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Board and TRK Staff:

Thank you for the opportunity to present to you. I am an independent flight instructor looking to establish a commercial operating permit (COP). I am not looking to be an aircraft rental operator, as I will NOT be renting aircraft for client use beyond flight training. I am a flight instructor who is looking to do the same business that I have conducted over the last 10 years at TRK, with the only difference being in my own aircraft. As you will see the aircraft meet all the FAA guidelines as well.

After reviewing the minimum guidelines with airport staff, I will go through section 5 in this proposal.

5.1- Aircraft rental OR Flight training operator

-As stated previously, this is a flight training operator, NOT aircraft rental operator.

5.2- Leased premises

-As airport staff will confirm, I have for several years tried to rent office space at the airport. It has not been available. When Hertz became available, I made an effort to rent that space, but was told it would be used for another rental agency. When the new building for Sierra Aero and Mountain Lion was built, it was never made an option to rent space in there either. In today's business climate, having an existing home office is becoming less of a necessity as well as most professionals are officing remote and via their cell phones, zoom, or some other applicable platform. Please know however that I will continue to try and lease a space on the field should it come available.

-Adequate space for class/training rooms, and restrooms currently exist and we have been and plan to continue to use them currently. These public areas provide adequate space for customer service and my existing leased hangars provide adequate storage space.

-Maintenance space is not required as I do not intend to engage in maintenance and will continue to use the existing maintenance provider on the field.

-Hanger space is secured as I currently lease adequate space for all my aircraft.

5.3- Licenses and Certifications

-I am a 12,000 plus hour commercial pilot with over 30 years' experience. I hold a CFI, CFII, MEI as well as am a seaplane instructor. Over 5000 hours of my time has been teaching, and virtually all of it is out of high-altitude airports.

-I also hold a LODA. This is on file with the airport and is a highly sought after agreement with the FAA to teach tail wheel transition training in an FAA approved training program we created alongside an Aviation safety officer.

5.4- Employees

Flight training operator

-The minimum standard is met for flight instructors with me and/or the independent flight training operators.

- The minimum standard is met me and/or the independent flight training operators for certified ground instruction.

-Customer service representative. According to the guidelines a flight instructor may fulfill this requirement unless the instructor is performing duties off the leased premises. I can fulfill this however not at a leased premises as there has not been one made available, as discussed in 5.2. In lieu we have the use of technology/virtual assistant to cover this need. Even the existing operator are inaccessible to the public as they are located on the field in what's considered a secure area. As previously mentioned, today's business climate is certainly less direct contact, and more zoom, cell and virtual communication. We believe we meet this standard.

5.5-Equipment

-We meet the standard for equipment per the guidelines. We have a Skyhawk meeting the \$ seat, IFR minimum, as well as Carbon Cub meeting the Light sport and Sport minimum.

5.6-Hours of Activities

-We currently meet the minimum hours required and will continue to do so.

5.7- Insurance discloser requirement

-We meet the standard for insurance and will continue to do so.

5.8- Noise Abatement Procedures

- We will continue to meet the current Noise abatement procedures as well be an ambassador to all things safe. We currently work with the staff directly teaching the program as well as coaching local pilots and transient pilots. The tower also works in conjunction with us to keep the quietest flight paths available. It is important to not that while we are based in Truckee, we do our best NOT to train here. We simply arrive and depart and do the training either up North in the Sierraville area, as well as South in the area of Lake Tahoe and the airports along the Eastern Sierra.

Thank you again for the opportunity to present this. We can answer any questions you may have and look forward to a safe and quiet future.

Sincerely,

Kevin M. Sloane