The regular monthly meeting of the Gallatin Airport Authority was held August 13, 2026, at 2:00 p.m. in the Conference Room at the Airport Customs and Operations Building. Board members present were Carl Lehrkind, Karen Stelmak, Ted Barkley, Ted Mathis, and Kendall Switzer. Also present were Brian Sprenger - CEO, Aaron Collins – CCO, Chris Pomeroy - COO, and Troy Watling - CFO.

1. Welcome/Call to Order

Mr. Lehrkind, Board Chairman, welcomed everyone to the regular meeting of the Gallatin Airport Authority Board and called the meeting to order.

2. Public Comment on Non-agenda Items

Mr. Lehrkind asked that any wanting to give public comment please state their name for the record and limit their comments to three (3) minutes.

There were no public comments.

3. Consent Agenda

Mr. Lehrkind announced that any member of the Airport Authority Board can request that an item be removed from the consent agenda for discussion or clarification. Public comment on items within the consent agenda will be called for prior to the Airport Authority Board vote for approval.

3.1 Approve minutes of regular meeting held Jul 9, 2026
3.2 Approve request by Flying Moose Manor, LLC for a new Private Non-Commercial lease with a Fifteen (15) year term for Hangar EV 3
3.3 Approve the request by fifteen (15) existing hangar tenants to enter into a new Private Non-Commercial Lease
3.4 Approve bills for payment.

MOTION: Mr. Barkley moved to approve the consent agenda. Mr. Switzer seconded the motion. All board members voted aye. The motion carried.

4. Regular Agenda

4.1 East Terminal Expansion Project Update

Mr. Sprenger said the design team was present, including Ben, Elizabeth, and Taylor.

Designs were presented for the new boardroom, training room, and the space between the rooms. Design packets were distributed. The locations being reviewed are on the 3rd level Mezzanine. The areas are landside and public.

Images of the boardroom showed monitors in the front of the room and side wall mounted credenzas for storage. The ceiling will be similar to the baggage claim area with a tongue and groove wood like product. The room has an open window on one side.

Images of the lobby between the boardroom and training room were presented. The lobby includes decorative light fixtures. The main source of lighting is recessed can lighting.

The training room has a similar palette to the boardroom. Images including the wall covering with storage credenzas and monitors were presented. The room will have a folding wall partition to separate the space into 2 rooms. The seating for the entire room is about 50.

Ms. Stelmak said it is important to stick with the same stone, wood and neutral colors used previously, noting that is what the design includes. Physical samples of some finishes were displayed in the back, including stone and carpet samples. The samples were reviewed by the board.

The decorative light fixture was described as having a light and airy feel. The fixtures will have LED lights that last more than 10,000 hours. This is a new lighting fixture that hasn't been used previously. Mr. Mathis said the wood material appears redder than the old version. The design team is matching as closely as possible for the wood so you would not know the difference. Lighting features, including back lighting to highlight the rock, were reviewed and discussed. There was discussion on the capacity of the training room. Some felt the space should have been designed to be larger to accommodate more people. Mr. Sprenger said the design has been out for some time and the need to have such a large group meet in person would be unusual. The mezzanine area can also be used for an event such as a press conference. Mr. Barkley said there are options to have large meetings in other places, such as one of the hangars at the airport.

The suggested materials and light fixture were approved.

4.2 Consider proposals for On-Airport Rental Car Concessions

Mr. Sprenger said we received 5 proposals, 4 internal and 1 outside. We currently have 3 positions in the terminal. There will be room for the 4th after the expansion, available by October 1, 2027. Staff recommends entering into an agreement with all 5 companies.

MOTION: Ms. Stelmak moved to enter into an agreement with the following proposers to provide Non-Exclusive Car Rental Concessions at BZN:

- Overland West, Inc (incumbent)
- Enterprise RAC Company of Montana/Wyoming LLC (incumbent)
- Avis/Budget Car Rental, LLC (incumbent)
- Go Rentals (out-of-terminal incumbent)
- Sixt Rent a Car, LLC (Effective October 1, 2027)

Mr. Barkley seconded the motion. Mr. Lehrkind asked about Sixt and revenue expectations. Mr. Sprenger said we have seen consolidation in the industry. With more competition, we would expect competitive pricing as we are one of the more expensive markets in the country for rental cars. All board members voted aye. The motion carried.

