

Sincerely,
Resort Aviation
Line Dept.

ONCE AGAIN, THANK YOU FOR YOUR ASSISTANCE.
AIRPORT.
INCREASING THE FUTURE POSSIBILITIES OF THIS
TO MORE, AND CONTINUED JOINT EFFORTS TOWARDS
STAFF AND OUR GUESTS. WE LOOK FORWARD
APPRECIATE THE TEAM WORK BETWEEN YOUR
THE LINE DEPARTMENT HERE AT RESORT
SAFE GROUND HANDLING FOR ALL INVOLVED.
THE JET, LEAD TO THE SMOOTH, EFFICIENT, AND
ADD YOUR DIRECTIONS FOR THE PROVISION OF
YOUR COURTESY IN PROCURING THE AIRSTAIRS
OF SPARTAN 757X ON AUGUST 22ND AND 23RD,
OF YOU FOR YOUR ASSISTANCE IN THE HANDLING
LIKE TO TAKE THIS OPPORTUNITY TO THANK ALL
ON BEHALF OF RESORT AVIATION, I WOULD

Greg DeHaven
Title Cumings
And Crew
Centered,
Cour D'Alene Airport

RECEIVED
AUG 24 2000
COEUR D'ALENE
AIRPORT

AUG 24, 2000

CDA Airport Ex. 24

LEASE AGREEMENT

VHF UNICOM TRANSCEIVER AND ACCESSORIES

THIS AGREEMENT, made and entered into this 3rd day of December, 2001 by and between the MONTANA AERONAUTICS DIVISION, Lessor, and Glasgow Airport Commission, Lessee, who is the operator of facilities on the Glasgow Airport, located at Glasgow, Montana.

WHEREAS, the responsibility of the Lessor is to sponsor and develop aviation within the State of Montana and to promote safety with reference to aviation, all in the public interest and benefit of the people of the State of Montana, and

WHEREAS, there is a recognized need for air-to-ground radio communication, to serve the landing area, and

WHEREAS, the Montana Aeronautics Division can provide suitable two-way VHF Unicom Transceiver radio units for air-to-ground communication, and the Lessee wishes to acquire such a unit for such purposes.

NOW, THEREFORE, in consideration of Five Hundred Dollars (\$500.00), paid by Lessee, and in further consideration of the mutual benefits to be received by the parties hereto, it is hereby agreed as follows:

1. TERM. That the Montana Aeronautics Division will lease one VHF Unicom Transceiver radio unit to Lessee, for a period of ten (10) years, from this date.

2. OWNERSHIP. The ownership of the equipment shall be and at all times remain in the Montana Aeronautics Division.

3. LOCATION. Only one aeronautical advisory station (Unicom) may be authorized to operate at a landing area which does not have a control tower. Where a control tower, is located at a landing area, the one station limitation does not apply. The local government entity will determine and name this location on page three of this lease.

EXHIBIT 000124
of 3 pp

4. INSTALLATION. A radio transceiver and antenna will be installed by the Lessor in a mutually agreed upon location selected by the Lessee. The radio and accessories may not be moved from this location without written permission of the Lessor and modification of the FCC Radio Station License if necessary.

5. LICENSE. The Lessor will license the Unicom unit with the Federal Communications Commission, and the Lessee is responsible for compliance with all Federal Communications Commission Requirements pertaining to Unicom operations and displaying the license.

6. STAND-BY. A stand-by service during daylight hours with the Unicom turned on and ready to use will be maintained by the Lessee as required by the rules and regulation of the Federal Communications commissions and the Aeronautics Division.

7. MALFUNCTIONS. Any malfunction of the unit will be promptly reported by the Lessee to the Montana Aeronautics Division.

8. LOG. The Lessee shall maintain logs showing hours of operation, frequencies used, and hours of duty with signature of the operator(s) on duty. In any instance where communications pertain to emergency, distress, or danger of life or property, then the specific station or aircraft communicated with, and the time and nature of communications, shall be recorded. Logs will be furnished by the Lessor.

9. OPERATION AND DAMAGE. The Lessee is responsible for operation of the Unicom equipment. The Lessee and the operators will take reasonable care to protect and maintain the Unicom unit from use by unauthorized operators or damages from any cause.

10. PRIORITY OF USE. The Montana Aeronautics Division may use the equipment for Civil Defense or emergency operations.

11. CONTROL TOWER AIRPORTS. The Montana Aeronautics Division reserves the right and authority to hear and decide controversies involving conflicts in radio usage with two or more leased Unicom stations licensed on the same airport. Suspension of all or part of the stations may result.

12. TERMINATION. The Montana Aeronautics Division reserves the right to terminate this lease and remove the Unicom unit and accessories if the equipment is not being operated in conformity with this agreement or is being operated in a manner unsatisfactory to the Montana Aeronautics Division or Federal Communications Commission.

13. MAINTENANCE. Maintenance of the Unicom radio and related equipment shall be the responsibility of the Lessee, it being clearly understood and agreed that the Lessee shall maintain the Unicom in a usable condition at all times.

14. OBSOLESCENCE. In order to avoid obsolescence, the radio must be replaced after a maximum of ten years.

IN WITNESS WHEREOF, the parties hereto have caused this instrument to be executed by their duly authorized officers the day and year first above written.

