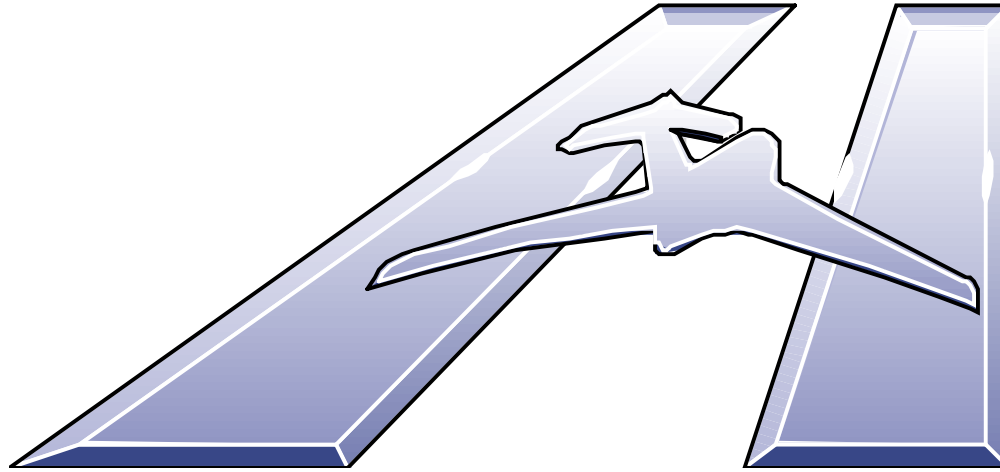


Helena Regional Airport

Master Plan Update



August 4, 2025

Helena Regional Airport

Master Plan Update

AIRPORT AUTHORITY COMMISSIONERS

Debbie Havens – Chair
Bob Heberly – Vice Chair
Jim Enyeart – Secretary
Troy McGee – Commissioner
Jason Davis – Commissioner
Kendra Lenhardt – Commissioner
Jim McCormick – Commissioner

AIRPORT BOARD OF ADJUSTMENT

Mike Murray – Chair
Bryan Costigan – Vice Chair
Trevor Kirkland – Secretary
Howard Skjervem – Board Member
Katie Teasley – Board Member

AIRPORT LEGAL COUNSEL

Mike Talia, Jackson, Murdo & Grant Attorneys

ENGINEERING CONSULTANT SERVICES

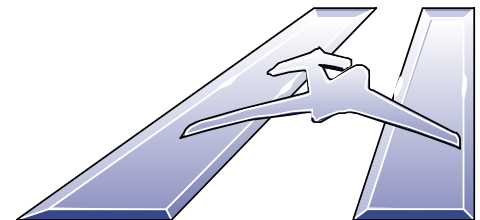
Cory Kesler, Aviation Group Lead - Morrison Maierle
Mike Carlson, Aviation Planner - Morrison Maierle

ARCHITECTURAL CONSULTANT SERVICES

Kory Kennaugh, CWG Architects

AIRPORT ADMINISTRATION

Jeff Wadekamper, Airport Director
Ross Marty, Assistant Airport Director



August 4, 2025

What is an Airport Master Plan?

Typical Master Plan Basics -

- 20-year Strategic Development Vision
- Completed every 5-10 years
 - Last plan in 2016

What is an Airport Master Plan?

Typical Master Plan Basics -

- Focus on Facilities
- Positions Projects for FAA Funding
 - Does not guarantee funding
 - Does not mandate development
 - Supported by fact and logic (not a “wish list”)
 - Allows for uncertainties

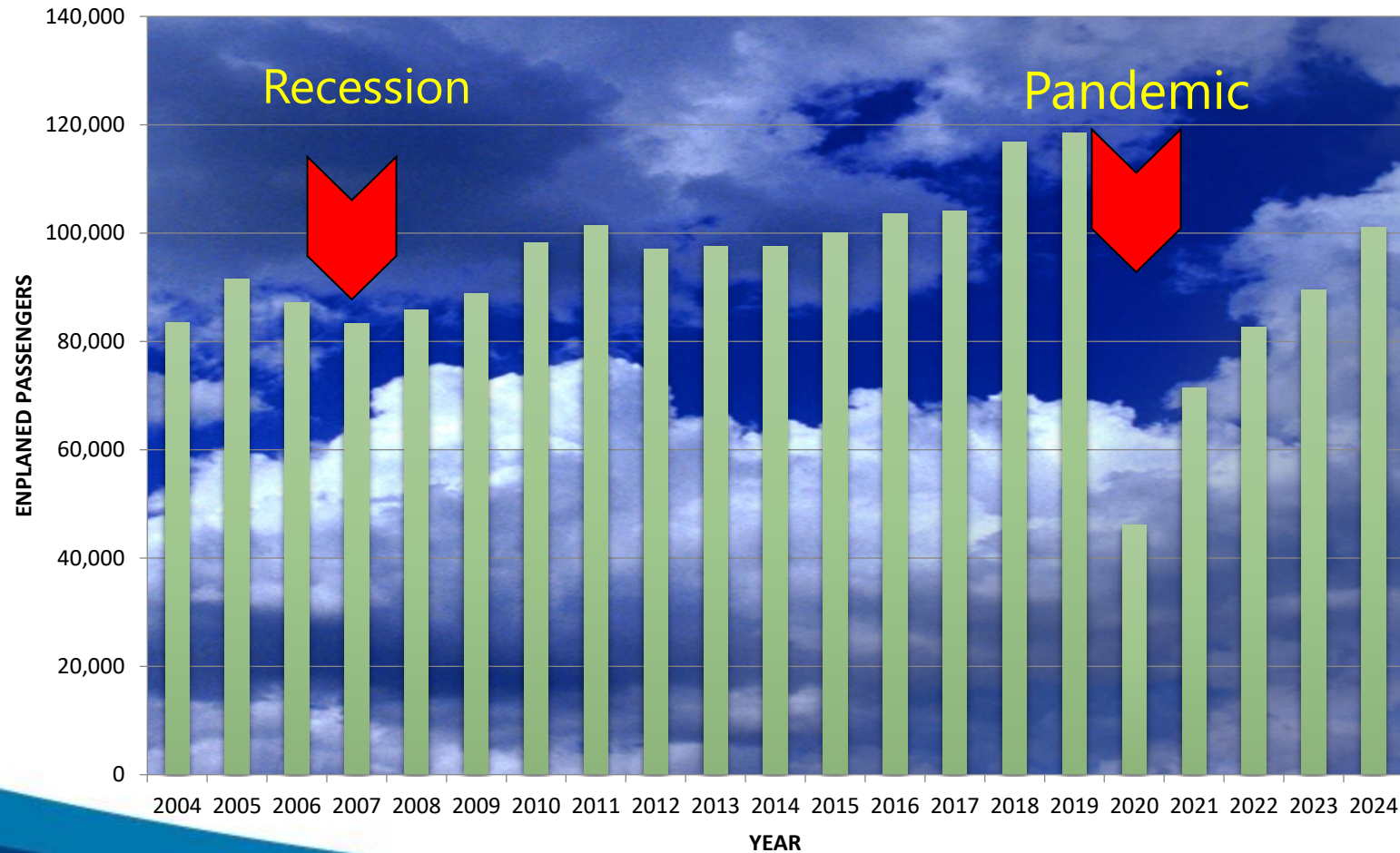
“Future facility needs will be tied to activity levels rather than a specific year in order to retain flexibility in the plan.”

