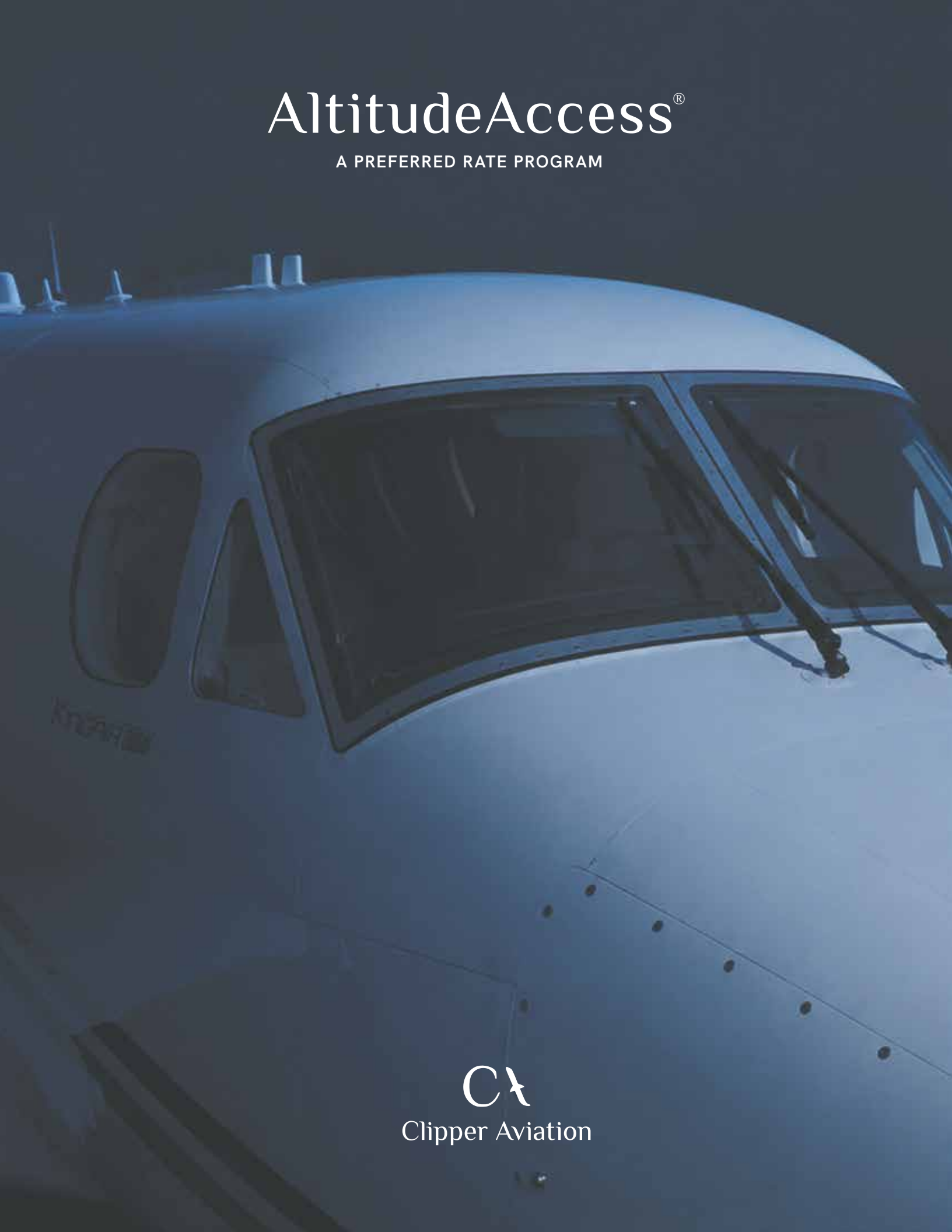
AltitudeAccess®

A PREFERRED RATE PROGRAM



Clipper Aviation

AltitudeAccess®

Private aviation should be straightforward. Transparent pricing. Capable aircraft. Personalized service. Access when you need it, without blackouts or fine print.

This was our goal in creating AltitudeAccess®, Clipper Aviation's preferred rate program — built for travelers who value clarity and certainty as much as comfort.

Members commit to a set amount of flight hours at a fixed hourly rate, with client funds held in independent accounts and drawn down only as flights are completed. In return, they receive guaranteed availability, a single standard of service across our fleet and an operator that flies, maintains and stands behind its own aircraft.

Bridging the distance between commitment and execution.

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CA

FLEET

One platform, limitless potential.

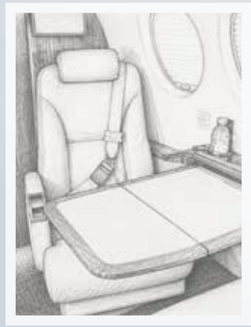
ON BOARD

Cabin-class proportions meet industry-leading economics.

The King Air 350 offers the largest cabin of any turboprop aircraft in regular charter service, rivaling the interiors of many light and even midsize jets while costing substantially less to operate. Eight main-cabin seats in full double-club configuration, a private lavatory and leading baggage capacity result in zero payload constraints for our clients across the vast majority of their travel.

New custom interiors designed by Elliott Aviation bring our cabins to life, with an airy, light-filled space punctuated by premium flourishes including quilted leather seats, LED accent lighting, in flight map display and power outlets in every seat. High-speed Wi-Fi is offered standard on all Clipper aircraft at no additional cost.

