

**HELENA REGIONAL AIRPORT AUTHORITY
MEETING MINUTES
FEBRUARY 15, 2022**

MEETING

In Attendance:

Mike Murray, Chair
Tom McGree, Vice Chair
Mike Muscarelli, Secretary
Dave Simkins, Immediate Past Chair
Debbie Havens, Commissioner
Bill Burkland, Commissioner
Jeff Wadekamper, Airport Director

Others Attending:

Greg Gould, Jackson, Murdo & Grant, P.C.
Nick Enblom, Morrison Maierle Engineers
Ross Marty, Assistant Airport Director
Connie Lundin, Financial Manager
Amber Huggett, Office Manager
Lisa Gresens, Helena Aircraft

Excused:

Bob Heberly, Commissioner

PUBLIC COMMENT PERIOD

Lisa Gresens with Helena Aircraft attended the Board meeting but did not have any comments or questions.

MINUTES

MOTION was made by Immediate Past Chair Simkins, seconded by Vice Chair McGree to approve the January 18, 2022, Airport Authority Meeting Minutes.
The motion carried unanimously.

AIRPORT IMPROVEMENT PROGRAM PROJECTS

Project Planning/Funding Updates – AIP-64 (ARFF Truck Acquisitions) – Morrison Maierle has teamed up with us on the bid specifications for the two ARFF trucks included in AIP-64. The plan is to acquire a 1,500-gallon truck and a larger 3,000-gallon ARFF truck. The airport is currently rated at Index B which allows for a 1,500-gallon truck. However, the FAA will allow us to acquire a 3,000-gallon truck since we own and operate the ARFF training center, which is now authorized to train all airports from Index A (smallest) to Index E (largest). Obtaining these two trucks will provide us with trucks of all sizes to be used to train firefighters from any airport. It will also enhance our emergency response capabilities by having the added trucks and the larger 3,000-gallon truck to be available when the training center is not using the truck.

Nick Enblom and Dan Sorenson from Morrison Maierle have been working on the specs and we recently met to go over them in detail. In recent years, the FAA has narrowed the leeway for ARFF trucks with respect to what is eligible, so the process is straightforward compared to what it used to be. Currently you start with the truck size and then go through a list of options and make your selections. We have gone through that and have the specs ready to go out for bid. Bids will be brought to a future board meeting for approval. Once bids are awarded, we hear that delivery time for trucks is a year + out, so we will not see them until the summer of 2023.

Immediate Past Chair Simkins asked if those trucks are made in the United States?

Nick Enblom replied yes mostly, it may not be 100% but they have the Buy American waivers FAA approved on any of the components that are not.

Commissioner Burkland inquired if we will get suits with this too?

Jeff replied no, suits have a ten-year life, so we won't need new suits for a few years.

Secretary Muscarelli questioned, once the trucks are here do they ever leave the campus? Does the airport have any mutual aid agreements with surrounding cities or municipalities?

Jeff's response was technically they are supposed to stay on airport property. Jeff said, "The FAA is stringent about that. The intended purpose of the rules is to protect the airport and not utilize them for off airport, non-aviation fire events. They have some understanding regarding mutual aid as in an off the airport crash, we may likely go and assist if needed."

AIRPORT AUTHORITY ISSUES

Airport Resiliency Project Update - The Intenergys team is currently collaborating with us on completion of the value engineering process, which is being done virtually. This will take five full days to complete spread out over five weeks to help determine what is needed in the overall project. Once that is completed, an application will be made to Northwestern Energy to conduct an electric/gas interconnect review. Northwestern will determine if their system can accommodate the electricity generated by the solar into their system, and if not, what changes would be necessary along with a cost. The same will be done with respect to the gas fired backup power plant. They need to determine if their existing lines nearby can accommodate that system. Northwestern indicated that once they receive the application the review process takes six to nine months. Intenergys has the funds to pay for the study, which is estimated at a cost of \$160,000. They feel it makes the most sense if the Airport Authority is the "applicant" since it will be our system. Our thoughts are that they provide the funds to pay for the study, through some sort of agreement. Jeff plans to have this on a future meeting agenda for the Commissioners to consider for approval. Once the study is done and there is a determination what can/cannot be accomplished, then the next step is to develop the agreements for the entirety of the project which the board would consider for approval before signing. There is a lot of work involved in this project and it will require Jeff to dedicate a large amount of time to this if

we keep moving ahead.