Master Plan Process



Master Plan Forecasts

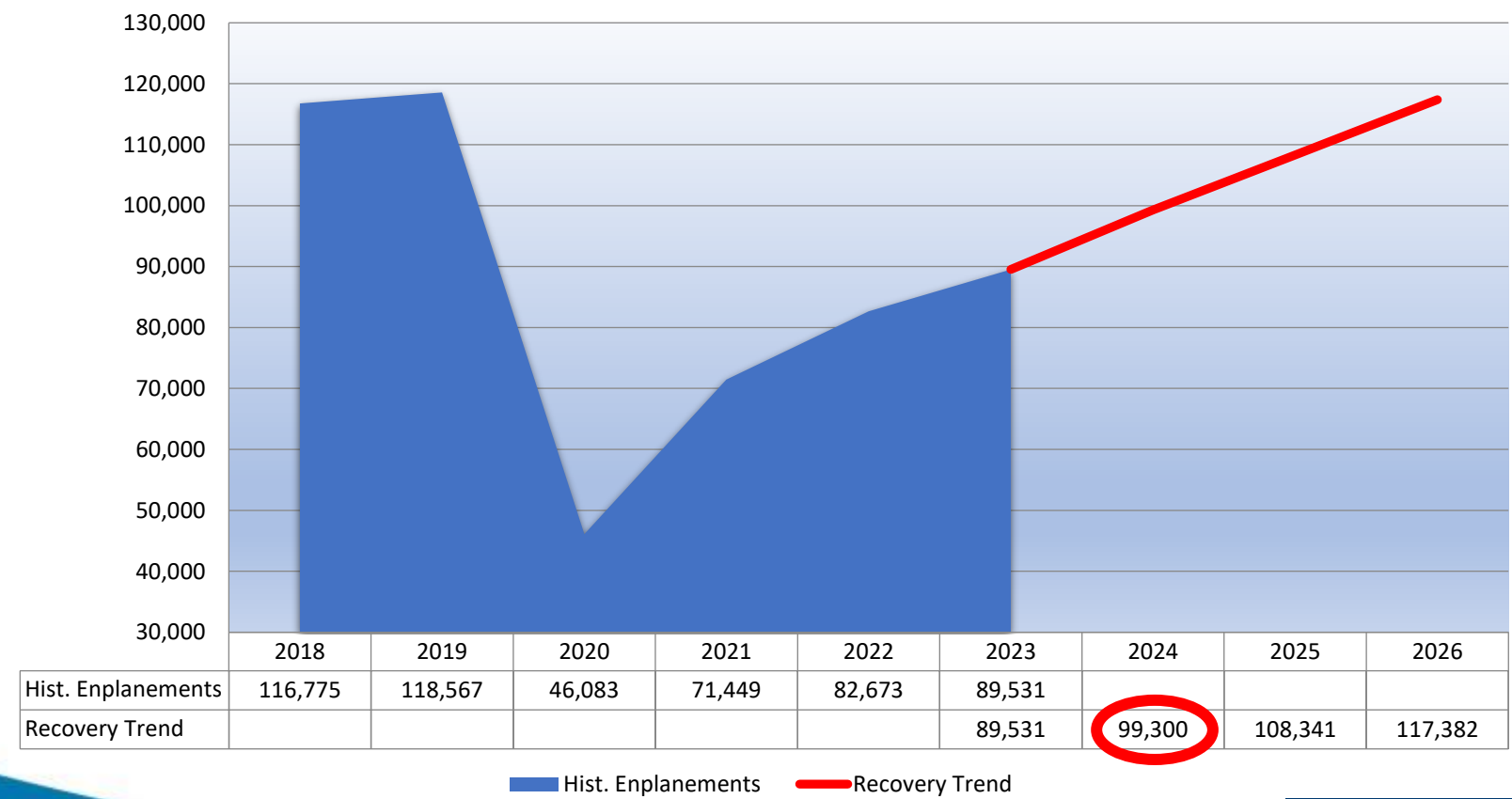
- Enplanements



Historic Enplanements – Sustained growth interrupted only by national “system shocks”. Pandemic represented most significant “system shock” at HLN.

