



BEAGLE PROPERTIES



DEPT. OF TRANSPORTATION
PROPERTY DIVISION

95 DEC -5 PM 1:10

November 28, 1995

6646
DA

Documentary Services Division
C-55, Room PL-401
Department of Transportation
400 7th Street SW
Washington, DC 20590

OST-95-363-12

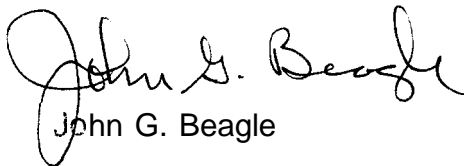
RE: Docket No. 46092 et al.

To Whom it May Concern:

The community of Sidney, Montana opposes the distribution of the subsidy reductions and directives issued by the Department of Transportation. An across the board program reduction is not always the most efficient or prudent manner for implementing a reduction. Other alternatives for reducing the essential air service program exist and should be considered in any future Department orders.

This service is truly essential in eastern Montana due to the vast distances and the absence of other modes of public transportation. Sidney lost 7 flights per week while rho other effected communities only lost 2 flights. Sidney has no bus service, rail service or inter-state highway access. Montana hopes this is a temporary situation and looks forward to this loss of service being restored.

Sincerely yours,


John G. Beagle



95 DTS-5 PM 1:07

November 28, 1995

Documentary Services Division
C-55, Room PL.-401
Department of Transportation
400 7th Street SW
Washington, DC 20590

RE: Docket No. 46092 et al.

To Whom it May Concern:

The community of Sidney, Montana opposes the distribution of the subsidy reductions and directives issued by the Department of Transportation. An across the board program reduction is not always the most efficient or prudent manner for implementing a reduction. Other alternatives for reducing the essential air service program exist and should be considered in any future Department orders.

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Sincerely yours,

Marvellee Fink
Marvellee Fink



DEPT. OF TRANSPORTATION
95 DEC -5 PM 1:10

November 28, 1995

Documentary Services Division
C-55, Room PL-401
Department of Transportation
400 7th Street SW
Washington, DC 20590

RE: Docket No. 46092 et al.

To Whom it May Concern:

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Sincerely yours,

Karen Gebhardt



95 DEC -5 PM 1:05

November 28, 1995

Documentary Services Division
C-55, Room PL-401
Department of Transportation
400 7th Street SW
Washington, DC 20590

RE: Docket No. 46092 et al.

To Whom it May Concern:

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Sincerely yours,

Kendal Kallevig



95 DEC -5 PM 1:07

November 28, 1995

Documentary Services Division
C-55, Room PL-401
Department of Transportation
400 7th Street SW
Washington, DC 20590

RE: Docket No. 46092 et al.

To Whom it May Concern:

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Sincerely yours,

Betty McGuire

609 South Central
P.O. Box 885
Sidney, MT 59270
(406) 482-2616
Fax: (406) 482-3814

BIG SKY

SIDING AND WINDOWS

U.S. DEPARTMENT OF TRANSPORTATION
SECRET

2301 2nd Ave. West
P.O. Box 26
Williston, ND 58801
(701) 572-9423

November 29, 1995

Documentary Services Division
C-55 Room PL-401
Department of Transportation
400 7th Street SW
Washington, DC 20590

Re: Docket No 46092 et al.

To Whom it May Concern:

The community of Sidney opposes the distribution of the subsidy reductions and directives issued by the Department of Transportation. An across the board program reduction is not always the most efficient or prudent manner for implementing a reduction. Other alternatives for reducing the essential air service program exist and should be considered in any future Department orders.

This service is truly essential in eastern Montana due to the vast distances and the absence of other modes of public transportation. Montana hopes this is a temporary situation and looks forward to this loss of service being restored.

Sincerely,


Craig Averett



Big Sky Steel Buildings

609 South Central Ave.
Sidney, MT 59270

DEPT OF TRANSPORTATION
DOCKET SECTION

NOV 29 11 10 AM '95

P.O. Box 885

Phone (406) 482-2616

November 29, 1995

Documentary Services Division
C-55 RoomPL401
Department of Transportation
400 7th Street SW
Washington, DC 20590

Re: Docket No 46092 et al.

To Whom it May Concern:

The community of Sidney opposes the distribution of the subsidy reductions and directives issued by the Department of Transportation. An across the board program reduction **if** not always the most efficient or prudent manner for implementing a reduction. Other alternatives for reducing the essential air service program exist and should be considered in any **future** Department orders.

This service is truly essential **in** eastern Montana due to the vast distances and the absence of other modes of public transportation. Montana hopes this is a temporary situation and looks forward to this loss of service being restored.

Sincerely,

Eldon Martini

DEPT. OF TRANSPORTATION
DOCKET SERVICE

95 DEC -5 PM 1:05

Documentary Services Division
C-55, Room Pl-401
Department of Transportation
400 7th Street SW
Washington, DC 20590

RE: Docket No. 46092 et al.

To Whom It May Concern:

The community of Sidney opposes the distribution of the subsidy reductions and directives issued by the Department of Transportation . An across the board program reduction is not always the most efficient or prudent manner for implementing a reduction. Other alternatives for reducing the essential air service program exist and should be considered in any future Department orders.

This decision leaves Sidney without any transportation services between 6 AM Saturday and 10:30 PM Sunday. We don't have any other public transportation for Sidney and count on air services.

This service is truly essential in eastern Montana due to the vast distances and the absence of other modes of public transportation. Montana hopes this is a temporary situation and looks forward to this loss of service being restored.

