

Missoula County Airport Authority Regular Board Meeting

DATE: Tuesday, December 17, 2024
TIME: 1:30 p.m.
PLACE: Johnson Bell Board Room – Airport Terminal

- Chair to call the meeting to order.
Advise the Public the meeting is being recorded.
Roll Call
Seating of Alternate Commissioner if needed.
Approval of the Agenda.
- Public Comment.
- Review and approve the minutes of the Regular Board meeting dated November 26, 2024. **Pg 3**
- Approval of Claims for Payment – Will Parnell **Pg 9**
- Director's Report – Brian Ellestad **Pg 13**
- Legal Report – Juniper Davis
- Committee Updates –

Business Development Committee: No Activity
Contract and Lease Committee: No Activity
Executive Committee: No Activity
Facility and Operations Committee: No Activity
Finance Committee: No Activity
General Aviation Committee: No Activity
Legislative Committee: No Activity
Marketing Committee: No Activity

Unfinished Business

- NONE

New Business/Action Items

- Fiscal Year 2024 Audit – Will Parnell **Pg 25**
- Award of the Airport Suite RFP to the Resort at Paws Up – Tim Damrow **Pg 124**
- Authorization to accept FAA Grant for Improvements – Brian Ellestad **Pg 136**

Information/Discussion Item(s)

PLEASE NOTE: This meeting will be in a hybrid format.

Members of the public can call in and connect digitally to the meeting using the information below and will have the opportunity to comment prior to any vote of the Board as well as on any item not before the Board at the beginning of the meeting.

Members of the public can submit comments by email to: jdavis@flymissoula.com.

Documents will be available on the airport's website, www.flymissoula.com, by 9 a.m. on the meeting date. Members of the public can view the meeting and documents by joining the meeting from their computer, tablet or smartphone at:

Microsoft Teams meeting

Join on your computer, mobile app or room device

[Click here to join the meeting](#)

Meeting ID: 266 456 298 882

Passcode: JtfCxe

Or call in (audio only)

[+1 332-249-0710,857565796#](#) United States, New York City

Phone Conference ID: 857 565 796#

MISSOULA COUNTY AIRPORT AUTHORITY
Regular Board Meeting
November 26, 2024
1:30 pm, Johnson Bell Conference Room

THOSE PRESENT

BOARD:

Chair Winton Kemmis
Vice Chair Deb Poteet
Secretary/Treasurer Pat Boyle
Commissioner Larry Anderson
Commissioner Adriane Beck
Commissioner Matthew Doucette via MS Teams
Alternate Commissioner Jack Meyer

STAFF:

Director Brian Ellestad
Deputy Director Tim Damrow
Director of Finance and Administration Will Parnell
Legal Counsel Lynn Fagan
Legal Counsel Juniper Davis
Business Development Manager Dan Neuman
Director of Maintenance Nate Cole
Human Resources Manager Nikki Munro
IT Specialist Dylan O'Leary

OTHERS:

Gary Matson, Runway 25 Hangars
Shaun Shea, Morrison-Maierle
Travis Frey, Martel Construction
Cole Jensen, Martel Construction

Chair Winton Kemmis called the meeting to order and advised everyone that the meeting was being recorded.

Legal Counsel Juniper Davis performed a roll call of Board members, staff members, and members of the public.

Chair Winton Kemmis noted that an Alternate Commissioner needed to be seated.

Motion: Commissioner Pat Boyle moved to seat Alternate Commissioner Jack Meyer as a regular Commissioner for the duration of the meeting.

Second: Vice Chair Deb Poteet

Vote: Motion passed unanimously

AGENDA

Chair Winton Kemmis asked if there were any changes to the agenda. There were none.

Motion: Alternate Commissioner Jack Meyer moved to approve the agenda.

Second: Vice Chair Deb Poteet

Vote: Motion Passed Unanimously

PUBLIC COMMENT PERIOD

Chair Winton Kemmis asked if there was any public comment on items not on the Board's agenda. There was no public comment.

MINUTES

Chair Winton Kemmis asked if anyone had questions, edits, or public comments regarding the minutes for the Regular Board Meeting dated September 24, 2024. There were none.

Motion: Commissioner Adriane Beck moved to approve the minutes of the Regular Board Meeting dated October 29, 2024.

