

The regular monthly meeting of the Gallatin Airport Authority was held October 12, 2006 at 3:00 p.m. in the Airport Conference Room. Board members present were Richard Roehm, Deborah Dietz, John McKenna, Steve Williamson and Greg Metzger. Also present were Ted Mathis, Airport Director, Brian Sprenger, Assistant Airport Director and Cherie Ferguson, Administrative Assistant.

The first agenda item was to review and approve the minutes of the regular meeting held September 14, 2006. Richard Roehm said that at the last meeting Hollie van Elsen asked why her lease agreement was approved at the Yellowstone Jetcenter hangar but not at the DeGroot hangar. Mr. Roehm suggested an addition to the mailed draft copy of the minutes to make it clear that her question had been answered at the meeting. He said there was not a loss of hangar space at Yellowstone Jetcenter because it was office space, but that there would be a loss of about ½ the aircraft storage area in the DeGroot hangar. He believes leaving it unchallenged makes it look like the board didn't have an answer.

John McKenna said there was quite a bit of discussion at the last meeting regarding the loss of aircraft storage space. Mr. Roehm moved to approve the revised minutes with the additional paragraph in them. Greg Metzger seconded the motion. Steve Williamson asked and received confirmation that the change has already been made. The motion carried unopposed.

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

The third agenda item was to consider the request by Tempe Connell to transfer the Non-Commercial Hangar Ground Lease Agreement on Hangar 91-113 to Sarpy Creek Land Company, LLC. Ted Mathis said this is a real estate company Tempe Connell owns. Mr.

Roehm moved approval and Mr. Metzger seconded the motion, which carried without opposition.

The fourth agenda item was the Master Plan project update – Scott Bell. Scott Bell said that Chapter 3 deals with the airside facility requirements and takes Chapters 1 and 2, which deal with inventory and forecasting, and starts to apply the airside needs of the Master Plan. The airside needs includes aprons, taxiways, service roads, fuel farms and even addresses the possible need for a future parallel runway. This chapter incorporates the handout for last month regarding the capacity of a single air carrier runway.

Mr. Bell said that he scheduled three months to address Chapters 3 and 4 and we're on schedule according to the revised schedule. He said that next week Mr. Mathis, Brian Sprenger and he are meeting with a terminal architectural firm regarding terminal requirements.

He asked the board to review Chapter 3 for the next couple of weeks and get questions or comments to Mr. Mathis, Mr. Sprenger or him.

Mr. McKenna said we don't have performance data on the very light jets (VLJs) and asked if there is any way to factor them in. Mr. Bell said his understanding is that they are replacing twin-engine corporate aircraft and that they should be able to land on any of our proposed runways. Even our crosswind runway, 03/21, has a proposed ultimate length of 5,700'. The VLJ requirement is 4,000' to 5,000'. Mr. McKenna asked that the plan we are working on today mention the VLJ jet issue. Mr. Bell said he would have at least a paragraph to address it.

Mr. Roehm asked about the mix between commercial and general aviation (GA) and where GA is going on this airport. He asked if we need any thought about helicopters for the

future as they become more economical and there is more activity. He also asked Mr. Bell to discuss approach lighting and nav aids.

Mr. Bell said that he will deal with approach lighting nav aids and approaches more next month. He said that one of the issues that is more critical on the instrument landing side is developing an Instrument Landing System (ILS) or other good approach for runway 30 because of the prevailing winds. He said he plans to have a good approach written up for version 2 of this chapter for the next meeting.

Mr. Bell said there should be a paragraph on helicopters as their use is increasing. He said he has always been supportive of helicopters using our approaches to the runway and being mixed in with the other air traffic rather than using a heliport that has to have separate air space.

Mr. Roehm said there are a lot of considerations and he would like them addressed, as there is a lot to think about.

Mr. Bell said that it is recommended to start looking at alternative runways when capacity is at 60%. He included five sketches of five different options for the parallel runway to 12/30 and a recommended alternative. He said we might reach the 60% capacity quicker here because of the aircraft fleet mix.

Mr. McKenna asked how people can look at the draft. Mr. Bell said that Chapters 1 and 2 are on the website. Chapter 3 will be put there when a version is ready. At that time, a meeting with GA pilots will be scheduled. He said he wants to spend time on Chapter 3 and then meet with them.

Mr. Mathis said the Master Plan project was mentioned in the last newsletter, which goes to the GA community as well as the airfield tenants. He said he got some comments as a result.

The fifth agenda item was the report on passenger boardings and flight operations – Brian Sprenger. Mr. Sprenger said that September boardings of 27,321 are down 6.5% from September 2005. He also said that year-to-date boardings of 251,010 are down from 264,354 for the same period last year. This is a 5.0% decrease. Mr. Sprenger reported that in September there were 489 air carrier operations, 1,026 air taxi, 2,818 GA itinerant and 19 military, for a total of 4,352 itinerant operations. Local GA operations were 3,160, for a total of 7,512 tower operations, up 21.0% from September a year ago. There were 232 landings of aircraft over 12,500 pounds, which is up 11.0% from September 2005.

Mr. Roehm asked if there is a way to track the landings between midnight and 6 a.m. Mr. Sprenger said the Instrument Flight Rules (IFR) activity is tracked. He said there is a limited amount of GA activity in that time frame.

The sixth agenda item was the Director's Report – Ted Mathis. Mr. Mathis said the audit is completed and a draft would be mailed to the board before the next meeting. He said that the indications are that everything went well.

He also said there is nothing from the Ryen Glenn subdivision. Time was of the essence for an easement, so Mr. Bell, the attorneys and Mr. Mathis hurried and now everything is on hold. Developers from Minnesota bought out the local developers and they were the people here with Joby Sabol and made the request.

Mr. Mathis also said the FAA is continuing work on the control tower display for the new radar. The radar is on schedule and the antenna will be installed next week. The electronic equipment is being installed by Raytheon. Mr. Mathis said that the FAA has proposed a Memo of Agreement and wants us to pay \$293,706 to have the tower display installed and have spare equipment on hand. They want us to have our own technicians trained to maintain the system and still pay the FAA \$6,300 per year for administration. Mr.

Mathis said he has done a lot of research and found out that the FAA has paid for and is maintaining radar for three contract towers like ours in Key West, Florida, Salinas, Kansas and Redding, California. He asked the FAA if there is another program and there is. The FAA is researching that. We probably won't have a display in the tower when the radar is commissioned in 2007. Mr. Mathis said we have to come to an agreement before anything else will be done on the display.

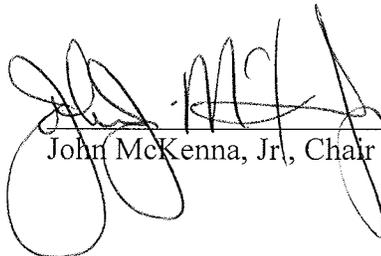
McKenna asked if we have an agreement with the FAA regarding the control tower display and Mr. Mathis said it has always been a side and separate situation. The airports at Jackson Hole, Wyoming, Redmond, Oregon and Eagle, Colorado have no plans to put displays in their control towers but will rely totally on the Centers.

Mr. McKenna said he has a concern about the authority assuming a degree of liability if something unfortunate happens and asked if we are inviting a problem. Mr. Mathis said it is a possibility and he is continuing to work on the problem.

Mr. Mathis also reported that we budgeted \$89,000 to replace our 20-year old mower. Because there is a long lead-time, we need to put it out to bid now. He is hoping to open bids at our next meeting.

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

The meeting was adjourned at 3:27 p.m.


John McKenna, Jr., Chair