Expressions of Interest
RFEI HSR#15-02
Brian Uitdenogerd

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AirTrain Mexico
Blvd. Diaz Ordaz No. 12415, Fracc. El Paraíso, Tijuana, Baja California, C.P 22106
Telephone: Country Code (52) Area Code (664) 366-6883
www.airtrainisthefuture.com
E-Mail: airtrainisthefuture@gmail.com
Innovating the Future Mass Transportation
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1. INTRODUCTION

We live in a digital age. The digital computers, smart phones and applications that runs the programs to make our lives easier, faster, cheaper, are part of our daily life. All things in our world are changing from analog to digital. So is how we travel. A new way, digital transportation is coming our way a new ways to move people and cargo is AirTrain systems. With all things that is new as it did with analog phones to smart phones, AirTrain is going through its own struggling to go overcome its obstacles be the new digital technology mass transportation. In the past we just did not have the right technology. With all these new technology, AirTrain is now found a way to effectively overcome the friction and the gravity. In the future our focus will be more on how to overcome the gravity, friction and how to use free energy to go faster, smarter, greener and efficiently. At the same time how we can save 100s billions of dollars by using AirTrain technology to get caught up and reduce the cost of the rail infrastructures in all speed rail systems.

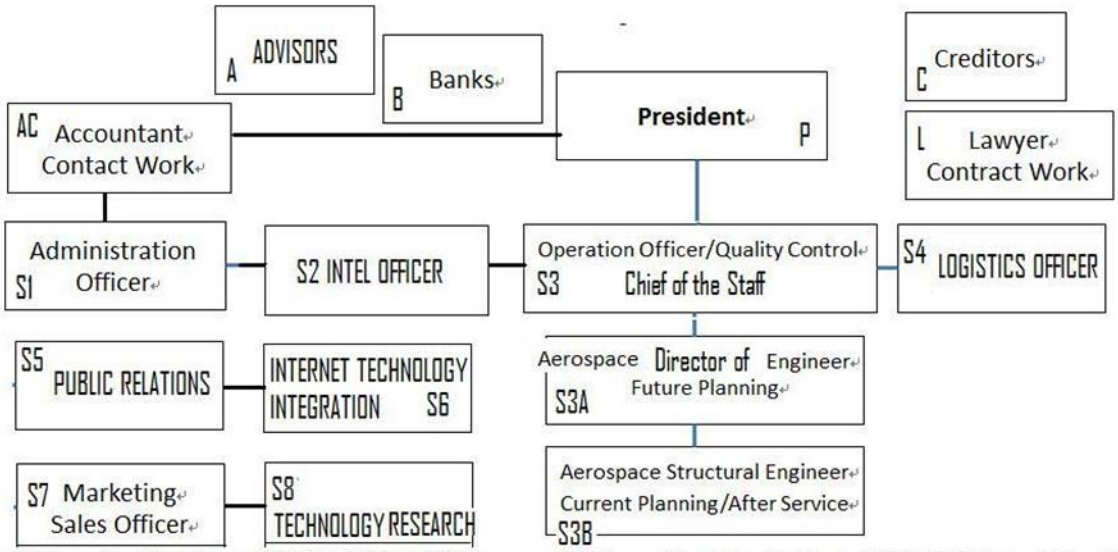
2. PRSONAL BACKGOUND AND EXPERIENCE

Korean American came to the US at age of twelve years old. Educated in the United States. I was an US Marine officer, specialized in Motor Transportation. Also, I am a commercial pilot, studied aviation using the GI Bill. Since getting out of the services, I have been in business for over 20 years, in last 10 years, I have been doing IT, security and home automation using the web based systems. Designing and building an apartment building was a climex of my career. Learned much from this project. I feel I am challenged with very similar problems building AirTrain as I did with the building project. All challenges can be met with soultions. I am a father of three kids, Merica, daughter 24 years old, graduated from University in Kobe City with International Studied Chinese. Brian, son, 22years old, enrolled in 2013 in the University of Wisconsin River Falls, the same school I attended. Studying business. Chance, son, is high school sophomore attending school Hokado Japan.

3. LEGAL FORM OF OWNERSHIP

We belong to the Chapter C Corporation registered in Delaware with Foreign Corporate Qualification in the State of Nevada. Corporation in Mexico.

4. THE COMPANY STRUCTURE



S1 Officer: Candelario Lopez 664 303 6543 cdebtij@msn.com, S2 Officer: Alfredo Peralta Garcia 664 686 6728 nycetij@prodigy.net.mx
S3 Chief of the Staff: Cornelio Andrade 664 502 6576 corandrade2@gmail.com; S3A Aerospace Director of Engineer: 664 5233 242
S3A gobsmacked@hotmail.com; S4 Logistics Officer: Mtro.David Sarabia Hernandez 664 686 2227, consejo@canientinoroeste.com
S5 Public Relations: 664 307 8001 capitalhumano@itbaja.com; S6 IT Integration Officer: Mario Alerto Amador Rubio 664 328 3408,
S6 amadormario@msn.com; S7 Need to Fill S8 Need to Fill P President: Brian Uitdenbogerd 664 3666 883 airtrainisthefuture@gmail.com
AA Advisor Aviation: Ricardo Dominquez Q 664 103 6123 rdominquezatsj@aol.com;
AU Advisor University: M.E. Roberto Salas Corrales 664 903 1800 Ext 362 roberto.salas@cetys.mx
M.C. Ntaly Medina Rodriguez 664 903 1800 Ext 368 nataly.medina@cetys.mx
AC Accountant: Julian Varela gassol julian@itcuenta.com
L Lawyer: Jorge Aguirre 664 218 7142 jaguirre@krasovsky.com

We are a very small company. Right now, all the staffs some I pay but very little money. Many of them are volunteers who liks the idea of AirTrain. On our staff we have over 20 years of experience aerospace structural engineering. We have two University of Cetys Mechanical Engineering professors. We are working closely with the Cetys and building and testing of the Air Platform shortly.

AirTrain have gone through much struggle in coming to where we are rightnow. It has a long ways to go but we are confidnet we can be the best the speed rain business in a few more years with the invoation and persistance we will be a new player in a speed train industry.

