

MONTANA AERONAUTICS BOARD MEETING
Montana Department of Transportation Headquarters
Helena, MT 59620
February 5-6, 2025

Aeronautics Board In-Person

Bill Lepper, Board Chair
Wade Cebulski, Vice-Chair
Robb Bergeson (virtual 2/6)
Tim Robertson
Gregory Smith
Grayson Sperry

Aeronautics Board-Virtual

Matthew Prinkki
Tom Schoenleben
Pam Chamberlain

Department of Transportation

Tim Conway, MDT Aeronautics
Karen Hallenbeck, MDT Aeronautics
Stephen Torske, MDT Aeronautics
Susan Murray, MDT Aeronautics
Tyler Moss, MDT Legal
Jess Bousliman, MDT

Guests

Andrea Friedrich, DOWL
Brian Germane, Stevensville Airport Manager
Carol Strizich, FAA
Charlie Vance, KLJ
Cory Kesler, Morrison-Maierle
Craig E. Thomas, Stevensville Airport
Dan Skalsky, Kalispell Airport
Dwight Thompson, Townsend Airport Manager
Jared Wingo, FAA
Jeff Wadekamper, Helena Airport Manager
Jim Greil, Lochner
Justin Zindell, KLJ
Ken Weinheimer, Ravalli County Airport Board
Kevin Myhre, Century Company, Inc.
Lance Bowser, Robert, Peccia & Associates
Mat Wilder, Robert, Peccia & Associates
Megan Zollars, DOWL
Nathan Schroht, KLJ
Rick Newman, St. Ignatius Airport Manager
Scott Robinson, Kalispell Airport
Travis Eickman, Morrison-Maierle
Tyler Reed, Morrison-Maierle

February 5, 2025

Call to Order

Bill Lepper called the meeting to order at 10:01 am, opening with the pledge of allegiance.
Roll call to establish a quorum; 9 board members present.

Opening Comments

Lepper then began with the opening comments. He gave a brief introduction of the meeting purpose, and thanked those attending.

Lepper then asked for public comment at 10:11 am, which there was none.

Bill Lepper opened the floor for discussion of the September meeting minutes. There was a question regarding the legal portion of the minutes where it states that the board is allocated to MDT for administrative purposes. Tyler Moss confirmed the sentence is correct according to the MCA (Montana Code Annotated) Statute.

Wade Cebulski made a motion to approve the September 19, 2024, meeting minutes as presented, Robb Bergeson seconded the motion, all board members voted aye.

Bill Lepper deferred the agenda item: *Review Letters of Interest for Lighting System* until after the Loan and Grant presentations.

Loan and Grant Applicant Presentations

Applicant presentations to the board started at 10:12, going alphabetically.

- Baker Airport - Justin Zindell from KLJ presented on behalf of the airport.
 - Grayson Sperry asked about the listed PCI (Pavement Condition Index) value and if it was a typo. Zindell confirmed it was a typo.
- Big Sandy Airport – Lance Bowser from RPA presented on behalf of the airport.
 - There were no questions from the Board.
- Broadus Airport – Nathan Schroht from KLJ presented on behalf of the airport.
 - Wade Cebulski asked why the airport did not accept the grant money offered last year. Schroht stated the airport was tied up with the hangar building, this year they are now ready to move forward with pavement maintenance.
- Canyon Ferry Airport – Airport Manager, Dwight Thompson presented.
 - Robb Bergeson asked if this airport area was fenced. Thompson stated they do have some fencing, but they would like a larger fence to protect the area from wildlife.
 - Tim Robertson asked when they put Magnesium Chloride down and if the engineering firm was working on using polymer. Thompson stated it has been about 15 years since Magnesium was put down and they do have the firm working on polymer.
 - Wade Cebulski asked why they don't have final numbers for the project. Thompson stated they don't have a solid number as the county was unsure how long they would take, and they did not receive an exact cost for gravel.
 - Tim Robertson then asked if the county would pick up the difference in cost, which Thompson stated they plan to help with manpower.
 - Grayson Sperry asked if this was an all or nothing project, or if it could still be done with a portion of the money requested. Thompson stated they needed the full amount of the grant to complete the project.
 - Wade Cebulski asked if the National Guard was using any runway for helicopters and Thompson stated they are using no runway, only the pad.
- Chester Airport - Lance Bowser from RPA presented on behalf of the airport.
 - Grayson Sperry asked how big the fuel tank is, and Bowser stated the tank is about 4000-6000 gallons.