Sincerely,


Gregory A. Breuer

Mayor
HAROLD L. MERCER
Aldermen:
First Ward
CAL ORAW
MATH DASINGER
Second Ward
RICHARD HOBBS
BRET SMELSER
Third Ward
WAYNE SWIGART
WILLIAM LINDER

City of Sidney
SEPT. COUNTY DEPARTMENT OF TRANSPORTATION
DOCUMENT REGISTRY



Montana's Sunrise City
115 Second Street Southeast
Sidney, Montana 59270
406-482-2809

City Clerk
ETHEL SOBOLIK
Director of Public Works
TERRY L. MELDAHL
City Attorney
PHILLIP CARTER
City Treasurer
LOUISE CHRISTENSEN
Water Commissioner
GREG ANDERSON

95 DEC -5 PM 1:01

November 29, 1995

Documentary Services Division
C-55, Room PL401
Department of Transportation
400 7th Street SW
Washington, DC 20590

Re: Docket No. 46092 et al

The City of Sidney, as well as the surrounding communities, strongly oppose the distribution of the subsidy reductions and directives issued by the Department of Transportation. An across the board program reduction is not always the most efficient or prudent manner for implementing a reduction. Other alternatives for reducing the Essential Air Service Program exist and should be considered in any future Department orders.

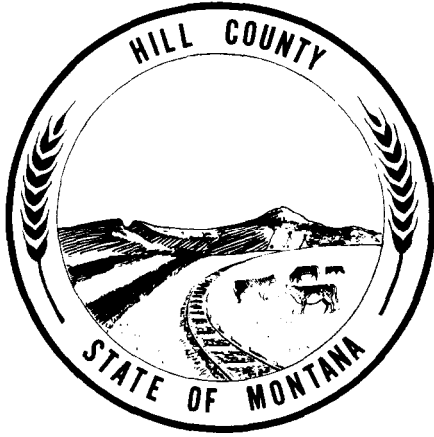
This service is truly essential in eastern Montana due to the vast distances and the absence of other modes of public transportation. Montana sincerely hopes this is only a temporary situation and looks forward to this loss of service being restored.

Respectfully submitted,

A handwritten signature in cursive script that reads "Harold L. Mercer".

Harold L. Mercer
Mayor

dp



COUNTY OF HILL

STATE OF MONTANA
Havre, Montana 59501

Lloyd Wolery, Chairman
Kathy Bessette, Commissioner
Patrick D. Conway, Commissioner

[406]265-5481 Ext. 27

December 1, 1995

Documentary Services Division
C-55 Room PL-401
Department of Transportation
400 7th Street SW
Washington, D.C. 20590

RE: Docket No. 46092, et. al.

DEPT. OF TRANSPORTATION
DOCKET SECTION
95 DEC -5 PM 4:25

To Whom It May Concern:

We are writing to convey our concerns regarding the reductions in Essential Air funding issued by the Department of Transportation.

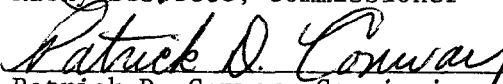
We feel reductions could be made without across the board cuts and we urge the Department to consider alternatives when facing the need for cuts in the future.

Montana is a big country with vast distances to cover and not many modes of transportaion available. Essential Air Service is a necessity to those of us living in Central Montana.

Sincerely,


Lloyd Wolery, Chairman


Kathy Bessette, Commissioner


Patrick D. Conway, Commissioner

COUNTY OF RICHLAND

OFFICE OF CLERK AND RECORDER

201 W. Main . Sidney, Montana 59270 . (406) 482-1708 • Fax: (406) 482-373 1

Elmina J. Cook
Clerk and Recorder

Lois R. Olson
Deputy Clerk and Recorder

November 30, 1995

Documentary Services Division
C-55, Room PL-401
Department of Transportation
400 7th Street S. W.
Washington, DC 20590

RE: Docket No. 46092 et al.


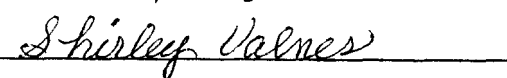
To Whom It May Concern:

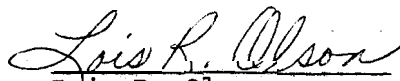
The County of Richland and City of Sidney opposes the distribution of the subsidy reductions and directives issued by the Department of Transportation. An across the board program reduction is not always the most efficient or prudent manner for implementing a reduction. Other alternatives for reducing the essential air service program exist and should be considered in any future Department orders.

This service is truly essential in eastern Montana due to the vast distances and the absence of other modes of public transportation. Montana hopes this is a temporary situation and looks forward to this loss of service being restored.

Sincerely,


Elmina J. Cook, Clerk and Recorder


Lois R. Olson, Deputy



COUNTY OF RICHLAND

Office Of

COUNTY COMMISSIONERS

201 West Main - Sidney, Montana 59270
406-482-1706 FAX 406-482-3731

DEPT. OF TRANSPORTATION
95 DEC -5 PM 1:02

WARREN E. JOHNSON, CHAIRMAN
DWIGHT E. THIESSEN, VICE-CHAIRMAN
BING C. POFF, MEMBER
November 29, 1995

ELMINA COOK, CLERK

DOCUMENTARY SERVICES DIVISION
C-55, ROOM PL-401
DEPARTMENT OF TRANSPORTATION
400 7TH STREET SW
WASHINGTON, DC 20590

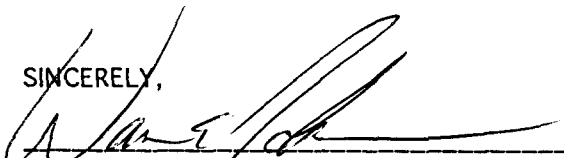
RE: DOCKET N. 46092 et al.