Second: Commissioner Larry Anderson

Vote: Motion Passed Unanimously

CLAIMS FOR PAYMENT

Director of Finance and Administration Will Parnell presented the Claims for Payment. Starting with project expenses, during the month of October 2024, the airport incurred approximately \$3 million in project expenses; of the \$3 million in project expenses approximately \$2 million was submitted to the FAA for reimbursement. The remaining project expenses of approximately \$1 million will be paid with reserves and debt.

Motion: Vice Chair Deb Poteet moved to approve the Claims for Payment

Second: Alternate Commissioner Jack Meyer

Vote: Motion passed unanimously

FINANCIAL REPORT

Director of Finance and Administration Will Parnell presented the Financial Report. Parking revenue has increased by approximately \$495,000 or 49% compared to the same period last year. The increase is partially related to a change in billing terms as MSO selected a new parking vendor effective July 1, 2024.

Revenues and expenses are currently 47% and 30% of the annual operating budget, respectively.

Motion: Secretary/Treasurer Pat Boyle moved to approve the Financial Report

Second: Commissioner Larry Anderson

Vote: Motion passed unanimously

DIRECTOR'S REPORT

Airport Director Brian Ellestad presented his report to the Board. Brian reported that October ended with an increase of 13.8% more passengers as compared to October of 2023. This is the 9th month in a row with increases and the 6th month in a row exceeding the Airport's 2019 monthly record

Sun Country is bringing back service to Minneapolis twice a week starting June 25th and will run until August 23rd. Allegiant extended next summer's flight schedule and will return flights to Oakland and Orange County. Allegiant also increased Phoenix Mesa service to four times weekly service for most of the summer.

The runway project continues to move through the design process. Airline partners are shutting off ticket sales from Tuesday, September 2nd at 8 am and reopening at 3 pm on Sunday, September 7th, for a total of 127 continuous hours or airport closure.

Brian complimented Dylan O'Leary and the Public Safety Officers for their quick response to a recent network disruption where MCAA lost internet connection which affected cameras and alarms for about a three-hour time frame. Public Safety was able to keep everything secure and no airline operations were affected.

Brian noted that TSA completed the annual inspection of the Airport and he thanked Jesse Johnson, Justin Shaffer and all of the PSO officers for their hard work that led to a perfect inspection.

Tim Damrow provided an update on the ongoing construction, reporting that things are progressing well. Phase Two construction is largely focused on interior while Phase Three continues to advance with siding and glazing installations. The estimated completion schedule has not changed and MCAA continues to expect Phase Two opening in May with Phase Three completed in the fall of 2025.

Tim Damrow reported that the new Pass Program has seen over 350 participants. In December the airport expects to surpass one million passengers (includes both inbound and outbound).

LEGAL REPORT

Legal Counsel Juniper Davis presented her report to the Board. Juniper provided a brief overview of current procurements which include: VoIP service, management of the Airport Suite, commercial lease at 3959 Whippoorwill Drive, and water rights consulting. Upcoming procurements will include: air service, janitorial, and rental cars.

Work continues on existing agreements and projects including: changes related to the lease agreement for 4955 Aviation Way, changes to the concession agreement for snack vending machines, and updating the lease with the U.S. Forest Service.

Agreements related to Grant Creek restoration and conveyance of property to the City of Missoula for the Milwaukee trail will come forward at a future meeting.

COMMITTEE REPORTS

There were no committee reports.

NEW BUSINESS

Airport Concession Disadvantaged Business Enterprise (ACDBE) Plan Revisions

Lynn Fagan explained that MCAA has established an Airport Concession Disadvantaged Business Enterprise ("ACDBE") program in accordance with federal regulations. The purpose of the program is to ensure non-discrimination in the award of concessions at airports and to ensure that DBE's have an equal opportunity to receive and participate in concessions at the airport.

The U.S. Department of Transportation updated the ACDBE and DBE regulations in the spring of 2024 which require MCAA to make revisions to the Airport's existing policy. The changes that are reflected in the program update address the rules for counting participation by DBE material suppliers, adding a small business element to the program, and enhancing the goal setting and reporting requirements.

Motion: Commissioner Jack Meyer moved to approve the revised ACDBE Plan contingent on FAA approval.