- Greg Smith asked if the grant request amount included the cost of the tank and the building it is housed in, Bowser said it includes the cost of both.
 - Wade Cebulski asked if the airport would accept a loan for part of it and if the airport would still have Ag Ops (Agricultural Operations). Bowser stated the airport will accept a portion of the request as a loan and they are still doing Ag Ops.
 - Tim Robertson asked if the county could afford this project, and Bowser said yes.
- Chinook Airport – Cory Kesler from M-M presented on behalf of the airport.
 - Tim Robertson asked if this request was just to match Federal grants, Kesler said yes.
 - Wade Cebulski asked if the airport had met all FAA needs, Kesler said yes.
- Choteau Airport – Megan Zollars from DOWL presented on behalf of the airport.
 - There were no questions from the Board
- Colstrip Airport - Nathan Schroht from KLJ presented on behalf of the airport.
 - There were no questions from the Board.
- Conrad Airport - Lance Bowser from RPA presented on behalf of the airport.
 - Wade Cebulski asked if there was a rodent program, Bowser said yes, there has been lots of effort into it.
 - Robb Bergeson asked how much of the airport's operations are on the turf runway. Bowser stated about 50% of operations are on the turf runway.
- Cut Bank Airport - Lance Bowser from RPA presented on behalf of the airport.
 - Bill Lepper asked if they can modernize current beacons or if they have to replace them, and Bowser stated it costs more to modernize it than to replace it. Lepper also asked if the airport would reconsider accepting a loan. Bowser said yes, but they would need a significant amount of their request to be grant money.
- Deer Lodge Airport – Travis Eickman from M-M presented on behalf of the airport.
 - Tim Robertson asked if the project was driven by bigger jet traffic. Eickman stated that it contributes, but the majority of improvements are to meet traffic needs that have been there for more than ten years.
 - Wade Cebulski asked if they plan to widen and lengthen the runway. Eickman stated they would widen the runway if traffic exceeded over 500 operations, which it has yet to reach, and that it needs to be lengthened because it is not up to standard.
- Ekalaka Airport – Justin Zindell from KLJ presented on behalf of the airport.
 - Greg Smith asked if there are approach lights there, Zindell stated they have not been commissioned by the FAA yet.
- Ennis Airport - Lance Bowser from RPA presented on behalf of the airport.
 - Grayson Sperry asked if there was a runway extension five years ago and if it was privately matched. Bowser said it was started and finished in 2020, and the FAA funded it 100%.
 - Tim Robertson asked if Madison County is \$300,000 plus per mill, and Lance Bowser said that is correct.
- Forsyth Airport - Nathan Schroht from KLJ presented on behalf of the airport.
 - There were no questions from the Board.
- Fort Benton Airport - Lance Bowser from RPA presented on behalf of the airport.

- Tim Robertson asked if the FAA will look the other way on this project since it is only four years old. Bowser said yes as there have been some studies that show this project will promote the best longevity.
- Glasgow – applicant withdrew application.
- Great Falls - applicant not present.
- Hamilton - Lance Bowser from RPA and Ken Weinheimer from the Ravalli County Airport Board presented on behalf of the airport.
 - Grayson Sperry asked if they were leasing to the US Forest Service. Bowser said the airport was leasing a portion of it, but some of the space still had to be made publicly available.
 - Wade Cebulski asked if there is a long-term lease with the Forest Service and if there is a risk of them pulling out. Bowser said it is a five-year lease, and it would be a big risk if they decided to pull out.
 - Robb Bergeson asked if the airport would consider a loan instead of a grant, and Bowser said anything was up for discussion.
 - Tim Robertson asked if there were landing fees and if the Forest Service pays fees. Bowser said that there is a \$70 charge per aircraft, and they do not charge the firefighters when landing.

There was a break for lunch from 12:00-12:45.

The Polson and Ronan Airport applicant presenters were moved up out of order due to travel needs.

- Polson Airport – Mat Wilder from RPA and Rick Newman from Lake County Airport Board presented on behalf of the airport.
 - Tim Robertson asked if all listed resources are used, and Wilder confirmed they would all be used.
 - Robb Bergeson asked if there were other funding sources if the board doesn't match the request, and Newman stated there were limited funding sources.
 - Matt Prinkki asked if the PCI was a typo, and Wilder confirmed that the PCI as listed was incorrect. The Runway PCI in the 2021 study was 47 and no improvements have been made.
- Ronan Airport – Mat Wilder from RPA and Rick Newman from Lake County Airport Board presented on behalf of the airport.
 - There were no questions from the Board.

Before leaving due to travel needs, Rick Newman also shared the need for 38 lights to be replaced in the St. Ignatius Airport. Greg Smith asked if the airport had a regulator, because you cannot mix and match lighting systems if so. Newman stated he was not sure whether or not there was a regulator.

- Harlem Airport - Cory Kesler from Morrison-Maierle presented on behalf of the airport.
 - There were no questions from the Board.
- Havre Airport - Jim Greil from Lochner presented on behalf of the airport.
 - Wade Cebulski asked if there were any NEPA requirements. Greil mentioned that NEPA is complete, and design is for this year and construction will happen next year.
 - Tim Robertson asked why there were big differences in admin costs. Greil stated the costs were at the high end due to estimates and the Independent Fee Estimates (IFE's) required for FAA funding would provide an opportunity to negotiate those costs.
- Helena Airport - Jeff Wadekamper, Helena Airport Manager and Cory Kesler from Morrison-Maierle presented on behalf of the airport.
 - Wade Cebulski asked if there were two FAA runways. There is only one.
 - Greg Smith asked if there was a lot of GA (General Aviation) traffic. Wadekamper said they are friendly to GA traffic, and it is increasing.
 - Tim Robertson asked if \$230,000 was enough to cover the entire project. Wadekamper said it was.
- Hot Springs Airport - Lance Bowser from RPA presented on behalf of the airport.
 - Wade Cebulski asked how many aircraft are based there. Bowser estimated 3-4.
- Kalispell Airport - Scott Robinson and Dan Skalsky from the Kalispell Airport presented.
 - Wade Cebulski asked if this airport is owned by the City of Kalispell and if it is under contract for maintenance and if the city is signing new leases. Skalsky stated yes, the city owes it, and the Kalispell airport authority takes care of maintenance, and all the current leases are paid up.
 - Tim Robertson asked if this request included a beacon project, and it is. The beacon is old and needs replacement.
 - Matt Prinkki asked if they needed the full amount of the taxiway. Skalsky stated they cannot currently pay for anything, so without assistance they would have to close.
- Laurel Airport - Justin Zindell from KLJ presented on behalf of the airport.
 - There were no questions from the Board.
- Lewistown Airport – Lance Bowser from RPA presented on behalf of the airport.
 - Greg Smith asked if the addition was a change in the project, which it was not. Tyler Moss confirmed that the board is allowed to consider the project since it is a change in cost, and not a change in the project.
 - Wade Cebulski asked if there has been NEPA work, and Bowser stated that the airport is waiting on FAA approval.
 - Robb Bergeson asked about annual revenue. Kesler did not have exact numbers, but Lewistown has experienced growth in the airport.
 - Grayson Sperry asked if airplanes that can fit in that size of hangar fly into this airport. Kesler stated that they do, but often when looking for storage they fly into other airports, so this project would save on those costs.

