      | 0     |  |
| 1433     | 10:05  | 11:30  | xSat      | 0     |  |
| 1435     | 14:15  | 15:40  | xSat      | 0     |  |

| From:    | MWA    | To:    | MDW       |       |  |
|----------|--------|--------|-----------|-------|--|
| Flight # | Depart | Arrive | Frequency | Stops |  |
| 1400     | 6:15   | 7:30   | xSun      | 0     |  |
| 1402     | 10:00  | 11:15  | xSun      | 0     |  |
| 1404     | 14:10  | 15:25  | xSat      | 0     |  |
| 1406     | 17:00  | 18:15  | xSat      | 0     |  |

| From:    | TBN    | To:    | MCI       |       |  |
|----------|--------|--------|-----------|-------|--|
| Flight # | Depart | Arrive | Frequency | Stops |  |
| 1462     | 9:15   | 10:10  | xSun      | 0     |  |
| 1464     | 14:15  | 15:10  | xSat      | 0     |  |
| 1466     | 18:10  | 19:05  | xSat      | 0     |  |

| From:    | MDW    | To:    | BRL       |       |  |
|----------|--------|--------|-----------|-------|--|
| Flight # | Depart | Arrive | Frequency | Stops |  |
| 1421     | 8:15   | 9:15   | xSun      | 0     |  |
| 1425     | 19:00  | 20:00  | xSat      | 0     |  |

| From:    | MCI    | To:    | BRL       |       |  |
|----------|--------|--------|-----------|-------|--|
| Flight # | Depart | Arrive | Frequency | Stops |  |
| 1472     | 19:30  | 20:35  | Daily     | 0     |  |

| From:    | MDW    | To:    | CGI       |       |  |
|----------|--------|--------|-----------|-------|--|
| Flight # | Depart | Arrive | Frequency | Stops |  |
| 1432     | 8:15   | 9:45   | xSun      | 0     |  |
| 1434     | 12:30  | 14:00  | xSat      | 0     |  |
| 1436     | 19:00  | 20:00  | xSat      | 0     |  |

| From:    | MDW    | To:    | MWA       |       |  |
|----------|--------|--------|-----------|-------|--|
| Flight # | Depart | Arrive | Frequency | Stops |  |
| 1401     | 8:00   | 9:20   | xSun      | 0     |  |
| 1403     | 12:30  | 13:50  | xSun      | 0     |  |
| 1405     | 14:40  | 16:00  | xSat      | 0     |  |
| 1407     | 19:00  | 20:20  | xSat      | 0     |  |

| From:    | MCI    | To:    | TBN       |       |  |
|----------|--------|--------|-----------|-------|--|
| Flight # | Depart | Arrive | Frequency | Stops |  |
| 1461     | 8:00   | 9:00   | xSun      | 0     |  |
| 1463     | 13:00  | 14:00  | xSat      | 0     |  |
| 1465     | 17:00  | 18:00  | xSat      | 0     |  |

Proposed times are just used as an example. Mesa will work with the community to establish the best times to best suit the community's needs.

**Essential Air Service Proposal for Air Midwest, Inc (Wholly owned subsidiary of Mesa Air Group)  
Service for Burlington, Cape Girardeau, Ft. Leonard Wood, Jackson, Marion, Owensboro, and Kirksville  
Option # 16**

|                                    | Burlington    | Cape Girardeau | Ft Leonard Wood | Kirksville  | Jackson       | Marion        | Owensboro     | Total         |
|------------------------------------|---------------|----------------|-----------------|-------------|---------------|---------------|---------------|---------------|
|                                    | Beech 1900D   | Beech 1900D    | Beech 1900D     | Beech 1900D | Beech 1900D   | Beech 1900D   | Beech 1900D   | Beech 1900D   |
| Aircraft                           | St Louis      | St Louis       | St Louis        | St Louis    | St Louis      | St Louis      | St Louis      |               |
| Hub Served                         | 1,816         | 1,816          | 1,211           | 1,211       | 1,211         | 2,421         | 1,211         | 11,500        |
| Annual Completed Departures        | 0.92          | 0.67           | 0.67            | 0.92        | 1.17          | 0.67          | 1.00          | 0.82          |
| Block Hours per Flight             | 1,665         | 1,211          | 1,211           | 1,110       | 1,412         | 1,614         | 1,211         | 9,432         |
| Total Block Hours                  | 19            | 19             | 19              | 19          | 19            | 19            | 19            | 19            |
| Average Seats per Departure        | 147           | 113            | 119             | 149         | 231           | 100           | 187           |               |
| Avg Stage Length                   | 5.3           | 4.6            | 4.8             | 3.8         | 3.5           | 5.4           | 3.1           | 4.6           |
| Passengers per Departure           | 9,562         | 8,382          | 8,667           | 4,570       | 4,251         | 13,184        | 3,784         | 52,389        |
| Total Passengers                   | 5,071,641     | 3,898,608      | 4,105,614       | 3,427,095   | 5,313,148     | 4,600,128     | 4,301,120     | 30,717,355    |
| ASMs                               | 1,405,638     | 947,182        | 1,031,389       | 680,900     | 981,875       | 1,318,356     | 707,640       | 7,072,958     |
| RPMs                               | 27.72%        | 24.30%         | 25.12%          | 19.87%      | 18.48%        | 28.65%        | 16.45%        | 23.03%        |
| Load Factor                        | \$55.12       | \$49.52        | \$49.52         | \$62.32     | \$78.00       | \$49.52       | \$53.23       | \$54.96       |
| Average Fare                       | 97%           | 97%            | 97%             | 97%         | 97%           | 97%           | 97%           | 97%           |
| Completion Percent                 |               |                |                 |             |               |               |               |               |
| <b>Revenues</b>                    |               |                |                 |             |               |               |               |               |
| Passenger Revenue                  | \$527,066     | \$415,084      | \$429,188       | \$284,790   | \$331,542     | \$652,850     | \$239,273     | \$2,879,793   |
| Other Revenue (1% of Pass Revenue) | \$5,271       | \$4,151        | \$4,292         | \$2,848     | \$3,315       | \$6,528       | \$2,393       | \$28,798      |
| Total Revenue                      | \$532,336     | \$419,234      | \$433,480       | \$287,638   | \$334,858     | \$659,378     | \$241,666     | \$2,908,591   |
| <b>Direct Expenses</b>             |               |                |                 |             |               |               |               |               |
| Crew & Training                    | \$230,611     | \$167,717      | \$172,291       | \$149,167   | \$195,670     | \$223,622     | \$167,717     | \$1,306,793   |
| Hull Insurance                     | \$11,535      | \$8,389        | \$8,618         | \$7,461     | \$9,787       | \$11,186      | \$8,389       | \$65,366      |
| Fuel & Oil                         | \$302,943     | \$220,322      | \$226,330       | \$195,963   | \$257,042     | \$293,763     | \$220,322     | \$1,716,675   |
| Maintenance                        | \$524,300     | \$381,309      | \$391,707       | \$339,135   | \$444,980     | \$508,412     | \$381,309     | \$2,971,032   |
| Aircraft Rent                      | \$28,392      | \$20,605       | \$21,167        | \$18,326    | \$24,039      | \$27,473      | \$20,605      | \$160,547     |
| Total Direct Expenses              | \$1,097,720   | \$798,342      | \$820,113       | \$710,042   | \$931,389     | \$1,064,456   | \$798,342     | \$6,220,412   |
| <b>Indirect Expenses</b>           |               |                |                 |             |               |               |               |               |
| Reservations and GDS Expenses      | \$80,021      | \$58,197       | \$59,784        | \$51,760    | \$67,896      | \$77,596      | \$58,197      | \$453,451     |
| Marketing                          | \$5,000       | \$5,000        | \$5,000         | \$5,000     | \$5,000       | \$5,000       | \$5,000       | \$35,000      |
| Station and Departure Expenses     | \$326,309     | \$237,316      | \$243,787       | \$211,068   | \$276,868     | \$316,421     | \$237,316     | \$1,849,085   |
| Capacity (ASM) Related             | \$137,061     | \$99,681       | \$102,389       | \$88,656    | \$116,294     | \$132,908     | \$99,681      | \$776,679     |
| Total Indirect Expenses            | \$548,391     | \$400,193      | \$410,970       | \$356,483   | \$468,059     | \$531,924     | \$400,193     | \$3,114,214   |
| Total Operating Expenses           | \$1,646,111   | \$1,198,535    | \$1,231,084     | \$1,066,525 | \$1,397,457   | \$1,596,380   | \$1,198,535   | \$9,334,626   |
| Return                             | \$82,306      | \$59,927       | \$61,554        | \$53,326    | \$69,873      | \$79,819      | \$59,927      | \$466,731     |
| Operating Profit (Loss)            | (\$1,196,080) | (\$839,227)    | (\$859,158)     | (\$832,213) | (\$1,132,473) | (\$1,016,820) | (\$1,016,796) | (\$6,892,767) |
| Interest Expense                   | \$58,258      | \$42,370       | \$42,370        | \$38,839    | \$49,431      | \$56,493      | \$42,370      | \$330,130     |
| Compensation Required              | \$1,254,338   | \$881,597      | \$901,527       | \$871,052   | \$1,181,904   | \$1,073,313   | \$1,059,165   | \$7,222,897   |
| Subsidy per Departure              | \$691         | \$486          | \$486           | \$720       | \$876         | \$443         | \$875         | \$6,875       |
| Subsidy per Passenger              | \$131         | \$105          | \$104           | \$197       | \$195         | \$81          | \$182         | \$1,182       |