Rental Car Contract Extensions – The contracts with the rental cars expire on June 30, 2022. Some of the rental car entities have inquired if we will be going out for bid or if there is an opportunity for an extension. There is some uncertainty in the airline and travel industries about what things may look like at least in the next year. We share that same concern. Our agreements do appear to provide us the flexibility to consider an extension.

There is also some concern with some of the rental car companies about whether Minimum Annual Guarantee (MAGs) make sense in today's environment at all. The overall reason we bid this out is to determine what rental companies will be represented on the airport. Currently we have space for four counters/offices, but we have three entities. Hertz is paying to rent two of the counter/office locations. Two of the entities are "dual branded" which means a concessionaire is representing two different brands.

Those that are dual branded pay an added fee for the second brand. In our case the ones we have on site include:

1. Hertz
2. Avis/Budget (dual branded)
3. National/Alamo (dual branded)

The other issue is that National/Alamo is now owned by Enterprise, who has traditionally operated "off airport." Off airport means that they can come here to pick up people who have reserved an Enterprise car and to shuttle them to their facility, but they cannot solicit business here on behalf of Enterprise or have a physical presence here. When an "off-site" Enterprise renter returns to the airport to fly out, they must leave the car in the long-term lot (along with the parking ticket). Enterprise staff then come to the airport and retrieve the car(s) and pay for the parking. We have always felt that our market was not large enough to justify opening the door to allow everyone on airport. So, we have always done this by a bid process to determine which entities are on airport.

MOTION was made by Commissioner Havens, seconded by Immediate Past Chair Simkins to Approve proceeding with an RFP Requesting Bids for Rental Car Concessionaires with the ability to triple brand and to Bring a Final Contract Back for Commission Approval at a Future Meeting.

The motion carried unanimously.

Air Service Update / 2022 Airline Rendezvous - Helena is fortunate to host the 2022 Airline Rendezvous. We are focusing on mid-September and communicating with the airlines and airports to nail down a specific date. We will hold a kickoff meeting soon with the core group of supporters of this event to begin the planning process. Jeff has an invite list that is comprehensive and includes all the entities and supporters who worked with us on other air service issues such as the air service grant local fundraising, etc.... This list includes business,

organizations, and even local governmental stakeholders such as city, county, and state. We will have an amazing event and hopefully the airlines will be impressed, and the discussions will result in future service possibilities.

Consider Claim from Diamond Construction for Remodel of ICE Leased Building – Diamond Construction has submitted a claim for payment related to the ICE Building Remodel Project. The project is completed, and we have invoiced the General Services Administration (GSA) for the final lease amendment (#6) to receive the lump sum payment for a portion of the tenant improvements. The lease provided GSA two options; to amortize the tenant improvements into the 10-year term of the lease or to pay a portion of the tenant improvements in a lump sum payment. They chose to pay lump sum for some of the improvements in the amount of \$1,192,396.96. The remainder has been amortized into the 10-year lease to be paid overtime, in addition to the base rent and operating costs outlined in the lease. At the conclusion of the project, GSA/ICE had some funds left that were authorized for this project, so they chose to add some gear lockers in one section of the building. We gave them a cost and they accepted that. The lockers are ordered and are 60 days out. Once installed, we will have one final claim from Diamond Construction, then the project will be 100% complete and closed out. Whew! That was quite an accomplishment. This project was a long time in the making as GSA began contemplating this lease renewal and remodel all the way back in 2014. I am glad that we made it through this project and preserved a vital source of revenue for the airport (10-year lease at \$468,493/year!).

Diamond Construction	\$28,464.42
<u>1% Montana Tax Withholding</u>	<u>\$ 287.52</u>
TOTAL Claim	\$28,751.94

MOTION was made by Vice Chair McGree, seconded by Secretary Muscarelli to Approve Claim from Diamond Construction for Remodel of ICE Leased Building in the Amount of **\$28,751.94**
The motion carried unanimously.

ASSISTANT AIRPORT DIRECTOR'S REPORT

- ➔ Monthly passenger operations for January of 2021 are still down from January of 2019 by - **30.59%.**
- ➔ **Smokejumper Station Numbers** - At the time of writing this, Smokejumper has not provided us their updated numbers. They had a substantive error in their December reporting which needed to be addressed as well as their current January numbers are not in. We have reached out to Paul's financial manager as she has been forwarding the stats to let her know that we would like these numbers prior to the board meetings as to provide updates. I will provide the numbers and details next week as we should definitely have them by then.
- ➔ **Drone/UAS Response Plan Update** - Recently Jim Crawford and I sat through an FAA presented webinar that detailed all aspects of the proposed Drone Response Plan we are currently formulating. The plan specifies what each participating entity (Airport Operations,

Air Traffic Control Tower, TSA, or HPD/Sherriff) is responsible for and what actions should be taken in the event an unauthorized drone is operating in the area. Essentially, in a nutshell, once a drone has been spotted and reported to the tower from either our operations department or inbound/outbound aircraft traffic, we must notify local law enforcement of the drone current location and any other pertinent information to assist the officers or deputies in contacting the drone operator.

