Order: 2025-9-14
Issued: September 19, 2025

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

Issued by the Department of Transportation
on the 19th day of September, 2025

Essential Air Service at	
GREENBRIER/WHITE SULPHUR SPRINGS/ LEWISBURG, WEST VIRGINIA (FAIN 69A3452660448)[1]	**DOT-OST- 2003-15553**
STAUNTON, VIRGINIA (FAIN 69A3452660449)	**DOT-OST-2002-11378**
Under 49 U.S.C. § 41731 *et seq*.	

ORDER SELECTING AIR CARRIER

Summary
By this Order, the U.S. Department of Transportation (the Department) selects SkyWest Airlines, Inc. (SkyWest), branded as United Express, to provide Essential Air Service (EAS) at Greenbrier/White Sulphur Springs/Lewisburg, West Virginia (Lewisburg) and Staunton, Virginia,[2] from November 1, 2025, through October 31, 2029. At both communities, SkyWest will use 50- to 76-seat CRJ-200, -700, or -900 aircraft to provide a total of 12 weekly round trips split between Chicago O'Hare International Airport (ORD) and Charlotte Douglas International Airport (CLT), at the annual subsidy rates listed below.[3]

SkyWest Option 2: ORD/CLT		
Year	**Greenbrier**	**Staunton**
1	$6,042,750	$6,020,730
2	$6,224,032	$6,201,352
3	$6,410,753	$6,387,392
4	$6,603,076	$6,579,014

[1] FAIN = Federal Award Identification Number.
[2] Staunton is the designated EAS community; the EAS at Shenandoah Valley Regional Airport (SHD) also serves the principal cities of Harrisonburg and Waynesboro, Virginia.
[3] Such subsidy is calculated on a fiscal year basis, subject to the availability of funds.

Background
By Order 2022-8-31 (August 30, 2022), the Department selected Corporate Flight Management, Inc. d/b/a Contour Airlines (Contour) to provide EAS, as public charter flights in accordance with 14 CFR Part 380, at Lewisburg, for the three-year contract term from November 1, 2022, through October 31, 2025. Order 2022-8-31 also granted Lewisburg waivers from (1) the requirement in 49 U.S.C. § 41732(a) that EAS be scheduled air transportation; and (2) the minimum service requirements in 49 U.S.C. § 41732(b)(1)(A) to allow Contour to provide weekly service that varied month-to-month to address seasonal demand. The waivers granted to Lewisburg by Order 2022-8-31 expire on October 31, 2025. The community has not sought renewals of these waivers.

Contour provides Lewisburg with 12 nonstop round trips per week to CLT, using 30-passenger Embraer ERJ-135 (EMB-135) aircraft, at the following annual subsidy rates:

Year	Annual Subsidy
1	$5,971,353
2	$6,389,348
3	$6,836,602

By Order 2022-8-32 (August 29, 2022), the Department selected Contour to provide EAS, as public charter flights in accordance with 14 CFR Part 380, at Staunton, for the three-year contract term from November 1, 2022, through October 31, 2025. Order 2022-8-32 also granted Staunton a waiver from the requirement in 49 U.S.C. § 41732(a) that EAS be scheduled air transportation. The waiver granted to Staunton by Order 2022-8-32 expires on October 31, 2025. The community has not sought a renewal of that waiver.

Contour provides Staunton with 12 nonstop round trips per week to CLT, using 30-passenger EMB-135 aircraft, at the following annual subsidy rates:

Year	Annual Subsidy
1	$5,415,033
2	$5,794,085
3	$6,199,671

As the expiration of the current contract approached, the Department issued Order 2025-3-10 (March 20, 2025), requesting proposals from air carriers interested in providing EAS at Lewisburg and Staunton. Air carriers were requested to file proposals no later than April 22, 2025. Air Wisconsin Airlines Corporation (Air Wisconsin), Breeze Aviation Group, Inc. (Breeze), Contour, and SkyWest submitted proposals for consideration.

