

SkyValue

A I R W A Y S



Aerodynamics Inc.
dba

SkyValue Airways

Proposal to Provide
Essential Air Service to the
Communities of
Kearney, North Platte,
Scottsbluff, NE. and
Liberal, KS/Guymon, Ok.

BEFORE THE
DEPARTMENT OF TRANSPORTATION
WASHINGTON, D.C.

	)	
Essential Air Service at	)	
	)	
KEARNEY, NEBRASKA	)	DOCKET DOT-OST-1996-1715
NORTH PLATTE, NEBRASKA	)	DOCKET DOT-OST-1999-5173
SCOTTSBLUFF, NEBRASKA	)	DOCKET DOT-OST-2003-14535
LIBERAL, KANSAS / GUYMON, OKLAHOMA	)	DOCKET DOT-OST-1998-3498
	)	
Under 49 U.S.C. §41731 et seq.	)	
	)	

**AERODYNAMICS INC. dba SKYVALUE AIRWAYS PROPOSAL TO PROVIDE SUBSIDIZED AIR SERVICE
AT KEARNEY, NE; NORTH PLATTE, NE.; SCOTTSBLUFF, NE AND LIBERAL, KS./GUYMON, OK.**

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SkyValue Airways (SkyValue) cordially submits its proposal to provide subsidized air service to the communities of Kearney, North Platte, and Scottsbluff, Nebraska as well as Liberal, Kansas/Guymon, Oklahoma. SkyValue hereby offers nine, 2-year options for service.

About Our Proposal:

SkyValue Service Overview

Aerodynamics Inc. (ADI) dba SkyValue Airways (SkyValue) proposes to operate these flights linking the cities of Kearney, North Platte, and Scottsbluff, Nebraska along with Liberal, Kansas/Guymon, Oklahoma with a hub of Denver International Airport (DEN). Depending on the options selected, one, two or three dedicated aircraft would flow between Denver and these communities.

ADI proposes to operate these flights to the Denver International Airport. With over 1,550 scheduled daily flights to and from over 180 cities worldwide, Denver International Airport is the 6th. busiest in the nation . ADI will schedule its flights to allow multiple connecting opportunities to a variety of carriers at Denver.

ADI is a certificated 121 operator that currently holds DOT economic authority for charter operations and, by Order 2016-1-13 on January 28, 2016, was found fit by the DOT for expanded economic authority allowing ADI to conduct scheduled domestic passenger service. On May 20, 2016 ADI received official notification from the DOT that it authorized to commence such service.

ADI plans to operate these flights under its newly established SkyValue Airways dba. SkyValue contends that reasonable local fares and reliable scheduled operations will stimulate demand and the variety of destinations available from DEN will allow these markets to realize their true potential. Toward that end SkyValue will establish a reasonable and affordable fare structure between these cities. Additionally, SkyValue will endeavor to establish interline and, potentially, codeshare relationships with the major air carriers at Denver. SkyValue, will have its own reservations platform that will allow SkyValue flights to be sold via all major global distribution systems. SkyValue will offer a web based booking site as well as a reservation call center for passenger use.

While ADI does plan to transition to its SkyValue Airways identity over the course of this contract, it should be pointed out that ADI does currently have a hosting agreement in place with another regional carrier that does allow for the sale of interlining tickets with some major carriers as well as interline baggage transfer. That system is currently being used successfully in the Watertown and Pierre, SD EAS markets. A transition away from this agreement would only take place when interline capability is established independently for the SkyValue brand.

In compliance with Public Law 100-223, SkyValue proposes to operate these flights using Embraer 145 regional jets that are pressurized and accommodate 50 passengers. The EMB-145 features stand up headroom, a pressurized cabin, a Flight Attendant and an onboard lavatory. The aircraft has ample cargo capacity to accommodate even bulky military duffle bags.

ADI has a long history of providing safe and reliable transportation. One of the keys to reinvigorating traffic at this airport will be schedule reliability. With the relatively low utilization of this aircraft, SkyValue will have great flexibility in responding to any operational challenges and can assure these communities receive the level of operational performance they deserve. SkyValue's currently operates scheduled service in Denver on Essential Air Service routes to Pierre and Watertown, South Dakota.

About Our Company:

Company Overview

History

Aerodynamics Inc., based in Kennesaw, GA., has multiple operating bases in the U.S. and is a certified FAA 121 Air Carrier (Cert# BUEA634C) offering large aircraft flight operations. Long recognized for its core value of operational excellence, SkyValue has served the industry for 58 years without **incident or accident**. SkyValue Airways is a dba for Aerodynamics Inc.

Diversity over the years

ADI has had Airliners and Corporate Jet Aircraft on it's Air Carrier Certificate including:

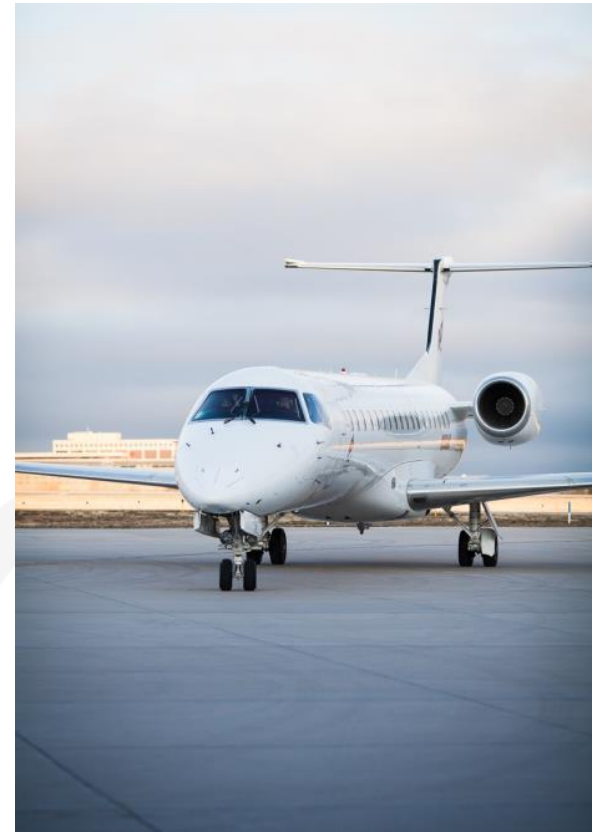
- Airbus A319 / A320 series, Embraer EMB 145, EMB 135, Fokker 28, Jetstream 41, Corporate Gulfstream GIV, GIII, Citation Excel

Professional Sales Team

- Full time dedicated sales team with substantial experience and proven results

Worldwide Operations

- ADI is authorized by the FAA for international charter operations.
- The majority of ADI flights take place in the US, Latin America, Canada, Mexico and the Caribbean.
- ADI has a full staff of Certified Dispatchers & Maintenance Controllers
- Established 24/7 operation eager to serve your community



About Our Company:

Proven Airline Success

Aerodynamics, Inc. dba SkyValue Airways has considerable experience in shuttle operations in a variety of narrow-body airline equipment, including the Embraer regional jet. Founded in 1959, ADI operates under FAR Part 121 and is recognized as a world leader in corporate shuttle operations. ADI has maintained a flawless safety record for over 58 years.

- **Denver to Pierre and Watertown, SD** (August 2016) – Daily EAS flights between Denver (KDEN) and both Pierre (KPIR) and Watertown (KATY) in an Embraer 145. Since inauguration overall reliability has been slightly less than 97% while the Arrivals within 14 minutes of schedule has exceeded 84%.
- **Tortug'air International Service** (2014) – Daily flights between Ft. Lauderdale (KFL) and Cape Haitian (MTCH) and Nassau (MYNN) in an Embraer 145.
- **Chicago to Manistee, MI** (2012) – Daily flights between Chicago Midway (KMDW) and Manistee, MI (KMBL) in an Embraer 145. ADI was awarded the contract after a larger carrier pulled their aircraft from servicing this route.
- **Intel Corporate Airline** (2004 – 2013) – Operating the world's largest private airline service - 33 daily flights operating seven Embraer 135's / Beech 1900 transporting over 300,000 passengers annually while boasting a 98.7% dispatch reliability rating, along with a 97.0% on-time performance ratio—each ranked 1st amongst ERJ operators worldwide.
- **Dow Chemicals** (2002 – 2011) –Operating daily flights in an Airbus 319 between Saginaw, MI and Lake Jackson, TX and Philadelphia, PA. Dow Chemical's corporate shuttle which logged nearly 1400 flight hours annually. ADI maintained a 99% reliability and mission completion rating throughout the Airbus program.

Customers Served:



PRIVATE JET SERVICES



About Our Company:

A Commitment To Safety

Most operators tend to advertise “Safety First” or “Just Safety Culture” however, at SkyValue we embrace all concepts of Safety and Regulatory Compliance. From implementing “Best Practices” to ensuring compliance with worldwide regulatory requirements safety is always at the forefront. Our commitment to safety is universal throughout our organization, it reaches out to our Management Team, Administration, Regulatory Compliance, Training, Maintenance and Quality Control equally, we utilize interfacing concepts in any and all decisions made to ensure we provide the utmost in safety and compliance consistently.

Safety Highlights

- ADI maintains outstanding Zero- Accident safety record for the last 58 years
- In-house TSA security program

Safety Certifications

- SkyValue participates in mandatory and volunteer safety audits to exceed strict guidelines authorized by numerous groups.

