

MINUTES OF THE MEETING
HIGHWAYS AND TRANSPORTATION
MONTANA STATE SENATE

February 1, 1983

The meeting of the Highways and Transportation Committee was called to order by Chairman Mark Etchart on Tuesday, February 1, 1983 at 1:00 p.m. in Room 410, State Capitol.

ROLL CALL: Roll was called. Present: Senator Etchart, Senator Hager, Senator Elliott, Senator Shaw, Senator Tveit, Senator Stimatz. Senator Graham arrived late. Absent: Senator Manning, Senator Daniels.

SENATE BILL NO. 212: Senator Mark Etchart, Chairman, told the committee Senate Bill No. 212 was referred back to the committee from the floor of the Senate.

Hearing commenced on Senate Bill No. 212. Senator Dave Fuller, District No. 15, sponsor of the bill, told the committee this is an act to generally revise aeronautics licensing requirements. I think we all recall the debate on the floor. I am sure that Senator Etchart's absence caused some of the confusion on the floor during the debate. To clarify some of the concerns raised at that time, I have asked Mike Ferguson, Montana Aeronautics, and C. R. Taylor from the FAA to speak to this committee today. They will address the distinction between licensing and registering.

Mike Ferguson, Montana Aeronautics, told the committee the purpose of the bill was twofold. First, the bill will make it legal for ultralight people to fly as pilots; and secondly, to fly an ultralight as an aircraft. Also to require that they register with the state and obtain the appropriate licensing registration or permit issued by the U. S. Government. We are adding the words "or approved" on Line 16, page 1 of the bill. The FAA will be approving the program.

Mr. Ferguson handed each committee member a copy of the code, and read 67-3-201 (1) and 67-3-211 (1), see Exhibit 1. This deals with the words "or approved".

Mr. Ferguson handed each committee member a copy of the definitions of Aircraft for Federal and State, see Exhibit 2. He read these to the Committee.

Mr. Ferguson handed each committee member Exhibit 3, a news release from the U. S. Department of Transportation, which stated: In excluding these aircraft from certification requirements and the operators from licensing requirements,

FAA said it expected the ultralight community to develop voluntary compliance programs in these areas and submit them for agency approval. Should this approach fail to meet FAA objectives, it added, further regulatory action will be necessary.

Mr. Ferguson gave each committee member a copy of the Federal Aviation Regulations, Part 103, Ultralight Vehicles, see Exhibit 4.

Mr. Ferguson told the committee the opposition he heard was pretty much surrounding the taxation of the ultralights. If they register the ultralight, they have to pay personal property taxes first. When we drafted this legislation, we did not consider this. We assumed everyone was paying their personal property tax on their ultralight. This was not an issue, and I do not think it is a valid complaint in opposition of this bill. What we are trying to do is foster and promote this industry. It is the fastest growing segment of flying. We see this as a way for people to get into flying at a low cost. This will nurture this industry back to health. A lot of these people will get into regular aircraft at a later date. At the present time we do not know how many people have ultralights and who they are. The aircraft registration is \$5.00 a year and the Pilot registration is \$1.00 a year. With the \$1.00 registration they are able to benefit from the many safety clinics held and use of the telephone credit card. We are not trying to impose any regulations.

C. R. Taylor (Bob), representing the Federal Aviation Administration (FAA), went over Exhibit 4 in depth. He said the Federal Aviation Regulations, Part 103, Ultralight Vehicles, explains the FAA's position.

Mr. Taylor said the intent of the FAA is to provide for safety in the national airspace with a minimum amount of regulation. Accordingly, those vehicles which meet the definition of "ultralight vehicle" will be exempt from FAA certification and registration requirements. Similarly, pilots of ultralight vehicles, as defined, will not be required to possess FAA pilot certificates or airman medical certificates. While this rule does not, at this time, require airman/aircraft certification or vehicle registration and is premised on the absolute minimum regulation necessary to ensure safety in the public interest, a continuation of burgeoning growth of the ultralight population could necessitate further regulation. The best practices and methods to preclude the need for further Federal regulation appear to at least include: self regulation and self-policing, safety standards, membership in organizations and associations equipped to function and operate

programs approved by the FAA, markings and identification of vehicles, programs including provisions similar to Federal Aviation Regulations relating to aircraft (both operation and airworthiness), etc.

The FAA will continue to monitor performance of the ultralight community in terms of safety statistics, growth trends, and maturity and, if indicated, will take additional regulatory actions to preclude degradation of safety to the general public while allowing maximum freedom for ultralight operation. In summary, it should be emphasized that the individual ultralight operator's support and compliance with national self-regulation programs is essential to the FAA's continued policy of allowing industry self regulation in these areas.

The FAA endorses the ultralight community's efforts to develop and administer, under FAA guidelines, a national pilot certification program. The FAA endorses the ultralight community's efforts to develop and maintain, under FAA guidelines, a national registration system which would be immediately accessible to the FAA.

Senator Etchart asked if there were any other proponents to Senate Bill No. 212. There were none.

Senator Gary Lee, spoke in opposition to Senate Bill No. 212, and offered amendments to it, see Exhibit 5. As the bill is written right now, it does nothing. We heard that there may be a form to fill out in the future, that will register these ultralights. But, as of now, there is nothing. Ultralights are toys. I have prepared some amendments that would do what the department wants to do.

Senator Lee went through the amendments and explained them. See Exhibit 5. We redefined the definition of ultralight. Ultralight vehicle means a vehicle that is used or intended to be used for manned operation in the air by a single occupant; for recreation or sport purposes only. Section 2 is amended to read: (2) Issue a permit to any person who operates an ultralight vehicle off a state designated airstrip after the person demonstrates knowledge of federal aviation regulations, part 103, and may charge a fee of not exceeding \$15 a year to be deposited in an account for use for purposes of safety education. We also, on Page 3, line 2, have changed ultralight aircraft to ultralight vehicle.

Senator Elliott asked Mr. Ferguson if this became a law in October 83.

Mr. Ferguson said yes. Also, I think the issue of taxation

came up afterwards. Yes, in fact when you register the ultralight you have to show proof of the taxes being paid.

Senator Graham asked if this bill was passed, would it require additional personnel to register the ultralights.

Mr. Ferguson said no, we can do it with the present staff.

Senator Graham asked what the liability of the State is, if they do register.

Mr. Ferguson said there is no more liability than there is on regular aircraft. We are just registering them.

Senator Graham asked if this was any different from registering a motorcycle.

Mr. Ferguson, said no, not really.

Senator Elliott asked what the approximate investment was in an ultralight unit.

Mr. Cary Duncan, ultralight pilot and ultralight dealer, reported an average figure might be anywhere from \$4,500 to \$6,000.

Senator Shaw asked Mr. Duncan, as an ultralight pilot and dealer, do you want this registration.

Mr. Duncan said he is basically opposed to any form of registration. I would like to feel that I have the freedom to fly when and where I choose to do so. It makes no difference to me if I use the airports. The majority of ultralight pilots prefer to fly to some field away from regular air traffic patterns.

Senator asked Mr. Ferguson if sky divers were registered.

Mr. Ferguson said yes.