LESSOR
DEPARTMENT OF TRANSPORTATION
AERONAUTICS DIVISION

LESSEE
Governmental Entity:
Glasgow Airport Commission

Administrator

Unicom Location: _____

MDT Legal Review

Signature (s): _____

Chairman

Member

Member

CDA Airport Ex. 25

**Kootenai County Airport
item QuickReport
All Transactions**

Resort

South Field

Type	Date	Num	Name	Memo	Qty	Amount
Other Charges						
Flow Fuel Fee						
Invoice	1/16/2002	2837	South Field Fuel, Inc...	Flow fuel fees...	-9,701	-485.05
Cash Sale	1/23/2002	1	Hagadone Corporati...	Flow fuel fees...	-9,300	-465.00
Cash Sale	1/30/2002	2	Idaho Forest Industri...	Flow fuel fees...	-10,000	-500.00
Cash Sale	2/1/2002	3	Resort Aviation, Cou...	Flow fuel fees...	-10,001	-500.05
Cash Sale	2/14/2002	4	South Field Fuel, Inc...	Flow fuel fees...	-10,472	-523.60
Cash Sale	2/27/2002	5	Resort Aviation, Cou...	Flow fuel fees...	-29,602	-1,480.10
Cash Sale	3/12/2002	6	Hagadone Corporati...	Flow fuel fees...	-9,351	-467.55
Cash Sale	3/29/2002	7	Resort Aviation, Cou...	Flow fuel fees...	-9,800	-490.00
Cash Sale	4/9/2002	8	Hagadone Cwporati...	Flow fuel fees...	-8,814	-440.70
Cash Sale	4/16/2002	9	South Field Fuel, Inc...	Flow fuel fees...	-20,003	-1,000.15
Cash Sale	5/1/2002	10	Resort Aviation, Cou...	Flow fuel fees...	-19,755	-987.75
Cash Sale	5/14/2002	11	South Field Fuel, Inc...	Flow fuel fees...	-10,003	-500.15
Cash Sale	6/6/2002	12	Hagadone Corporati...	Flow fuel fees...	-9,349	-467.45
Cash Sale	6/25/2002	13	Huboff, Jon - AL00130	Flow fuel fees...	-9,801	-490.05
Cash Sale	6/25/2002	14	South Field Fuel, Inc...	Flow fuel fees...	-21,003	-1,050.15
Cash Sale	6/25/2002	15	Hagadone Corporati...	Flow fuel fees...	-9,400	-470.00
Cash Sale	6/27/2002	16	Resort Aviation, Cou...	Flow fuel fees...	-20,002	-1,000.10
Cash Sale	7/18/2002	17	South Field Fuel, Inc...	Flow fuel fees...	-31,500	-1,575.00
Cash Sale	7/23/2002	18	Resort Aviation, Cou...	Flow fuel fees...	-40,004	-2,000.20
Cash Sale	8/13/2002	19	South Field Fuel, Inc...	Flow fuel fees...	-42,002	-2,100.10
Cash Sale	8/14/2002	20	Resort Aviation, Cou...	Flow fuel fees...	-39,502	-1,975.10
Cash Sale	8/22/2002	21	Hagadone Corporati...	Flow fuel fees...	-9,498	-474.90
Cash Sale	9/13/2002	22	South Field Fuel, Inc...	Flow fuel fees...	-41,002	-2,050.10
Cash Sale	9/24/2002	23	Resort Aviation, Cou...	Flow fuel fees...	-59,509	-2,975.45
Cash Sale	10/16/2002	24	South Field Fuel, Inc...	Flow fuel fees...	-40,479	-2,023.95
Cash Sale	10/31/2002	25	Idaho Forest Industri...	Flow fuel fees...	-10,000	-500.00
Cash Sale	10/31/2002	26	Resort Aviation, Cou...	Flow fuel fees...	-20,001	-1,000.05
Cash Sale	10/31/2002	27	Hagadone Corporati...	Flow fuel fees...	-9,499	-474.95
Cash Sale	11/19/2002	28	South Field Fuel, Inc...	Flow fuel fees...	-20,000	-1,000.00
Cash Sale	12/2/2002	29	Resort Aviation, Cou...	Flow fuel fees...	-40,003	-2,000.15
Total Flow Fuel Fee						-31,467.80
Total Other Charges						-31,467.80
4L						<u>-31,467.80</u>