Management

- President & CEO– Darrell Richardson
- Senior Vice President and COO – Mickey Bowman
- Director of Operations – Armando Cardenas
- Chief Pilot – Paul Reason
- Director of Maintenance – Matthew Moreau
- Chief Inspector – Robert Anderson
- Director of Safety – Ashley West
- Director of Security - Michael Lucas
- Director of Inflight Services – Brenda Valenti
- Manager of Flight Following – Fernando Pineda



About Our Company:

Airline Services

GDS Distribution & Reservation System

SkyValue Airways intends to market these flights under its own 4A airline code. It will be possible to purchase tickets by calling a toll-free reservation number, online, or through a travel agent. In addition, customers will be able to book using any of the major online travel agencies and meta-searchers such as Orbitz, Travelocity, and Expedia. Schedules and availability will be published in the global distribution systems (GDS). The Reservation Platform that SkyValue will utilize will allow for full interline capability including the automated tracking of interline luggage transfers. Additionally, the platform will support codeshare if and when required.

While ADI does plan to transition to its SkyValue Airways identity over the course of this contract, it should be pointed out that ADI does currently have a hosting agreement in place with another regional carrier that does allow for the sale of interlining tickets with some major carriers as well as interline baggage transfer. That system is currently being used successfully in the Watertown and Pierre, SD EAS markets. A transition away from this agreement would only take place when interline capability is established independently for the SkyValue brand.

Marketing & Community Relations

SkyValue's proposal to provide EAS includes a commitment to spend a minimum of \$25,000 annually on advertising and promotional activities in these communities. Advertising activities will focus on radio, print, outdoor and social media across the reasonable catchment area of the Airport. Promotions with free ticket rewards have been very popular in similar communities. Advertising will be supported by sales activities focused on companies and organizations in each of the respective areas with a need for reliable and affordable travel options.

The SkyValue Advantage

The sales message would include explanation of the value proposition of flying compared to driving, connectivity possibilities, service enhancements, special fares (ie., commuter books and negotiated corporate contracts), and the importance of local businesses to support local air service.

Interline Agreements

SkyValue will endeavor to secure its own interline ticketing and baggage agreements with the major carriers serving our hubs. In the meantime, ADI does have a hosting agreement in place with another regional carrier whereby passengers are able to take advantage of existing interline agreements with some major carriers.



About Our Company:

The SkyValue Advantage

Airline Services

Pricing & Fares

To introduce SkyValue's service in this community an introductory fare of \$75 each way to Denver (inclusive of all taxes and fees) would be offered during the first 30-days of service from Kearney, North Platte and Liberal. An Introductory fare of \$50 each way would be offered from Scottsbluff. Thereafter, and as the basis for the requested level of subsidy, an average fare of \$99 each way is projected at Kearney, North Platte, and Liberal and \$75 each way at Scottsbluff. Consistent with SkyValue's marketing plan, a range of fares would be offered.

Potential Fares To Be Marketed by SkyValue Airways

For Kearney, North Platte, and Liberal

Introductory Fare for first month of service: \$75 One Way

Non-refundable walk up fare on at least 75% of available seats:
\$99 One Way

Standard, fully refundable, walk up fare with last seat availability:
\$125 One Way

For Scottsbluff

Introductory Fare for the first month of service: \$50 One Way

Non-refundable walk up fare on at least 75% of available seats:
\$75 One Way

Standard, fully refundable, walk up fare with last seat availability:
\$99 One Way

About Our Aircraft:

The SkyValue Fleet

SkyValue's fleet is comprised of Embraer ERJ 145's, capable of accommodating up to 50 passengers, with excellent "hot & high" performance. It was specifically designed to fly medium sized groups shorter distances at greater speeds. **The ERJ 145 has a impressive mission completion rate of 99.7%.** The ERJ worldwide fleet has flown over fifteen million miles since its first flight in 1995 with zero fatalities. Sit back, relax, and enjoy the safety of the Embraer ERJ 145.



About Our Aircraft:

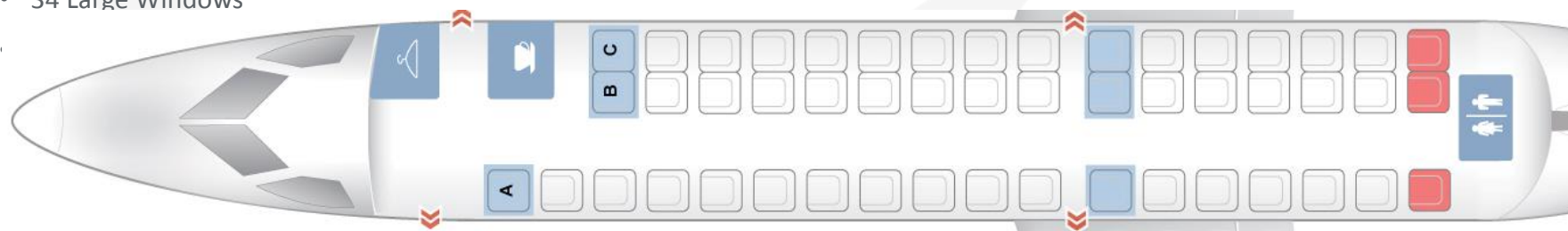
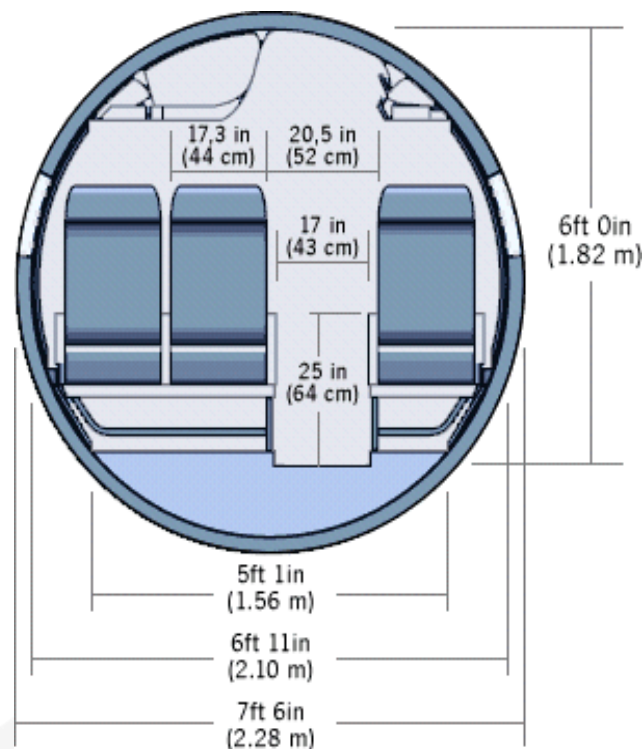
the Embraer ERJ 145

Performance & Specifications

Maximum Range:	1,017 nm
(with Reserves)	
Normal Cruise Speed:	mach 0.78
Cabin Height:	6 ft
Cabin Width:	6 ft 11 in
Usable Baggage:	2600 lbs.

Comfort

- Flight Attendants
- 31" Seat Pitch
- Rear Cabin Lavatory
- Catering Available
- Forward Cabin Galley
- 34 Large Windows



About Our Proposal:

Traffic Potential

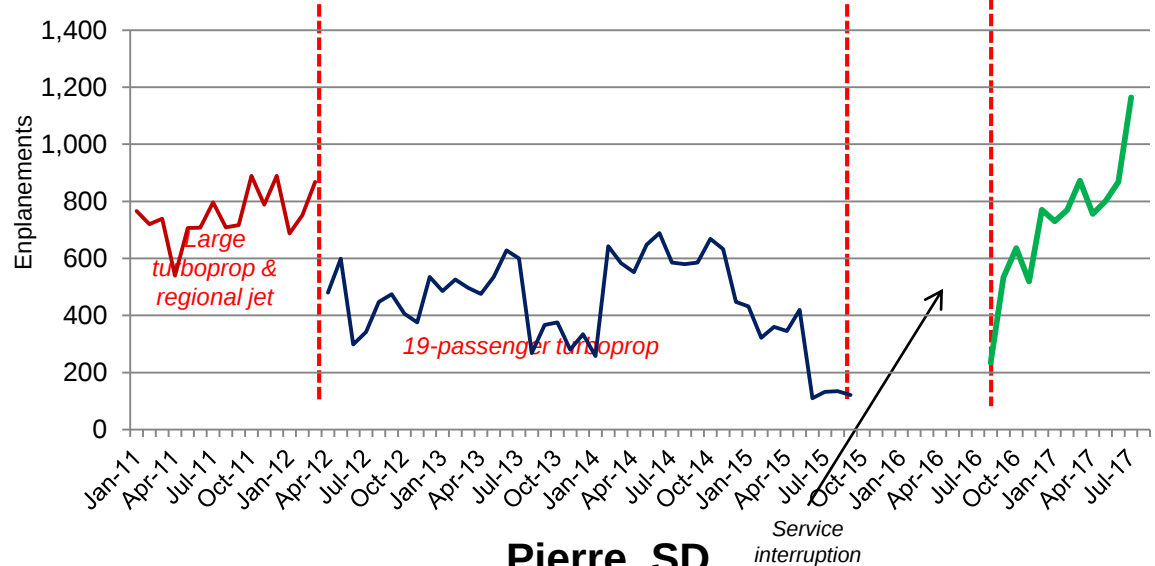
ADI is confident that our proposal to provide reliable and affordable regional jet service can rebuild traffic at these communities

- **Benefits to Customers**
 - Provides a more comfortable experience with full airliner amenities
 - Overcomes travel policies by some corporations that prohibit travel on single-engine and/or small aircraft
- **Benefit to Local Economy**
 - Provides a great first impression for site selectors and help with company retention
 - Contributes to tourism development

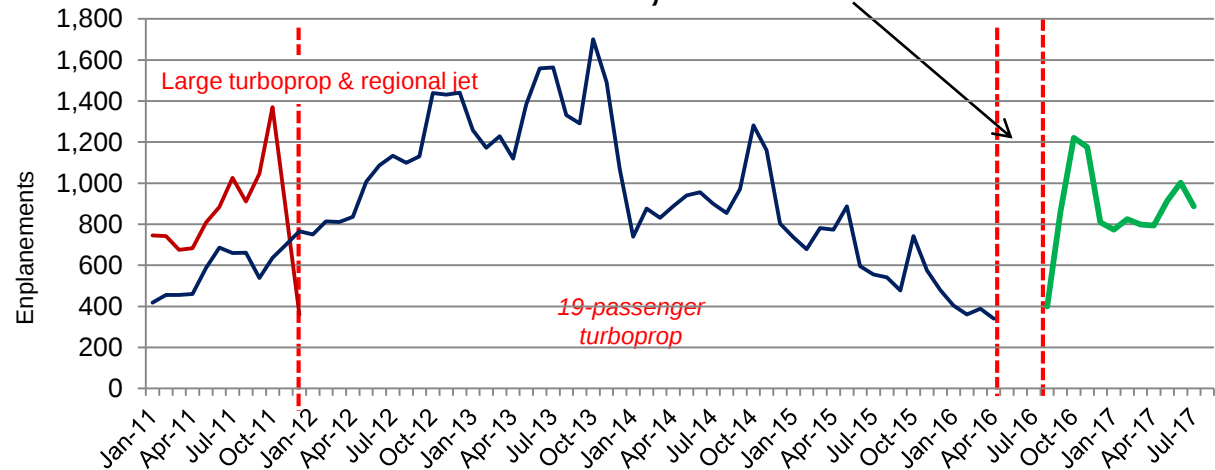
ADI has been able to quickly rebuild traffic at Watertown and Pierre by leveraging consumer preference for jet service, combined with low fares and high reliability.