Mr. Duncan, said no, they are not registered in any way, shape or form. Anyone that packs a reserve parachute has to be licensed by the FAA, but a sky diver does not have to be licensed or regulated.

Mr. Ferguson said he stands corrected.

Senator Elliott asked where gliders fit into this.

Mr. Taylor, FAA, said gliders are considered by the FAA as

an aircraft. They come under the same rules and regulations as other things that fly in the air. Gliders are all certified aircraft.

Senator Elliott asked about hang-gliders and if they were certified.

Mr. Taylor said if they weigh less than 254 lb. we do not consider them as aircraft. If they weigh more, then they fall under federal regulations. The same is true of any air vehicle that weighs more than 254 lb.

Senator Hager asked Mr. Ferguson if the state certifies and inspects any aircraft presently.

Mr. Ferguson said no, they do not. There are no inspectors. We just register them and the FAA certifies them.

There being no further discussion, the hearing on Senate Bill No. 212 was closed.

HOUSE BILL NO. 98: Representative Yardley, sponsor of House Bill No. 98, told the committee this is a bill to clarify the definition of a junk vehicle and to more clearly distinguish "new" motor vehicle wrecking facilities from pre-existing or "grandfathered" motor vehicle wrecking facilities and to clarify the siting and shielding requirements for each. In section 1, the entire Act keys on a clear and concise definition of a junk vehicle. The word motor has been added to the definition to clarify that only motor vehicles can be junked vehicles. The term motor vehicle is defined elsewhere in the Montana Codes. By adding the word motor to the definition, all non-self-propelled vehicles such as trailers and farm wagons are clearly exempted from the junk vehicle definition. The phrase "or a vehicle substantially changed in form by removal of parts or component materials and" is redundant to the term "dismantled". Also, the punctuation of the definition has raised questions as to whether or not a wrecked vehicle is a junk vehicle. Or must the vehicle be wrecked and unlicensed and inoperable? The proposed definition would make it clear that a junked vehicle includes only those motor vehicles which are described by either of the adjectives "discarded, ruined, wrecked or dismantled" and which are also not licensed and inoperative. The licensing criteria in the existing and proposed definition exempts from the definition, by implication, motor vehicles such as farm tractors, combines, military tanks, crawler dozers and other equipment which is not required to be licensed.

Representative Yardley went on to say that in Section 2, the language found in Section 75-10-503(6) MCA 1979 was enacted by the Legislature in 1977. Its purpose was to provide guidance to the department and set a separate but reasonable fence height standard for those pre-existing wrecking facilities (in operation prior to July 1, 1973) which could not be effectively screened due to their location. Prior to the 1977 amendment, these facilities were shielded somewhat arbitrarily on a case-by-case basis according to rules adopted by the department.

New facilities (since July 1, 1973) are required to be screened from public view completely, regardless of fence heights, or must be relocated elsewhere. Some new facilities are now being proposed in locations which require a shielding barrier of greater than 12 feet and some applicants are claiming that the present wording of the Act prohibits the department from requiring a fence greater than 12 feet in height. The proposed change will again clarify that all motor vehicle wrecking facilities are required to be screened from public view but for those in existence prior to the enactment of the law (July 1, 1973) a 12 foot barrier is the maximum height that will be required.

Again this section clarifies that new facilities since July 1, 1973, may not be approved for licensing unless they can be screened from public view. The second sentence was amended into the Act by the Montana Automobile Dismantler's and Recycler's Association in 1977. The fear was that a pre-existing unscreenable facility could not be sold by its owner for use as a motor vehicle wrecking facility because the department would consider the new owner's application as a new facility. That is not the case.

Under the present wording, a new license applicant can and has made the case that he cannot be denied a license because his location cannot be screened so long as he has used the site as a motor vehicle wrecking facility or has established operation anytime within the 18 months previous to making application for license. This reasoning, supported by the current language, is contrary to the intent of the Act and regulations. The intent is to require that all junked vehicles be screened from public view and that all motor vehicle wrecking facilities be screened from view and licensed for operation.

Larry Mitchell, Department of Health & Environmental Sciences spoke in support of House Bill No. 98. The Motor Vehicle Recycling and Disposal Law is administered by the Department of Health and Environmental Sciences. It provides grants

to local government to operate county junk vehicle collection and recycling programs. The law requires that all junk vehicles and wrecking yards be screened from public view. Wrecking yards are required to be licensed. Obviously, a clear and concise definition of "junk vehicle" is an integral part of the law. This bill would clarify that definition by deleting a redundant phrase and verifying that only motor vehicles may be considered junk vehicles. Non-self-propelled vehicles would be exempt from the definition. Additional amendments are proposed to more clearly distinguish "old" wrecking facilities from "new" ones. Since the law makes certain screening requirement concessions for facilities in existence prior to enactment of the law on July 1, 1973, it is important that the distinction be made between the two. For these reasons we support the bill.

Bill Romine, representing the Wrecking Yards spoke in support of the bill. This bill, on page 4, is similar to Senate Bill No. 55. It merely protects existing yards from changes in roads which would make the yards no longer screenable, and allows those yards to be sold when such changes in roads would make it impossible for a new yard to be licensed.

SENATE BILL NO. 287: Hearing commenced on Senate Bill No. 287, sponsored by Senator B. Brown. This bill enlarges the duties of the Montana Historical Society to include the publication of a roadside history of Montana, with maps, photographs, and text to help the public understand the history of the countryside seen from the state's main roads. The bill provides no funding for the project, just authorization to seek funding.

Bob Archibald, Director of the Montana Historical Society, spoke in support of Senate Bill No. 287. He read from prepared testimony, which is attached as Exhibit 6.

Wayne Buchanan, representing the Montana School Board Association, spoke in support of Senate Bill No. 287. I think a book like this would be very good for education, and I would like to have one myself. I think the cost is low and hope you will approve it.

Janelle Fallan, representing the Montana Chamber of Commerce, spoke in favor of Senate Bill No. 287. The Montana Chamber of Commerce supports this legislation. One of our main goals is to see that people stay longer. A book like this would encourage people to stay longer. It would enable them to see more things and find out more about Montana history. Montana does not do a lot to promote it's history. But, we do have a history. We would like to see it promoted and made available to people.

John Wilson, Department of Commerce, told the committee they rise in support of the bill. In talking with people outside of the State of Montana, we have found they don't know much about Montana and even know less about it's history. We also know, that to make a decision to come into Montana, they need to have more information, and they need to know how to vacation in Montana. The proposed Roadside History of Montana will get that information into the right hands. We publish a Montana Vacation Library information sheet that is sent to every potential tourist that inquires. The Roadside History of Montana could be included on this sheet. Also, we are interested in getting tour operators into the state. This book is an ideal vehicle to help with this. It will make it much more attractive for the tour operator, as all the work will be done for them. See Exhibit 7.

J. D. Holmes, representing the Montana Arts Advocacy, told the committee they have an interest in all cultural concerns, concerning Montana, and development and training of the mind. This bill falls into that category. History, to most of us is something that happened in our school days and was something that we read in books. It is seldom that we relate things that we read and heard about to actual experiences. This proposal to develop a book that would relate history as we drive through the state is very good. We support this legislation.