- **Weather Camera Update** - Derek Olheiser with Montana Aeronautics came by last week to survey spots to place the weather cameras that they hope to install at the airport. The most logical spot to place these here at the airport is directly on top of the terminal as we have a clear view of the entire valley as well as power and data ports nearby.
- **Landing Fee Software Exploration** - Connie and I met with Vector, the company that provides the landing fee tracking and billing software to Missoula and Kalispell airports that we've been exploring the idea of implementing here as well. It sounds like a useful tool as they claim to capture 99.6% of all billable activity at the airport through utilizing three different data sources in flight plans, ADSB signals and video monitoring to get the most real-time picture of aircraft traffic and movements.
- **GSA/ICE Building ID Work** - Throughout the course of the ICE building rehabilitation project, GSA has required us to have a local employee in charge of everything background check and ID related, except for the physical printing of the IDs as those must come directly from GSA. As you can imagine, this is quite a time-consuming endeavor with the amount of contractor and subcontractor employees that were involved with the work.

Vice Chair McGree asked if the Smokejumper had provided the corrected December numbers on their financials?

Ross replied they had not and asked Connie if she had received them.

Connie explained they were the correct numbers; they had some prior period adjustments so that is how they ended up with those totals. They had made all the adjustments in December.

LEASES

Consider a Lease Amendment with GSA for Space Occupied by the Transportation Security Administration (TSA) - GSA has approved TSA to acquire a lease with us for the three offices located on the second level adjacent to our administrative offices. GSA is working on the lease agreement with the goal of occupying the space effective on March 1, 2022. Those three offices equate to 764 square feet of leased space at a rate of \$20.56/square foot, so this will provide us \$15,704.84 / year in new revenue! This will be a welcome addition to our revenues and be an effective use of that office space. One of the new staff members coming to Helena is the TSA Law Enforcement Coordinator for the entire state. This person will be a sworn law enforcement officer, in essence a federal air marshal.

RECOMMENDATION – Jeff recommends approval of the lease with GSA and can answer any questions the Commissioners may have.

MOTION was made by Immediate Past Chair Simkins, seconded by Vice Chair McGree to Approve Amending a Lease with GSA for Space Occupied by the Transportation Security Administration (TSA)
The motion carried unanimously.

Consider a Letter of Intent with Brownsmith LLC for a Non-Aeronautical Lease near Washington Street for the Purpose of a Car Wash – We have received a Letter of Intent (LOI) from Brownsmith, LLC regarding their interest to explore a land lease at the corner of Washington Street and Cromwell Dixon Lane. A copy of the LOI with Greg's comments is included in the packet.

Based on Greg's guidance, the Commissioners will need to determine if the use is consistent with airport development policy. If it is, then we can execute the LOI as amended, and proceed with the formal process of developing a lease for future Commission approval and notifications to city, county, and public of the lease on a future meeting agenda.

UPDATE – John Rasmussen from Brownsmith LLC flew to Helena today and he spent some time visiting with me about the proposed project. He seems like a very sharp person and has a good grasp on development projects. He and his family are from the Salt Lake City area, and he has been developing properties for over 12 years. They have family in Helena, and he regularly has been travelling to Helena and sees Helena as a growing community with a lot of business expansion opportunities. He showed me a picture of the general idea for the automated car wash facility. It is an automated setup that can wash many cars per day. It has free vacuums and other features. It is similar in style to the one Town Pump built over by Lowes. John feels that our location has much better access and is complementary to the nearby shopping, especially the traffic that goes through Costco and their gas station.

Commissioner Burkland asked if the \$0.725 cents per square foot with an eight percent escalation, is that typical of the rest of the land tenants?

Jeff explained yes, it is in those eight to ten dollars per square foot range as standard fair market value and we use an annual 7.5 percent cap rate to calculate lease payments. Mr. Rasmussen got the rate from talking to me about what we charge. The eight percent over five-year escalation is something he proposed. Going forward we will have to see where our comfort level is at that time. We typically use a 1.5-2% escalation clause in our non-aeronautical leases, so eight percent over five-years equates to 1.6% so it is in range.