After just three months of ADI service, traffic levels at Watertown were in compliance with the \$200 cap ensuring that community's continued eligibility for EAS.

Watertown, SD



Pierre, SD



SOURCE: BTS, Form 41 T-100 & internal ADI reports

— Mesaba/Pinnacle — Great Lakes — ADI

About Our Company: Traffic Potential

Watertown, SD traffic had languished with the previous turboprop service provider. So much so that the community was on the \$200/Enplaned passenger chopping block. Since the introduction of ADI regional jet service, that trend has reversed and the traffic continues to build!

ATY Passenger Summary					
@8/15/17					
	Passengers	Passengers		ATY Subsidy	Avg Subsidy
Date	ATY Inb	ATY Outb	Total Pax	Total Claim	Per Pax
Aug-16	236	238	474	\$ 111,300.00	\$ 234.81
Sep-16	556	244	800	\$ 192,920.00	\$ 241.15
Oct-16	530	532	1062	\$ 190,137.50	\$ 179.04
Nov-16	622	644	1266	\$ 185,500.00	\$ 146.52
Dec-16	775	777	1552	\$ 181,790.00	\$ 117.13
Jan-17	666	730	1396	\$ 179,935.00	\$ 128.89
Feb-17	763	769	1532	\$ 172,515.00	\$ 112.61
Mar-17	882	884	1766	\$ 194,775.00	\$ 110.29
Apr-17	773	765	1538	\$ 178,080.00	\$ 115.79
May-17	833	801	1634	\$ 192,920.00	\$ 118.07
Jun-17	868	903	1771	\$ 192,920.00	\$ 108.93
Jul-17	972	1164	2136	\$ 187,355.00	\$ 87.71

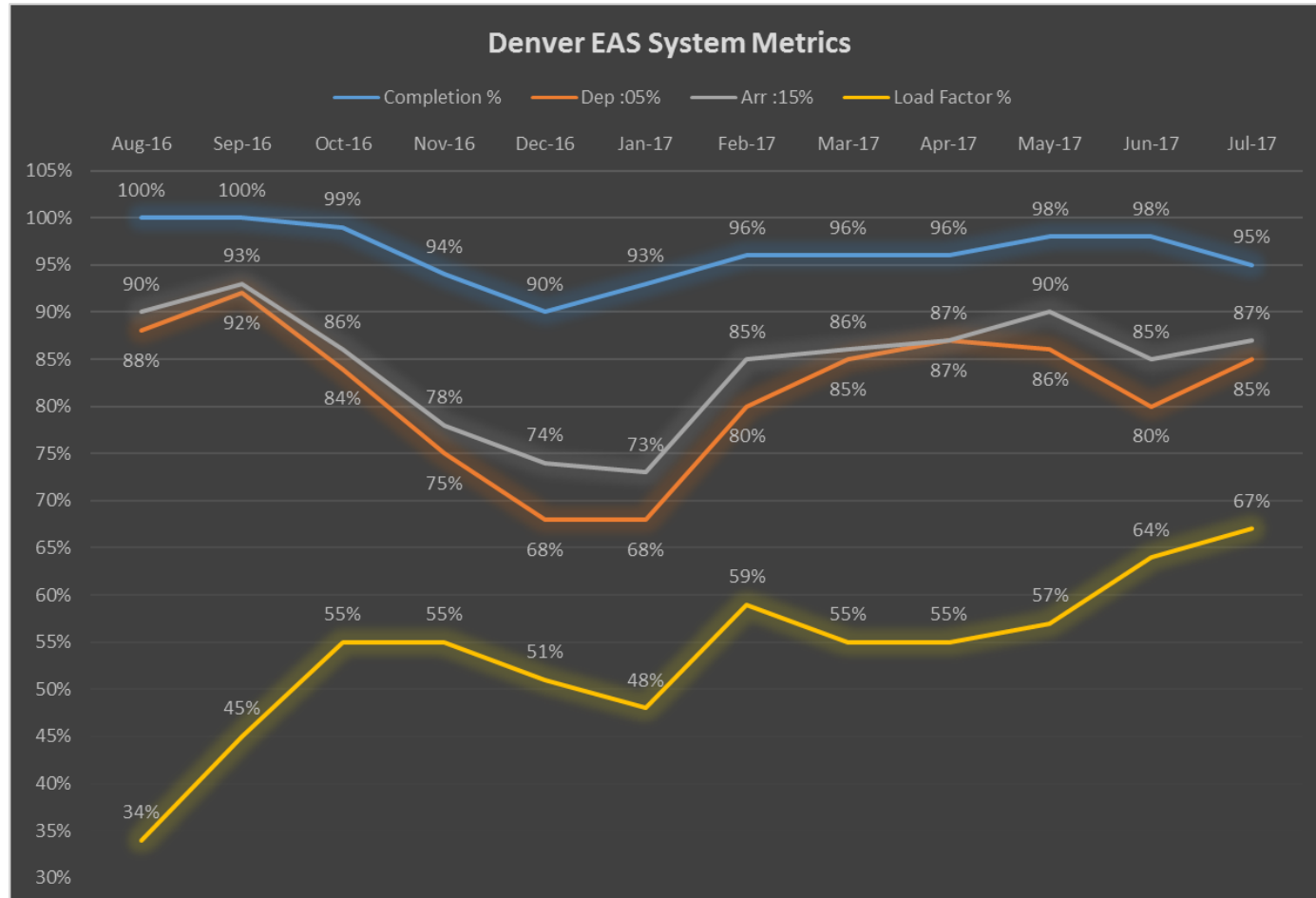
About Our Company:

The SkyValue Advantage

ADI Commenced its first EAS route Aug 15, 2016.

Below are the operating statistics thus far

Proven EAS Performance



About Our Proposal:

The Denver Hub

SkyValue proposes to operate flights, under its independent identity to the major hub airport of Denver International. DEN is the nation's 6th busiest with over 1,550 daily scheduled operations to and from over 180 cities worldwide.



In 2016, DEN hosted some 104.1 million passengers

Scheduled Airlines



About Our Proposal:

The Denver Hub

Nonstop Destinations Served from Denver (DEN)



About Our Proposal:

The Denver Hub

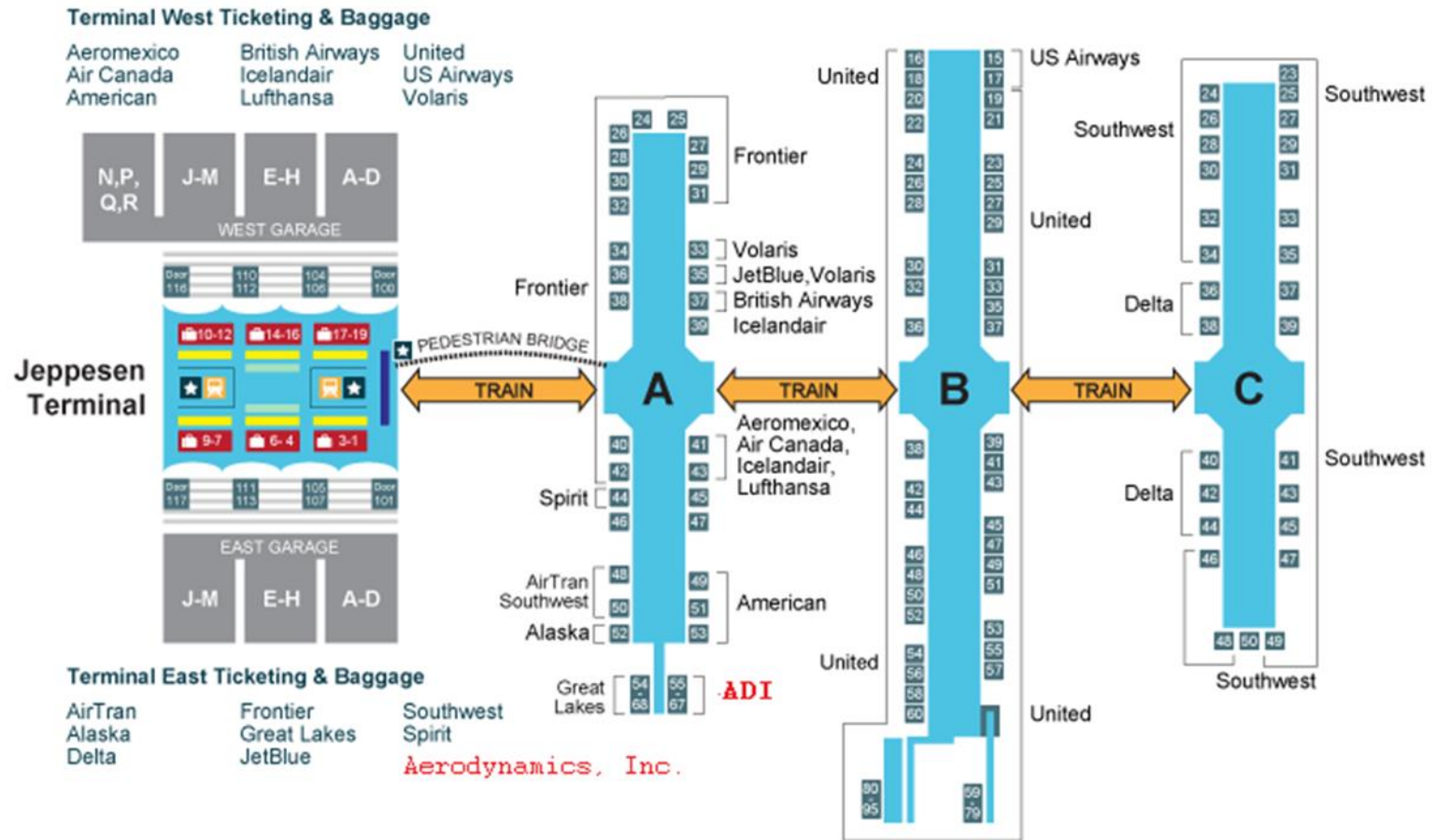
Nonstop Destinations

DESTINATION	CODE	DESTINATION	CODE	DESTINATION	CODE	DESTINATION	CODE	DESTINATION	CODE
Akron/Canton, OH	CAK	Cortez, CO	CEZ	Idaho Falls, ID	IDA	Moline, IL	MLI	Rock Springs, WY	RKS
Alamosa, CO	ALS	Cozumel, Mexico	CZM	Indianapolis, IN	IND	Montego Bay, Jamaica	MBJ	Sacramento, CA	SMF
Albuquerque, NM	ABQ	Dallas (Love Field), TX	DAL	Ixtapa/Zihuatanejo, Mexico	ZIH	Montrose, CO	MTJ	Salt Lake City, UT	SLC
Alliance, NE ←	AIA	Dallas/Ft. Worth, TX	DFW	Jackson, WY	JAC	Nashville, TN	BNA	San Antonio, TX	SAT
Amarillo, TX	AMA	Dayton, OH	DAY	Jacksonville, FL	JAX	New Orleans, LA	MSY	San Diego, CA	SAN
Anchorage, AK	ANC	Des Moines, IA	DSM	Jamestown, ND	JMS	New York (Kennedy), NY	JFK	San Francisco, CA	SFO
Aspen, CO	ASE	Detroit, MI	DTW	Kahului, HI	OGG	New York (LaGuardia), NY	LGA	San Jose, CA	SJC
Atlanta, GA	ATL	Devil's Lake, ND →	DVL	Kalispell, MT	FCA	Newark, NJ	EWK	San Jose, Costa Rica	SJO
Austin, TX	AUS	Dickinson, ND	DIK	Kansas City, MO	MCI	Newport News, VA	PHF	Santa Barbara, CA	SBA
Bakersfield, CA	BFL	Dodge City, KS	DDC	Kearney, NE	EAR	North Platte, NE	LBF	Santa Fe, NM	SAF
Baltimore, MD	BWI	Durango, CO	DRO	Knoxville, TN	TYS	Oakland, CA	OAK	Saskatoon, Canada	YXE
Bellingham, WA	BLI	Edmonton, Canada	YEG	Kona, HI	KOA	Oklahoma City, OK	OKC	Scottsbluff, NE	BFF
Billings, MT	BIL	El Paso, TX	ELP	Lafayette, LA	LFT	Omaha, NE	OMA	Seattle/Tacoma, WA	SEA
Birmingham, AL	BHM	Eugene, OR	EUG	Laramie, WY	LAR	Ontario, CA	ONT	Sheridan, WY	SHR
Bismarck, ND	BIS	Fairbanks, AK	FAI	Las Vegas, NV	LAS	Orange County, CA	SNA	Shreveport, LA	SHV
Bloomington, IL	BMI	Fargo, ND	FAR	Liberal, KS	LBL	Orlando, FL	MCO	Sioux City, IA	SUX
Boise, ID	BOI	Farmington, NM	FMN	Liberia, Costa Rica	LIR	Page, AZ	PGA	Sioux Falls, SD	FSD
Boston, MA	BOS	Fayetteville, AR	XNA	Lihue, HI	LIH	Palm Springs, CA	PSP	Spokane, WA	GEG
Bozeman, MT	BZN	Fort Lauderdale, FL	FLL	Lincoln, NE	LNK	Panama City, Panama*	PTY	Springfield, MO	SGF
Branson, MO	BKG	Fort Myers, FL	RSW	Little Rock, AR	LIT	Pasco, WA	PSC	St. George, UT	SGU
Burbank, CA	BUR	Frankfurt, Germany	FRA	London (Heathrow), UK	LHR	Peoria, IL	PIA	St. Louis, MO	STL
Calgary, Canada	YYC	Fresno, CA	FAT	Los Angeles, CA	LAX	Philadelphia, PA	PHL	Steamboat Springs, CO	HDN
Cancun, Mexico	CUN	Gillette, WY	GOC	Los Cabos, Mexico	SJD	Phoenix, AZ	PHX	Sun Valley, ID	SUN
Casper, WY	CPR	Grand Junction, CO	GJT	Louisville, KY	SDF	Pierre, SD	PIR	Tampa, FL	TPA
Cedar Rapids/Iowa City, IA	CID	Grand Rapids, MI	GRR	Lubbock, TX	LBB	Pittsburgh, PA	PIT	Telluride, CO	TEX
Chadron, NE →	CDR	Great Falls, MT	GTF	Madison, WI	MSN	Portland, OR	PDX	Tokyo (Narita), Japan	NRT
Charlotte, NC	CLT	Greensboro, NC	GSO	Mammoth, CA*	MMH	Providence, RI	PVD	Toronto, Canada	YYZ
Cheyenne, WY	CYS	Guadalajara, Mexico	GDL	McCook, NE	MCK	Pueblo, CO	PUB	Traverse City, MI	TVC
Chicago (Midway), IL	MDW	Gunnison, CO	GUC	Medford, OR	MFR	Puerto Vallarta, Mexico	PVR	Tucson, AZ	TUS
Chicago (O'Hare), IL	ORD	Harrisburg, PA	MDT	Memphis, TN	MEM	Punta Cana, Dominican Rep.	PUJ	Tulsa, OK	TUL
Chihuahua, Mexico	CUU	Hartford, CT	BDL	Mexico City, Mexico	MEX	Raleigh/Durham, NC	RDU	Vail, CO	EGE
Cincinnati, OH	CVG	Hays, KS	HYS	Miami, FL	MIA	Rapid City, SD	RAP	Vancouver, Canada	YVR
Cleveland, OH	CLE	Helena, MT	HLN	Midland/Odessa, TX	MAF	Redmond, OR	RDM	Washington (Dulles), DC	IAD
Cody, WY	COD	Honolulu, HI	HNL	Milwaukee, WI	MKE	Regina, Canada	YQR	Washington (Reagan), DC	DCA
Colorado Springs, CO	COS	Houston (George Bush), TX	IAH	Minneapolis/St. Paul, MN	MSP	Reno, NV	RNO	Wichita, KS	ICT
Columbus, OH	CMH	Houston (Hobby), TX	HOU	Minot, ND	MOT	Reykjavik, Iceland	KEF	Williston, ND	ISN
Cortez, CO	CEZ	Huntsville/Decatur, AL	HSV	Missoula, MT	MSO	Riverton, WY	RIW	Wilmington, DE	ILG
								Winnipeg, Canada	YWG

Some destinations served seasonally / ← Service from DEN only / → Service to DEN only / Indicates international destination / *Service begins in December 2014 / Updated 07-15-14 / Source: Official Airline Guide (OAG) Schedule Tapes

About Our Proposal:

The Denver Hub



About Our Proposals: Summary

Bid Option One: Service on two aircraft to Kearney, North Platte and Scottsbluff, NE.

Two nonstop roundtrips to each market each service day. Contingent on ADI service to all three cities.

Total Subsidy Requirement -

Bid Option Two: Service on one aircraft to North Platte and Scottsbluff, NE.

Two nonstop roundtrips to each market each service day. Contingent on ADI service to both cities.

Total Subsidy Requirement- **\$ 11,630,235**

Bid Option Three: Service on one aircraft to Kearney and Scottsbluff, NE.

Two nonstop roundtrips to each market each service day. Contingent on ADI service to both cities.

Total Subsidy Requirement- **\$ 7,782,979**

Bid Option Four: Service on one aircraft to North Platte, NE.

Two nonstop roundtrips each service day on a dedicated aircraft. Non-contingent bid.

Total Subsidy Requirement- **\$4,918,022**

Bid Option Five: Service on one aircraft to Kearney, NE.

Two nonstop roundtrips each service day on a dedicated aircraft. Non-contingent bid.

Total Subsidy Requirement- **\$4,813,318**

Bid Option Six: Service on one aircraft to Scottsbluff, NE.

Two nonstop roundtrips each service day on a dedicated aircraft. Non-contingent bid.

Total Subsidy Requirement: **\$4,673,314**

Bid Option Seven: Service on one aircraft to Liberal, KS/Guymon, OK and Scottsbluff, NE.

Two nonstop roundtrips to each market each service day. Contingent on ADI service to both cities

Total Subsidy Requirement- **\$ 8,407,052**

Bid Option Eight: Service on one aircraft to Liberal, KS/Guymon, OK.