5. WHAT IS AIRTRAIN?

It is a made using recycled Airliners, Air Platforms and computer program. Recycled Airliner provides the body, Air Platform is the arms and legs and the program is the brain that controls the body, arms and legs. Speed train travels close to surface, 25ft or less off the ground without speed rail infastures, like the rail and electricty, power stations. AirTrain reduces the friction, surface and the mechanical friction thus, it will glide across the surface like an hockey puck.

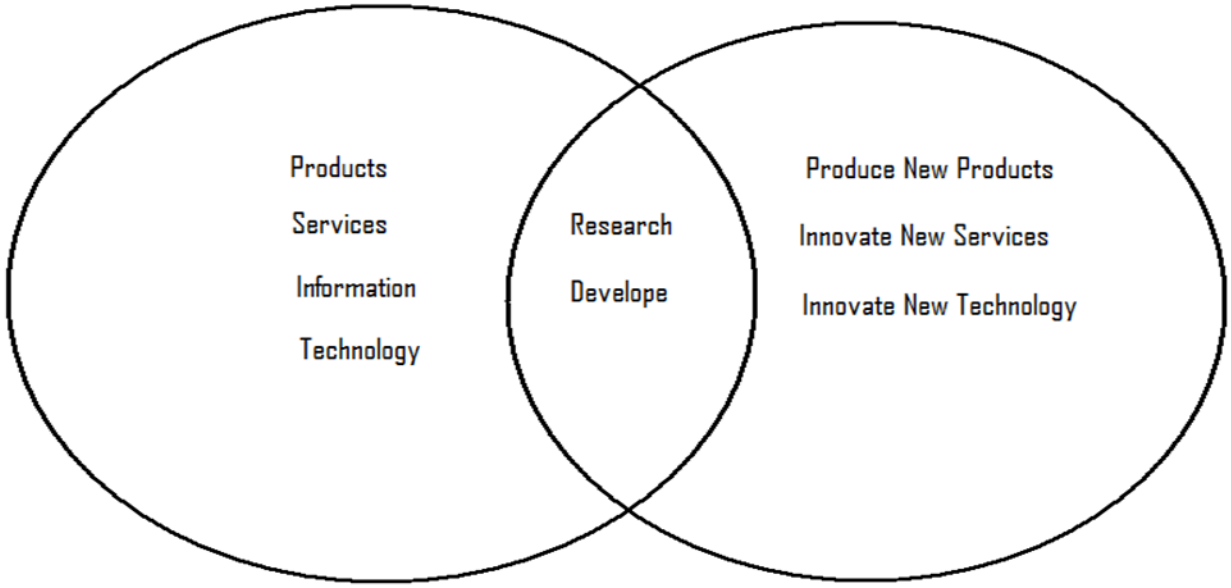
6. MISSION:

RESEARCH AND DEVELOP AIRTRAIN, SPEED TRAIN OF THE FUTURE.

AirTrain, recycling older airliner to build a ground effect vehicle concept is more of challenge than one can imagine. Lifting 100 tons plus metal to fly close to the surface safely was a big challenge.

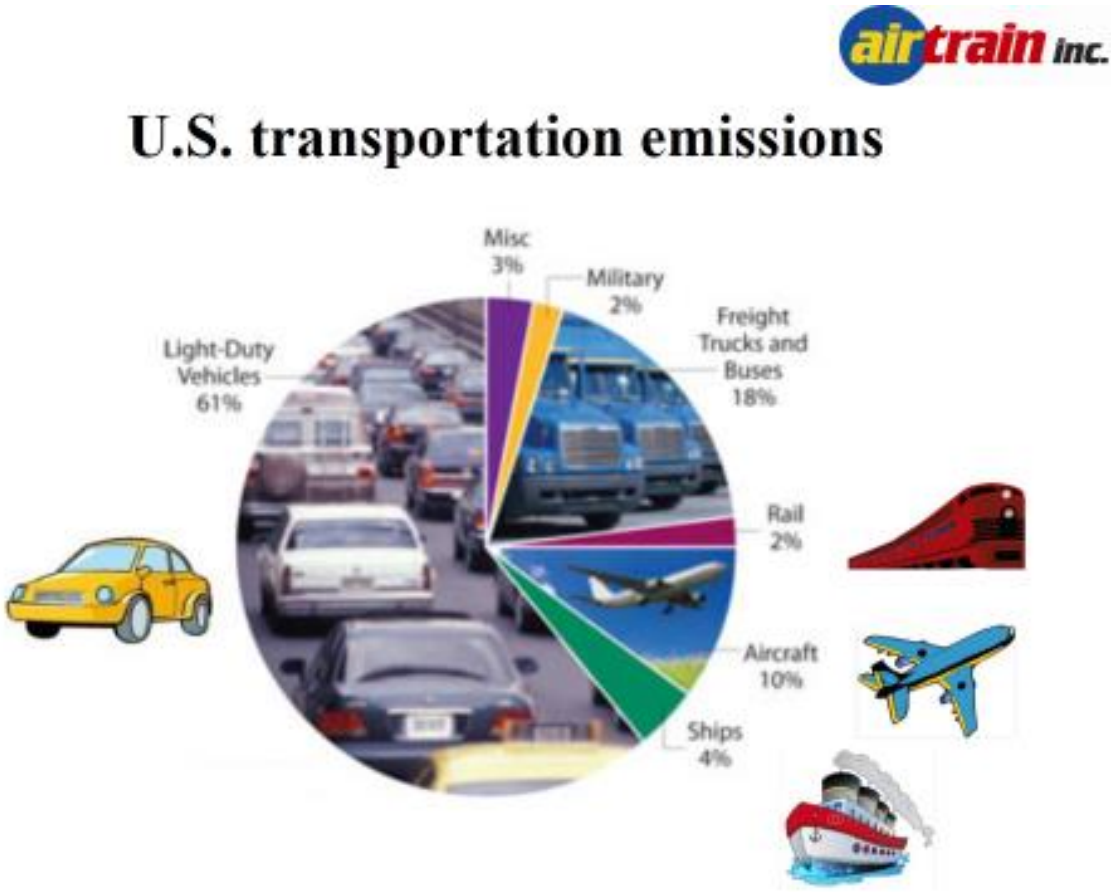
So how can we effectively lift an airliner? Possibly more than one, two or even three airliners to fly close to the surface to transport cargo and people safely? The answer is YES using the Air Platforms. US Patent. Pending, 14857717.