TO WHOM IT MAY CONCERN:

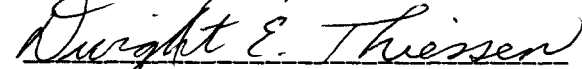
THE RICHLAND COUNTY COMMISSION OPPOSES THE DISTRIBUTION OF THE SUBSIDY REDUCTIONS AND DIRECTIVES ISSUED BY THE DEPARTMENT OF TRANSPORTATION. THE PURPOSE OF THE THE SUBSIDY IS TO INSURE REMOTE LOCATIONS HAVE REASONABLE ACCESS TO NEEDED TRANSPORTATION SERVICES AND THE CURRENT DISTRIBUTION SYSTEM WAS DESIGNED TO ACCOMPLISH THIS ACT. WHILE ACROSS THE BOARD REDUCTIONS SOUND LIKE THE FAIREST WAY TO ACCOMPLISH A REDUCTION THEY DO NOT TAKE INTO ACCOUNT THE UNIQUENESS OF INDIVIDUAL AREAS.

RICHLAND COUNTY DOES NOT HAVE REASONABLE ACCESS TO OTHER FORMS OF PUBLIC TRANSPORTATION AND OUR BUSINESSES AND PROFESSIONAL CLIENTALE WILL BE ADVERSELY AFFECTED BY THIS CHANGE IN SERVICE. WE HOPE THIS WILL BE A TEMPORARY SITUATION AND THAT EFFORTS WILL BE MADE TO EVALUATE THE WISDOM OF THIS DECISION.

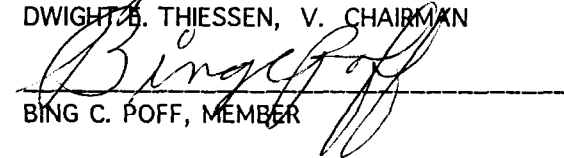
SINCERELY,



WARREN E. JOHNSON, CHAIRMAN



DWIGHT E. THIESSEN, V. CHAIRMAN



BING C. POFF, MEMBER

THE FAMILY CLINIC

214 14th Ave. S.W.
Sidney, Montana 59270
(406) 482-1104

DEPT. OF TRANSPORTATION
DOCKET SECTION
95 DEC -5 PM 4:29

J. L. *Ashcraft*, M.D.

November 28, 1995

Documentary Services Division
C-55, Room PL-401
Department of Transportation
400 7th Street S.W.
Washington, DC 20590

Re: Docket No. 46092 et al.

To Whom It May Concern;

I am a physician in Sidney, Montana. I have been in practice in this community for 20 years. I believe I have learned to understand the essential nature of air service to the rural areas of Montana. It is imperative to our communities to be able to maintain a viable air transportation system.

I personally oppose the distribution of the subsidy reductions and directives issued by the Department of Transportation for the essential air service program. It is my impression that the reductions have been across the board. This is not always the most efficient or the best manner for implementing reductions in my view. There must be other alternatives that are viable for reducing essential air service programs and there options should be considered before final orders are implemented.

Air services are truly an essential part of the economic viability of eastern Montana because of our vast distances and the total absence of other acceptable modes of public transportation. I hope this reduction in funding for the essential air service program will be temporary and that our air service can be returned to its previous level in a short period of time.

Sincerely yours,



J& Ashcraft, MD

jla/rw



DEPT. OF TRANSPORTATION
DOCKET #46092
95 DEC -5 PM 1:01

November 30, 1995

Documentary Services Division
C-55, Room PL-40 1
Department of Transportation
400 7th Street SW
Washington, D.C. 20590

RE: Docket #46092 et al

To Whom It May Concern:

The community of Sidney, many people in the surrounding area and myself oppose the distribution of the subsidy reductions and directives issued by the Department of Transportation. The most efficient and prudent manner for implementing a reduction is not always an across the board program reduction. I believe there are other alternatives for reducing the essential air service program and these alternatives should be considered in any future department orders. This service is truly essential in eastern Montana due to the vast distances and the absence of other modes of other transportation. Montanans hope this is a temporary situation and look forward to this loss of service being restored.

Sincerely,

A handwritten signature in cursive script that reads "Brad Franklin, LO".

Brad Franklin
Loan Officer

BF/dd



DEPT. OF TRANSPORTATION
ACCOUNT SECTION
95 DEC -5 PM 1:01

November 30, 1995

Documentary Services Division
C-55, Room PL-401
Department of Transportation
400 7th Street SW
Washington, D.C. 20590

RE: Docket #46092 et al

To Whom It May Concern:

I am writing to voice my concern regarding the subsidy reductions and directives issued by the Department of Transportation as it pertains to Essential Air Service. I have been told that the Essential Air Service is funded by a tax on every air fare ticket sold and it is not funded by taxes on the general public. If this is the case, why are we cutting the Essential Air Service by millions of dollars and still leaving the tax on the air fare tickets? If Essential Air Service is going to be cut, then the tax on air fare tickets should also be cut. Since this is a specialized tax on air fares, I do not believe that it should be used to balance the budget. Please advise me if the information that I have been given is correct and, if it is not, please give me the facts so that I can talk knowledgeably.

Eastern Montana is a very sparsely populated area and there are vast distances between populated areas. Much of this area is not serviced by ground transportation, consequently, Essential Air Service provides the only source of public transportation out of some of these areas, i.e., Sidney, Montana. For this reason, please be informed that Essential Air Service is truly essential to eastern Montana.

