

MERGER TRANSITION AGREEMENT
between and among
REPUBLIC AIRWAYS INC.,
MESA AIRLINES, INC.,
THE INTERNATIONAL BROTHERHOOD OF TEAMSTERS, AIRLINE DIVISION,
as representative of the Flight Attendants in the service of
REPUBLIC AIRWAYS INC., and
ASSOCIATION OF FLIGHT ATTENDANTS-CWA
as representative of the Flight Attendants in the service of
MESA AIRLINES, INC.

This Merger Transition Agreement ("MTA") is made and entered into in accordance with the provisions of the Railway Labor Act, as amended, by and between REPUBLIC AIRWAYS INC. ("Republic Airways"), MESA AIRLINES, INC. ("Mesa Airlines") (together, the "Airline Parties"), the INTERNATIONAL BROTHERHOOD OF TEAMSTERS, AIRLINE DIVISION as representative of the Flight Attendants in the service of REPUBLIC AIRWAYS INC. ("IBT"), and the ASSOCIATION OF FLIGHT ATTENDANTS-CWA ("AFA") as representative of the Flight Attendants in the service of MESA AIRLINES INC. (together, the "Union Parties") (collectively, the "Parties").

WHEREAS, on April 4, 2025, Republic Airways Holdings Inc. and Mesa Air Group, Inc.—the parent holding companies that wholly own Republic and Mesa, respectively—entered into a definitive Agreement, Plan of Conversion, and Plan of Merger (the "Corporate Merger Agreement") under which the two parent companies will combine and be named Republic Airways Holdings Inc. (such transaction, the "Transaction") conditioned on receipt of regulatory clearance and other customary closing conditions;

WHEREAS, the Airline Parties intend to integrate their workforces and operation under a joint collective bargaining agreement and an integrated seniority list; and

WHEREAS, the Parties wish to provide expeditious and orderly procedures for the combination of the Flight Attendant groups at Republic and Mesa,

NOW THEREFORE, the Parties agree as follows:

A. Effective Date

1. This Merger Transition Agreement shall be effective on the date on which it has received its final signature for execution and shall remain in effect in accordance with its terms.

2. In addition to the circumstances set forth in Paragraph I.3 below, this Merger Transition Agreement will terminate and be of no further force or effect if the Corporate Merger Agreement is terminated.

B. Definitions Used in this Transition and Process Agreement

1. **Air carrier.** An “air carrier” as defined in the Federal Aviation Act, as amended, 49 U.S.C. § 40102(a)(2).
2. **Airline.** Either Republic or Mesa, jointly, the “Airlines.”
3. **Airline Party.** Either Republic or Mesa; jointly, the “Airline Parties.”
4. **Airline Negotiating Committee; Airline NC.** The negotiating committee designated by the Airline Parties for negotiation and completion of the Joint Collective Bargaining Agreement (“JCBA”).
5. **AFA.** Association of Flight Attendants-CWA.
6. **Circumstance Beyond the Company’s Control.** A circumstance as defined in the Republic CBA, Article 1.I.2.
7. **Complete Operational Merger.** The operation of Republic and Mesa, or the Resulting Entity survivor, upon completion of all the following:
 - a. Federal Aviation Administration (“FAA”) issuance of a single operating certificate, or the date upon which the last Mesa Flight Attendant completes training and becomes current on the Republic Operating Certificate pursuant to the process set forth in Paragraph G below;
 - b. The filing of an application by the Union Parties, which they agree to file jointly, before the National Mediation Board (“NMB”) for a determination that Republic and Mesa are a single transportation system for Flight Attendant representation purposes under the Railway Labor Act (“RLA”);
 - c. Execution of a JCBA; and
 - d. Implementation of an Integrated Flight Attendants Seniority List.
8. **FAA.** Federal Aviation Administration.
9. **IBT.** The International Brotherhood of Teamsters.
10. **Incremental Asset Acquisition.** The incremental transfer of the Mesa Aircraft and Mesa Flight Attendants to Republic as set forth in Paragraph G, below.
11. **Integrated Flight Attendant Seniority List; IFASL.** The single Flight Attendant Seniority List of Republic Flight Attendants and Mesa Flight Attendants resulting from the Seniority List Integration.