8+1	6	355	8
PASSENGER CAPACITY	LARGE SUITCASES	CABIN VOLUME (FT^3)	GOLF BAGS



SEATING

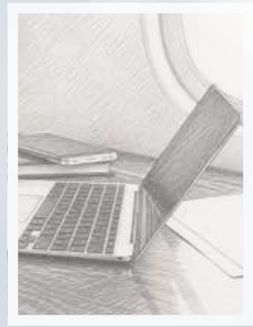
Eight fully articulating main-cabin seats, arranged in two facing clubs of four. Each seat reclines, swivels and tracks inboard to clear the aisle for movement. For parties of nine, the lavatory converts into an additional seat.



LAVATORY

An enclosed, flushing lavatory with a solid door sits at the rear of the cabin — a detail uncommon in this class of aircraft.

For larger groups, the lavatory can accommodate a ninth passenger.



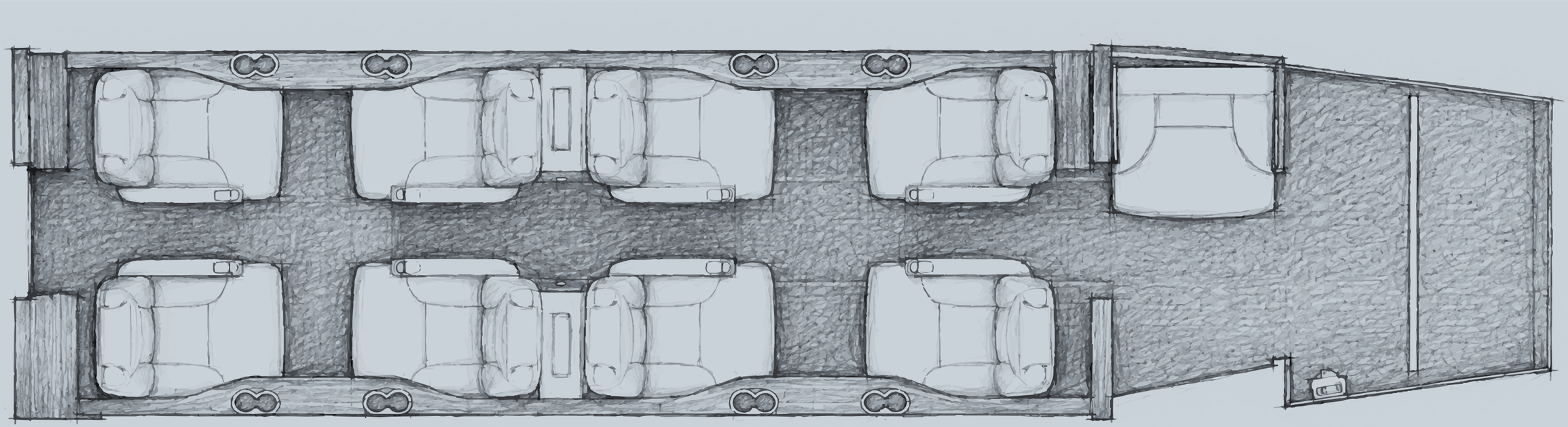
WORK & COMFORT

Every seat includes an extendable tray table and power outlets. LED track lighting in the headliner; ambient floor lighting beneath the seats; individual climate controls overhead; complimentary high-speed Wi-Fi.



BAGGAGE

A 71-cubic-foot rear hold, accessible in flight, holds up to six large hard-shell suitcases or eight soft-shell golf bags. External wing lockers accommodate longer items — skis, fishing rods — that most aircraft of this class are unable to accommodate.



ONE FLEET, MANY MISSIONS

Single-type fleet, with all the benefits and no compromises.

CREW PROFICIENCY

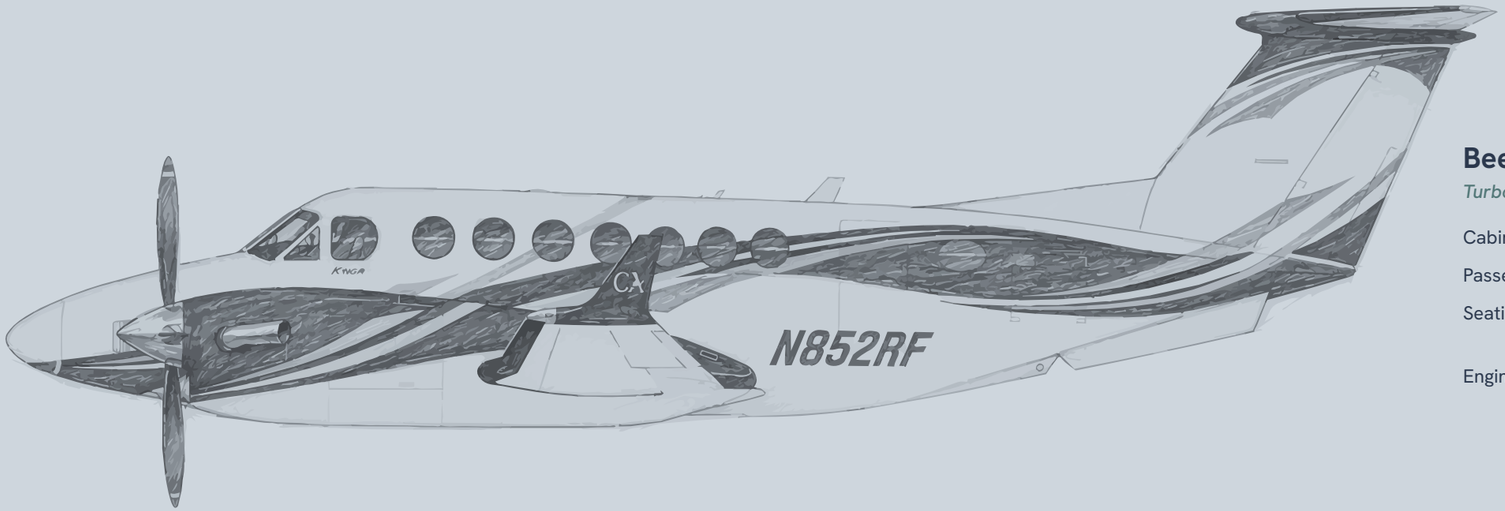
Every Clipper pilot trains and flies on one aircraft type, with proficiency compounding. The captain on your flight has likely flown your exact aircraft countless times.