Bill Lang, representing the M.H.S., told the committee they are in support of Senate Bill No. 287. It does all of what the other proponents have stated so far, and it gets people off the main highways and onto the backroads of the state.

There were no further proponents or opponents.

Senator Hager told the committee the funding situation for this session is pretty rough, and wondered if this could be done with private funds.

Senator Elliott asked if anyone knew the history of the roadside sign's presently up.

Bill Lang told the committee the Highway Department put up the roadside signs. Bob Fletcher designed them and wrote the little stories.

Senator Hager asked if this could be done with private funds.

Bob Archibald, Montana Historical Society said yes, if one was to find a doner. He said he doubted that a doner would be forthcoming for this project. It could be one or several doners. We are not in a position to borrow money from

commercial lending institutions. All this bill does is give us the authority to seek funding.

Senator Etchart asked if this bill passes and the appropriation bill fails, would you be able to pursue private funding.

Bob Archibald said yes.

Senator Shaw asked about the funds from the sale of the book and where they go and what they are used for.

Bob Archibald said if the Legislature appropriates money for this book, the revenue could be used to support the publication, or could revert back to the general fund. If private funds are used, then we have to come back to the Legislature to spend that revenue.

Senator Elliott asked how the other book, on geology was financed.

Bob Archibald said it was supported on a profit making basis.

There being no further questions, the hearing was closed.

ACTION ON HOUSE BILL 98: Senator Hager made the motion that House Bill No. 98 DO PASS. The motion carried unanimously. Senator Hager will carry the bill on the floor of the Senate.

ACTION ON SENATE BILL NO. 55: Senator Hager made the motion that Senate Bill No. 55 be tabled. The motion passed unanimously.

ACTION ON SENATE BILL NO. 287: Senator Hager asked that the Committee hold this bill until the Thursday meeting.

ACTION ON HOUSE BILL NO. 32: Senator Shaw made the motion that House Bill No. 32 BE NOT CONCURRED IN. The motion carried, with the following Senators voting aye: Senator Etchart, Senator Hager, Senator Elliott, Senator Shaw, Senator Tveit. Those Senator's voting no: Senator Graham and Senator Stimatz.

ACTION ON SENATE BILL NO. 212: Senator Etchart asked that we hold this bill until Thursday, so the committee would have time to look at the handout material passed out.

ADJOURN: There being no further business before the Committee, the meeting was adjourned at 2:15 p.m.



SENATOR MARK ETCHART, CHAIRMAN

ROLL CALL

SENATE HIGHWAYS AND TRANSPORTATION COMMITTEE

48 ~~47~~th LEGISLATIVE SESSION -- ~~XXXX~~ 1983

Date 2/1/83

NAME	PRESENT	ABSENT	EXCUSED
Senator Mark Etchart, Chairman	✓		
Senator Hager, Vice Chairman	✓		
Senator Elliott	✓		
Senator Shaw	✓		
Senator Tveit	✓		
Senator Graham	late ✓		
Senator D. Manning		✓	
Senator Stimatz	✓		
Senator Daniels		✓	
Paul Verdon, Leg. Council	✓		
Carol Doyle Frasier, Secretary	✓		

66. Aircraft not registered in the state but entering the state to engage in commercial operations shall be registered prior to commencing operation.

History: (1)En. Sec. 9, Ch. 152, L. 1945; amd. Sec. 10, Ch. 348, L. 1974; Sec. 1-301, R.C.M. 1947; (2) thru (6)En. 1-325 by Sec. 1, Ch. 542, L. 1975; amd. Sec. 1, Ch. 213, L. 1975; amd. Sec. 1, Ch. 210, L. 1977; Sec. 1-325, R.C.M. 1947; R.C.M. 1947, 1-301(part), 1-325.

67-3-202. Penalty for registration violations. (1) When an aircraft required to be registered under the provisions of subsections (2) through (6) of 67-3-201 is not registered on or before March 1 of the current calendar year, a penalty fee of \$100 shall be added to the registration fee and collected. Registration of an aircraft in the name of the applicant for the year immediately preceding the year for which application for registration is made shall be prima facie evidence that the aircraft has been based in this state during the year for which application for registration is made.

(2) An application for registration shall be accompanied by a copy of the receipt for or statement of personal property tax paid, signed by the treasurer of the county where the aircraft is registered or a statement of lien assignment against real property signed by the county assessor where the aircraft is registered. A person who pays personal property tax on his aircraft to any jurisdiction other than the county where the aircraft is required to be registered is liable for the tax in that county without credit for such other taxes paid. In addition to this civil liability, a person who attempts to establish the situs of his aircraft in any jurisdiction other than the county where the aircraft is required to be registered with intent to avoid payment of taxes to that county commits the offense of false swearing as defined in 45-7-202.

(3) A person who operates an aircraft required to be registered in the state without having displayed upon such aircraft a certificate of registration issued by the department for that aircraft commits a misdemeanor.

History: En. 1-326 by Sec. 2, Ch. 542, L. 1975; amd. Sec. 1, Ch. 213, L. 1975; amd. Sec. 2, Ch. 210, L. 1977; R.C.M. 1947, 1-326.

67-3-203 through 67-3-210 reserved.

67-3-211. Airman licensing. Except as provided in 67-3-102, a person may not engage in aeronautics as an airman in this state unless he has from the department an effective certificate of registration of an appropriate effective airman's license, certificate, or permit issued by the United States government authorizing him to engage in the particular class of aeronautics in which he is engaged.

History: En. Sec. 9, Ch. 152, L. 1945; amd. Sec. 10, Ch. 348, L. 1974; R.C.M. 1947, 1-301(part).

67-3-212 through 67-3-220 reserved.

67-3-221. Air instructor license or certificate. It is unlawful for a person to operate an air school or to give instructions in flying or ground subjects in this state unless that person, if an air school or aeronautics instructor in ground subjects, is the holder of an annual license issued by the department or, if an aeronautics instructor in flying subjects, has an appropriate effective license, certificate, or permit issued by the United States government authorizing him to engage in the particular class of flight instruction in which he is engaged, which has been registered with the department, and the registration with the department is in full force.

History: En. Sec. 11, Ch. 152, L. 1945; amd. Sec. 12, Ch. 348, L. 1974; R.C.M. 1947, 1-303.

county court of one county in which one person resides or the county in which any property affected by the order of action is located.

(b) The appellant shall file with the clerk of the district court to which the appeal is taken a notice of appeal which shall state the substance of the order or action appealed from, the date of the order or action, and that the person appeals to the court from it.

(c) The appellant shall serve a copy of the notice of appeal upon the department. The order of filing and service is immaterial.

(d) The appeal shall be heard not less than 10 days or more than 30 days after the filing of the notice of appeal unless the judge, for sufficient cause resulting from press of business or other reason, is unable to hear the appeal within that time. In that event, the hearing may be deferred until it can be heard by the court. The appeal may be heard without formal pleadings.

History: En. Sec. 18, Ch. 152, L. 1945; amd. Sec. 17, Ch. 348, L. 1974; R.C.M. 1947, 1-310(part).