- Wade Cebulski asked if they would consider taking loan money. Bowser said they would be willing to.
- Lincoln Airport - Mat Wilder from RPA presented on behalf of the airport.
 - There were no questions from the Board.
- Malta Airport - Justin Zindell from KLJ presented on behalf of the airport.
 - Wade Cebulski asked if repaving the access road is part of the project. Wilder stated that it was a portion of the project.
 - Grayson Sperry asked if the cost of the ramp was averaged across the other portions and if the road and apron were wrapped into one. It is just the apron, and the road wrapped up together.
- Miles City - Nathan Schroht from KLJ presented on behalf of the airport.
 - Wade Cebulski asked if the beacon portion of the project qualified for FAA funds, and if the airport would accept a loan, Schroht said it was not eligible, and they would consider a loan.
 - Tim Roberston asked if the estimate for the beacon was higher if it would be eligible for FAA funds, and Schroht stated that to his understanding that was correct.
 - Wade Cebulski asked why they weren't modernizing the beacons, which Schroht stated they were not due to environmental reasons.
- Plains Airport - Lance Bowser from RPA presented on behalf of the airport.
 - Robb Bergeson asked what kind of system they are looking to put in. Bowser stated they are planning to install full size fuel tanks.
 - Tim Robertson wanted to confirm that it was one million dollars to install the tanks, and Bowser confirmed that was the cost.
 - There was a brief discussion about the high cost of the fuel tank system.
- Plentywood Airport - Nathan Schroht from KLJ presented on behalf of the airport.
 - Wade Cebulski asked if all three portions of the request were happening in FY (Fiscal Year) 25 and if this went through NEPA. Schoht stated that not all parts would be completed in FY25 and NEPA was determined January 14.
- Poplar Airport - Nathan Schroht from KLJ presented on behalf of the airport.
 - There were no questions from the Board.
- Red Lodge – Lance Bowser from RPA presented on behalf of the airport.
 - Greg Smith asked what the ask was last year, and Bowser stated if he remembered correctly, it was for a new taxiway.
 - Grayson Sperry asked if the south end road was being changed due to the impediment. Bowser stated it was not just the road causing an impediment, but there is also just not enough space.
- Roundup Airport- Nathan Schroht from KLJ presented on behalf of the airport.
 - There were no questions from the Board.
- Plentywood - Nathan Schroht from KLJ presented on behalf of the airport.
 - Wade Cebulski asked if the beacon portion of the project qualified for FAA funds, and if the airport would accept a loan, Schroht said it was not eligible, and they would consider a loan.
- Scobey Airport- Nathan Schroht from KLJ presented on behalf of the airport.

- There were no questions from the Board.
- Shelby Airport - Lance Bowser from RPA presented on behalf of the airport.
 - Wade Cebulski asked if NEPA had been done, Bowser said it has been submitted.
- Sidney Airport- Nathan Schroht from KLJ presented on behalf of the airport.
 - There were no questions from the Board.
- Stanford Airport – Mat Wilder from RPA presented on behalf of the airport.
 - There was a brief discussion on flight checks, when the FAA completes flight checks and the cost of the checks.
- Stevensville Airport – Tyler Reed from Morrison-Maierle and Brian Germane, Stevensville Airport Manager presented for the airport.
 - Robb Bergeson asked if there is still a self-serve tank at this airport. Germane stated there is and they are trying to get it removed by the end of spring. Bergeson also asked if anyone had inquired about buying the tank. Germane said yes, but it is old, and the FAA would not fund it so there isn't a lot of interest, so they are working to remove it.
- Superior Airport - Nathan Schroht from KLJ presented on behalf of the airport.
 - There were no questions from the Board.
- Terry Airport- Justin Zindell from KLJ presented on behalf of the airport.
 - There were no questions from the Board.
- Three Forks Airport - Travis Eickman from M-M presented on behalf of the airport.
 - Tim Robertson asked if all the costs go to the airport and how much they charge in rent. Eickman stated that some costs go to a capital reserve fund, and they charge a few cents per square feet. Robertson encouraged the airport to increase their rent, and Eickman stated there is a max percentage increase allowed, and they are doing what they can, the amount is very small.
 - Robb Bergeson asked about the status of the private property. Eickman stated that the owners are holding on the remaining property, but they have factored in if they sell, and it is residential.
- Twin Bridges Airport – Lance Bowser from RPA presented on behalf of the airport.
 - Tim Robertson wanted to confirm they would not take a loan. Bowser confirmed they would not as they borrow from their own funds as well.
- Valier Airport – Lance Bowser from RPA presented on behalf of the airport.
 - Wade Cebulski asked about a one-time MDT program for cones, and wanted to confirm Valier had yet to participate in it. If they did not they could potentially withdraw as a grant would not be needed.
- West Yellowstone Airport – Travis Eickman from M-M presented on behalf of the airport.
 - There were no questions from the Board.
- White Sulphur Springs Airport – Mat Wilder from RPA presented on behalf of the airport.
 - There were no questions from the Board.
- Winnett Airport – Lance Bowser presented on behalf of the airport.
 - There was a brief discussion on the importance of this project due to the ruralness of the airport.

