

Served: October 1, 2002



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

Issued by the Department of Transportation  
on the 1<sup>st</sup> day of October, 2002

Fitness Determination of

**MULTI-AERO, INC.  
d/b/a AIR CHOICE ONE**

as a commuter air carrier under section  
49 U.S.C. 41738

**Docket OST-02-12417**

**FINAL ORDER**

By Order 2002-9-14, issued September 13, 2002, we directed all interested persons to show cause why we should not make final our tentative findings and conclusions that Multi-Aero, Inc. d/b/a Air Choice One is fit, willing, and able to provide scheduled passenger service as a commuter air carrier using small aircraft pursuant to Part 135 of the Federal Aviation Regulations.

Interested persons were given 14 days to file objections.

An answer was filed by Multi-Aero to correct a factual misstatement in the show-cause order, which does not alter our findings of fitness.<sup>1</sup> No other answers were filed.

**ACCORDINGLY,**

1. We find that Multi-Aero, Inc. d/b/a Air Choice One, is fit, willing, and able under 49 U.S.C. 41738 to provide scheduled passenger service as a commuter air carrier using small aircraft pursuant to Part 135 of the Federal Aviation Regulations.
2. We issue a Commuter Air Carrier Authorization to Multi-Aero, Inc. d/b/a Air Choice One, subject to the Terms, Conditions, and Limitations attached.

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<sup>1</sup> Multi-Aero is the fixed-base operator at Festus Memorial Airport in Festus, Missouri. In March 2002, Multi-Aero began to offer scheduled service between Belleville's MidAmerica Airport and Chicago's Midway Airport four times a week to replace service lost when Pan Am left in December 2001. Order 2002-9-14 contained an inadvertent reference to MidAmerica Airport as Multi-Aero's operational base. Multi-Aero's operations remain based in Festus, Missouri.

3. We will serve a copy of this order on the persons listed in Attachment A.

By:

**READ C. VAN DE WATER**  
Assistant Secretary for Aviation  
and International Affairs

(SEAL)

*An electronic version of this document is available on the World Wide Web at  
<http://dms.dot.gov>*



## **Commuter Air Carrier Authorization**

### **MULTI-AERO, INC. d/b/a AIR CHOICE ONE**

is authorized, subject to the provisions of Subtitle VII of Title 49 of the United States Code, the orders, rules, and regulations issued thereunder, and the attached Terms, Conditions, and Limitations, to engage in scheduled passenger air transportation operations as a commuter air carrier.

This authorization is not transferable without the approval of the Department of Transportation.

**By Direction of the Secretary**

**Issued by Order 2002-10-1  
On October 1, 2002**

**Read C. Van de Water  
Assistant Secretary for Aviation  
and International Affairs**

**Effective on (See Attached)**



Terms, Conditions, and  
Limitations

**MULTI-AERO, INC.**  
**d/b/a AIR CHOICE ONE**

is authorized to engage in scheduled passenger air transportation operations as a commuter air carrier.

This authority is subject to the following provisions:

(1) The authority to conduct scheduled passenger operations will not become effective until six (business) days after the Department has received the following documents; provided, however, that the Department may stay the effectiveness of this authority at any time prior to that date:

(a) A copy of the holder's Air Carrier Certificate and Operations Specifications authorizing such operations from the Federal Aviation Administration (FAA).

(b) A certificate of insurance on OST Form 6410 evidencing liability insurance coverage meeting the requirements of 14 CFR 205.5(b) for all of its aircraft.

(c) A statement of any changes the holder has undergone in its ownership, key personnel, operating plans, financial posture, or compliance history, since the date of the Show Cause Order in this case.

(d) A revised list of pre-operating expenses already paid and those remaining to be paid, as well as independent verification that the holder has available to it funds sufficient to cover any remaining pre-operating expenses and to provide a working capital reserve equal to the operating

costs that would be incurred in three months of operations.

(2) Pending receipt of effective authority, the holder may not accept payment of any kind (i.e., cash, check, or credit card) or issue tickets for scheduled passenger operations, and any advertisement or listing of flights by the holder must prominently state: "This service is subject to receipt of government operating authority."

(3) The holder shall at all times conduct its operations in accordance with the requirements of 14 CFR Part 298 and any other regulations prescribed by the Department of Transportation for the services authorized here, and with such other reasonable terms, conditions, and limitations as the Department of Transportation may prescribe in the public interest.

(4) The holder's authority is limited to operations conducted pursuant to Part 135 of the Federal Aviation Regulations. In the event that the holder wishes to institute operations that would require Part 121 certification from the FAA, it must first be determined fit for such operations.

(5) The holder's authority is effective only to the extent that such operations are also authorized by the FAA, and comply with all Department of Transportation requirements concerning security.

(6) The holder shall at all times remain a "Citizen of the United States" as required by 49 U.S.C. 40102(a)(15).

(7) The holder shall maintain in effect liability insurance coverage as required under 14 CFR Part 205. Failure to maintain such insurance coverage will render this authority ineffective, and this or other failure to comply with the provisions of Subtitle VII of Title 49 of the United States Code or the Department's regulations shall be sufficient grounds to revoke this authority.

(8) The holder shall maintain in effect at all times with the Department of Transportation current information on OST Registration Form 4507.

(9) In the event that the holder receives effective scheduled passenger authority, the following additional conditions will apply:

(a) The holder may reduce or terminate service at any point or between any two points, subject to compliance with the provisions of 49 U.S.C. 41734 and all orders and regulations issued by the Department of Transportation under that section.

(b) The holder may not provide scheduled passenger air transportation to or from Dallas (Love Field), Texas, except within the limits set forth in section 29 of the International Air Transportation Competition Act of 1979, as amended by section 337 of the Department of Transportation and Related Agencies Appropriations Act, 1998.

(10) Should the holder propose any substantial changes in its ownership, management, or operations (as that term is defined in 14 CFR 204.2(l)), it must first comply with the requirements of 14 CFR 204.5.

(11) In the event that the holder does not commence actual flying operations as a commuter air carrier under this authority within one year of the date of the Department's determination of its fitness, its commuter authority shall be revoked for dormancy. Further, in the event that the holder commences but subsequently ceases all scheduled passenger operations, the authority granted here shall be suspended under the terms of 14 CFR 204.7 and the holder may neither recommence nor advertise such operations unless its fitness to do so has been redetermined by the Department. Moreover, if the holder does not resume such operations within one year of its cessation, its commuter authority shall be revoked for dormancy.

**SERVICE LIST FOR MULTI-AERO, INC.  
d/b/a AIR CHOICE ONE**

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