Received, AirTrain patent, 14173165 Aug of 2015, Symmetrical Airliner, 14176397 patent pending covers the body of AirTrain and Multi Rotor AirTrain, 14698262, patent pending covers the arms, legs and brain and the Air Platform covers the strength of the AirTrain. These are all the concepts and technology used for building the Future AirTrain, Mass Transport Ground Effect Vehicle (MTGEV).



7. DO WE NEED AIRTRAIN IN THE FUTURE?

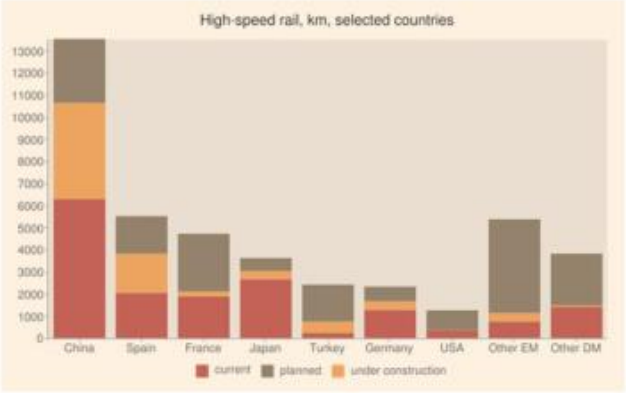
The answer is "YES", here are the reasons. The demand for the new ways to transport people and cargo faster is in demand. At the same time reduction of Co2 and to reduce the global warming. Thus, it is our mission to take on this challenge to build the world's super speed train for generation to come.



As one can see in the graph, rail have around only 2% of emission. Rail and speed rail is idea transportation method. Thus, all developed countries are investing billions of dollars to develop speed rail. As we all know that the United States is no different. In fact, the United States need to be a leader in this area but right now we are very much behind the cure and following the countries in Europe, China, Japan and Korea.

The Rails System in the U.S

For the United States, trying to catch up to the rest of the world will break the backs of the US tax payers. Mexico in a similar status.



The speed trains in recent years have gained much popularity and technologically advanced. However, the cost to build the infrastructures is every increasing by the hours and it the billions of dollars. A good example is magnet-lift, speed train systems infrastructures to connect Victorville, California to Las Vegas, Nevada costs estimated to be in the 60 billions of dollars. As one can see that the speed trains are nice to have but it is cost prohibitive.

Many parts of the US rails are old, thus, faster trains cannot speed without having to replace the old rails. The technology is rapidly changing but the rail systems are not keeping up with the technological changes. The United States have no speed rail manufacturing plants here in the states.

The Best Transportation Method

- **Rail System**
  - Most favorable and the most effective way
  - Low emission
  - Can carry large load
- **However**
  - Too expensive to build and maintain
  - Speed limitations
  - Environmental impact is big
  - Materials manufacturing and transporting them is awesome task.
  - A good example: high speed rail project using electricity and magnets to power between Anaheim and Las Vegas 60 billion dollar project. Unfortunately, this is far risky because no guarantee for success. Furthermore, once it is built, one has to spend billions more try keep it

8. SPEED RAIL MOVEMENTS IN OTHER PARTS OF THE WORLD!

In Japan

The maximum operating speed is 320 km/h (200 mph) (on a 387.5 km section of the Tōhoku Shinkansen). Test runs have reached 443 km/h (275 mph) for conventional rail in 1996, and up to a world record 581 km/h (361 mph) for maglev trains in 2003.Feb 22, 2015

The Shinkansen Bullet Train (speed 320 km/h) 700, N700 ...

https://en.wikipedia.org/wiki/Shinkansen

In China

Image result for maglev top speed record

The highest recorded maglev speed is 603 km/h (375 mph), achieved in Japan by JR Central's L0 superconducting Maglev on 21 April 2015, 28 km/h (17 mph) faster than the conventional TGV wheel-rail speed record.

Maglev - Wikipedia, the free encyclopedia

https://en.wikipedia.org/wiki/Maglev

In Japan

Japan's maglev train breaks world speed record with 600km/h test run

Seven-car 'magnetic levitation' train hits top speed of 603km/h less than a week after breaking the 2003 record of 581km/h

In my opinion all maglevs are fast but the cars and the infrastructures are super expensive to build, maintain and passenger capacity are limited.

http://www.theguardian.com/world/2015/apr/21/japans-maglev-train-notches-up-new-world-speed-record-in-test-run

9. CHINESE FASTEST SPEED TRAIN

ZEFIRO380 China

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ZEFIRO380 China – Technical Data

Parameter	Values
Service speed	Up to 380 km/h; 236 mph test speed up to 420 km/h 260 mph
Variant	8-car non articulated train sets
Capacity range	569 seats (up to 664 seats possible)
Train length	215.300 mm
Car width	3.358 mm
Carbody	Aluminium car body, wide profile, 1 or 2 doors per side
Voltage	25 kV AC
Propulsion	• Asynchronous motors, forced air cooling • Distributed drives (50% motorization) • 10 MW
Multiple operation	Yes
Starting acceleration	> 0,48 m/s²
Service train weight	458 t
Axle load (TSI)	Max. 17 t
Bogie	FLEXX speed with 2,7 m wheelbase

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BOMBARDIER

Zefir380 Mo V05-Orellano PDF.

China Buys 80 Very High Speed Trains (236 mph) for $4 Billion

Price Per train is estimated is USD $50,000,000.

http://www.treehugger.com/cars/china-buys-80-very-high-speed-trains-236-mph-for-4-billion.html

10. THE UNITED STATES

It has no speed rail manufacturing. All speed trains used are imported. However, we can change this trend by developing the Air technology, AirTrain with Air Platforms.

11. AIRTRAIN DESCRIPTION?

Airtrain is an old airliners that are coming off from the fleet that have a good productive mileage left in them that are refitted with US Patent Pending technology, Air Plat forms and added the Digital technology to give it a brain, like a transpiration robot with an old airliner body. The safety is paramount and we will have one to two properly trained AirTrain operators on board to monitor the progress and manually fly or land it when the digital systems ever fail.

AirTrain is not an airliner, it does not rotate and climb to 38,000 ft. It is sliding at 0-25ft off the ground using the Air Platforms. If all fails, it will make a hard landing. The landing gears will automatically deploy, and as it slows down and land safely. AirTrain does not have long wings,

and the dynamic ground effects is controlled and created differently. Thus, it does not worry about stalls and wing dropping and hitting the ground or the water and cause a tumbling effect which is a disaster for the airliner and passengers. Thus, AirTrain will be safe, safer than the airliner and the speed trains.