EXHIBIT 090-125
of 2 pp

SORT ORDER: Original Fiscal Year within OBJ CODE within ORG KEY

SELECT OBJECT CODE: 4587

Lg	ACCOUNT NUMBER	Primary Ref	Transaction Description	SS Ref Date	Job No	Debit	Credit	NET
GX	30101 -4587	AC991075	KOOTENAI CO AIRPORT	CR 01/13/99	00258520	0.00	500.15	500.15
GX	30101 -4587	AC991367	KOOTENAI CO AIRPORT	CR 02/09/99	00261005	0.00	965.20	1,465.35
GX	30101 -4587	AC991542	KOOTENAI CO AIRPORT	CR 02/26/99	00262897	0.00	500.00	1,965.35
GX	30101 -4587	AC991667	KOOTENAI CO AIRPORT	CR 03/09/99	00263937	0.00	20.00	1,985.35
GX	30101 -4587	AC991714	KOOTENAI CO AIRPORT	CR 03/15/99	00264481	0.00	470.05	2,456.40
GX	30101 -4587	AC991715	KOOTENAI CO AIRPORT	CR 03/15/99	00264481	0.00	485.00	
GX	30101 -4587	AC991874	KOOTENAI CO AIRPORT	CR 03/31/99	00266170	0.00	1,000.00	3,940.40
GX	30101 -4587	AC991988	KOOTENAI CO AIRPORT	CR 04/08/99	00267007	0.00	403.40	4,343.80
GX	30101 -4587	AC992064	KOOTENAI CO AIRPORT	CR 04/16/99	00267980	0.00	515.10	4,858.90
GX	30101 -4587	AC992349	KOOTENAI CO AIRPORT	CR 05/12/99	00270303	0.00	1,500.30	
GX	30101 -4587	AC992586	KOOTENAI CO AIRPORT	CR 05/31/99	00271969	0.00	1,175.10	7,534.30
GX	30101 -4587	AC992710	KOOTENAI CO AIRPORT	CR 06/10/99	00272837	0.00	470.10	8,504.40
GX	30101 -4587	AC992793	KOOTENAI CO AIRPORT	CR 06/18/99	00273566	0.00	515.00	
GX	30101 -4587	AC993135	KOOTENAI CO AIRPORT	CR 07/15/99	00276153	0.00	1,565.15	10,084.55
GX	30101 -4587	AC993308	KOOTENAI CO AIRPORT	CR 07/31/99	00278231	0.00	975.00	11,059.55
GX	30101 -4587	AC993430	KOOTENAI CO AIRPORT	CR 08/09/99	00279272	0.00	505.00	11,564.55
GX	30101 -4587	AC993484	KOOTENAI CO AIRPORT	CR 08/12/99	00279606	0.00	1,573.05	13,137.60
GX	30101 -4587	AC993610	KOOTENAI CO AIRPORT	CR 08/24/99	00281069	0.00	2,000.10	15,137.70
GX	30101 -4587	AC993835	KOOTENAI CO AIRPORT	CR 09/14/99	00283099	0.00	1,550.35	16,688.05
GX	30101 -4587	AC993849	KOOTENAI CO AIRPORT	CR 09/16/99	00283362	0.00	515.00	17,203.05
GX	30101 -4587	AC993955	KOOTENAI CO AIRPORT	CR 09/27/99	00284203	0.00	479.90	17,682.95
GX	30101 -4587	AC993989	KOOTENAI CO AIRPORT	CR 09/29/99	00284504	0.00	2,000.10	19,683.05
* * Total 1999		By		*SORT LEVEL	3 DR-CR	0.00	19,683.05	19,683.05
GX	30101 -4587	AC200117	KOOTENAI CO AIRPORT	CR 10/21/99	00286855	0.00	1,075.05	1,075.05
GX	30101 -4587	AC200141	KOOTENAI CO AIRPORT	CR 10/26/99	00287363	0.00	1,525.55	2,600.60
GX	30101 -4587	AC200173	KOOTENAI CO AIRPORT	CR 10/27/99	00287442	0.00	500.00	3,100.60
GX	30101 -4587	AC200394	KOOTENAI CO AIRPORT	CR 11/17/99	00290019	0.00	1,549.90	4,650.50
GX	30101 -4587	AC200453	KOOTENAI CO AIRPORT	CR 11/23/99	00290498	0.00	500.05	5,150.55
GX	30101 -4587	AC200544	KOOTENAI CO AIRPORT	CR 11/30/99	00291149	0.00	1,000.00	6,150.55
GX	30101 -4587	AC200712	KOOTENAI CO AIRPORT	CR 12/15/99	00292805	0.00	1,015.05	7,165.60
GX	30101 -4587	AC200837	KOOTENAI CO AIRPORT	CR 12/28/99	00294026	0.00	377.30	7,542.90
GX	30101 -4587	AC200892	KOOTENAI CO AIRPORT	CR 12/30/99	00294530	0.00	900.00	
GX	30101 -4587	AC201097	KOOTENAI CO AIRPORT	CR 01/13/00	00295992	0.00	1,080.05	9,522.95
GX	30101 -4587	AC201424	KOOTENAI CO AIRPORT	CR 02/11/00	00298748	0.00	500.10	10,023.05
GX	30101 -4587	AC201553	KOOTENAI CO AIRPORT	CR 02/28/00	00300013	0.00	465.15	10,488.20
GX	30101 -4587	AC201554	KOOTENAI CO AIRPORT	CR 02/28/00	00300013	0.00	490.00	10,978.20
GX	30101 -4587	AC201596	KOOTENAI CO AIRPORT	CR 02/29/00	00300435	0.00	475.00	11,453.20
GX	30101 -4587	AC201818	KOOTENAI CO AIRPORT	CR 03/21/00	00302312	0.00	1,055.00	12,508.20
GX	30101 -4587	AC202121	KOOTENAI CO AIRPORT	CR 04/13/00	00304872	0.00	1,000.00	13,508.20
GX	30101 -4587	AC202193	KOOTENAI CO AIRPORT	CR 04/19/00	00305533	0.00	445.65	13,953.85
GX	30101 -4587	AC202194	KOOTENAI CO AIRPORT	CR 04/19/00	00305533	0.00	1,004.90	14,958.75
GX	30101 -4587	AC202274	KOOTENAI CO AIRPORT	CR 04/27/00	00306345	0.00	470.05	15,428.80
GX	30101 -4587	AC202275	KOOTENAI CO AIRPORT	CR 04/27/00	00306345	0.00	1,000.05	16,428.85
GX	30101 -4587	AC202575	KOOTENAI CO AIRPORT	CR 05/23/00	00309184	0.00	510.00	16,938.85