12. Joint Collective Bargaining Agreement; JCBA. The single comprehensive collective bargaining agreement for the Republic Flight Attendants and Mesa Flight Attendants between the Airline Parties and Union Parties.

13. Joint Negotiating Committee; IBT 135 Negotiating Committee, AFA Negotiating Committee. The joint negotiating committee ("JNC") designated by Local 135 and Mesa AFA MEC to negotiate a JCBA, which will consist of no more than six (6) total combined active Flight Attendant representatives of the Union Parties.

14. Local 135. The International Brotherhood of Teamsters Local No. 135.

15. Mesa. Mesa Airlines, Inc.

16. Mesa Flight Attendant. A Flight Attendant on the Mesa Flight Attendants' Seniority List, within a craft or class represented by AFA whether hired before, on, or after the MTA Effective Date.

17. Mesa CBA. The collective bargaining agreement between AFA and Mesa.
[Note: No intention to alter what constitutes the CBA through this MTA. This definition is for reference only so further description is unnecessary.]

18. Month/Monthly. A calendar month except with respect to bid period(s).

19. MTA Effective Date. The date on which the MTA has received its final signature for execution.

20. Negotiating Committee. May be referred to as ("NC") and comprised of Negotiators from the Airlines, IBT Local 135, and AFA.

21. Negotiators. The Airlines NC, and IBT Local 135 NC, and AFA NC.

22. NMB. National Mediation Board.

23. Operational Merger Date. The date of the Complete Operational Merger.

24. Party. Republic, Mesa, IBT Local 135, or AFA.

25. Flight Attendant. A Flight Attendant employed by Republic or Mesa, or their air carrier successor or survivor, in a craft or class as determined by the NMB—whether hired before, on, or after the MTA Effective Date; jointly, the "Flight Attendants."

26. Republic. Republic Airways Inc.

27. Republic CBA. The collective bargaining agreement between IBT Local 135 and Republic.
[Note: No intention to alter what constitutes the CBA through this MTA. This definition is for reference only so further description is unnecessary.]

28. Republic Flight Attendant. A Flight Attendant on the Republic Flight Attendants' Seniority List, within a craft or class represented by IBT Local 135 whether hired before, on, or after the MTA Effective Date.

29. **RLA.** The Railway Labor Act, as amended, 45 U.S.C. §§ 151 et seq.
30. **Seniority List Integration; SLI.** The process agreed upon by the respective Merger Committee Representatives of IBT Local 135 and AFA, which will integrate the seniority lists with a fair and equitable SLI as provided in Sections 3 and 13 of the Labor Protective Provisions specified by the Civil Aeronautics Board in the Allegheny-Mohawk merger ("Allegheny-Mohawk LPP's"), and/or the McCaskill-Bond statute.
31. **SLI Merger Representatives.** The Merger Committee Representatives selected by IBT Local 135 and AFA to negotiate and, if necessary, arbitrate an Integrated Flight Attendant Seniority List covering the Republic and Mesa Flight Attendants which will consist of no more than ten (10) total combined representatives and experts of the Union Parties.
32. **Single Transportation System.** The operation of Republic and Mesa, or their air carrier successor or survivor, as a single transportation system for Flight Attendant representation purposes as determined by the NMB under Section 2 (Ninth) of the RLA.
33. **Union Parties.** The International Brotherhood of Teamsters, Airline Division as represented by Local 135 and the Association of Flight Attendants-CWA.

C. Period Prior to Joint Collective Bargaining Agreement and Seniority List Integration

1. The pre-merger Flight Attendant workforces of Republic and Mesa will remain covered by their respective collective bargaining agreements ("CBAs"), as may be modified by this MTA, or as may be modified or amended by other agreements that may be entered into by the respective airline and union, until the following conditions are met:
 - a. The effective date of the JCBA occurs; and
 - b. The Flight Attendant seniority lists are integrated and the Union Parties have provided the IFASL to the Airline Parties.
2. All Part 121 Service will be performed in accordance with the terms of the Parties' respective CBAs.
3. During the period before the conditions in Paragraph C.1, above, are met, any individual hired as a Flight Attendant by either Airline Party will be placed on the seniority list of the respective Airline Party in accordance with the requirements of the applicable CBA.
4. The Airline Parties have provided a List of all aircraft, by tail number, in the

service of, or stored by, each Airline, in the Airlines' respective fleet plans as of the effective date of the MTA. Aircraft shown in Addendum A by Republic shall be considered Republic Aircraft, and aircraft in Addendum B in the service of Mesa Airlines shall be considered Mesa Aircraft.