Summary of Air Carrier Proposals

Greenbrier/White Sulphur Springs/Lewisburg, West Virginia EAS Proposals

Air Carrier (Option)	Annual Subsidy (Year 1)	Annual Subsidy (Year 2)	Annual Subsidy (Year 3)	Annual Subsidy (Year 4)	Round Trips per Week	Hub(s)	Aircraft	Seats	Marketing Plan	Interline/ Codeshare	Community Support
Air Wisconsin	$5,944,734	$6,360,865	N/A	N/A	12	ORD/CLT	CRJ 200	50	Yes	Codeshare (American Airlines)	No
Breeze*	$5,792,658	$6,024,364	$6,265,339	N/A	7	RDU	Airbus A-220	137	Yes	No	No
Contour**	$6,069,838	$6,373,330	$6,691,996	$7,026,596	12	7 to CLT 5 to ORD	RJ	30	Yes	Interline (Alaska Airlines, American Airlines, and United Airlines)	No
SkyWest Option 1	$5,832,317	$6,007,287	$6,187,506	$6,373,131	12	IAD/ORD	CRJ-200	50	Yes	Codeshare (United Airlines)	No
SkyWest Option 2	$6,042,750	$6,224,032	$6,410,753	$6,603,076	12	ORD/CLT	CRJ-200 -700 -900	50 - 76	Yes	Codeshare (American Airlines)	Yes

*Subject to Lewisburg waiving its right to scheduled air service and right to hold-in Breeze beyond the end date of the contract.
**Contour fights to be conducted under 14 CFR Part 380 Public Charters authority, which is subject to Lewisburg waiving its right to scheduled air service.

Staunton, Virginia EAS Proposals

Air Carrier (Option)	Annual Subsidy (Year 1)	Annual Subsidy (Year 2)	Annual Subsidy (Year 3)	Annual Subsidy (Year 4)	Round Trips per Week	Hub(s)	Aircraft	Seats	Marketing Plan	Interline/ Codeshare	Community Support
Air Wisconsin	$5,577,625	$5,968,059	N/A	N/A	12	ORD & PHL or CLT	CRJ-200	50	Yes	Codeshare (American Airlines)	No
Breeze*	$5,478,900	$5,698,056	$5,925,978	N/A	7	RDU	Airbus A-220	137	Yes	No	No
Contour**	$5,756,012	$6,043,813	$6,346,003	$6,663,303	7 5	CLT ORD	RJ	30	Yes	Interline (Alaska Airlines, American Airlines, and United Airlines)	No
SkyWest Option 1	$5,883,643	$6,241,957	$6,249,215	$6,622,092	12	ORD/IAD	CRJ-200	50	Yes	Codeshare (United Airlines)	No
SkyWest Option 2	$6,020,730	$6,201,352	$6,387,392	$6,579,014	12	ORD/CLT	CRJ-200 -700 -900	50 - 76	Yes	Codeshare (American Airlines)	Yes

*Subject to Staunton waiving its right to scheduled air service and right to hold-in Breeze beyond the end date of the contract.
**Contour fights to be conducted under 14 CFR Part 380 Public Charters authority, which is subject to Staunton waiving its right to scheduled air service.

On September 10, 2025, Air Wisconsin withdrew its proposals at both communities.

The complete public file, including the air carrier proposals, for EAS at Lewisburg and Staunton may be accessed online through the Federal Docket Management System at www.regulations.gov by entering the community's docket number in the "Search" field.

Community Comments

On April 23, 2025, the Department requested comments from the communities of Lewisburg and Staunton on these EAS air carrier-selection cases.

Comments from Lewisburg

By letter dated June 23, 2025, Ms. Martha Livesay, LWB Airport Director, stated:[4]

> After careful consideration, the Airport Authority strongly endorses option 2 of Sky West's American Eagle service proposal with year-round service to Charlotte (CLT) and Chicago O'Hare (ORD) under the American Airlines codeshare agreement for the 4-year contract period. This approach leverages American's extensive network connectivity and brand recognition throughout our region. Additionally, we support SkyWest's at-risk seasonal service offering to destinations yet to be determined, which will be evaluated and selected based on community input and demonstrated passenger demand for leisure and vacation markets…
>
> Charlotte's proven performance as an omnidirectional hub for our passengers, combined with Chicago's status as a premier connecting gateway and strong local market, provides optimal geographic coverage for our catchment area. The American Eagle brand recognition and dual-class regional jet configuration will enhance passenger appeal and revenue generation potential, while the proposed at-risk supplemental service demonstrates SkyWest's commitment to market development beyond minimum EAS requirements.