12. THE FUTURE AIRTRAIN PRODUCTS

These products are what we can offer the California High-Speed Rail Authority. We are confident we can meet your requirements and deliver the AirTrain in a reasonable amount of time and price.

Please note: These data offered are subject to change until we build a life size prototype and test them.

AirTrain MD 80

Top View

Side View

Inside View

AirTrain MD80 3X meaning it added another airliner in the middle to increase the passanger capacity another 100.

Connection Area, it gives free lateral movements

13. AIRTRAIN MD80

Price: USD $29,000,000

Infrastructure Requirement: Flat surface, fuselage length times two.

Power plants: 240 HP/ 7 Air Platforms, 2 Horizontal Engine, HP need to be determined by the future speed requirements by the customers.

Performance: Max speed 399 mph, long range cruising speed 351 mph. Range 700nm).

Weights: Operating empty (140,000lb), max operating weight (280,000lb).

Dimensions: Wing span can be "0" but for additional lift we may keep part of the wings. The exact size is yet determined.

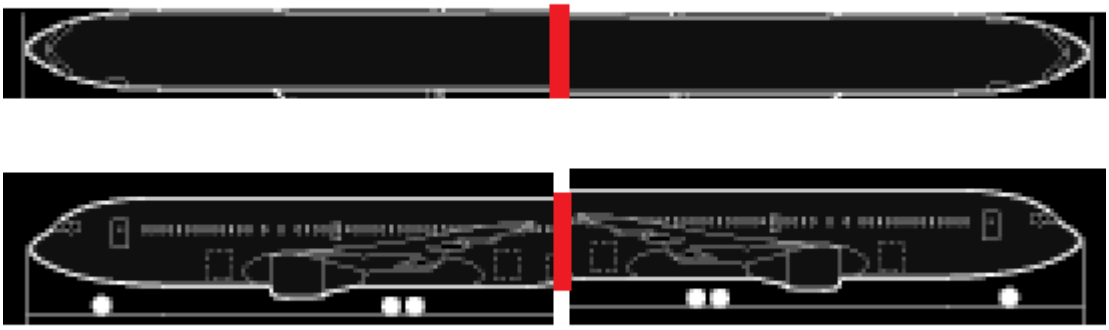
Capacity: Flight crew of two. Max seating of 300. 30 premium and 170 economy class passengers.

The AirTrain data and price are subject to change until we conduct our first and second prototype testing. The above date was made from using the below link.

http://www.airliners.net/aircraft-data/stats.main?id=109

AirTrain 767

Surface



14. AIRTRAIN 767

Price: USD $35,000,000

Infrastructure Requirement: Flat surface, fuselage length times two.

Power plants: 240 HP 15 Air Platforms, 2 Horizontal Engine, HP need to be determined by the future speed requirements by the customers.

Performance: Max speed 399 mph, long range cruising speed 351 mph. Range 2000nm.

Weights: Operating empty (329,600lb), max operating weight (600,000lb).

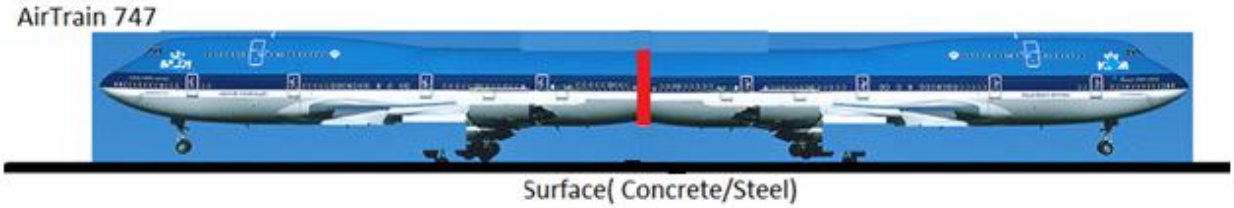
Dimensions: Wing span can be "0" but for additional lift we may keep part of the wings. The exact size is yet determined.

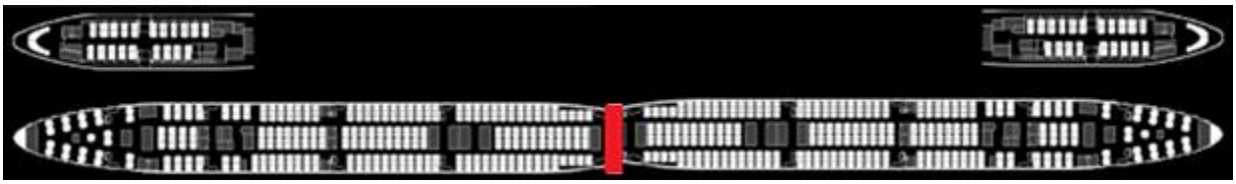
Capacity: Flight crew of two. Max seating of 600 or 32 premium and 396 economy class passengers.

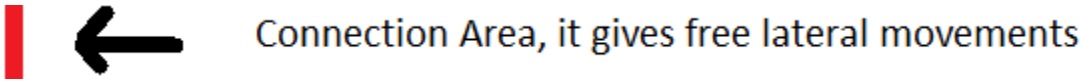
Some underfloor cargo available. Part of the space for 44 LD2 containers are replaced with Air Platforms.

The AirTrain data and price are subject to change until we conduct our first and second prototype testing. The above date was made from using the below link.

http://www.airliners.net/aircraft-data/stats.main?id=103







15. AIRTRAIN 747

Price: USD $49,000,000

Infrastructure Requirement: Flat surface, fuselage length times two.

Power plants: 240 HP 20 Air Platforms, 2 Horizontal Engine, HP need to be determined by the future speed requirements by the customers.

Performance: Max speed 399 mph, long range cruising speed 351 mph. Range 2000nm.

Weights: Operating empty (400,000lb), max operating weight (800,000lb).

Dimensions: Wing span can be “0” but for additional lift we may keep part of the wings. The exact size is yet determined.

Capacity: Flight crew of two. Max seating of 1136 or 48 first and 1088 economy

Some underfloor cargo available. Part of the space for 44 LD2 containers are replaced with Air Platforms.

