

The regular monthly meeting of the Gallatin Airport Authority was held December 12, 2002 at 3:00 p.m. in the Airport Conference Room. Board members present were Tom Nopper, acting as Chairman, Steve Williamson, Yvonne Jarrett and John McKenna. Richard Roehm, Chairman, was 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 November 14, 2002. John McKenna moved to accept the minutes as mailed, Yvonne Jarrett seconded the motion and it passed unopposed.

The second agenda item was the public comment period. Tom Nagorski encouraged the Board to involve the public more in airport planning.

John Cleaveland introduced himself as the new Transportation Security Administration (TSA) Deputy Security Director at the airport. He moved here from Missoula, where he worked for the university system. He has been a board member at the Missoula International Airport. Mr. Cleaveland has been involved with aviation for a large part of his life and was a fighter pilot in the Navy. Mr. Cleaveland said he and his family are pleased to be in Bozeman.

The third agenda item was to consider the request by Dolittle Construction Company to construct a 70' x 70' non-commercial hangar for David Sullivan. Mr. Sullivan would like the new hangar to be across the access road from hangar 90. Mr. Mathis said a better place would be west of hangar 95, because this would leave room to the west of the new hangar for snow storage. Mr. Mathis recommended the approval of the request at the new location with the condition that Dolittle Enterprises reclaim and reseed the areas around hangars 96, and 91/113 prior to starting the new project. Mr. Mathis said Mr. Sullivan has been out of town so he hasn't been able to ask him about the new location.

The Board discussed the available spaces left in this area before new hangars will have to be built in the new ramp area, whether they should treat the request by Dolittle, and the reclamation of the other hangars as two items or one, or whether they should approve the request for a hangar for Mr. Sullivan as one item, and the approval for Dolittle Enterprises to build it as a separate item. They decided to deal with the request that was submitted.

Steve Williamson moved to approve the site selected by Mr. Mathis as long as Dolittle completed the reclamation and reseeding on the hangars he has going. Mr. McKenna seconded the motion. In discussion, Doug Chapman suggested that the Board consider basing the amount of the deposit on the footprint of the hangar to be built. The Board agreed that is an idea to be considered. The motion passed unopposed.

The fourth agenda item was to consider the early redemption of the 1993 Airport Revenue Bonds. Mr. Mathis said that the earliest the bonds can be called is February 1, 2003 and he recommended calling the bonds. Mr. McKenna said the Board has an obligation to be financially responsible. Mr. Williamson moved to approve the early redemption of the 1993 Revenue Bonds, Mr. McKenna seconded the motion and it carried.

The fifth agenda item was to consider the possible expansion of the airline terminal second level passenger boarding area and first floor office area. Mr. Mathis said not much has been revised since the Board reviewed the drawings at their last meeting. The airline managers here are supportive of the changes but we haven't heard from the properties managers at the corporate offices. Mr. Mathis said it would be a very valuable addition to the building that will buy us time and provide increased convenience to the flying public.

Mr. Williamson asked how the expansion would be paid for. Mr. Mathis said that 90% is available through federal funds and the matching 10% would come from PFC funds. The Board members expressed concern that if they approve the project and the work is done,

then the TSA might come back and say it is not acceptable. Mr. Cleaveland, of the TSA, said he would send the plans to the TSA right away to try to get an okay from them. Mr. Mathis said it will probably take three or four months for the architect to complete the design.

Tom Nopper said this would require a major modification of our Master Plan and said that they had asked Mr. Mathis and his staff to update it a while back. Mr. Williamson said that prolonging Phase III is a good thing. Mr. Mathis said that the Master Plan was based on larger aircraft and that it is possible that Phase III will not be required. This expansion is estimated to cost approximately \$1,000,000; Phase III was projected at \$3,000,000 in 1993 dollars. Mr. McKenna moved approval of moving ahead with the planning and design phase of the expansion, pending any major modifications by the airlines or other interested parties, such as TSA. Yvonne Jarrett seconded the motion, and it carried.

The sixth agenda item was to review the proposed paving overlay of Runway 12/30. Brian Sprenger presented some information explaining the impact of this project. May is a slower month for the airport and doing the work then should impact fewer passengers and general aviation operations. We will be able to accommodate all airlines but they will have to adjust some flights. Ameriflight and Corporate Air should be unaffected.

Scott Bell, the airport engineer, explained how the milling and paving and striping would take place each day. The estimated time for the first lift is 11 days, and the 2nd lift will take about 6 days. The grooving would be done in time to do the cleanup and have the airport open by 6:00 a.m. The contractor will work with medivac in case they need to bring a plane in. The lighting system will be upgraded from medium intensity to high intensity at the same time the runway overlay is taking place.

It would be best to have the bid opening during the February Board meeting.

The seventh agenda item was the report on passenger boardings and flight operations - Brian Sprenger. Mr. Sprenger reported that in November there were 480 air carrier operations, 652 air taxi, 1,422 GA itinerant and 34 military, for a total of 2,588 itinerant operations. Local general aviation operations were 2,036, for a total of 4,624 tower operations, down 12.22% from November a year ago. There were 81 landings of aircraft over 12,499 pounds, down 1.22% from November 2001. November was still a good month. Even though it was down from 2001, there were 600 more tower operations than in November of 2000.

Mr. Sprenger reported that passenger boardings were 16,839, up 11.5% from November a year ago. Year to date is up 5.71% compared to the same period in 2001. If we have snow for the skiers, we should board close to 272,000 passengers in 2002, which is 30,000 more than 2 years ago and 50,000 more than 3 years ago.

The eighth agenda item was the Director's Report – Ted Mathis. Mr. Mathis reported that United Airlines filed Chapter 11 this week. There are no immediate changes scheduled for Gallatin Field, and SkyWest may replace some of United's main line service.

The Branstetter land purchase should be completed soon. They will have until June 30th to move out. The appraisal has been completed on the KMC partnership property but the review appraisal has not been done.

The snack bar / gift shop has been delayed because the large roll up metal door has not arrived yet.

Mr. Mathis said Klein Gilhousen has submitted a request to the FAA to establish an aerobatic box over the airport. It would be a 300 meter square north of the turf runway 5000' MSL up to 8500' MSL. The waiver and the box will be authorized for Mr. Gilhousen only. Anyone else wanting to use the box would have to work with Mr. Gilhousen and the FAA to