Comments from Staunton

By letter dated May 29, 2025, Mr. Michael Heatwole, Chairman of the Shenandoah Valley Regional Airport Commission, stated:[5]

> SkyWest Airlines provided us with two exceptional proposals: United Express branded service to Chicago and Washington or American Eagle branded service to Chicago and Charlotte. We would note that these are the only proposals that are fully integrated with the brands of US global network carriers…
>
> United Express service to Chicago would reinstate service to the popular Chicago hub but require customers to switch their brand affinity from American

[4] *See* "Greenbrier County Airport Authority (Correspondence)," July 8, 2025, *available at* www.regulations.gov/document/DOT-OST-2003-15553-0216.

[5] *See* "Shenandoah Valley Regional Airport Commission (Correspondence)," June 9, 2025, *available at* www.regulations.gov/document/DOT-OST-2002-11378-0147.

> to United. Moreover, we are concerned that the Washington Dulles hub does not offer reach into the Sunbelt and Florida comparable to Charlotte and that our proximity to Washington would limit the usefulness of this flight (particularly with a single roundtrip each day)…
>
> After thorough consideration of all proposals, the Commission voted unanimously to recommend that SkyWest Airlines operating as American Eagle to Chicago and Charlotte be awarded the EAS contract at Shenandoah Valley Regional Airport. We believe this proposal provides continuity of service to Charlotte and reinstates service to the popular Chicago hub while maintaining the affinity to the American Airlines brand that our community has developed over the most recent contract period. Most importantly, we believe this proposal provides our community with the best opportunity to reduce or even eliminate the need for subsidy.

The Department also received several comments from citizens of both communities, expressing support for the various proposals submitted for consideration. Those comments express preferences for codeshare agreements with larger air carriers, ease of ticketing, reliable performance, and connecting opportunities at the hub.

Decision

49 U.S.C. § 41733(c)(1)[6] directs the Department to consider, among other things, five specific factors when making an air carrier selection for a community not in Alaska where basic EAS will not be provided without compensation: (A) the demonstrated reliability of the applicant in providing scheduled air service; (B) the contractual, marketing, code-share, or interline arrangements the applicant has made with a larger air carrier serving the hub airport; (C) the preferences of the actual and potential users of air transportation at the eligible place, including the views of the elected officials representing the users; (D) whether the air carrier has included a plan in its proposal to market its services to the community; and (F) the total compensation proposed by the air carrier for providing scheduled air service.[7] In addition, for a place not in Alaska, section 41732(b)(1)(A) requires basic EAS to include at least two daily round trips six days a week. The Department considers these factors in the context of the specific facts and circumstances of each EAS community's air service needs and experiences with air carriers providing EAS.

SkyWest's Option 2 proposal for each of Lewisburg and Staunton aligns best with the air carrier selection factors the Department is required to consider. SkyWest has provided reliable EAS nationwide, including past operations at both Lewisburg and Staunton. SkyWest's Option 2 proposal for each community offers full codeshare service with American Airlines at ORD and CLT, both high-connectivity hubs that provide passengers with access to domestic and international markets. In addition, SkyWest included $25,000 per community in its proposals for marketing the air service.

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[6] As amended by the FAA Reauthorization Act of 2024, Pub L. No. 118-63, May 16, 2024, 138 Stat 1025, 1215 ("FAA 2024").

[7] A sixth factor, 49 § U.S.C. 41733(c)(1)(E), only applies to EAS selection cases in Alaska.

Both Lewisburg and Staunton support SkyWest's Option 2, reflecting strong local confidence in the air carrier's ability to meet community needs. SkyWest's Option 2 proposal is responsive to the preferences expressed in letters submitted by community members and leadership, providing strong codeshare connectivity at their preferred hubs. Although Option 1 would result in marginally lower subsidy costs for both communities, Option 2 better aligns with the communities' preferences related to hub access and continuity in codeshare programs.