\* Subsidy Per Passenger for Owensboro, Jackson and Kirksville reflect the number of passengers per day based on 2004 data supplied by DOT

Mesa Air Group  
Proposed Schedule

| From: BRL | To: STL |        |           | STL | Stops |
|-----------|---------|--------|-----------|-----|-------|
| Flight #  | Depart  | Arrive | Frequency |     |       |
| 1430      | 6:30    | 7:25   | XSun      | 0   |       |
| 1432      | 12:00   | 12:55  | XSat      | 0   |       |
| 1434      | 16:00   | 16:55  | XSat      | 0   |       |

| From: CGI | To: STL |        |           | STL | Stops |
|-----------|---------|--------|-----------|-----|-------|
| Flight #  | Depart  | Arrive | Frequency |     |       |
| 1410      | 7:00    | 7:40   | XSun      | 0   |       |
| 1412      | 11:30   | 12:10  | XSat      | 0   |       |
| 1414      | 16:00   | 16:40  | XSat      | 0   |       |

| From: IRK | To: STL |        |           | STL | Stops |
|-----------|---------|--------|-----------|-----|-------|
| Flight #  | Depart  | Arrive | Frequency |     |       |
| 1461      | 8:55    | 9:50   | XSun      | 0   |       |
| 1463      | 18:25   | 19:20  | XSat      | 0   |       |

| From: MKL | To: STL |        |           | STL | Stops |
|-----------|---------|--------|-----------|-----|-------|
| Flight #  | Depart  | Arrive | Frequency |     |       |
| 1451      | 9:30    | 10:40  | XSun      | 0   |       |
| 1453      | 18:30   | 19:40  | XSat      | 0   |       |

| From: STL | To: BRL |        |           | BRL | Stops |
|-----------|---------|--------|-----------|-----|-------|
| Flight #  | Depart  | Arrive | Frequency |     |       |
| 1431      | 10:15   | 11:10  | XSun      | 0   |       |
| 1433      | 14:45   | 15:40  | XSat      | 0   |       |
| 1435      | 19:00   | 19:05  | XSat      | 0   |       |

| From: STL | To: CGI |        |           | CGI | Stops |
|-----------|---------|--------|-----------|-----|-------|
| Flight #  | Depart  | Arrive | Frequency |     |       |
| 1411      | 10:35   | 11:15  | XSun      | 0   |       |
| 1413      | 14:30   | 15:10  | XSat      | 0   |       |
| 1415      | 19:40   | 20:20  | XSat      | 0   |       |

| From: STL | To: IRK |        |           | IRK | Stops |
|-----------|---------|--------|-----------|-----|-------|
| Flight #  | Depart  | Arrive | Frequency |     |       |
| 1460      | 7:50    | 8:45   | XSun      | 0   |       |
| 1462      | 17:20   | 18:15  | XSat      | 0   |       |

| From: STL | To: MKL |        |           | MKL | Stops |
|-----------|---------|--------|-----------|-----|-------|
| Flight #  | Depart  | Arrive | Frequency |     |       |
| 1450      | 8:10    | 9:20   | XSun      | 0   |       |
| 1452      | 17:10   | 18:20  | XSat      | 0   |       |

Mesa Air Group  
Proposed Schedule (Cont'd)

| From: MWA | To:    | STL    | Stops     |
|-----------|--------|--------|-----------|
| Flight #  | Depart | Arrive | Frequency |
| 1400      | 6:50   | 7:30   | XSun 0    |
| 1402      | 10:00  | 10:40  | XSun 0    |
| 1404      | 15:00  | 15:40  | XSat 0    |
| 1406      | 17:30  | 18:10  | XSat 0    |

| From: STL | To:    | MWA    | Stops     |
|-----------|--------|--------|-----------|
| Flight #  | Depart | Arrive | Frequency |
| 1401      | 8:15   | 8:55   | XSun 0    |
| 1403      | 14:00  | 14:40  | XSun 0    |
| 1405      | 16:30  | 17:10  | XSat 0    |
| 1407      | 20:00  | 20:40  | XSat 0    |

| From: OWB | To:    | STL    | Stops     |
|-----------|--------|--------|-----------|
| Flight #  | Depart | Arrive | Frequency |
| 1421      | 9:10   | 10:10  | XSun 0    |
| 1423      | 18:15  | 19:15  | XSat 0    |

| From: STL | To:    | OWB    | Stops     |
|-----------|--------|--------|-----------|
| Flight #  | Depart | Arrive | Frequency |
| 1420      | 8:00   | 9:00   | XSun 0    |
| 1422      | 17:05  | 18:05  | XSat 0    |

| From: TBN | To:    | STL    | Stops     |
|-----------|--------|--------|-----------|
| Flight #  | Depart | Arrive | Frequency |
| 1440      | 7:00   | 7:45   | XSun 0    |
| 1442      | 12:30  | 13:15  | XSat 0    |
| 1444      | 15:55  | 16:40  | XSat 0    |

| From: STL | To:    | TBN    | Stops     |
|-----------|--------|--------|-----------|
| Flight #  | Depart | Arrive | Frequency |
| 1441      | 11:05  | 11:50  | XSun 0    |
| 1443      | 15:00  | 15:45  | XSat 0    |
| 1445      | 20:05  | 20:50  | XSat 0    |

Proposed times are just used as an example. Mesa will work with the community to establish the best times to best suit the community's needs.

**Essential Air Service Proposal for Air Midwest, Inc (Wholly owned subsidiary of Mesa Air Group)  
Service for Jackson and Owensboro**

**Option # 17**

Conditional Upon Winning Muscle Shoals Essential Air Service Contract

|                                    | Jackson     |           | Owensboro   |           | Total         |
|------------------------------------|-------------|-----------|-------------|-----------|---------------|
| Aircraft                           | Beech 1900D | Nashville | Beech 1900D | Nashville | Beech 1900D   |
| Hub Served                         | Nashville   |           | Nashville   |           |               |
| Annual Completed Departures        | 1,816       |           | 1,816       |           | 3,632         |
| Block Hours per Flight             | 0.67        |           | 0.67        |           | 0.67          |
| Total Block Hours                  | 1,211       |           | 1,211       |           | 2,421         |
| Average Seats per Departure        | 19          |           | 19          |           | 19            |
| Avg Stage Length                   | 131         |           | 114         |           |               |
| Passengers per Departure           | 3.3         |           | 3.3         |           | 3.3           |
| Total Passengers                   | 6,072       |           | 5,996       |           | 12,069        |
| ASMs                               | 4,519,626   |           | 3,933,109   |           | 8,452,735     |
| RPMs                               | 795,458     |           | 683,596     |           | 1,479,054     |
| Load Factor                        | 17.60%      |           | 17.36%      |           | 17.50%        |
| Average Fare                       | \$63.21     |           | \$63.21     |           | \$63.21       |
| Completion Percent                 | 97%         |           | 97%         |           | 97%           |
| <b>Revenues</b>                    |             |           |             |           |               |
| Passenger Revenue                  | \$363,824   |           | \$379,036   |           | \$762,860     |
| Other Revenue (1% of Pass Revenue) | \$3,838     |           | \$3,790     |           | \$7,629       |
| Total Revenue                      | \$387,662   |           | \$382,826   |           | \$770,488     |
| <b>Direct Expenses</b>             |             |           |             |           |               |
| Crew & Training                    | \$168,217   |           | \$168,217   |           | \$336,434     |
| Hull Insurance                     | \$8,389     |           | \$8,389     |           | \$16,778      |
| Fuel & Oil                         | \$220,322   |           | \$220,322   |           | \$440,644     |
| Maintenance                        | \$405,982   |           | \$405,982   |           | \$811,964     |
| Aircraft Rent                      | \$16,055    |           | \$16,055    |           | \$32,109      |
| Total Direct Expenses              | \$818,965   |           | \$818,965   |           | \$1,637,930   |
| <b>Indirect Expenses</b>           |             |           |             |           |               |
| Reservations and GDS Expenses      | \$52,220    |           | \$52,220    |           | \$104,439     |
| Marketing                          | \$5,000     |           | \$5,000     |           | \$10,000      |
| Station and Departure Expenses     | \$271,433   |           | \$271,433   |           | \$542,867     |
| Capacity (ASM) Related             | \$106,862   |           | \$106,862   |           | \$213,725     |
| Total Indirect Expenses            | \$435,515   |           | \$435,515   |           | \$871,031     |
| Total Operating Expenses           | \$1,254,480 |           | \$1,254,480 |           | \$2,508,961   |
| Return                             | \$62,724    |           | \$62,724    |           | \$125,448     |
| Operating Profit (Loss)            | (\$929,542) |           | (\$934,378) |           | (\$1,863,920) |
| Interest Expense                   | \$42,370    |           | \$42,370    |           | \$84,739      |
| Compensation Required              | \$971,912   |           | \$976,748   |           | \$1,948,660   |
| Subsidy per Departure              | \$535       |           | \$538       |           |               |
| Subsidy per Passenger              | \$160       |           | \$168       |           |               |