MAINTENANCE DEPTH

Our in-house maintenance division operates a factory-authorized Textron service center and holds decades of experience on the King Air platform. Parts are held ready in-stock, procedures are standardized and technicians are specialists rather than generalists. When issues arise, resolution is fast and quality assured.

CONSISTENCY

Clipper aircraft share the same exterior livery, interior finish and onboard amenities. The aircraft you boarded last month is the aircraft you board next week.





Clipper operates only the King Air 350, with a disciplined single-type fleet delivering better outcomes and economics for our clients.

KING AIR 350 — SETTING THE STANDARD

Performance, Comfort, Efficiency – by the numbers.

The King Air 350 is routinely compared against both turboprop and light jet alternatives and performs admirably when evaluated next to the single-engine Pilatus PC-12, Embraer Phenom 300 and even Cessna Citation CJ3.

The comparison below covers details that matter for the missions AltitudeAccess® members actually fly, with advantages across interior capacity, seat count and hourly operating cost.

Beechcraft King Air 350

Turboprop. Twin-engine.

Cabin Volume	355 ft^3
Passenger Capacity	8+1
Seating Layout	Double club, enclosed rear lav
Engine Configuration	Twin-engine



Pilatus PC-12

Turboprop. Single-engine.

Cabin Volume	330 ft^3 (7% smaller)
Passenger Capacity	6+1 to 8+1
Seating Layout	Single club, forward lav
Engine Configuration	Single-engine



Embraer Phenom 300

Light Jet.

Cabin Volume	324 ft^3 (9% smaller)
Passenger Capacity	8+1
Seating Layout	Double club, rear lav
Engine Configuration	Twin-engine



Cessna Citation CJ3

Light Jet.

Cabin Volume	286 ft^3 (19% smaller)
Passenger Capacity	6+1
Seating Layout	Single club, enclosed rear lav
Engine Configuration	Twin-engine

SERVICE

Your satisfaction is our success.

THE JOURNEY

Service that frames the flight.

AltitudeAccess® aspires to provide its members with much more than a means of transportation – our commitment to you begins well in advance of departure and continues even after arrival at your destination.

This full door-to-door experience encompasses, among other things, pre- and post-departure transportation handling, custom catering, support in booking excursions and activities, as well as accommodation of any special requests.

A journey is defined by more than the time spent en route, deepening our commitment to ensure the entire end-to-end experience exceeds our clients' expectations.

ON THE GROUND

Ground handling services are provided by leading Fixed Base Operator (FBO) partners, including Jet Aviation, Signature and Atlantic — all known for their consistent adherence to high standards. Members drive directly to and from the aircraft on the ramp, in their own vehicles, bypassing waiting lounges and facilitating quick boarding of passengers and luggage. Once in your seats, takeoff is typically 5-10 minutes away.

CONCIERGE

A single Clipper team member is assigned as service coordinator for each member trip — responsible for catering, ground transportation, hotel preferences, pet arrangements and special requests. One phone number and point of contact (with email, texting, Slack and WhatsApp responsiveness) from the time a trip is booked until you return home.

IN THE AIR

Cabins are stocked prior to every flight with a selection of snacks and beverages — premium, organic and informed by our Southern California roots. Preferences for individual members are recorded during client onboarding and honored on each flight thereafter.

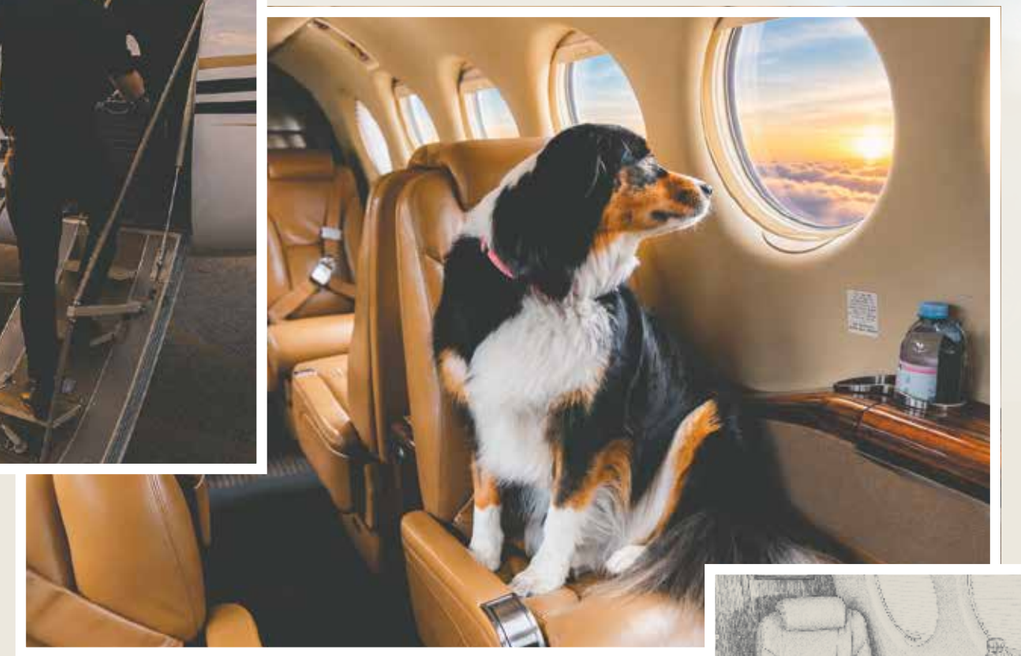
CATERING

Full catering orders — sushi, hot meals, holiday-themed presentations — are available with as little as six hours' advance notice. We work with local restaurants and specialty providers; when a member requests a particular restaurant or dish, we source it.