Second: Commissioner Adriane Beck

Vote: Motion passed unanimously

Small Community Air Service Grant

Brian Ellestad informed the Board that MCAA received notice that the airport is the successful recipient of a \$875,000 grant from the Department of Transportation from their Small Community Air Service Grant Program. This grant will expand the current summer seasonal service from Missoula to Chicago to year-round service, beginning in the fall of 2025.

The Missoula Economic Partnership, Destination Missoula/TBID, Glacier Country, Montana Department of Commerce and numerous local Missoula businesses helped MCAA provide the \$437,000 that secured the \$875,000 Department of Transportation grant.

Motion: Commissioner Adriane Beck moved to pre-authorize the Airport Director to accept the upcoming Small Community Air Service Grant in the amount of \$875,000

Second: Vice-Chair Deb Poteet

Vote: Motion passed unanimously

Morrison-Maierle Task Order-66 – Rental Car Fuel Island Rebid

MCAA aims to construct a fueling area for rental cars with the completion of the Phase Two and Phase Three construction. The project will increase the capacity to a 12,000-gallon tank with two pumps and four dispensers. This will allow more flexibility with the rental agents to operate from any pump as well as new software to better manage and track the fuel system. The construction project will be bid early in 2025 with construction assumed to be completed in the fall of 2025.

This action item will fund the design, bidding and construction management services for the project which will consist of survey layout and part-time oversight by the Engineer.

Motion: Commissioner Pat Boyle moved to approve Task Order No. 66 with Morrison-Maierle in the amount of \$98,750.

Second: Vice-Chair Deb Poteet

Vote: Motion passed unanimously

Morrison-Maierle Task Order-67 – Economy Parking Lot Expansion

The Economy Parking Lot Expansion project will expand upon the economy parking lot east of the terminal. The project will create approximately 335 additional parking spaces, and will incorporate parking lot lighting, security cameras, drainage and fencing. This added space will help supplement an already constrained parking lot, limit encroachment on existing tenant leaseholds and will provide a means to add additional parking in future phases.

This action item will fund the final design and engineering for the Economy Parking Lot Expansion project.

Motion: Vice-Chair Deb Poteet moved to approve Task Order No. 67 with Morrison-Maierle in the amount of \$98,000.

Second: Commissioner Jack Meyer

Vote: Motion passed unanimously

Elections of 2025 Board Officers

Chair Winton Kemmis proposed following the Succession Order for 2025 Board Offices. That succession order indicates that Vice Chair Deb Poteet would be considered for Chair, and that Secretary/Treasurer Pat Boyle would be considered for Vice-Chair. Winton also nominated Adriane Beck to serve as the new Secretary/Treasurer. Winton Kemmis called for nominations from the floor. There were no nominations from the floor.

Chair Winton Kemmis called for a vote to install Deb Poteet as Chair, Pat Boyle as Vice Chair, and Adriane Beck as Secretary/Treasurer.

Vote: Motion passed unanimously.

Meeting Adjourned.

Missoula County Airport Authority
Check Register by Account Name

Account Name	Total
Accounting Expense	\$ 42,100.00
Airfield Maintenance	\$ 2,142.00
ATCT R&M	\$ 134.10
Building General R&M	\$ 337.12
Communication R&M	\$ 15,372.30
Computer Equipment Expense	\$ 21,981.44
Consultants Expense	\$ 125.00
Contracted Maintenance	\$ 5,012.08
Custodial Services	\$ 38,775.00
Custodial Supplies	\$ 7,882.19
Disposal Expense	\$ 2,941.12
East Concourse FFE	\$ 99,518.48
Electric Maintenance	\$ 24.24
Electricity/Gas Expense	\$ 29,113.99
Employee Training Expense	\$ 2,780.00
GASB 96 Long-term Subscription	\$ 2,223.67
Landside Maintenance	\$ 142.00
Marketing	\$ 3,250.00
Mechanical/Supplies	\$ 561.76
Memberships	\$ 12,332.00
Office Supplies	\$ 373.73
On-demand IT Support	\$ 4,956.00
Parking Equipment	\$ 222,252.40
Petroleum Products Expense	\$ 2,930.70
Phone Charges	\$ 5,975.11
Plumbing Expense	\$ 790.91
Prepaid Insurance	\$ 4,977.00
Reconciliation Discrepancies	\$ 205.00
Recurring IT Support Subscripti	\$ 125.00
Rent Car R&M	\$ 753.42
Rental Car Fuel	\$ 30,304.97
Sewer Expense	\$ 3,315.71
Snow & Ice Removal	\$ 15,875.62
Tools/Equipment	\$ 905.78
TPA – EE benefits and Payroll	\$ 1,017.50
Travel Expense	\$ 554.91
Uniform Expense	\$ 1,148.32
USFS Hangar R&M	\$ 63.00
Vehicle R&M	\$ 3,547.44
Water Expense	\$ 4,961.82
Grand Total	\$ 591,782.83