EXHIBIT *COA 26*
 of *70P.*

SORT ORDER: Original Fiscal Year within OBJ CODE within ORG KEY

SELECT OBJECT CODE: 4587

Lg	ACCOUNT NUMBER	Primary Ref	Transaction Description	SS Ref Date	Job No	Debit	Credit	NET
GX	30101 -4587	AC214339	KOOTENAI CO AIRPORT	CR 09/07/	00363197	0.00	462.40	25,964.15
GX	30101 -4587	AC214421	KOOTENAI CO AIRPORT	CR 09/14/	00363863	0.00	4,427.35	30,391.50
GX	30101 -4587	AC214470	KOOTENAI CO AIRPORT	CR 09/19/	00364289	0.00	499.95	30,891.45
GX	30101 -4587	AC214657	KOOTENAI CO AIRPORT	CR 09/28/	00365659	0.00	2,490.00	33,381.45
GX	30101 -4587	2732	ACC RUE FUEL FLOWAGE FEES FY01	JE 09/30/01	00369349	0.00	990.00	34,371.45
**	Total 2001	By		*SORT LEVEL	3 DR-CR	0.00	34,371.45	-34,371.45
GX	30101 -4587	2733	REVERSE FUEL FLOW ACCRUAL FY01	JE 10/01/01	00369419	990.00	0.00	-990.00
GX	30101 -4587	AC220114	KOOTENAI CO AIRPORT	CR 10/15/01	00367381	0.00	1,000.90	10.90
GX	30101 -4587	AC220115	KOOTENAI CO AIRPORT	CR 10/15/01	00367381	0.00	1,040.05	1,050.95
GX	30101 -4587	AC220321	KOOTENAI CO AIRPORT	CR 10/29/01	00369345	0.00	990.00	2,040.95
GX	30101 -4587	AC220390	KOOTENAI CO AIRPORT	CR 10/31/01	00370017	0.00	475.00	2,515.95
GX	30101 -4587	AC220564	KOOTENAI CO AIRPORT	CR 11/16/01	00371914	0.00	487.45	3,003.40
GX	30101 -4587	AC220734	KOOTENAI CO AIRPORT	CR 11/29/01	00373428	0.00	490.00	3,493.40
GX	30101 -4587	AC220882	KOOTENAI CO AIRPORT	CR 12/10/01	00374524	0.00	500.00	3,993.40
GX	30101 -4587	AC220989	KOOTENAI CO AIRPORT	CR 12/19/01	00375528	0.00	490.00	4,483.40
GX	30101 -4587	AC221076	KOOTENAI CO AIRPORT	CR 12/24/01	00375925	0.00	924.95	5,408.35
GX	30101 -4587	AC221155	KOOTENAI CO AIRPORT	CR 12/31/01	00376480	0.00	1,518.35	6,926.70
GX	30101 -4587	AC221406	KOOTENAI CO AIRPORT	CR 01/16/02	00378551	0.00	485.05	7,411.75
GX	30101 -4587	AC221519	KOOTENAI CO AIRPORT	CR 01/24/02	00379127	0.00	465.00	7,876.75
GX	30101 -4587	AC221643	KOOTENAI CO AIRPORT	CR 01/31/02	00379780	0.00	500.00	8,376.75
GX	30101 -4587	AC221679	KOOTENAI CO AIRPORT	CR 01/31/02	00380110	0.00	500.05	8,876.80
GX	30101 -4587	AC221864	KOOTENAI CO AIRPORT	CR 02/15/02	00381413	0.00	523.60	9,400.40
GX	30101 -4587	AC222005	KOOTENAI CO AIRPORT	CR 02/28/02	00382629	0.00	1,480.10	10,880.50
GX	30101 -4587	AC222194	KOOTENAI CO AIRPORT	CR 03/12/02	00383758	0.00	467.55	11,348.05
GX	30101 -4587	AC222421	KOOTENAI CO AIRPORT	CR 03/29/02	00385571	0.00	490.00	11,838.05
GX	30101 -4587	AC222602	KOOTENAI CO AIRPORT	CR 04/10/02	00386544	0.00	440.70	12,278.75
GX	30101 -4587	AC222661	KOOTENAI CO AIRPORT	CR 04/16/02	00387049	0.00	1,000.15	13,278.90
GX	30101 -4587	AC222900	KOOTENAI CO AIRPORT	CR 04/30/02	00388789	0.00	987.75	14,266.65
GX	30101 -4587	AC223108	KOOTENAI CO AIRPORT	CR 05/15/02	00390033	0.00	500.15	14,766.80
GX	30101 -4587	AC223403	KOOTENAI CO AIRPORT	CR 06/04/02	00392597	0.00	500.05	15,266.85
GX	30101 -4587	AC223426	KOOTENAI CO AIRPORT	CR 06/06/02	00392596	0.00	467.45	15,734.30
GX	30101 -4587	AC223701	KOOTENAI CO AIRPORT	CR 06/26/02	00394471	0.00	2,010.20	17,744.50
GX	30101 -4587	AC223759	KOOTENAI CO AIRPORT	CR 06/28/02	00394674	0.00	1,000.10	18,744.60
GX	30101 -4587	AC224044	KOOTENAI CO AIRPORT	CR 07/19/02	00396638	0.00	1,575.00	20,319.60
GX	30101 -4587	AC224077	KOOTENAI CO AIRPORT	CR 07/23/02	00396923	0.00	2,000.20	22,319.80
GX	30101 -4587	AC224247	KOOTENAI CO AIRPORT	CR 07/31/02	00397800	0.00	500.05	22,819.85
GX	30101 -4587	AC224442	KOOTENAI CO AIRPORT	CR 08/13/02	00399178	0.00	2,100.10	24,919.95
GX	30101 -4587	AC224479	KOOTENAI CO AIRPORT	CR 08/15/02	00399540	0.00	1,975.10	26,895.05
GX	30101 -4587	AC224592	KOOTENAI CO AIRPORT	CR 08/23/02	00400397	0.00	474.90	27,369.95
GX	30101 -4587	AC224657	KOOTENAI CO AIRPORT	CR 08/29/02	00401050	0.00	459.95	27,829.90
GX	30101 -4587	AC224993	KOOTENAI CO AIRPORT	CR 09/25/02	00403745	0.00	2,975.45	30,805.35
**	Total 2002	By		*SORT LEVEL	3 DR-CR	990.00	31,795.35	-30,805.35
GX	30101 -4587	AC230109	KOOTENAI CO AIRPORT	CR 10/16/02	00406187	0.00	2,023.95	2,023.95

SORT ORDER: Original Fiscal Year within OBJ CODE within ORG KEY

SELECT OBJECT CODE: 4587

Lg ACCOUNT NUMBER	Primary Ref	Transaction Description	SS Ref Date	Job No	Debit	Credit	NET	
* * GRAND TOTAL * *					DR-CR	990.00	126,464.70	-125,474.70

SELECTION: OBJ CODE: 4587
 RPT FORMAT: ORG KEY - X

CLASS - X OBJ CODE - X

		FY 2000	FY 2001	----- FISCAL 2001 -----			----- FISCAL 2002 -----		
		ACTUAL	ACTUAL	BUDGET	YTD	PCT	BUDGET	YTD	PCT
Airport-Administration	30101								
4587	Fuel Flowage Fees	33,366	34,371	30,000	34,371	114.6	25,000	30,805	123.2
	CLASS 6 REVENUES	33,366	34,371	30,000	34,371	114.6	25,000	30,805	123.2
<hr/>									
	REVENUE Airport-Administratio	33,366	34,371	30,000	34,371	114.6	25,000	30,805	123.2
	REVENUE TOTALS:	33,366	34,371	30,000	34,371	114.6	25,000	30,805	123.2
	EXPENSE TOTALS:	0	0	0	0	---	0	0	---
	(REV - EXP) TOTAL:	33,366	34,371	30,000	34,371	---	25,000	30,805	---