4.3 Update on the future partnership with Alclear, LLC (CLEAR) to provide Registered travel services, TSA PreCheck enrollment services and CLEAR concierge services at BZN

Mr. Sprenger said we discussed this last year. Alclear would operate out of the checkpoint and there is space for their lane and signage. Alclear will provide onsite year-round pre-check enrollment. Currently, we have only been able to offer pre-check enrollment 4 times per year. Alclear's enrollment kiosk would be outside of security but close to their operations. Staff's recommendation is for that to be located against the half-wall where we have data and power.

Juliana Gansel, VP of Airport Affairs and Business Development for Alclear, said there would be 2 small kiosks and the space could accommodate them. They plan to put 1 lane in between the pre-check line and standard line at the security checkpoint. With their technology approved by TSA, customers go through their E-gate in less than 5 seconds. There will be a small population that will have to go through the normal lane such as, minors, pets, or randomized selections. Their technology uses a face scan and then they go straight to the baggage belt. This saves resources on the TSA side. It should add efficiency and put people through the lane more quickly. They have 1 general manager in the process and plan to have 15 ambassadors.

Mr. Sprenger said they will remain at this location after the expansion and the second checkpoint will be for overflow and standard passengers.

MOTION: Mr. Mathis moved to approve the request by Alclear, LLC (CLEAR) to provide Registered travel services, TSA PreCheck enrollment services and CLEAR concierge services at BZN. Mr. Switzer seconded the motion. All board members voted aye. The motion carried.

4.4 Continue Consideration of Common Use Lounge Proposal

Mr. Sprenger said this is a continuation of last month's discussion. Daniel Denado with Las Americas spoke to the context of this venture. Las Americas partners with Priority Pass to draw customers through their publicity all over the world. The lounge is inclusive so they don't deny entry to those not a part of the program. This is accomplished through a walk-in fee per passenger. Internal airport partnerships have not been discussed but they can be. Engineering and architecture work has been done based on the dimensions. They don't have an estimated cost yet. They are offering an investment of $100,000 in permanent finishes. In addition, they will be covering the cost of non-permanent features such as furniture, equipment, coffee machine, etc. They have been waiting on the green light to further design and budget. They are counting on a great partnership with SharBert including their personnel and expertise in selling food and beverage to provide a single service for this facility. 10% of gross sales would be airport revenue.

Mr. Barkley said he shared the idea with others and they like what they see. One comment was to create a space that would be suitable for a quiet spot to sit and have a drink without being in the social space. Mr. Sprenger confirmed there would be a lease agreement as part of the overall final approval process.

Ms. Stelmak said she is comfortable with this because they are partnering with SharBert. Mr. Lehrkind asked about capacity. Mr. Denado said they expect an average of 15-20 with possible peaks of more than 100. They are working on a staffing plan due to the seasonality. It is not feasible to hire a base staff for the whole year. Instead, they plan to have a small base of full-time staff and partner with Sharbert for on call service. More administrative staff will be on Las Americas' end and service staff relied on from SharBert. Doug Stock, CEO of SharBert Enterprises, said they are flushing out operational details. They are here to support and help out with staffing.

MOTION: Mr. Barkley moved to tentatively approve the Common Use Lounge Proposal contingent upon but not limited to an Authority approved Food & Beverage and Staffing agreement between Las Americas VIP Lounge and SharBert Enterprises, a $200,000 performance bond and Final Capital Commitment Amount agreeable to the Airport Authority. Mr. Mathis seconded the motion. All board members voted aye. The motion carried.

4.5 Consider request by Meridian M500 Management, LLC to amend existing private non-commercial land lease for hangar 16 and enter into a second lease to construct a new hangar on the adjacent empty parcel hangar 16 and enter into two leases to construct a new hangar on the adjacent empty parcel.

Mr. Sprenger said we had a large hangar in this location that needed replacement. Meridian built one of the two hangars that can be accommodated in the space. They would like to construct the second but with a separate lease.

MOTION: Ms. Stelmak moved to approve the request by Meridian M500 Management, LLC to amend existing private non-commercial land lease for hangar 16 and enter into a second lease to construct a new hangar on the adjacent empty parcel hangar 16 and enter into two leases to construct a new hangar on the adjacent empty parcel. Mr. Switzer seconded the motion. All board members voted aye. The motion carried.

4.6 Consider request by Brandon Wilson to combine private non-commercial ground leases 177 and 178 into one lease.

Mr. Sprenger said this will clear up the issue of having 2 leases for one hangar.

