

**BEFORE THE
DEPARTMENT OF TRANSPORTATION
WASHINGTON, D.C.**

DEPT OF TRANSPORTATION

11/12/03

Essential air service at

Plattsburgh, NY

Docket DOT-OST-2003-14783

**PROPOSAL OF COLGAN AIR, INC. TO PROVIDE SUBSIDIZED ESSENTIAL
AIR SERVICE FOR
THE COMMUNITY OF PLATTSBURG, NEW YORK**

Communications with respect to this document should be directed to:

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By order 2009-12-24, the Department requested proposals from carriers interested in providing Essential Air Service for a future two-year period.

Colgan Air, Inc., a wholly owned subsidiary of Pinnacle Airlines Corp., (hereinafter "Colgan") respectfully submits a proposal to provide subsidized service between the community of Plattsburgh, New York and Boston Logan International Airport. This proposal would require an annual subsidy of \$2,117,101.

This proposal is an addition to the bid submitted by Colgan Air on October 29, 2009 to provide combined service to Plattsburgh and Saranac Lake as per Order 2009-9-9.

The proposed service for Plattsburgh :12 round-trips per week operated as non-stop service to Boston. The service will utilize a Saab 340, a thirty-four passenger, cabin class aircraft operated by a crew of two pilots with one onboard flight attendant.

In an effort to stimulate traffic and market the new US Airways brand service Colgan will operate an additional flight per weekday and on Sunday or 18 round-trips per week for a six month trial period. If passenger levels indicate a market for an enhanced service pattern Colgan, at its discretion, will continue to operate the additional service.

Colgan Air's US Airways Express division is a regional carrier operating Saab 340 Turboprop regional airliners. The air service offered by Colgan allows for seamless connections to US Airways' and Star Alliance domestic and international route system via the US Airways focus city at Boston Logan International Airport. Colgan Air has a long operating history with US Airways at Boston Logan and has consistently demonstrated a commitment to outstanding passenger service to the communities we serve.

The attached schedule presents optimized timing to maximize connecting options with the US Airways system out of Boston Logan. In addition, the options provide attractive scheduling options for both business and leisure travelers utilizing US Airway's membership in the Star Alliance Network which has a considerable domestic and international presence at Boston Logan.

Respectfully submitted,

George Casey
SVP
Colgan Air, Inc.

Proposed "Stimulus Period" Schedule (subject to change)

Plattsburgh, NY to Boston Logan

Boston Logan to Plattsburgh, NY

Weekdays			Weekdays		
Depart	Arrive	Stops	Depart	Arrive	Stops
6:35a	7:50a	0	8:25a	9:30a	0
10:25a	11:40a	0	2:00p	3:05p	0
4:00p	5:15p	0	7:05p	8:10p	0
Saturday			Saturday		
10:25a	11:40a	0	2:00p	3:05p	0
Sunday			Sunday		
10:25a	11:40a	0	2:00p	3:05p	0
4:00p	5:15p	0	7:05p	8:10p	0

Proposed schedule without additional stimulus service (subject to change)

Plattsburgh, NY to Boston Logan

Boston Logan to Plattsburgh, NY

Weekdays			Weekdays		
Depart	Arrive	Stops	Depart	Arrive	Stops
6:35a	7:50a	0	2:00p	3:05p	0
4:00p	5:15p	0	7:05p	8:10p	0
Saturday			Saturday		
6:35a	7:50a	0	2:00p	3:05p	0
Sunday			Sunday		
4:00p	5:15p	0	7:05p	8:10p	0

PBG Operating Statistics

EAS Eligible Segments per City ¹	1,248
EAS Eligible Segments per City @ 97% Completion	1,211
Stage Length BOS - PBG	204
Total Block Hours	1,456
Total Tag Market Flight Hours	1,210
Available Seat Miles	8,649,763
Revenue Passenger Miles	2,183,234
Average Revenue per Pax - PBG	\$75
PBG Passengers/Passengers Per Dept	8.6

PBG Subsidy Summary

	Year
PBG Passengers per year	10,710
Passenger Revenue	803,250
Flying Operations	317,274
Maintenance Operations	700,440
Fuel Expense	850,478
Hub Ground Handling	54,277
Hub Landing Fees	85,211
Outstation Handling	160,055
Outstation Landing Fees	27,601
Passenger Related Expense	150,269
Total Direct Expense	2,345,605
Marketing	25,000
Insurance and Ownership	160,240
G&A	250,442
Total Indirect Expense	435,682
Total Operating Expense	2,781,287
Return @ 5%	139,064
Total Economic Cost	2,920,351
Annual Subsidy @ 97% Completion	2,117,101
Subsidy per Departure @ 97% Completion ²	874
PGB Weekly Ceiling	22,727

1 - Represents the number of departures to and from the hub; 13 weekly round-trips or 26 weekly segments between the community and the hub

2 - The subsidy per departure rate is based on 97% completion of the proposed 13 weekly round trips

CERTIFICATE OF SERVICE

I hereby certify that I have caused a copy of the forgoing Proposal to Provide Subsidized Essential Air Service to be served this 13th day of January, 2010, upon each of the following persons:

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