\* Subsidy Per Passenger for Owensboro and Jackson reflect the number of passengers per day based on 2004 data supplied by DOT  
 \* Bid is contingent upon Mesa Airlines winning the Essential Air Service contract at Muscle Shoals, AL

Mesa Air Group  
Proposed Schedule

| From: MKL | To: BNA |        |       |
|-----------|---------|--------|-------|
| Flight #  | Depart  | Arrive | Stops |
| 1451      | 9:30    | 10:10  | 0     |
| 1459      | 13:30   | 14:10  | 0     |
| 1457      | 19:00   | 19:40  | 0     |

| From: BNA | To: MKL |        |       |
|-----------|---------|--------|-------|
| Flight #  | Depart  | Arrive | Stops |
| 1450      | 8:30    | 9:10   | 0     |
| 1454      | 12:40   | 13:10  | 0     |
| 1456      | 17:10   | 18:50  | 0     |

| From: OWB | To: BNA |        |       |
|-----------|---------|--------|-------|
| Flight #  | Depart  | Arrive | Stops |
| 1440      | 6:00    | 6:40   | 0     |
| 1453      | 11:30   | 12:10  | 0     |
| 1455      | 16:00   | 16:40  | 0     |

| From: BNA | To: OWB |        |       |
|-----------|---------|--------|-------|
| Flight #  | Depart  | Arrive | Stops |
| 1452      | 10:40   | 11:20  | 0     |
| 1460      | 15:00   | 15:40  | 0     |
| 1458      | 20:15   | 20:55  | 0     |

Proposed times are just used as an example. Mesa will work with the community to establish the best times to best suit the community's needs.

**Essential Air Service Proposal for Air Midwest, Inc (Wholly owned subsidiary of Mesa Air Group)  
 Service for Burlington, Cape Girardeau, Ft. Leonard Wood, and Kirksville  
 Option # 18**

|                                    | <b>Burlington</b> |                      | <b>Cape Girardeau</b> |                | <b>Ft Leonard Wood</b> |             | <b>Kirksville</b> |             | <b>Marion</b> |                | <b>Total</b>  |
|------------------------------------|-------------------|----------------------|-----------------------|----------------|------------------------|-------------|-------------------|-------------|---------------|----------------|---------------|
|                                    | Beech 1900D       | Chicago Midway & MCI | Beech 1900D           | Chicago Midway | Beech 1900D            | Kansas City | Beech 1900D       | Kansas City | Beech 1900D   | Chicago Midway | Beech 1900D   |
| Aircraft                           |                   |                      |                       |                |                        |             |                   |             |               |                |               |
| Hub Serviced                       |                   |                      |                       |                |                        |             |                   |             |               |                |               |
| Annual Completed Departures        | 2,522             |                      | 3,026                 |                | 1,816                  |             | 1,211             |             | 3,531         |                | 12,106        |
| Weekly Roundtrips                  | 4                 |                      | 5                     |                | 3                      |             | 2                 |             | 6             |                | 0.86          |
| Block Hours per Flight             | 0.88              |                      | 0.33                  |                | 1.00                   |             | 0.70              |             | 1.29          |                | 10.425        |
| Total Block Hours                  | 2,192             |                      | 1,009                 |                | 1,816                  |             | 847               |             | 4,561         |                | 19            |
| Average Seats per Departure        | 19                |                      | 19                    |                | 19                     |             | 19                |             | 19            |                | 5.6           |
| Avg Stage Length                   | 164               |                      | 48                    |                | 176                    |             | 129               |             | 287           |                | 67.636        |
| Passengers per Departure           | 5.8               |                      | 4.6                   |                | 7.3                    |             | 3.8               |             | 6.0           |                | 38,767,579    |
| Total Passengers                   | 14,711            |                      | 13,927                |                | 13,334                 |             | 6,072,169         |             | 4,570         |                | 12,071,256    |
| ASMs                               | 7,714,798         |                      | 2,760,077             |                | 6,072,169              |             | 2,346,749         |             | 589,504       |                | 31,44%        |
| RPMs                               | 2,412,604         |                      | 868,508               |                | 2,346,749              |             | 38.65%            |             | 19.87%        |                | \$78.62       |
| Load Factor                        | 31.27%            |                      | 24.22%                |                | 38.65%                 |             | \$89.95           |             | \$71.29       |                | 97%           |
| Average Fare                       | \$74.00           |                      | \$77.21               |                | \$89.95                |             | \$71.29           |             | \$77.21       |                | 97%           |
| Completion Percent                 | 97%               |                      | 97%                   |                | 97%                    |             | 97%               |             | 97%           |                | 97%           |
| <b>Revenues</b>                    |                   |                      |                       |                |                        |             |                   |             |               |                |               |
| Passenger Revenue                  | \$1,088,614       |                      | \$1,075,323           |                | \$1,199,375            |             | \$325,781         |             | \$1,628,644   |                | \$5,317,737   |
| Other Revenue (1% of Pass Revenue) | \$10,886          |                      | \$10,753              |                | \$11,994               |             | \$3,258           |             | \$16,286      |                | \$53,177      |
| <b>Total Revenue</b>               | \$1,099,500       |                      | \$1,086,076           |                | \$1,211,369            |             | \$329,039         |             | \$1,644,931   |                | \$5,370,915   |
| <b>Direct Expenses</b>             |                   |                      |                       |                |                        |             |                   |             |               |                |               |
| Crew & Training                    | \$305,539         |                      | \$347,759             |                | \$253,053              |             | \$118,092         |             | \$428,389     |                | \$1,452,831   |
| Hull Insurance                     | \$16,194          |                      | \$17,293              |                | \$12,584               |             | \$5,872           |             | \$21,303      |                | \$72,246      |
| Fuel & Oil                         | \$399,027         |                      | \$454,166             |                | \$330,483              |             | \$154,225         |             | \$559,467     |                | \$1,897,370   |
| Maintenance                        | \$688,869         |                      | \$784,059             |                | \$570,535              |             | \$266,250         |             | \$965,847     |                | \$3,275,560   |
| Aircraft Rent                      | \$33,764          |                      | \$38,430              |                | \$27,964               |             | \$13,050          |             | \$47,340      |                | \$160,547     |
| <b>Total Direct Expenses</b>       | \$1,442,392       |                      | \$1,641,707           |                | \$1,194,619            |             | \$557,489         |             | \$2,022,346   |                | \$6,858,554   |
| <b>Indirect Expenses</b>           |                   |                      |                       |                |                        |             |                   |             |               |                |               |
| Reservations and GDS Expenses      | \$123,092         |                      | \$140,101             |                | \$101,947              |             | \$47,575          |             | \$172,585     |                | \$586,301     |
| Marketing                          | \$5,000           |                      | \$5,000               |                | \$5,000                |             | \$5,000           |             | \$5,000       |                | \$25,000      |
| Station and Departure Expenses     | \$398,675         |                      | \$453,765             |                | \$330,191              |             | \$154,089         |             | \$558,973     |                | \$1,895,693   |
| Capacity (ASM) Related             | \$206,147         |                      | \$234,633             |                | \$170,735              |             | \$79,676          |             | \$289,034     |                | \$980,226     |
| <b>Total Indirect Expenses</b>     | \$732,914         |                      | \$833,500             |                | \$607,874              |             | \$286,341         |             | \$1,025,592   |                | \$3,486,220   |
| <b>Total Operating Expenses</b>    | \$2,175,306       |                      | \$2,475,207           |                | \$1,802,493            |             | \$843,830         |             | \$3,047,937   |                | \$10,344,774  |
| Return                             | \$108,766         |                      | \$123,760             |                | \$90,126               |             | \$42,182          |             | \$152,397     |                | \$617,239     |
| <b>Operating Profit (Loss)</b>     | (\$1,164,572)     |                      | (\$1,512,891)         |                | (\$681,249)            |             | (\$356,983)       |             | (\$1,555,403) |                | (\$5,491,098) |
| Interest Expense                   | \$76,736          |                      | \$36,308              |                | \$63,554               |             | \$29,689          |             | \$159,622     |                | \$364,879     |
| Compensation Required              | \$1,261,308       |                      | \$1,548,199           |                | \$744,803              |             | \$586,641         |             | \$1,715,025   |                | \$5,855,977   |
| Subsidy per Departure              | \$500             |                      | \$512                 |                | \$410                  |             | \$485             |             | \$486         |                |               |
| Subsidy per Passenger              | \$86              |                      | \$111                 |                | \$56                   |             | \$128             |             | \$81          |                |               |