Commissioner Burkland added that we don't have any fairness issues compared to what everyone else is paying?

Jeff replied that there are no issues and yes, we need to make sure it is consistent for everyone.

Commissioner Burkland had a couple other questions including their signage statement on the bottom of

page three. "Tenant shall be permitted maximum allowable size amount of signage permitted by all regulatory agencies including monument, pile on signage and banners." Burkland said, "That kind of caught my attention as a potential eye sore right on the corner there, I don't think the airport has very strict standards. I know some cities do but I don't think the airport has well laid out signage limits and if they are going to push the limits right to the edge that is something that makes me a little nervous."

Jeff responded, "we have always deferred it to the city sign ordinance since we are in the city limits. That is why we have never adopted "airport signage" per se because the city has a cut and dry ordinance in place already."

Commissioner Burkland stated well we are pretty well covered there, then.

Commissioner Havens offered the idea about going online and looking at the city codes as well. She said the codes are strict.

Greg Gould added that signage typically would require airport consent to signage so, "you would all attain authority to say no if they are getting carried away, even if it is in the city requirements."

Commissioner Burkland asked if anyone had any thoughts on the exclusive use clause. He said it is "kind of a crazy thing to request, I am thinking of all the car washes in town are within three miles of their location. I get it, they're probably using a three-mile radius because that encompasses the entire airport property, but I don't know that we want to encumber ourselves for committing to not sign a contract with another car wash. What if the rental companies wanted to add another car wash?"

Jeff said that he was glad Commissioner Burkland mentioned that. He had asked Greg about it for a couple reasons. He told John Rasmussen that we have a rental car wash facility. Rasmussen was okay with the fact that we had a car rental car wash, he just didn't want a publicly available competitor car wash facility nearby.

Immediate Past Chair Simkins asked how long of a lease Rasmussen is asking for?

Jeff stated that he is asking for 40 years, as that is the maximum you can ask for, however we will have to decide what is reasonable.

Immediate Past Chair Simkins asked what happens if the business doesn't make it?

Jeff explained if Rasmussen defaulted, the bank would take what they could and sell it off to pay the debt and would have to comply with what is stated in the lease terms. The airport would have to accept it, or the ground would have to be returned to its original state.

Greg Gould explained typically the ground lease provides if the termination of the lease the lessee removes the improvements within a certain period of time. If they don't the assets become the airports. In this case, all the equipment subject to a bank lien, then the bank would take those assets back. You wouldn't necessarily be left with an operable facility. Hopefully, the bank would offer it up to a buyer who could take it over and make the business work.

Secretary Muscarelli asked how wastewater would be handled by a car wash, and whether the airport would be responsible for any wastewater management? He also expressed concern over the amount of

soaps and chemicals that could possibly be used.

Jeff said it would all be in the city sewer and water system and be permitted by the city. It would all have to be done by city code. It would also have a sand, oil separators or something along those lines to catch as much chemical as possible.

Commissioner Burkland asked about approach connections to the roads if they are all through the city?

Jeff stated that they are all dictated through the city and Montana Department of Transportation (MDT).

Immediate Past Chair Simkins asked if this was Rasmussen's first and only car wash, or if he has any others?

Jeff said Rasmussen has other businesses, but this is his first car wash venture. We can work out all the details of all the other concerns in the lease drafting period and see what he is receptive to and ultimately make our decision on where we want to draw our line.

Secretary Muscarelli asked as part of the due diligence do we do a background check on Rasmussen?

Jeff said we could request a business plan or things of that nature from him.

Immediate Past Chair Simkins asked if you would want some sort of bond from him?

Greg Gould stated that he hasn't typically seen the use of bonds with a ground lease as you would if you were having someone construct a building for you.

Chair Murray reminded the commissioners, what we are looking at today is accepting his letter of intent to then develop a lease as the next step.

MOTION was made by Vice Chair McGree, seconded by Secretary Muscarelli to Approve Accepting the Letter of Intent with Brownsmith, LLC to develop a Lease Under the Airport Authority's Leasing Process Including Consideration of the Lease at a Future, Publicly Noticed Airport Authority Meeting.
The motion carried unanimously.

CONSENT AGENDA

Review of Income and Expense Reports – Income is slightly under budget; expenses are also below budget to provide a balanced net income.