MOTION: Mr. Switzer moved to approve the request by Brandon Wilson to combine private non-commercial ground leases 177 and 178 into one lease. Mr. Barkley seconded the motion. All board members voted aye. The motion carried.

4.7 Consider request by Treasure State Flight Academy to enter into an operating agreement to perform Flight Training at Million Air

Mr. Sprenger said we received the request and everything looked good but upon hangar inspection, it was discovered there is only 1 restroom. The minimum standard is for 2 restrooms. Treasure State has asked the board to consider use of the restroom in hangar 6, operated by Million Air. The precedent comes from April 2012 when the board, at the time, required a 2nd bathroom for a charter operation. For various reasons, the second bathroom was never constructed. Historically, we have had hangars that straddled the fence on this standard. Staff recommends that we continue with the precedent of requiring 2 restrooms and offer a 6-month time frame to accomplish that.

Brett Berry with Treasure State Flight Academy said there is not a lot of space on the airport, and he wants to help students follow his path. The minimum standards are from 1991. Mr. Berry said that one bathroom is sufficient for the volume in the hangar and indicated a precedent that a flight school operated out of this hangar previously with the current minimum standards in place. They are offering to have common area through Million

Air's hangar and have office and flight storage at hangar 6. Mr. Berry said they currently have 3 Archers.

Mr. Mathis said that is the busiest corner in the entire GA area. He was opposed to Million Air operating there. It works the way it is now, but it's tight. Mr. Mathis visited the location before the meeting and there were no parking spots available. Mr. Mathis said he realizes today is a busy day. If you put 3 Archers out on the ramp, it will be more congested. It can be done, but it will be tight. Safety is a primary concern. The minimum standards don't allow for bathrooms in one building and operations in another. When a jet arrives at Million Air there is no capacity. There are no sidewalks. Gabe Vaughn, General Manager of Million Air, Bozeman, said he has had employees park there to free up space in front of theirs. There are some cars that don't belong there and they are trying to get them moved. Mr. Vaughn said they can put in a second bathroom to meet the standards but it could take 6-8 months.

Mr. Switzer said he thinks it is a good thing to train more pilots. We call them minimum standards for a reason; it is the bare minimum. The students and others will feel the effect. During high volume times, there is a need for another restroom. Coordinating that tight corner will be a challenge. We should not lower our minimum standards. Mr. Mathis said we worked hard to get the flight training on the northside with the shorter runway. This school will have to cross 2 runways. Mr. Berry said their long-term plan is for growth. Mr. Berry said he owns a charter certificate and has 1 helicopter and has the only authorization for tours in Yellowstone National Park, which the Archers will eventually be a part of. Mr. Berry does not anticipate having a helicopter at this location. Mr. Berry agrees it is a congested area and it will be good training for the students.

MOTION: Mr. Barkley moved to approve the request by Treasure State Flight Academy to provide flight training at Million Air with the contingency that they complete a second restroom by April 15th, 2027. Mr. Berry confirmed for Mr. Sprenger his aircraft storage and operations would all be out of hangar 7. Ms. Stelmak seconded the motion. All board members voted aye. The motion carried.

4.8 Consider request by High Country Flight Training to enter into an operating agreement to perform Flight Training at Signature Flight Support

Mr. Sprenger said this facility is on the east side off Aviation Lane. The hangar meets the minimum standards.

Billy Jameson from High Country Flight Training was present for questions.

Mr. Mathis said he looked at their website and it said they would be open the next day. Mr. Mathis attempted to speak with Mr. Jameson in person earlier but was unable to. Mr. Mathis said the school has everything set up in the hangar. Mr. Mathis said someone missed a step. Signature should have requested approval to sublet the space. If you want to operate here, you need to request that and enter into an operating agreement. Both of those steps were skipped. Mr. Mathis said he was surprised by the website and that the office is in operation.

Mr. Sprenger said we recently became aware of the request and added it to the agenda. We got the request from Signature and did the facility inspection. The timing was all in the last couple weeks. Staff have expressed to both operators there is a risk this will not be approved.

Mr. Sprenger confirmed for Mr. Lehrkind that all the paperwork is done for consideration.

Mr. Mathis expressed disappointment that Signature said we intend to do this, not requesting approval which is required by their lease. Mr. Mathis said he is sorry that staff missed all that. To train in that location is going to be a trick and take considerable training and ground support people to help out.