67-3-105. Inspection powers. A person charged with the duty of enforcing this title may inspect and examine at reasonable hours any premises, buildings, or other structures where airports, restricted landing areas, air schools, flying clubs, or other air navigation facilities or aeronautical activities are operated or carried on.

History: En. Sec. 18, Ch. 152, L. 1945; amd. Sec. 17, Ch. 348, L. 1974; R.C.M. 1947, 1-310(part).

Part 2

Aircraft, Airman, and Instructor Licensing *OR* **APPROVED**

67-3-201. Aircraft registration and licensing. (1) Except as provided in 67-3-102, a person may not operate or cause or authorize to be operated a civil aircraft within this state unless the aircraft has an appropriate effective license, certificate, or permit issued by the United States government which has been registered with the department and the registration with the department is in force.

(2) Aircraft customarily kept in this state shall be registered with the department, which may charge a fee therefor of not more than \$10. The registration shall be renewed annually on or before March 1 each year.

(3) Section 67-3-202 and subsections (2) through (6) of this section shall not apply to:

(a) aircraft owned and operated by the federal government, the state, or any political subdivision thereof;

(b) aircraft owned and held by an aircraft dealer solely for the purpose of resale;

(c) aircraft operated by an airline company and regularly scheduled for the primary purpose of carrying persons or property for hire in interstate or international transportation; or

(d) dismantled or otherwise nonflyable aircraft.

(4) An aircraft shall be registered as property within a particular county of the state. This county shall be the county of the owner's principal residence, if the owner is a natural person, or the owner's principal place of doing business in the state, if the owner is not a natural person. However, if the owner declares by affidavit that the aircraft is customarily kept at a landing facility in another county within the state, he may register the aircraft as property within such other county.

(5) All aircraft shall be subject to all state, county, and school district tax levies and all other levies designated for aircraft or airport related uses. Such aircraft shall not be liable for other city tax levies.

Federal definitions of Aircraft

There are 2:

1. Defined in the Federal Aviation Act of 1958

"Aircraft means any contrivance now known or hereafter invented, used, or designed for navigation of or flight in the air.

2. Defined in Federal Air Regulation Part 1

"Aircraft means a device that is used or intended to be used for flight in the air."

State definitions of Aircraft

There are 2:

1. 67-1-101 (4)

"Aircraft means a contrivance used or designed for navigation of or flight in the air."

2. 15-23-401 (2)

"Aircraft means any contrivance now known or hereafter invented, used, or designed for navigation of or flight in the air."



U.S. Department of Transportation

News

Office of Public Affairs
Washington, D.C. 20590

SEP 13 1982

RT	CK
ALM	
HEW	
NSA	
DA	
PR	

FOR RELEASE THURSDAY
September 2, 1982

FAA 26-82
Contact: Dick Stafford
Tel.: (202) 426-8511

FAA ISSUES SAFETY RULES TO CONTROL HANG GLIDERS AND POWERED ULTRALIGHTS

The Federal Aviation Administration has instituted regulations governing the operation of "ultralights", a new category of aircraft that includes hang gliders and their powered counterparts.

In taking the action, FAA cited the growing numbers and increasing performance capabilities of these vehicles and said their continued unrestricted operation would pose a threat to other air traffic.

The agency expressed particular concern about the uncontrolled use of the motorized ultralights that have landing gear, moveable control surfaces and other features that give them operational capabilities similar to regular aircraft. There are an estimated 3,500 powered ultralights.

The new regulations require ultralights exceeding certain weight and performance limits to meet FAA safety standards for airworthiness certification like regular aircraft. In addition, these aircraft operators will need a pilot's certificate.

The agency will not require certification or registration of hang gliders weighing less than 155 pounds or powered ultralights less than 254 pounds and having a fuel capacity of no more than five gallons. Motorized ultralights in this category also will be limited to a maximum speed of 55 knots with a power-off stall speed of not more than 24 knots.

- MORE -

In excluding these aircraft from certification requirements and the operators from licensing requirements, FAA said it expected the ultralight community to develop voluntary compliance programs in these areas and submit them for agency approval.

"Should this approach fail to meet FAA objectives," it added, "further regulatory action will be necessary."

In addition to the limitations on ultralight weight and performance, the new regulation also establishes right-of-way and minimum visibility requirements for safe operations. On-the-spot safety inspections by FAA personnel also are authorized.

Effective October 4, the new regulations make ultralight operators responsible for maintaining separation from other aircraft on a "see and avoid" basis. They also must keep clear of clouds and have the ground (or surface) in view at all times.

Additional operating rules prohibit ultralight operators from engaging in any activity that jeopardizes the safety of persons or property on the ground. Flights over congested areas also are banned. All operations in certain airspace, such as airport traffic areas, control zones, terminal control areas and positive controlled airspace, require prior approval of the appropriate air traffic control facility.

Ultralight operations will not be permitted between sunset and sunrise. An exception to this would allow operations in uncontrolled airspace during twilight, 30 minutes before sunrise and 30 minutes after sunset, provided that the vehicle carries an anti-collision light. That light is defined in the rule as any flashing or stroboscopic device that is visible for at least three statute miles.

Another provision limits all ultralight vehicles to a single occupant and specifies that they may be used only for sport and recreational purposes. Commercial ultralight operations will not be permitted.

The new rule is based on response to the FAA Notice of Proposed Rulemaking No. 81.6, which was issued on July 27, 1981. Copies of the final rule are available by writing the Federal Aviation Administration, Office of Public Affairs, APA-400, 800 Independence Avenue, SW, Washington, D.C. 20591.

#####

Distr: A-WXYZE-2, A-FAT-7, A-FIA-0 (Limited), ZMS-403

Ex bit 3



U.S. Department
of Transportation
Federal Aviation
Administration

Federal Aviation Regulations

Part 103 Ultralight Vehicles

RM-FSDO-65

DEC 7 1982

CRT	<i>CRT</i>
AWB	<i>AB</i>
KEM	<i>KEM</i>
HEM	
RFB	<i>RFB</i>
RJB	<i>RJB</i>
SECY	
FILE	

extra attached

Published
October 4, 1982

FAA will continue to monitor performance of the ultralight community in terms of safety statistics, growth trends, and maturity and, if indicated, will take additional regulatory actions to preclude degradation of safety to the general public while allowing maximum freedom for ultralight operation. In summary, it should be emphasized that the individual ultralight operator's support and compliance with national self-regulation programs is essential to the FAA's continued policy of allowing industry self regulation in these areas.

Pilot Certification

A large number of commenters believe that there should be some requirement that pilots of ultralights be required to exhibit some knowledge and/or experience before being allowed to operate these vehicles. The suggestions range from no requirements to pilot certification under the requirements of Part 61. The general groupings of the comments are: (1) No certification; (2) required ground training on regulations and conventional aircraft operations; (3) required ground training and instructor sign-off for unsupervised solo operations; (4) successful passage of a written test, such as the FAA glider pilot written examination; (5) issuance of an Ultralight Pilot Certificate by the FAA based on satisfactory completion of an examination, and observed performance as the pilot of an ultralight; and (6) conforming to the certification requirements of Part 61 for student and private pilots.

