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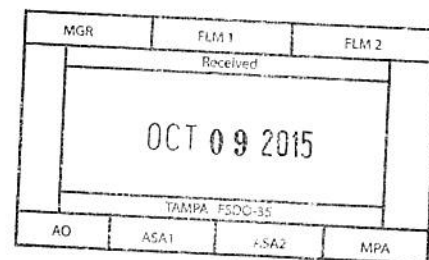
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Atlanta
Hartford
Los Angeles
Miami
New York
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West Palm Beach

October 7, 2015

Paul Kahler
Aviation Safety Inspector
U.S. Department of Transportation
Federal Aviation Administration
Flight Standards District Office
5601 Mariner St., Ste. 310
Tampa, FL 33609

VIA U.S. MAIL AND EMAIL



Re: Jeffrey B. Sack

Dear Mr. Kahler:

We represent Jeffrey B. Sack (Sack) concerning the incident in which Sack was involved on September 27, 2015 when he landed N622PG, a Cessna Citation, on Runway 22 at Sarasota-Bradenton International Airport (KSRQ). Sack wants to fully and completely cooperate in the FAA's inquiry that we understand you are conducting.

Sack is truly an accomplished pilot. I've enclosed his impressive resume for your review as Exhibit F. (two pages in length). He has about 5011 hours of flight time. He has about 1800 hours in make and model involved in Cessna Citations. He has two type ratings. He has a current single pilot exemption in the Cessna Citation series. He is a CFII and MEI. All of this is important as you go about reaching a conclusion about what happened at the end of runway 22. We understand that you will have to satisfy yourself, based on the facts involved, that N622PG's brakes failed and Sack used its emergency brakes before rolling off the end of runway 22, while leaving some tire tread marks on the runway. The evidence that supports this, however, comes from the folks in the tower at SRQ, witnesses, the FlightAware printout for the Sack's flight into SRQ, which demonstrates that he flew N622PG in its correct speed and altitude envelopes during its final approach into KSRQ, and all other available clues.

When you and I spoke about this incident last week, you requested the following documents from Sack and me: (a) Sack's FAA pilot certificate; (b) Sack's FAA current medical

certificate; (c) Sack's single pilot operations exemption/authorization; (d) Sack's logbook entries showing three (3) landings within the past 90 days before September 27, 2015; and Sack's statement concerning his flight on September 27, 2015 in N622PG into KSRQ after he came into contact with Tampa Approach.

I've enclosed the documents listed in the preceding paragraph as exhibits to this letter, as well as his aviation resume, as follows:

- A. Exhibit A: Sack's FAA pilot certificate (two pages in length);
- B. Exhibit B: Sack's FAA current medical certificate (two pages in length);
- C. Exhibit C: Sack's single pilot operations exemption/authorization for N622PG (fourteen pages in length);
- D. Composite Exhibit D: Sack's logbook entries showing three (3) landings in the 90 days before September 27, 2015 (seven pages in length);
- E. Exhibit E: Sack's statement concerning his flight on September 27, 2015 (three pages in length); and,
- F. Exhibit F: Sack's aviation resume (two pages in length).

I appreciate your attention to these matters. I trust you will be back to me at 813-229-4308 with any questions you may have about this matter or the materials enclosed.

Sincerely,



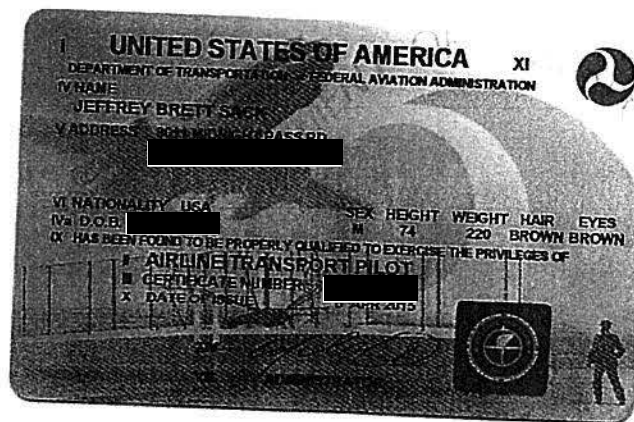
Edward J. Page

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Enclosures

EXHIBIT A

FAA PILOT CERTIFICATE



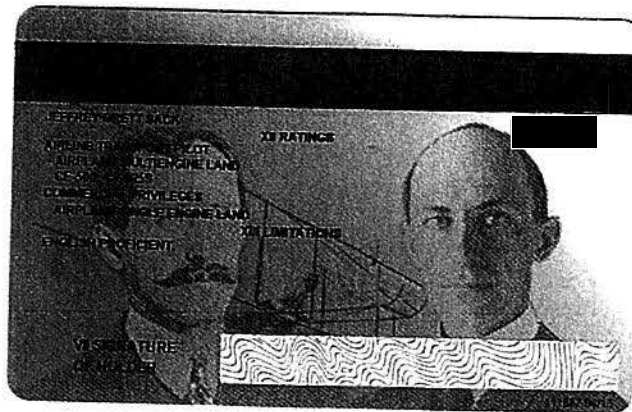


EXHIBIT B

FAA CURRENT MEDICAL CERTIFICATE

UNITED STATES OF AMERICA
Department of Transportation
Federal Aviation Administration

MEDICAL CERTIFICATE SECOND CLASS

This certifies that (Full name and address):

JEFFREY Brett SACK

Sarasota FL 34242 USA

Date of Birth	Height	Weight	Hair	Eyes	Sex
	73	241	BROWN	BROWN	M

has met the medical standards prescribed in part 67, Federal Aviation Regulations, for this class of Medical Certificate.

Limitations

Must wear corrective lenses.

Date of Examination
03/18/2015

Examiner's Designation No.
19175

Examiner

Signature

Typed Name

ARTHUR R DROBA, MD

AIRMAN'S SIGNATURE

Applicant ID:

Control No.:

CONDITIONS OF ISSUE

The holder of this certificate must:

- Have it in his or her personal possession at all times while exercising privileges of an airman certificate. (14CFR § 61.3)
- Understand that the issuance of a medical certificate by an Aviation Medical Examiner may be reversed by the FAA within 60 days. (14CFR § 67.407)
- Comply with validity standards specified for first-, second-, and third-class medical certificates. (14CFR § 61.23)
- Comply with any statement of functional, operational, and/or time limitation issued as a condition of certification. (14CFR § 67.401)
- Comply with the standards relating to prohibitions on operation during medical deficiency. (14CFR §§ 61.53, 63.19, and 65.49)

For International Operations Only: Some holders may be affected by certain international medical standards. Consult the U.S. Aeronautical Information Publication for U.S. differences with ICAO Annex 1 medical standards.