Missoula County Airport Authority
Check Register by Vendor Name

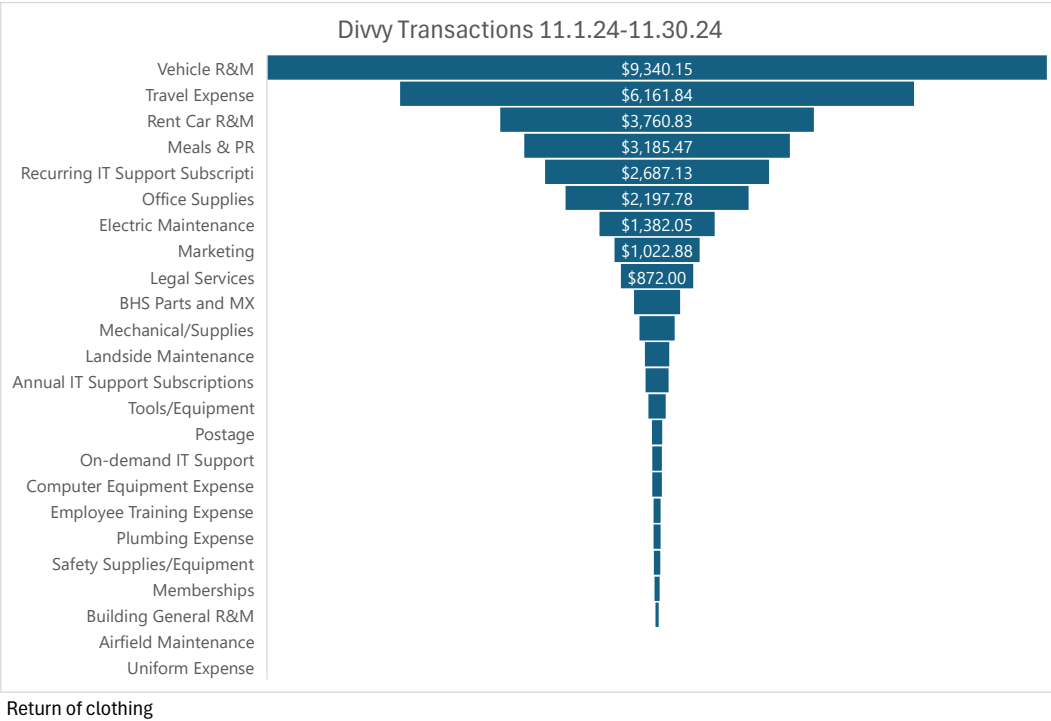
Vendor Name	Total
AAAE	\$ 3,330.00
AILEVON PACIFIC AVIATION CONSULTING, LLC	\$ 3,250.00
AIRPORT COUNCIL INTERNATIONAL	\$ 11,282.00
ALKO SUPPLY	\$ 35.00
Amadeus	\$ 2,223.67
Arconas Corporation	\$ 64,783.27
ASCENT AVIATION	\$ 13,244.32
ASSOCIATED EMPLOYER	\$ 125.00
BATTERIES PLUS	\$ 320.00
BFS Group LLC	\$ 63.00
BLACKFOOT COMMUNICATIONS	\$ 3,292.40
CENTURYLINK	\$ 1,473.55
CHS MOUNTAIN WEST CO-OP	\$ 33,177.37
CINCINNATI INSURANCE COMPANIES c	\$ 4,977.00
City of Missoula	\$ 8,277.53
Connection	\$ 20,966.08
COOK, KAEDON	\$ 633.21
COPPER STATE BOLT	\$ 17.12
CULLIGAN	\$ 124.50
CURTIS	\$ 200.95
DOLENCE, JOHN	\$ 179.95
DSG (DAKOTA SUPPLY GROUP)	\$ 544.31
ELLESTAD, BRIAN v	\$ 156.00
ENERGY WEST	\$ 2,413.46
FIRST CALL	\$ 5,926.14
FOGARTY, ERIN	\$ 205.00
GRAINGER	\$ 225.01
GreatAmerica Financial Services	\$ 209.00
GRIZZLY DISPOSAL	\$ 280.00
HILLYARD INC	\$ 7,882.19
INLAND TRUCK PARTS	\$ 91.54
MACON SUPPLY, INC.	\$ 107.00
MARTINSEN, TYLER	\$ 14.43
MIDLAND IMPLEMENT	\$ 2,631.30
MISSOULA COUNTY OEM	\$ 500.00
MISSOULA ELECTRIC CO-OP	\$ 962.52
MISSOULA FIRE EQUIP, INC	\$ 375.90
MISSOULA OFFICE CITY	\$ 45.29
MISSOULA TEXTILE, INC	\$ 790.77
MISSOULIAN	\$ 47.61
MONTANA ACE HARDWARE	\$ 67.55
Montana Pest Solutions	\$ 365.00