Two nonstop roundtrips each service day on a dedicated aircraft. Non-contingent bid.

Total Subsidy Requirement- **\$ 5,538,271**

Bid Option Nine: Service on two aircraft to Kearney, North Platte and Scottsbluff, NE as well as Liberal, KS.

Two nonstop roundtrips to each market each service day. Contingent on ADI service to all four cities.

Total Subsidy Requirement- **\$ 15,939,664**

About Our Proposals: Service to Kearney, Nebraska.

SkyValue Airways Service Proposals:

Service Options 1, 3 and 5

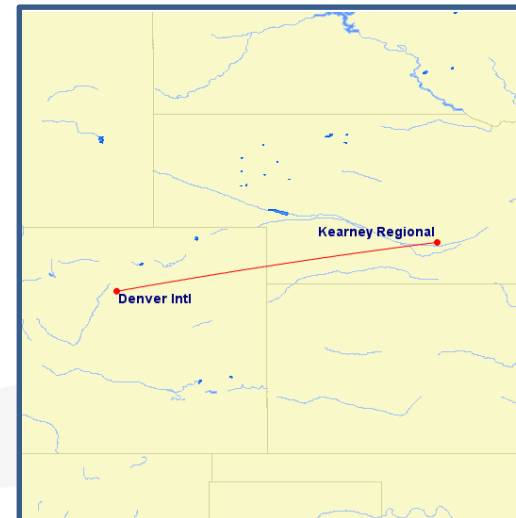
24 Weekly Nonstop Frequencies between Kearney and the Denver International Airport

Aerodynamics, Inc. proposes to operate these flights under its newly established SkyValue Airways brand. The timing of these flights would be optimized for connections to and from legacy and low cost carriers in Denver. SkyValue proposes to encourage connecting traffic by using a simplified “add on” fee structure, an average fare of \$99 one way (including applicable taxes and fees) is proposed, whereby passengers connecting to or from other airline flights would pay only a low incremental fare for the SkyValue segment into Denver.

The anticipated service pattern would commence on a nonstop basis with two roundtrips each weekday. A single roundtrip would operate each Saturday and Sunday. Service **Option 1** is **CONTINGENT** on ADI being chosen as the EAS provider in all three communities. Service **Option 3** is **CONTINGENT** on ADI being chosen as the operator in BOTH Kearney and Scottsbluff. Service **Option 5** dedicates an aircraft to the Kearney market and is not contingent on any other selections.

FROM	TO	DEP	ARR	EQP	FREQ	STOPS
<i>Service Option 1</i>						
Kearney	Denver	830 am	845 am	ERJ	X7	0
Kearney	Denver	410 pm	425 pm	ERJ	X6	0
Denver	Kearney	1200 pm	210 pm	ERJ	X7	0
Denver	Kearney	720 pm	930 pm	ERJ	X6	0
<i>Service Option 3</i>						
Kearney	Denver	640 am	655 am	ERJ	X7	0
Kearney	Denver	205 pm	220 pm	ERJ	X6	0
Denver	Kearney	1130 am	140 pm	ERJ	X7	0
Denver	Kearney	735 pm	945 pm	ERJ	X6	0
<i>Service Option 5</i>						
Kearney	Denver	830 am	845 am	ERJ	X7	0
Kearney	Denver	410 pm	425 pm	ERJ	X6	0
Denver	Kearney	1020 am	1230 pm	ERJ	X7	0
Denver	Kearney	550 pm	800 pm	ERJ	X6	0

(Note: These schedules are for illustration and may not represent the final selling product pending consultations with the community with its scheduling preferences.)



About Our Proposals: Service to Kearney, Nebraska.

Aerodynamics Inc	
Essential Air Service Proposal To Provide Service at:	
Kearney, Nebraska	
Contingent on ADI being selected at all three cities	Option 1
	Kearney
Hub Served	Denver
Number of Roundtrips per Service Day	2
	Non-Stop
Operating Statistics	(12rt/week)
Assumed Completion %	97%
Annual Adjusted Block Hours	1,438.24
Annual Adjusted Departures	1,215.41
Annual Adjusted ASMs	18,535,003
Annual RPMs	7,939,760
Projected Load Factor	42.8%
Revenue Projections	
Enplaned Passengers	26,032
Mileage (Average as Operated)	305
Average Fare	\$ 83.16
Passenger Revenue	\$ 2,164,894
Miscellaneous Revenue	\$ 54,122
Expense Projections	
Flight Operations	\$753,474
Ownership	\$483,952
Maintenance	\$1,320,169
Reservations, Stations & Administration	\$1,776,715
Fuel	\$1,576,190
Marketing	\$25,000
Total Annual Expenses	\$5,935,500
Projected Profit / (Loss)	(\$3,770,606)
Profit Element	\$296,775
Annual Subsidy Required	\$4,013,259
Subsidy per Departure	\$3,301.98
Subsidy per Passenger	\$154.17

Aerodynamics Inc	
Essential Air Service Proposal To Provide Service at:	
Kearney, Nebraska	
Contingent on ADI being selected at EAR & BFF	Option 3
	Kearney
Hub Served	Denver
Number of Roundtrips per Service Day	2
	Non-Stop
Operating Statistics	(12rt/week)
Assumed Completion %	97%
Annual Adjusted Block Hours	1,438.24
Annual Adjusted Departures	1,215.41
Annual Adjusted ASMs	18,535,003
Annual RPMs	7,939,760
Projected Load Factor	42.8%
Revenue Projections	
Enplaned Passengers	26,032
Mileage (Average as Operated)	305
Average Fare	\$ 83.16
Passenger Revenue	\$ 2,164,894
Miscellaneous Revenue	\$ 54,122
Expense Projections	
Flight Operations	\$786,291
Ownership	\$363,000
Maintenance	\$1,417,500
Reservations, Stations & Administration	\$1,777,793
Fuel	\$1,576,190
Marketing	\$25,000
Total Annual Expenses	\$5,945,774
Projected Profit / (Loss)	(\$3,780,880)
Profit Element	\$297,289
Annual Subsidy Required	\$4,024,047
Subsidy per Departure	\$3,310.86
Subsidy per Passenger	\$154.58

Aerodynamics Inc	
Essential Air Service Proposal To Provide Service at:	
Kearney, Nebraska	
Non-Contingent EAR, Stand Alone	Option 5
	Kearney
Hub Served	Denver
Number of Roundtrips per Service Day	2
	Non-Stop
Operating Statistics	(12rt/week)
Assumed Completion %	97%
Annual Adjusted Block Hours	1,438.24
Annual Adjusted Departures	1,215.41
Annual Adjusted ASMs	18,535,003
Annual RPMs	7,939,760
Projected Load Factor	42.8%
Revenue Projections	
Enplaned Passengers	26,032
Mileage (Average as Operated)	305
Average Fare	\$ 83.16
Passenger Revenue	\$ 2,164,894
Miscellaneous Revenue	\$ 54,122
Expense Projections	
Flight Operations	\$976,680
Ownership	\$726,000
Maintenance	\$1,586,014
Reservations, Stations & Administration	\$1,807,576
Fuel	\$1,576,190
Marketing	\$25,000
Total Annual Expenses	\$6,697,461
Projected Profit / (Loss)	(\$4,532,567)
Profit Element	\$334,873
Annual Subsidy Required	\$4,813,318
Subsidy per Departure	\$3,960.24
Subsidy per Passenger	\$184.90

About Our Proposals: Service to North Platte, Nebraska.

SkyValue Airways Service Proposals:

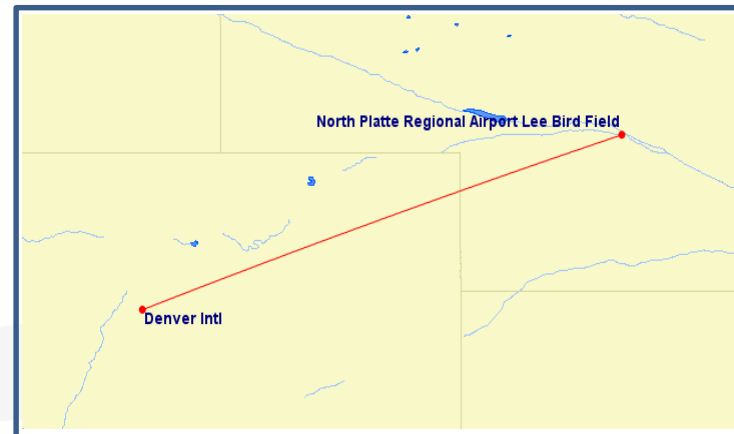
Service Options 1, 2 and 4

24 Weekly Nonstop Frequencies between North Platte and the Denver International Airport

Aerodynamics, Inc. proposes to operate these flights under its newly established SkyValue Airways brand. The timing of these flights would be optimized for connections to and from legacy and low cost carriers in Denver. SkyValue proposes to encourage connecting traffic by using a simplified “add on” fee structure, an average fare of \$99 one way (including applicable taxes and fees) is proposed, whereby passengers connecting to or from other airline flights would pay only a low incremental fare for the SkyValue segment into Denver.

The anticipated service pattern would commence on a nonstop basis with two roundtrips each weekday. A single roundtrip would operate each Saturday and Sunday. Service **Option 1** is **CONTINGENT** on ADI being chosen as the EAS provider in all three communities. Service **Option 2** is **CONTINGENT** on ADI being chosen as the operator in BOTH North Platte and Scottsbluff. Service **Option 4** dedicates an aircraft to the North Platte market and is not contingent on any other selections.