Sincerely,

A handwritten signature in cursive script that reads 'John L. Franklin by Del Rey'.

John L. Franklin
President

JLF/dd



DEPT. OF TRANSPORTATION
DOCKET SECTION
95 DEC -5 PM 4:26

November 29, 1995

Documentary Services Division
C-55, Room PL-40 1
Department of Transportation
400 7th Street SW
Washington, D.C. 20590

RE: Docket #46092 et al

Dear Sirs:

I am employed at a locally owned bank in Sidney, Montana. The essential air service program is crucial to our town. We at Sidney, Montana oppose the distribution of the subsidy reductions and directives issued by the Department of Transportation. An across the board program reduction is not always the most efficient or prudent manner for implementing a reduction. There are other alternatives available which should be considered.

This service is very essential in eastern Montana due to the vast distances and the absence of other modes of public transportation. We in Montana hope this is a temporary situation and look forward to this loss of service being restored.

Sincerely,

A handwritten signature in cursive script that reads 'Eleanor Skaar'.

Eleanor Skaar
Vice President

ES/dd

RECEIVED
NOV 29 1995

November 29, 1995

Documentary Services Division
C-55 Room PL-401
Department of Transportation
400 7th Street SW
Washington, DC 20590

Re: Docket No 46092 et al.

To Whom it May Concern:

The community of Sidney opposes the distribution of the subsidy reductions and directives issued by the Department of Transportation. An across the board program reduction is not always the most efficient or prudent manner for implementing a reduction. Other alternatives for reducing the essential air service program exist and should be considered in any future Department orders.

This service is truly essential in eastern Montana due to the vast distances and the absence of other modes of public transportation. Montana hopes this is a temporary situation and looks forward to this loss of service being restored.

Sincerely,

Margaret Bradley

H & R Block
609 S. Central
Sidney, MT 59270

JCPenney

DEPT. OF TRANSPORTATION
DOCKET SECTION
95 DEC -5 PM 5:00

Documentary Services Division
C-53, Room PL-401
Department of Transportation
400 7th Street SW
Washington, DC 20590

RE: Docket No. 46092 et al.

To Whom It May Concern:

The community of Sidney opposes the distribution of the subsidy reductions and directives issued by the Department of Transportation. An across the board program reduction is not always the most efficient: or prudent manner for implementing a reduction. other alternatives for reducing the essential air service program exist and should be considered in any future Department orders.

This service is truly essential in eastern Montana due to the vast distances and the absence of other modes of public transportation. Montana hopes this is a temporary situation and looks forward to this loss of service being restored.

Sincerely,



DEPT. OF TRANSPORTATION
DOCKET SECTION

November 27, 1995

95 DEC -5 PM 1:09

Documentary Services Division
c-55, Room PL-401
Dept of Transportation
400 7th Street SW
Washington, DC 20590

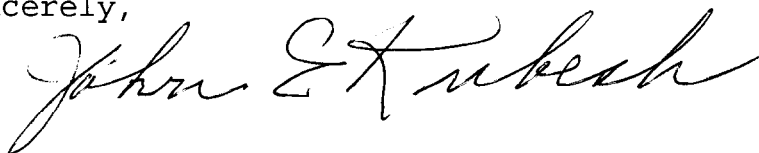
RE: Docket No. 46092 et al.

To whom It May Concern:

The community of Glendive opposes the distribution of the subsidy reductions and directives issued by the Department of Transportation. Anacrosstheboardprogramreductionisnotalwaysthemostefficient or wise decision. Other alternatives for reducing the esential air service program exist and should be looked at in any future orders.

This service is very essential in eastern Montana due to the vast distances and the absence of other kinds of public transportation. Montana hopes this is a temporary situation and that these cutbacks will not become standard.

Sincerely,



E.A.S. TASK FORCE

MID-WEST DOORS

WILLISTON ■ NORTH DAKOTA

2301 2nd Ave. West ■ P.O. Box 26 ■ Williston, ND 58801 ■ (701) 572-8320

November 29, 1995

Documentary Services Division
C-55 Room PL-401
Department of Transportation
400 7th Street SW
Washington, DC 20590

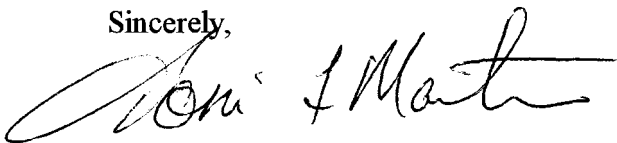
Re: Docket No 46092 et al.

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This service is truly essential in eastern Montana due to the vast distances and the absence of other modes of public transportation. Montana hopes this is a temporary situation and looks forward to this loss of service being restored.

Sincerely,



Toni F. Martini



Montana Department
of Transportation

Aeronautics Division
2630 Airport Road
PO Box 5178
Helena, MT 59604 5178

Phone (406) 444-2500
FAX (406) 444-2519

Gov. Mary Robson Governor

DEPT. OF TRANSPORTATION
DOCKET SECTION

95 DEC -5 PM 4: 32

November 28, 1995

Documentary Services Division
C-55, Room PL-401
Department of Transportation
400 7th Street SW
Washington, DC 20590

RE: Docket No. 46092 et al.


To Whom It May Concern:

The Montana Aeronautics Division opposes the distribution of the subsidy reductions and directives issued by the Department of Transportation. An across the board program reduction is not always the most efficient or prudent manner for implementing a reduction. Other alternatives for reducing the essential air service program exist and should be considered in any future Department orders.