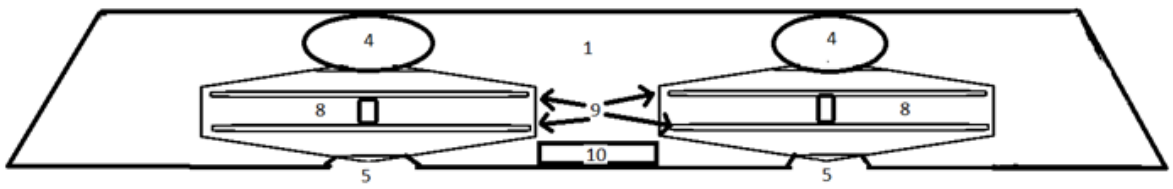
The AirTrain data and price are subject to change until we conduct our first and second prototype testing. The above date was made from using the below link.

http://www.airliners.net/aircraft-data/stats.main?id=100

16. WHAT IS THE KEY CORE TECHNOLOGY OF AIRTRAIN?

The answer is the Air Platform Technology.

US Patent Pending Air Platform 14857717.



1. Platform with the engines
4. Side Air Intake
5. Vertical Engine Air Out
8. Vertical Engines
10. Power Source or Fuel for the Engines

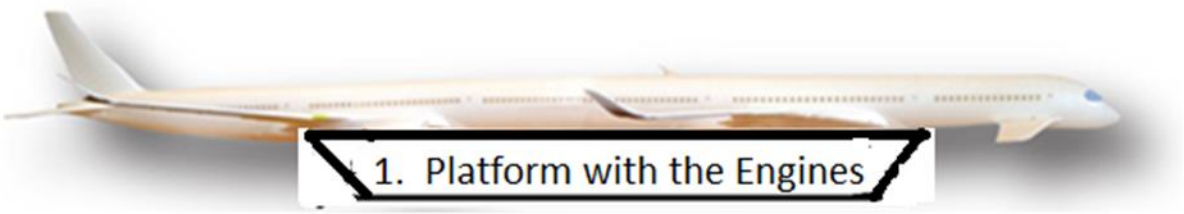
The Side or Front view of the Air Platform. Each Plat form have a least 4 of these Vertical Engines with high power air out. It has cluster of sensors and controllers to control the vertical engines with precision, accuracy and controls.

These Air Platforms are relatively small and light. Per Platform it may only weight about 250 lbs.

Furth more, it is very much energy efficient, it may consume 1/10 of the fuel of an airliner.

17. AIR PLATFORM INSTALLATIONS

These Air PlatForms are installed on the belly in the cargo compartments or attached to the bottom of the Airliner. Or a large Air Platform can be used to support the Airliners on top.



PLATFORMS CAN BE INSIDE OR OUTSIDE & IT CAN BE ONE BIG ONE OR MANY SMALL ONES

Each Air Platform engine will generate about 60HP X4 total of 240HP in an Air Platform to lift 16-20 Tons.

Example, MD 80. Full takeoff weight is 140,000 AirTrain MD80 have two, so the total weight is 280,000, which is 140 Tons. Thus, it may require only 7 platforms or less.

Most of the weight on an airliner is from the weight of fuels. AirTrains will be carrying 1/10 of fuel of an airliner thus, 7 platforms will be more than enough.

With static and dynamic ground effects, utilizing these two effects we can make the AirTrain even more efficient.

We are very confident we can make more efficient than the Air Platform engine I mentioned above.

18. THE KEY COMPONENT TO AIR PLATFORM

It has two parts, one is the hardware, the Air Platform and the other part is the software programing. Based on the needs we can program each Air Platform, AirTrain to work at particular environment, rout and conditions bases on the customers' needs and requirements. Hardware and the software of the Air Platform are one. Without the programing the Air Platform is cannot work properly.

19. AIR PLATFORM CONTROL

Air Platforms have four specially designed 60HP hydro carbon fan engines with clusters have a processors, sensors and controllers. The sensors and processors can communicate 1/600 of times a second and motion capture works at 1/100 of a second to independently control the engines and to control all four engines to work at its optimal performance considering its operating surrounding conditions and other Air Platforms.

Each platform work independently to control its own four engines and work with other Air Platforms. Master Air Platform is where we communicate, give commands and control. Master Air Platform in turn communicates with other slaves Air Platforms.

The each slave Air Platform is its own entity with clusters have a processors, sensors and controllers the slaves can be unlimited. In an AirTrain, the most Air Platform installed to

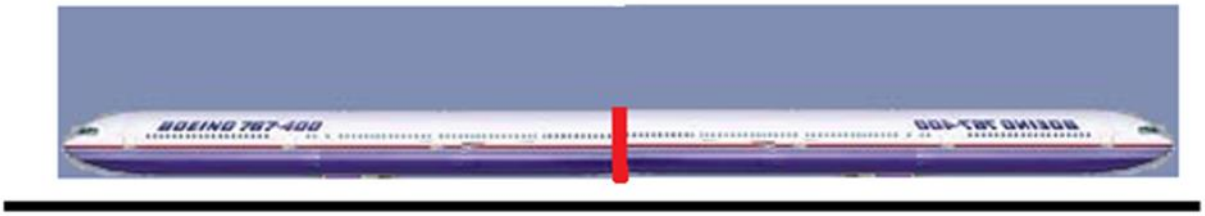
efficiently do its mission. . Using other the algorithms the master can tell the slaves what to do or the slaves can think by itself and work in sync with the master and all the slaves.

Using one Master, one can control the whole fleet of AirTrains. It can automatically schedule itself and run the programed routs. Or have a one master per AirTrain. Deciding which way to go is based on the mission of the AirTrains and the requirements of the customers.

Air Platforms can articulate going around curves. It is automatic cluster of sensors and controllers will execute precisely the accuracy every time it is going through the curves.