Review of Past Due Accounts

MOTION was made by Commissioner Havens, seconded by Immediate Past Chair Simkins to Approve the Consent Agenda.
The motion carried unanimously.

OLD BUSINESS.

None.

DIRECTOR'S COMMENTS.

Summary of Projects, Events, and Activities – There are numerous things happening or coming up so I felt it might be helpful to summarize the status of the various projects, activities, and events taking place:

- **Resiliency Project** – Update in Board Letter.
- **FAA Building Lease(s)** - As I mentioned in the Board Letter, the FAA is working on a lease amendment for the current office building, but also has interest in leasing space across the street in the ICE Building for the Airports Division. In addition, the Technical Operations staff is expanding here to three people, from one currently, and they are also included in the discussion about where to locate those three staff. I anticipate we will need to do an extensive remodel to the current FAA Building as part of the process to negotiate a new lease. We will have to do additional work in the vacant part of the ICE Building to prepare the space to meet the needs of the FAA Airports Division and may also have to consider what to do with the Tech Ops staff. My recommendation is to use the lump sum payment funds we received from the ICE project (\$1,192,396), towards the costs of these other building improvements. If we do not utilize those funds, then we would need to secure another loan, which does not make sense, as the loan we have for the entire ICE Project (\$2,060,000), was at the lowest interest rate that we have seen available in recent times, so we may as well keep that loan in place.
- **TSA Lease** – The space that TSA is leasing upstairs for the new offices is mostly move-in ready, so that should be just a matter of signing the lease, and then allowing them to move in. We will need to do door hardware/lock changes, but otherwise the spaces should be ready for use.
- **Amazon** – I recently had a discussion with Brian Obert from MBAC and we were wondering if Amazon has any interest or plans to expand air freight service into Montana. I reached out to the CEO of Prime Air to see if she is willing to discuss this possibility. Helena would provide an excellent location to centralize their air freight operation if they had interest in expanding into Montana. Currently Amazon is building air sort facilities at airports in Boise, Spokane, Fargo, and Salt Lake City, but nothing yet in Montana. Sarah Rhoads is the CEO of Amazon's Prime Air, and we know her as she used to fly her F/A-18 fighter jet into Helena to see her parents who live in Butte when she was in the Navy.
- **Terminal HVAC/Lighting/Flooring / Road and Driving Track Pavement Upgrades** – Morrison Maierle and CWG Architects are developing the A/E fees and task orders for this project. Since the Federal recovery funds being used require us to follow the typical AIP project processes, we will send those fees and task orders out for an Independent Fee Estimate (IFE). I anticipate we will have it on an upcoming meeting agenda for consideration/approval.
- **Organizational Chart Changes** – We have implemented the changes I outlined in my memo last month and we are advertising the open positions.
- **Montana Aviation Conference / Montana Airport Manager's Spring Meeting** – Ross and I will travel to Missoula on March 3rd for the State Aviation Conference and Montana Airport Manager's Meeting. It has been two years since the conference was last held, and the last time it was in Great Falls.
- **Airline Rendezvous** – Update in Board Letter
- **City Fire Department Master Plan** – The City is conducting a Master Plan Update for the fire department, and they recently held a stakeholder meeting to provide information on several subjects and to acquire public and community stakeholder input. I was sent an invitation to one of the recent events, so I participated. Part of the Master Plan also involves identifying the future needs for a 3rd Station and training components such as ultimately replacing the "smokehouse" training building currently located over near the Airport Maintenance Shop. I told the fire chief the Airport Authority is happy to collaborate with them on those elements, wherever their plans

lead them in the future. In the original Airport Authority resolution, it makes mention of working with the city on a location for a city fire station in the future if both parties can agree on the location and terms. It also states that the city would lease the property at current fair market value. We also would continue to find a new location for an upgraded training building, either next to a fire station on airport property as part of that overall lease, or also at the Fire Training Center, which makes the most sense to serve all parties. None of the actions in this plan will happen soon, but we will continue working with the city as a stakeholder.