Fort Peck Lighting System Letters

There was discussion about what was offered and the actual inventory that is available. Originally 4000 feet of lighting was advertised and there is actually only around 2000 feet.

Tim Robertson mentioned there are two other airports with surplus lighting so there is an option to compile those to make up for the missing parts. Wade Cebulski shared his concerns about compatibility with the airport system they grant it to. Greg Smith recommended it only be given to a private strip because it is outdated, but that St. Ignatius needs some spare parts, and they have a compatible system so they would be the perfect candidate. Matt Prinkki brought up Hot Springs Airport, and they submitted a letter specifically wanting the radio system.

Grayson Sperry shared his concern that there is not an exact inventory of items and suggested they put it in state inventory as free and allow those to get it by paying for shipping. Karen Hallenbeck mentioned there has not been much interest in what is already listed in state surplus. Sperry then suggested to give the radio system to Hot Springs and the rest of the lighting system to St. Ignatius.

There was continued discussion on how to grant the lighting system and if it should be split up. Eventually this led to this agenda item being tabled to the following day and making a decision after receiving more information from St. Ignatius and Hot Springs and getting a more accurate inventory of what is available and what type of system it is.

Robb Bergeson made a motion to adjourn the meeting for the day, and Grayson Sperry seconded the motion. All remaining board members voted aye.

Meeting adjourned for the day at 4:12 pm.

February 6, 2025

Call to Order and Public Comment

Bill Lepper called the meeting to order at 8:11 am and roll call to establish a quorum; 9 board members present.

Dwight Thompson from the Canyon Ferry airport asked to withdraw the rehabilitation of the runway portion of the application, but to leave the rehabilitation of the apron in consideration.

Justin Zindel from KLJ representing the Malta Airport reported the removal of the cost of part of the road as requested. The amount requested was adjusted from \$17,200 to \$16,648, due to removal.

Bill Lepper called for public comment at 8:19 and there was none.

Fort Peck Lighting System

The Board discussed the Fort Peck lighting system, including the contents, and which airports would gain the most benefit from being granted the system.

Wade Cebulski made a motion to grant the lighting system to Hot Springs Airport, and Tim Robertson seconded the motion. All board members voted aye.

Loan and Grant Allocations

The board began discussion on the loan and grant allocations. Tim Robertson asked Stephen Torske to show totals of the various categories on the spreadsheet so that the board could see what has been allocated and the factor that each category may be multiplied by.

Grayson Sperry stated that he would like the board to support the pavement rehabilitation projects, since it will be cost savings in the long run. He recommended the board begin the process by reviewing all the projects that were categorized as rehabilitation, to verify that there were no additional pieces requested.

Tim Robertson asked if the board would look at whether or not the airport was federally funded with the desire to use the matching federal funds to stretch the amount available as far as possible.

There was also discussion regarding fuel farms. It was determined that fuel farms are a high priority and should be fully funded.

The board created a category for rehab projects and added a factor of one for that category to be able to make that assessment. There was a question on definition of rehab, it was determined that rehab would only include pavement, not the rehabilitation of lights and other things, and all pavement projects would be fully funded.

There was a category created for large high priority non-federal projects at NPIAS airports that were awarded evenly between them.

The board then began working through each airport and the spreadsheet.

- Baker Airport – all three projects were moved to the rehab category, changing funding allocation to 100%
 - Rehabilitate Apron – Requested a grant of \$6,818.
 - \$6, 818 granted.