\* Subsidy Per Passenger for Owensboro, Jackson and Kirksville reflect the number of passengers per day based on 2004 data supplied by DOT  
 \* Loadfactor from Marion to Chicago Midway reflect only the local passengers and not the ridedthrough from CGI

Mesa Air Group  
Proposed Schedule

| From:    | BRL    | To:    | MDW       |
|----------|--------|--------|-----------|
| Flight # | Depart | Arrive | Frequency |
| 1420     | 6:30   | 7:25   | XSun      |
| 1422     | 12:25  | 13:25  | XSat      |
| 1424     | 17:15  | 18:15  | XSat      |

| From:    | MDW    | To:    | BRL       |
|----------|--------|--------|-----------|
| Flight # | Depart | Arrive | Frequency |
| 1421     | 10:35  | 11:35  | XSun      |
| 1423     | 16:00  | 17:00  | XSat      |
| 1425     | 19:00  | 20:00  | XSat      |

| From:    | BRL    | To:    | MCI       |
|----------|--------|--------|-----------|
| Flight # | Depart | Arrive | Frequency |
| 1471     | 6:05   | 7:30   | XSun      |
| 1471     | 11:05  | 12:30  | Sun Only  |

| From:    | MCI    | To:    | BRL       |
|----------|--------|--------|-----------|
| Flight # | Depart | Arrive | Frequency |
| 1472     | 19:45  | 21:10  | XSat      |
| 1472     | 10:55  | 12:20  | Sat Only  |

| From:    | CGI    | To:    | MDW       |
|----------|--------|--------|-----------|
| Flight # | Depart | Arrive | Frequency |
| 1400     | 5:00   | 6:45   | XSat/Sun  |
| 1431     | 6:00   | 7:45   | XSun      |
| 1402     | 9:35   | 11:40  | XSun      |
| 1433     | 11:45  | 13:30  | XSat      |
| 1404     | 13:40  | 15:25  | Sun Only  |
| 1406     | 16:40  | 18:25  | XSat      |

| From:    | MDW    | To:    | CGI       |
|----------|--------|--------|-----------|
| Flight # | Depart | Arrive | Frequency |
| 1401     | 7:55   | 9:45   | XSun      |
| 1432     | 9:45   | 11:35  | XSat/Sun  |
| 1403     | 12:30  | 14:20  | Sat Only  |
| 1405     | 14:40  | 16:30  | XSat      |
| 1436     | 17:40  | 19:30  | XSat      |
| 1407     | 19:00  | 20:50  | XSat      |

| From:    | IRK    | To:    | MCI       |
|----------|--------|--------|-----------|
| Flight # | Depart | Arrive | Frequency |
| 1471     | 6:48   | 7:30   | XSun      |
| 1427     | 11:48  | 12:30  | XSat      |

| From:    | MCI    | To:    | IRK       |
|----------|--------|--------|-----------|
| Flight # | Depart | Arrive | Frequency |
| 1426     | 10:55  | 11:38  | XSun      |
| 1472     | 19:45  | 20:28  | XSat      |

| From:    | MWA    | To:    | MDW       |
|----------|--------|--------|-----------|
| Flight # | Depart | Arrive | Frequency |
| 1400     | 5:30   | 6:45   | XSat/Sun  |
| 1431     | 6:30   | 7:45   | XSun      |
| 1402     | 10:25  | 11:40  | XSun      |
| 1433     | 12:15  | 13:30  | XSat      |
| 1404     | 14:10  | 15:25  | XSat      |
| 1406     | 17:10  | 18:28  | XSat      |

| From:    | MDW    | To:    | MWA       |
|----------|--------|--------|-----------|
| Flight # | Depart | Arrive | Frequency |
| 1401     | 7:55   | 9:15   | XSun      |
| 1432     | 9:45   | 11:05  | XSat/Sun  |
| 1403     | 12:30  | 13:50  | XSun      |
| 1405     | 14:40  | 16:00  | XSat      |
| 1436     | 17:40  | 19:00  | XSat      |
| 1407     | 19:30  | 20:50  | XSat      |

| From:    | TBN    | To:    | MCI       |
|----------|--------|--------|-----------|
| Flight # | Depart | Arrive | Frequency |
| 1462     | 9:15   | 10:10  | XSun      |
| 1464     | 14:15  | 15:10  | XSat      |
| 1466     | 18:10  | 19:05  | XSat      |

| From:    | MCI    | To:    | TBN       |
|----------|--------|--------|-----------|
| Flight # | Depart | Arrive | Frequency |
| 1461     | 8:00   | 9:00   | XSun      |
| 1463     | 13:00  | 14:00  | XSat      |
| 1465     | 17:00  | 18:00  | XSat      |

Proposed times are just used as an example. Mesa will work with the community to establish the best times to best suit the community's needs.

**Essential Air Service Proposal for Air Midwest, Inc (Wholly owned subsidiary of Mesa Air Group)  
Service for Burlington, Cape Girardeau, and Ft. Leonard Wood  
Option # 19**

|                                     | Burlington           | Cape Girardeau | Ft Leonard Wood | Marion         | Total         |
|-------------------------------------|----------------------|----------------|-----------------|----------------|---------------|
| Aircraft                            | Beech 1900D          | Beech 1900D    | Beech 1900D     | Beech 1900D    | Beech 1900D   |
| Hub Served                          | Chicago Midway & MCI | Chicago Midway | Kansas City     | Chicago Midway |               |
| Annual Completed Departures         | 1,917                | 3,026          | 1,818           | 3,531          | 10,290        |
| Weekly Roundtrips                   | 3                    | 5              | 3               | 6              | 0.91          |
| Block Hours per Flight              | 1.03                 | 0.33           | 1.00            | 1.29           | 9.361         |
| Total Block Hours                   | 1,976                | 1,009          | 1,816           | 4,561          | 19            |
| Average Seats per Departure         | 19                   | 19             | 19              | 19             | 6.1           |
| Avg Stage Length                    | 198                  | 48             | 176             | 287            | 63,066        |
| Passengers per Departure            | 7.7                  | 4.6            | 7.3             | 6.0            | 35,330,900    |
| Total Passengers                    | 14,711               | 13,927         | 13,334          | 21,094         | 11,981,925    |
| ASMs                                | 7,245,202            | 2,760,077      | 6,072,169       | 19,253,452     | 33,91%        |
| RPMs                                | 2,912,778            | 668,508        | 2,346,749       | 6,053,891      | \$79.15       |
| Load Factor                         | 40.20%               | 24.22%         | 38.65%          | 31.44%         | 97%           |
| Average Fare                        | \$74.00              | \$77.21        | \$89.95         | \$77.21        |               |
| Completion Percent                  | 97%                  | 97%            | 97%             | 97%            |               |
| <b>Revenues</b>                     |                      |                |                 |                |               |
| Passenger Revenue                   | \$1,088,614          | \$1,075,323    | \$1,199,375     | \$1,628,644    | \$4,991,956   |
| Other Revenue (1% of Pass. Revenue) | \$10,886             | \$10,753       | \$11,994        | \$16,286       | \$49,920      |
| Total Revenue                       | \$1,099,500          | \$1,086,076    | \$1,211,369     | \$1,644,931    | \$5,041,876   |
| <b>Direct Expenses</b>              |                      |                |                 |                |               |
| Crew & Training                     | \$275,507            | \$352,947      | \$253,232       | \$423,746      | \$1,305,432   |
| Hull Insurance                      | \$13,691             | \$17,539       | \$12,584        | \$21,057       | \$64,871      |
| Fuel & Oil                          | \$359,553            | \$460,618      | \$330,483       | \$553,016      | \$1,703,670   |
| Maintenance                         | \$613,260            | \$785,639      | \$563,678       | \$943,233      | \$2,905,810   |
| Aircraft Rent                       | \$27,106             | \$34,725       | \$24,915        | \$41,691       | \$128,438     |
| Total Direct Expenses               | \$1,289,117          | \$1,651,469    | \$1,184,890     | \$1,982,744    | \$6,108,220   |
| <b>Indirect Expenses</b>            |                      |                |                 |                |               |
| Reservations and GDS Expenses       | \$115,180            | \$147,555      | \$105,867       | \$177,153      | \$545,755     |
| Marketing                           | \$5,000              | \$5,000        | \$5,000         | \$5,000        | \$20,000      |
| Station and Departure Expenses      | \$384,332            | \$492,363      | \$353,259       | \$591,128      | \$1,821,082   |
| Capacity (ASM) Related              | \$188,534            | \$241,528      | \$173,291       | \$289,977      | \$893,331     |
| Total Indirect Expenses             | \$693,046            | \$866,446      | \$637,417       | \$1,063,259    | \$3,280,168   |
| Total Operating Expenses            | \$1,982,163          | \$2,517,915    | \$1,822,307     | \$3,046,002    | \$9,388,387   |
| Return                              | \$99,108             | \$126,896      | \$91,115        | \$152,300      | \$469,419     |
| Operating Profit (Loss)             | (\$981,771)          | (\$1,578,736)  | (\$702,054)     | (\$1,553,372)  | (\$4,815,931) |
| Interest Expense                    | \$69,145             | \$35,308       | \$63,554        | \$169,622      | \$327,629     |
| Compensation Required               | \$1,050,916          | \$1,614,043    | \$765,608       | \$1,712,993    | \$5,143,560   |
| Subsidy per Departure               | \$548                | \$533          | \$422           | \$485          |               |
| Subsidy per Passenger               | \$71                 | \$116          | \$57            | \$91           |               |