5. Following the Corporate Merger Closing Date, if either Airline acquires aircraft not in Addendum A or B to replace aircraft in Addendum A or B, respectively, any newly acquired aircraft shall be designated as a Republic Aircraft or Mesa Aircraft based upon the aircraft being replaced. For the purpose of this Paragraph, being "replaced" means that the newly acquired aircraft shall reasonably match (e.g., E170 to be replaced by E175), on a one-to-one basis, an aircraft that has left or will leave the service of the Airline within six (6) months before or after the new aircraft enters service.
6. Following the Corporate Merger Closing Date, any additional newly acquired aircraft will be designated as Republic aircraft.
7. Separate Operations. Until the effective date of the first bid following the Operational Merger Date, the flight operations of Republic and Mesa will remain separated with the (i) Republic Flight Attendants operating Republic Aircraft or replacement aircraft in accordance with Paragraph C above, under the provisions of the Republic CBA (as may be modified in accordance with Paragraph C.1) and the related Republic Flight Attendant seniority list and (ii) the Mesa Flight Attendants operating Mesa Aircraft or replacement aircraft in accordance with Paragraph C above under the provisions of the Mesa CBA (as may be amended or modified in accordance with Paragraph C.1) and the related Mesa Flight Attendant seniority list. During that same time period and except as provided in Paragraph G.2, the Airlines will not transfer or interchange flight attendants or aircraft (including aircraft which were the subject of orders or options by, or on behalf of, an Airline, to the extent those aircraft were actually delivered) or operate flights with mixed flight attendant crews from the Airlines.
8. After the conditions in Paragraph C.1, above, are met, Paragraphs C.1 – C.7 will have no continuing force or effect.
9. Notwithstanding the foregoing, the Parties acknowledge that from time to time, codeshare partners request Republic and/or Mesa to fly extra segments to cover for another regional airline, including each other, that is suffering operational constraints and/or disruption ("coverage flying"). The Parties further acknowledge and agree that Republic will continue to provide such coverage flying following the Corporate Merger Closing Date and that doing so is not a violation of Paragraphs C.1 – C.7 above. The airlines will provide periodic updates to the Union parties during regular operational meetings when

this occurs during the merger transition process until the Operational Merger Date.

10. Except for Circumstances Beyond the Company's Control, the Airline Parties will ensure that no Republic Flight Attendant on the Republic Flight Attendants' Seniority List as of the effective date of this MTA, and no Mesa Flight Attendant on the Mesa Flight Attendants' Seniority List as of the effective date of this MTA, is placed on involuntary furlough until twenty-four (24) months after the Corporate Merger Closing Date.
11. The Union Parties will initiate proceedings before the NMB as soon as practicable, but in no event later than thirty (30) days following the Merger Closing Date for a determination that the Airline Parties constitute a single carrier for purposes of flight attendant collective bargaining under the RLA. The Airline Parties will provide reasonable support (documentary and testimonial) as requested by the Union Parties to support the single-carrier petition before the NMB. Neither Union Party will oppose a single carrier finding.

D. Seniority List Integration

1. The seniority lists of Mesa Airlines and Republic Airways Flight Attendants will be integrated by the Union Parties without participation by the Airline Parties if such integration is accomplished through negotiation between the Union Parties. If the seniority list integration is accomplished pursuant to the arbitration procedures under McCaskill Bond, then the Airline Parties retain their right to be a party to that arbitration process. In either event, the IFASL will not include conditions for implementation of the IFASL that cause the Airline Parties, or any of them, to incur extra expenses or operational burden and will be presented to the Airline Parties as soon as reasonably practicable, no later than 30 (thirty) days after the ratification of the JCBA. For the avoidance of doubt, the Union Parties agree to establish these timing requirements with the arbitrator in the event of an arbitration procedure under McCaskill Bond. It is understood that the IFASL cannot be implemented before ratification and implementation of the JCBA.
2. The Airline Parties will cooperate and respond to reasonable requests by the Union Parties for Flight Attendant employment data necessary for the seniority integration. Such data will include the date from which each Flight Attendant accrues competitive (bidding) seniority as a Flight Attendant, each Flight Attendant's date of hire, and the initial date on which each Flight Attendant commenced operational training immediately prior to commencing duties as a Flight Attendant ("initial training date").