The communities did not seek waivers pursuant to 49 U.S.C. § 41732(c) of the requirement for scheduled service under 49 U.S.C. § 41732(a) or the minimum service requirements in 49 U.S.C. § 41732(b)(1)(A), which means that the Department is unable to consider the ineligible proposals submitted by Contour and Breeze. The communities also did not seek a waiver of the hold-in requirements in 49 U.S.C. § 41734(b)-(c), as sought by Breeze in its proposals for both Lewisburg and Staunton. In addition, Air Wisconsin withdrew its proposals.

Therefore, based on the record of this case, the Department's consideration of the five factors set forth in 49 U.S.C. § 41733(c)(1), and the totality of the circumstances, the Department will select SkyWest's Option 2 proposal at Lewisburg and Staunton.

Service Transition

The Department expects SkyWest and Contour to work together to make a smooth transition at Lewisburg and Staunton with no service hiatus. Before Contour suspends service, the Department expects the air carrier to notify all passengers holding reservations for travel after the suspension date, to assist those passengers in making alternate air transportation arrangements, or to provide a full refund of the ticket price, without penalty, if requested.

Reminder About EAS Eligibility

To remain eligible for EAS, communities must comply with all applicable EAS eligibility requirements. The Department notes that many of the eligibility requirements, including those below, do not apply for Fiscal Year 2025, pursuant to the Full-Year Continuing Appropriations and Extensions Act, 2025, H.R. 1968, March 15, 2025. However, unless Congress waives this eligibility criteria for future fiscal years, compliance will resume at the beginning of Fiscal Year 2026 (October 1, 2025).

49 U.S.C. § 41731(a)(1)(B) provides that a community must maintain an average of 10 enplanements per service day, as determined by the Secretary of Transportation, during the most recent fiscal year, to remain eligible for EAS except for communities that are more than 175 miles from the nearest large or medium hub airport. While Staunton is subject to this requirement because it is less than 175 miles from such an airport, Lewisburg is not because it more than 175 miles from such an airport.

49 U.S.C. § 41731(a)(1)(C)(iii)[8] requires that EAS communities less than 175 miles from the nearest large or medium hub airport have an average subsidy per passenger, as determined by the Secretary, of less than $650. While Staunton is subject to this requirement because it is less

[8] Under 49 U.S.C. § 41731(c), this requirement does not apply to EAS eligible communities located in the states of Alaska and Hawaii.

than 175 miles from such an airport, Lewisburg is not because it is more than 175 miles from such an airport.

All EAS communities, regardless of distance from a hub (except for those in Alaska and Hawaii), must have had an average subsidy per passenger of less than $1,000 during the most recent fiscal year, regardless of the distance to the nearest large- or medium-hub airport.[9] Effective October 1, 2026, this amount is reduced to $850.[10] Both Lewisburg and Staunton are subject to the $1,000 per-passenger subsidy cap.

The Department expects SkyWest and the communities to work together to ensure that the communities will comply with the applicable requirements. Communities that fail to comply with the applicable above requirements may risk having their eligibility in the EAS program terminated. In the event the Department terminates a community's eligibility for EAS due to lack of compliance, that action will supersede this Order.

Air Carrier Fitness
Title 49 U.S.C. §§ 41737(b) and 41738 require that the Department find an air carrier fit, willing, and able to provide reliable service before the Department may subsidize it to provide EAS. SkyWest is subject to the Department's continuing fitness requirements, and no information has come to the Department's attention that would cause the Department to question the air carrier's fitness at this time. In addition, the Federal Aviation Administration has not raised concerns that would negatively affect the Department's fitness findings. The Department therefore concludes that SkyWest remains fit to conduct the operations proposed at Lewisburg and Staunton.

This Order is issued under authority redelegated by the Under Secretary of Transportation for Policy in 49 CFR § 1.25a(b)(6)(ii)(D), as further authorized in 49 CFR 1.60(b).