CELEBRATIONS

Birthdays, anniversaries, family occasions. The cabin is yours to decorate — flowers, balloons, themed presentations or a cake waiting onboard.







IN PRACTICE

What personalized service actually looks like.

- Dedicated team member assigned as trip service coordinator.
- Premium onboard snacks and beverages, locally sourced.
- Custom catering available on request.
- Cabins decorated for special events.

PETS FLY WITH THEIR FAMILIES

- Pets are full members of the traveling party. They fly in the cabin beside their families — never treated as exceptions.
- Food, water, bedding and treats are coordinated in advance.
- No pre-approval is required, removing your and their stress.

SAFETY

Above all else.



All Clipper flights are operated using dual crew, exceeding requirements established by the FAA.

CREW

Selected carefully. Trained continuously. Evaluated rigorously.

Every aspect of a flight — the aircraft, the maintenance, the weather, the equipment — is only as good as those in the cockpit. Clipper's approach to crew hiring, evaluation and training reflects this mindset.

HIRING

Clipper accepts fewer than two percent of pilot applicants. With a rigorous, multi-stage interview process evaluating technical competency, flying judgment and client-centric service mindset.

A deep pool of talent ensures that captains are promoted from within, with our senior pilots holding years of experience operating the King Air 350 for Clipper Aviation.

All Captains hold Airline Transport Pilot qualifications, the highest-level rating offered by the FAA.

STAFFING

Every Clipper flight is operated by two pilots holding Pilot in Command (PIC) certification in the King Air – standards exceeding those of the vast majority of charter operators. Everything we do is aimed at proactive risk management and mitigation.

Crew pairings are constantly rotated; with the same Captain and First Officer rarely paired twice in a row, ensuring that best practices spread broadly throughout the roster rather than concentrating within specific individuals.

TRAINING

Pilot type ratings are conducted at CAE and FlightSafety International, which together set the global standard for airline and corporate aviation training.

Both pilots on each flight are typed to Pilot in Command standards, a significantly more rigorous certification than the Second in Command (SIC) ratings most operators permit for First Officers.

Recurrent simulator training and FAA checkrides occur every six months —twice the FAA minimum — and pilots complete three full training events per year, three times the FAA requirement.

SAFETY, VERIFIED.

ARGUS credentials in recognition of operational excellence.

WHAT THE AUDIT EVALUATES

The ARGUS audit reviews an operator's historical safety record, pilot qualifications and team background, Safety Management System (SMS), adherence to operational control regulations and maintenance practices. It is comprehensive, rigorous and the findings are not for sale.

Major charter brokers, corporate flight departments and government agencies often require ARGUS certification before contracting with an operator. The audit is, in effect, the industry's due diligence — performed regularly, by experts, so that each individual client does not have to perform their own.

INSURANCE

Every Clipper aircraft carries hull insurance and $50 million combined single-limit liability coverage. This makes us among the most highly insured turboprop operators on the market, far exceeding broker and operator requirements (typically $10 million).

What distinguishes serious operators from the rest is independent verification — a third-party audit, conducted by professionals with no commercial interest in the outcome. In this industry, that trusted audit is widely considered to be ARGUS.

MAINTENANCE

Applied expertise.

STANDARDS, MAINTAINED.

Maintenance as a discipline, not a department.

Most charter operators outsource maintenance to third-party vendors. Clipper maintains every aircraft in its own facility, with its own technicians, under its own high standards.

REGULATORY STANDING

Clipper holds FAA Part 145 Repair Station status — the highest category of maintenance authorization the FAA issues. The certification is gained through comprehensive audit and maintained by rigorous ongoing review.

In our facility's history, no deficiencies have been identified and no corrective actions prescribed. Our strong track-record and reputation have earned us the trust of government agencies, charter operators and corporate flight departments, who rely on Clipper to maintain their King Air fleets.

DEPTH OF SPECIALIZATION

Because we operate only King Air 350s, our technicians are deeply experienced on this platform.

Parts are stocked. Procedures are standardized. Technical knowledge compounds over thousands of hours rather than being diluted across multiple aircraft types. When a maintenance issue arises on a King Air 350, our team has almost certainly seen it before.

Technicians provide 24-hour coverage of the fleet, with minor maintenance issues identified and resolved long before they escalate. When longer repairs are required, a hot-spare aircraft — maintained in continuous readiness — supplements the flying schedule so that members experience no disruption.

CREDENTIALS & PARTNERSHIPS

FAA PART 145 REPAIR STATION

The highest category of maintenance authorization the FAA issues.

TEXTRON AUTHORIZED SERVICE CENTER

Certified by the manufacturer of the King Air 350 itself.

GARMIN AUTHORIZED SERVICE CENTER

Certified to service the avionics suite installed across our fleet.

PRATT & WHITNEY PARTNERSHIP

Direct engine manufacturer support; factory technicians work alongside Clipper's team in our facility.

24/7 TECHNICIAN COVERAGE

Continuous availability, with a hot-spare aircraft ready to supplement the schedule during extended maintenance events.

BY THE NUMBERS

The operational record, in plain figures.