Mr. Jameson said they are working with airport ground support and moving equipment around, so it is a more conducive environment.

MOTION: Ms. Stelmak moved to approve the request by High Country Flight Training to enter into an operating agreement to perform Flight Training at Signature Flight Support. Mr. Barkley seconded the motion.

Mr. Switzer said trying to make things happen is good. There is a process and if the board is put into a position in which they have to say yes, something is wrong. This should be preventable due to process and procedure, which seems to have been overrun. Mr. Switzer said he is not faulting anyone, but he would suggest we have a problem.

Mr. Barkley said clearly a step was skipped and indicated this is not something the staff could have necessarily foreseen. Mr. Sprenger said we have had instances where the expectation of a sublease is part of the request for the operating agreement. They have almost always been simultaneous. Mr. Mathis disagreed. Mr. Mathis said Ridgeline requested approval to sublease prior to those entities requesting an operating agreement. In this case, the operations have started without either step. Mr. Mathis said this is very uncommon and he would hate to see it happen again. Mr. Sprenger said it would be difficult to approve a sublease when we don't know who the entity is or their operation. Mr. Sprenger said the difference in this case is that they jumped ahead of the game. Mr. Mathis said staff allowed that to happen. We were made aware in the last 2 weeks. Mr. Lehrkind said they are asking for communication that is timelier and more in advance.

Two opposed the motion and 3 abstained. The motion did not carry.

Mr. Lehrkind asked this be added to the agenda for next month.

4.9 Consider FY 2027 - FY 2032 Airport Capital Improvement Plan (AIP)

Mr. Sprenger said the plan was sent ahead of the meeting, and it will go to the FAA. The FAA will determine the allocation of AIP entitlements and discretionary requests to widen and lengthen the parallel runway. Mr. Sprenger reviewed images of the plan. Taxiway B is in process and is expected to be completed before the end of the year. Fiscal Year (FY) 2027 includes the first phase of Taxiway C relocation and extension which is a 2-year project with the east side of Taxiway C completed in 2028. FY 2029 would include the remaining portion of the widening and start of the extension of the parallel runway. Some will move into 2030 for funding purposes. We hope to be able to accelerate the plan. In 2032, we start looking at how to accomplish the rehabilitation of Taxiway A and the extension of Runway 12/30.

Based on operations and passengers, we will get to a point where we will need additional gates in 7-10 years. That will impact the area on the west where we have de-icing. To create an alternative, we are looking to bring Taxiway A as part of the ramp. That allows us to push aircraft across the ramp for deicing and leave access for aircraft to the gate. We can build to the west and have plans to do so, but we have limitations on how many aircraft can be de-iced with that plan.

To rehabilitate Taxiway A in its current location we would have to meet new design standards with wider shoulders. That requires a reconstruction of our main taxiway to the runway system. We can build a new taxiway to the new standards and use Taxiway A while we do so with little impact on operations. It allows us to look at the potential expansion of the GA ramp and the east ramp. The master plan has that additional taxiway. This is outside of the plan being sent to the FAA. The next couple of years will determine if this is the direction we want to move in. We also need to look at funding. Our next Capital Improvement Plan includes the potential for funding it.

We have cash flow analyses for the projects over the next 10 years. We probably will use some of the line of credit to complete the terminal project and then pay it back quickly. Staff recommends approving the first 5 years of the capital plan to submit to the FAA and keep in mind we will come back to it annually.

Mr. Mathis said he reviewed this with Mr. Sprenger. It is amazing work. Mr. Mathis complimented staff, especially Morrison Maierle.

MOTION: Mr. Switzer moved to approve FY 2027 - FY 2032 Airport Capital Improvement Plan (AIP) as presented by staff. Mr. Barkley seconded the motion. All board members voted aye. The motion carried.

5. Staff Reports

5.1 Report on preliminary FY 2026 operating and concession statistics

Mr. Sprenger reported on Fiscal Year 2026. Tower operations were 129,987, which is up 10.8% over the previous year. We had 1,837,373 available seats for departures which is 14.3% up from the previous year. The average available seats per departure declined slightly from 142 to 141. We had 1,469,142 passengers which is up 9.6%. We had a 15.4% increase in flights. We had new destinations using smaller aircraft.