SELECTION: OBJ CODE: 4587
 RPT FORMAT: ORG KEY - X

CLASS - X OBJ CODE - X

		FY 1998	FY 1999	----- FISCAL 1999 -----			----- FISCAL 2000 -----		
		<u>ACTUAL</u>		BUDGET	YTD	<u>PCT</u>	BUDGET	<u>YTD</u>	<u>PCT</u>
Airport-Administration	30101								
4587	Fuel Flowage Fees	25,703	26,073	23,400	26,073	111.4	23,400	33,366	142.6
	CLASS 6 REVENUES	25,703	26,073	23,400	26,073	111.4	23,400	33,366	142.6
<hr/>									
	REVENUE Airport-Administratio	25,703	26,073	23,400	26,073	111.4	23,400	33,366	142.6
REVENUE TOTALS :		25,703	26,073	23,400	26,073	111.4	23,400	33,366	142.6
EXPENSE TOTALS:		0	0	0	0	---	0	0	---
<hr/>									
(REV - EXP) TOTAL:		25,703	26,073	23,400	26,073	---	23,400	33,366	---

CDA Airport Ex. 27

SUPERUNICOM,

"Automated unicorn has to do more than give weather,
it has to adapt to frequency congestion,
it has to provide full service to your customers,
greeting pilots, radio checks, runway and traffic advisories,
otherwise it's just an AWOS tying up your unicorn."

FAA APPROVED ALTIMETER AND VISIBILITY FOR IFR OPERATIONS MEETS FAA PART 135 REQUIREMENTS

FAA AIP APPROVED — START HERE !!!



Click Above to Open Site

Live Data
from Potomac Airfield VKX
via LOW COST.
Satellite Link
(Development Site)

!!!State Grants Available in Most States !!!

EXHIBIT *COA #27*

of 15 RP.

Superunicorn IV (the unit with visibility) will give you all the regulatory advantages of having **an AWOS** . That is it **will** open your field for commercial operations and **instrument** approaches.

In **addition** to covering the weather it will **also** give you Unicorn coverage for things like radio checks.

I could go on and on but **my** poor typing **skills** would **keep** me **here** until **midnight**.

Please feel **free** to call me at 800-207-8999. I **can** usually be found **at** this number well into the evening (11PM EST). I would **like** to talk **with you** after you've had **time** to go over **the information** but please feel free to call before then if the need arises.

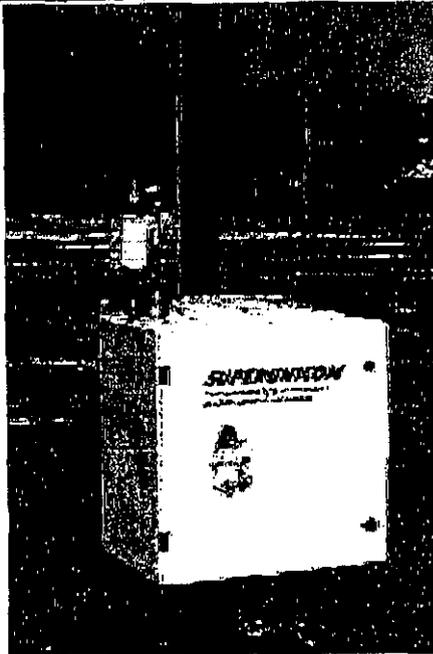
Best regards,

Gary Loff

**PILOT-CONTROLLED UNICOM, AT LAST !
NEVER MISSES A PILOT'S CALL
CALL
800-207-8999**

FAA - Airmen's Information Manual

Change 3, July 12, 2001



4-1-9 a, 3

3. "Many airports are now providing completely automated weather, radio check capability and airport advisory information on an AUTOMATED UNICOM system. These systems offer a variety of features usually selectable by microphone clicks, on the unicom frequency. Availability of the AUTOMATED UNICOM will be published in the Airport/Facility directory and approach charts."

System automatically:

ADAPTS ADVISORY to frequency congestion

DETECTS & GREETs inbound aircraft (*Nukidding!*)

RADIO-CHECK never misses a pilot's request

CRITICAL DENSITY ALTITUDE given to departing aircraft

ANNOUNCES SUDDEN WIND SHIFTS relative to
runways

ISSUES NOTAMS when appropriate

SMART ADVISORY

ADAPTS CONTENT TO:

FREQUENCY CONGESTION

IMPORTANCE TO FLIGHT

**NO MATTER HOW BUSY YOUR UNICOM
FREQUENCY**

Temperature in Fahrenheit or Celsius, with Dewpoint
Ground Fog, based on temp/dewpoint and wind conditions
Wind Speed & Direction OPTIMIZED FOR FLIGHT
OPERATIONS
Crosswind and Windshear relative to all available runways
FAA Approved Altimeter for IFR operations
FAA Approved Visibility for 135
Density Altitude
Suggested Runway based on vector wind AND air-traffic

Licensed & Authorized by FAA & FCC

The **FAA** has accepted the system's advisory information and certified its altimeter for IFR. The **FCC** has authorized the system on any airport's existing unicorn frequency.

PLUG AND PLAY

Installs in **about ONE HOUR**

Fully automated unicorn services to pilots at your airfield
within an hour of arrival at **your** airfield.

No Site Prep, no other approvals

ALL ABOUT YOUR SUPERUNICOM®!



The Pilot-Controlled Automated Advisory System

We've affectionately named this schnazzy new, pilot-controlled, automated unicom system **3 SUPERUNICOM®**. In response to pilots' most commonly **asked** questions, here's a brief description of your airport's **SUPERUNICOM®** capabilities:

BASIC OPERATION OF THE SUPERUNICOM

®

SPEAKS WITH A CLEAR, NATURAL VOICE - The system composes its greetings and advisory messages from digitally recorded human speech, complete with natural pauses. The system's voice and behavior is so human that pilots sometimes think it's alive.

