

The regular monthly meeting of the Gallatin Airport Authority was held January 9, 2003 at 7:00 p.m. in the Airport Conference Room. Board members present were Richard Roehm, Tom Nopper and John McKenna. Steve Williamson and Yvonne Jarrett were unable to attend. Also present were Ted Mathis, Airport Director, Brian Sprenger, Assistant Director and Cherie Ferguson, Clerk.

The first agenda item was to review and approve the minutes of the regular meeting held December 12, 2002. John McKenna moved to accept the minutes as mailed, Tom Nopper seconded the motion, which passed.

The second agenda item was the public comment period. There were no public comments.

The third agenda item was to consider the request by Gallatin Flying Service to construct an addition to their Fixed Base Operation building. Roger Stradley was unable to attend the meeting so the item was postponed.

The fourth agenda item was to consider partial funding of the highway interchange access study. Mr. Mathis said that the study must be done before the Montana Highway Department will consider prioritizing the interchange project. Timing would be at their discretion. The cost of the study is \$47,040 and the purpose is to study traffic patterns, determine the best location and come up with a conceptual design. Mr. Mathis said the Belgrade City Counsel voted not to fund the study at this time, but rather to prioritize their other transportation needs first. His belief is that it would be in the best interest of the flying public if the Airport Authority participated and he recommended that the Airport Authority contribute 1/3 of the cost of the study and offer to be the sponsoring agency. Morrison-Maierle, Inc. is the consultants and is also the company that came up with the cost estimate.

Once the access study is on a priority list with the highway department, the local community would need to pay 13% of the costs of the project, and the federal government would pay 87%. Mr. Mathis said it is a multi-model connector, which might move it up on the priority list and the federal government may pay more of the costs.

The county may participate, but at this time it is unknown to what extent. The Airport Authority could use some AIP funds if there aren't higher priorities for the money at the time. Mr. Nopper said that it is a countywide need and the airport shouldn't carry the entire cost.

Mr. McKenna made a motion that the Gallatin Airport Authority commit to being a sponsoring agency and contribute 1/3 of the cost of the study, not to exceed \$17,500. Mr. Nopper seconded the motion and it carried.

The fifth agenda item was the report on passenger boardings and flight operations - Brian Sprenger. Mr. Sprenger reported that in December there were 568 air carrier operations, 735 air taxi, 1,083 GA itinerant and 28 military, for a total of 2,414 itinerant operations. Local general aviation operations were 1,860, for a total of 4,274 tower operations in December, up 7.6% from December a year ago. There were 89 landings of aircraft over 12,499 pounds, down 21.93% from December of 2001. Total annual tower operations were 60,878, which is down 3.4% from 2001. This is due to a drop in general aviation activity, which is down across the nation. Air carrier and air taxi operations were up from the prior year. Total annual operations of aircraft over 12,499 pounds was 1,566, up 16.9% from the prior year.

Mr. Sprenger reported that passenger enplanements for December were 22,967, up 26.2% from December a year ago. Year to date is 274,499, up 7.2% from 2001. Delta had 26% of the market share, Northwest had 32%, United Express had 20%, Horizon had 12%

and Delta Connection had 9%. The increase in boardings was mainly due to an increase in the number of seats. The load factors are holding up pretty well against other cities. January figures look pretty good.

The number of annual enplanements, 274,499, is a significant number for Gallatin Field. This is the 2<sup>nd</sup> year of boardings over 250,000, and a third year will move us up to a category 2 security level. Most of the work and planning that has been done recently hopefully will mitigate the changes that are required at the new security level and that only minor changes will be needed.

Mr. Sprenger said that due to the main runway resurfacing project, air carrier service will be reduced about 10% in May-June. Local general aviation shouldn't be affected too much unless winds restrict the use of the crosswind runway.

The sixth agenda item was the Director's Report – Ted Mathis. Mr. Mathis reported that we are still planning on opening bids for the runway overlay project at the February meeting.

He also said that it has been eight years since the airport rules and regulations have been reviewed, and soon we will have an updated version for the Board to study and the public to review.

Mr. Mathis said that the largest bill to be paid this month is the payoff for the 1993 bond issue. Once that is done, the Airport Authority will be able to manage its own funds if it receives approval from the County Commissioners. The commissioners would have to agree to amend the original resolution that created the Airport Authority. The County Treasurer told him that their auditor has recommended it. The Board gave Mr. Mathis authority to pursue this change.

Jamie Lenon, of Prugh and Lenon, Architects, met with Mr. Mathis and Mr. Sprenger regarding the plans on the terminal expansion.

Mr. Mathis said that the new second level gift shop/snack bar will be open next week.

Yellowstone Jetcenter's new General Manager, Kent Foster, introduced himself. He has been involved in aviation for 25 years, and has worked at airports in Dallas and San Francisco. He applauded the Airport Authority Board and Mr. Mathis for making this such a great airport. He also said that Yellowstone Jetcenter is about honesty and integrity and that he wants them to be a good tenant at the airport.

The seventh agenda item was to consider the bills and approve for payment. After review and discussion, Mr. Nopper moved to pay the bills and Mr. McKenna seconded the motion, which carried.

The meeting was adjourned at 8:45 p.m.



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Richard R. Roehm, Chairman