\* Subsidy Per Passenger for Owensboro, Jackson and Kirksville reflect the number of passengers per day based on 2004 data supplied by DOT  
\* Loadfactor from Marion to Chicago Midway reflect only the local passengers and not the rthelthrough from CGI

Mesa Air Group  
Proposed Schedule

| From: BRL | To: MDW |        |           |       |
|-----------|---------|--------|-----------|-------|
| Flight #  | Depart  | Arrive | Frequency | Stops |
| 1420      | 6:30    | 7:25   | XSun      | 0     |
| 1422      | 12:30   | 13:30  | XSat      | 0     |

| From: MDW | To: BRL |        |           |       |
|-----------|---------|--------|-----------|-------|
| Flight #  | Depart  | Arrive | Frequency | Stops |
| 1421      | 11:20   | 12:20  | XSun      | 0     |
| 1425      | 19:00   | 20:00  | XSat      | 0     |

| From: BRL | To: MCI |        |           |       |
|-----------|---------|--------|-----------|-------|
| Flight #  | Depart  | Arrive | Frequency | Stops |
| 1471      | 6:05    | 7:30   | XSun      | 0     |
| 1471      | 11:05   | 12:30  | Sun Only  | 0     |

| From: MCI | To: BRL |        |           |       |
|-----------|---------|--------|-----------|-------|
| Flight #  | Depart  | Arrive | Frequency | Stops |
| 1472      | 19:45   | 21:10  | XSat      | 0     |
| 1472      | 10:55   | 12:20  | Sat Only  | 0     |

| From: CGI | To: MDW |        |           |          |
|-----------|---------|--------|-----------|----------|
| Flight #  | Depart  | Arrive | Frequency | Stops    |
| 1400      | 5:00    | 6:45   | XSat/Sun  | 1 - MW/A |
| 1431      | 6:00    | 7:45   | XSun      | 1 - MW/A |
| 1402      | 9:35    | 11:40  | XSun      | 1 - MW/A |
| 1433      | 11:45   | 13:30  | XSat      | 1 - MW/A |
| 1404      | 13:40   | 15:25  | Sun Only  | 1 - MW/A |
| 1406      | 18:40   | 18:25  | XSat      | 1 - MW/A |

| From: MDW | To: CGI |        |           |          |
|-----------|---------|--------|-----------|----------|
| Flight #  | Depart  | Arrive | Frequency | Stops    |
| 1401      | 7:55    | 9:45   | XSun      | 1 - MW/A |
| 1432      | 9:45    | 11:35  | XSat/Sun  | 1 - MW/A |
| 1403      | 12:30   | 14:20  | Sat Only  | 1 - MW/A |
| 1405      | 14:40   | 16:30  | XSat      | 1 - MW/A |
| 1436      | 17:40   | 19:30  | XSat      | 1 - MW/A |
| 1407      | 19:00   | 20:50  | XSat      | 1 - MW/A |

| From: MW/A | To: MDW |        |           |       |
|------------|---------|--------|-----------|-------|
| Flight #   | Depart  | Arrive | Frequency | Stops |
| 1400       | 5:30    | 6:45   | XSat/Sun  | 0     |
| 1431       | 6:30    | 7:45   | XSun      | 0     |
| 1402       | 10:25   | 11:40  | XSun      | 0     |
| 1433       | 12:15   | 13:30  | XSat      | 0     |
| 1404       | 14:10   | 15:25  | XSat      | 0     |
| 1406       | 17:10   | 18:28  | XSat      | 0     |

| From: MDW | To: MW/A |        |           |       |
|-----------|----------|--------|-----------|-------|
| Flight #  | Depart   | Arrive | Frequency | Stops |
| 1401      | 7:55     | 9:15   | XSun      | 0     |
| 1432      | 9:45     | 11:05  | XSat/Sun  | 0     |
| 1403      | 12:30    | 13:50  | XSun      | 0     |
| 1405      | 14:40    | 16:00  | XSat      | 0     |
| 1436      | 17:40    | 19:00  | XSat      | 0     |
| 1407      | 19:30    | 20:50  | XSat      | 0     |

| From: TBN | To: MCI |        |           |       |
|-----------|---------|--------|-----------|-------|
| Flight #  | Depart  | Arrive | Frequency | Stops |
| 1462      | 9:15    | 10:10  | XSun      | 0     |
| 1464      | 14:15   | 15:10  | XSat      | 0     |
| 1466      | 18:10   | 19:05  | XSat      | 0     |

| From: MCI | To: TBN |        |           |       |
|-----------|---------|--------|-----------|-------|
| Flight #  | Depart  | Arrive | Frequency | Stops |
| 1461      | 8:00    | 9:00   | XSun      | 0     |
| 1463      | 13:00   | 14:00  | XSat      | 0     |
| 1465      | 17:00   | 18:00  | XSat      | 0     |

Proposed times are just used as an example. Mesa will work with the community to establish the best times to best suit the community's needs.

**Essential Air Service Proposal for Air Midwest, Inc (Wholly owned subsidiary of Mesa Air Group)  
Service for Burlington, Cape Girardeau, Ft. Leonard Wood, Jackson, Marion, and Owensboro  
Option # 20**