Accordingly,

1. The Department selects SkyWest Airlines, Inc. to provide Essential Air Service at Greenbrier/White Sulphur Springs/Lewisburg, West Virginia, and Staunton, Virginia, for the four-year term from November 1, 2025, through October 31, 2029, in accordance with the proposals set forth in Appendix A, and establishes the annual subsidy rates as described in Appendix B;

2. The Department makes this selection contingent upon receiving properly executed certifications from SkyWest Airlines, Inc. that it is in compliance with the Department's regulations regarding drug-free workplaces and nondiscrimination, as well as the regulations concerning lobbying activities;[11]

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[9] *See* 49 U.S.C. § 41731(a)(1)(C)(i), as amended by FAA 2024.
[10] *See* 49 U.S.C. § 41731(a)(1)(C)(ii), as amended by FAA 2024.
[11] See (1) 49 CFR Part 20 – New restrictions on lobbying; (2) 49 CFR Part 21 – Nondiscrimination in federally-assisted programs of the Department of Transportation – Effectuation of title VI of the Civil Rights Act of 1964; (3) 49 CFR Part 27 – Nondiscrimination on the basis of disability in programs or activities receiving federal financial assistance; (4) 14 CFR Part 382 – Nondiscrimination on the basis of disability in air travel; (5) 49 CFR Part 32 – Governmentwide requirements for drug-free workplace (financial assistance); and (6) 2 CFR Part 1200 – Non-

3. The Department directs SkyWest Airlines, Inc. to retain all books, records, and other source and summary documentation to support claims for payment, including copies of flight logs for aircraft used to provide EAS under this Order and sold or disposed of, and to preserve and maintain such documentation in a manner that readily permits its audit and examination by representatives of the Department. This documentation shall be retained for three years from the last day of service under this Order, or such longer period as the Department may notify the air carrier. If any litigation, claim, or audit is started before the expiration of the three-year period, the records must be retained until all litigation, claims, or audit findings involving the records have been resolved and final action taken. The air carrier may forfeit its compensation for any claim that is not supported under the terms of this Order;

4. The Department finds that SkyWest Airlines, Inc. is fit, willing, and able to perform Essential Air Service at Greenbrier/White Sulphur Springs/Lewisburg, West Virginia, and Staunton, Virginia;

5. These dockets will remain open pending further Department action; and

6. The Department will serve copies of this Order on the civic officials of Greenbrier County West Virginia, the Airport Manager at Greenbrier Valley Airport, the civic officials of Staunton, Virginia, and the Shenandoah Valley Regional Airport Commission, Breeze Aviation Group, Inc., Corporate Flight Management, Inc. d/b/a Contour Airlines, and SkyWest Airlines, Inc.

By:

CINDY A. BARABAN
Deputy Assistant Secretary
for Aviation and International Affairs

(SEAL)

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www.regulations.gov

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procurement suspension and debarment. The certifications are available online under "Reports and Publications" at http://www.transportation.gov/office-policy/aviation-policy/essential-air-service-reports.

SkyWest Airlines, Inc.

Annual Compensation Requirements for Essential Air Service at
Greenbrier/White Sulphur Springs/Lewisburg, West Virginia

Passenger Revenue		
Passengers		26,346
Average fare	$	112.50
Revenue	$	2,960,880

Block Time	Minutes
Trip block time - Average	89
Total scheduled block time	1,849
Total completed block time	1,794

RPMs	
Passengers	26,346
Stage length - Average	337
Total RPMs	8,576,412

ASMs		
Scheduled departures		1,248
Completed departures		1,211
Stage length		337
Available Seats		65
Total ASMs		27,337,440
Revenue	$	2,960,880