EXHIBIT C

SINGLE PILOT OPERATIONS EXEMPTION/AUTHORIZATION

THIS AGREEMENT by and between Front Range Executive Flight Training (also referred to at times as FREFT), whose address is 37451 Beechcraft Way, Hanger #2, Watkins CO 80137, hereinafter referred to as "Company", and Jeffrey Sack, whose address is P.O. Box 15157 Sarasota, FL 34277, hereinafter referred to as "Contractor".

WHEREAS, Company is engaged in the marketing and sale of and providing services for flight training and authorization of single pilot operational capability to Pilot Applicants per the privileges of FAA Exemption 10004, and

WHEREAS, Contractor desires to act as Company's Flight Instructor, provide training services and sell Company's services to qualified Pilot Applicants in accordance with the terms and conditions of this Agreement, Company and Contractor will collectively hereinafter be referred to as "The Parties",

NOW, THEREFORE, it is agreed as follows:

1. Company hereby appoints Contractor
 - a) As an authorized non- exclusive independent representative to sell and promote Company's Cessna Citation Single Pilot Training and Exemption provided by Company in the following geographical area: Globally EXCEPT for the state of Arizona, hereinafter referred to as "Territory".
 - b) As an authorized non- exclusive independent Training Provider and Flight Instructor to represent Company in providing the training associated with Exemption 10004.
2. The Parties agree that safety of flight and adherence to all FAA regulations and the conditions of Exemption 10004 take precedence over any other concern, and that should there ever be any question or doubt as to safety or adherence to regulations or privileges, that any current activity shall be immediately suspended until the conditions in doubt are addressed to the satisfaction of the Parties.
3. The Parties agree that the undertaking of training and evaluation of applicants and the relationship between the Parties shall be in strict adherence to and abide by the requirements of FAA Exemption 10004 as it now exists and as it may be changed by FAA in the future.
4. Contractor shall devote such time, energy and skill on a regular and consistent basis as is necessary to promote the sale of Company's services and provide associated training services in the Territory during the term of this Agreement.

Contractor at its option and availability shall assist Company and shall perform any of Company's Cessna Citation Single Pilot Training and Exemption required or requested in connection with Company's business, including, but not limited to, such services of an advisory nature as may be requested from time to time by Company.

5. For each instance of training Pilot Applicants for the performance of Company's services as arranged by Contractor under this Agreement, Contractor shall be acting as an "employee" of Company in the sense that it represents the Company as the Trainer of record. The relationship between the Parties shall remain that of an independent contractor representing the Company.

6. The Parties agree that in addition to providing services as Company's Agent, Contractor may provide additional training services to Pilot Applicants at its discretion, and that Contractor may do so in conjunction with its own name and identity. However, the Parties agree that in accord with Exemption 10004, the training required and provided per Exemption 10004 will be provided by Company as represented by Contractor, under the name and identity of Company. The Parties agree that in performance of the Company's services, Contractor may typically provide a larger "package" of its own non-competing services at any price determined by Contractor, in conjunction with Company services performed by Contractor.

7. The Parties agree that Company shall credit Contractor a fee of \$50 for each Pilot Applicant it trains, and that the license fee for each Pilot to exercise the privileges of Exemption 10004 shall be \$1550 per year as of the 2015 year. Parties agree that Company retains the right to adjust the price of the license fee as needed, with no less than 90-day notice of any change in price.

8. During the term of this Agreement or within 2 year(s) after its termination, Contractor, or any agents or representatives under Contractor's control, shall not compete with Company, directly or indirectly, for Contractor or on behalf of any other person, firm, partnership, corporation or other entity in the sale or promotion of services the same as or similar to Company's services within the Territory. Under no circumstances and at no time shall Contractor disclose to any person any of the secrets, methods or systems used by Company in its business. All customer lists, brochures, reports, and other such information of any nature made available to Contractor by virtue of Contractor's association with Company shall be held in strict confidence during the term of this Agreement and after its termination.

9. This Agreement shall not create a partnership, joint venture, agency, employer/employee or similar relationship between Company and Contractor. Contractor shall be an independent contractor. Company shall not be required to withhold any amounts for state or federal income tax or for FICA taxes from sums becoming due to Contractor under this Agreement. Contractor shall not be considered an employee of Company and shall not be entitled to participate in any plan, arrangement or distribution by Company pertaining to or in connection with any pension, stock, bonus, profit sharing or other benefit extended to Company's employees. Contractor shall be free to utilize his time, energy and skill in such manner as he deems advisable to the extent that he is not otherwise obligated under this Agreement.
10. Contractor shall bear any and all costs or expenses incurred by Contractor to perform his obligation under this Agreement, including, but not limited to, vehicle insurance, travel expenses and telephone expenses.
11. The rights and duties of Contractor under this Agreement are personal and may not be assigned or delegated without prior written consent of Company.
12. Contractor is not authorized to extend any warranty or guarantee or to make representations or claims with respect to Company's services without express written authorization from Company.
13. Contractor shall indemnify and hold Company harmless of and from any and all claims or liability arising as a result of negligent, intentional or other acts of Contractor or his agent or representatives.
14. Company shall indemnify and hold Contractor harmless of and from any and all liability attributable solely to the negligent, intentional or other acts of Company or its employees.
15. This agreement, and all transactions contemplated hereby, shall be governed by, construed and enforced in accordance with the laws of the State of Colorado. In the event that litigation results from or arises out of this Agreement or the performance thereof, the Parties agree to reimburse the prevailing party's reasonable attorney's fees, court costs, and all other expenses, whether or not taxable by the court as costs, in addition to any other relief to which the prevailing party may be entitled. In such event, no action shall be entertained by said court or any court of competent jurisdiction if filed more than one year subsequent to the date the cause(s) of action actually accrued regardless of whether damages were otherwise as of said time calculable.

16. Any notice under this Agreement shall be deemed given on the third business day following the mailing of any such notice, postage paid, to the address set forth above.

17. The parties agree that the term of this agreement shall be 2 years, renewable annually thereafter. Renewal of this agreement shall be made by written notification no less than 90 days before expiration.