This service is truly essential to central and eastern Montana communities due to the absence of any other mode of public transportation and the fact that these communities are uniquely isolated.

The actions taken by the carrier to comply with this order do not imply acceptance or approval by the State of these cutbacks as permanent. Montana hopes this is a temporary situation and looks forward to this loss of service being restored.

Sincerely,


Michael D. Ferguson
Administrator

DEPT. OF TRANSPORTATION
DOCKET SECTION

95 DEC -5 PM 1:04

Documentary Services Division
C-55, Room Pl-401
Department of Transportation
400 7th Street SW
Washington, DC 20590

RE: Docket No. 46092 et al.

To Whom It May Concern:

The community of Sidney opposes the distribution of the subsidy reductions and directives issued by the Department of Transportation . An across the board program reduction is not always the most efficient or prudent manner for implementing a reduction. Other alternatives for reducing the essential air service program exist and should be considered in any future Department orders.

This decision leaves Sidney without any transportation services between 6 AM Saturday and 10:30 PM Sunday. We don't have any other public transportation for Sidney and count on air services.

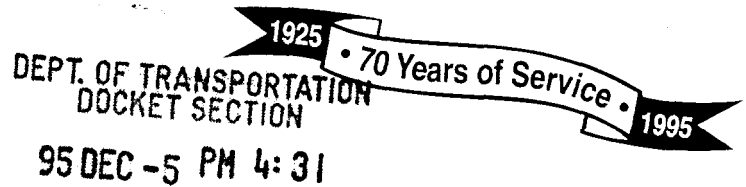
This service is truly essential in eastern Montana due to the vast distances and the absence of other modes of public transportation. Montana hopes this is a temporary situation and looks forward to this loss of service being restored.

Sincerely,


Jack R. Rasmussen



101 South Central Ave.
Sidney, Montana 59270-4123
(406) 482-3520



November 30, 1995

Documentary Services Division
C-55, Room PL-401
Department of Transportation
400 7th Street SW
Washington, D.C. 20590

Re: Docket No. 46092 et al.

Dear Sir or Madam:

Sidney, Montana has suffered from the across the board subsidy reduction directed by the Department of Transportation. We believe this is not the best method of implementing a reduction in this subsidy.

Our air service is entirely dependent upon the essential air service subsidy. We have no other modes of public transportation due to our remote location. Please reconsider the reduction in this subsidy.

We would like to see the subsidy restored to allow us use of the essential air service program.

Sincerely yours,

Robert J. Goss
President

RJG:ps



Richland Development

DEPARTMENT OF TRANSPORTATION
95 NOV 28 11:05

Telephone: (406) 482-4679

FAX: (406) 482-5306

November 28, 1995

Documentary Services Division
C-55, Room PL-481
Department of Transportation
400 7th Street SW
Washington, DC 20598

HE: Docket No. 46092 et al.

To Whom it May Concern:

The community of Sidney opposes the distribution of the subsidy reductions and directives issued by the Department of Transportation. An across the board program reduction is not always the most efficient or prudent manner for implementing a reduction. Other alternatives for reducing the essential air service program exist and should be considered in any future Department orders.

This service is truly essential in eastern Montana due to the vast distances and the absence of other modes of public transportation. We residents of Sidney have no other form of public transportation--no bus or train service! How can these cuts be justified when we have no other means of travel? We have made great progress in providing access to Rural America and now we have taken a giant step backward with these cuts.

Montana hopes this is a temporary situation and looks forward to this loss of service being restored in the immediate future. I strongly urge you to seek out other alternatives for the funding of the much needed Essential Air Service program.

Sincerely,



Kim McNutt-Roberts
Executive Director

95 NOV 28 11:05
DEPARTMENT OF TRANSPORTATION

DEPT. OF TRANSPORTATION
DOCKET SECTION
95 DEC -5 PM 4:29

November 29, 1995

Documentary Services Division
c-55, Room PL-401
Department of Transportation
400 7th Street SW
Washington, DC 20590

RE: Docket No. 46092 et al.

To Whom It May Concern,

The community of Sidney opposes the distribution of the subsidy reductions and directives issued by the Department of Transportation. An across the board program reductions is not always the most efficient or prudent manner for implementing a reduction. Other alternatives for reducing the essential air service program exist and should be considered in any future Department orders.

This service is truly essential in eastern Montana due to the vast distances and the absence of other modes of public transportation. Montana hopes this is a temporary situation and looks forward to this loss of service being restored.

Sincerely,



Susan L. Rink
Owner/Operator

McDonalds of Sidney and Miles City

95 DEC -5 PM 1:03

November 30, 1995

Documentary Services Division
C-55, Room PL-401
Department of Transportation
400 7th Street SW
Washington, DC 20590

Re: Docket No. 46092 et. al

To Whom it May Concern:

The community of Sidney opposes the distribution of the subsidy reductions and directives issued by the Department of Transportation. An across the board program reduction is not always the most efficient or prudent method of implementing a reduction. Please consider other alternatives for reducing the essential air service program.

The service is truly essential in eastern Montana due to the large distances between major communities and the absence of other modes of public transportation. Sidney has no public bus or train transportation. Montana hopes this is a temporary situation and looks forward to this loss of service being restored.