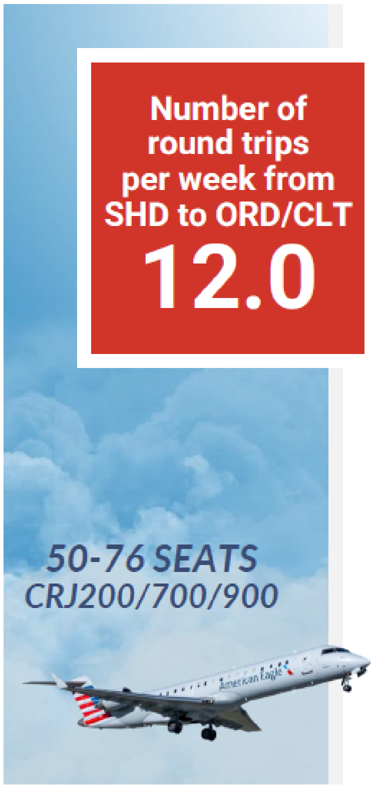
Marketing costs	$	25,000
Direct operating expenses	$	5,299,558
Departure related	$	2,995,543
ASM related	$	254,785
Total expenses	$	8,574,885
Operating income (loss)	$	(5,614,005)
5% profit margin	$	428,744
Annual subsidy requirement (Year 1)	**$**	**6,042,750**
Annual subsidy requirement (Year 2)	**$**	**6,224,032**
Annual subsidy requirement (Year 3)	**$**	**6,410,753**
Annual subsidy requirement (Year 4)	**$**	**6,603,076**

Effective subsidy rate per unit		
Subsidy per trip	$	4,992
Subsidy per passenger	$	229
Load factor		31%

SkyWest will dedicate $25,000 annually to market air service

SkyWest Airlines, Inc.

Annual Compensation Requirements for Essential Air Service at
Staunton, Virginia



Passenger Revenue		
Passengers		26,346
Average fare	$	120.00
Revenue	$	3,153,540

Block Time		Minutes
Trip block time - Average		97
Total scheduled block time		2,007
Total completed block time		1,947

RPMs		
Passengers		26,346
Stage length - Average		390
Total RPMs		9,975,732

ASMs		
Scheduled departures		1,248
Completed departures		1,211
Stage length		390
Available Seats		65
Total ASMs		31,636,800
Revenue	$	2,574,000

Marketing costs	$	25,000
Direct operating expenses	$	5,422,002
Departure related	$	2,995,543
ASM related	$	294,855
Total expenses	$	8,737,400
Operating income (loss)	$	(5,583,860)
5% profit margin	$	436,870
Annual subsidy requirement (Year 1)	**$**	**6,020,730**
Annual subsidy requirement (Year 2)	**$**	**6,201,352**
Annual subsidy requirement (Year 3)	**$**	**6,387,392**
Annual subsidy requirement (Year 4)	**$**	**6,579,014**

Effective subsidy rate per unit		
Subsidy per trip	$	4,974
Subsidy per passenger	$	228
Load factor		32%

SkyWest will dedicate $25,000 annually to market air service

SkyWest Airlines, Inc. Essential Air Service to be provided at Greenbrier/White Sulphur Springs/Lewisburg, West Virginia DOT-OST-2003-15553

Contract Term:	November 1, 2025, through October 31, 2029
Annual Subsidy:	See chart below
Hubs:	Chicago O'Hare International Airport (ORD) and Charlotte Douglas International Airport (CLT)
Scheduled Service:	12 round trips per week
Aircraft/Seats:	50-seat CRJ-200
Subsidy Rate per Flight:[1]	See chart below
Weekly Ceiling:[2]	See chart below

Effective period	Annual Subsidy	Rate per Flight	Weekly Ceiling
November 1, 2025, through October 31, 2026	$6,042,750	$4,990	$119,757
November 1, 2026, through October 31, 2027	$6,224,032	$5,140	$123,350
November 1, 2027, through October 31, 2028	$6,410,753	$5,294	$127,050
November 1, 2028, through October 31, 2029	$6,603,076	$5,453	$130,862

Note: The air carrier understands that it may forfeit its compensation for any flights that it does not operate in conformance with the terms and stipulations of the rate Order, including the service plans outlined in the Order and any other significant elements of the required service, without prior approval. The air 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 air carrier does not schedule or operate its flights in full conformance with the Order for a significant period, it may jeopardize its entire subsidy claim for the period in question. If the air carrier contemplates any such changes beyond the scope of the Order during the applicable period of this rate, it must first notify the Office of Aviation Analysis in writing and receive written approval from the Department to be ensured of full compensation. Should circumstances warrant, the Department may locate and select a replacement air carrier to provide service on these routes. The air carrier must complete all flights that can be safely operated. Flights that overfly points for lack of traffic will not be compensated. In determining whether a 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.