Master Plan Forecasts

Enplanements - Short Term Pandemic Recovery Forecast

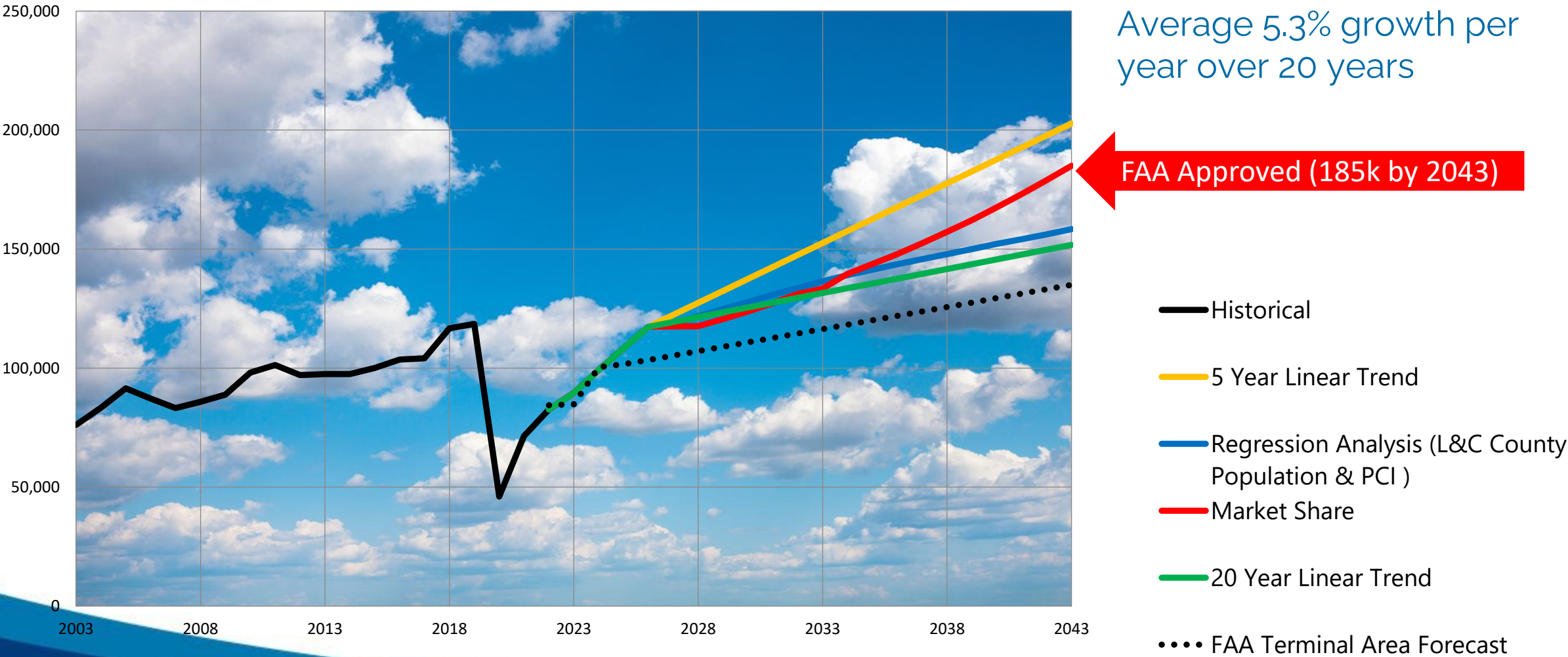


Historic Trend Analysis – Assume recovery to pre-pandemic levels by 2027

Note: 2024 Actual Enplanements = 101,053

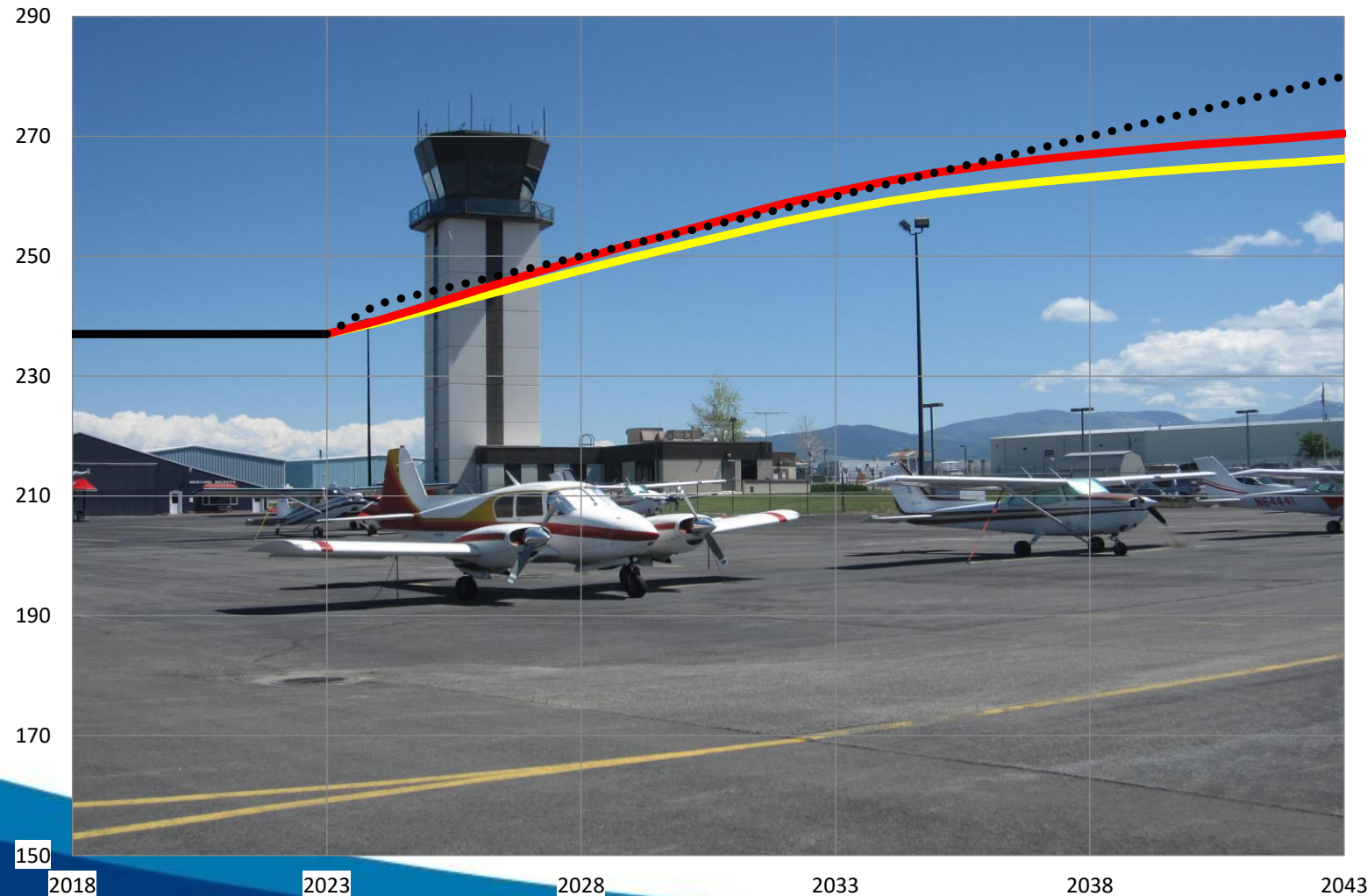
Master Plan Forecasts

Passenger Enplanement Forecasts



Master Plan Forecasts

Based Aircraft Forecasts



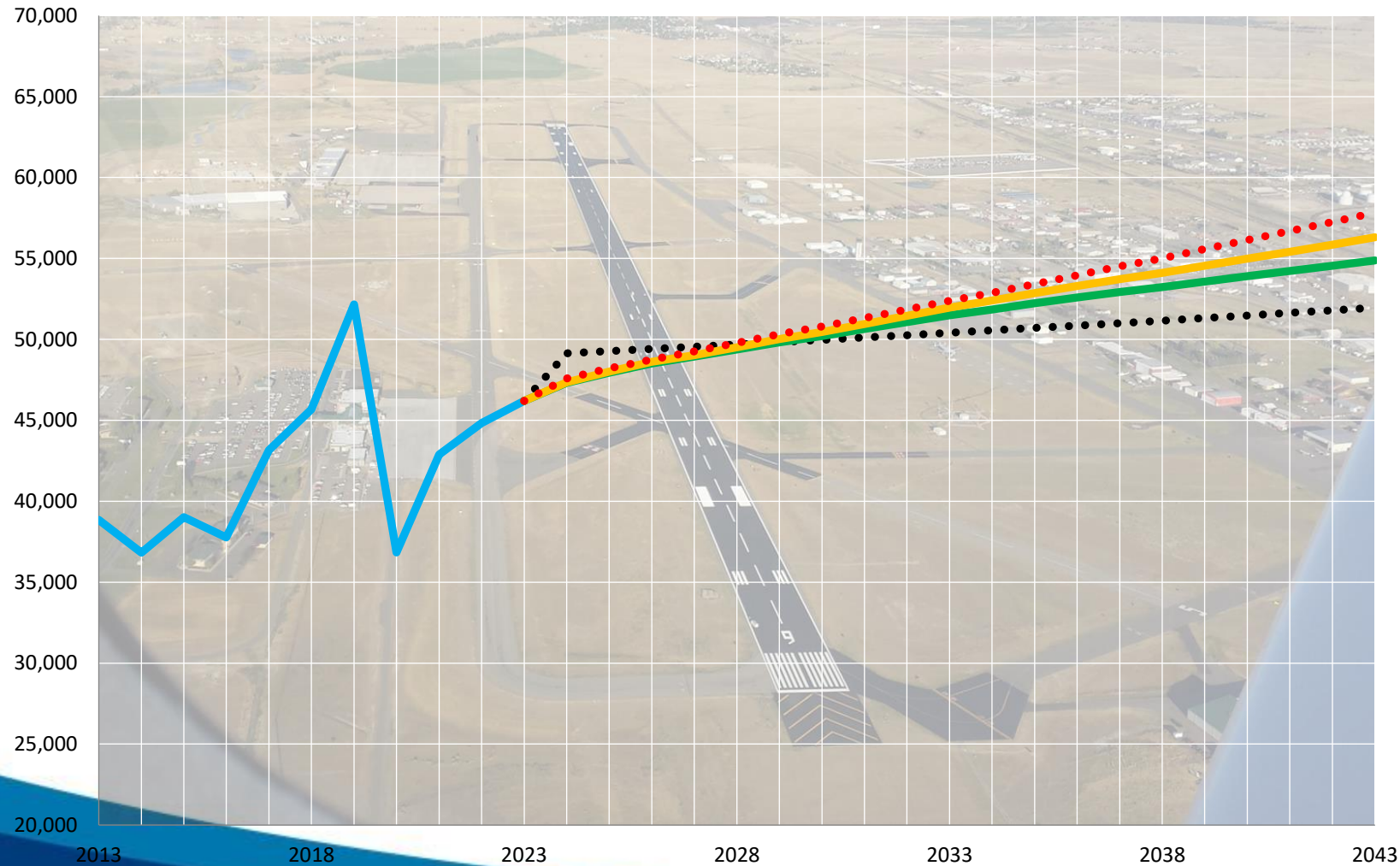
FAA Approved (280 by 2043)

43 new based aircraft to accommodate (about 20% growth, 1% per year)

- Historical
- Service Area Population
- Lewis & Clark County Population
- TAF

Master Plan Forecasts

Operations Forecasts



Approx. 10,000 additional operations (about 20% growth / 1% per year)

FAA Approved (56k by 2043)