18. The parties agree that this agreement may be suspended or terminated if action/inaction by FAA interrupts or ceases the privileges of Exemption 10004, or if Contractor fails to meet any of its obligations and responsibilities in safety, adherence to regulations and privileges, or financial obligations. Except in the case of emergency action initiated by FAA or failure to meet obligations of safety of flight and adherence to regulations, termination of this agreement shall require written notice no less than 90 days in advance of termination.

19. This Agreement shall be binding upon and inure to the benefit of the parties and their respective heirs, successors and permitted assigns.

20. The invalidity or unenforceability of any provisions of this Agreement shall not affect the validity or enforceability of any other provision of this Agreement, which shall remain in full force and effect.

21. This Agreement contains the entire agreement between the parties and any representation, promise or condition not incorporated herein shall not be binding upon either party.

IN WITNESS WHEREOF, the parties have hereunto executed this Agreement on the 5th day of May, 2015, to become effective as of May 6, 2015.

"COMPANY"


By: William Heiss

"CONTRACTOR"


By: Jeffery Sack



US Department
of Transportation
**Federal Aviation
Administration**

800 Independence Ave., S.W.
Washington, D.C. 20591

November 26, 2013

Exemption No. 10004B
Regulatory Docket No. FAA-2009-0945

Mr. William Heiss
Administrator
Front Range Executive Flight Training
37451 Beechcraft Way, #2
Watkins, CO 80137

Dear Mr. Heiss:

This letter is to inform you that we have granted your petition to extend Exemption No. 10004, as amended. It transmits our decision, explains its basis, and gives you the conditions and limitations of the exemption, including the date it ends.

The Basis for Our Decision

By letter dated August 21, 2013, you petitioned the Federal Aviation Administration (FAA) on behalf of Front Range Executive Flight Training (FREFT) for an extension of Exemption No. 10004. That exemption from §§ 91.9(a) and 91.531(a)(1) and (2) of Title 14, Code of Federal Regulations allowed you to operate Cessna Citation models 500, 550, 5550, 552, and 560 airplanes without a pilot designated as second in command (SIC).

In your petition, you indicate that there has been no change in the conditions and reasons relative to public interest and safety that were the basis for granting the original exemption.

The FAA has determined that good cause exists for not publishing a summary of the petition in the Federal Register because the requested extension of the exemption would not set a precedent, and any delay in acting on this petition would be detrimental to FREFT.

Our Decision

The FAA has determined that utilizing a Pilot Proficiency Examiner (PPE) for renewal checks

would meet an equivalent level of safety because a PPE is authorized by the Administrator to 2
conduct PIC proficiency checks required by § 61.58. The FAA finds that an authorized PPE
would be able to conduct the proficiency check associated with the single-pilot authorization
renewal in the CE-500. The FAA finds the conduct of this renewal check by a PPE to be at an
equivalent level of safety relative to proficiency checks that are currently conducted by PPEs for
other turbo-jet powered aircraft per § 61.58.

On August 31, 2011, the FAA published "Pilot in Command Proficiency Check and Other
Changes to the Pilot and Pilot School Certification Rules" final rule in the Federal Register
(76 FR 54095) (copy enclosed) which amended 14 CFR § 61.58. Section 61.58 now requires
a pilot-in-command (PIC) proficiency check for the type of aircraft identified in this petition.
The training outlined in the conditions and limitations section of this exemption requires an
end-of-course check as part of the FAA-approved training program. That check meets the
requirements for the "proficiency check conducted by a person authorized by the
Administrator, consisting of the aeronautical knowledge areas, areas of operations, and tasks
required for a type rating, in an aircraft that is...turbojet-powered..." To that end, the FAA
has added the following text as Condition/Limitation No. 14: "Successful completion of the
proficiency check used in the single-pilot initial authorization and authorization renewal
training program identified in Condition/Limitation No. 7 satisfies the requirements of the
PIC proficiency checks required by § 61.58(a)(1) and (2)."

The FAA has amended the conditions and limitations of Exemption No. 10004 in order to
clarify our original intent and standardize the relief with similarly granted exemptions. While
the relief does not change substantially, all users of the exemption should thoroughly review
the revised conditions and limitations.

1. Condition/Limitation No. 2 was modified for standardization with similar grants of exemptions.
2. Condition/Limitation No. 3 was revised to ensure that FREFT does not conduct any 135 operations under this exemption.
3. Condition/Limitation No. 4 was revised to ensure that each pilot complete FREFT's single-pilot training program prior to operating under this exemption.
4. Condition/Limitation No. 5b was modified for standardization with similar grants of exemption.
5. Condition/Limitation 6 was added to standardize this exemption with previously granted exemptions to allow instruction to be allowed in an approved flight simulator.
6. Condition/Limitation No. 7 (previously 6) has been amended to allow Pilot Proficiency Examiners to conduct renewal proficiency checks required by this exemption.

7. Condition/Limitation Nos. 8 and 9 adds new requirements for circling approaches and training to proficiency.
8. Condition/Limitation No. 10 (previously 11) was updated to clarify FREFT's pilot, operating under this exemption, must complete a FRET's single-pilot differences training course to obtain authorization to operate another Cessna Citation model covered within this exemption.
9. Condition/Limitation No. 11 (previously 8) has been revised to clarify the requirements for an instructor that provides training required by this exemption.
10. Condition/Limitation No. 12 has been added for standardization with other similar grants of exemption.
11. Condition/Limitation No. 14 has been added to clarify that the proficiency check required by this exemption can be used to satisfy the requirements of 61.58.
12. Condition/Limitation No. 16 (previously 9) has been amended to add a new requirement for carrying documentation of the training required by this exemption.
13. Condition/Limitation No. 17 was modified to allow a representative of the FAA Administrator the authority to request analysis of training, accident, and incident data with respect to this exemption.
14. Condition/Limitation No. 18, previously No. 16, was modified to clarify and standardize recordkeeping, under this exemption, with similar grants of exemption.
15. Condition/Limitation No. 20 has been added for standardization with other similar grants of exemption.
16. Condition/Limitation No. 21 has been added to ensure that the approved training program conducted under the privileges of this exemption may not be conducted under any business name other than Front Range Executive Flight Training.

Under the authority contained in 49 U.S.C. 106(f), 40113, and 44701, which the FAA Administrator has delegated to me, I hereby grant Front Range Executive Flight Training an exemption from 14 CFR § 91.9(a) and 91.531(a)(1) and (2) to the extent necessary to allow Front Range Executive Flight Training to operate Cessna Citation models 500, 550, S550, 552, and 560 airplanes without a pilot designated as second in command (SIC), subject to the conditions and limitations described below.