FROM	TO	DEP	ARR	EQP	FREQ	STOPS
Service Option 1						
North Platte	Denver	650 am	655 am	ERJ	X7	0
North Platte	Denver	155 pm	200 pm	ERJ	X6	0
Denver	North Platte	1020 am	1215 pm	ERJ	X7	0
Denver	North Platte	555 pm	750 pm	ERJ	X6	0
Service Option 2						
North Platte	Denver	650 am	655 am	ERJ	X7	0
North Platte	Denver	215 pm	220 pm	ERJ	X6	0
Denver	North Platte	1150 am	145 pm	ERJ	X7	0
Denver	North Platte	735 pm	930 pm	ERJ	X6	0
Service Option 4						
North Platte	Denver	840 am	845 am	ERJ	X7	0
North Platte	Denver	410 pm	415 pm	ERJ	X6	0
Denver	North Platte	1020 am	215 pm	ERJ	X7	0
Denver	North Platte	550 pm	745 pm	ERJ	X6	0



About Our Proposal: Service to North Platte, Nebraska

Aerodynamics Inc	
Essential Air Service Proposal To Provide Service at:	
North Platte, Nebraska	
Contingent on ADI being selected at all three cities	Option 1
	North Platte
Hub Served	Denver
Number of Roundtrips per Service Day	2
	Non-Stop
Operating Statistics	(12rt/week)
Assumed Completion %	97%
Annual Adjusted Block Hours	1,205.28
Annual Adjusted Departures	1,215.41
Annual Adjusted ASMs	13,855,674
Annual RPMs	3,835,804
Projected Load Factor	27.7%
Revenue Projections	
Enplaned Passengers	16,824
Mileage (Average as Operated)	228
Average Fare	\$ 83.16
Passenger Revenue	\$1,399,106
Miscellaneous Revenue	\$ 34,978
Expense Projections	
Flight Operations	\$631,433
Ownership	\$483,952
Maintenance	\$1,022,484
Reservations, Stations & Administration	\$1,483,204
Fuel	\$1,451,521
Marketing	\$25,000
Total Annual Expenses	\$5,097,593
Projected Profit / (Loss)	(\$3,698,487)
Profit Element	\$254,880
Annual Subsidy Required	\$3,918,389
Subsidy per Departure	\$3,223.92
Subsidy per Passenger	\$232.91

Aerodynamics Inc	
Essential Air Service Proposal To Provide Service at:	
North Platte, Nebraska	
Contingent on ADI being selected at LBF & BFF	Option 2
	North Platte
Hub Served	Denver
Number of Roundtrips per Service Day	2
	Non-Stop
Operating Statistics	(12rt/week)
Assumed Completion %	97%
Annual Adjusted Block Hours	1,205.28
Annual Adjusted Departures	1,215.41
Annual Adjusted ASMs	13,855,674
Annual RPMs	3,835,804
Projected Load Factor	27.7%
Revenue Projections	
Enplaned Passengers	16,824
Mileage (Average as Operated)	228
Average Fare	\$ 83.16
Passenger Revenue	\$1,399,106
Miscellaneous Revenue	\$ 34,978
Expense Projections	
Flight Operations	\$726,291
Ownership	\$363,000
Maintenance	\$1,136,119
Reservations, Stations & Administration	\$1,495,783
Fuel	\$1,451,521
Marketing	\$25,000
Total Annual Expenses	\$5,197,715
Projected Profit / (Loss)	(\$3,798,609)
Profit Element	\$259,886
Annual Subsidy Required	\$4,023,517
Subsidy per Departure	\$3,310.42
Subsidy per Passenger	\$239.16

Aerodynamics Inc	
Essential Air Service Proposal To Provide Service at:	
North Platte, Nebraska	
Non-Contingent Bid, LBF Stand Alone	Option 4
	North Platte
Hub Served	Denver
Number of Roundtrips per Service Day	2
	Non-Stop
Operating Statistics	(12rt/week)
Assumed Completion %	97%
Annual Adjusted Block Hours	1,205.28
Annual Adjusted Departures	1,215.41
Annual Adjusted ASMs	13,855,674
Annual RPMs	3,835,804
Projected Load Factor	27.7%
Revenue Projections	
Enplaned Passengers	16,824
Mileage (Average as Operated)	228
Average Fare	\$ 83.16
Passenger Revenue	\$1,399,106
Miscellaneous Revenue	\$ 34,978
Expense Projections	
Flight Operations	\$976,680
Ownership	\$726,000
Maintenance	\$1,332,863
Reservations, Stations & Administration	\$1,537,560
Fuel	\$1,451,521
Marketing	\$25,000
Total Annual Expenses	\$6,049,624
Projected Profit / (Loss)	(\$4,650,518)
Profit Element	\$302,481
Annual Subsidy Required	\$4,918,022
Subsidy per Departure	\$4,046.39
Subsidy per Passenger	\$292.33

About Our Proposal: Service to Scottsbluff, Nebraska.

SkyValue Airways Service Proposals:

Service Options 1, 2, 3, 6 and 7

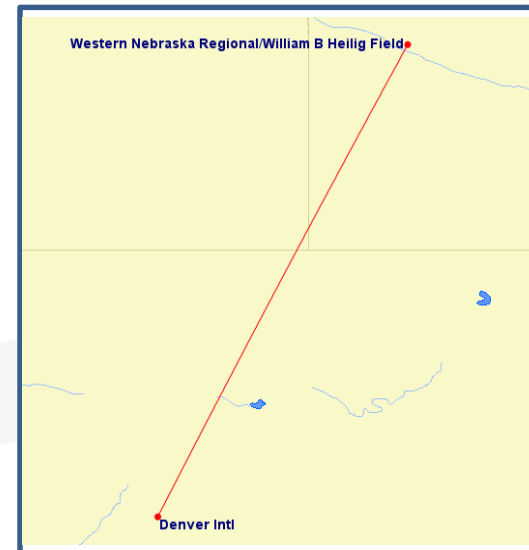
24 Weekly Nonstop Frequencies between Scottsbluff and the Denver International Airport

Aerodynamics, Inc. proposes to operate these flights under its newly established SkyValue Airways brand. The timing of these flights would be optimized for connections to and from legacy and low cost carriers in Denver. SkyValue proposes to encourage connecting traffic by using a simplified “add on” fee structure, an average fare of \$75 one way (including applicable taxes and fees) is proposed, whereby passengers connecting to or from other airline flights would pay only a low incremental fare for the SkyValue segment into Denver.

The anticipated service pattern would commence on a nonstop basis with two roundtrips each weekday. A single roundtrip would operate each Saturday and Sunday. A single roundtrip would operate each Saturday and Sunday. Service **Option 1** is **CONTINGENT** on ADI being chosen as the EAS provider in all three communities. Service **Option 2** is **CONTINGENT** on ADI being chosen as the operator in BOTH North Platte and Scottsbluff. Service **Option 3** is **CONTINGENT** on ADI being chosen as the operator in BOTH Kearney and Scottsbluff. Service **Option 6** dedicates an aircraft to the Scottsbluff market and is **NOT CONTINGENT** on any other selections. Service **Option 7** is **CONTINGENT** on ADI being chosen as the operator in BOTH Liberal and Scottsbluff.

FROM	TO	DEP	ARR	EQP	FREQ	STOPS
<i>Service Options 1, 2, 3 & 7</i>						
Scottsbluff	Denver	930 am	1025 am	ERJ	X7	0
Scottsbluff	Denver	510 pm	605 pm	ERJ	X6	0
Denver	Scottsbluff	810 am	905 am	ERJ	X7	0
Denver	Scottsbluff	350 pm	445 pm	ERJ	X6	0
<i>Service Option 6</i>						
Scottsbluff	Denver	750 am	845 am	ERJ	X7	0
Scottsbluff	Denver	320 pm	415 pm	ERJ	X6	0
Denver	Scottsbluff	1020 am	1115 am	ERJ	X7	0
Denver	Scottsbluff	550 pm	645 pm	ERJ	X6	0

(Note: These schedules are for illustration and may not represent the final selling product pending consultations with the community with its scheduling preferences.)