3. The Airline Parties may not use the IFASL for any purpose prior to the fulfillment of the conditions specified in Paragraph C.1, above.
4. There will be no “system flush” nor any extra expenses or operational burden as a result of implementing an IFASL.
5. Flight Attendants on furlough status at the time the IFASL is implemented may not bump or displace Flight Attendants on active status at that time.
6. Except for Circumstances Beyond the Company’s Control, no Mesa or Republic Flight Attendant base will be closed as a result of the merger within twenty-four (24) months after the Merger Closing Date. During or after integration, Republic may consolidate any Mesa and Republic bases, whether existing or new, that are located at the same airport. For the avoidance of doubt, the Parties agree that nothing in this MTA will limit or restrict the Airline Parties’ right to open or close bases as a result of changes in flying routes or schedules by their codeshare partners.

E. Negotiation of a Joint Collective Bargaining Agreement

The Union Parties and the Airline Parties will negotiate a JCBA that will govern their merged operations. The following protocol will apply:

1. The parties will inform the NMB of the commencement of negotiations and will request that the NMB be available to facilitate negotiations at any time during this JCBA negotiation process, upon a determination by the parties that assistance is necessary. For avoidance of doubt, the Parties acknowledge that facilitation by NMB does not constitute Section 6 negotiations under the Railway Labor Act.
2. The negotiations for a JCBA will be conducted in a professional and good faith manner, with the goal of reaching mutual agreement that reasonably addresses the interests of both the Flight Attendant groups and the Airline Parties. The Airline Parties will cooperate and respond to reasonable requests by the Union Parties for Flight Attendant employment data and other information necessary for the negotiation of the JCBA.
3. Both the Union Parties and the Airline Parties agree to use the Republic Airways-IBT 2022-2027 flight attendant CBA as the foundation for the JCBA. The Parties agree, without deciding the outcome of the negotiations on any particular issue, that the number of issues that will be presented by the Union

Parties during the JCBA negotiations will be limited to the following four (4) issues:

- a. Wages/Boarding Pay
- b. Trading/Reserve Utilization
- c. PDO/Vacation/Sick
- d. Training

The Airline Parties will not make proposals on additional issues but may include items other than those referenced above in response to the Union Parties' proposals.

4. The Airline Parties will reimburse travel for the Union Parties' Joint Negotiating Committees in connection with merger negotiations, including but not limited to caucusing, negotiations sessions, internal union meetings in support of the merger, and any necessary membership meetings and/or roadshows and other ratification activities. The Airline Parties will also reimburse travel for the SLI Merger Representatives related to their duties of integrating the seniority list. The travel reimbursements in this paragraph will be subject to the aggregate reimbursement cap in Paragraph F.3.
5. Each party may designate subject matter experts, consultants, attorneys, and Executive Leadership to participate in the negotiations. The Parties will, to the extent possible, notify each other in advance when such individuals are to attend negotiations and associated meetings related to Negotiations.
6. The Parties shall select location by mutual agreement, in the cities identified in Paragraph E.7 below. The Airline parties will provide the negotiating facilities for all negotiating sessions at no cost to the Union Parties. The negotiating facilities will include, at a minimum, an adequately-sized negotiating room plus one (1) caucus room. Adequate printing, photocopying, and Wi-Fi will be available at no charge to the Union Parties.
7. Negotiating Dates – Mutually acceptable negotiating dates will be established as far in advance as possible. The Parties agree to meet during four (4) non-consecutive weeks between late October and early December with the expectation that a JCBA will be agreed to no later than December 12, 2025. The dates and locations are:
 - a. October 22-24 at Washington, D.C. (O'Melveny DC offices)
 - b. November 11-13 at Indianapolis, IN (Non-HQ/Corp. Facility TBD)
 - c. November 17-18 at Washington, D.C. (AFA or IBT DC offices)
 - d. December 9-12 at Indianapolis, IN (Non-HQ/Corp. Facility TBD)

8. The Parties agree that any JCBA that results from the negotiations shall be subject to the ratification process for the IBT and AFA, or for the representative for the combined craft or class, if applicable. As soon as a JCBA is agreed upon, it will be presented for ratification. Such ratification process will not exceed 45 (forty-five) days from the date on which the JCBA is tentatively agreed by the Parties.