20. AIRTRAIN CONFIGURATIONS

AirTrain 767



Surface

AirTrain 767 3X Model

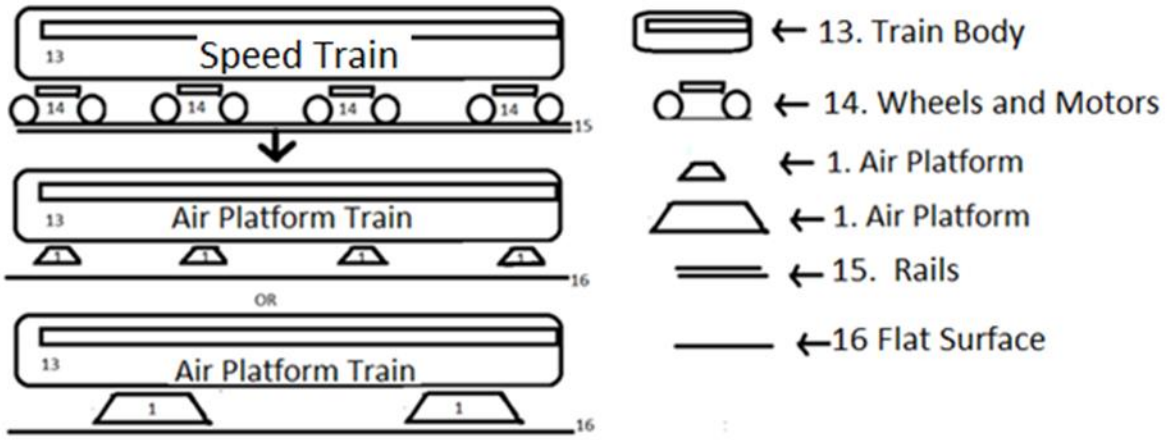
Surface

Rear to Rear Configuration

AirTrain 380

Surface

Rear to Front Configuration



Converting the current existing speed rails to AirTains.

21. AIRTRIN PROJECT APPROACH

We would like to provide rolling stock, AirTrain for both IOS-South scope, IOS-North scope. Our AirTrain, we can build AirTrains may be able to use existing tracks and the tracks that are being built right now, CP1, CP2-3 and CP4.

If we can get some funding, we can deliver the first rolling stock within a three years. AirTrain MD 80s. 300 passengers to start and gradually build to larger passengers. This way California is not risking much investments. We deliver AirTrain to California Rail this will be huge success to all of us. At the same time saving billions of dollars by minimizing whole-life costs and accelerate schedule, bringing speed train to California by means of new technology AirTrain that is faster and safer and that may integrate with old and new rails. The cost savings and time will be awesome.

AirTrain will deliver at all costs but in life if the AirTrain cannot deliver the AirTrain, California Rail does not loose 100s of billions of dollars. On the other hand if we are successful, we can save 100s of billions of dollars, it is well worth the risk and must take. We are confident that the AirTrain is within our grasp, we have a very clear vision and we can make the AirTrain to life in three years and deliver as we promise.

The current speed rail technology are old, it does not matter how fast it go. It depends on the rail infrastructure and the power system that is a monster in building and to maintain. AirTrain is the cure to this dependency, AirTrain will break this dependency on the infrastructures and the use of electric power. AirTrain will initially use the hydro carbon to drive the AirTrains but as we grow and get better at it, we can use hydrogen or even nuclear power to drive our AirTrains. Currently exploring other options we can provide other power systems that is safe and more power.

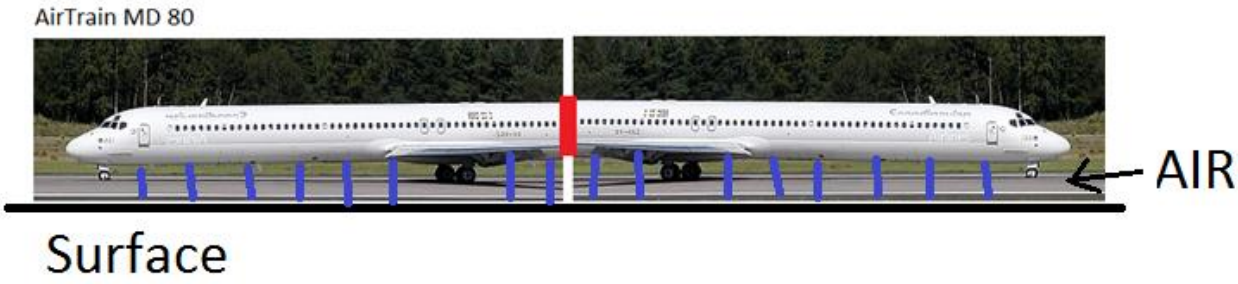
Another alternative way is to refit the current existing speed trains with the Air Platforms. Or we can even provide the air forms to the speed train manufactures to use our Air Platforms.

22. AIRTRAIN GLIDES?

The Air Platform can also apply in the current and the future speed rail systems

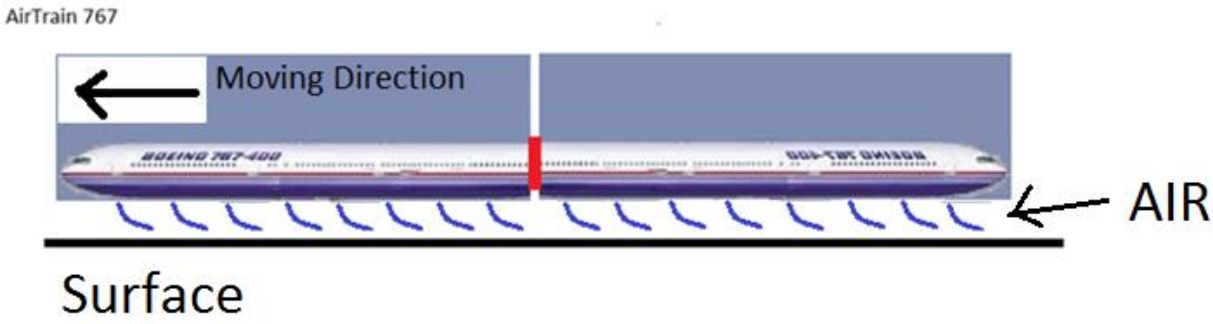
This is where the Air platforms can play a significant contribution converting all things, wheels, motors and even the super magnets for the mag lifts to Air Platforms so that speed train body is lifted with the Air Platforms. A single platform or multiple platforms can be used to meet the weight lifting requirements. As one can see that applying the Air Platform technology is ideal in the speed train technology. This will help move speed trains without wheels and rails and with the faction of the cost.

AirTrain In the Air, getting ready to depart, move forward



U.S Patent Pending Air Platform creates down ward and outward air creates the ice Puck Effect and static ground effect. It is like an Inverted Air hockey Table effect, AirTrain is lifted up above the surface and it is held there.