#1

VOLUME TURBOPROP
OPERATOR AT VAN NUYS

99.4%

ON-TIME DISPATCH,
TRAILING 12 MONTHS

$50M

LIABILITY COVERAGE
PER FLIGHT

<2%

PILOT ACCEPTANCE
RATE

100%

PIC TYPE-RATED
PILOTS

2

PILOTS CREWING
EVERY FLIGHT

MEMBERSHIP

Simple and transparent.



OUR PROGRAM

Fixed rates. Honest terms.

No variable pricing. No blackout dates. No surprises in month-end statements.

FIXED HOURLY PRICING

$5,500 per occupied flight hour. The same rate on a Tuesday in February as a Friday before Thanksgiving.

NO INITIATION FEE

Pay only for the hours you purchase. No premium to join, no capital committed beyond flying time.

THREE TIERS

10, 25 or 50 hours, at the same hourly rate. No up-sell for committing further.

NO PEAK PRICING

One rate, every day on the calendar. Demand fluctuates; your rate does not.

GUARANTEED AVAILABILITY

Seventy-two hours' notice secures your aircraft. While membership bookings are handled on a first-come-first-served basis, our sizable fleet of aircraft means members are highly unlikely to ever face availability constraints.

NO BLACKOUT DATES

Super Bowl Sunday. Thanksgiving. Christmas. New Year's Eve. Coachella. Formula 1 Las Vegas. The days other programs publish as off-limits are the days members fly most with us.

MEMBERSHIP

The experience, beyond the terms.

The program defines what you are buying. The membership defines how it feels to use it — day to day, trip after trip.



Limited membership

Enrollment is capped, so your aircraft is never double-booked or otherwise unavailable.



Preferences on file

Catering, stocking, pets, ground transport — recorded once, remembered every trip thereafter.



Guaranteed recovery

Clipper carries AOG trip recovery insurance through Charter Flight Support. If an aircraft goes mechanical, a replacement is sourced.



Priority empty legs

Members receive first call on heavily discounted empty legs across the Clipper network.



Protected investment

All client funds are held in independent accounts with full client visibility and deductions made only upon trip completion.



Shareable with others

Family, colleagues, friends — your card serves whoever you plan to fly with.

CANCELLATION TERMS

Your rate never changes, with peak flying days subject only to a buyer cancellation window.

NON-PEAK CANCELLATION TERMS:

- Within 72 hours of departure, 50% of the trip price is non-refundable.
- Within 48 hours of departure, 100% of trip price is non-refundable.
- Outside of 72 hours, no penalty

PEAK PERIOD CANCELLATION TERMS:

- Within 2 weeks of departure, 50% of the trip price is non-refundable.
- Within 72 hours of departure, 100% of trip price is non-refundable.

■ 2027 Peak Days

JANUARY

SU	MO	TU	WE	TH	FR	SA
					1	2
3	4	5	6	7	8	9
10	11	12	13	14	15	16
17	18	19	20	21	22	23
24	25	26	27	28	29	30
31						

FEBRUARY

SU	MO	TU	WE	TH	FR	SA
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14	15	16	17	18	19	20
21	22	23	24	25	26	27
28						

MARCH

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21	22	23	24	25	26	27
28	29	30	31			

APRIL

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18	19	20	21	22	23	24
25	26	27	28	29	30	

MAY

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16	17	18	19	20	21	22
23	24	25	26	27	28	29
30	31					

JUNE

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27	28	29	30			

JULY

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25	26	27	28	29	30	31

AUGUST

SU	MO	TU	WE	TH	FR	SA
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22	23	24	25	26	27	28
29	30	31				

SEPTEMBER

SU	MO	TU	WE	TH	FR	SA
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19	20	21	22	23	24	25
26	27	28	29	30		

OCTOBER

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24	25	26	27	28	29	30
31						

NOVEMBER

SU	MO	TU	WE	TH	FR	SA
	1	2	3	4	5	6
7	8	9	10	11	12	13
14	15	16	17	18	19	20
21	22	23	24	25	26	27
28	29	30				

DECEMBER

SU	MO	TU	WE	TH	FR	SA
			1	2	3	4
5	6	7	8	9	10	11
12	13	14	15	16	17	18
19	20	21	22	23	24	25
26	27	28	29	30	31	

TIERS

Three tiers. One rate. No surprises.

Members select the tier that matches their expected travel. Each tier shares the same fixed hourly rate, inclusive of taxes and fees; the only difference is how many hours you commit to.

All-in. No initiation fee.

10
Flight Hours
$55,000

25
Flight Hours
$137,500

Locks in preferred rates for an additional 3-months beyond contract term (ie. 15-month rate protection)

50
Flight Hours
$275,000

Locks in preferred rates for an additional 6-months beyond contract term (ie. 18-month rate protection)



Transparent pricing, wherever your destination.

SIGNATURE TRIPS	
Palm Springs	0h 30m
San Diego	0h 30m
Las Vegas	0h 50m
Mammoth	0h 50m
Monterey	0h 50m
San Francisco	1h 10m