F. Administration and Expenses

1. Subject to the total aggregate reimbursement cap in Paragraph F.3, below, the Airline Parties will reimburse each Union Party for the costs incurred by their respective members of the SLI Merger Representatives and Joint Negotiating Committee related to achieving the MTA, the integration of the IFASL, and negotiation of the JCBA as follows:
 - a. Costs relating to the investigation, creation, and certification of the IFASL, including the full cost of a certified mailing to each Flight Attendant and printing of certification materials;
 - b. Costs related to the negotiation and ratification of the JCBA, including but not limited to, negotiations, roadshow travel and meetings, printed material and mailings, ratification balloting, and final printing of agreements;
 - c. Professional fees and expenses incurred by the Union Parties related to achieving the MTA and the integration of the IFASL and the negotiations of the JCBA; and
 - d. Flight Attendants released for the negotiation of a JCBA and/or IFASL shall be paid one hundred (100) hours per Bid Period, consistent with their respective CBAs. The Parties agree to meet and confer, if needed, regarding avoiding operational disruption due to such releases.
2. The Airline Parties will provide the reimbursement described in Paragraph F.1 for costs incurred through December 31, 2025. Thereafter, the Parties will pay their own costs even if the Union Parties have not reached the total aggregate reimbursement cap. To the extent that the Parties reach a JCBA which is submitted for a ratification vote by December 31, 2025, the Airline Parties agree that they will continue to reimburse costs described above in Paragraphs F.1.a.-d. and provide Flight Pay loss for up to 100 hours per month, subject to the total aggregate reimbursement cap in Paragraph F.3, to each of the Union Parties to support the expedited implementation of the JCBA.

3. The Airline Parties will reimburse the Union Parties for the costs described in Paragraphs F.1. and F.2. above, up to a total aggregate amount not to exceed one million dollars (\$1,000,000.00). For the avoidance of doubt, the Parties agree that in no event will the Airline Parties be required to pay or reimburse the Union Parties, in aggregate and including Flight Pay loss, more than one million dollars (\$1,000,000.00) under this MTA.

G. Process for Integration (Incremental Asset Acquisition)

1. Following completion of the JCBA and IFASL, Republic may elect to transfer a number of aircraft per month from Mesa to Republic and designate them as Republic Aircraft upon such transfer (the "Transferred Aircraft"). Implementation procedures for the transfer of Mesa Flight Attendants with respect to the Transferred Aircraft will be addressed in the JCBA.
2. The Parties are seeking to resolve the JCBA negotiations on an expedited timeline, and in doing so, the Airline Parties will need to make certain staffing decisions and investments in planning for the transfer of aircraft and Flight Attendants from Mesa to Republic. Therefore, in the event the Parties to this MTA are unable to reach a JCBA by December 12, 2025 or the JCBA is not ratified and the IFASL is not presented to the Airline Parties by February 28, 2026, and the Airline Parties have reached agreement for Incremental Asset Acquisition with the other relevant employee groups, then the Parties will meet and confer regarding implementation procedures for the protection and transfer of Mesa Flight Attendants, while continuing to negotiate the JCBA.

H. Expedited Arbitration Regarding Merger Transition Agreement Disputes

A dispute involving the interpretation or application of this Merger Transition Agreement will be resolved in accordance with Section 1.M of the Republic Airways CBA. The parties will select an arbitrator from the following list using an alternate strike method: Margaret Brogan, Dana Eischen, Marlene Gold, Alan Symonette, Bonnie Weinstock.

I. Effective Date, Modification, Status, and Term of the Merger Transition Agreement

This Merger Transition Agreement:

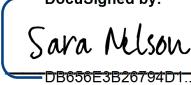
1. May only be modified by written mutual agreement between the Airline Parties and the Union Parties; and
2. Does not alter or modify any term of any CBAs between an Airline Party and a Union Party, which remain in full force and effect in accordance with their

terms, except as specifically set forth herein; and

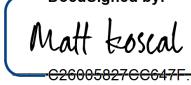
3. Will remain in effect in accordance with its terms until each of the provisions herein has been fulfilled, unless sooner terminated by mutual written agreement of the Union Parties and the Airline Parties.