NEVER TIES UP THE UNICOM FREQUENCY - The system continually adapts its behavior to what is happening on the frequency, modifying what it will say and when, according to how the unicom frequency is being used by other pilots; even other nearby airports. With absolute consistency, it's always polite.

AUTOMATICALLY GREET'S INBOUND PILOTS - Inbound Pilots' calls to a quiet frequency will be greeted by an advisory, plus an announcement telling of the system's presence and how to use it. As the frequency gets busier this message shortens to a greeting with instructions, becoming less and less apparent until disappearing entirely, automatically adapting to the congestion on the unicom frequency.

BASIC AIRPORT ADVISORY - 3 Clicks will trigger an airport advisory having only the most pertinent information, adapting advisory timing and content to the relative level of unicom frequency congestion.

EXTENDED ADVISORY - 3 additional clicks after the basic advisory will give you all the details, including all the information that may have been abbreviated with the basic advisory just given.

RADIO TRANSMISSION CHECK - 4 clicks will trigger the radio-check. When the system says to, simply transmit a brief message and it will then echo-transmit your own message back to you.

LICENSED, AUTHORIZED AND APPROVED BY THE FCC AND FAA The FAA and the PCC have licensed and approved the **SUPERUNICOM®** to operate on any airport's unicom because of its proven intelligent, adaptive, well-mannered behavior on any busy frequency; its logical sensor location, and proven track record of improving airport safety and services. The **SUPERUNICOM®** patented technology is the only system that has undergone this review and meets these new standards.

AUTOMATICALLY GREET'S INBOUND PILOTS Pilots first coming to an airport with a **SUPERUNICOM®** may not know about the system, nor how to use it. The system actually recognizes communication patterns on the unicom frequency and, when called for, offers

SuperUnicom

Not every airport has the means to afford a complete weather and traffic system. But that's about to change.

Automated weather observation systems like ASOS and AWOS are cost-prohibitive to many smaller airports. Purchase and installation can typically exceed \$200,000, a figure that's soon augmented by a five-digit budget for maintenance.

But those days are over. Potomac Aviation Technology has introduced SuperUnicom, a 260-pound, self-contained weather system, unicom operator and unicom transceiver in one box. SuperUnicom is a computerized, command response system combining traffic advisories with enhanced ATIS, eliminating at least one frequency change while dramatically improving the timeliness and accuracy of both. Messages are adaptable based on overall demand to the frequency as well as pilot preference.

SuperUnicom begins with an automated greeting to inbound VFR pilots: "Good evening, this is 'Anytown' Airfield Automated Unicom. Click your mic three times for advisory, four times for radio check." SuperUnicom can greet pilots individually, on demand or continually insert greetings into radio dead time between pilot communications.

Any information that follows is computer-adjusted, based on the volume of unicorn traffic, but, at the very least includes automated weather alerts and field conditions. Pilots click to receive a basic weather advisory that begins with the airport name, then continues in order of relative importance: altimeter, wind speed and direction, temperature, dewpoint and density altitude. Advisories are updated every second, while regular ATIS reports can be up to one hour old.

Superunicorn relies on sophisticated computer algorithms to continually modify reports on fog, crosswinds, wind-

shear, high density altitude or other selected criteria. When traffic and wind are ambiguous, it will even designate a favored runway.

When radio traffic is heavy, the device abbreviates outgoing messages to the bare bones without omitting essentials. Depending on airport operator preference, "additional" services and reports then kick in, such as the current location of men and equipment, special parking or operations messages, or notices of closed runways or inoperative lights.

SuperUnicom is being installed at airports ranging from unattended, low-activity, park-service fields to tower-controlled, high-volume airports. Initial investment is \$2,500. Installation costs—under \$100—involve tightening two built-in clamps around any windsock pole, then aiming the wind sensor north. Its weather-proof housing is 18x24x24-inches. The system can be maintained for less than \$200 a year by nearly any qualified personnel.

And Superunicorn doesn't end with the weather. The system also provides a

24-hour echo radio check. Activated by the pilot's four clicks, the system responds, "Transmit radio check." The pilot makes a call, and SuperUnicom echoes the transmission, allowing the pilot to judge his or her own radio's quality and reception.

If your airport would benefit from current weather information and a 24-hour unicom service, contact Dave Wartofsky, Potomac Aviation Tech Corp., Potomac Airfield, 10300 Glen Way, Fort Washington, MD 20744. (301) 248-5720. Fax (301) 248-3997, e-mail: bigcheese@potomac-airfield.com. P&P



As the price of technology keeps tumbling, computer-generated weather and traffic information is within reach of even the smallest airports.

inbound pilots an informative Greeting Message in reply to their transmissions. When the frequency is clear enough it will even greet pilots and give them an advisory:

PILOT "Hello, hello XYZ Airfield. Anyone in the pattern at XYZ?.. Requesting an advisory..."

AUTOMATED GREETING WHEN THE UNICOM IS QUIET -

SUPERUNICOM "Goodmorning, this is XYZ Airfield, Automated Advisory, wind 320 at 16, altimeter 30.22, (detects & replies) Caution Crosswind, Conditions favor runway 24; for runway, listen for traffic."

(Off-frequency pause to allow others to respond).

"For further services, click your mic 3 times for an Advisory, 4 times for a Radio-Check"

AUTOMATED GREETING AS THE UNICOM GETS BUSIER -

SUPERUNICOM "Goodafternoon, this is the XYZ Airfield, automated unicorn, click your mic 3 times for an advisory 4 times for a radio-check."

This message recognizes and responds to an inbound pilot's call to traffic. As the frequency gets busier, this Greeting Message occurs less and less often, disappearing entirely during times the frequency gets busy and it might be intrusive.

