

September 5, 2008

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PROPOSED MINOT INTERNATIONAL AIRPORT MINIMUM OF STANDARDS FOR COMMERCIAL ACTIVITY

In lieu of attending the public open house on September 9, 2008, to discuss changes to the minimum standards for commercial activity at the Minot International Airport, I am attaching my concerns and requests for changes.

Paragraph 3(c), page 16. The second sentence of that paragraph should be changed to read: "The pad should be of sufficient size to prevent any part of the aircraft from overhanging of the pad when the aircraft is parked."

Paragraph B, page 19. The reference therein to "or other petroleum products" should be removed, as all service operators need to be able to sell petroleum products other than fuel, such as engine oil and brake fluid, so the restriction should only be as to retail sales of fuel.

Paragraph B(6) (b), page 19. The last sentence: "Any rest areas are to be utilized on an occasional basis and should not occur on multiple, consecutive days" should be removed. The previous sentence that prohibits utilizing buildings as a permanent residence is sufficient. Including the above sentence may restrict the ability to have on call crews for helicopters and other aircrafts available.

Paragraph C(2), page 20. I suggest this paragraph be stricken. It should have something similar to what was contained in the request for proposals for FBOs at the Minot International Airport, such as: "The operator shall be required to have in its employ an individual with a proper FAA license to provide aircraft maintenance." It would simply be prohibitively expensive to comply with the proposed standard as it reads.

Paragraph C(3), page 20. The paragraph in the RFP at Section III, 3(c) should be substituted for the proposed standard. This paragraph reads as follows:

Charter Service (Part 135 Certificate): Operator shall own or have available at all times at least one (1) aircraft capable of providing non-scheduled twin engine passenger/cargo charter services. Operator shall also provide or coordinate jet aircraft charter services upon request with at least a 5 day notice.

Paragraph C(4), page 20. The last sentence should be amended to substitute “or” for “and” so that the sentence reads: “The operator shall own or make available at least one aircraft capable of providing....” So long as the aircraft is made available it shouldn’t matter whether it’s owned or not.

Paragraph 5(b), page 20. This paragraph should be eliminated and substituted therefor should be paragraph 3(f) from the RFP referred to above which provides as follows:

Aircraft Hangars, Buildings, Land & Tie-down Services: Operator shall provide space as available for the storage of aircraft visiting or based at the Airport on a first come, first serve basis.

- I. Building(s) shall have a minimum of 17,000 square feet and capable of storing at least a medium sized corporate jet.
- II. Building(s) shall include: hangars, shops, offices, classrooms, a pilot’s lounge, public restrooms, a flight planning/weather information area and public telephones.
- III. A minimum of 45,000 s.f. of land on Airport property is required for Full Service FBO operations to accommodate buildings, aircraft, equipment, and customer parking.

Paragraph F2(a), page 24. We need to have further discussion concerning what “storage on the Airport” should mean and why storage on the airport is necessary.

I would appreciate a copy of any amendments made to the Minimum Standards prior to their submission to the airport committee, as well as notice of when the Minimum Standards will be considered by the airport committee.

Thank you.

[original signed]

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