- Historical
- TAF
- Low Scenario
- Mid-Range Scenario
- High Scenario

Master Plan Facility Requirements

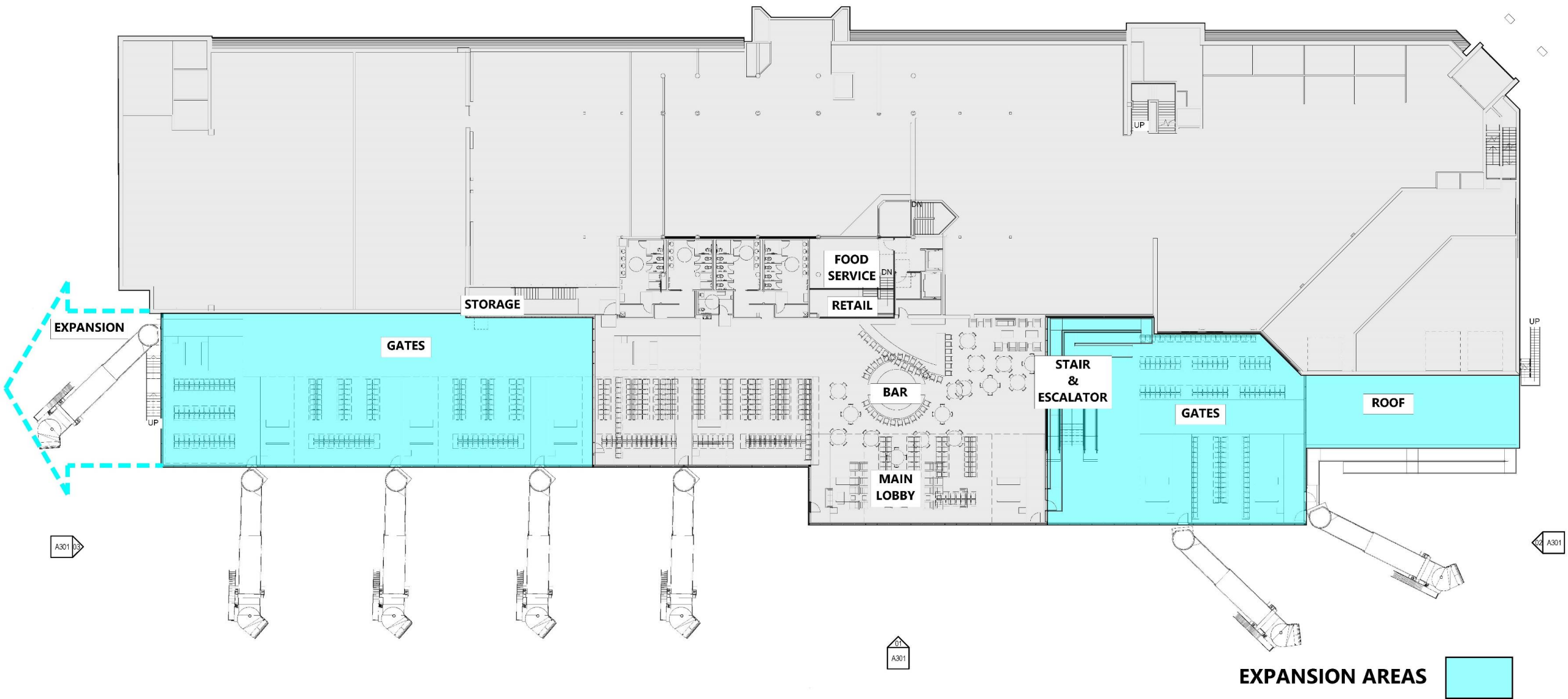
• Terminal Requirements

- Increase number of aircraft gates to 6 (up from 4)
- Expand concourse space
- Expand baggage claim and baggage makeup
- Increase concessions (ie. food & gifts)

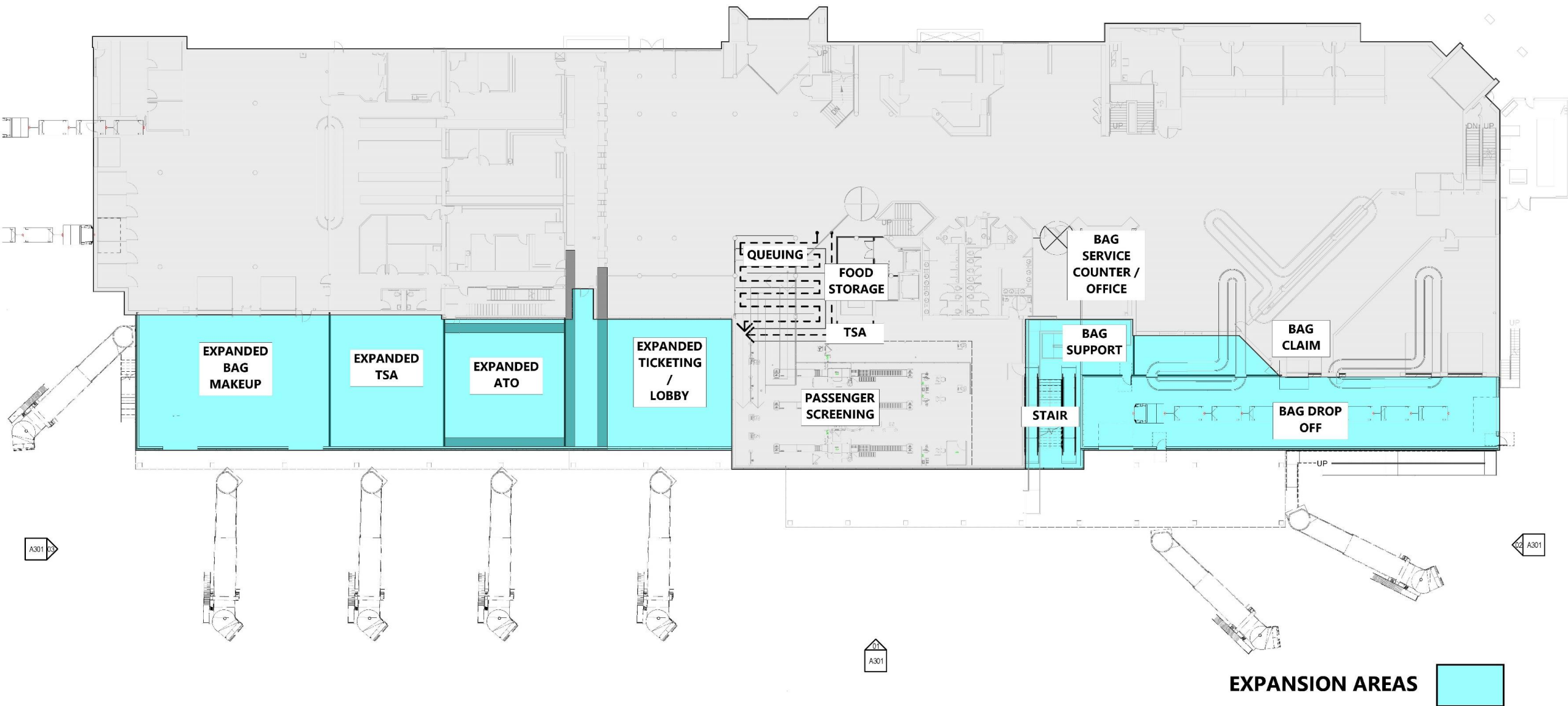
	Existing	2027	2032	2037	2042
Annual Enplanements	89,531	117,661	133,387	157,244	185,011
Peak Hour Enplanements	117	154	175	206	243
Curbside					
Curbside Frontage (Linear Feet)	340	128	146	171	202
Ticketing					
Counter positions	11	8	8	10	11
Counter (LF)	70	51	51	64	70
Counter Area (SF)	700	509	509	636	700
Queuing Area (SF)	1,050	763	763	954	1,049
Airline Office (SF)	3,195	4,020	4,020	5,024	5,527
Baggage Make up (SF)	4,500	4,300	4,700	5,300	6,200
Baggage Screening (SF)	1,200	940	940	940	1,740
Hold Room					
# of Gates	4	4	5	5	6
Hold Room Waiting (SF)	6,100	6,000	7,500	7,500	9,000
Baggage Claim					
Baggage Claim Frontage (LF)	122	125	144	167	197
Claim Lobby Area (SF)	3,295	2,875	3,312	3,841	4,531
Rental Cars					
Counter Frontage (LF)	70	70	70	88	88
Counter Area (SF) - (behind counter)	315	315	315	394	394
Queuing Area (SF)	700	700	700	875	875
Office/Storage (SF)	700	700	700	875	875
Concessions					
Food/Gifts secure (SF)	710	1,123	1,549	1,800	2,472
Food/Gifts Non-secure (SF)	2,636	3,368	3,615	4,201	4,590
Total Concessions	3,346	4,491	5,164	6,002	7,061
Public Restrooms					
Public Restroom Fixtures - non-secure	37	12	12	12	13
Public Restroom Fixtures - secure	34	12	15	15	18
Security					
Passenger Screening (SF)	3,300	1,125	1,125	1,125	2,250
Security Queuing (SF)	840	180	180	180	360
Administration					
Office/Conference (SF)	3,816	3,816	3,816	3,816	3,816