The FAA endorses the ultralight community's efforts to develop and administer, under FAA guidelines, a national pilot certification program. At this time, however, pilots of ultralight vehicles are not required by Federal regulation to be certificated.

Aircraft Registration

Some commenters, primarily State and local governments, recommend that these vehicles be registered and be required to display their registration number. The reasons center around identification of any offenders. The FAA's experience in identification of offenders and processing enforcement action validates their recommendations. The FAA endorses the ultralight community's efforts to develop and maintain, under FAA guidelines, a national registration system which would be immediately accessible to the FAA. However, registration of ultralight vehicles will not be required by Federal regulation at this time.

Aircraft Certification

There are a small number of commenters who recommend additional Federal regulations requiring certification of ultralight vehicles to some design standards. The FAA has consistently refrained from the certification of these vehicles because they were operated by a single occupant for sport or recreational purposes. This policy is in accord with Federal regulatory policies regarding other sport activities. The pilots of these vehicles accept the responsibility for assuring their personal safety much as the driver of a moped street vehicle or a scuba diver does when engaged in his sport. The FAA has noted and commends the efforts of the USHGA to establish design standards and flight testing of new hang glider designs. The FAA endorses the development of similar standards and testing of new powered designs by the ultralight community. However, the FAA presently has no intent to require certification of these vehicles by Federal regulation.

Subpart B—Operating Rules

Section 103.9 Hazardous operations (proposed § 101.7).

This section prohibits any ultralight operator from engaging in activity which jeopardizes the safety of persons or property on the ground or in the air. The prohibition against hazardous flight or dropping of objects is common to the regulations pertaining to civil aircraft, and the FAA is addressing ultralight operations with equivalent stringency.

Section 103.11 Daylight operations (proposed § 101.43).

The proposed rule would have limited the operation of ultralights to the hours between official sunrise and official sunset. The limitation on daytime operations was retained with an added provision for twilight operations under certain conditions. Other night-time operations are not allowed.

certificated pilot qualifications. Because pilot qualifications are not controlled or monitored, the single-occupant requirement is a necessary component in the continuation of the policies which allow the operation of ultralight vehicles free from many of the restrictions imposed on aircraft. Persons wishing to operate two-place vehicles have the availability of existing provisions of the FAR's for conducting such operations.

Recreation or Sport Purposes Only

Recent activities and advertisements in ultralight-oriented publications (included in the docket) imply that commercial operations may be conducted by an uncertificated pilot in an ultralight which has not been certificated as an aircraft. Those types of operations are not allowed under the rule.

Several commenters suggest that ultralight vehicles be limited to sport or recreational purposes only. The position of the FAA has consistently been that these vehicles may be operated for sport and recreation purposes only. The justification for allowing the operation of these vehicles without requiring aircraft and pilot certification has been that this activity is a "sport" generally conducted away from concentrations of population and aircraft operations. Like any sport, the participants are viewed as taking personal risks which do not affect others not involved in the activity.

Section 103.3 Inspection requirements (proposed § 101.55).

This section ensures the FAA's authority to inspect ultralight vehicles for compliance with the limits specified in § 103.1 and is retained in the final rule as proposed in Notice No. 81-6.

A large number of commenters object to the inspection requirements, believing that considerable FAA manpower and resources would be required in this effort. The USHGA and its membership contributed a majority of the objecting comments, citing the remoteness of hang gliding sites as impractical for the FAA to monitor.

Given the current level of ultralight activity, the FAA is confident that enforcement of the provisions of Part 103 can be accomplished with the existing resources. As is the case today, many investigations of suspected violations are prompted by reports received from pilots, air traffic controllers, citizens, and other sources. The FAA foresees no appreciable increase in the number of these reports as a result of this rule.

Section 103.5 Waivers

In proposing to include ultralight operations under Part 101, ultralights would have been eligible for the waiver provisions applicable to all operations under that Part. By removing the ultralight proposal from Part 101, the waiver eligibility for ultralights would have been lost. The FAA has concluded that the ultralight industry and the public would be best served by retention of waiver eligibility for these vehicles.

Thus, § 103.5 is added to the final rule, giving the ultralight operator the opportunity to apply for a certificate of waiver from any provisions of Part 103.

Section 103.7 Certification and registration

The intent of the FAA is to provide for safety in the national airspace with a minimum amount of regulation. Accordingly, those vehicles which meet the definition of "ultralight vehicle" will be exempt from FAA certification and registration requirements. Similarly, pilots of ultralight vehicles, as defined in this Part, will not be required to possess FAA pilot certificates or airman medical certificates.

While this rule does not, at this time, require airman/aircraft certification or vehicle registration and is premised on the absolute minimum regulation necessary to ensure safety in the public interest, a continuation of burgeoning growth of the ultralight population could necessitate further regulation. The best practices and methods to preclude the need for further Federal regulation appear to at least include: self-regulation and self-policing, safety standards, membership in organizations and associations equipped to function and operate programs approved by the FAA, markings and identification of vehicles, programs including provisions similar to Federal Aviation Regulations relating to aircraft (both operation and airworthiness), etc.

Amendment to SB 212 - Second Reading copy

1. Title, line 7
Following "15-24-304"
Insert: "67-1-101, 67-3-101"

2. Page 1, Following line 9.
Insert: Section 1. Section 67-1-101, MCA, is amended to read

"67-1-101. Definitions. Unless the context requires otherwise, in this title the following definitions apply:

(1) "Aeronautics" means transportation by aircraft; the operation, construction, repair, or maintenance of aircraft, aircraft power plants and accessories, including the repair, packing, and maintenance of parachutes; the design, establishment, construction, extension, operation, improvement, repair, or maintenance of airports, restricted landing areas, or other air navigation facilities; and air instruction.

(2) "Aeronautics instructor" means an individual engaged in giving instruction or offering to give instruction in aeronautics, either in flying or ground subjects, or both, for hire or reward, without advertising that occupation, without calling his facilities an "air school" or anything equivalent to an "air school", and without employing or using other instructors. It does not include an instructor in a public school or university of this state or an institution of higher learning accredited and approved for carrying on collegiate work while engaged in his duties as an instructor.

(3) "Air carrier" means a person or corporation owning, controlling, operating, or managing aircraft as a scheduled common carrier of passengers or freight for compensation within this state.

(4) "Aircraft" means a contrivance used or designed for navigation of or flight in the air.

(5) "Air instruction" means the imparting of aeronautical information by an aeronautics instructor or in or by an air school or flying club.

(6) "Airman" means an individual who engages, as the person in command or as pilot, mechanic, or member of the crew, in the navigation of aircraft while under way; an individual who is directly in charge of the inspection, maintenance, overhauling, or repair of aircraft engines, propellers, or appliances (excepting individuals employed outside the United States, an individual employed by a manufacturer of aircraft, aircraft engines, propellers, or appliances to perform duties as inspector or mechanic in connection with them, and an individual performing inspection or mechanical duties in connection with aircraft owned or operated by him) and an individual who serves in the capacity of aircraft dispatcher or air traffic control tower operator.

(7) "Air navigation" means the operation or navigation of aircraft in the air space over this state or upon an airport or restricted landing area within this state.

