

February 19, 1998

Kathy Cooperstein
Air Carrier Fitness Division
Department of Transportation
400 7th Street, S.W.
Washington, D.C. 20590

Re: Docket OST-97-3022, Application of Servant Air, Inc.

Dear Ms Cooperstein:

Here is the information pertaining to the questions you asked about the application of Servant Air, Inc. in your letter of November 17, 1997.

GENERAL INFORMATION

1. Servant Air was incorporated on March 31, 1997.
2. Servant Air proposes to operate three flights a week over the routing shown in the application.

MANAGEMENT AND KEY TECHNICAL PERSONNEL

1. All persons who have been proposed as key technical personnel have been accepted in their positions by the F.A.A., and meet all qualifications for their respective positions as set forth in section 119.65 and 119.67 of the Federal Aviation Regulations (14CFR119.65 and 14CFR119.67)

FINANCIAL POSITION

1. F.A.A. certification has handled by Karl Braun. Any expense associated with the F.A.A. certification was limited to out-of-pocket costs for paper and printer supplies. The \$5,800 cost reflects the incremental costs for

code for schedule filing, Yellow Pages advertising, and telephone setup. Insurance is covered until Flying Operations-Other. All cost items are presented in accordance with Part 298 reporting format (F-2 report).

2. Attached is a personal worth statement for Karl and Rebecca Braun, and a letter confirming the balance of the Braun's primary checking account.

RELATED MATTERS

1. Attached is a copy of Servant Air's Preapplication Statement of Intent. Servant Air has submitted all manuals and materials for certification. The F.A.A. is completing the certification process now.
2. Servant Air will maintain its aircraft itself at the location listed in the application.
3. Servant Air will operate and maintain its aircraft under its own control and using its own personnel. From time to time it may be necessary to employ an outside contractor for special maintenance such as avionics repair, but that practice is common for small carriers, and repairs would be under the direction and control of Servant Air.
4. Servant Air has a current lease on facilities, and the equipment and aircraft to be used are owned by Karl and Rebecca Braun.
5. Servant Air will provide a copy of its accident plan prior to the issuance of a final order. An accident plan accepted by the N.T.S.B. and D.O.T. was filed by Karl Braun for Bellair, Inc.. Assuming that the requirements for an accident plan are unchanged at the time a Show Cause order is issued, Servant Air will file an accident plan similar to that of Bellair.

I hope this satisfies your needs. Please call me with any questions.

Respectfully submitted,


Hank Myers