IN WITNESS WHEREOF, the parties hereto have executed this Merger Transition Agreement effective this ____ day of October, 2025.

ASSOCIATION OF FLIGHT ATTENDANTS- REPUBLIC AIRWAYS INC.
CWA

DocuSigned by:
By: 
DB636E3B26794D1...

Name: Sara Nelson
Title: International President

DocuSigned by:
By: 
C2600502700647F...

Name: Matthew Koscal
Title: President

INTERNATIONAL BROTHERHOOD OF
TEAMSTERS, AIRLINE DIVISION

Signed by:
By: 
4C069D77AA95480...

Name: Dustin Roach
Title: President, Teamsters Local 135

MESA AIRLINES, INC.

By: _____
Name: Jonathan Ornstein
Title: Chief Executive Officer

ADDENDUM A – LIST OF REPUBLIC AIRCRAFT

| | | |
|------------|------------|-------------|
| 1. N101HQ | 41. N203JQ | 81. N243JQ |
| 2. N102HQ | 42. N204JQ | 82. N244JQ |
| 3. N103HQ | 43. N205JQ | 83. N245JQ |
| 4. N104HQ | 44. N206JQ | 84. N246JQ |
| 5. N105HQ | 45. N207JQ | 85. N359EJ |
| 6. N106HQ | 46. N208JQ | 86. N401YX |
| 7. N107HQ | 47. N209JQ | 87. N402YX |
| 8. N108HQ | 48. N210JQ | 88. N403YX |
| 9. N109HQ | 49. N211JQ | 89. N404YX |
| 10. N110HQ | 50. N212JQ | 90. N405YX |
| 11. N111HQ | 51. N213JQ | 91. N406YX |
| 12. N112HQ | 52. N214JQ | 92. N407YX |
| 13. N113HQ | 53. N215JQ | 93. N408YX |
| 14. N114HQ | 54. N216JQ | 94. N409YX |
| 15. N115HQ | 55. N217JQ | 95. N410YX |
| 16. N116HQ | 56. N218JQ | 96. N411YX |
| 17. N117HQ | 57. N219YX | 97. N412YX |
| 18. N118HQ | 58. N220JQ | 98. N413YX |
| 19. N119HQ | 59. N221JQ | 99. N414YX |
| 20. N120HQ | 60. N222JQ | 100. N415YX |
| 21. N121HQ | 61. N223JQ | 101. N416YX |
| 22. N122HQ | 62. N224JQ | 102. N417YX |
| 23. N123HQ | 63. N225JQ | 103. N418YX |
| 24. N124HQ | 64. N226JQ | 104. N419YX |
| 25. N125HQ | 65. N227JQ | 105. N420YX |
| 26. N126HQ | 66. N228JQ | 106. N421YX |
| 27. N127HQ | 67. N229JQ | 107. N422YX |
| 28. N128HQ | 68. N230JQ | 108. N423YX |
| 29. N129HQ | 69. N231JQ | 109. N424YX |
| 30. N130HQ | 70. N232JQ | 110. N425YX |
| 31. N131HQ | 71. N233JQ | 111. N426YX |
| 32. N132HQ | 72. N234JQ | 112. N427YX |
| 33. N133HQ | 73. N235JQ | 113. N428YX |
| 34. N134HQ | 74. N236JQ | 114. N429YX |
| 35. N135HQ | 75. N237JQ | 115. N430YX |
| 36. N136HQ | 76. N238JQ | 116. N431YX |
| 37. N137HQ | 77. N239JQ | 117. N432YX |
| 38. N138HQ | 78. N240JQ | 118. N433YX |
| 39. N201JQ | 79. N241JQ | 119. N434YX |
| 40. N202JQ | 80. N242JQ | 120. N435YX |