About Our Proposals: Service to Scottsbluff, Nebraska

Aerodynamics Inc		Aerodynamics Inc		Aerodynamics Inc		Aerodynamics Inc		Aerodynamics Inc	
Essential Air Service Proposal To Provide Service at:		Essential Air Service Proposal To Provide Service at:		Essential Air Service Proposal To Provide Service at:		Essential Air Service Proposal To Provide Service at:		Essential Air Service Proposal To Provide Service at:	
Scottsbluff, Nebraska		Scottsbluff, Nebraska		Scottsbluff, Nebraska		Scottsbluff, Nebraska		Scottsbluff, Nebraska	
Contingent on ADI being selected at BFF, EAR & LBF	Option 1	Contingent on ADI being selected at BFF & LBF	Option 2	Contingent on ADI being selected at BFF & EAR	Option 3	Non-Contingent Bid, BFF Stand Alone	Option 6	Contingent on ADI being selected at BFF & LBL	Option 7
	<u>Scottsbluff</u>		<u>Scottsbluff</u>		<u>Scottsbluff</u>		<u>Scottsbluff</u>		<u>Scottsbluff</u>
Hub Served	Denver	Hub Served	Denver	Hub Served	Denver	Hub Served	Denver	Hub Served	Denver
Number of Roundtrips per Service Day	2	Number of Roundtrips per Service Day	2	Number of Roundtrips per Service Day	2	Number of Roundtrips per Service Day	2	Number of Roundtrips per Service Day	2
	Non-Stop		Non-Stop		Non-Stop		Non-Stop		Non-Stop
<u>Operating Statistics</u>	(12rt/week)	<u>Operating Statistics</u>	(12rt/week)	<u>Operating Statistics</u>	(12rt/week)	<u>Operating Statistics</u>	(12rt/week)	<u>Operating Statistics</u>	(12rt/week)
Assumed Completion %	97%	Assumed Completion %	97%	Assumed Completion %	97%	Assumed Completion %	97%	Assumed Completion %	97%
Annual Adjusted Block Hours	1,073.61	Annual Adjusted Block Hours	1,073.61	Annual Adjusted Block Hours	1,073.61	Annual Adjusted Block Hours	1,073.61	Annual Adjusted Block Hours	1,073.61
Annual Adjusted Departures	1,215.41	Annual Adjusted Departures	1,215.41	Annual Adjusted Departures	1,215.41	Annual Adjusted Departures	1,215.41	Annual Adjusted Departures	1,215.41
Annual Adjusted ASMs	9,115,575	Annual Adjusted ASMs	9,115,575	Annual Adjusted ASMs	9,115,575	Annual Adjusted ASMs	9,115,575	Annual Adjusted ASMs	9,115,575
Annual RPMs	2,833,505	Annual RPMs	2,833,505	Annual RPMs	2,833,505	Annual RPMs	3,518,034	Annual RPMs	2,805,450
Projected Load Factor	31.1%	Projected Load Factor	31.1%	Projected Load Factor	31.1%	Projected Load Factor	38.6%	Projected Load Factor	30.8%
<u>Revenue Projections</u>		<u>Revenue Projections</u>		<u>Revenue Projections</u>		<u>Revenue Projections</u>		<u>Revenue Projections</u>	
Enplaned Passengers	18,890	Enplaned Passengers	18,890	Enplaned Passengers	18,890	Enplaned Passengers	23,454	Enplaned Passengers	18,703
Mileage (Average as Operated)	150	Mileage (Average as Operated)	150	Mileage (Average as Operated)	150	Mileage (Average as Operated)	150	Mileage (Average as Operated)	150
Average Fare	\$ 60.84	Average Fare	\$ 60.84	Average Fare	\$ 60.84	Average Fare	\$ 60.84	Average Fare	\$ 83.16
Passenger Revenue	\$1,149,217	Passenger Revenue	\$1,149,217	Passenger Revenue	\$1,149,217	Passenger Revenue	\$1,426,849	Passenger Revenue	\$ 1,555,394
Miscellaneous Revenue	\$ 28,730	Miscellaneous Revenue	\$ 28,730	Miscellaneous Revenue	\$ 28,730	Miscellaneous Revenue	\$ 35,671	Miscellaneous Revenue	\$ 38,885
<u>Expense Projections</u>		<u>Expense Projections</u>		<u>Expense Projections</u>		<u>Expense Projections</u>		<u>Expense Projections</u>	
Flight Operations	\$562,453	Flight Operations	\$646,949	Flight Operations	\$586,949	Flight Operations	\$976,680	Flight Operations	\$606,514
Ownership	\$483,952	Ownership	\$363,000	Ownership	\$363,000	Ownership	\$726,000	Ownership	\$363,000
Maintenance	\$754,567	Maintenance	\$838,427	Maintenance	\$810,199	Maintenance	\$1,105,026	Maintenance	\$892,814
Reservations, Stations & Administration	\$1,492,567	Reservations, Stations & Administration	\$1,503,139	Reservations, Stations & Administration	\$1,491,144	Reservations, Stations & Administration	\$1,685,165	Reservations, Stations & Administration	\$1,519,375
Fuel	\$1,325,780	Fuel	\$1,325,780	Fuel	\$1,325,780	Fuel	\$1,325,780	Fuel	\$1,638,927
Marketing	\$25,000	Marketing	\$25,000	Marketing	\$25,000	Marketing	\$25,000	Marketing	\$0
Total Annual Expenses	\$4,644,318	Total Annual Expenses	\$4,702,295	Total Annual Expenses	\$4,602,072	Total Annual Expenses	\$5,843,651	Total Annual Expenses	\$5,020,630
Projected Profit / (Loss)	(\$3,495,101)	Projected Profit / (Loss)	(\$3,553,078)	Projected Profit / (Loss)	(\$3,452,855)	Projected Profit / (Loss)	(\$4,416,802)	Projected Profit / (Loss)	(\$3,465,236)
Profit Element	\$232,216	Profit Element	\$235,115	Profit Element	\$230,104	Profit Element	\$292,183	Profit Element	\$251,032
Annual Subsidy Required	\$3,698,587	Annual Subsidy Required	\$3,759,462	Annual Subsidy Required	\$3,654,229	Annual Subsidy Required	\$4,673,314	Annual Subsidy Required	\$3,677,383
Subsidy per Departure	\$3,043.08	Subsidy per Departure	\$3,093.16	Subsidy per Departure	\$3,006.58	Subsidy per Departure	\$3,845.05	Subsidy per Departure	\$3,025.63
Subsidy per Passenger	\$195.80	Subsidy per Passenger	\$199.02	Subsidy per Passenger	\$193.45	Subsidy per Passenger	\$199.26	Subsidy per Passenger	\$196.62

About Our Proposal: Service to Liberal, KS/Guymon, OK.

SkyValue Airways Service Proposals:

Service Options 7 and 8

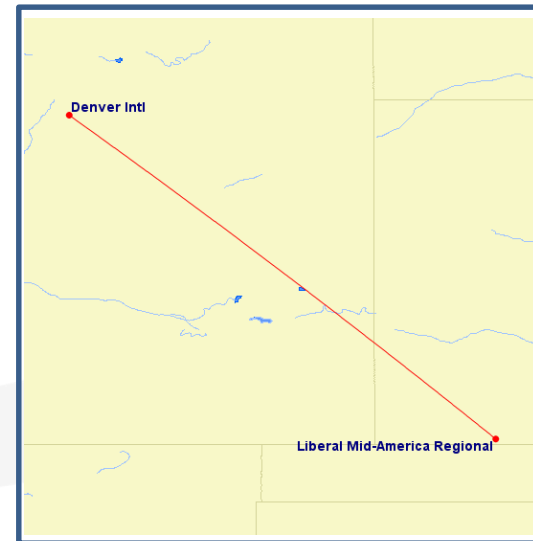
24 Weekly Nonstop Frequencies between Liberal, KS./Guymon, OK. and the Denver International Airport

Aerodynamics, Inc. proposes to operate these flights under its newly established SkyValue Airways brand. The timing of these flights would be optimized for connections to and from legacy and low cost carriers in Denver. SkyValue proposes to encourage connecting traffic by using a simplified “add on” fee structure, an average fare of \$99 one way (including applicable taxes and fees) is proposed, whereby passengers connecting to or from other airline flights would pay only a low incremental fare for the SkyValue segment into Denver.

The anticipated service pattern would commence on a nonstop basis with two roundtrips each weekday. A single roundtrip would operate each Saturday and Sunday. A single roundtrip would operate each Saturday and Sunday. Service **Option 7** is **CONTINGENT** on ADI being chosen as the operator in BOTH Liberal and Scottsbluff. Service **Option 8** dedicates an aircraft to the Liberal market and is **NOT CONTINGENT** on any other selections.

FROM	TO	DEP	ARR	EQP	FREQ	STOPS
<i>Service Option 7</i>						
Liberal	Denver	635 am	645 am	ERJ	X7	0
Liberal	Denver	210 pm	220 pm	ERJ	X6	0
Denver	Liberal	1140 am	140 pm	ERJ	X7	0
Denver	Liberal	730 pm	930 pm	ERJ	X6	0
<i>Service Option 8</i>						
Liberal	Denver	835 am	845 am	ERJ	X7	0
Liberal	Denver	300 pm	410 pm	ERJ	X6	0
Denver	Liberal	1030 am	1230 pm	ERJ	X7	0
Denver	Liberal	550 pm	750 pm	ERJ	X6	0

(Note: These schedules are for illustration and may not represent the final selling product pending consultations with the community with its scheduling preferences.



About Our Proposal: Service to Liberal, KS/ Guymon, OK.

Aerodynamics Inc	
Essential Air Service Proposal To Provide Service at:	
Liberal, Kansas	
Contingent on ADI being selected at LBL & BFF	Option 7
	Liberal
Hub Served	Denver
Number of Roundtrips per Service Day	2
	Non-Stop
Operating Statistics	(12rt/week)
Assumed Completion %	97%
Annual Adjusted Block Hours	1,357.21
Annual Adjusted Departures	1,215.41
Annual Adjusted ASMs	17,015,740
Annual RPMs	3,372,133
Projected Load Factor	19.8%
Revenue Projections	
Enplaned Passengers	12,043
Mileage (Average as Operated)	280
Average Fare	\$ 83.16
Passenger Revenue	\$1,001,557
Miscellaneous Revenue	\$ 25,039
Expense Projections	
Flight Operations	\$766,726
Ownership	\$363,000
Maintenance	\$1,271,583
Reservations, Stations & Administration	\$1,398,489
Fuel	\$1,682,360
Marketing	\$25,000
Total Annual Expenses	\$5,507,157
Projected Profit / (Loss)	(\$4,505,600)
Profit Element	\$274,108
Annual Subsidy Required	\$4,729,669
Subsidy per Departure	\$3,891.42
Subsidy per Passenger	\$392.72

Aerodynamics Inc	
Essential Air Service Proposal To Provide Service at:	
Liberal, Kansas	
Non-Contingent Bid, LBL Stand Alone	Option 8
	Liberal
Hub Served	Denver
Number of Roundtrips per Service Day	2
	Non-Stop
Operating Statistics	(12rt/week)
Assumed Completion %	97%
Annual Adjusted Block Hours	1,357.21
Annual Adjusted Departures	1,215.41
Annual Adjusted ASMs	17,015,740
Annual RPMs	3,372,133
Projected Load Factor	19.8%
Revenue Projections	
Enplaned Passengers	12,043
Mileage (Average as Operated)	280
Average Fare	\$ 83.16
Passenger Revenue	\$1,001,557
Miscellaneous Revenue	\$ 25,039
Expense Projections	
Flight Operations	\$976,680
Ownership	\$726,000
Maintenance	\$1,437,961
Reservations, Stations & Administration	\$1,429,253
Fuel	\$1,682,360
Marketing	\$25,000
Total Annual Expenses	\$6,277,254
Projected Profit / (Loss)	(\$5,275,697)
Profit Element	\$312,613
Annual Subsidy Required	\$5,538,271
Subsidy per Departure	\$4,556.71
Subsidy per Passenger	\$459.86