Sincerely,



Enid Stennes
Branch Manager
406-482-5 100

Main Office • 406-238-4800 • Box 2503 • 219 North 26th Street • Billings, MT 59103

Grand Branch • 406-238-4900 • Box 20555 • 2401 Grand Avenue • Billings, MT 59104

Heights Branch • 406-238-4950 • 1546 Main Street • Billings, MT 59105

Laurel Branch • 406-628-8676 • Box 956 • 19 Montana Avenue • Laurel, MT 59044

Kalispell Branch • 406-752-8790 • Box 1819 • 405 Main Street • Kalispell, MT 59903

Missoula Branch • 406-721-3887 • Box 8658 • 320 West Broadway • Missoula, MT 59807

Anaconda Branch • 406-563-5203 • Box 61 • 307 East Park Street • Anaconda, MT 59711

Bozeman Loan Office • 406-586-0444 • Box 6306 • 1805 W Dickerson • Bldg 2, Suite 1A • Bozeman, MT 59715



Sidney Branch • 406-482-5100 • Box 967 • 221 Second Street N.W. • Sidney, MT 59270

Havre Branch • 406-265-5831 • Box 1271 • 324 Third Avenue • Havre, MT 59501

Malta Branch • 406-654-2700 • Box 1086 • 135 South 2nd Street East • Malta, MT 59538

Glasgow Branch • 406-228-9361 • Box 668 • 125 Fourth Street South • Glasgow, MT 59230

Plentywood Branch • 406-765-2460 • Box 384 • 102 North Main • Plentywood, MT 59254

Butte Branch • 406-723-8251 • Box 3048 • 1880 Harrison Avenue • Butte, MT 59702

Lewistown Branch • 406-538-7448 • Box 660 • 401 W Main • Lewistown, MT 59457

SIDNEY CHAMBER OF COMMERCE

"Montana's Sunrise City"

909 S. Central Ave. • Sidney, Montana 59270 • (406) 482-1916

November 30, 1995

Documentary Services Division
C-55, Room PL-401
Department of Transportation
400 7th Street SW
Washington, DC 20590

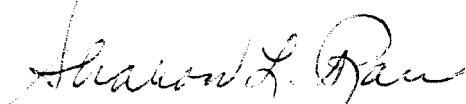
RE: Docket No. 46092 et al.

To Whom It May Concern:

The community of Sidney and the members of the Sidney Chamber of Commerce strongly oppose the distribution of the subsidy reductions and directives issued by the Department of Transportation. We have already been affected by the reductions and it has seriously impaired our ability to do business in Sidney. An across-the-board program of reductions is not always the most efficient or prudent manner for implementing changes such as this; other alternatives exist and should be considered in any future DOT orders.

Many of our businesses are expressing the same concern in similar letters; we wouldn't bother if we didn't believe that this service is truly essential. We have vast distances to cover in eastern Montana and few modes of transportation to choose; in Sidney, there is no other choice--no bus, no Amtrak, no choice. We are isolated, but a vital part of Montana, and we must continue to be so. We ask that you reconsider.

Sincerely,



Sharon L. Rau,
Executive Vice President
Sidney Chamber of Commerce

DEPT. OF TRANSPORTATION
DOCKET SECTION
95 DEC -5 PM 5:00

Sidney Herald-Leader

310 2nd Ave. N.E., Sidney, Mt. 59270 Phone 482-2403 Fax 482-7802 Rick Schneider, publisher

Nov. 23, 1995

Documentary Services Division
C-55, Room PL-401
Dept. of Transportation
400 7th St. SW
Washington, DC 20590

DEPT. OF TRANSPORTATION
DOCKET SECTION
95 DEC -5 PM 5:01

To whom it may concern:

I am writing in regard to docket number 46092, which would adversely impact Essential Air Service to Sidney and **Richland** County. We live in a vast area and have no close access to public transportation, other than our local Big Sky Airlines.

That's right, we have no public bus or rail service, and we are very dependent on our local air carrier. Many businesses and individuals in our area depend on this service, and to make cuts across the board in subsidies without considering the individual needs of the communities impacted just does not make sense.

Our company is based out of Sierra Vista, **Ariz.**, and I personally utilize our local air carrier several times a year for business trips to Arizona. I do not want to have to drive 273 miles to Billings in order to make business connections. My wife has health problems that necessitate her flying to Billings several times per year for treatments. Our local air carrier has a special rate for this service. Again, I do not want to have to take off work and drive her to Billings when she's in need of treatments. Now she can fly to Billings in the morning, take her treatments and return to Sidney the same day.

It is our sincerest hope that you will study this issue closer and restore full funding for our Essential Air Service program.

Sincerely,



Rick Schneider, publisher The Sidney Herald

SIDNEY MILLWORK CO.

Cambrian Lane
P.O. Box 1125
Sidney, Montana 59270
Phone (406) 482-2810
Fax (406) 482-2858

DEPT. OF TRANSPORTATION
DOCKET SECTION
95 DEC -5 PM 4:28

November 30, 1995

Document Services Division
C-55, Room PL-401
Department of Transportation
400 7th Street SW
Washington, D.C. 20590

RE: Docket No. 46092 et al.

To Whom It May Concern:

The community of Sidney opposes the distribution of the subsidy reductions and directives issued by the Department of Transportation. An across the board program reduction is not always the most efficient or prudent manner for implementing a reduction. Other alternatives for reducing the essential air service program exist, and should be considered in any future Department orders.

It is difficult to operate a business that requires large area distribution from an area as remote as Sidney. We need manufacturers representatives, emergency technical support, and other services to be very available. The more transportation is curtailed the more difficult our effort becomes. We hire 50 people,

This service is truly essential in Eastern Montana due to the vast distances and the absence of other modes of public transportation. Montana hopes this is a temporary situation and looks forward to this loss of service being restored.