- Rehabilitate Runway – Requested a grant of \$11,362.
 - \$11,362 granted.
 - Rehabilitate Taxiway – Requested a grant of \$4,545.
 - \$4,545 granted.
 - Second pass – amounts were confirmed.
- Big Sandy Airport - all three projects were moved to the rehab category, changing funding allocation to 100%
 - Rehabilitate Runway – Requested a grant of \$5,900.
 - \$5,900 granted.
 - Rehabilitate Taxiway – Requested a grant of \$2,300.
 - \$2,300 granted.
 - Rehabilitate Apron – Requested a grant of \$800.
 - \$800 granted.
 - Second pass – amounts were confirmed.
- Broadus Airport - all three projects were moved to the rehab category, changing funding allocation to 100%
 - Rehabilitate Runway – Requested a grant of \$7,245.
 - \$7,245 granted.
 - Rehabilitate Taxiway – Requested a grant of \$1,050.
 - \$1,050 granted.
 - Rehabilitate Apron – Requested a grant of \$2,205.
 - \$2,205 granted.
 - Second pass – amounts were confirmed.
- Canyon Ferry Airport
 - Rehabilitate Runway – Amount of \$117,000 withdrawn by presenter.
 - Rehabilitate Apron – Requested a grant of \$2,700.
 - First pass - Grayson Sperry recommended to leave as a non-rehab category project as it is not a pavement project.
 - Second pass – confirm no award because it is not a pavement project.
- Chester Airport – rehabilitation projects moved to the rehab category to be fully funded. Fuel farm and building left for later consideration.
 - Construct/Improve/Repair Fuel Farm/Utilities – Requested a grant of \$36,000.
 - First pass – left at \$0 for later consideration
 - Second pass - \$36,000 granted after fuel farms were determined as a high priority.
 - Rehabilitate Runway – Requested a grant of \$9,000.
 - \$9,000 granted.
 - Rehabilitate Apron – Requested a grant of \$2,500.
 - \$2,500 granted.
 - Rehabilitate Taxiway – Requested a grant of \$2,500.
 - \$2,500 granted.
 - Construct/Expand/Improve/Modify/Rehabilitate Building – Requested a grant of \$30,000.

- First pass – left at \$0 for later consideration
 - Second pass - \$30,000 granted because it is required to complete the fuel farm project since controls for the fuel system are inside of the building.
- Chinook Airport - all three projects were moved to the rehab category, changing funding allocation to 100%, and rehab electrical vault left as high priority.
 - Rehabilitate Runway – Requested a grant of \$14,600.
 - \$14,600 granted.
 - Rehabilitate Taxiway – Requested a grant of \$3,850.
 - \$3,850 granted.
 - Rehabilitate Apron – Requested a grant of \$1,600.
 - \$1,600 granted.
 - Rehabilitate Runway Lighting/Electrical Vault – Requested a grant of \$22,950.
 - \$22,950 granted.
 - Second pass – amounts were confirmed.
- Choteau Airport - all three projects were moved to the rehab category, changing funding allocation to 100%, and rehab electrical vault left as a high priority.
 - The board discussed the small amount being requested and the concern if the airport could not pay on its own if they would default. It was decided that due to the small amount being requested, and the great need from the airport that the board would grant it all.
 - Acquire snow removal equipment – Requested a grant of \$3,350.
 - \$3,350 granted.
 - Rehabilitate Runway – Requested a grant of \$410.
 - \$410 granted.
- Colstrip Airport - all rehab projects were moved to the rehab category, changing funding allocation to 100%.
 - Rehabilitate Runway – Requested a grant of \$8,450.
 - \$8,450 granted.
 - Rehabilitate Taxiway – Requested a grant of \$1,430.
 - \$1,430 granted.
 - Rehabilitate Apron – Requested a grant of \$3,120.
 - \$3,120 granted.
 - Install/Rehabilitate Airport Beacons – Requested a grant of \$1,525.
 - \$1,525 granted.
- Conrad Airport
 - There was discussion on whether there are cheaper pay options, and that infrastructure should take priority over support systems. There was also discussion on whether or not the airport would be willing to take a loan, and it was determined to not offer a loan.
 - Construct/Expand/Improve/Modify/Rehabilitate Service Road – Requested a grant of \$15,000.
 - First pass - \$0 granted.
 - Second pass - Left as \$0 granted because no awards for service roads.

- Construct/Improve/Repair fuel Farm/Utilities – Requested a grant of \$20,000.
 - First pass - \$0 granted.
 - Second pass – \$20,000 granted after fuel farms were determined to be under the high priority category.
- Rehabilitate Runway – Requested a grant of \$15,000.
 - \$14,700 granted.
- Cut Bank Airport
 - There was discussion on the difference in cost of restoring the beacons versus a new system, and that if a new beacon system is installed the old system cannot be left it must be removed for safety.
 - Install/Rehabilitate Airport Beacons – Requested a grant of \$9,000.
 - First pass – leave as no funding and circle back on again.
 - Second pass - \$9,000 granted.
- Deer Lodge Airport
 - There was discussion on the fact this airport is close to two other airports, and if these projects should be considered high or low priority. During the first pass, high priority items were listed for grant, and low priority were listed for loans. On the second pass all projects listed as loan were converted to grants.
 - Acquire land/easement for development/relocation – Requested a grant of \$3,125.
 - Second pass - \$3,125 granted.
 - Acquire land/easement for approaches – Requested a grant of \$19,375.
 - Second pass - \$19,375 granted.
 - Light/mark/remove/ obstructions – Requested a grant of \$17,500.
 - \$17,500 granted.
 - Construct/extend/improve runway safety area – Requested a grant \$12,757.
 - \$12,757 granted.
 - Construct/improve/repair fuel farm/utilities – Requested a grant of \$25,220.
 - \$25,220 granted.
- Ekalaka Airport
 - There was discussion about the level of priority of the flight check portion of this application. It was decided that it is an important safety component, and it needs to be funded, therefore moving it to the high priority category.
 - Install miscellaneous NAVAIDS/Approach Aids – Requested a grant of \$19,500.
 - \$19,500 granted because it is for a FAA flight check.
 - Rehabilitate Apron – Requested a grant of \$4,344.
 - \$4,344 granted.
 - Rehabilitate Taxiway – Requested a grant of \$1,738.
 - \$1,738 granted.
 - Rehabilitate Runway – Requested a grant of \$11,294.
 - \$11,294 granted.
- Ennis Airport
 - Rehabilitate Runway – Requested a grant of \$12,500.
 - \$12,500 granted.