The airport manager can selectively tune how relatively often the Greeting occurs, to accommodate the type of traffic particular to your airport: An airport with mostly transient traffic needs the Greeting more, with mostly itinerant traffic, where pilots are already familiar with the system, the Greeting is needed less.

AUTOMATED ADVISORY NEVER MISSES A CALL Advisories are provided to pilots within about 10 miles of the airport in response to making 3 clicks on the airport's Unicom/CTAF (the number of click, and range can be adjusted by the airport).

PITOT "click. click click"

SUPERUNICOM "Goodafternoon, this is XYZ Airfield, automated advisory, Wind 220 at 12, altimeter 29.92 Conditions favor runway 18, right traffic, listen for traffic."

The system is aware of your specific airport's runways and configuration, Unicorn frequency use, and local operating preferences. It also continuously measures current weather data and balances the relative importance of each bit of information against the level of congestion on the Unicom frequency. This patented technology ensures that each Advisory contains only the most important information, appropriate to the level of congestion on the Unicorn frequency and tailored to your specific airport's needs.

For example, when the unicorn frequency is extremely busy, as time permits, the system will either remain silent; reply only with "Please stand by" and wait for the frequency to clear before giving an advisory; or just give you the basic wind and altimeter. As the frequency becomes less busy the system determines that more time is available to give more information; but even then, only if the information is important for the current conditions. For example, there is no point in tying up the unicorn frequency on a sunny weekend afternoon with temperature and dew-point information, until they are close together and ground-fog becomes a concern. Similarly, density altitude is given only when it is higher than usual for the airfield, or becomes critical to takeoff performance; and NOTAMs are given only when the unicorn frequency is quiet enough to allow for this typically longer message.

Alerts Pilots to Significant Conditions When appropriate, the system alerts pilots to significant conditions by modifying its Advisory to include warnings of "Possible Ground Fog, Crosswinds, Windshear and High Density Altitude." (Neat, eh?).

Alerts Pilots to Significant Wind Changes from Last Advisory Since the system knows your airport's runways, if the vector wind component along any runway should shift significantly, or a wind-shear or crosswind come up suddenly after a recent advisory, the system will automatically alert pilots to these new and important changed conditions:

SUPERUNICOM "XYZ Airfield, Updated Advisory, wind now 220 at 16, Caution Crosswind, Windshear"

Sensors are Located in the Runway Environment Right on the Windsock Pole The SUPERUNICOM® is a totally self-contained system with its own sensors, typically co-located right at your airport's windsock "within the runway environment." The

SUPERUNICOM®'s sensors and unique algorithms will always give you the most current and *realistic* runway conditions for *real-world* flight operations.

Specific Runway Advisory Since the system is aware of your airport's runway configuration, winds AND traffic, it will **actually** call a specific runway based on *prevailing* winds **and an analysis of aircraft transmission patterns of other aircraft** on unicorn; calling the runway only when conditions unambiguously recommend one runway over another and **when there is no potential for conflicting traffic.**

Alerts Inbound Pilots to the Presence of Other Air Traffic in the Pattern As you tune to the **unicom** frequency and request an advisory from the system, if traffic has been recently using the frequency the system will tell you "For Runway, Listen for Traffic." If no one has been using the frequency for a while the system changes this message to "**For Runway. Pilot's Discretion.**"

EXTENDED ADVISORY OFFERS ALL THE DETAILS If the Advisory contains less detail than you would like, just request another Advisory right after the first one finishes. The system will respond to your second request with a fully detailed Advisory containing all of the weather information.

PILOT "click,click, click" (2nd time)

SUPERUNICOM "This is XYZ Airfield, ~~extended~~ advisory. temperature 34, dewpoint 31, Wind 220 at 12, altimeter 29.92. Density altitude 200. Conditions favor runway 18. listen for traffic."

THE PERFECT RADIO CHECK EVERY TIME Pilots can request Radio-Check\$ with 4 clicks (Selectable by the airport manager). The system says "Transmit Radio-Check" and then allows you a brief time to transmit your radio-check message. It then echoes your own radio transmission back to you; you **actually** hear how your radio transmissions sound to others! **When** density altitude is critical, if the frequency is not too busy, the system even tags a high DA warning onto the radio-check, *before* the pilot takes off.

PILOT "click, click, click, click"

SUPERUNICOM "Transmit radio check aow"

PILOT "Cessna 121, radio check com 1"

SUPERUNICOM "Cessna 121, radio check com 1" (pause) "Caution.density altitude 8,500"
(Echoes back)

AND, FOR YOUR INFORMATION...

When The Unicorn Frequency Is Jammed with Traffic When the airport's unicom/CTAF frequency is simply too busy the **SUPERUNICOM®** intelligently recognizes that its Advisory and Greeting message features are unnecessary and suppresses them. The system continues to give Radio-Checks, but if a pilot unnecessarily triggers an Advisory the system only responds with "Please Stand By," automatically locking itself out until the frequency clears a bit, giving the delayed Advisory, then resuming normal operation.

Aware of Frequency Congestion The system listens to and records the date, time and length of all transmissions on the unicom frequency. Using this information, the system adapts its behavior appropriate to how the frequency is being used by others. This rowrd also allows us to see how our system is being used and to continue to refine its adaptive behavior.

Always Listens Before Transmitting The system *always* listens to the frequency before it transmits. The system will transmit only if the frequency is already clear; if it has something to say it will wait until the other person finishes. *If only everyone on unicom were so polite!*

Low Power Transmission Allows Other Aircraft to be Heard The system uses a low power transmitter so that aircraft transmissions can normally be heard right over it. Nonetheless, the inverse square law applies: If you are an the sound right next to the system its low power transmitter will overpower the signal from a 25 watt transmitter located 20 miles away.