Missoula County Airport Authority
 Check Register by Vendor Name

MORRISON-MAIERLE SYSTEMS	\$	125.00	
MOSSADAMS	\$	42,100.00	
MOTOROLA SOLUTIONS INC	\$	15,372.30	
MOUNTAIN SUPPLY	\$	385.00	
Munro, Nikki	\$	18.91	
MURDOCHS	\$	868.61	
NAPA	\$	1,414.55	
NORCO INDUSTRIAL	\$	232.41	
NORTHWEST PART	\$	337.98	
NORTHWESTERN ENERGY	\$	25,738.01	
OFFICE SOLUTIONS & SERVICES	\$	156.33	
PLATT ELECTRIC	\$	24.24	
POMP'S TIRE-MISSOULA	\$	823.58	
RDO EQUIPMENT CO.	\$	702.71	
REPUBLIC SERVICES	\$	2,661.12	
RISING FAST v	\$	37,750.00	
RODDA PAINT	\$	2,142.00	
S. CONLEY SUPPORT, LLC	\$	790.91	
SPECTRUM WINDOW CLEANING	\$	1,025.00	
Technibilt LTD	\$	34,735.21	*New Vendor - purchase of new baggage carts
TETRA TECH, INC.	\$	3,298.91	
TIBA Parking, LLC	\$	222,252.40	
UKG	\$	1,062.72	
VERIZON	\$	1,209.16	
WAYNE DALTON	\$	162.00	
WESTERN STATES EQUIP	\$	197.83	
WILLIAM PARNELL	\$	380.00	
Grand Total	\$	591,782.83	

*NEW Vendors
 Technibilt LTD

Category name	Total	Percent of spend
Vehicle R&M	\$9,340.15	28.57%
Travel Expense	\$6,161.84	18.85%
Rent Car R&M	\$3,760.83	11.50%
Meals & PR	\$3,185.47	9.74%
Recurring IT Support Subscripti	\$2,687.13	8.22%
Office Supplies	\$2,197.78	6.72%
Electric Maintenance	\$1,382.05	4.23%
Marketing	\$1,022.88	3.13%
Legal Services	\$872.00	2.67%
BHS Parts and MX	\$555.82	1.70%
Mechanical/Supplies	\$423.96	1.30%
Landside Maintenance	\$296.99	0.91%
Annual IT Support Subscriptions	\$277.83	0.85%
Tools/Equipment	\$213.26	0.65%
Postage	\$126.81	0.39%
On-demand IT Support	\$120.00	0.37%
Computer Equipment Expense	\$117.98	0.36%
Employee Training Expense	\$90.00	0.28%
Plumbing Expense	\$89.98	0.28%
Safety Supplies/Equipment	\$81.85	0.25%
Memberships	\$62.50	0.19%
Building General R&M	\$39.97	0.12%
Airfield Maintenance	\$0.00	0.00%
Uniform Expense	(\$412.57)	-1.26%



*Employee Training Expense Breakdown

[DOT Physical for CDL certification](#)



**Director's Report
December 13, 2024**

Director's Statement: I am very proud of what our staff accomplished this calendar year. From construction, multiple FAA grants, air service growth and clean inspections and audits. As you are aware we have a great staff here at MSO – we really appreciate all they do!