- Rehabilitate Apron – Requested a grant of \$7,750.
 - \$1,600 granted.
 - Rehabilitate Taxiway – Requested a grant of \$3,750.
 - \$3,750 granted.
- Forsyth Airport
 - Rehabilitate Runway – Requested a grant of \$7,800.
 - \$7,800 granted.
 - Rehabilitate Taxiway – Requested a grant of \$3,450.
 - \$3,450 granted.
 - Rehabilitate Apron – Requested a grant of \$3,750.
 - \$3,750 granted.
- Fort Benton Airport
 - Rehabilitate Apron – Requested a grant of \$2,000.
 - \$2,000 granted.
 - Rehabilitate Runway – Requested a grant of \$8,250.
 - \$8,250 granted.
 - Rehabilitate Taxiway – Requested a grant of \$4,250.
 - \$4,250 granted.
- Geraldine Airport
 - Rehabilitate Apron – Requested a grant of \$2,250.
 - \$2,250 granted.
 - Rehabilitate Runway – Requested a grant of \$4,500.
 - \$4,500 granted.
 - Rehabilitate Taxiway – Requested a grant of \$1,250.
 - \$1,250 granted.
- Glasgow Airport – withdrew their application.
- Great Falls Airport
 - Rehabilitate Apron – Requested a grant of \$140,000.
 - First pass – listed as low priority, left at \$0 for later consideration.
 - Second pass – left as is, \$0 granted because it was as standalone project and not combined with runway and taxiway, therefore lower priority.
 - Construct/Expand/Improve/Modify/Rehabilitate Building – Requested a grant of \$122,000.
 - First pass – listed as low priority, left at \$0 for later consideration.
 - Second pass – left as is, \$0 granted because they did not award grants for buildings, and they would not accept a loan.
- Hamilton Airport
 - There was discussion on differentiating between the two aprons and their priority level. The board asked if the airport would be happy with a portion of the requested grant, and they are. There was also discussion about what other sources of funding are available if the airport did not receive the full amount requested.
 - Expand Apron – Requested a grant of \$86,250.
 - \$86,250 granted.

- Expand Apron – Requested a grant of \$1,000,000.
 - First pass - \$0 granted.
 - Second pass – moved to the NPIAS/Non-Fed project and a portion of the remaining allocation granted, \$245,192 granted.
- Harlem Airport
 - Rehabilitate Runway – Requested a grant of \$11,250.
 - \$11,250 granted.
 - Rehabilitate Apron – Requested a grant of \$2,400.
 - \$2,400 granted.
 - Rehabilitate Taxiway – Requested a grant of \$1,350.
 - \$1,350 granted.
- Havre Airport
 - Rehabilitate Runway – Requested a grant of \$6,000.
 - \$6,000 granted.
 - Install/Guidance Signs/Runway Incursion Caution Bars – Requested a grant of \$4,000.
 - \$4,000 grant.
- Helena Airport
 - There was discussion on the airport, its frequent use, and the concern of maintaining three runways. It was mentioned that the airport is willing to take a loan as well.
 - Rehabilitate Runway – Requested a grant of \$230,000.
 - First pass – \$0 granted.
 - Second pass - \$230,000 loan offered because the airport has three runways, and this is not a primary runway.
- Hot Springs Airport
 - There was discussion on whether or not the grant should be fully funded since the amount divided up was so close to the amount requested. It was decided to leave as is to spread the allocation out as much as possible to all the airports.
 - Conduct/Update Airport Master Plan Study – Requested a grant of \$18,010.
 - Portion of the remaining allocation granted, \$17,650 granted.
 - Improve/Modify/Rehabilitate Terminal Building – Requested a grant of \$60,000.
 - \$0 granted because terminal buildings were not awarded.
 - Rehabilitate Runway Lighting/Electrical Vault – Requested a grant of \$151,000.
 - Portion of the remaining allocation granted, \$147,980 granted.
- Kalispell Airport
 - Rehabilitate Taxiway – Requested a grant of \$522,250.
 - Portion of the remaining allocation granted, \$511,805 granted.
 - Install/Rehabilitate Runway lighting/Electrical vault – Requested a grant of \$45,500.
 - Portion of the remaining allocation granted, \$44,590.
- Laurel Airport
 - Construct/Expand/Improve/Modify/Rehabilitate Access Road – Requested a grant of \$58,125.