Conditions and Limitations

1. This exemption serves as a supplemental type certificate for Cessna Citation model 500, 550, S550, 552, and 560 aircraft operated with a single pilot under the terms of this condition, provided the pilot has complied with all of the terms of this exemption.

2. This exemption is effective for the conduct of the required training and checking only if FREFT's single-pilot training program receives and maintains approval from the FAA's General Aviation and Commercial Division, AFS-800, 800 Independence Avenue, S.W., Washington, D.C. 20591.
3. The single-pilot operations described in this exemption may only be conducted under part 91. No part 135 operations are authorized under this exemption.
4. Each pilot conducting single-pilot operations under the terms of this exemption must—
 - a. Successfully complete FREFT's CE-500 single-pilot training program before conducting such operations;
 - b. Hold an airline transport pilot certificate with a CE-500 type rating or commercial pilot certificate with an airplane instrument rating and CE-500 type rating before training under FREFT's CE-500 single-pilot training program;
 - c. Have logged at least 1,000 hours of total pilot flight time, including at least 50 hours of night flight time, 75 hours of instrument flight time, 40 hours of which are in actual instrument meteorological conditions, and 500 hours as pilot in command (PIC), SIC, or both, in turbine-powered airplanes;
 - d. Not perform any circling instrument approaches to minimums of less than 200 feet and 1 mile above the published minimums until after completing 100 hours of single-pilot flight experience in Cessna 500-series airplanes;
 - e. Not perform any straight-in instrument approaches to minimums of less than 100 feet and one-half statute mile visibility above the published minimums until after completing 100 hours of single-pilot flight experience in Cessna 500-series airplane;
 - f. Use a boom microphone; and
 - g. Use a fully functioning autopilot that is controllable about three axes and capable of approach coupling.
5. The CE-500 single-pilot initial authorization and authorization renewal training program must include —
 - a. Ground instruction appropriate to the CE-500 series airplane given by an instructor employed by FREFT (designated in accordance with FREFT's approved procedures) that covers at least the following aeronautical knowledge areas:

- i. Weight and balance computations;
 - ii. Use of performance charts;
 - iii. Significance and effects of exceeding aircraft performance limitations;
 - iv. Principles and functions of aircraft systems;
 - v. Maneuvers, procedures, and emergency operations;
 - vi. Night and high-altitude operations; and
 - vii. Any additional training areas necessary to address safe operations of the airplane.
- b. Flight instruction appropriate to the CE-500 series airplane given by an instructor employed by FREFT (designated in accordance with FREFT's approved procedures) that covers at least the following areas of operation:
- i. Preflight preparation;
 - ii. Preflight inspection and procedures;
 - iii. Taxiing;
 - iv. Normal and crosswind takeoffs and departures;
 - v. In-flight maneuvers including configuration changes, approaches to stalls, and steep turns;
 - vi. Simulated powerplant failure (actual powerplant failure if accomplished in a flight simulator);
 - ii. Instrument procedures;
 - iii. Precision and nonprecision approaches;
 - iv. Missed approaches;
 - v. Landings and approaches to landings;
 - vi. Normal and crosswind landings;
 - vii. Landing with a simulated powerplant failure (actual powerplant failure if accomplished in a flight simulator);
 - viii. Normal and abnormal procedures;
 - ix. Emergency procedures; and
 - x. Post-flight procedures.
6. The instruction required in condition/limitation No. 5(b) may be completed in an approved flight simulator, qualified as—

- a. A Level A or B flight simulator, provided the applicant satisfactorily accomplishes as part of the training program the following in-flight maneuvers and procedures as sole manipulator of the controls in a CE-500 series airplane:
 - i. Exterior preflight inspection;
 - ii. Taxiing;
 - iii. Normal and crosswind takeoffs (minimum of three);
 - iv. Normal and crosswind approaches and landings (minimum of three);
 - v. Landing from a precision approach;
 - vi. Missed approach;
 - vii. Approach and landing with a simulated powerplant failure;
 - viii. Normal approach and landing;
 - ix. Landing from a circling approach; and
 - x. Landing from a no flap or nonstandard flap approach.
 - b. A Level C or D flight simulator provided the applicant has performed at least three takeoffs and three landings to a full stop as the sole manipulator of the flight controls in the CE-500 series airplane within the preceding 90 days.
7. An applicant seeking to obtain or renew a single-pilot authorization under this exemption must —
- a. Satisfactorily complete FREFT's single-pilot training program.
 - b. Satisfactorily complete the program's required qualification module, consisting of a stand-alone proficiency check in either a CE-500 series airplane, an appropriately qualified and approved flight simulator, or a combination thereof.
 - c. Satisfactorily complete this proficiency check—
 - i. Within 10 days of completing the training program;
 - ii. For those applicants obtaining an initial authorization, the check must be under the supervision of an appropriately rated FAA inspector, Designated Pilot Examiner (DPE), or Training Center Evaluator (TCE) who is qualified and authorized to conduct either § 61.58 proficiency checks or type rating practical tests in CE-500 series flight simulators or airplanes, as appropriate.
 - iii. For those applicants renewing an authorization, the check must be under the supervision of an appropriately rated FAA inspector, DPE, TCE, or Pilot Proficiency Examiner (PPE) who is qualified and authorized to conduct either § 61.58 proficiency checks or type rating practical tests in CE-500 series flight simulators or airplanes, as appropriate.

- d. Satisfactorily complete all tasks listed in the Airline Transport Pilot and Aircraft Type Rating Practical Test Standards that are required for an initial CE-500 type rating; and
 - e. Satisfactorily perform all maneuvers and procedures as a single pilot during the entire proficiency check. Training to proficiency during the check is not permitted, and failure of any maneuver shall result in failure of the proficiency check.
8. The circling approach requirement must be accomplished in an airplane or in a simulator that is qualified for the circling approach task.
9. Until the circling approach task has been satisfactorily demonstrated to an FAA inspector or FAA-designated examiner in an airplane or in a simulator that is qualified and approved for the circling approach task—
- b. The applicant's records will be annotated with the statement, "Demonstration of circling approach was not accomplished;" and
 - c. The applicant must not perform circling approaches as the PIC when weather conditions are less than the weather minimums for basic visual flight rules.
10. A person who previously has received single-pilot authorization in a Cessna Citation model 500, 550, S550, 552, and 560 airplane must complete FREFT's single-pilot differences training course to obtain a single-pilot authorization for a different Cessna Citation model.
11. All flight training conducted in accordance with this exemption in a CE-500 series airplane must be given by a flight instructor employed by FREFT who, within the previous 12 calendar months, has successfully completed an FAA approved initial or recurrent CE-500 single pilot authorization.
12. A person seeking to obtain a single-pilot authorization must satisfactorily complete all ground and flight training required by FREFT's FAA-approved single-pilot training program and must also receive training on the differences between the Cessna Citation model represented by the simulator used for training and checking and the Cessna Citation model for which single-pilot authorization is sought.
13. A single-pilot authorization will be valid for 12 calendar months. A person who renews a single-pilot authorization in the calendar month before or after the calendar month in which it is due is considered to have renewed the single-pilot authorization when due
14. Successful completion of the proficiency check used in the single-pilot initial authorization and authorization renewal training program identified in condition/limitation No. 7 satisfies the requirements of the PIC proficiency

checks required by § 61.58(a)(1) and (2).