November ended with an increase of 11.8% more passengers as compared November of 2023. This is our 10th month in a row with increases and the 7th month in a row exceeding our 2019 monthly records. Across the United States November ended at 100.8% of 2023 which makes our 111.8% increase that much more impressive. We are currently tracking our one-millionth customer which should happen here shortly. Looking forward we should also have a strong January and February, with numbers flattening out a bit after that. Thanksgiving was a record travel holiday across the country with over 3.09 million travelers on Monday December 1st. For MSO, Christmas historically is busier for us as we usually reach our peak parking needs during that week.

Legislative: Federal funding is currently authorized until December 20th, 2024. While we would prefer to get funding through the rest of this fiscal year, it is probably more realistic to hopefully get a clean extension until the middle of March.

Board Agenda: While we moved the Board meeting two weeks early to meet audit approval deadlines, we have a few additional items to bring forth.

- 2024 Audit review and approval.
- Award of an RFP for a post security airport suite.
- Acceptance authority for our upcoming Tower Grant.

Misc: Some follow up regarding our elevator motor that we had to replace – we were able to get that repair covered under warranty so that no out-of-pocket expenses were incurred except for the extra labor that we used to help passengers with limited mobility navigate to alternative routes in the airport.

We continue to work with the city on the sale of the Milwaukee trail that we currently own over by the Ranch Club Subdivision. We should have a buy/sell agreement on our January Board agenda.

Once again, this year we will have Holiday music in the terminal leading up to Christmas.

- Tuesday 12/17 Hellgate Middle School Choir
- Wednesday 12/18 Garden City Strings
- Thursday 12/19 DeSmet Choir
- Saturday 12/21 Flute Choir and a Youth Group Choir
- Sunday 12/22 Tom Catmull
- Monday 12/23 John Floridis
- Tuesday 12/24 Andrea Harsell

Attached is a letter we sent to the City of Missoula regarding their current Land Use Plan that is currently up for consideration and adoption by City Council. We have a few concerns that we needed to express and had a very good follow-up phone call with Eran Pehan from the City. We will be setting up some follow-up meetings to work on next steps, which includes establishing zoning districts in areas adjacent to the airport. Also attached is a news article regarding West End Farms that recently donated a park to the City. This was a good example of the outcome when we can have early discussions between the developer and the Airport. Those discussions led the developer to carve out a future park in the area of greatest concern to the Airport and containing residences to other areas.

Lynn Fagan will be retiring following this upcoming Board meeting, she has been a pleasure to work with over the years and will be greatly missed. Lynn—we have been through a lot over the years and really appreciate all the help and guidance!

Larry Anderson will be leaving our Airport Board after this final meeting. Larry has been on the Board since January of 2009 and will be sincerely missed. I really enjoyed his time on the Board, and I am sure you all share the same thoughts. Larry brought us lots of knowledge and asked great questions. He has always made himself available to staff for all our questions. Larry, you will be missed!

Lastly, while we will keep Winton on the Board, it also has been a pleasure getting to know Winton better over the past year. He has been a great Board Chair, always available for questions and a great supporter of our staff. It has been a pleasure working with you Winton!



5225 West Broadway | Missoula, MT 59808
www.flymissoula.com | 406-728-4381

December 4, 2024

City of Missoula
435 Ryman St.
Missoula, MT 59802

RE: City of Missoula 2045 Land Use Plan

Dear Mayor Davis and Council Chair Sherrill:

Please accept this letter as official agency comment for the City of Missoula's 2045 Land Use Plan (City's Land Use Plan) on behalf of the Missoula County Airport Authority ("Airport"). The Airport is obligated under the Federal Aviation Administration ("FAA") Grant and Sponsor Assurances to take appropriate action, to the extent reasonable, to restrict the use of land adjacent to or in the vicinity of the Airport to activities and purposes compatible with normal airport operations. Montana has also addressed this issue by enacting the Airport Affected Areas regulations, formerly referred to as the Airport Influence Area ("AIA"). Title 67, Chapter 7 Mont. Code Annotated. Missoula County enacted the AIA regulations in 1977, Missoula County Resolution 78-96. The Airport's obligations include reserving the right to object to land use actions as it relates to the public safety of the users of the Airport and within the AIA.