- \$0 granted, as it was determined this request was for the access road which does not affect air usage and they did not award for access roads.
- Lewistown Airport
 - Rehabilitate Taxiway – Requested a grant of \$200,000.
 - \$200,000 granted.
 - Construct/Expand/Improve/Modify/Rehabilitate Building – Requested a grant of \$37,500.
 - First pass - \$37,500 loan offered due to it being a revenue source for the airport.
 - Reduced to a \$20,000 loan due to the remaining loan balance available.
- Lincoln Airport
 - Rehabilitate Taxiway – Requested a grant of \$2,300.
 - \$2,300 granted.
 - Rehabilitate Apron – Requested a grant of \$2,200.
 - \$2,200 granted.
 - Rehabilitate Runway – Requested a grant of \$8,000.
 - \$8,000 granted.
- Malta Airport – there was some small adjustments to the amounts requested, but no change to the project, which was accepted by the board.
 - Rehabilitate Apron – Requested a grant of \$1,812.
 - \$1,812 granted.
 - Rehabilitate Taxiway – Requested a grant of \$1,482.
 - \$1,482 granted.
 - Rehabilitate Runway – Requested a grant of \$13,175.
 - \$13,175 granted.
- Miles City Airport
 - There was discussion on the segmented circle portion of the project and the replacement of the beacons, and FAA involvement. The segmented circle portion of the request was moved to low priority.
 - Construct/Expand/Improve/Modify/Rehabilitate Building – Requested a grant of \$130,000.
 - First pass – leave as is and review during loan portion.
 - \$100,000 loan offered.
 - Install/Rehabilitate Airport Beacons – Requested a grant of \$40,000.
 - \$39,200 granted.
 - Install miscellaneous NAVAIDS/Approach Aids – Requested a grant of \$20,000.
 - \$0 granted because low priority, all others awarded were for FAA flight checks, this is the only NAVAID project for restoring segmented circle and wind cone.
- Plains Airport
 - There was discussion on the importance of this project because of the forest service and their use of this airport.
 - Construct/Improve/Repair Fuel Farm – Requested a grant of \$55,000.

- \$55,000 granted.
- Plentywood Airport
 - There was discussion on the fact that this airport is smaller and remote, and it is used often. There was an agreement that due to those factors the airport project should be funded.
 - Extend/Widen/Strengthen Taxiway – Requested a grant of \$42,650.
 - Granted \$42,650.
 - Rehabilitate Runway Lighting/Electrical Vault – the airport withdrew this portion of the request.
 - Install Taxiway Lighting (MITL) – Requested a grant of \$3,525.
 - Granted \$3,525.
- Polson Airport
 - Rehabilitate Apron – Requested a grant of \$95,000.
 - Granted \$95,000.
 - Rehabilitate Runway Lighting/Electrical Vault – Requested a grant of \$22,500.
 - Granted \$22,500.
 - Rehabilitate Runway – Requested a grant of \$170,000.
 - Granted \$170,000.
 - Rehabilitate Taxiway – Requested a grant of \$62,500.
 - Granted \$62,500.
- Poplar Airport
 - Install/Rehabilitate Airport Beacons – Requested a grant of \$2,525.
 - Granted \$2,525.
 - Rehabilitate Runway – Requested a grant of \$6,990.
 - Granted \$6,990.
 - Rehabilitate Taxiway – Requested a grant of \$1,615.
 - Granted \$1,615.
 - Rehabilitate Apron – Requested a grant of \$2,150.
 - Granted \$2,150.
- Red Lodge Airport
 - Construct Taxiway – Requested a grant of \$160,000.
 - Portion of the remaining allocation granted, \$156,800 granted.
 - Rehabilitate Taxiway – Requested a grant of \$150,000.
 - Portion of the remaining allocation granted, \$147,000 granted.
 - Rehabilitate Apron – Requested a grant of \$15,000.
 - Portion of the remaining allocation granted, \$14,700 granted.
- Ronan Airport
 - Rehabilitate Runway – Requested a grant of \$9,250.
 - Granted \$9,250.
 - Rehabilitate Taxiway – Requested a grant of \$4,750.
 - Granted \$4,750.
 - Rehabilitate Apron – Requested a grant of \$4,750.
 - Granted \$4,750.

- Roundup Airport
 - There was discussion on the importance of wildlife fencing, the damage wildlife can cause to aircraft, and the concern for safety when landing at night at an airport without fencing. Therefore, the fencing portion of the project was moved to the high priority category.
 - Rehabilitate Runway – Requested a grant of \$8,789.
 - Granted \$8,789.
 - Rehabilitate Taxiway – Requested a grant of \$6,392.
 - Granted \$6,392.
 - Rehabilitate Taxiway – Requested a grant of \$799.
 - Granted \$799.
 - Acquire Security Equipment/Install Perimeter Fencing – Requested a grant of \$4,550.
 - Granted \$4,550.
- Scobey Airport
 - There was discussion on whether or not the second portion of the project should be funded fully or not based on how the board chose to fund similar projects, and also the priority level of the project. It was decided to fund the first portion and not the second.
 - Install Runway vertical/visual guidance systems – Requested a grant of \$9,000.
 - Granted \$9,000.
 - Install guidance/other signs – Requested a grant of \$1,750.
 - Granted \$0 because sign projects were not awarded.
- Shelby Airport – all portions of the project were moved to high priority.
 - Rehabilitate Apron – Requested a grant of \$1,500.
 - Granted \$1,500.
 - Rehabilitate Runway – Requested a grant of \$6,000.
 - Granted \$6,000.
 - Rehabilitate Taxiway – Requested a grant of \$1,500.
 - Granted \$1,500.
- Sidney Airport
 - Rehabilitate Taxiway – Requested a grant of \$14,000.
 - Granted \$14,000.
 - Rehabilitate Apron – Requested a grant of \$6,000.
 - Granted \$6,000.
- Stanford Airport
 - Rehabilitate Runway – Requested a grant of \$7,950.
 - Granted \$7,950.
 - Rehabilitate Apron – Requested a grant of \$2,500.
 - Granted \$2,500.
 - Rehabilitate Taxiway – Requested a grant of \$1,050.
 - Granted \$1,050.
 - Install Miscellaneous NAVAIDS/Approach aids – Requested a grant of \$22,500.