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|------|--------|------|--------|------|--------|
| 121. | N436YX | 154. | N740YX | 187. | N774YX |
| 122. | N437YX | 155. | N741YX | 188. | N775YX |
| 123. | N438YX | 156. | N742YX | 189. | N776YX |
| 124. | N439YX | 157. | N743YX | 190. | N778YX |
| 125. | N440YX | 158. | N744YX | 191. | N779YX |
| 126. | N445YX | 159. | N745YX | 192. | N780YX |
| 127. | N638RW | 160. | N746YX | 193. | N781YX |
| 128. | N639RW | 161. | N747YX | 194. | N782YX |
| 129. | N640RW | 162. | N748YX | 195. | N783YX |
| 130. | N641RW | 163. | N749YX | 196. | N784YX |
| 131. | N642RW | 164. | N750YX | 197. | N785YX |
| 132. | N647RW | 165. | N751YX | 198. | N786YX |
| 133. | N648RW | 166. | N752YX | 199. | N810MD |
| 134. | N653RW | 167. | N753YX | 200. | N815MD |
| 135. | N654RW | 168. | N754YX | 201. | N818MD |
| 136. | N655RW | 169. | N755YX | 202. | N823MD |
| 137. | N656RW | 170. | N756YX | 203. | N824MD |
| 138. | N657RW | 171. | N757YX | 204. | N855RW |
| 139. | N721YX | 172. | N758YX | 205. | N857RW |
| 140. | N722YX | 173. | N760YX | 206. | N860RW |
| 141. | N723YX | 174. | N761YX | 207. | N861RW |
| 142. | N724YX | 175. | N762YX | 208. | N862RW |
| 143. | N725YX | 176. | N763YX | 209. | N863RW |
| 144. | N726YX | 177. | N764YX | 210. | N864RW |
| 145. | N727YX | 178. | N765YX | 211. | N865RW |
| 146. | N728YX | 179. | N766YX | 212. | N875RW |
| 147. | N729YX | 180. | N767YX | 213. | N878RW |
| 148. | N730YX | 181. | N768YX | 214. | N879RW |
| 149. | N731YX | 182. | N769YX | 215. | N880RW |
| 150. | N732YX | 183. | N770YX | 216. | N882RW |
| 151. | N733YX | 184. | N771YX | 217. | N979RP |
| 152. | N736YX | 185. | N772YX | | |
| 153. | N739YX | 186. | N773YX | | |

Addendum B – Mesa Aircraft

ADDENDUM B – LIST OF MESA AIRCRAFT

| | | | | | |
|-----|--------|-----|--------|-----|--------|
| 1. | N87302 | 12. | N86312 | 23. | N85323 |
| 2. | N88301 | 13. | N89313 | 24. | N86324 |
| 3. | N87303 | 14. | N82314 | 25. | N88325 |
| 4. | N89304 | 15. | N89315 | 26. | N88326 |
| 5. | N93305 | 16. | N86316 | 27. | N88327 |
| 6. | N87306 | 17. | N89317 | 28. | N88328 |
| 7. | N84307 | 18. | N87318 | 29. | N88329 |
| 8. | N89308 | 19. | N87319 | 30. | N88330 |
| 9. | N86309 | 20. | N85320 | 31. | N87337 |
| 10. | N88310 | 21. | N89321 | 32. | N87339 |
| 11. | N86311 | 22. | N86322 | 33. | N85340 |
| 34. | N88341 | 43. | N82333 | 52. | N85352 |
| 35. | N89342 | 44. | N86334 | 53. | N87353 |
| 36. | N80343 | 45. | N88335 | 54. | N85354 |
| 37. | N86344 | 46. | N86336 | 55. | N85355 |
| 38. | N87345 | 47. | N82338 | 56. | N85356 |
| 39. | N88346 | 48. | N80348 | 57. | N89357 |
| 40. | N86347 | 49. | N89349 | 58. | N85358 |
| 41. | N88331 | 50. | N86350 | 59. | N88359 |
| 42. | N88332 | 51. | N85351 | 60. | N87360 |

Certificate Of Completion

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Jonathan G. Ornstein

jonathan.ornstein@mesa-air.com

CEO

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Matt Koscal

MKoscal@rjet.com

EVP - CAO

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snelson@afacwa.org

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2601:152:f00:70a0:fd87:6e5a:49df:714a

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| | |
|----------------------------|---|
| Operating Systems: | Windows2000? or WindowsXP? |
| Browsers (for SENDERs): | Internet Explorer 6.0? or above |
| Browsers (for SIGNERS): | Internet Explorer 6.0?, Mozilla FireFox 1.0, NetScape 7.2 (or above) |
| Email: | Access to a valid email account |
| Screen Resolution: | 800 x 600 minimum |
| Enabled Security Settings: | <ul style="list-style-type: none">•Allow per session cookies•Users accessing the internet behind a Proxy Server must enable HTTP 1.1 settings via proxy connection |

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