[1] Annual compensation divided by 1,211 annual departures (24 weekly departures x 52 weeks x 97 percent completion). Use same calculation for subsequent years.
[2] 24 weekly departures multiplied by rate per flight. Use same calculation for subsequent years.

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 stipulated service amounts, the air 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 Department and air carrier 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.

Funds may not be available for performance under this Order beyond September 30, 2025. The Government's obligation for performance under this Order beyond September 30, 2025, is subject to the availability of funds from which payment for services can be made. No legal liability on the part of the Government for any payment may arise for performance under this order beyond September 30, 2025, until funds are made available to the Department for performance. If sufficient funds are not made available for performance beyond September 30, 2025, the Department will provide notice in writing to the air carrier. If a new EAS contract has not been awarded by the expiration date of the contract term the Department and air carrier may agree to an extension to avoid a break in service while the Department completes an EAS selection proceeding.

All claims for payment, including any amended claims, must be submitted within 90 days of the last day of the month for which compensation is being claimed. For example, claims for service provided in July must be filed by October 31; August claims must be submitted by November 30, and so on.

SkyWest Airlines, Inc.
Essential Air Service to be provided at Staunton, VA
DOT-OST-2002-11378

Contract Term:	November 1, 2025, through October 31, 2029
Annual Subsidy:	See chart below
Hubs:	Chicago O'Hare International Airport (ORD) and Charlotte Douglas International Airport (CLT)
Scheduled Service:	12 round trips per week
Aircraft/Seats:	50-seat CRJ-200
Subsidy Rate per Flight:[1]	See chart below
Weekly Ceiling:[2]	See chart below

Effective period	Annual Subsidy	Rate per Flight	Weekly Ceiling
November 1, 2025, through October 31, 2026	$6,020,730	$4,972	$119,321
November 1, 2026, through October 31, 2027	$6,201,352	$5,121	$122,900
November 1, 2027, through October 31, 2028	$6,387,392	$5,274	$126,587
November 1, 2028, through October 31, 2029	$6,579,014	$5,433	$130,385

Note: The air carrier understands that it may forfeit its compensation for any flights that it does not operate in conformance with the terms and stipulations of the rate Order, including the service plans outlined in the Order and any other significant elements of the required service, without prior approval. The air 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 air carrier does not schedule or operate its flights in full conformance with the Order for a significant period, it may jeopardize its entire subsidy claim for the period in question. If the air carrier contemplates any such changes beyond the scope of the Order during the applicable period of this rate, it must first notify the Office of Aviation Analysis in writing and receive written approval from the Department to be ensured of full compensation. Should circumstances warrant, the Department may locate and select a replacement air carrier to provide service on these routes. The air carrier must complete all flights that can be safely operated. Flights that overfly points for lack of traffic will not be compensated. In determining whether a 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 stipulated service amounts, the air carrier may cease to provide service to that specific location without regard to

[1] Annual compensation divided by 1,211 annual departures (24 weekly departures x 52 weeks x 97 percent completion). Use same calculation for subsequent years.
[2] 24 weekly departures multiplied by rate per flight. Use same calculation for subsequent years.

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 Department and air carrier 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.

Funds may not be available for performance under this Order beyond September 30, 2025. The Government's obligation for performance under this Order beyond September 30, 2025, is subject to the availability of funds from which payment for services can be made. No legal liability on the part of the Government for any payment may arise for performance under this order beyond September 30, 2025, until funds are made available to the Department for performance. If sufficient funds are not made available for performance beyond September 30, 2025, the Department will provide notice in writing to the air carrier. If a new EAS contract has not been awarded by the expiration date of the contract term the Department and air carrier may agree to an extension to avoid a break in service while the Department completes an EAS selection proceeding.

All claims for payment, including any amended claims, must be submitted within 90 days of the last day of the month for which compensation is being claimed. For example, claims for service provided in July must be filed by October 31; August claims must be submitted by November 30, and so on