** Pricing shown reflects trips with origin or destination as Van Nuys airport.*

WEEKEND & EXTENDED TRIPS	
Napa	1h 10m
Scottsdale	1h 30m
Vail	2h 20m

INTERNATIONAL	
Los Cabos, Mexico	2h 40m
Calgary, AB	3h 30m
Vancouver, BC	3h 20m

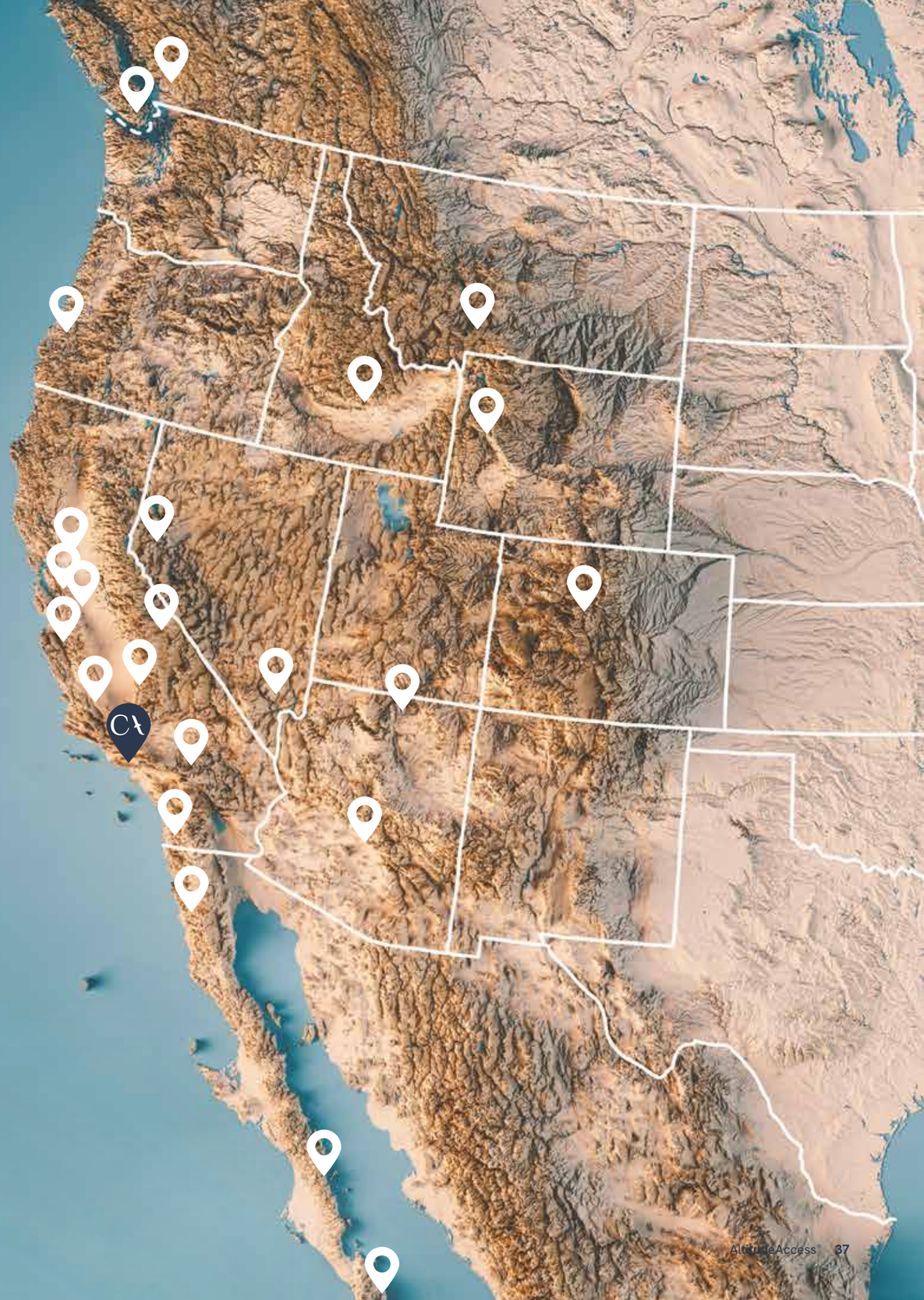
UNOCCUPIED REPOSITIONING LEGS	
Unoccupied repositioning flight under 200 miles	$1,000 flat fee
Between 200 and 399 miles	$1,500 flat fee
Between 400 and 599 miles	$2,000 flat fee
Between 600 and 799 miles	$2,500 flat fee
Greater than 800 miles	$3,000 flat fee

- Same day round trip surcharge of $1,000 (up to crew rest limitations)
- Crew overnights charges at $2,500 per night

WHERE WE FLY

The Western United States, Canada and Mexico — nonstop.

From our home base at Van Nuys Airport, the King Air 350 reaches the full Western United States nonstop, with the range to cross into Western Canada and Mexico without refueling.





We grow our program carefully, with membership never outpacing fleet capacity.

THE CASE FOR ALTITUDEACCESS®

What our program gets right.

Typical private aviation programs offer a package of compromises. Rate and availability. Aircraft and cost. Service and scale. AltitudeAccess® resolves these by making a single deliberate choice — one capable aircraft, flown by one experienced operator at one honest rate.

RIGHT AIRCRAFT, RIGHT ECONOMICS

The King Air 350 is the largest cabin-class turboprop in regular charter service. For Western U.S. trips that define most members' travel — San Francisco, Aspen, Los Cabos, Sun Valley — it carries more passengers in greater comfort than comparable platforms, all at a materially lower hourly rate. For these missions, the jet category costs more and often delivers less.

ONE STANDARD, ONE OPERATOR

Most programs source aircraft from a patchwork of managed operators. Cabin finish, crew training and service standards vary from tail to tail, often invisibly to the passenger until something wrong becomes apparent. AltitudeAccess® members fly an integrated fleet — same equipment, same crews — across every trip.

A RATE YOU CAN PLAN AROUND

Fixed hourly pricing is unusual in this segment. Most programs publish headline rates that dissolve the moment weather shifts, demand peaks or a holiday weekend arrives. AltitudeAccess® holds to its rate — Tuesday in February, Wednesday before Thanksgiving, Super Bowl weekend, any day of the year. The budget you set in January is the budget you keep in December.