|                                      | Burlington           | Cape Girardeau | Ft Leonard Wood | Jackson     | Marion         | Owensboro        | Total         |
|--------------------------------------|----------------------|----------------|-----------------|-------------|----------------|------------------|---------------|
| Aircraft                             | Beech 1900D          | Beech 1900D    | Beech 1900D     | Beech 1900D | Beech 1900D    | Beech 1900D      | Beech 1900D   |
| Hub Served                           | Midway & Kansas City | Chicago Midway | Kansas City     | Nashville   | Chicago Midway | Nashville & MIDW |               |
| Annual Completed Departures          | 1,917                | 3,026          | 1,816           | 1,211       | 3,631          | 1,715            | 13,215        |
| Weekly Roundtrips                    | 4                    | 5              | 3               | 2           | 6              | 2                | 0.85          |
| Block Hours per Flight               | 1.03                 | 0.33           | 1.00            | 0.67        | 1.29           | 0.64             | 11,269        |
| Total Block Hours                    | 1,976                | 1,009          | 1,816           | 807         | 4,561          | 1,101            | 19            |
| Average Seats per Departure          | 19                   | 19             | 176             | 19          | 19             | 19               | 19            |
| AVG Stage Length                     | 198                  | 48             | 48              | 131         | 287            | 110              | 5.8           |
| Passengers per Departure             | 7.7                  | 4.6            | 7.3             | 5.0         | 6.0            | 4.1              | 76,231        |
| Total Passengers                     | 14,711               | 13,927         | 13,334          | 6,072       | 21,094         | 7,093            | 41,934,000    |
| ASMs                                 | 7,245,202            | 2,760,077      | 6,072,169       | 3,013,084   | 19,253,452     | 3,590,017        | 13,655,203    |
| RPMs                                 | 2,912,778            | 668,508        | 2,346,749       | 795,458     | 6,053,891      | 777,820          | 32,33%        |
| Load Factor                          | 40.20%               | 24.22%         | 38.65%          | 26.40%      | 31.44%         | 21.67%           | \$76.40       |
| Average Fare                         | \$74.00              | \$77.21        | \$89.95         | \$63.21     | \$77.21        | \$63.21          | 97%           |
| Completion Percent                   | 97%                  | 97%            | 97%             | 97%         | 97%            | 97%              |               |
| <b>Revenues</b>                      |                      |                |                 |             |                |                  |               |
| Passenger Revenue                    | \$1,088,614          | \$1,075,323    | \$1,199,375     | \$383,824   | \$1,628,644    | \$448,322        | \$5,824,102   |
| Other Revenue (1% of Pass. Revenues) | \$10,886             | \$10,753       | \$11,994        | \$3,838     | \$16,286       | \$4,483          | \$58,241      |
| <b>Total Revenue</b>                 | \$1,099,500          | \$1,086,076    | \$1,211,369     | \$387,662   | \$1,644,931    | \$452,805        | \$5,882,343   |
| <b>Direct Expenses</b>               |                      |                |                 |             |                |                  |               |
| Crew & Training                      | \$275,321            | \$348,838      | \$253,061       | \$112,472   | \$427,333      | \$153,477        | \$1,570,503   |
| Hull Insurance                       | \$13,691             | \$17,346       | \$12,584        | \$5,593     | \$21,250       | \$7,632          | \$78,095      |
| Fuel & Oil                           | \$359,553            | \$455,562      | \$330,483       | \$330,483   | \$556,872      | \$200,432        | \$2,050,983   |
| Maintenance                          | \$822,276            | \$788,438      | \$571,964       | \$254,206   | \$965,851      | \$346,886        | \$3,649,621   |
| Aircraft Rent                        | \$28,145             | \$35,661       | \$25,870        | \$11,498    | \$43,685       | \$15,689         | \$180,547     |
| <b>Total Direct Expenses</b>         | \$1,298,986          | \$1,645,845    | \$1,193,962     | \$330,650   | \$2,016,191    | \$724,116        | \$7,409,749   |
| <b>Indirect Expenses</b>             |                      |                |                 |             |                |                  |               |
| Reservations and GDS Expenses        | \$115,647            | \$146,527      | \$106,297       | \$47,243    | \$178,499      | \$64,467         | \$659,680     |
| Marketing                            | \$5,000              | \$5,000        | \$5,000         | \$5,000     | \$5,000        | \$5,000          | \$30,000      |
| Station and Departure Expenses       | \$344,004            | \$436,861      | \$316,191       | \$140,529   | \$533,938      | \$191,764        | \$1,962,289   |
| Capacity (ASM) Related               | \$185,877            | \$235,510      | \$170,848       | \$75,933    | \$288,504      | \$103,616        | \$1,060,288   |
| <b>Total Indirect Expenses</b>       | \$650,528            | \$822,899      | \$598,336       | \$268,705   | \$1,006,941    | \$364,848        | \$3,712,257   |
| <b>Total Operating Expenses</b>      | \$1,949,514          | \$2,468,743    | \$1,792,298     | \$799,355   | \$3,023,132    | \$1,088,963      | \$11,122,006  |
| <b>Return</b>                        | \$97,476             | \$123,437      | \$89,615        | \$39,968    | \$151,157      | \$54,448         | \$556,100     |
| <b>Operating Profit (Loss)</b>       | (\$947,490)          | (\$1,506,105)  | (\$670,544)     | (\$451,660) | (\$1,529,358)  | (\$690,606)      | (\$5,795,763) |
| <b>Interest Expense</b>              | \$69,145             | \$35,308       | \$63,554        | \$28,246    | \$159,622      | \$38,545         | \$394,420     |
| <b>Compensation Required</b>         | \$1,016,635          | \$1,541,413    | \$734,098       | \$479,907   | \$1,688,979    | \$729,151        | \$6,190,183   |
| <b>Subsidy per Departure</b>         | \$530                | \$509          | \$404           | \$396       | \$478          | \$425            | \$425         |
| <b>Subsidy per Passenger</b>         | \$69                 | \$111          | \$55            | \$79        | \$80           | \$125            | \$125         |

\* Subsidy Per Passenger for Owensboro and Jackson reflect the number of passengers per day based on 2004 data supplied by DOT

**Mesa Air Group  
Proposed Schedule**

| From:    | BRL    | To:    | MDW       |       |  |
|----------|--------|--------|-----------|-------|--|
| Flight # | Depart | Arrive | Frequency | Stops |  |
| 1420     | 6:30   | 7:25   | xSun      | 0     |  |
| 1422     | 12:30  | 13:30  | xSat      | 0     |  |

| From:    | MDW    | To:    | BRL       |       |  |
|----------|--------|--------|-----------|-------|--|
| Flight # | Depart | Arrive | Frequency | Stops |  |
| 1421     | 11:20  | 12:20  | xSun      | 0     |  |
| 1425     | 19:00  | 20:00  | xSat      | 0     |  |

| From:    | BRL    | To:    | MCI       |       |  |
|----------|--------|--------|-----------|-------|--|
| Flight # | Depart | Arrive | Frequency | Stops |  |
| 1471     | 6:05   | 7:30   | xSun      | 0     |  |
| 1471     | 11:05  | 12:30  | Sun Only  | 0     |  |

| From:    | MCI    | To:    | BRL       |       |  |
|----------|--------|--------|-----------|-------|--|
| Flight # | Depart | Arrive | Frequency | Stops |  |
| 1472     | 19:45  | 21:10  | xSat      | 0     |  |
| 1472     | 10:55  | 12:20  | Sat Only  | 0     |  |

| From:    | CGI    | To:    | MDW       |         |  |
|----------|--------|--------|-----------|---------|--|
| Flight # | Depart | Arrive | Frequency | Stops   |  |
| 1400     | 5:00   | 6:45   | xSat/Sun  | 1 - MWA |  |
| 1431     | 6:00   | 7:45   | xSun      | 1 - MWA |  |
| 1402     | 9:35   | 11:40  | xSun      | 1 - MWA |  |
| 1433     | 11:45  | 13:30  | xSat      | 1 - MWA |  |
| 1404     | 13:40  | 15:25  | Sun Only  | 1 - MWA |  |
| 1406     | 16:40  | 18:25  | xSat      | 1 - MWA |  |

| From:    | MDW    | To:    | CGI       |         |  |
|----------|--------|--------|-----------|---------|--|
| Flight # | Depart | Arrive | Frequency | Stops   |  |
| 1401     | 7:55   | 9:45   | xSun      | 1 - MWA |  |
| 1432     | 9:45   | 11:35  | xSat/Sun  | 1 - MWA |  |
| 1403     | 12:30  | 14:20  | Sat Only  | 1 - MWA |  |
| 1405     | 14:40  | 16:30  | xSat      | 1 - MWA |  |
| 1436     | 17:40  | 19:30  | xSat      | 1 - MWA |  |
| 1407     | 19:00  | 20:50  | xSat      | 1 - MWA |  |

| From:    | MKL    | To:    | BNA       |       |  |
|----------|--------|--------|-----------|-------|--|
| Flight # | Depart | Arrive | Frequency | Stops |  |
| 1451     | 9:30   | 10:10  | xSun      | 0     |  |
| 1457     | 18:10  | 18:50  | xSat      | 0     |  |

| From:    | BNA    | To:    | MKL       |       |  |
|----------|--------|--------|-----------|-------|--|
| Flight # | Depart | Arrive | Frequency | Stops |  |
| 1450     | 8:30   | 9:10   | xSun      | 0     |  |
| 1456     | 17:10  | 17:55  | xSat      | 0     |  |

