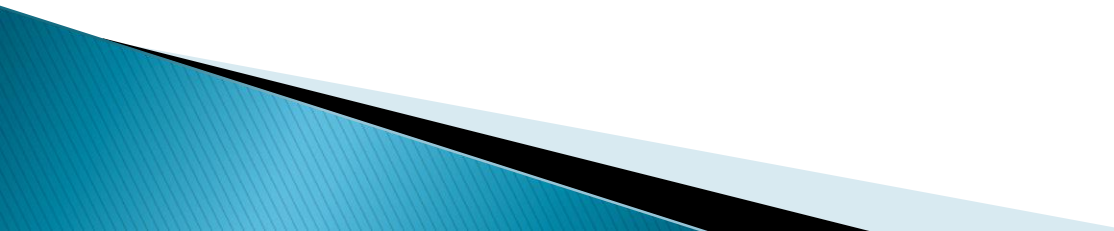


Ultimate Jet Charters

Citizens,

This document contains four parts and is intended to answer your questions and ease your concerns about [Ultimate Jet Charters operating as Ultimate Air Shuttle](#).

1. A modified presentation given to the Airport Advisory Board. The modifications were made to answer questions posed by the Board members and to provide explanations made during the presentation.
 2. Ultimate Jet Charters falls under a Part 135 certification designated by the Department of Transportation.
 3. A Part 135 certificate means we are certified to provide general aviation charters.
 4. Ultimate Jet Charters has also been granted a Part 380 certificate. The Department of Transportation defines a Part 380 certificate as the ability for an operator to provide individual charter flights on a daily basis.
 5. Ultimate is approved to provide public charter service to any airport with in the United States.
 6. The purpose of Ultimate Air Shuttle adding flights to PDK is to provide economic growth throughout the Buckhead area and serve the business community. Over 90% of our business travelers live or work in the Buckhead area.
 7. Commercial carriers fall under a Part 121 certificate. Commercial carriers have multiple seat capacities and aggressive growth plans. Their business models are entirely different than general aviation.
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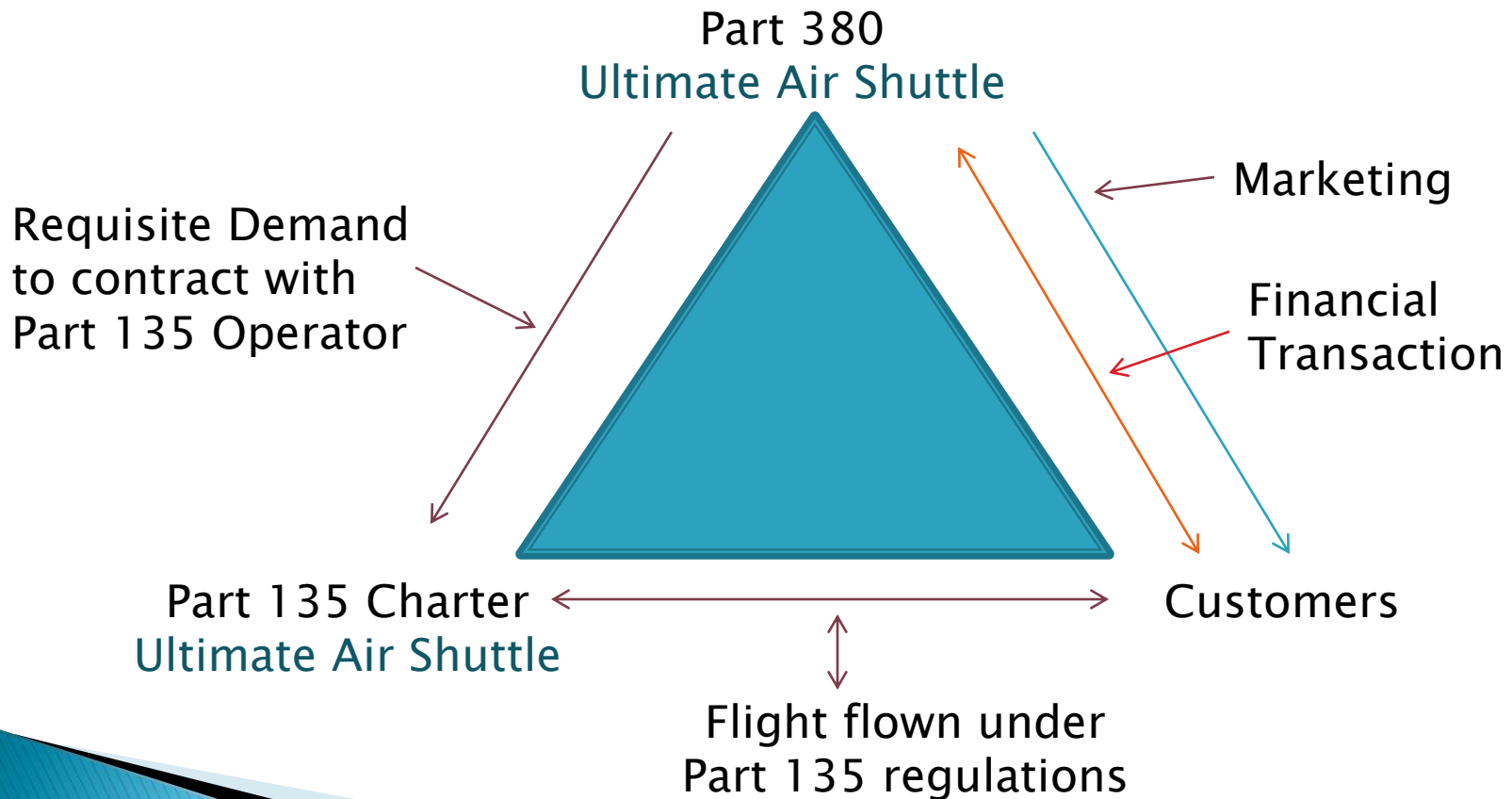
Definitions