*Red Text = Deficiency

Terminal Second Floor Expansion



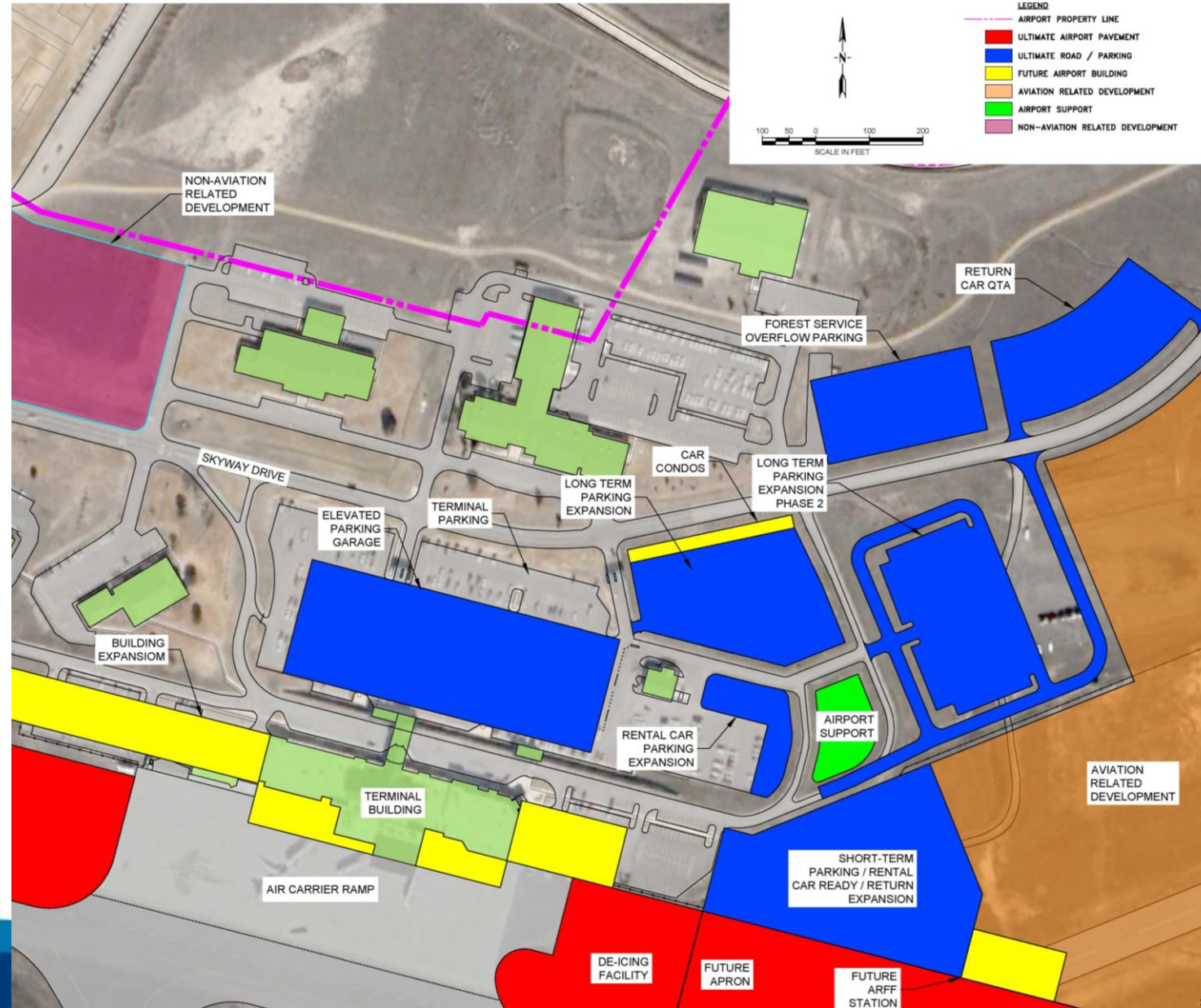
Terminal First Floor Expansion



Master Plan Facility Requirements

Terminal Auto Parking

- Additional long and short-term parking spaces needed in short to intermediate term



Airfield Requirements

Runways

- Sufficient runway length
- Sufficient runway capacity
 - The addition of radar would significantly increase the airport's hourly capacity to avoid peak hour delay under IFR conditions.
- The wind coverage for Primary Runway 9-27 > 95 percent
 - Crosswind runways not eligible for FAA funds

Taxiways

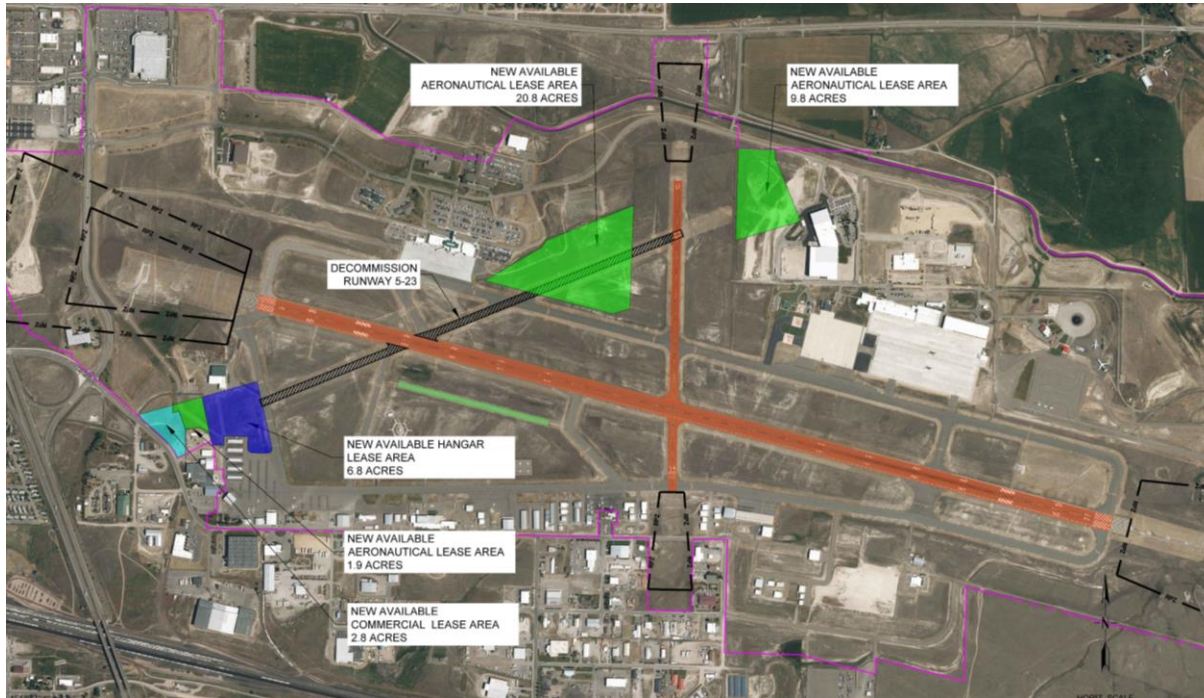
- Intersection of Taxiway C and Runway 35 identified on FAA's Runway Incursion Mitigation (RIM) inventory in 2018.
- No parallel taxiways on crosswind runways