(8) "Air navigation facility" means a facility used in, available for use in, or designed for use in aid of air navigation, including airports, restricted landing areas, and structures, mechanisms, lights, beacons, marks, communicating systems, or other instrumentalities or devices used or useful as an aid or constituting an advantage or convenience to the safe taking off, navigation, and landing of aircraft or the safe and efficient operation or maintenance of an airport or restricted area and any combination of these facilities.

(9) "Airport" means an area of land or water, except a restricted landing area, which is designed for the landing and takeoff of aircraft, whether or not facilities are provided for the shelter, servicing, or repair of aircraft or for receiving or discharging passengers or cargo, and all appurtenant areas used or suitable for airport buildings or other airport facilities and all appurtenant rights-of-way.

(10) "Airport and landing field" means any area of land, water, or both, which is used or is made available for the landing and takeoff of aircraft,

owned, leased, controlled, operated, or maintained by the United States, the state of Montana, any county thereof or any municipality, or any of the authorized agencies or branches thereof within the state of Montana.

(11) "Airport authority" or "authority" means a regional airport authority or municipal airport authority created under chapter 11 and the governing body of a municipality which has determined to exercise the powers of a municipal airport authority under 67-11-102.

(12) "Airport hazard" means a structure, object of natural growth, or use of land which obstructs the air space required for the flight of aircraft in landing or taking off at an airport or restricted landing area or is otherwise hazardous to landing or taking off.

(13) "Airport hazard area" means any area of land or water upon which an airport hazard might be established if not prevented as provided in this title.

(14) "Airport protection privileges" means easements through or other interests in air space over land or water, interests in airport hazards outside the boundaries of airports or restricted landing areas, and other protection privileges, the acquisition or control of which is necessary to ensure safe approaches to the landing areas of airports and restricted landing areas and the safe and efficient operation thereof.

(15) "Air school" means a person engaged in giving or offering to give instruction in aeronautics, either in flying or ground subjects, or both, for or without hire or reward, and advertising, representing, or holding himself out as giving or offering to give that instruction. It does not include a public school or university of this state or an institution of higher learning accredited and approved for carrying on collegiate work.

(16) "Board" means the board of aeronautics provided for in 2-15-1812.

(17) "Bonds" means bonds, notes, interim certificates, debentures, or similar obligations issued by an authority under chapter 11.

(18) "Building or structure" means any edifice, structure, or construction of any kind, character, or description and any object of natural growth erected, constructed, grown, located or proposed to be erected, constructed, grown, or located within the area described in 67-5-201 hereof as safety zones, including any edifice, structure, or construction or object within said restricted zones erected, constructed, placed, or located on or over land or water, or both.

(19) "Civil aircraft" means an aircraft other than a public aircraft.

(20) "Commercial air operator" means any person owning, controlling, operating, or managing aircraft for any commercial purpose for compensation.

(21) "Department" means the department of commerce provided for in Title 2, chapter 15, part 18.

(22) "Established perimeter of an airport or landing field", for the purposes of computing all distances and elevations as contemplated by chapter 5, shall be the metes and bounds and elevations along the respective sides thereof as determined by the United States government, the state of Montana, the several counties, the several municipalities, or other public authority owning, leasing, controlling, operating, or maintaining such airport or landing field, the determination and definition to be evidenced by plat showing the metes, bounds, and elevations to be filed in and among the records

of said public authority for official purposes and subject to inspection and examination at all reasonable times by any interested persons.

(23) "Flying club" means a person other than an individual which, neither for profit nor reward, owns, leases, or uses one or more aircraft for the purpose of instruction or pleasure, or both.

(24) "Governing body" means bodies and boards by whatever names they are known having charge of finances and management of a municipality.

(25) "Height of buildings and structures" means, for the purposes of chapter 5, the vertical distance measured from the ground or surface level of the airport or landing field on the side adjacent to the said building or structure to the level of the highest point of the building or structure.

(26) "Municipal airport authority" or "municipal authority" means a municipal airport authority created under 67-11-102.

(27) "Municipality" or "political subdivision" means a county, city, village, or town of this state and any other political subdivision, public corporation, authority, or district in this state authorized by law to acquire, establish, construct, maintain, improve, and operate airports and other air navigation facilities.

(28) "Navigable air space" means air space above the minimum altitudes of flight prescribed by the laws of this state or by regulations of the department.

(29) "Operation of aircraft" or "operate aircraft" means the use of aircraft for the purpose of air navigation and includes the navigation or piloting of aircraft. A person who causes or authorizes the operation of aircraft, whether with or without the right of legal control (in the capacity of owner, lessee, or otherwise) of the aircraft, operates the aircraft.

(30) "Person" means an individual, firm, partnership, corporation (private, municipal, or public), company, association, joint-stock association, or body politic and includes a trustee, receiver, assignee, or other similar representative.

"(31) "Public aircraft" means an aircraft used exclusively in the service of any government or of a political subdivision of a government, including the government of a state, territory, or possession of the United States, or the District of Columbia but not including a government-owned aircraft engaged in carrying persons or property for commercial purposes.

(32) "Real property" means lands, structures, buildings, and interests in land, including lands under water and riparian rights, and all things and rights usually included within the term real property, including not only fee simple absolute but also all lesser interests, such as easements, rights-of-way, uses, leases, licenses, and all other incorporeal hereditaments and every estate, interest, or right, legal or equitable, pertaining to real property.

(33) "Regional airport authority" or "regional authority" means a regional airport authority created under 67-11-103.

(34) "Restricted landing area" means an area of land, water, or both, which is used or is made available for the landing and takeoff of aircraft, the use of which shall, except in case of emergency, be only as provided by the department.

(35) "State airway" means a route in the navigable air space over and above the lands or waters of this state, designated by the department as a route suitable for air navigation.

(37) "Light aircraft" means an aircraft that is

- ~~(1) Is used or intended to be used for manned operation in the air by a single occupant;~~
- ~~(2) Is used or intended to be used for recreation or sport purposes only;~~
- ~~(3) Does not have any U.S. or foreign airworthiness certificate; and~~
- ~~(4) If unpowered: weighs less than 155 pounds; or~~
- ~~(5) If powered:

 - ~~(a) Weighs less than 254 pounds empty weight, excluding floats and safety devices which are intended for deployment in a potentially catastrophic situation;~~
 - ~~(b) Has a fuel capacity not exceeding 5 U.S. gallons;~~
 - ~~(c) Is not capable of more than 55 knots calibrated airspeed at full power in level flight; and~~
 - ~~(d) Has a power-off stall speed which does not exceed 24 knots calibrated airspeed.~~~~

(36) "Structure" means any object constructed or installed by man, including, but without limitation, buildings, towers, smokestacks, and overhead transmission lines.

(37) "Tree" means any object of natural growth.