About Our Proposal: Service Option 9

SkyValue Airways Service Proposals:

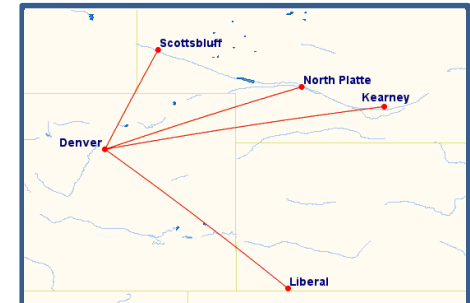
Service Option 9

24 Weekly Nonstop Frequencies between Kearney, NE and the Denver International Airport

24 Weekly Nonstop Frequencies between North Platte, NE and the Denver International Airport

24 Weekly Nonstop Frequencies between Scottsbluff, NE and the Denver International Airport

24 Weekly Nonstop Frequencies between Liberal, KS/Guymon, OK and the Denver International Airport



Aerodynamics, Inc. proposes to operate these flights under its newly established SkyValue Airways brand. The timing of these flights would be optimized for connections to and from legacy and low cost carriers in Denver. SkyValue proposes to encourage connecting traffic by using a simplified “add on” fee structure, an average fare of \$99 one way (including applicable taxes and fees) is proposed, whereby passengers connecting to or from other airline flights would pay only a low incremental fare for the SkyValue segment into Denver from the communities of Kearney, North Platte and Liberal. An average fare of \$75 one way is proposed from Scottsbluff.

The anticipated service pattern would involve two aircraft operating on a nonstop basis with two roundtrips each weekday, in each market. A single roundtrip would operate each Saturday and Sunday, in each market. Service **Option 9** is **CONTINGENT** on ADI being chosen as the operator in Kearney, North Platte, Scottsbluff and Liberal.

FROM	TO	DEP	ARR	EQP	FREQ	STOPS	FROM	TO	DEP	ARR	EQP	FREQ	STOPS
<i>Service Option 9</i>							<i>Service Option 9</i>						
Kearney	Denver	640 am	655 am	ERJ	X7	0	North Platte	Denver	645 am	655 am	ERJ	X7	0
Kearney	Denver	205 pm	220 pm	ERJ	X6	0	North Platte	Denver	200 pm	210 pm	ERJ	X6	0
Denver	Kearney	1130 am	140 pm	ERJ	X7	0	Denver	North Platte	1130 am	130 pm	ERJ	X7	0
Denver	Kearney	720 pm	930 pm	ERJ	X6	0	Denver	North Platte	720 pm	920 pm	ERJ	X6	0
<i>Service Option 9</i>							<i>Service Option 9</i>						
Scottsbluff	Denver	925 am	1020 am	ERJ	X7	0	Liberal	Denver	1030 am	1040 am	ERJ	X7	0
Scottsbluff	Denver	505 pm	600 pm	ERJ	X6	0	Liberal	Denver	555 pm	605 pm	ERJ	X6	0
Denver	Scottsbluff	810 am	905 am	ERJ	X7	0	Denver	Liberal	810 am	1010 am	ERJ	X7	0
Denver	Scottsbluff	350 pm	445 pm	ERJ	X6	0	Denver	Liberal	335 pm	535 pm	ERJ	X6	0

(Note: These schedules are for illustration and may not represent the final selling product pending consultations with the community with its scheduling preferences.)

About Our Proposal: Service Option 9

Bid is contingent on ADI
being selected at BFF, EAR,
LBF and LBL

Aerodynamics Inc		Aerodynamics Inc		Aerodynamics Inc		Aerodynamics Inc		
Essential Air Service Proposal To Provide Service at:		Essential Air Service Proposal To Provide Service at:		Essential Air Service Proposal To Provide Service at:		Essential Air Service Proposal To Provide Service at:		
Kearney, Nebraska		North Platte, Nebraska		Scottsbluff, Nebraska		Liberal, Kansas/Guymon, Oklahoma		
Option 9		Option 9		Option 9		Option 9		
Kearney		North Platte		Scottsbluff		Liberal		System Total
Denver		Denver		Denver		Denver		Denver
Hub Served		Hub Served		Hub Served		Hub Served		
Number of Roundtrips per Service Day	2	Number of Roundtrips per Service Day	2	Number of Roundtrips per Service Day	2	Number of Roundtrips per Service Day	2	
	Non-Stop		Non-Stop		Non-Stop		Non-stop	
<u>Operating Statistics</u>	(12rt/week)	<u>Operating Statistics</u>	(12rt/week)	<u>Operating Statistics</u>	(12rt/week)	<u>Operating Statistics</u>	(12rt/week)	
Assumed Completion %	97%	Assumed Completion %	97%	Assumed Completion %	97%	Assumed Completion %	97%	97%
Annual Adjusted Block Hours	1,438.24	Annual Adjusted Block Hours	1,205.28	Annual Adjusted Block Hours	1,073.61	Annual Adjusted Block Hours	1,357.21	5,074.34
Annual Adjusted Departures	1,215.41	Annual Adjusted Departures	1,215.41	Annual Adjusted Departures	1,215.41	Annual Adjusted Departures	1,215.41	4,861.64
Annual Adjusted ASMs	18,535,003	Annual Adjusted ASMs	13,855,674	Annual Adjusted ASMs	9,115,575	Annual Adjusted ASMs	17,015,740	58,521,992
Annual RPMs	7,939,760	Annual RPMs	3,835,804	Annual RPMs	2,833,505	Annual RPMs	3,372,133	17,981,201
Projected Load Factor	42.8%	Projected Load Factor	27.7%	Projected Load Factor	31.1%	Projected Load Factor	19.8%	30.7%
<u>Revenue Projections</u>		<u>Revenue Projections</u>		<u>Revenue Projections</u>		<u>Revenue Projections</u>		
Enplaned Passengers	26,032	Enplaned Passengers	16,824	Enplaned Passengers	18,890	Enplaned Passengers	12,043	73,789
Mileage (Average as Operated)	305	Mileage (Average as Operated)	228	Mileage (Average as Operated)	150	Mileage (Average as Operated)	280	241
Average Fare	\$ 83.16	Average Fare	\$ 83.16	Average Fare	\$ 60.84	Average Fare	\$ 83.16	\$ 77.45
Passenger Revenue	\$ 2,164,894	Passenger Revenue	\$1,399,106	Passenger Revenue	\$1,149,217	Passenger Revenue	\$ 1,001,557	\$ 5,714,774
Miscellaneous Revenue	\$ 54,122	Miscellaneous Revenue	\$ 34,978	Miscellaneous Revenue	\$ 28,730	Miscellaneous Revenue	\$ 25,039	\$ 142,869
<u>Expense Projections</u>		<u>Expense Projections</u>		<u>Expense Projections</u>		<u>Expense Projections</u>		
Flight Operations	\$776,743	Flight Operations	\$650,932	Flight Operations	\$579,822	Flight Operations	\$732,983	\$ 2,740,480
Ownership	\$363,000	Ownership	\$363,000	Ownership	\$363,000	Ownership	\$363,000	\$ 1,452,000
Maintenance	\$1,261,267	Maintenance	\$976,864	Maintenance	\$816,114	Maintenance	\$1,162,344	\$ 4,216,590
Reservations, Stations & Administration	\$1,745,505	Reservations, Stations & Administration	\$1,452,470	Reservations, Stations & Administration	\$1,467,085	Reservations, Stations & Administration	\$1,353,084	\$ 6,018,144
Fuel	\$1,576,190	Fuel	\$1,451,521	Fuel	\$1,325,780	Fuel	\$1,878,635	\$ 6,232,126
Marketing	\$25,000	Marketing	\$25,000	Marketing	\$25,000	Marketing	\$25,000	\$ 100,000
Total Annual Expenses	\$5,747,706	Total Annual Expenses	\$4,919,787	Total Annual Expenses	\$4,576,801	Total Annual Expenses	\$5,515,046	\$ 20,759,340
Projected Profit / (Loss)	(\$3,582,812)	Projected Profit / (Loss)	(\$3,520,681)	Projected Profit / (Loss)	(\$3,427,584)	Projected Profit / (Loss)	(\$4,513,489)	\$ (15,044,566)
Profit Element	\$287,385	Profit Element	\$245,989	Profit Element	\$228,840	Profit Element	\$275,752	\$ 1,037,967
Annual Subsidy Required	\$3,816,075	Annual Subsidy Required	\$3,731,693	Annual Subsidy Required	\$3,627,694	Annual Subsidy Required	\$4,764,202	\$ 15,939,664
Subsidy per Departure	\$3,139.74	Subsidy per Departure	\$3,070.32	Subsidy per Departure	\$2,984.75	Subsidy per Departure	\$3,919.83	
Subsidy per Passenger	\$146.59	Subsidy per Passenger	\$221.81	Subsidy per Passenger	\$192.04	Subsidy per Passenger	\$395.59	

About Our Proposal:

Conclusion

In conclusion, SkyValue Airways believes that these proposals will provide the communities of Kearney, North Platte, Scottsbluff and Liberal/Guymon with superior air service options. We feel the passengers will benefit from reliable service to the Denver hub. With a renewed focus on price, schedule connectivity and reliability, SkyValue intends to grow these markets. SkyValue has proven itself as a dependable Air Service provider and brings a commitment to work with these communities to address their travel needs.

Respectfully Submitted: September 12, 2017

Mickey Bowman
Senior Vice President & COO
Aerodynamics, Inc.



Equals a bright future for regional air service
in Kearney, North Platte, Scottsbluff and
Liberal/Guymon!



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