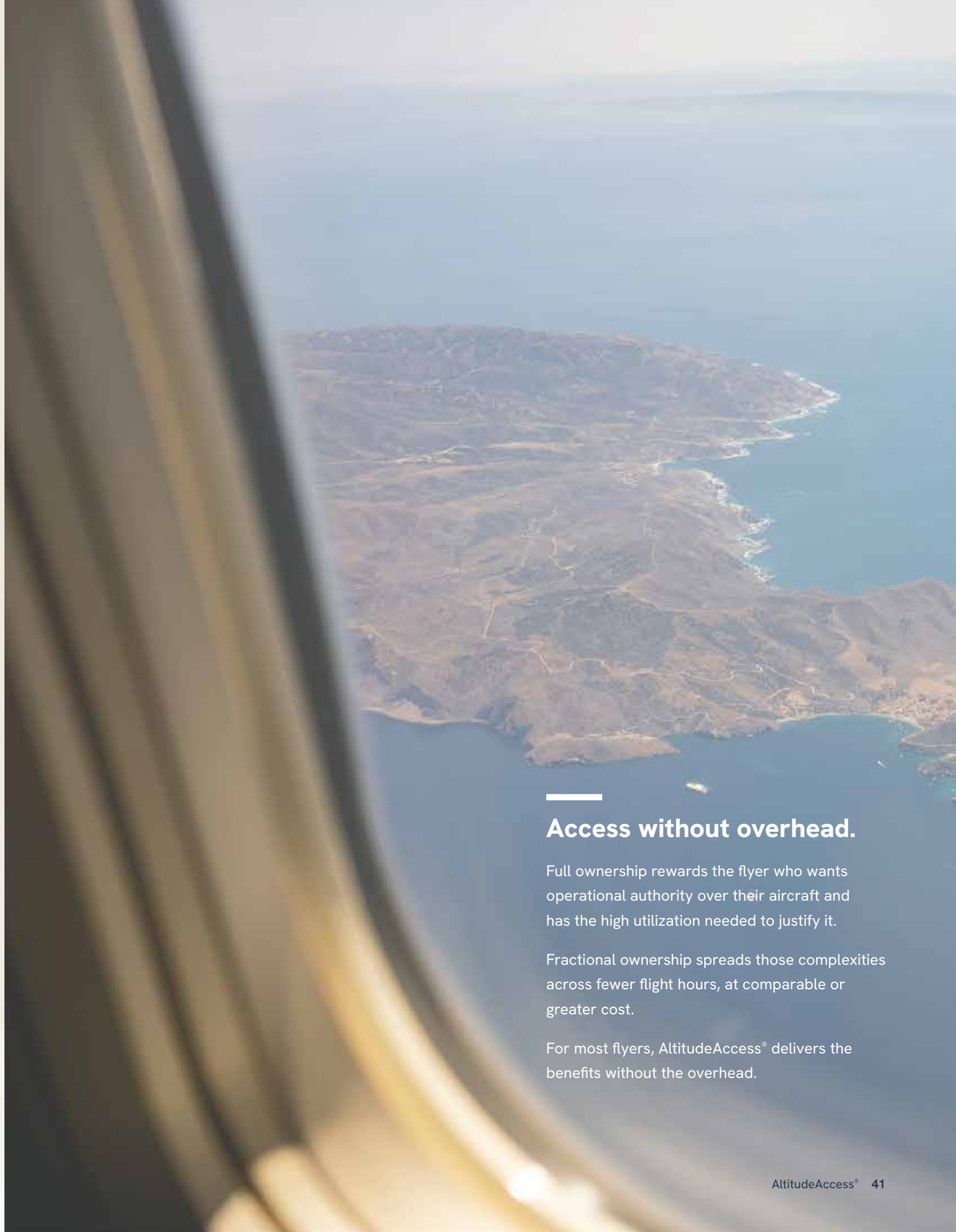
WHY A PREFERRED RATE PROGRAM

Benefits without the burdens.

Aircraft ownership — full or fractional — suits a tiny population of flyers whose utilization and tolerance for operational complexity both run high.

For everyone else, the math tilts the other way for four main reasons.

	If you owned outright	with AltitudeAccess®
MAINTENANCE & COMPLIANCE	Inspection scheduling, regulatory compliance, manufacturer service bulletins and vendor coordination — all yours to manage or delegate.	Handled, effortlessly. Every airworthiness detail sits on our side of the ledger.
CREW	Hiring, training and pay in a market where qualified pilots are scarce and retention challenging. Maintaining a dedicated crew usually costs owners in excess of $300K annually.	Your crew is already hired, trained and flying. You meet them at the aircraft, knowing that they are fit and qualified to deliver you safely, in comfort and on-time.
INFRASTRUCTURE	Hangar, fuel contracts, ground handling, cleaning, catering logistics — a web of vendor relationships to build and maintain.	None of it is yours to solve, with Clipper holding a sizable footprint of aircraft maintenance and storage facilities at Van Nuys Airport.
RESIDUAL VALUE	The economics of ownership are determined largely at time of sale. Logbook quality, maintenance history and market timing can move transactions seven-figure sums in either direction.	No aircraft to sell or residual value risk to contemplate, with your exposure ending with program membership.



Access without overhead.

Full ownership rewards the flyer who wants operational authority over their aircraft and has the high utilization needed to justify it.

Fractional ownership spreads those complexities across fewer flight hours, at comparable or greater cost.

For most flyers, AltitudeAccess® delivers the benefits without the overhead.

HOW A TRIP WORKS

Booked, flown and closed out — minus the surprises.

Members ask how the day-of-travel works. The process is simple.



01
Book

Call, text or email your dedicated trip concierge. Seventy-two hours' notice ensures guaranteed aircraft availability. Trips inside 72 hours are confirmed when the schedule allows.