AirTrain Speeding Forward

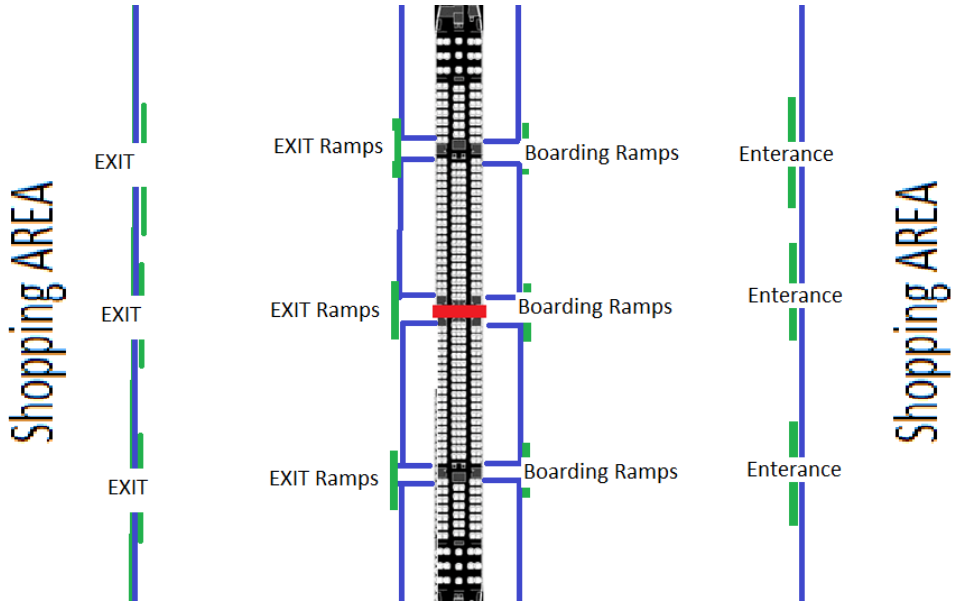


U.S Patent Pending Air Platform creates down ward and outward air creates the ice Puck Effect on the AirTrain to move smoothly GLIDE over the surface as the horizontal engines give it a forward thrust to generate the dynamic ground effect. AirTrain is gliding across the surface at the high speed with control, precision and speed.

23. AIRTRAIN STATION

Surface it requires is any flat surface, little over the size of the width around 80ft at the stations and surface width from station to station should be around 40ft, the diameter of the largest AirTrain 747.

From the shopping area to the boarding Ramps, it need to go through a security check. AirTrain doors and Boarding Ramp doors will not open unless the AirTrain has arrived and ready for the passengers to board vice versa on exiting. The passengers boards on the right side of AirTrain and exit to its left.



24. GROUND EFFECT RISKS

Risks with New technology

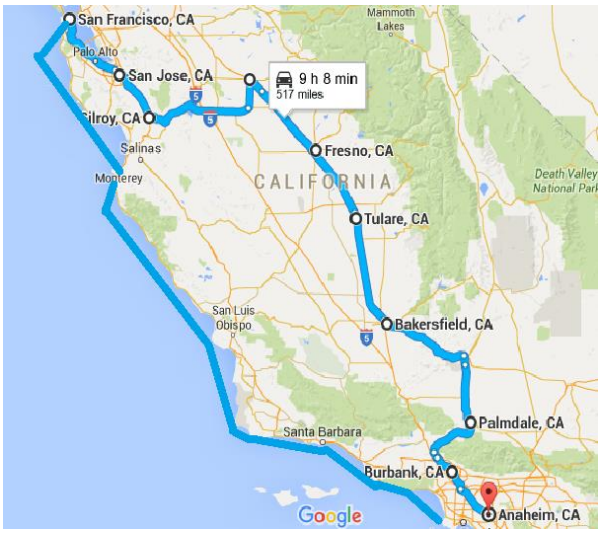
- Below is a photo of a Gulfstream G650, ground effect related accident.

The AirTrain technology and the airplane technology are not the same. The above picture shows what can happen to airplanes in ground effect, flying close to the surface, ground. AirTrain, uses the Air Platform technology to control the AirTrain with precision close to the surface even during the most adverse weather conditions. The AirTrain does not have long wings, thus, it will not be crashing like the picture above. AirTrain is confident that we can be

the new mass transportation that is the fast, cheap and safe. Just as all speed trains did, it took billions of dollars and time to be there they are today. Lucky for the AirTrain is digital technology combined with very new up to date technology to make the yesterdays speed rail problems all most nothing. We are confident applying the Air Platform technology can event prevent other accidents of all airplanes near the grounds. With continual research and development of AirTrain, we can be the best speed rail of the world in a just a few years and not 40 to 50 years as other speed trains did.

AirTrain will use the most advanced technology than the other speed rail systems that exist in our world today but at the same time it will have the high standard of safety and comfort as an airliner.

25. DESCRIPTION OF THE IOS SOUTH & NORTH SCOPE



ROUTE: AirTrain can cover the full project scope outlined in the RFEI HSR#15-02. Plus it can provide another alternative rout as indicated above following up and down the coastal area. The infrastructural cost is minimal and the only large investment is in the Rolling Stock, AirTrain.

Track: All speed rail and mag lifts uses rail or very expensive rails or platforms. AirTrain only needs is 8ft flat slabs, it can be concrete or manmade.

Signal system: Everything is digital. All speed trains operating are all automatic and ran with precision. Remote central station or stations will monitor the performance and schedules of each train. Even it will sense other trains in them and take automatic precaution.

Electrical Systems: No Electrical power supply is required to the AirTrain. It has its own Air Platform to provide its power.

Trains: Different models and sizes will be available for the different requirements of the customers. AirTrain with multiple Air Platforms in each airliner body, thus, it offering fast

acceleration, deceleration by decentralizing the power. Inside of the AirTrain are air-sealed to ensure stable air pressure when entering tunnels at high speed.

Punctuality: The AirTrain well be reliable using the digital technology, automatic logarithm Air Platforms. Using the digital systems and digital Air Platform, AirTrain will always be on time.

Traction: NO need. Only for start or braking, coming to stop. It will uses the landing gears and its breaks during the slow speed, reverse thrusters and use air speed to slow down.

Safety record: We are confident that AirTrain will be the safest speed train of the world. No worry about getting derailments, natural disasters, breaking in the rail lines. In case of emergency, it slows down and set itself down using its landing gears or on a platform legs.