Hangars & Aprons

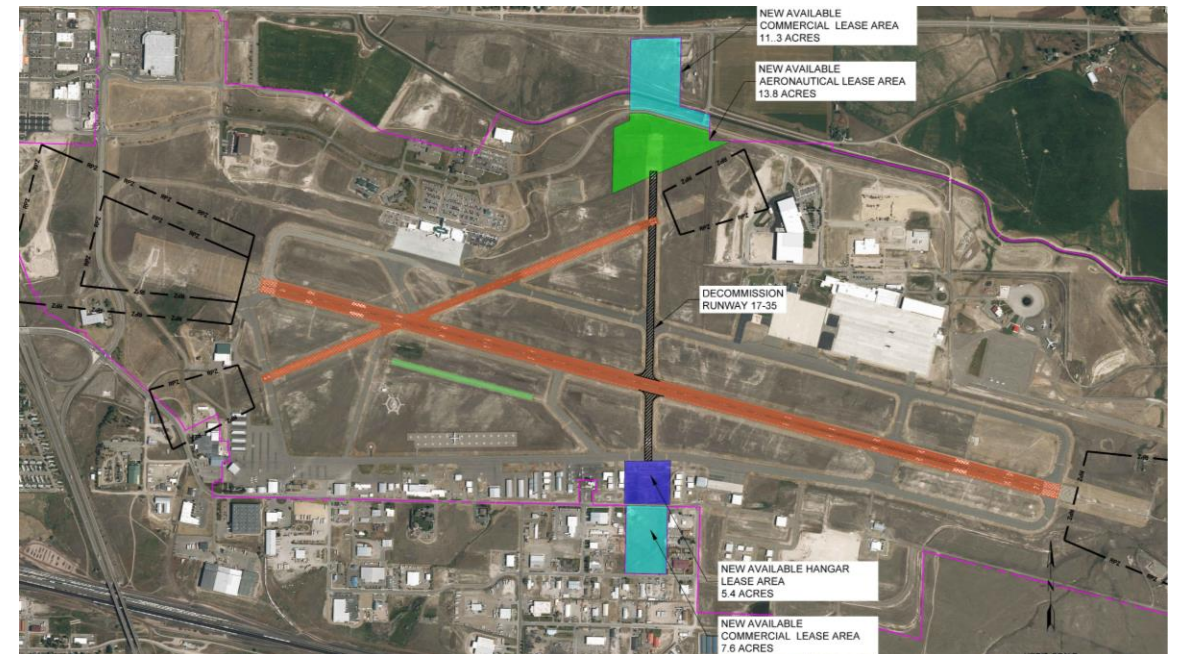
- Development areas needed for general and corporate aviation
- Airline deicing / multi-use apron near terminal
- Additional aprons near USFS tanker base, Boeing & National Guard area