- ➔ **911 Office** – The 911 Office was recently completed and is ready for use. The 911 Center picked out the flooring and wall colors, so they are happy with the result.
- ➔ **Sewage Lift Station Pump Upgrades** – There is a small wastewater lift station located near the Forest Service building that serves the east side of the Forest Service building and the rental car wash Building. It was designed with 2 pumps which alternate and provide a redundancy should one pump fail. Recently, one of the pumps failed and we were operating off one pump. We determined that the second, still operating pump was also getting old and the wiring to both pumps was looking well aged. We made the decision to replace both pumps, add new wires, and pipe connections as that seemed to make the most sense. To change one pump, you need to shut down the entire lift station, pump down the wet well with a septic pump truck, so we felt it made sense to replace all those components while we are in there to ensure more years of reliable service. The cost of these upgrades was approximately \$8,000. Luckily, a supplier had both pumps and replacement wires, which was another reason we decided to do both, as these days you never know if a replacement is available if something fails.
- ➔ **City Commission Meeting** – February 14 at 6:00 p.m. – final approval of Master Agreement with the Airport Authority and consideration of a resolution to exempt the payment of assessments by the entities where it is not legal by state or federal statute to levy assessments.
- ➔ **Experimental Aircraft Association (EAA)** - I have been invited to the EAA local chapter meeting on the evening of February 14 to give an update on the airport. I always enjoy giving updates to the various stakeholders and aviation groups.
- ➔ **National Weather Service Automated Surface Observation System (ASOS)** – The Regional Manager for NOAA who oversees facilities and equipment is flying into Helena next week to meet with me and discuss the ASOS they own and maintain. The first issue is that they finally want to install a backup generator to power the ASOS during a utility outage. Additionally, we will discuss the possibility of having the Resiliency Project fund a secondary, redundant ASOS (or AWOS). That may be a tougher sell as NOAA has not been receptive to those types of contributions in the past with other airports where the FAA/NOAA already provide and maintain existing ASOS. I look forward to him coming here which is a good sign they are more willing to collaborate with us at least.

Prior to the end of the meeting, Commissioner Burkland raised an issue he said was prompted by “an intersection of having exclusive rights advisory circular and resiliency both coming together. One of the risks we take at the airport is having just a single jet fuel supplier. So, I guess the gist of it, and this is just a quick note, is we should make sure on the next airport layout plan that gets iterated that we end up with a designated space or an additional fuel supplier on the airport whether that gets used or not. To just let the FAA know that look, we are set up and in long range planning for, if a fuel supplier approaches us and wants to start selling fuel on the airport. We can then say great, here is your designated area and that way we don’t have a lot of squabbling over I want to locate here or locate there. We can say our designated fuel supply area or tank farm is right here. And I don’t know, is there available space at the current tank farm? Or is it all spoken for?”

Jeff said yes there is available space in the existing tank farm. He showed Commissioner Burkland on the Board room map the one vacant location. Jeff said, "we have some room for expandability, there is room for several tanks underground but beyond that we would run into the runway protection zone for runway 35, then we are kind of land locked. We have some expandability, but it is limited. At some point we may have to look at identifying a second fuel farm location or something of that nature. Which wouldn't be a bad idea either to reserve some space for a future second fuel farm or a replacement fuel farm."

Commissioner Burkland indicated advance planning on our part would save a lot of headaches down the road.

Secretary Muscarelli asked Jeff to what degree he thought Montana's congressional delegation can assist the Helena airport in securing additional flights, what role do you see them having, if any?

Jeff said that is a good question, things are different today then they used to be. "Senator Baucus helped us get Northwest Airlines in 2003, as Helena was his hometown, and he had a lot of influence. The way they can help, is when they have conversations with the airlines and encourage them to come to Montana." Assistant Director Ross Marty said they could reduce the 1,500-hour flight rule. Ross said, "getting more pilots would be the number one influencer to gaining more seats and more routes back. Right now, we do not have enough pilots to fly the routes. If you introduced a conduit to accelerate that or lessen their training liabilities, it wouldn't be overnight, but it would certainly fix it a lot faster then at the current rate."

Jeff said that it would be helpful to incentivize people to get their commercial ratings for being an airline pilot because it is so expensive to get your pilot's license. Or take some of the federal money they are spending on student loans and put towards the schooling for pilots.

Commissioner Burkland asked about tower radar, would it be beneficial or would the airlines care?

Jeff explained how they have had a ton of discussion about radar with the FAA and it is especially important to the pilots and airlines. There have been many efforts over the years to get better radar coverage in the Helena area, but the FAA has been resistant to it.

REPORTS PRESENTED FOR REVIEW:

Director's Report and Board Report – Jeff Wadekamper

Assistant Director's Report – Ross Marty

Fiscal YTD Financials – Connie Lundin

FAA Funded Airport Improvement Project Report – Nick Enblom


Mike Murray, Chair

ATTEST:

Mike Muscarelli, Secretary

(SEAL)