Mesa Air Group  
Proposed Schedule (Cont'd)

| From: MWA | To: MDW |        |       |
|-----------|---------|--------|-------|
| Flight #  | Depart  | Arrive | Stops |
| 1400      | 5:30    | 6:45   | 0     |
| 1431      | 6:30    | 7:45   | 0     |
| 1402      | 10:25   | 11:40  | 0     |
| 1433      | 12:15   | 13:30  | 0     |
| 1404      | 14:10   | 15:25  | 0     |
| 1406      | 17:10   | 18:28  | 0     |

| From: MWA | To: BNA |        |       |
|-----------|---------|--------|-------|
| Flight #  | Depart  | Arrive | Stops |
| 1403      | 14:10   | 15:40  | 1-OWB |

| From: OWB | To: BNA |        |       |
|-----------|---------|--------|-------|
| Flight #  | Depart  | Arrive | Stops |
| 1440      | 6:00    | 6:40   | 0     |
| 1455      | 15:00   | 15:40  | 0     |

| From: OWB | To: MDW |        |       |
|-----------|---------|--------|-------|
| Flight #  | Depart  | Arrive | Stops |
| 1404      | 13:15   | 15:25  | 1-MWA |

| From: TBN | To: MCI |        |       |
|-----------|---------|--------|-------|
| Flight #  | Depart  | Arrive | Stops |
| 1462      | 9:15    | 10:10  | 0     |
| 1464      | 14:15   | 15:10  | 0     |
| 1466      | 18:10   | 19:05  | 0     |

| From: MDW | To: MWA |        |       |
|-----------|---------|--------|-------|
| Flight #  | Depart  | Arrive | Stops |
| 1401      | 7:55    | 9:15   | 0     |
| 1432      | 9:45    | 11:05  | 0     |
| 1403      | 12:30   | 13:50  | 0     |
| 1405      | 14:40   | 16:00  | 0     |
| 1436      | 17:40   | 19:00  | 0     |
| 1407      | 19:30   | 20:50  | 0     |

| From: BNA | To: MWA |        |       |
|-----------|---------|--------|-------|
| Flight #  | Depart  | Arrive | Stops |
| 1404      | 12:15   | 13:50  | 1-OWB |

| From: BNA | To: OWB |        |       |
|-----------|---------|--------|-------|
| Flight #  | Depart  | Arrive | Stops |
| 1452      | 12:15   | 12:55  | 0     |
| 1458      | 20:15   | 20:55  | 0     |

| From: MDW | To: OWB |        |       |
|-----------|---------|--------|-------|
| Flight #  | Depart  | Arrive | Stops |
| 1403      | 12:30   | 14:45  | 1-MWA |

| From: MCI | To: TBN |        |       |
|-----------|---------|--------|-------|
| Flight #  | Depart  | Arrive | Stops |
| 1461      | 8:00    | 9:00   | 0     |
| 1463      | 13:00   | 14:00  | 0     |
| 1465      | 17:00   | 18:00  | 0     |

Proposed times are just used as an example. Mesa will work with the community to establish the best times to best suit the community's needs.

**Essential Air Service Proposal for Air Midwest, Inc (Wholly owned subsidiary of Mesa Air Group)  
 Service for Burlington, Cape Girardeau, Ft. Leonard Wood, Jackson, Marion, Owensboro, and Kirksville  
 Option # 21**

|                                    | Burlington     | Cape Girardeau | Ft Leonard Wood | Kirksville           | Jackson     | Marion         | Owensboro       | Total         |
|------------------------------------|----------------|----------------|-----------------|----------------------|-------------|----------------|-----------------|---------------|
| Aircraft                           | Beech 1900D    | Beech 1900D    | Beech 1900D     | Beech 1900D          | Beech 1900D | Beech 1900D    | Beech 1900D     | Beech 1900D   |
| Hub Served                         | Chicago Midway | Chicago Midway | Kansas City     | Kansas City & Midway | Nashville   | Chicago Midway | Nashville & MDW |               |
| Annual Completed Departures        | 2,522          | 3,026          | 1,816           | 1,715                | 1,211       | 3,531          | 1,513           | 15,334        |
| Weekly Roundtrips                  | 4              | 5              | 3               | 3                    | 2           | 6              | 2               | 0.81          |
| Block Hours per Flight             | 0.88           | 0.33           | 1.00            | 0.64                 | 0.67        | 1.29           | 0.64            | 12.485        |
| Total Block Hours                  | 2,192          | 1,009          | 1,816           | 1,116                | 807         | 4,561          | 984             | 19            |
| Average Seats per Departure        | 19             | 18             | 19              | 19                   | 19          | 19             | 19              | 5.2           |
| Avg Stage Length                   | 164            | 48             | 176             | 116                  | 131         | 287            | 110             | 80,161        |
| Passengers per Departure           | 5.8            | 4.6            | 7.3             | 2.9                  | 5.0         | 6.0            | 4.0             | 45,836,442    |
| Total Passengers                   | 14,711         | 13,927         | 13,334          | 5,027                | 6,072       | 21,094         | 4,0             | 13,616,262    |
| ASMs                               | 7,714,798      | 2,760,077      | 6,072,189       | 3,820,023            | 3,013,084   | 19,253,452     | 5,996           | 28,49%        |
| RPMs                               | 2,412,604      | 668,508        | 2,346,749       | 581,431              | 795,458     | 6,053,891      | 657,611         | \$76.26       |
| Load Factor                        | 31.27%         | 24.22%         | 38.65%          | 15.22%               | 26.40%      | 31.44%         | 20.53%          | 97%           |
| Average Fare                       | \$74.00        | \$77.21        | \$89.85         | \$71.29              | \$63.21     | \$77.21        | \$63.21         |               |
| Completion Percent                 | 97%            | 97%            | 97%             | 97%                  | 97%         | 97%            | 97%             |               |
| Revenues                           |                |                |                 |                      |             |                |                 |               |
| Passenger Revenue                  | \$1,098,614    | \$1,075,323    | \$1,199,375     | \$358,359            | \$383,824   | \$1,628,644    | \$379,036       | \$6,113,175   |
| Other Revenue (1% of Pass Revenue) | \$10,886       | \$10,753       | \$11,994        | \$3,584              | \$3,838     | \$16,286       | \$3,790         | \$61,132      |
| Total Revenue                      | \$1,099,500    | \$1,086,076    | \$1,211,369     | \$361,943            | \$387,662   | \$1,644,931    | \$382,826       | \$6,174,307   |
| Direct Expenses                    |                |                |                 |                      |             |                |                 |               |
| Crew & Training                    | \$306,356      | \$353,680      | \$262,902       | \$155,488            | \$112,401   | \$422,003      | \$136,989       | \$1,798,819   |
| Hotel Insurance                    | \$15,194       | \$17,698       | \$12,584        | \$7,737              | \$5,593     | \$20,998       | \$6,816         | \$86,519      |
| Fuel & Oil                         | \$399,027      | \$462,178      | \$203,186       | \$203,186            | \$146,881   | \$551,458      | \$179,012       | \$2,272,223   |
| Maintenance                        | \$698,013      | \$808,478      | \$578,109       | \$355,430            | \$256,937   | \$964,657      | \$313,142       | \$3,974,787   |
| Aircraft Rent                      | \$28,194       | \$32,656       | \$23,351        | \$14,356             | \$10,378    | \$38,964       | \$12,648        | \$180,547     |
| Total Direct Expenses              | \$1,445,784    | \$1,674,589    | \$1,197,429     | \$736,197            | \$532,190   | \$1,998,080    | \$648,607       | \$8,232,875   |
| Indirect Expenses                  |                |                |                 |                      |             |                |                 |               |
| Reservations and GDS Expenses      | \$121,820      | \$141,089      | \$100,894       | \$82,031             | \$44,842    | \$188,356      | \$54,651        | \$693,695     |
| Marketing                          | \$5,000        | \$5,000        | \$5,000         | \$5,000              | \$5,000     | \$5,000        | \$5,000         | \$35,000      |
| Station and Departure Expenses     | \$358,306      | \$415,010      | \$296,756       | \$182,450            | \$131,892   | \$485,180      | \$160,743       | \$2,040,336   |
| Capacity (ASM) Related             | \$203,526      | \$235,736      | \$168,565       | \$103,636            | \$74,918    | \$281,274      | \$91,306        | \$1,158,960   |
| Total Indirect Expenses            | \$688,652      | \$796,845      | \$571,215       | \$353,117            | \$256,651   | \$949,810      | \$311,700       | \$3,927,960   |
| Total Operating Expenses           | \$2,134,436    | \$2,471,433    | \$1,768,644     | \$1,089,314          | \$788,842   | \$2,947,890    | \$960,307       | \$12,160,866  |
| Return                             | \$106,722      | \$123,572      | \$88,432        | \$54,466             | \$39,442    | \$147,395      | \$48,015        | \$608,043     |
| Operating Profit (Loss)            | (\$1,141,668)  | (\$1,508,929)  | (\$645,707)     | (\$781,837)          | (\$440,622) | (\$1,450,354)  | (\$625,486)     | (\$6,594,602) |
| Interest Expense                   | \$76,736       | \$35,308       | \$63,554        | \$39,074             | \$28,246    | \$159,622      | \$34,425        | \$436,966     |
| Compensation Required              | \$1,218,384    | \$1,544,237    | \$709,261       | \$820,911            | \$488,888   | \$1,609,976    | \$659,921       | \$7,031,568   |
| Subsidy per Departure              | \$483          | \$510          | \$391           | \$479                | \$387       | \$456          | \$436           |               |
| Subsidy per Passenger              | \$83           | \$111          | \$53            | \$180                | \$77        | \$76           | \$113           |               |