Crosswind Runway Alternatives

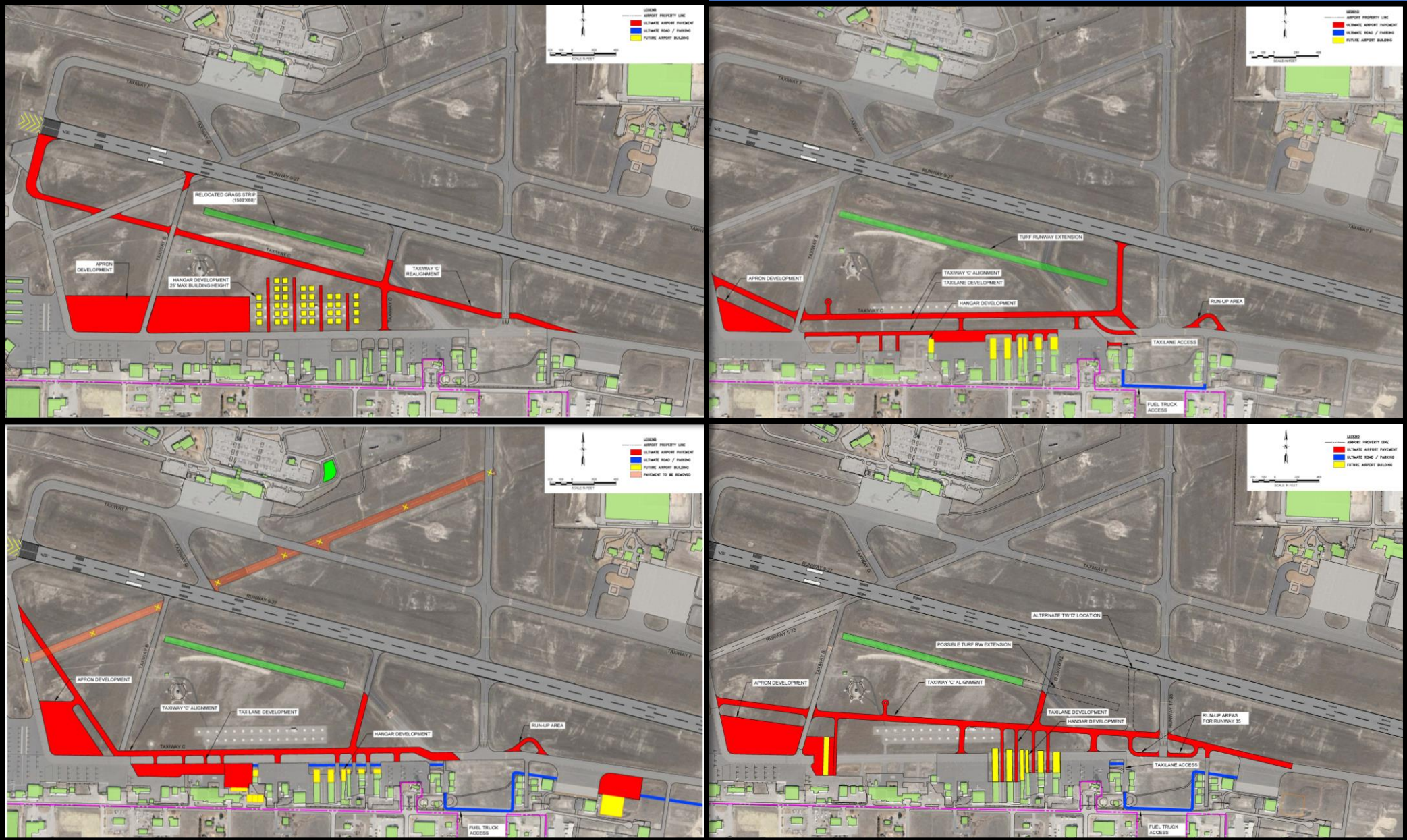
Remove Runway 5-23



Remove Runway 17-35



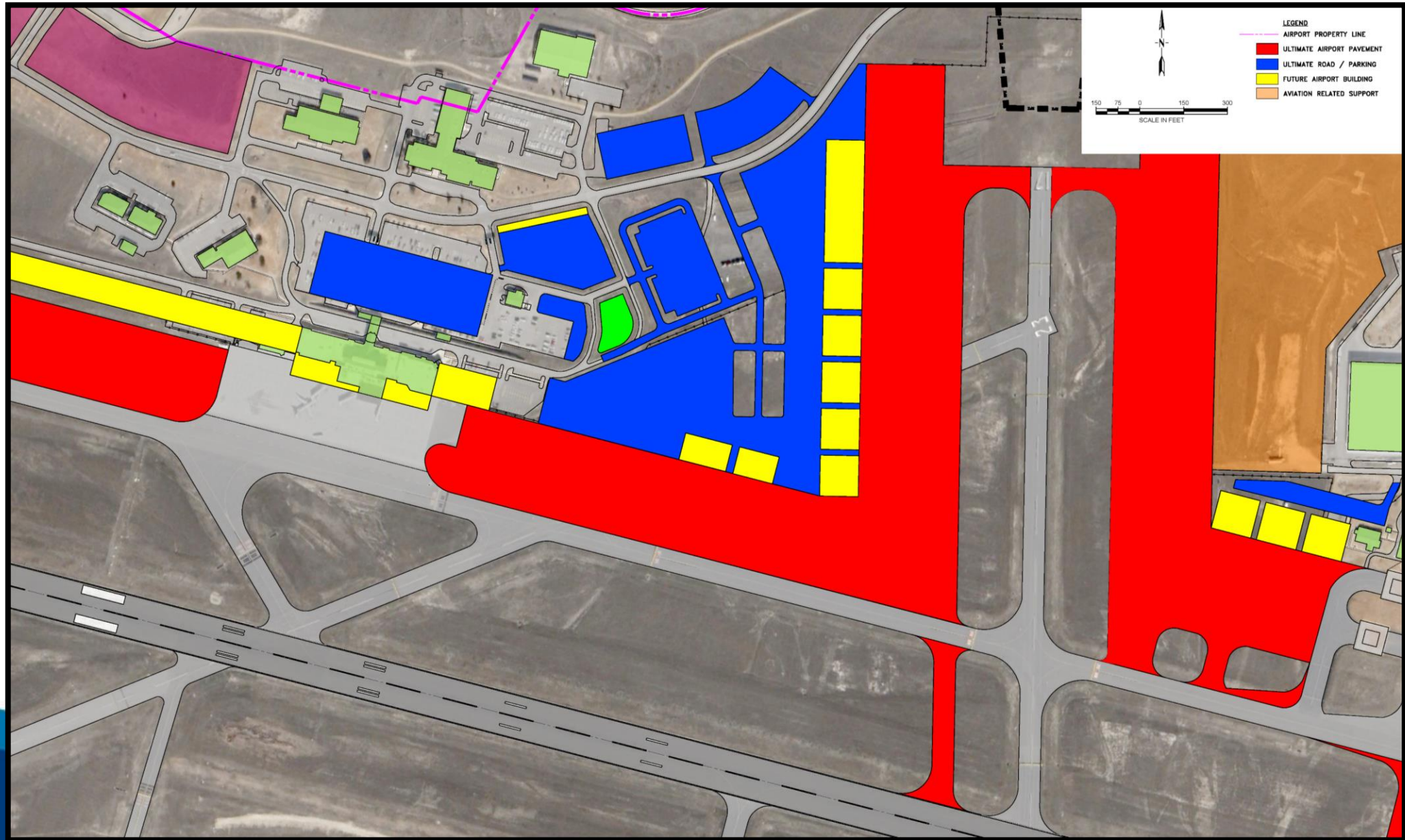
Taxiway C Realignment Alternatives



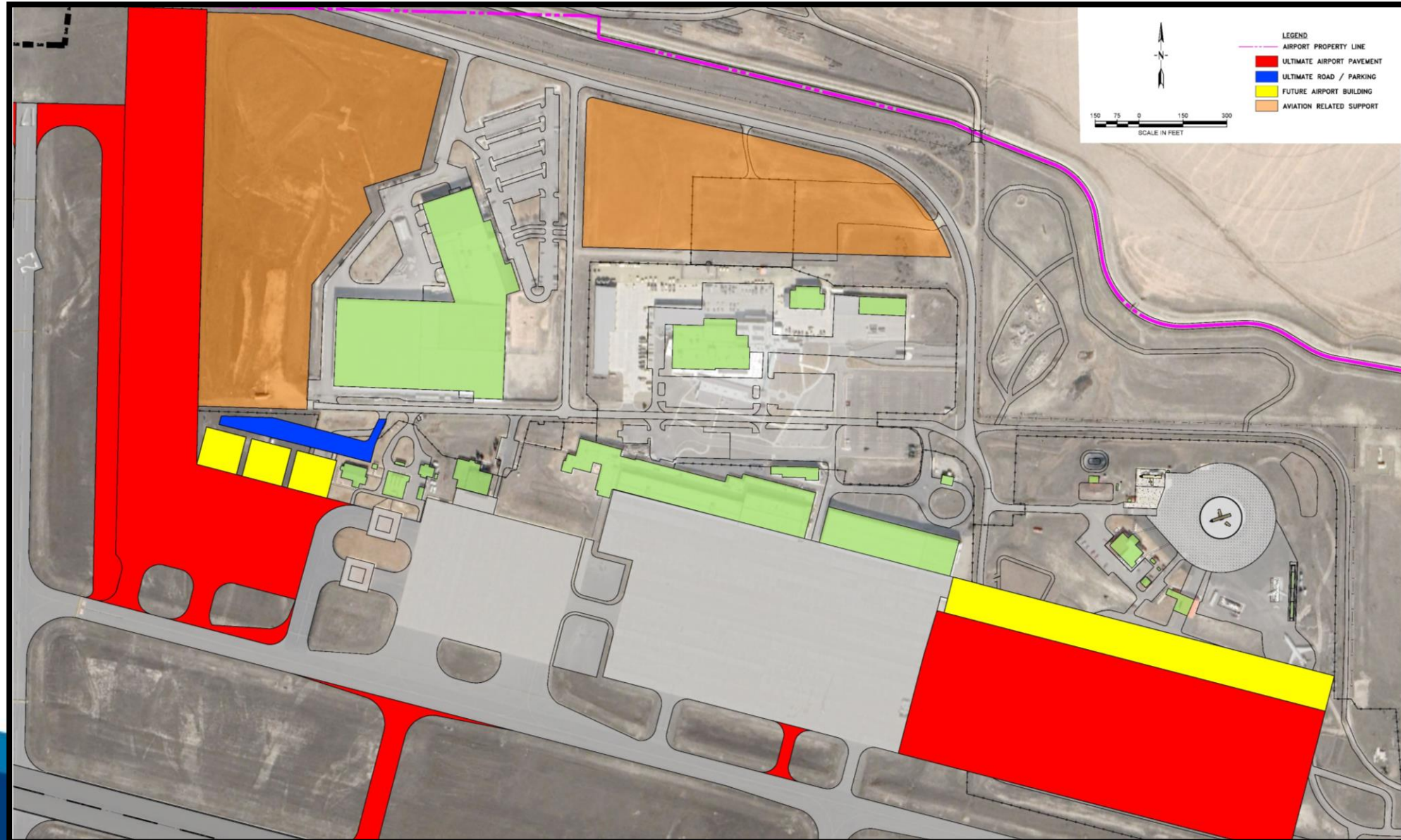
Central GA Buildout



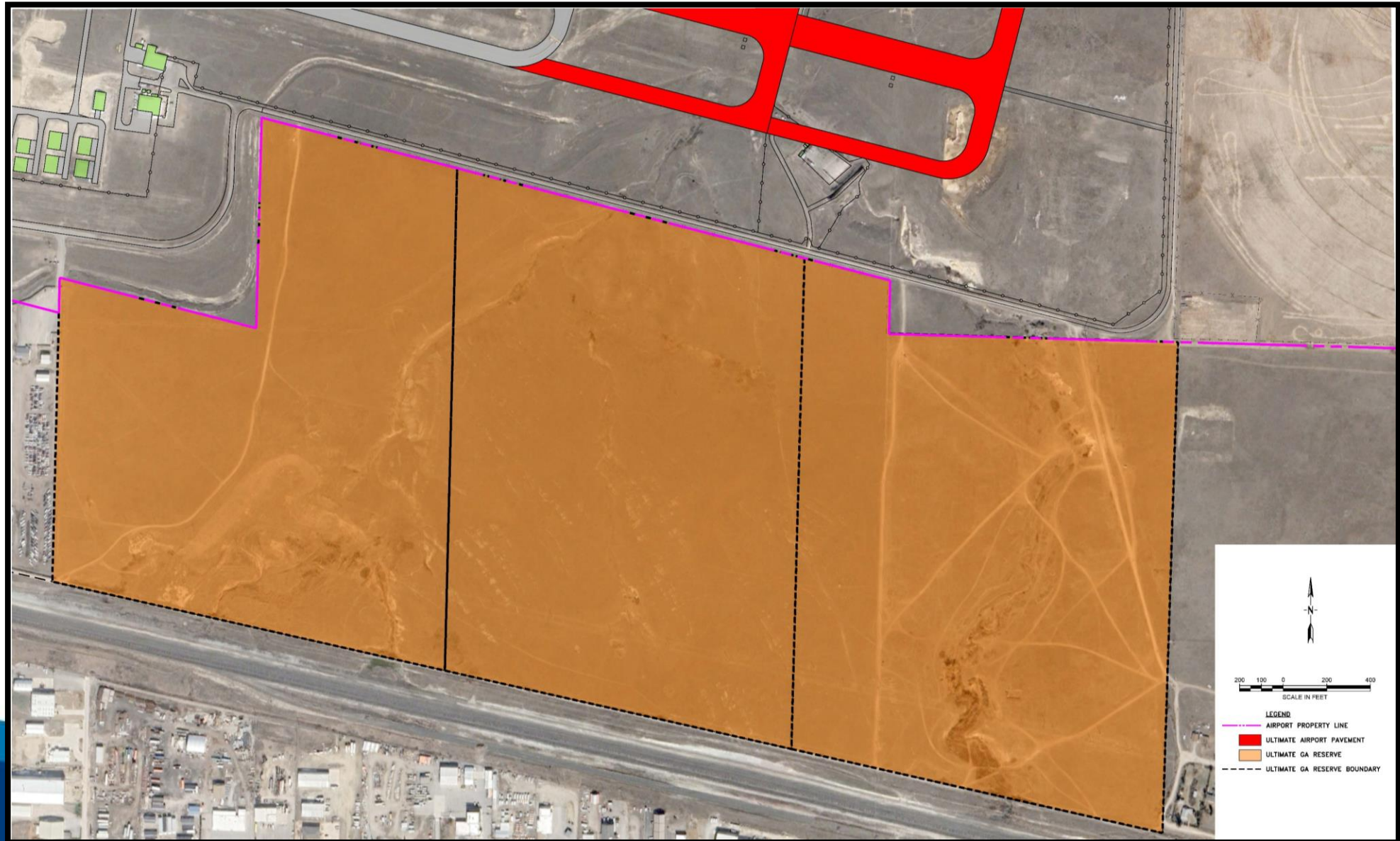
Terminal Area Expansion