Car rental concession fee revenue was $13.2 million, which is up 17.2%. Food and beverage concession fee revenue was $1,768,000 which is up 1.8%. Gift and retail concession fee revenue was $1,854,000 which is up .6%. Ground transportation was up 19.3% at $150,000. We have a Request for Proposals (RFP) next month for the in-terminal ground transportation operator which is currently Karst. Parking lot revenue was up 5.8% to $10.4 million. Total concession fee revenue was $27.6 million which is up 10.4%. Concession fees per enplanement were $18.79 which is up .7%. We had 368 customs landings which is up 35.8%. This is the first time that customs landing user fees covered the customs expenses and generated a net income. We are asking our partners if they want it refunded or applied toward having a second customs officer.

5.2 Airport Business Report – Aaron Collins

Tower operations for July were 13,277; the first time we have had more than 13,000 operations in a month. That brings tower operations up 9.2% from last July and up 19% YTD. Rolling 12-month operations were 131,110 which is a new record. Corporate landings over 12,500 lbs. were 1,245, up 24% compared to last July. Corporate landings over 9,000 lbs. were 901. Corporate landings had a 15.5%-17% increase YTD. July had 42 customs clearances compared to 37 last year. Total revenue enplanements were 196,696, which is up 10.3% for July and up 10.1% YTD. Rolling 12-month enplanements were 1,487,546, a new record. Total deplanements were 194,738, which is a 9.2% increase compared to last July and a 9.9% increase YTD. Commercial airline landings were 1,506 compared to 1,504 last July and up 8.5% YTD. The overall load factor was 88.9% for July, which is up 5.5% from last July and flat

YTD. Fuel dispensed in June was 2,499,090 gallons dispensed, which is up 14% for the month and up 10.8% YTD.

Available seats throughout the fall are flattening out.

Average net revenues for rental cars increased 9.7% in July. Their rental days have gone up 14%. Off airport rentals are usually flat but Turo has grown 18% this year versus last which equals $300,000 revenue to the airport in 1 year.

Our concession partner SharBert was up 14% in July. On July 26th, Sharbert had the largest concession sales in history in one day totaling $128,000, breaking a $123,000 record set the week before.

5.3 Airport Operations Report – Chris Pomeroy

Mr. Pomeroy, COO, provided an update on the tower transition. Mr. Pomeroy spoke with the project manager with the FAA, and the condition surveys are being reviewed to determine facility needs. Comments at the last couple meetings seem to indicate they will take over the entire tower and equipment facility.

The Environmental Assessment (EA) is done after a 2-year effort. There was a Finding of No Significant Impact (FONSI). Mr. Pomeroy thanked the team that worked on the EA. There is a 30-day informational period. The documents are posted on the website, and a publication went out to the Bozeman Daily Chronicle newspaper.

Phase 1 of Taxiway B is nearing completion. The connection of C3 and B4 should be open at 6 a.m. tomorrow morning. We are waiting for some signage and striping for the entire phase to be open. Phase 2 is moving to the west and is at least 50% complete.

The Aircraft Deicing Fluid Facility is moving forward. We are hoping for an opening around the end of September.

There has been a lot of coordination with Gallatin County over the last month. The area for planning and development review was transferred to Gallatin County's jurisdiction as of July 1st. We are in the planning area. Megan Alvarez has been proactive in understanding the planning required in and around an airport. They are moving toward public approval of their growth policy.

There has been more outreach with the flight schools and our neighbors on the noise abatement.

Mr. Pomeroy extended kudos to our GAA team. Every team member has stepped up every department to help each other, our partners, and the traveling public. We are very proud of their accomplishments.

Mr. Mathis asked if we are closer to going to 24-hour operations. Mr. Pomeroy said it is an ongoing discussion. We are looking at staffing plans.

Mr. Mathis asked for an update on hangar numbers and addresses. Mr. Simpson said we are working on verifying new hangar numbers and matching taxiways to GIS. Operations is working on it, but it is taking time.

5.4 Airport CEO Report – Brian Sprenger

Mr. Sprenger reported that parking was up 4% over last July.

We have 11 confirmed airlines for the Airline Rendezvous.

Next month we will review in-terminal ground transportation. We also expect to see Elizabeth and Doug here for the terminal retail concession concepts.

Minimum standards are under legal review. We received comments from our FBO's. We sent it out to tenants. We anticipate posting it on the website and bringing it to the board for consideration at the September meeting. There will be an East Terminal Expansion tour after the meeting.

6. Adjourn

The meeting was adjourned at 3:47 p.m.

Mr. Lehrkind, Board Chairman