15. Each CE-500 series airplane operated under this exemption must have the following equipment installed and operational:
 - a. An autopilot with approach coupling capability;
 - b. A flight director system;
 - c. A boom microphone; and
 - d. A transponder “ident” switch on pilot’s control wheel.
16. Each person must carry a copy of this exemption and a record from FREFT documenting successful completion of its training and checking requirements aboard the airplane when operating under the terms of the exemption.
17. Upon request, FREFT must provide any representative of the FAA Administrator with an analysis of training and checking operations conducted under this exemption with respect to program failure rates, extra training time required, accident and incidents data, and any known problem area.
18. FREFT must maintain records and make them available, when requested, to any representative of the FAA Administrator. These records must include all information required by §142.73 and—
 - a. The dates of training enrollment and completion for each trainee who enrolls in FREFT’s CE-500 single-pilot training program;
 - b. The name and number of additional training hours needed by those trainees who require more flight training than prescribed in the FAA-approved training program to pass the initial authorization or authorization renewal;
 - c. The name of each trainee who failed to satisfactorily complete FREFT’s CE-500 single-pilot training program (or withdrew from the program) and the reasons for the failure or withdrawal; and
 - d. The name, certificate number, and address of each person who is authorized to operate under this exemption.
19. No person may provide training nor may any person receive training while passengers are aboard any aircraft operations for the purpose of meeting the training or checking requirements of this exemption.
20. This exemption is valid only for aircraft configured for operation by a single pilot seated in the left pilot seat. The privileges of this exemption are prohibited where the aircraft has been modified from its original configuration such that single-pilot operations may be difficult. Where questions arise, the AEG will need to be consulted for any aircraft with the landing gear lever positioned anywhere to the right of the center of

the aircraft.

21. The approved training program authorized by this exemption may not be conducted under any business name other than Front Range Executive Flight Training.

The Effect of Our Decision

Our decision extends the termination date of Exemption No. 10004 to November 30, 2015, unless sooner superseded or rescinded.

Sincerely,

/s/

John S. Duncan

Director, Flight Standards Service

Enclosure

EXHIBIT D

LOGBOOK ENTRIES

Pilot Logbook



Made with LogTen Pro on a Mac for
JEFFREY B. SACK
Entries from: **7/1/15** Through: **9/30/15**

DATE	AIRCRAFT MAKE AND MODEL	AIRCRAFT IDENT	ROUTE OF FLIGHT		TOTAL DURATION OF FLIGHT	AIRCRAFT CATEGORY AND CLASS									LNDGS	
			FROM	TO		AIRPLANE SINGLE- ENGINE LAND	AIRPLANE SINGLE- ENGINE SEA	AIRPLANE MULTI- ENGINE LAND	AIRPLANE MULTI- ENGINE SEA	JET	ROTORCRAFT HELICOPTER	GLIDER	PCATD	D A Y	N I G H T	
7/1/15	C550	N270CW	KSRQ	KTLLH	0.5			0.5		0.5				1		
7/1/15	C550	N270CW	KTLLH	KSRQ	0.5			0.5		0.5				1		
7/4/15	C550	N270CW	KSRQ	KSRQ	1.5			1.5		1.5				1		
7/4/15	C500	N100AM	KSRQ	KPGD	0.5			0.5		0.5				1		
7/4/15	C500	N100AM	KPGD	KSRQ	0.5			0.5		0.5				1		
7/6/15	C550	N270CW	KSRQ	KVNC-KSRQ	2.5			2.5		2.5					1	
7/7/15	C500	N100AM	KNYL	BZA-J2-GBN-J50-SSO-J4-EW	2.3			2.3		2.3					1	
7/7/15	C500	N100AM	KSJT	KNEW	2.1			2.1		2.1					1	
7/8/15	C500	N100AM	KNEW	HEVVN-KSRQ	1.5			1.5		1.5					1	
7/9/15	C500	N100AM	KSRQ	KSRQ	1.7			1.7		1.7					1	
7/12/15	C500	N100AM	KSRQ	KSRQ	1.7			1.7		1.7				1		
7/14/15	C500	N100AM	KSRQ	KSRQ	1.7			1.7		1.7				1		
7/15/15	C550	N614SJ	KSRQ	KSRQ	1.5			1.5		1.5					1	
7/24/15	C550	N192DW	KTOL	MECAN-EFSO-SUESS-J85-TA	3.1			3.1		3.1					1	
7/28/15	C550	N270CW	KSRQ	CIGAR-BACCA-REMIS-KSRQ	0.8			0.8		0.8					1	
7/30/15	C550	N270CW	KSRQ	CIGAR-BACCA-REMIS-KSRQ	0.8			0.8		0.8				1		
8/5/15	C550	N44AS	KGPT	KSRQ	1.4			1.4		1.4				1		
8/6/15	C550	N270CW	KSRQ	SRQ.PRRIE2-KBCT	0.7			0.7		0.7				1		
8/6/15	C550	N270CW	KBCT	A699-PERMT-AR16-KILM-J10	3.1			3.1		3.1					1	
8/9/15	C550	N270CW	KTEB	TEB9-PARKE-HYPER.HYPER5	1.1			1.1		1.1				1		
8/9/15	C550	N270CW	KJYO	PTOMC1.PTOMC-HAFNR-KGV	2.4			2.4		2.4					1	
8/9/15	C550	N270CW	KBCT	LMORE-ROGAN-KSRQ	0.8			0.8		0.8					1	
8/22/15	C550	N550JC	KSRQ	KSRQ	1.3			1.3		1.3					1	
8/25/15	C500	N100AM	KNYL	MOHAK3.MOHAK-J18-KSJN-H	1.4			1.4		1.4				1		
8/26/15	C500	N100AM	KSAF	KSPS-MARDY-MASTY-MILOA-	1.5			1.5		1.5				1		
8/26/15	C500	N100AM	KADS	KUSSO2.ZALEA-SWB-LSU-AV	1.5			1.5		1.5				1		
8/26/15	C500	N100AM	KNEW	RPUH-KCEW-KMAI-KSRQ	1.3			1.3		1.3				1		
I certify that the entries in this log are true, Pilot's Signature: _____				Totals This Page	39.7			39.7		39.7					27	
				Amount Forwarded	3976.2	645.6		3323.0		1625.8					5366	
				Totals To Date	4015.9	645.6		3362.7		1665.5					5393	