02
Confirm

An itinerary is returned within the hour, with crew, FBO, ground transport and catering pre-arranged. One conversation, one document.



03
Fly

Drive directly to the aircraft. The crew will be standing by ready for departure, as well as to handle all luggage. Once on board, departure typically occurs within minutes.



04
Reconcile

Hours are deducted from your account at flight completion, never in advance. Any pass-throughs (special-event surcharges, de-icing, weather hangaring) are fully itemized and disclosed before billing.

WHAT IS INCLUDED

Simplicity, with no surprises.

Other programs publish a headline rate, then itemize the rest. Below, the line we draw — clearly.

Included

- Wi-Fi
- Catering (standard stocking)
- FBO and landing fees
- Pet travel (free for 25- and 50-hour tier members; $500 per flight for 10-hour tier members)

Not included

- Special-event surcharges
- Crew overnights
- Weather hangaring and de-icing (away from base)
- International handling fees
- Catering (special requests)

Pass-throughs are disclosed and itemized before billing. Never bundled into the rate.



HOW TO JOIN

Simple to begin.

Joining AltitudeAccess® is deliberately uncomplicated. A brief conversation establishes fit, followed by a short agreement documenting program terms. Funds are placed in an independent account, where they remain untouched until your flights are flown.

A conversation.

We meet, in person or by phone, to understand how you travel and whether the program is right for you. No sales pitch, no pressure — just an honest discussion.





A short agreement.

The contract covers one year and is a handful of pages in plain language. Full refunds without penalty are available on exit for hours not yet flown.

Funds secured.

Your membership amount is held in an independent account. Clipper draws only as flights are completed — never in advance.

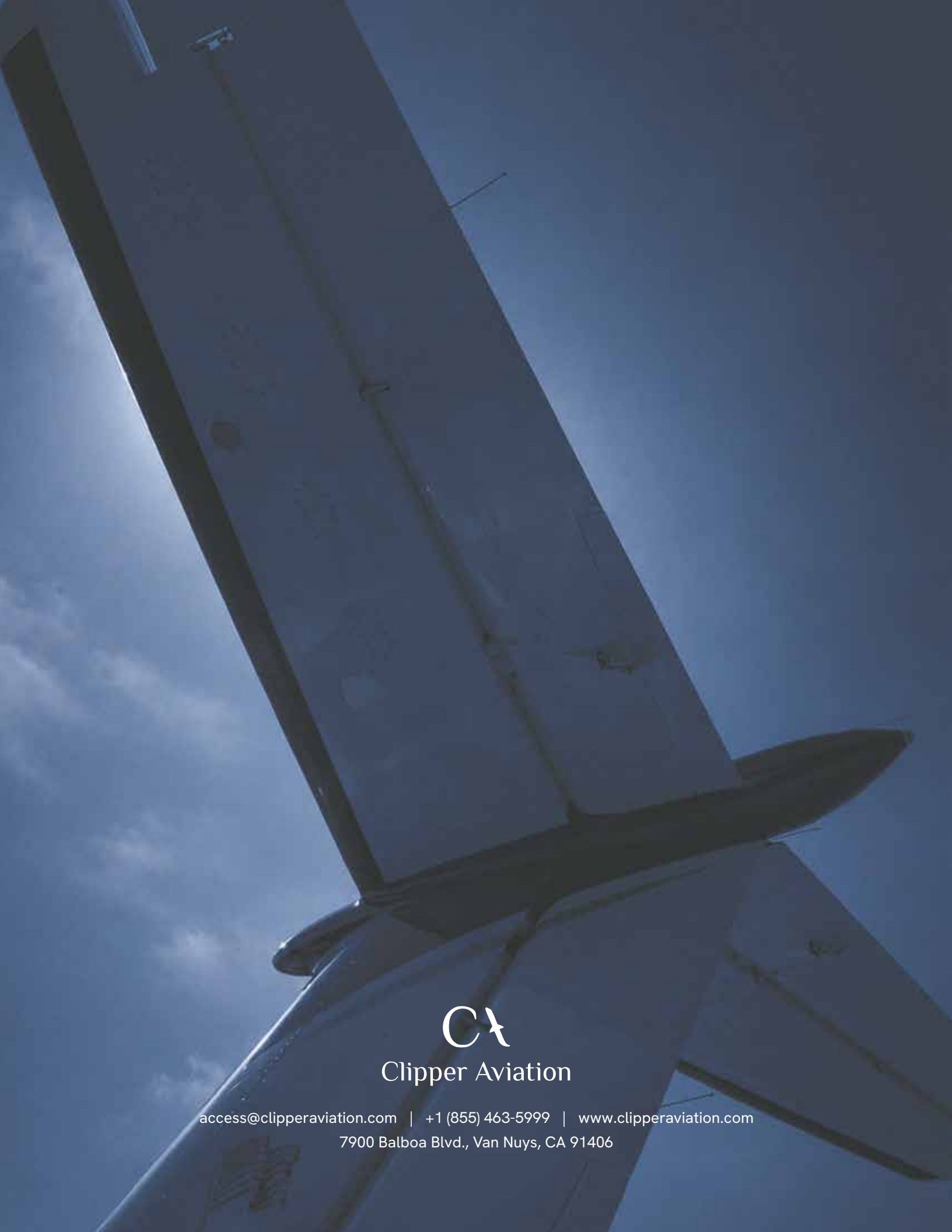


Private aviation at its best is dedicated work, done carefully by those with the highest standards.

AltitudeAccess® is our answer to that call — a program built on capable aircraft, consistent service and a rate you can plan around.

It would be a pleasure to discuss the program with you.

GET IN TOUCH
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