14 CFR

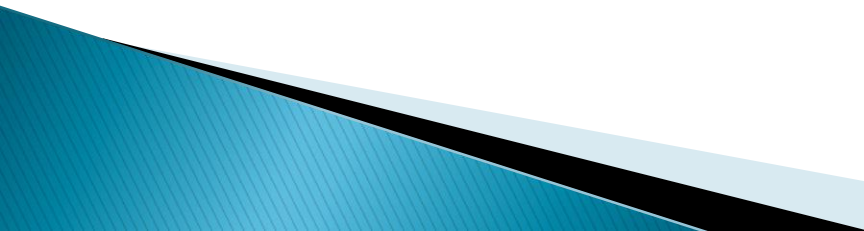
- ▶ **Part 121 – Air Carrier Certification**
 - The rules that cover Delta, Southwest, AirTran etc.
- ▶ **Part 135 – Operating Requirements for Commuter and On Demand Operations**
 - The rules that cover scheduled and on demand Charter operations for general aviation charters.
- ▶ **Part 139 – Airport Certification**
 - The rules that determine which airports are eligible to serve Part 121 Air Carriers.
- ▶ **Part 380 – Public Charter**
 - The rules that cover [Ultimate Jet Charters](#)

How it works

“**Ultimate Air Shuttle** flights are public charters, sold under 14 CFR Part 380, and operated by Ultimate Air Shuttle as direct air carrier. These charter flights are subject to Department of Transportation Public Charter Regulations.”



Why Not just say No?

- ▶ We can't legally deny a Part 135 operator access when we allow other Part 135 operators just because we don't like the way they operate. They are within the regulations.
 - ▶ Other Part 135 operators at PDK
 - EPPS Charter
 - NetJets
 - JetLynx
 - Flight Options
 - Imagine Air
 - Priority Jets
 - Premier jets
 - ▶ The FAA would find us in violation of the nondiscrimination clause of our grant assurances.
- 

Most Common Question

- ▶ How do we know that this isn't the foot-in-the-door for big scheduled airlines?
 - From slide two, we know that a Part 121 operator is required to use Part 139 certified airports. For PDK to obtain a Part 139 certificate, we would require numerous physical changes including but not limited to:
 - 1000 foot safety areas at each end of our main runway. This would require rerouting Dresden Drive and Chamblee Tucker Roads.
 - Construct a common terminal building with baggage claim.
 - Conduct and extensive environmental study (with public participation) in accordance with NEPA regulations.