Section 2. Section 67-3-101, MCA, is amended to read:

"67-3-101. Regulation and licensing — general provisions. In order to promote the general public interest and safety and to carry out the purposes of this title, the department may:

- (1) require the annual registration of federal licenses, permits, or certificates of civil aircraft engaged in air navigation within this state, of airmen engaged in aeronautics within this state, and of aeronautics instructors giving instruction in flying subjects and may issue certificates of registration. The certificates of registration constitute licenses of the aircraft, airmen, and instructors for operations within this state to the extent permitted by the federal licenses, certificates, or permits so registered. The department may charge a fee for the registration of each federal license, certificate, or permit not exceeding \$1. It may accept as evidence of the holding of a federal license, certificate, or permit the verified application of the owner of the aircraft, the airman, or the instructor. The application shall contain information which the department may by rule or order prescribe.

(2) issue a permit to any person who operates an aircraft off a state designated airstrip

after the person demonstrates knowledge of Federal aviation regulations, part 103, and may charge a fee of not exceeding \$15 a year to be deposited in an account for use for purposes of safety education.

(2) register aircraft repair shops, aircraft, aircraft parts and sales dealers, and other persons operating in aviation and license aircraft repair shops, aircraft, aircraft parts and dealers, and other persons operating in aviation, air schools, and aeronautics instructors giving instruction in ground subjects, in accordance with rules to be adopted by the department, and may annually renew these licenses. It may charge for the original licensing of aircraft repair shops, aircraft, aircraft parts and sales dealers, and other persons operating in aviation, air schools, and aeronautics instructors not more than \$1 and for the renewal of a license not more than \$1.

(3) approve airport and restricted landing area sites and license airports, restricted landing areas, or other air navigation facilities, in accordance with rules adopted by the department, and may annually renew these licenses. Licenses granted under this section or under any prior law shall be annually renewed upon payment of the fee. The department may not charge for approving certificates of proposed property acquisition for airport or restricted landing area purposes. It may charge for the issuance and annual renewal of each license for an airport or restricted landing area not to exceed \$1.

(4) upon notification by the civil aeronautics authority that it has revoked the license or certificate of an aircraft, airman, air school, or aeronautics instructor, temporarily or permanently revoke the license or certificate of registration issued for that aircraft, airman, air school, or aeronautics instructor, giving reasons for the action."

Remember: subsequent sections.

2. Page 3, line 2

Following: "ultralight"

Strike: "aircraft"

Insert: "vehicle"

DEPARTMENT OF HEALTH AND ENVIRONMENTAL SCIENCES



TED SCHWINDEN, GOVERNOR

COGSWELL BUILDING

STATE OF MONTANA

HELENA, MONTANA 59620

FORTY-EIGHTH LEGISLATURE HOUSE BILL 98

The Motor Vehicle Recycling and Disposal Law is administered by the Department of Health and Environmental Sciences. It provides grants to local government to operate county junk vehicle collection and recycling programs. The law requires that all junk vehicles and wrecking yards be screened from public view. Wrecking yards are required to be licensed.

Obviously, a clear and concise definition of "junk vehicle" is an integral part of the law. This bill would clarify that definition by deleting a redundant phrase and verifying that only motor vehicles may be considered junk vehicles. Non-self-propelled vehicles would be exempt from the definition.

Additional amendments are proposed to more clearly distinguish "old" wrecking facilities from "new" ones. Since the law makes certain screening requirement concessions for facilities in existence prior to enactment of the law on July 1, 1973, it is important that the distinction be made between the two.

Submitted by,

A handwritten signature in cursive script, appearing to read "Larry D. Mitchell".

Larry D. Mitchell
Solid Waste Management Bureau
Telephone: 449-2821

NAME: Bill Romine DATE: 2-1-83

ADDRESS: Helena

PHONE: 442-2220

REPRESENTING WHOM? weeeking yards

APPEARING ON WHICH PROPOSAL: H.B. 98

DO YOU: SUPPORT? AMEND? OPPOSE?

COMMENTS: this bill, on page 4, is similar to S.B. 55. It merely protects existing yards from changes in Roads which would make the yards no longer screenable, and allows those yards to be sold when such changes in Roads would make it impossible for a new yard to be licensed.

PLEASE LEAVE ANY PREPARED STATEMENTS WITH THE COMMITTEE SECRETARY.



MONTANA HISTORICAL SOCIETY

225 NORTH ROBERTS STREET • (406) 449-2694 • HELENA, MONTANA 59620-9990

February 2, 1983

MRMORANDUM

TO: Senator Mark Etchart
Chairman
Senate Highways & Transportation Committee

From: Rob Archibald *R.A.*
Director

Re: Senate Bill 287, Roadside History of Montana

A roadside history of Montana will include maps, photos, and text that will allow tourist, citizen and student to understand the historical Montana countryside they view from the state's main roads.

The text will present historical information in an accurate but popular style, emphasizing the personalities, events and developments that have been most important in shaping local history in each region of Montana. Reference, of course, will be made to local events that had a state-wide or national impact. Text references will be keyed to visible landmarks and be indexed on the maps contained in the volume.

Photographs and illustrations will aid the reader in spotting the historical sites and provide additional historical information. The object in the text and illustrations will be to present readers with the clearest, most interesting account of Montana history that can inform them as they drive the state.

The publication would be available and of educational value to Montana people who travel the state's highways regularly or who like to take weekend trips. Travel promotion surveys have found that history generated tourism is on the increase and a publication like this would serve this special interest of tourists. A great many tourists are requesting this kind of information and the travel promotion unit would put it in their literature mailed to people interested in Montana. It could provide information to Bus Tour groups and promote their interest in traveling the state. It would encourage tourists to stay longer and take side trips to various points of interest.

Senator Mark Etchart - Page 2

No publication of this kind exists in Montana although other similar out-of-print publications were very popular. Other states have this kind of publication and have found them to be a great aid to promoting tourism.

Other proponents of the bill:

Montana Chamber of Commerce
Montana School Boards Association
Montana Arts Advocacy
Travel Promotion Unit, Department of Commerce

A companion appropriations bill, House Bill 518, has been introduced requesting an appropriation from the general fund for \$50,500 for the biennium. We would propose that this appropriation be made including language that would specify that the first \$50,500 in revenue generated by the sale of the book be reverted to the general fund. In this way the general fund could be paid back for the cost of publication of the book.

NAME: Wayne Buchanan DATE: July 1

ADDRESS: 501 N Sandus Helen

PHONE: 942-2180

REPRESENTING WHOM? MSBA

APPEARING ON WHICH PROPOSAL: SB 287

DO YOU: SUPPORT? AMEND? OPPOSE?

COMMENTS: Generally in support of the Bill -

PLEASE LEAVE ANY PREPARED STATEMENTS WITH THE COMMITTEE SECRETARY.