CONDITIONS OF FLIGHT					FLIGHT SIMULATOR	TYPE OF PILOTING TIME						REMARKS AND ENDORSEMENTS
NIGHT	ACTUAL INSTRUMENT	SIMULATED INSTRUMENT (HOOD)	APP			CROSS COUNTRY	SOLO	PILOT IN COMMAND	SECOND IN COMMAND	DUAL RECEIVED	AS FLIGHT INSTRUCTOR	
			1	ILS KTLH		0.5		0.5				
								0.5				
								1.5				
								0.5			0.5	
								0.5			0.5	
2.5	0.6					2.5		2.5				
0.7						2.3		2.3			2.3	
2.1	0.4		1	GPS/GNSS KNEW		2.1		2.1			2.1	
1.5	0.7		1	ILS 32 KSRQ		1.5		1.5			1.5	
0.4	0.2							1.7			1.7	
								1.7			1.7	
								1.7			1.7	
0.5			1	ILS 32 KSRQ				1.5				
1.3	1.2		1	ILS 32 KSRQ		3.1		3.1				
0.8	0.2		1	ILS 32 KSRQ				0.8				
								0.8				
						1.4		1.4				
	0.1					0.7		0.7				
1.4	0.6		1	ILS KTEB		3.1		3.1				
	0.4		1	ILS KJYO		1.1		1.1				
1.5	0.4		1	GPS/GNSS 5 KBCT		2.4		2.4				
0.8						0.8		0.8				
0.6								1.3				
						1.4		1.4				
						1.5		1.5				
								1.5				
	0.2					1.3		1.3				
14.1	5.0		9			25.7		39.7			12.0	---
647.4	728.4	304.3	1749		1.0	2780.0	2295.1	3871.2	25.8	202.9	62.3	---
661.5	733.4	304.3	1758		1.0	2805.7	2295.1	3910.9	25.8	202.9	74.3	---

DATE	AIRCRAFT MAKE AND MODEL	AIRCRAFT IDENT	ROUTE OF FLIGHT		TOTAL DURATION OF FLIGHT	AIRCRAFT CATEGORY AND CLASS								LNDGS	
			FROM	TO		AIRPLANE SINGLE- ENGINE LAND	AIRPLANE SINGLE- ENGINE SEA	AIRPLANE MULTI- ENGINE LAND	AIRPLANE MULTI- ENGINE SEA	JET	ROTORCRAFT HELICOPTER	GLIDER	PCATD	D A Y	N I G H T
9/2/15	B58TC	N200RT	KSRQ	KSRQ	2.1									1	
9/2/15	C550	N962J	KSRQ	KEYW	0.7			0.7		0.7				1	
9/2/15	C550	N962J	KSRQ	07FA	0.7			0.7		0.7				1	
9/2/15	C550	N962J	07FA	KSRQ	0.7			0.7		0.7				1	
9/6/15	C550	N270CW	KSRQ	TARTY-SHDAY-CAYSL-KBCT	0.8			0.8		0.8				1	
9/7/15	C550	N270CW	KBCT	LMORE-ROGAN-KSRQ	0.7			0.7		0.7				1	
9/8/15	B58TC	N200RT	KSRQ	KPGD-FOOL-KSRQ	0.7										
9/9/15	B58TC	N200RT	KSRQ	KPGD-FOOL-KSRQ	1.7										
9/9/15	B58TC	N200RT	KSRQ	KPGD-FOOL-KSRQ	1.8										
9/9/15	B58TC	N200RT	KSRQ	KPGD-FOOL-KSRQ	1.8									1	
9/10/15	B58TC	N200RT	KSRQ	KPGD-FOOL-KSRQ	1.8									1	
9/13/15	C550	N614SJ	KSRQ	VECI-E-KIZIZ-SRKUS-HYRON	3.3			3.3		3.3					1
9/13/15	C550	N614SJ	KPWK	MONKZ3.CYBIL-PXV-J73-SZV	2.5			2.5		2.5				1	
9/17/15	C550	N44AS	KSRQ	SRQ.PRRIE2-KSRQ	0.7			0.7		0.7				1	
9/17/15	C550	N622PG	KSRQ	SRQ.PRRIE2-KBCT	0.7			0.7		0.7					
9/17/15	C550	N270CW	KBCT	KEYW	0.7			0.7		0.7				1	
9/17/15	C550	N622PG	KEYW	CARNU-KBCT	0.7			0.7		0.7				1	
9/18/15	C550	N622PG	KBCT	LMORE-ROGAN-KSRQ	0.7			0.7		0.7				1	
9/18/15	PA28R	N92GM	KSRQ	KNEED-KOMN-KDAB	1.3									1	
9/18/15	C501	N501AF	KDAB	KCRG-J51-VIYAP-BAGGY.BAC	2.1			2.1		2.1				1	
9/18/15	C501	N501AF	KCHS	LGRHD1.MILIE-TAY.TRAPR2-I	2.1			2.1		2.1				1	
9/19/15	C501	N501AF	KSRQ	KSRQ	1.5			1.5		1.5					
9/19/15	C501	N501AF	KSRQ	KSRQ	1.5			1.5		1.5					
9/20/15	C501	N501AF	KSRQ	KSRQ	1.8			1.8		1.8					
9/20/15	C501	N501AF	KSRQ	KSRQ	1.7			1.7		1.7					
9/21/15	C501	N501AF	KSRQ	KLAL-KORL	2.1			2.1		2.1					
9/21/15	C501	N501AF	KORL	KLAL-KSRQ	0.3			0.3		0.3					
I certify that the entries in this log are true, Pilot's Signature: _____			Totals This Page		37.2			26.0		26.0				17	
			Amount Forwarded		4015.9	645.6		3362.7		1665.5				5393	
			Totals To Date		4053.1	645.6		3388.7		1691.5				5410	