- Granted \$22,500 because it is for a FAA flight check.
- Stevensville Airport
 - There was discussion on the fuel farm and the low priority number.
 - Construct/Improve/Repair fuel farm/Utilities – Requested a grant of \$30,900.
 - First pass – leave as \$0 and review later.
 - Second pass – \$30,900 granted after fuel farms were determined to be under the high priority category.
 - Rehabilitate Runway – Requested a grant of \$10,206.
 - Granted \$10,206.
 - Rehabilitate Apron – Requested a grant of \$4,860.
 - Granted \$4,860.
 - Rehabilitate Taxiway – Requested a grant of \$9,234.
 - Granted \$9,234.
 - Rehabilitate Taxiway – Requested a grant of \$24,250.
 - Granted \$24,250.
 - Extend Taxiway – the airport withdrew this portion of the request.
- Superior Airport
 - Rehabilitate Apron – Requested a grant of \$1,260.
 - Granted \$1,260.
 - Rehabilitate Runway – Requested a grant of \$6,120.
 - Granted \$6,120.
 - Rehabilitate Taxiway – Requested a grant of \$1,620.
 - Granted \$1,620.
- Terry Airport
 - Rehabilitate Runway – Requested a grant of \$13,569.
 - Granted \$13,596.
 - Rehabilitate Taxiway – Requested a grant of \$1,374.
 - Granted \$1,374.
 - Rehabilitate Apron – Requested a grant of \$2,233.
 - Granted \$2,233.
- Three Forks Airport
 - There was discussion on the two taxiway requests to get clarification on the type of taxiway and the work being done. The board also changed the wildlife fencing to high priority so it could be fully funded.
 - Extend Taxiway – Requested a grant of \$48,567.
 - Granted \$48,567.
 - Extend Taxiway – Requested a grant of \$564,455.
 - Moved to the NPIAS/Non-Fed project category and a portion of the remaining allocation granted, granted \$138,400.
 - Acquire Equipment – Requested a grant of \$9,999.
 - Granted \$0 because they did not award for this type of project.
 - Acquire security equipment/Install perimeter fencing – Requested a grant of \$6,900.
 - Granted \$6,900.

- Construct/Expand/Improve/Modify/Rehabilitate Access Road – Requested a grant of \$115,000.
 - Granted \$0 because they did not award for access roads.
- Twin Bridges Airport
 - Extend/Widen/Strengthen Runway – Requested a grant of \$500,000.
 - Moved to the NPIAS/Non-Fed project category and a portion of the remaining allocation granted, granted \$122,596.
- Valier Airport
 - The board confirmed that MDT would be willing to supply the cones as part of their program as discussed on day one of the meeting, and the amount was left as is.
 - Install miscellaneous NAVAIDS/Approach aids – Requested a grant of \$6,000.
 - Granted \$0 because MDT will provide them with cones free of charge.
- West Yellowstone Airport - all three rehab projects were moved to the rehab category, changing funding allocation to 100%.
 - Acquire Aircraft Rescue & Fire Fighting Safety Equipment – Requested a grant of \$2,943.
 - Granted \$2,943.
 - Rehabilitate Runway – Requested a grant of \$34,079.
 - Granted \$34,079.
 - Rehabilitate Taxiway – Requested a grant of \$18,351.
 - Granted \$18,351.
 - Rehabilitate Apron – Requested a grant of \$13,108.
 - Granted \$13,107.
- White Sulphur Springs Airport – all three rehab projects were moved to the rehab category, changing funding allocation to 100%.
 - Rehabilitate Apron – Requested a grant of \$1,750.
 - Granted \$1,750.
 - Rehabilitate Runway – Requested a grant of \$10,100.
 - Granted \$10,100.
 - Rehabilitate Taxiway – Requested a grant of \$1,400.
 - Granted \$1,400.
 - Install miscellaneous NAVAIDS/Approach Aids – Requested a grant of \$22,350.
 - Granted \$22,350 because it is for a FAA flight check.
- Winnett Airport
 - Conduct/Update Airport Master Plan Study – Requested a grant of \$30,000.
 - Granted \$30,000.

Public Comment

Bill Lepper called for public comment at 1:28 p.m.

Craig Thomas from the Stevensville Airport Board commended the board's discussion, sharing that he thought they were very respectful of each other and fair and knowledgeable about the allocation process.

Grant and Loan Allocation Vote

Karen Hallenbeck stated the excel sheet was reviewed and properly reflected the board's discussion.

Tim Robertson made a motion to accept the spreadsheet as created and presented. Greg Smith seconded the motion, and all members voted aye.

There was discussion around when the next meeting should be scheduled, and June 3, 2025, was determined. There was also discussion on creating an index for fuel farms specific to the board.

The meeting adjourned at 1:39 pm.