

**GREAT LAKES AVIATION
ESSENTIAL AIR SERVICE AT
FAIRMONT, MINNESOTA, BROOKINGS AND YANKTON, SOUTH DAKOTA,
DEVILS LAKE AND JAMESTOWN, NORTH DAKOTA, AND
NORFOLK, NEBRASKA**

EFFECTIVE PERIOD: Beginning when the new service is implemented, on or about August 18, 1997, through July 31, 1999

SERVICE:

Fairmont, Minnesota	18 nonstop round trips each week between Fairmont and Minneapolis/St. Paul
Brookings, South Dakota	12 nonstop and 6 nonstop or one-stop round trips each week between Brookings and Minneapolis/St. Paul
Yankton, South Dakota	18 nonstop round trips each week between Yankton and Minneapolis/St. Paul
Jamestown, North Dakota	18 nonstop round trips each week between Jamestown and Minneapolis/St. Paul
Devils Lake, North Dakota	18 nonstop or one-stop round trips each week between Devils Lake and Minneapolis/St. Paul
Norfolk, Nebraska	18 nonstop or one-stop round trips each week between Norfolk and Minneapolis/St. Paul

AIRCRAFT TYPE: Beech 1900 -- 19 seats

TIMING OF FLIGHTS: Flights must be well-timed and well-spaced to ensure full compensation.

ANNUAL SUBSIDY RATE: \$4,070,247

**SUBSIDY RATE PER
DEPARTURE/ARRIVAL** \$368.58¹

¹ Fairmont, Brookings, Yankton, Devils Lake, Jamestown, and Norfolk are each scheduled to receive 18 departures to Minneapolis/St. Paul and 18 arrivals from Minneapolis/St. Paul a week. Annual compensation of \$4,070,247 divided by the number of flights scheduled annually to Minneapolis/St. Paul and from Minneapolis/St. Paul, calculated by multiplying:

36 arrivals/departures per service day x 313 days x 0.98 completion factor: $\$4,070,247 / 11,043 = \368.58 .

COMPENSATION CEILING

EACH WEEK

FAIRMONT	\$13,269.24 ²
BROOKINGS	\$13,269.24 ²
YANKTON	\$13,269.24 ²
DEVILS LAKE	\$13,269.24 ²
JAMESTOWN	\$13,269.24 ²
NORFOLK	\$13,269.24 ²

NOTE

The carrier has been notified that it may forfeit its eligibility for compensation for any flights that it does not operate in full conformance with the terms and stipulations of this order, including the service plan outlined in this order and any other significant elements of the required service, without prior approval. The carrier understands that an aircraft take-off and landing at its scheduled destination constitutes a completed flight; absent an explanation supporting subsidy eligibility for a flight that has not been completed, such as certain weather cancellations, only completed flights are considered eligible for subsidy. In addition, if the carrier does not schedule or operate its flights in full conformance with this order for a significant period, it may jeopardize its entire subsidy claim for the period in question. If the carrier contemplates any such changes beyond the scope of this order during the applicable period of this order, it must first notify the Office of Aviation Analysis in writing and receive written approval from the Department to be assured of full compensation. Should circumstances warrant, the Department may locate and select a replacement carrier to provide service on these routes. The carrier must complete all flights that can be safely operated; flights that overfly subsidized points for lack of traffic will not be compensated. In determining whether subsidy payment for a deviating flight should be adjusted or disallowed, the Department will consider the extent to which the goals of the program are met and the extent of access to the national air transportation system provided to the community.

If the Department unilaterally, either partially or completely, terminates or reduces payments for service or changes service requirements at a specific location provided for under this order, then, at the end of the period for which the Department does make payments in the agreed amounts or at the agreed service levels, the carrier may cease to provide service to that specific location without regard to any requirement for notice of such cessation. Those adjustments in the levels of subsidy and/or service that are mutually agreed to in writing by the parties to this order do not constitute a total or partial reduction or cessation of payment.

Subsidy contracts are subject to, and incorporate by reference, relevant statutes and Department regulations, as they may be amended from time to time. However, any such statutes, regulations, or amendments thereto shall not operate to controvert the foregoing paragraph.

² The subsidy rate per arrival/departure (\$368.58) times 36 scheduled subsidy-eligible flights each week.