

The regular monthly meeting of the Gallatin Airport Authority was held February 13, 2003 at 3:00 p.m. in the Airport Conference Room. Board members present were Richard Roehm, Tom Nopper, Steve Williamson, Yvonne Jarrett and John McKenna. 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 January 9, 2003. John McKenna moved to accept the minutes as mailed, Tom Nopper seconded the motion and it passed unopposed.

The second agenda item was the public comment period. Tom Nagorski voiced his displeasure at the Board not engaging the public in the process of changing the rules and regulations. Richard Roehm said that the Board would consider the revisions at this meeting and then the changes would be available for review. The public will have another month to make suggestions.

Kent Foster, the General Manager at Yellowstone Jetcenter, introduced himself to Steve Williamson and Yvonne Jarrett, as they weren't present at the last Board meeting.

The third agenda item was to consider revisions to the Gallatin Airport Authority Rules and Regulations. Mr. Mathis first read his recommended changes to the table of contents and asked that Airport Manager be changed to Airport Director wherever it appears. He then read a rule or item to be changed, followed by the suggested changes, and if there were comments, they were made immediately. There was some discussion regarding **Rule F. Building Requirements and Ground Rentals** on page 7, which says, "Any person desiring to erect or construct any building on the airport shall be required to submit plans and specifications for the same to the Office of the Airport Manager. The plans shall include a general layout, drawn to scale, showing the desired amount of ground actually required for

the operation of the building in addition to the portion occupied by the building proper. Doors on all buildings shall be self-contained. No projections for the suspension or carrying of doors shall be permitted beyond the property lease line as established by the Airport Manager.

“All buildings erected upon the airport shall conform to local, state and federal Building Code requirements as well as the building requirements of the Gallatin Airport Authority.

“When plans have been approved by the Airport Manager, a land lease may then be entered into at the rate prescribed by the Authority.”

Mr. Mathis recommended changing the heading to Building Requirements as there is nothing about ground rentals in that rule. Mr. Nopper asked if it would be better to say “Any lessee” rather than “Any person” in the first line.

Mr. Mathis recommended deleting the portion that says “Doors on all building shall be self-contained. No projections for the suspension or carrying of doors shall be permitted beyond the property lease line as established by the Airport Manager.”, as well as the last part of the rule that says, “When plans have been approved by the Airport Manager, a land lease may then be entered into at the rate prescribed by the Authority.” He made that recommendation because Minimum Construction Standards are given to, and must be signed by, applicants before they may begin building.

Another rule that was discussed is on page 19, **E. Taxicabs, Limousines, Buses, Courtesy Cars/Vans**, Item (1), which says “All vehicles operated by taxicab or limousine companies shall be kept in good operating condition and appearance, and the right is reserved by the Airport Authority to order removal from service of any vehicles that are deemed unsafe or are continuously dirty in appearance.”

Mr. Mathis recommended adding shuttle or bus companies. There was some discussion as to being able to order removal of vehicles that are deemed unsafe or continuously dirty in appearance. It was determined that it is acceptable since we are serving the public and have a responsibility to them regarding safety and the image we project.

There was some discussion regarding **SECTION 3 – AIRCRAFT Item A.** on page 22. Mr. Mathis recommended omitting “and aircraft classified as “ultralight” under FAR 103.” This tied in with **Item B FAA Rules** (which was suggested to be changed to Governing Rules). All aircraft in flight (old language - within the airport control zone or in motion or parked on the runways, taxiways, aprons or ramps of Gallatin Field) (new language –within the Gallatin Field area Class D or Class E airspace or in motion or parked at any location at Gallatin Field) shall be governed by the current Federal Aviation Administration, State of Montana, and Gallatin Airport Authority Rules and Regulations. Mr. Mathis said that ultralights and experimental aircraft are not classified as aircraft but as vehicles. Mr. Mathis was asked to find out what is required for a fairly sophisticated experimental vehicle to get an N number.

Page 24 – **L. Operation of Ultralight Vehicles/Aircraft** –Mr. Mathis recommended deleting this entire section.

Page 31-**A. Weapons, Explosives and Inflammable Materials.** The words “duly authorized law enforcement officers” was suggested to replace “police officers”. There was some discussion about anyone carrying concealed weapons.

Most other items went without discussion.

The fourth agenda item was the report on airport construction projects – Scott Bell. Mr. Bell said the bid opening for the summer runway surface overlay with lighting upgrade is scheduled for next Thursday. He said that if the Board approved, he and Mr. Mathis and

Brian Sprenger would accept the bids and take them under advisement. There is no requirement that a bid opening has to occur at a Board meeting. After review, the preferred bid could be approved at the next meeting. Mr. Bell gave a brief overview of the project. Mr. Sprenger commended Mr. Bell and his crew for their work on the project and their efforts at minimizing inconveniences to the flying public.

The fifth agenda item was the report on passenger boardings and flight operations - Brian Sprenger. Mr. Sprenger reported that in January 2003 there were 580 air carrier operations, 733 air taxi, 1,223 GA itinerant and 46 military, for a total of 2,582 itinerant operations. Local general aviation operations were 2,165, for a total of 4,747 tower operations, up 51.27% from January a year ago. There were 119 landings of aircraft over 12,500 pounds, down 3.25% from January 2002. The previous January record for tower operations was set in 2001, and this January's operations were up 10.65% over that. On January 11, 2003, there were 396 tower operations, which is the highest record for a non-airshow day.

Mr. Sprenger reported that passenger boardings were 24,731, up 11.3% from January a year ago. This January's enplanements were up 3.5% from 2001, which was a record January month. Mr. Sprenger said that passenger enplanements were up 11%, but the number of seats available is up 34%, which brings the load factor (percentage of seats filled) down to 66% from 80%. 66% is roughly equivalent to the nationwide load factor.

As of the weekend of February 15th & 16th, all the airlines will have adjusted their flights for the April/May Gallatin Field resurfacing project.

Mr. Sprenger also reported on the hassle factors of air carrier travel for passengers. While there are some inconveniences due to additional security, additional fees for luggage, security taxes and no food service, there have been some very significant improvements in

airline travel. In 1994, only 14% of the aircraft serving Gallatin Field were new generation aircraft. That increased to over 94% by 2002. Some of the benefits are quieter operations with almost no weight restrictions, better on-time performance and fewer cancellations. In 2002, 81% of all Northwest Airlines and Delta Air Lines flights arrived on time and there were only 3 cancellations.

Fares are lower than they have been for quite a long time, safety has been much better and there is more non-stop or one-stop service to more cities than ever before. This is quite an accomplishment because the airline industry is going through major reconstruction.

The Board members asked if a flyer or press release indicating these changes would be beneficial. Mr. Sprenger said we can say all these things, but everything eventually comes back to each individual's personal experience.

The sixth agenda item was the Director's Report – Ted Mathis. Mr. Mathis reported that the (Transportation Security Administration), TSA will be bringing in and paying for a new x-ray machine to replace their oldest one.

Mr. Mathis said that the Montana Aviation Conference will be held in Missoula February 27th – March 1st and the AAAE (American Association of Airport Executives) meeting will be held in Los Angeles in April. Any Board members wanting to attend should contact the office staff. The Airport Authority will pay the associated expenses.

Mr. Mathis also reported that the terminal project is moving slowly. Mr. Mathis asked Jamie Lemon to make some changes, which will reduce the construction costs somewhat. There have been some surprises with the electrical so there have been some additional costs there.

Appraisals and offers at the appraised values have been made on three parcels of land the Airport Authority is seeking to purchase. None of the offers have been accepted. If we