\* Subsidy Per Passenger for Owensboro, Jackson and Kirksville reflect the number of passengers per day based on 2004 data supplied by DOT

Mesa Air Group  
Proposed Schedule

| From:    | BRL    | To:    | MDW       |
|----------|--------|--------|-----------|
| Flight # | Depart | Arrive | Frequency |
| 1420     | 6:30   | 7:25   | XSun      |
| 1422     | 12:36  | 13:36  | XSat      |
| 1424     | 17:15  | 18:15  | XSat      |
|          |        |        | Stops     |
|          |        |        | 0         |
|          |        |        | 0         |
|          |        |        | 0         |

| From:    | BRL    | To:    | MCI       |
|----------|--------|--------|-----------|
| Flight # | Depart | Arrive | Frequency |
| 1471     | 6:05   | 7:30   | XSun      |
| 1471     | 11:05  | 12:30  | Sun Only  |
|          |        |        | Stops     |
|          |        |        | 1-IRK     |
|          |        |        | 1-IRK     |

| From:    | CGI    | To:    | MDW       |
|----------|--------|--------|-----------|
| Flight # | Depart | Arrive | Frequency |
| 1400     | 5:00   | 6:45   | XSat/Sun  |
| 1431     | 6:00   | 7:45   | XSun      |
| 1402     | 9:35   | 11:40  | XSun      |
| 1433     | 11:45  | 13:30  | XSat      |
| 1404     | 13:40  | 15:25  | Sun Only  |
| 1406     | 16:40  | 18:25  | XSat      |
|          |        |        | Stops     |
|          |        |        | 1 - MWVA  |

| From:    | IRK    | To:    | MCI       |
|----------|--------|--------|-----------|
| Flight # | Depart | Arrive | Frequency |
| 1471     | 6:48   | 7:30   | XSun      |
| 1427     | 11:48  | 12:30  | XSat      |
|          |        |        | Stops     |
|          |        |        | 0         |
|          |        |        | 0         |

  

| From:    | IRK    | To:    | MDW       |
|----------|--------|--------|-----------|
| Flight # | Depart | Arrive | Frequency |
| 1422     | 11:53  | 13:36  | XSat      |
|          |        |        | Stops     |
|          |        |        | 1         |

| From:    | MDW    | To:    | BRL       |
|----------|--------|--------|-----------|
| Flight # | Depart | Arrive | Frequency |
| 1421     | 10:00  | 11:00  | XSun      |
| 1423     | 0:00   | 17:00  | XSat      |
| 1425     | 19:00  | 20:00  | XSat      |
|          |        |        | Stops     |
|          |        |        | 0         |
|          |        |        | 0         |
|          |        |        | 0         |

| From:    | MCI    | To:    | BRL       |
|----------|--------|--------|-----------|
| Flight # | Depart | Arrive | Frequency |
| 1472     | 19:45  | 21:10  | XSat      |
| 1472     | 10:55  | 12:20  | Sat Only  |
|          |        |        | Stops     |
|          |        |        | 1-IRK     |
|          |        |        | 1-IRK     |

| From:    | MDW    | To:    | CGI       |
|----------|--------|--------|-----------|
| Flight # | Depart | Arrive | Frequency |
| 1401     | 7:55   | 9:45   | XSun      |
| 1432     | 9:45   | 11:35  | XSat/Sun  |
| 1403     | 12:30  | 14:20  | Sat Only  |
| 1405     | 14:40  | 16:30  | XSat      |
| 1436     | 17:40  | 19:30  | XSat      |
| 1407     | 19:00  | 20:50  | XSat      |
|          |        |        | Stops     |
|          |        |        | 1 - MWVA  |

| From:    | MCI    | To:    | IRK       |
|----------|--------|--------|-----------|
| Flight # | Depart | Arrive | Frequency |
| 1426     | 10:55  | 11:38  | XSun      |
| 1472     | 19:45  | 20:28  | XSat      |
|          |        |        | Stops     |
|          |        |        | 0         |
|          |        |        | 0         |

  

| From:    | MDW    | To:    | IRK       |
|----------|--------|--------|-----------|
| Flight # | Depart | Arrive | Frequency |
| 1421     | 10:00  | 11:43  | XSun      |
|          |        |        | Stops     |
|          |        |        | 1         |

Mesa Air Group  
Proposed Schedule (Cont'd)

| From: MKL     | To:          | BNA          | Frequency | Stops |
|---------------|--------------|--------------|-----------|-------|
| Flight # 1451 | Depart 9:30  | Arrive 10:10 | xSun      | 0     |
| Flight # 1457 | Depart 18:10 | Arrive 18:50 | xSat      | 0     |

| From: BNA     | To:          | MKL          | Frequency | Stops |
|---------------|--------------|--------------|-----------|-------|
| Flight # 1450 | Depart 8:30  | Arrive 9:10  | xSun      | 0     |
| Flight # 1456 | Depart 17:10 | Arrive 17:55 | xSat      | 0     |

| From: MWA     | To:          | MDW          | Frequency | Stops |
|---------------|--------------|--------------|-----------|-------|
| Flight # 1400 | Depart 5:30  | Arrive 6:45  | xSat/Sun  | 0     |
| Flight # 1431 | Depart 6:30  | Arrive 7:45  | xSun      | 0     |
| Flight # 1402 | Depart 10:25 | Arrive 11:40 | xSun      | 0     |
| Flight # 1433 | Depart 12:15 | Arrive 13:30 | xSat      | 0     |
| Flight # 1404 | Depart 14:10 | Arrive 15:25 | xSat      | 0     |
| Flight # 1406 | Depart 17:10 | Arrive 18:28 | xSat      | 0     |

| From: MDW     | To:          | MWA          | Frequency | Stops |
|---------------|--------------|--------------|-----------|-------|
| Flight # 1401 | Depart 7:55  | Arrive 9:15  | xSun      | 0     |
| Flight # 1432 | Depart 9:45  | Arrive 11:05 | xSat/Sun  | 0     |
| Flight # 1403 | Depart 12:30 | Arrive 13:50 | xSun      | 0     |
| Flight # 1405 | Depart 14:40 | Arrive 16:00 | xSat      | 0     |
| Flight # 1436 | Depart 17:40 | Arrive 19:00 | xSat      | 0     |
| Flight # 1407 | Depart 19:30 | Arrive 20:50 | xSat      | 0     |

| From: MWA     | To:          | BNA          | Frequency   | Stops |
|---------------|--------------|--------------|-------------|-------|
| Flight # 1403 | Depart 14:10 | Arrive 15:40 | Mon-Wed-Fri | 1-OWB |

| From: BNA     | To:          | MWA          | Frequency   | Stops |
|---------------|--------------|--------------|-------------|-------|
| Flight # 1404 | Depart 12:15 | Arrive 13:50 | Mon-Wed-Fri | 1-OWB |

| From: OWB     | To:          | BNA          | Frequency | Stops |
|---------------|--------------|--------------|-----------|-------|
| Flight # 1440 | Depart 6:00  | Arrive 6:40  | xSun      | 0     |
| Flight # 1455 | Depart 15:00 | Arrive 15:40 | xSat      | 0     |

| From: BNA     | To:          | OWB          | Frequency | Stops |
|---------------|--------------|--------------|-----------|-------|
| Flight # 1452 | Depart 12:15 | Arrive 12:55 | xSun      | 0     |
| Flight # 1458 | Depart 20:15 | Arrive 20:55 | xSat      | 0     |

| From: OWB     | To:          | MDW          | Frequency   | Stops |
|---------------|--------------|--------------|-------------|-------|
| Flight # 1404 | Depart 13:15 | Arrive 15:25 | Mon-Wed-Fri | 1-MWA |

| From: MDW     | To:          | OWB          | Frequency   | Stops |
|---------------|--------------|--------------|-------------|-------|
| Flight # 1403 | Depart 12:30 | Arrive 14:45 | Mon-Wed-Fri | 1-MWA |

| From: TBN     | To:          | MCI          | Frequency | Stops |
|---------------|--------------|--------------|-----------|-------|
| Flight # 1462 | Depart 9:15  | Arrive 10:10 | xSun      | 0     |
| Flight # 1464 | Depart 14:15 | Arrive 15:10 | xSat      | 0     |
| Flight # 1466 | Depart 18:10 | Arrive 19:05 | xSat      | 0     |

| From: MCI     | To:          | TBN          | Frequency | Stops |
|---------------|--------------|--------------|-----------|-------|
| Flight # 1461 | Depart 8:00  | Arrive 9:00  | xSun      | 0     |
| Flight # 1463 | Depart 13:00 | Arrive 14:00 | xSat      | 0     |
| Flight # 1465 | Depart 17:00 | Arrive 18:00 | xSat      | 0     |

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