CONDITIONS OF FLIGHT					FLIGHT SIMULATOR	TYPE OF PILOTING TIME						REMARKS AND ENDORSEMENTS
NIGHT	ACTUAL INSTRUMENT	SIMULATED INSTRUMENT (HOOD)	APP			CROSS COUNTRY	SOLO	PILOT IN COMMAND	SECOND IN COMMAND	DUAL RECEIVED	AS FLIGHT INSTRUCTOR	
			NO	TYPE								
								2.1				
								0.7				
								0.7				
								0.7				
								0.8				
								0.7				
								0.7			0.7	
								1.7			1.7	
								1.8			1.8	
								1.8			1.8	
								1.8			1.8	
0.6	0.3							3.3				
	0.4					2.5		2.5				
								0.7				
								0.7				
								0.7				
								0.7				
								0.7				
						1.3		1.3				
	0.2		1	ILS KCHS		2.1		2.1			2.1	
	0.3		1	ILS KSRQ		2.1		2.1			2.1	
								1.5			1.5	
								1.5			1.5	
								1.8			1.5	
								1.7			1.5	
								2.1			1.5	
								0.3			0.3	
0.6	1.2			2		8.0		37.2			19.8	---
661.5	733.4	304.3		1758	1.0	2805.7	2295.1	3910.9	25.8	202.9	74.3	---
662.1	734.6	304.3		1760	1.0	2813.7	2295.1	3948.1	25.8	202.9	94.1	---

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CONDITIONS OF FLIGHT					FLIGHT SIMULATOR	TYPE OF PILOTING TIME						REMARKS AND ENDORSEMENTS
NIGHT	ACTUAL INSTRUMENT	SIMULATED INSTRUMENT (HOOD)	APP			CROSS COUNTRY	SOLO	PILOT IN COMMAND	SECOND IN COMMAND	DUAL RECEIVED	AS FLIGHT INSTRUCTOR	
			NO	TYPE								
							1.0			1.0		
							0.8			0.8		
							1.7			1.7		
	0.4						1.7			1.7		
	0.4		1	GPS/GNSS KFMV			1.7			1.7		
							1.7			1.7		
							1.7			1.7		
							0.6			0.6		
							1.6			1.6		
							1.6			1.6		
1.6	0.2						1.6			1.6		
							1.6			1.6		
							0.5			0.5		
	0.2					0.7	0.7					
	0.2					0.7	0.7					
0.3	0.1					0.8	0.8					
							1.3					
							1.1					

Jeff Sack, ATP, CFI-I, MEI-I
2015.10.01 18:50:01 -04'00'

EXHIBIT E

JEFFREY B. SACK'S STATEMENT

Jeffrey B. Sack's Written Statement Concerning the Events of September 27, 2015 Regarding the approach and landing of N622PG into KSRQ:

I departed Boca Raton (KBCT) in N622PG, on Sunday, September 27, 2015 headed on an IFR flight plan for KSRQ(Sarasota-Bradenton International Airport). After takeoff, I was going through my normal after take-off checklists, KBCT tower called me. Tower told me that N622PG's right landing gear did not retract. Then the same controller advised me that the right gear did indeed retract. I had no unusual indications about the landing gear in the cockpit. The landing gear lights indicated that the landing gear had retracted. I heard no unusual sounds or pitch changes. No abnormal warning lights came on. All indications told me that the landing gear had in fact retracted. I continued to climb and engaged the autopilot at about 1500 feet AGL.

After departure from KBCT, I was eventually cleared to FL200, the final altitude ATC provided. The flight itself was uneventful. We were cleared direct to ROGAN and then eventually given a descent to cross 25 nautical miles southeast of Sarasota and maintain 5000 feet. I complied with this instruction. I did not have to deviate for weather. The plane has NEXRAD and RADAR, both of which I used throughout the flight to keep updated on the weather picture. Before the initial descent, I started checking the ATIS at Sarasota. I do not remember all the specific numbers, but the airport was VFR, the winds were relatively light, and the ATIS indicated that they were landing both Runways 14 and 22.

Normally, I would plan on landing either Runway 14 or 32 at KSRQ because these are the longest runways (I should mention that KSRQ is my home base). However, there was a line of thunderstorms north of the airport and some additional activity west of the airport, which I noticed on NEXRAD. It was partly for this reason that I elected to ask for the RNAV 22 approach into the airport. N622PG is equipped with dual 750GTN navigators, and I would have the benefit of an LNAV/VNAV approach with vertical guidance. There was no indication of recent rain over the field and it was my understanding that all the runways were dry.

After being handed off to Tampa Approach on 119.65, I was cleared down to 4000 feet and then subsequently to 3000 feet. I asked the Tampa approach controller if I could get the RNAV 22 into Sarasota, and the controller acknowledged that I could expect the RNAV 22 approach, as requested. I believe I was approximately 10 or 15 nm west – southwest of the airport when the approach controller cleared me down to 2000' and direct to ERICO, which is the IAF for the RNAV 22.

I had already loaded the approach in the GTN750 and once cleared proceeded direct to ERICO, the IAF. I had already started slowing the aircraft up and upon arrival at ERICO, I added one notch of flaps and had the plane slowed to 145-150KIAS. I had calculated my landing weight both before ever taking off and again during my approach checklist. I estimated that my landing weight was approximately 11,200 lbs. and that Vref

with full flaps would be 99-100 KIAS. (Vref with full flaps is 99 at 10,500 lbs. and 104 at 11,500 lbs.) I reviewed the landing charts and calculated that my no wind landing distance was between 2010 and 2100 feet (I always calculate my landing distance with no headwind so that any headwind then becomes a safety factor and shortens the actual landing requirement. Runway 22 at KSRQ is 5009 feet long.

Once I was inbound on the approach, I double-checked that the GTN750 was annunciating LNAV/VNAV and set my landing bug for Vref. There are 3 bugs on the pilot's airspeed indicator in N622PG, the the original bug and 2 "aftermarket" bugs. I did not make use of the aftermarket bugs and moved them out of the way so the original bug could be on the 99-100 kts. indication and clearly visible. I believe I also set the same bug on the copilot's airspeed indicator to the same Vref for full flaps at 99-100.