Economics: The AirTrain will have a significant effect on California's business, economy, society, environment it has power to connect cities and people. Bring new perspective to the mass transportation. Transform the Speed rain industry in California. We can write several volumes of books just on the economic benefits that AirTrain will bring to California.

Environmental impact: The AirTrain saves much money and resources. One good example is it does not require the power supply, electricity. This is a huge savings and good on the environment. The fuel expenditure will be better than the existing speed trains and even the Airliners. Easily it can save 10% of fuel than the other speed trains using the ground effects, static and dynamic.

Save money on the infrastructures, serving resources and minimizing the foot print by spending less and building less infrastructure is very good for the environment.

Challenges encountered: The biggest obstacle is convincing others that the AirTrain is possible. At first it is impossible to lift 100 tons or more safely of the surface with passengers and cargo. For this reason, I did almost give up on the idea of AirTrain. However, more we looked at this idea and studied, more we are confident that AirTrain is possible if we use the static and dynamic ground effect and filed a new patent called Multi rotor AirTran, U. S. Patent Pending 14698261.

Using the multi rotor technology we can effetely control the two types of ground effect, static can dynamic. With this we can make the Airtrain to be stable near the surface and safe. Another big obstacle is how to lift heavy weights, 100 tons or more and that I figured out it can be done using a hockey puck principal, using Air Platforms. U.S. Patent Pending 14857717.

With the four and the future patents we will file the AirTrain is slowly taking shape and, we are confident that AirTrain can outperform any existing speed trains or mag-lifts in terms of performance, energy savings, cost on the infrastructures , operating costs and maintenance cost.

Another big challenges was, making the AirTrain to fly instead of floating. We have decided to scrap the flying part, class III ground effect vehicle and keep it as class I, floating, like the hover craft vehicle so we do not need to deal with the FAA on their certification process and operating under the FAA rules.

Noise pollution: Noise pollution can be of concerns. We will be addressing this more and more so that the noise down to 70db or less.

Earthquake: Is not a big issue, If the road is broken, it can still detect and fly over it. In any unsafe conditions, it will stop flying and land in a same locations.

Heavy snow: The snow conditions, it can delay some but not as much. It would ride on top of the snow and possibly it can increase its performance even more.

Ridership: Passengers will increase each year. Increase the cars, AirTrain as the passenger demand increases.

Speed increases: AirTran speed at 350 mph there is no telling what we can do with AirTrain that defies gravity, frictionless and ground effects, static and dynamic. Looking forward to what it can do.

Maintenances: Operators and maintenance staff will check each time before leaving the main station. Going through the check lists before its departure. Any parts required are ordered using the automated systems. If any part that is critical, AirTrain is grounded until the problem fixed. Corrective maintenance is where it will do schedule maintenance. Oil change and greasing and so on. AirTrains main part is the Air Platforms. They can be easily removed and replaced. Depot maintenance is where the maintenance is done on the body of the AirTrain. Major modifications and painting and so on. All these will be done using a computer systems to accurately and timely done so that there are no interruption to the schedules.

Finances: Financing, we can find our financing to build and deliver the AirTrain. All we need is an agreement, 3% down and pay us by what we have accomplished. Or pay us the full when we actually deliver the AirTrain on the first three models. Very little risk to the California Rail.

Guarantees: We will guarantee as similar to guarantee an Airliner or cars. The details can be worked out. The normal wear and tear is not guaranteed as with all things. All other things, we can guarantee, especially the Air Platform and the body of an AirTrain.

26. AIRTRAIN'S RECOMMENDATIONS TO CALIFORNIA RAIL AUTHORITY

Order 3 AirTrain MD80. Work AirTrain in the research and development of the AirTrain MD80. Within three years we will deliver for the operation for the California Rail project scope, speed rail connection from San Francisco to Anaheim.

This is the fastest way and least amount of risk to California. Technology is rapidly changing and this is investing in the future of the California with a little risk for a huge gain. Success of AirTrain can bring a huge economic growth to California with a very little invested.

The technology and parts are in the United States. We have most of the parts we need are in California, Nevada, Arizona and Mexico. This is a big chance for the United States to become a leader in the rail technology without having to break the backs of the tax payers.

AirTrain MD80 is successful, we can have the AirTrain manufacturing in California. We can do all the manufacturing of AirTrain that will be used for the rest of the United States and export to Europe.

Regarding the other contracts in building infrastructures, we recommend delaying doing the contract. Right now, the U.S is already far behind other countries. Trying to catch up to these countries using the current speed rail method is very big risks and dangerous for the United States economy and California as well. Delaying another three years. Wait for the AirTrain to be born. Invest in the research and development of the AirTrain technology. This is like buying clothes. Know which sex the baby is and buy its clothes accordingly.

It is AirTrain recommendation for the California Rail to separately procure each high speed rail components. As we know never to put all the eggs in one basket. Furthermore, give us assistance in the research of the AirTrain so we can help us a better speed rail to California and the United States.

For the added benefit, we AirTrain can do 50% of the sale can be cash and the other 50% can be a partnership where we can get payment from each month on the percentage of the ticket sales generated.

27. CONCLUSION

Despite all the effort in desiring to go faster and energy efficient speed train in the world. This c can't be achieved unless we get rid of the rails and electric power supply. Alternative new way is to lift using Air, we need to lift 100 tons or more weight off the ground with efficiency and control. Our solution is the Air Platform and we can apply this to cars and even buses.

We want to partner with California and California Rail in bringing the AirTrain, the future speed train to life. AirTrain will be the work horse in the speed rail industry transporting people. AirTrain will be more environmental friendly, the cost and the future growth. AirTrain can be the partner in the growing California economy by moving the people and cargo at faster speed and safely.

AirTrain, Inc is just starting as the California's speed Rail is, the United States Speed Rail System is. But partnering together, we both know that we can be the new leader in the Speed Rail industry of the world once again as it did with rail industry in the 1900s. We would like to here your ideas and suggestions. Look forward to working with California Rail in the future.

Resources

1. The FAA Aircraft Engineering/Evaluation Group contact information link: http://www.faa.gov/about/office_org/field_offices/aeg/sea_aeg/
2. http://www.fresnobee.com/2014/02/07/3756311/stable-costs-predicted-in-new.html#storylink=cpy
3. http://www.shipping.co.tt/sitepdf/CHALLENGES%20FACING%20MARITME%20TRANSPORT.pdf
4. http://www.globalchange.com/future-of-aviation-industry-radical-change.htm