If you are ten miles out at 1,000 ft and the frequency is jammed by other aircraft you will not be able to hear the system's transmissions over the transmissions of other air traffic: *Wait until you get closer to the airport before you activate or use the system!*

Always Powered and Always Available 24 Hours a Day The system is powered by its own internal battery; which in turn only needs a few hours a day of standard 110 VAC to fully recharge for the next day's operation. Thus, the system can recharge itself off of the airport's night-time windsock circuit, runway lighting circuit, or any other handy continuous or intermittent standard 110 VAC source. The **SUPERUNICOM®** is always available to answer any pilots' requests, anytime of day or night.

SAMPLE SUPERUNICOM AIP REQUEST LETTER

From:
YOUR NAME,
YOUR AIRPORT
YOUR AIRPORT ADDRESS

RE: Addition of an Automated Unicom Weather System to our Airport Capital Improvement Plan for CY 2002 (CY 2003)

Dear Sir:

REQUEST - This letter is to formally request the addition of an automated unicom weather system for our airport; to be included in our Airport Capital Improvement Plan ('A.C.I.P.') for calendar year 2002 (2003).

AIRPORT LAYOUT PLAN - The proposed weather system is small, approximately a two-foot cube, self-contained, and requires no physical structures or siting. It clamps directly to, or co-locates with, the airport's existing lighted windsock. Accordingly, I attach a copy of our updated Airport Layout Plan. Please **note the hand drawn arrow showing the approximate** location where this equipment will be installed.

ENVIRONMENTAL REVIEW - Per FAA Order 1050.1D, Appendix 1, wind or weather systems such as this are categorically excluded from environmental review.

AIRSPACE - The system is a small box, with only an elevated visibility sensor. The system is to be installed proximate to the airport's lighted windsock, thus complying with FAA Part 77 obstruction considerations and lighting requirements. The system has no other siting requirements and therefore will have no affect on airspace.

DESCRIPTION: "As referenced within FAA AIP handbook, 5100.38, the weather system is an FAA approved automated unicom, pilot weather information system that operates on the airport's existing unicom frequency; meeting all IFR weather requirements for commercial and non-commercial flight operations; as well as providing automated radio-checks for departing aircraft."

ESTIMATED COST Estimated cost, including installation and one year's maintenance, \$60,000

JUSTIFICATION: On-site 24 hour FAA approved altimeter will permit the lowest possible approach minimums for IFR procedures, eliminating remote penalties. Furthermore, having 24-hour FAA approved visibility will permit commercial flight operations, and 24-hour weather advisories with an automated radio-check will enhance flight safety.

PERFORMANCE SPECIFICATION:

Automated Unicom system
FAA approved altimeter
FAA approved visibility
Meets FAA Obstruction lighting requirements for FAA Part 77
Meets FCC requirements for automated unicom

Operates on **airport's** existing unicorn frequency
Automatically adapts **to** unicorn frequency **congestion**
Automatically provides inbound pilots **with** weather advisories
Automatically greets **inbound** pilots **on the** unicorn frequency
Provides pilots with Automated Radio **Check**

PURCHASE PROCEDURE: **As** the purchase price of this system is under \$100,000, in accordance with "49 CFR Part 18, 'Small Purchase Procedures,'" the purchase of this equipment complies **with** our 'local small purchase procedures.'

Sincerely,

Thank You,
AIRPORT SPONSOR
AIRPORT NAME

[A - W

Apple Valley Airport DIANE HOMER Airport Manager 21600 Corwin Rd. Apple Valley, CA 92307 Airport Manager REF	Phone: 760-247-2371 Fax: 760-240-1350	WALKARIA AIRP JIM SCHIMKUS 2865 GREENBROOKES ST WALKARIA, FL 32950 REF	Phone: 321-952-4590 Fax: 321-952-4592 Pager: 321-609-8515
Bader Field Airport Bill Rafferty 1301 Bachrach Blvd. RM 603 Atlantic City, NJ08401 rei	Phone: 609-347-5360	WASHINGTON STATE DIV OF AERONAUTICS MACMCIVER WA 98108 ref 7 UNITS IN STATE	
CITY OF BOULDER CITY MICHAEL HARRIES CHIEF ELECTRICIAN BOULDER CITY-CITY HALL 401 CALIFORNIA AVE BOULDER CITY, NV 89006 CHIEF ELECTRICIAN ref	Phone: 293-9234 Fax: 293-9280		
FOLEY MUNICIPAL AIRPORT JOE BOUZAN PO BOX 400 FOLEY, AL 38536	Phone: 334-943-1546 Fax: 251-952-4014		
MONTGOMERY ORANGE COUNTY AIRPORT FRITZ KASS ASOS EQUIPPED 500 DUNN RD MONTGOMERY, NY 12549-2402 ASOS EQUIPPED ref	Phone: 845-457-4926 Fax: 845-457-4926		
NEW MEXICO DOUBLE EAGLE 11 MIKE MEDLEY AWOS EQUIPPED 7401 PASEO DEL ALBUQUERQUE, NM 87144 AWOS EQUIPPED ref	Phone: 505-842-7029 Phone Ext.: 14689 Fax: 505-842-7011		
NJ DOT GREGMCDONOUGH PO BOX 610 TRENTON, NJ 08625 ref 9 units in State	Phone: 609-530-2900 Fax: 609-530-4549		
REDLANDS AVIATION LLOYD JANZEN/BYRON/LYDIA 1745 SESSUNS DR REDLANDS, CA 52374 ref	Phone: 909-794-5642 Fax: 909-794-5073		
SEESTIAN MUNICIPAL X26 JASON MILEWSKI 1225 MAIN ST SEESTIAN, FL 32958 ref	Phone: 561-589-5330 Fax: 561-589-5570		
SKY KING AVIATION AUBREY LITTLE 510 AIRPORT DR FOLEY, ALABAMA 36535 ref	Phone: 334-943-5214 Fax: 334-943-9495		
TENNESSEE DEPARTMENT OF TRANSPORTATION BRIAN CALOWELL Director of Planning PO BOX 17326 424 KNAPP BLVD., BLDG 4219 NASHVILLE, TN 37217 Director of Planning ref	Phone: 615-741-1678 Fax: 615-741-4959		