Once the "glideslope" became active, I then waited to 1 dot down on the HSI and ADI and put the landing gear down. When the landing gear came down, I was at approximately 130-135 KIAS and still slowing the aircraft. At approximately 900 feet on the altimeter, I put full flaps down. The last notch of full flaps slowed me to approximately 115 KIAS and during the last 500-700 feet of the approach, I did nothing but continued to monitor the instruments and tweak the power back 2-3% N1 to the 56-57% N1 range, which slowed me to the Vref + 5 range. I remained at this speed and on the glideslope the entire time. It was a very stable approach with an average descent rate of 6-700 ft/minute. The autopilot remained engaged until approximately 350 feet AGL, at which time I disengaged the autopilot and hand flew the remainder of the landing. During the final approach, VASI was indicating two white and two red the entire time.

When I crossed the threshold for Runway 22, the airplane was correctly configured with landing gear down, 3 in the green, and FULL FLAPS. I went power idle at 50 feet. I crossed the numbers at 98-99 kts (AOA indicating approximately .8) and performed what I thought was an uneventful flair and landing. Immediately upon touchdown (which was shortly after the numbers), I engaged the speed brakes, brakes and thrust reversers. Before reaching the intersecting runway (14-32) I had already slowed to 60 KIAS and put the thrust reversers in idle reverse. The landing was so on the numbers and I had slowed down so much that I considered making a turn off on taxiway A, just after the intersection of the crossing runway. However, that would have required maximal braking effort and because there was so much runway left, I decided to continue to taxi to the next taxiway – taxiway D - which is just before the end of the runway. It was during this taxi phase that I kept my feet off the brakes and started cleaning up the aircraft putting the flaps into TO/App position, retracting the speed brakes, stowing the thrust reversers, and maintaining directional control. Throughout this phase of the landing I was going so slow that there was no speed registered on the airspeed indicator. It is my estimate that the aircraft was moving in the 20-25 KIAS range during this time.

I continued taxiing down the remainder of the runway like that until I got close to the last taxiway (Taxiway D) at which time I applied brakes and immediately realized that nothing was happening. I even screamed a comment to my passenger at this point that

"we have no brakes!" I tried pumping the brakes for a couple seconds, but still nothing happened. I had two options at this point. I could have elected to turn right off the runway onto taxiway Delta (or left onto Bravo) or proceed straight ahead off the runway. As PIC, I made the decision to continue straight ahead as (a) there was grass and no obstructions at the end of the runway and (b) doing so avoided the shearing stress on the gear from trying to make the turn off the runway. My concern was to avoid shearing off the outside gear, possibly impacting the wing and fuel tanks with the ground, and risking a fire.

At this point, I did several things immediately: I redeployed the speed brakes, redeployed the thrust reversers, and grabbed the emergency brake handle. I got one pull of the handle and was pushing it back in to pull again when I rolled off the runway. (My feet were off the brake pedals while pulling the emergency brake handle as recommended in the POH.) I estimate that the aircraft was under 20-25 KIAS when I rolled off the runway. Unfortunately, the ground at the end of the runway had at least several inches of mud and the aircraft came to an abrupt stop approximately 20-25 feet past the runway.

At the abrupt stop in the mud, my right arm instinctively went in front of my passenger in the right seat to protect her. I put the throttles into cut off position immediately and then turned the battery switch off. I then immediately got up to open the door and told my passenger to exit the aircraft immediately. I waited several seconds for her to exit the aircraft, and I followed immediately after her. We walked away from the plane and the fire trucks and rescue team arrived shortly thereafter.

EXHIBIT F

AVIATION RESUME



Jeffrey Sack, ATP, MEI-I, CFI-I

Sarasota, Florida 34277

E:

Objective

Combining my love of aviation, medicine and teaching

Flight Hours

Total Time	5011	Pilot in Command	4510	Multi-engine	4200
Turbojet	3360	Second in Command	501	Instrument	1873
Instructor	890	Turbine PIC	3860	Night	501

**Certificates
& Ratings**

Airline Transport Pilot: AMEL
Commercial Privileges: ASEL
Type Ratings: CE-500, CE-525S, Current SP Exemption CE-500 Series
FCC Restricted Radiotelephone Operators Permit
Certified Flight Instructor: Single, Multi-engine, and Instrument
FAA Second Class Medical Certificate
US Passport: Current, Unrestricted

Experience

01/05 to Pres.

International Jet Training, Inc., Sarasota, FL

Director Citation and Citationjet Training: CE-500/550/560/525/525A

- Part 61 Citation and Citationjet training operations
- Conduct initial and recurrent training for new hires and Captains and Corporate Clients
- Responsible for the development and implementation of training curriculum for the companies various training courses
- Authorized SP Exemption Training Instructor for Pilots wishing to obtain a single pilot exemption in the C500/C550/C560 series Citation Jet.

Captain: CE-550/560/525A

- Responsible for supporting in crew coordination, timely transport, top-notch customer service

05/05 to Pres

International Aviation Marketing, Sarasota, FL

Lead Pilot/ Captain: CE-500/550/560/525/525A

- Conduct ferry and demonstration flights for buyers and sellers of a variety of Citation and Citationjet aircraft. Responsible for development and implementation of the companies flight operations and policies
- RVSM development of RVSM policy and procedures and submission of requests for FAA letter of authorizations to operate in RVSM airspace.

12/05 to Pres

Dolphin Aviation, Sarasota, FL

Lead Pilot/ Captain: CE-500/550/560/525/525A

- Conduct Charter and demonstration flights for buyers and sellers of a variety of Citation and Citationjet aircraft. Responsible for development and implementation of the companies flight operations and policies
- RVSM development of RVSM policy and procedures and submission of requests for FAA letter of authorizations to operate in RVSM airspace.

12/05 to Pres

Cirrus Aviation, Sarasota, FL

Multi-Engine Instrument Instructor:

Provide Multi-Engine and instrument instruction in twin engine piston and turboprop aircraft in a FAA 141 approved flight school (part time)

Point of Interest Multiple Oceanic and Central/South American operations: proficiencies in out-of-radar coverage, class II navigation and HF radio operations; both trained in and operated in special Latin American high altitude airports, depressurization escape procedures, reduced aircraft performance and non-standard ATC facilities

Systems APG, CPCALC, IPAD, Jeppesen flight deck, EFIS, Universal, Rockwell Collins, FMS, Proline 21, TCAS II, EGPWS,
Knowledge NEXRAD, WAAS

Education University of California, Los Angeles, CA
Doctor of Medicine: Cardiovascular Disease
SUNY at Stonybrook, New York
BA: Economics

Additional Volunteer: Angel Flight providing transportation for terminally ill patients and their families
Interests: Own and operate a Cessna C550 for personal use