Sincerely,



Dolph M. Harris, President
Sidney Millwork Company
Sidney Montana

Duane E. Smith, CPA
Richard A. Lange, CPA
Gene W. Koch, CPA

Smith, Lange & Koch, P.C.

Certified Public Accountants

DEPT. OF TRANSPORTATION
DOCKET SECTION
95DEC-5 PM 1:06

1060 South Central Ave.
Sidney, Montana 59270
Telephone: (406) 482-4510
FAX: (406) 482-1514

Documentary Services Division
C-55, Room Pl-401
Department of Transportation
400 7th Street SW
Washington, DC 20590

RE: Docket No. 46092 et al.

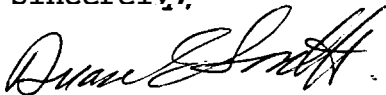
To Whom It May Concern:

The community of Sidney opposes the distribution of the subsidy reductions and directives issued by the Department of Transportation . An across the board program reduction is not always the most efficient or prudent manner for implementing a reduction. Other alternatives for reducing the essential air service program exist and should be considered in any future Department orders.

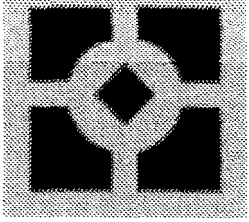
This decision leaves Sidney without any transportation services between 6 AM Saturday and 10:30 PM Sunday. We don't have any other public transportation for Sidney and count on air services.

This service is truly essential in eastern Montana due to the vast distances and the absence of other modes of public transportation. Montana hopes this is a temporary situation and looks forward to this loss of service being restored.

Sincerely,



Duane E. Smith



L. R. SMITH, INC.

P.O. Box 875
Sidney, Montana 59270
(406) 482-8204
(800) 482-8204
TAX ID NO. 81-0488011

DEPT. OF TRANSPORTATION
DOCKET CONTROL

95 DEC -5 PM 1:08

November 29, 1995

Documentary Services Division
C-55 Room PL-401
Department of Transportation
400 7th Street SW
Washington, DC 20590

Re: Docket No 46092 et al.

To Whom it May Concern:

The community of Sidney opposes the distribution of the subsidy reductions and directives issued by the Department of Transportation. An across the board program reduction is not always the most efficient or prudent manner for implementing a reduction. Other alternatives for reducing the essential air service program exist and should be considered in any future Department orders.

This service is truly essential in eastern Montana due to the vast distances and the absence of other modes of public transportation. Montana hopes this is a temporary situation and looks forward to this loss of service being restored.

Sincerely,

L. R Smith

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

DEPT. OF TRANSPORTATION
TRANSPORTATION BUILDING

STATE HOUSE STATION 16

AUGUSTA, MAINE 04333-0016

mdot

95 DEC -5 PM 12:59

JOHN G. MELROSE
Commissioner

November 30, 1995

DEPT. OF TRANSPORTATION
DOCKET SECTION
95 DEC -5 PM 4:25

Documentary Services Division, C-55
Room PL-401
Department of Transportation
400 7th Street, S.W.
Washington, DC 20590

RE: Docket 46092, et al., Subsidized Essential Air Service
Communities

Dear Secretary Pena`:

I am commenting on behalf of the State of Maine Department of Transportation in response to Docket 46092, et al., an ORDER TERMINATING SUBSIDY ELIGIBILITY AND IMPLEMENTING SUBSIDY REDUCTIONS, AND TENTATIVELY SELECTING CARRIER.' I reference Docket 49626, Augusta/Waterville; Docket 47769, Bar Harbor; and Docket 47770, Rockland; these are the three communities within the State of Maine which will be adversely affected by the reductions as outlined in the order.

We understand the urgency that necessitated an expedited action to reduce subsidy to the affected communities in order to safeguard the integrity of the program. We are, however, concerned with the disproportional reductions which the order calls for and the adverse impact which these reductions will have on this State's air transportation system. For instance, by reducing the number of trips at Augusta from 24 to 10 round trips per week, you have, in effect, reduced available seats to the market by 58% and for all practical purposes eliminated weekend service. This reduction comes at a time when the market is demonstrating recovery following the hiatus in service precipitated by the bankruptcy of Northwest Airlinck. The problem at Augusta is further exacerbated by the fact that the difference

Documentary Services Division, C-55

November 30, 1995

Page 2

between 10 and 24 to the carrier is a plane. The decision for the carrier becomes one of restructure or eliminate the route.

Rather than belabor the point, I do offer two potential solutions. First, action should be taken to immediately negotiate reduced subsidy levels. Utilizing the latest available figures for enplanements, there should be some demonstrated savings from current routes. Any savings can then be reapplied to those most harmed in an attempt to restore higher levels of service prior to the next seasonal changes.

As an alternative, consider offering to the State a block grant to manage as a transportation program. With an established level of funding, the State or the community can then look for other opportunities to mix and match without having to be concerned that any adjustment to local fees would trigger a reduction in subsidy. Certainly there are adequate procedures within each State Department of Transportation to oversee such a program.

In closing, the reductions in service necessitated by budget reductions will be detrimental to our air transportation system. We do believe that it will take extraordinary flexibility on the part of USDOT to insure the viability of this program and to help rural communities to retain scheduled air service.