Forest Service / Boeing / MANG Area Expansion



Southeast Development Reserve

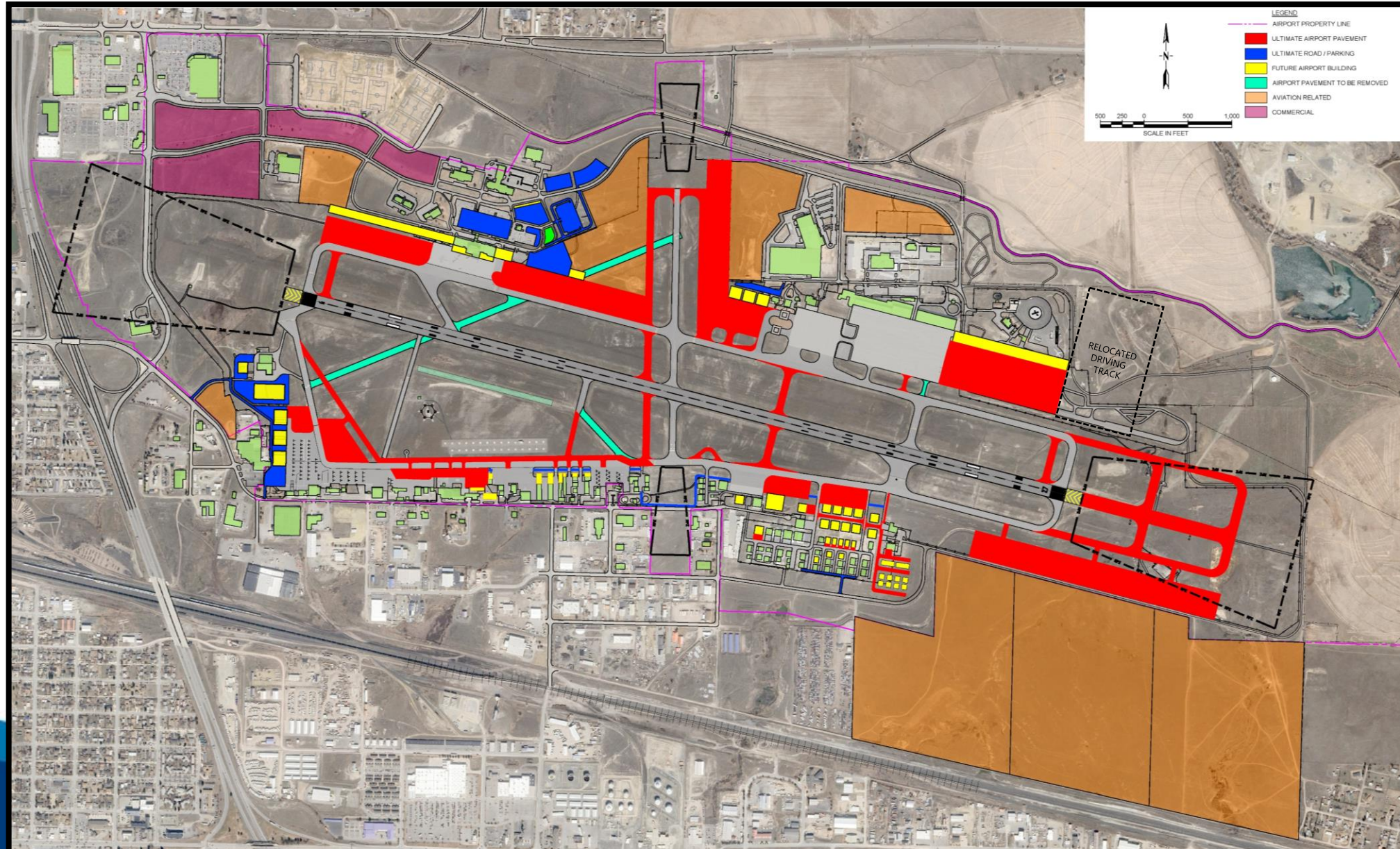


Support Facility Requirements

- ARFF / SRE Storage – Expansion of Station 1
- Fuel Farm – Additional Location



Preliminary Ultimate Airport Layout



Land Use On Airport Property