MONTANA VACATION LIBRARY

NATURE / TRAVEL

MONTANA



MONTANA Photography by Russell Lamb; Text by Dale A. Burk. This magnificent, large, "coffee table format" volume takes you in stunning, full-color photography and vivid text to the far reaches of Montana's scenic beauty. SP0001 (Stoneydale Press) \$27.50 hard cover

WHERE THE GRIZZLY WALKS by Bill Schneider. The grizzly bear, the largest and most powerful animal in the United States, is a symbol of wilderness, freedom and land untamed. This book discusses the relevant issues to the great bear's survival and a strategy for the silvertip's salvation. MV9 (Mountain Press Publishing Co.) \$8.95 soft cover



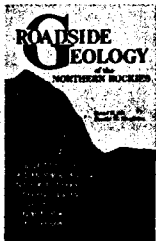
PLANTS OF WATERTON-GLACIER NATIONAL PARKS AND THE NORTHERN ROCKIES by Richard Shaw and Danny On. This is a full-color source of information about all those showy plants for visitors to the northern Rocky Mountains. Organized by color; excellent for field identification. MV13 (Mountain Press Publishing Co.) \$6.95 soft cover



Young People's Guide
Montana
Dale Burk



YOUNG PEOPLE'S GUIDE TO MONTANA by Ruth Burk. Introduces young people to the fascinating story of Montana, exploring in text and photograph how young people can best enjoy their time in the natural splendor of the Big Sky Country. SP0699 (Stoneydale Press) \$3.95 soft cover



ROADSIDE GEOLOGY OF THE NORTHERN ROCKIES by David Alt and Don Hyndman. This book covers the mountain regions from the Canadian border to southern Idaho, with special chapters on the unique geology of Glacier and Yellowstone national parks. MV11 (Mountain Press Publishing Co.) \$9.95 soft cover

YOUNG PEOPLE'S GUIDE TO YELLOWSTONE PARK by Ruth Burk. Presents firsthand a peer's perspective in both text and photograph of how the young person can get the most out of a typical vacation trip to this incredibly varied national park. SP0111 (Stoneydale Press) \$3.95 soft cover

Young People's Guide
Yellowstone Park
Dale Burk

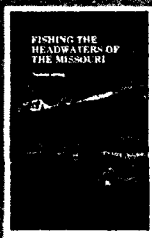


THE TRAVELER'S GUIDE TO MONTANA by Gary Turbak. Montana's most comprehensive campground directory plus information on rodeos, hot springs, resorts, historic sites, museums, local festivals, ski areas, sporting events and more. Available June 1983. (228 pages, 6x9", 60 photos, 17 maps, color cover.) ISBN 0-934318-14-X (Falcon Press) \$7.95 soft cover

GRIZZLIES OF GLACIER by Warren Hanna. The grizzly bear of Glacier Park looms large in popular interest through its prominence in myth and legend, as well as the dramatic episodes of real life. MV10 (Mountain Press Publishing Co.) \$6.95 soft cover

ROCKS, ICE & WATER by David Alt and Don Hyndman. Scenery has its foundation in geology and magnificent scenery is built on spectacular geology. This is a book about how glaciation has shaped Waterton-Glacier National Park. MV12 (Mountain Press Publishing Co.) \$4.95 soft cover

FISHING / FLOATING

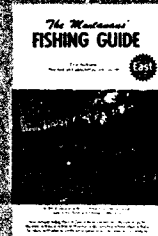
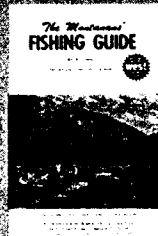


FISHING THE HEADWATERS OF THE MISSOURI by Norman Strung. A personal guide to the greatest trout fishery in the world: Beaverhead, Big Hole, Madison and the other rivers that make up the headwaters of the Missouri. Floating access and distances are given along with maps. In this useful guide. MV5 (Mountain Press Publishing Co.) \$6.95 soft cover

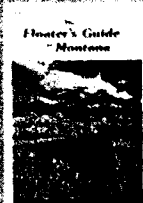
MONTANA FISHING by Dale A. Burk. Presents an overview in text and photograph of fishing everywhere in Montana, region by region, for world-famous trout and warm-water species. Special chapters on Yellowstone and Glacier parks and the Madison and Yellowstone rivers. Revised, updated, 1983. SP0316 (Stoneydale Press) \$4.95 soft cover



THE MONTANANS' FISHING GUIDE, VOLUME I: WEST OF THE CONTINENTAL DIVIDE by Dale Burk. Revised and updated in 1982 by Dale Burk, the book describes the productive fishing waters of Montana's western drainages and tells how to get there. The Bitterroot, Blackfoot, Clark Fork, Flathead, Kootenai and Swan river drainages are all covered. MV3 (Mountain Press Publishing Co.) \$9.95 soft cover



THE MONTANANS' FISHING GUIDE, VOLUME II: EAST OF THE CONTINENTAL DIVIDE by Jim Derleth. Revised and updated in 1982 by Jim Derleth. It covers the waters east of the Continental Divide, including such great fishing waters as the Beaverhead, Big Hole, Madison, Jefferson, Gallatin, Yellowstone and Big Horn rivers. MV4 (Mountain Press Publishing Co.) \$9.95 soft cover



THE FLOATER'S GUIDE TO MONTANA by Hank Fischer. The Floater's Guide covers Montana's 26 major rivers, including access points, wildlife, history, river difficulty, hazards, water conditions and fishing advice. (160 pages, 6x9", 55 photos, 31 maps, color cover.) ISBN 0-934318-00-X \$6.95 soft cover

FLOAT FISHING IN MONTANA by Dale A. Burk. Offers practical advice and factual information concerning free-boat fishing on Montana's world-famous trout waters: The Madison, Yellowstone, Big Hole, Jefferson, Missouri, Blackfoot, Flathead, Tongue, Clark Fork and others. How-to, where-to and when-to. SP0618 (Stoneydale Press) \$5.95 soft cover



THE ANGLER'S GUIDE TO MONTANA by Mike Sample. This book includes all the necessary information for fishing Montana's lakes and streams, including Yellowstone and Glacier national parks, all in one volume. Available in June 1983. (256 pages, 6x9", 70 photos, 16 maps, color cover.) ISBN 0-934318-13-1 (Falcon Press) \$8.95 soft cover

SENATE COMMITTEE HIGHWAYS AND TRANSPORTATION

Date 2/1 1983 Bill No. HB 32 Time 2:40

NAME	YES	NO
Senator Etchart, Chairman	✓	
Senator Hager, Vice Chairman	✓	
Senator Elliott	✓	
Senator Shaw	✓	
Senator Tveit	✓	
Senator Graham		✓
Senator D. Manning		
Senator Stimatz		✓
Senator Daniels		

Carol Doyle Frasier
Secretary

Mark Etchart
Senator Mark Etchart
Chairman

Motion: Shaw HB 32 1-6-90 ✓
409-
Shaw carries

(include enough information on motion--put with yellow copy of committee report.)

STANDING COMMITTEE REPORT

Highways & Transportation
2/1/83

Page 28

February 1

19 83

MR. **PRESIDENT:**

We, your committee on **HIGHWAYS AND TRANSPORTATION**

having had under consideration **HOUSE** Bill No. **98**

Yardley (Hager)

Respectfully report as follows: That **HOUSE** Bill No. **98**

BE CONCURRED IN

~~EXPASS~~

74 74

STANDING COMMITTEE REPORT

Highways & Transportation
2/1/83
Page 30

February 1 1983

MR. PRESIDENT:

We, your committee on HIGHWAYS AND TRANSPORTATION

having had under consideration HOUSE Bill No. 32

Holliday (Shaw)

Respectfully report as follows: That HOUSE Bill No. 32

BE NOT CONCURRED IN

~~DO PASS~~

Me 72