Sincerely,


Ronald L. Roy, Director
Air Transportation Division

RLR:nl



THE STATE OF NEW HAMPSHIRE
DEPARTMENT OF TRANSPORTATION

CHARLES P. O'LEARY, JR.
COMMISSIONER

DEPT. OF TRANSPORTATION
DOCKET SECTION
95 DEC -5 PM 4:28

November 30, 1995

Documentary Services Div-C55
Room PL-40 1
United States Dept. of Transportation
400 7th Street SW
Washington DC 20590

RE: Comment on DOT Order Terminating Subsidy Eligibility and Implementing Subsidy Reductions; Docket 46092 et al. and Docket 46291

Dear Sir,

We are in receipt of the Department of Transportation order Terminating Subsidy Eligibility and Implementing Subsidy Reductions, and Tentatively Selecting Carrier, Docket 46092 et al. and Docket 46291 which dictates reductions in FY 1996 funding and service levels at Keene, New Hampshire under the Essential Air Service program.

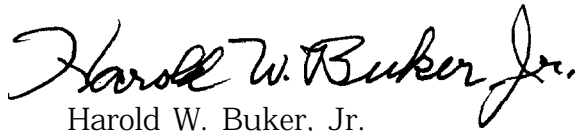
A review of the order indicates an inequity in the reduction of weekly trips, instead of pro-rating the available funding to the essential air service routes. The more present service exceeds ten trips per week, the greater the penalty under this proposed order. Ironically, it is those routes with higher service levels that are probably closer to reaching self-sufficiency, and therefore meeting the goal of the Essential Air Service Program - unsubsidized service - that will suffer the greatest set-back. Limiting service to two trips per day for five days per week will fragment service throughout the seven day period and effectively hinder passenger growth.

Keene, served by Colgan Air, was projecting subsidy-free operation in CY 1997. This reduction of service and resulting impact on passenger growth will most certainly negate those projections.

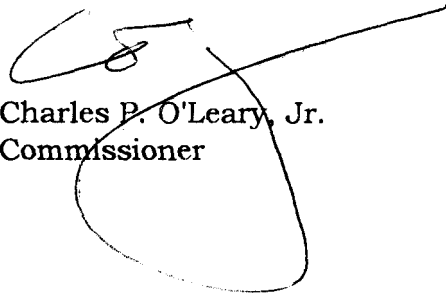
We oppose the order as currently written, and request you reconsider in light of the impacts on the program. As a minimum, allow the carrier and community more flexibility in deciding when subsidized service should be flown. In the interest of fairness, a solution should be reached that impacts all carriers and routes in an equal manner, and most certainly not excessively penalize those routes closest to success in the EAS program. The local

community and carriers involved **are** in the best position to evaluate their individual markets and manage the effects of EAS funding reductions.

Sincerely,



Harold W. Buker, Jr.
Director of Aeronautics



Charles P. O'Leary, Jr.
Commissioner

COP/ ber

November 29, 1995
202 3rd Ave N W
Sidney, Montana

DEPT. OF TRANSPORTATION
DOCKET SECTION
95 DEC -5 PM 5: 01

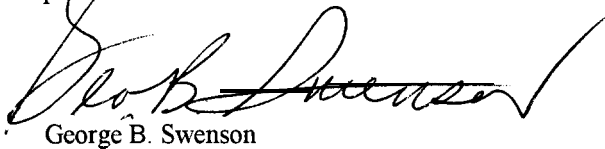
Documentary Services Division
C-55 Room PL-40 1
Department of Transportation
400 7th Street SW
Washington, DC 20590

RE: Docket No. 46092 et al.

To Whom It May Concern:

Please register my opposition to the distribution of the subsidy reductions and directives issued by the Department of Transportation. The Sidney Area is composed of productive, independent, hardworking people whose only means of public transportation is provided by the essential air service program. Due to the isolation and geographic this service is essential. Without these services our abilities to contribute to the welfare of our nation and it's people will be impaired.

We hope this is a temporary situation and look forward to this loss of service being restored as quickly as possible.



Sincerely,

George B. Swenson



TRI-COUNTY IMPLEMENT, INC.

Phone (406) 482-4400 HC 89 Box 5164 Hwy. 16 West

SIDNEY, MONTANA 59270 FAX # (406) 482-4403

95 DEC -5 PM 1: 03

Documentary Services Division
C-55, Room PL-401
Department of Transportation
400 7th Street SW
Washington, DC 20590

RE: Docket No. 46092 et al.

To Whom It May Concern:

The community of Sidney opposes the distribution of the subsidy reductions and directives issued by the Department of Transportation. An across the board program reduction is not always the most efficient or prudent manner for implementing a reduction. Other alternatives for reducing the essential air service program exist and should be considered in any future Department orders.

This service is truly essential in eastern Montana due to the vast distances and the absence of other modes of public transportation. Montana hopes this is a temporary situation and looks forward to this loss of service being restored.

Sincerely,

Walter L. McHugh PRES.



DEPT. OF TRANSPORTATION
DOCKET SECTION
95 DEC -5 PM 5:01

**United States
Postal Service**

Documentary Services Division
c-55, Room PL-401
Department of Transportation
400 7th St. SW.
Washington, D.C. 20590

RE. Docket No. 46092 et. al.

To Whom It May Concern:

The distribution of the subsidy reductions and directives issued by the Department of Transportation definitely hurt the mail service for the community of Sidney and surrounding area. We had been using the flights that have been cut for our express and priority mail. Because of the cutbacks, we can no longer offer overnight delivery outside the state of Montana and it has delayed a good share of our priority service by one day.

This service is truly essential in eastern Montana due to the vast distances and the absence of other modes of public transportation. We hope this is a temporary situation and look forward to this loss of service being restored.

Sincerely,

Jim Jardine
Postmaster
Sidney, MT. 59270-9998