The City's Land Use Plan identifies the land use categories of "Urban Residential High" and "Urban Mixed-Use Low" directly east of Airport property, which is within the AIA, is located along the flight path of the primary commercial runway at the Airport and is within the 65 DNL sound contour established through the Federal Aviation Administration (FAA). Pursuant to guidance from the FAA, uses such as residences (especially residential uses with higher than 1-2 houses per acre), schools, hospitals, nursing homes and churches are incompatible in this proximity to the Airport.

The issues that make the land use categories in the City's Land Use Plan incompatible with the property in the vicinity of the Airport are as follows:

- The impact of aircraft noise on individuals residing directly under a runway flight path and within the 65 DNL noise contour;
- Safety issues involved with aircraft accidents along the Airport's flight path and in the runway protection zone;
- Electronic interference with aviation navigation aids within the AIA; and
- Physical and visual obstructions to safe aviation navigation within the AIA.

YOUR PASSPORT TO ANYWHERE

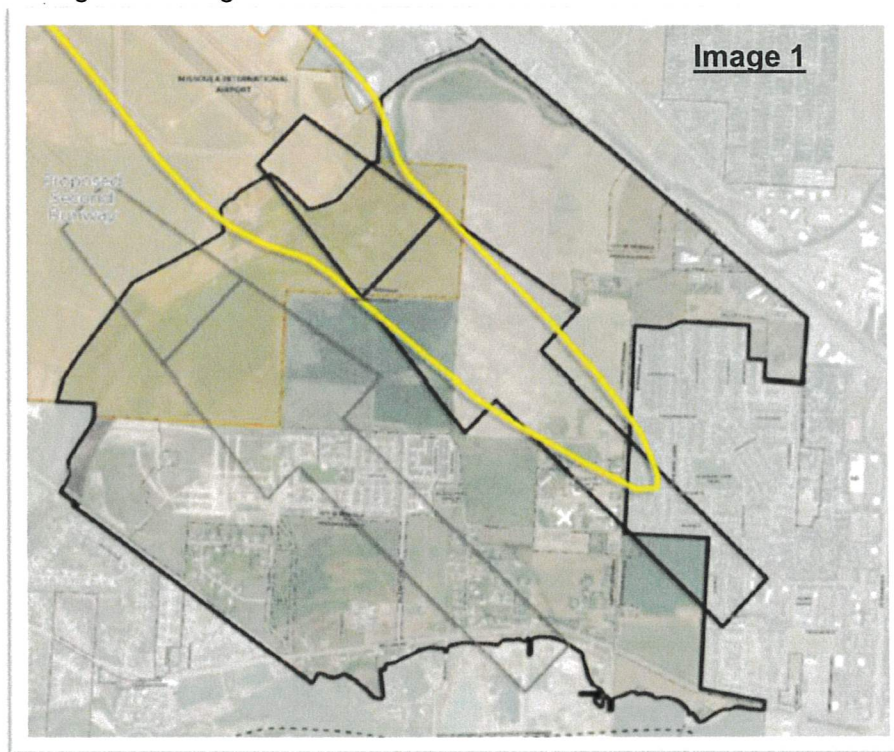
Offering nonstop flights to major U.S. markets and connecting you to the world.

Aircraft Noise

The FAA has adopted 65 DNL¹ as the threshold of significant noise exposure, below which residential land uses are compatible. The yellow boundary depicted on the map included below as Image 1 shows this 65 DNL contour line; this contour line extends into land use categories identified in the City's Land Use Plan as "Urban Residential High" and "Urban Mixed-Use Low", both of which envision dense residential development.

Aircraft noise significantly impacts individuals residing near airports, exposing them to higher levels of noise pollution which can lead to health issues like sleep disruption, stress, cardiovascular problems, and reduced cognitive function. Those impacts usually fall disproportionately on low-income communities and communities of color. See [Aviation Noise Impacts: State of the Science - PMC](#) for citations to studies that show these health and socio-economic impacts.

FAA funding for noise mitigation near airports is extremely limited and no funds are available for mitigation efforts to residences built within an existing 65 DNL noise contour. Permitting residences in the areas of the greatest noise impacts, particularly without zoning and building restrictions that require noise mitigation in the design/construction process, opens local governments and the development community up to public criticism and potential legal challenges.

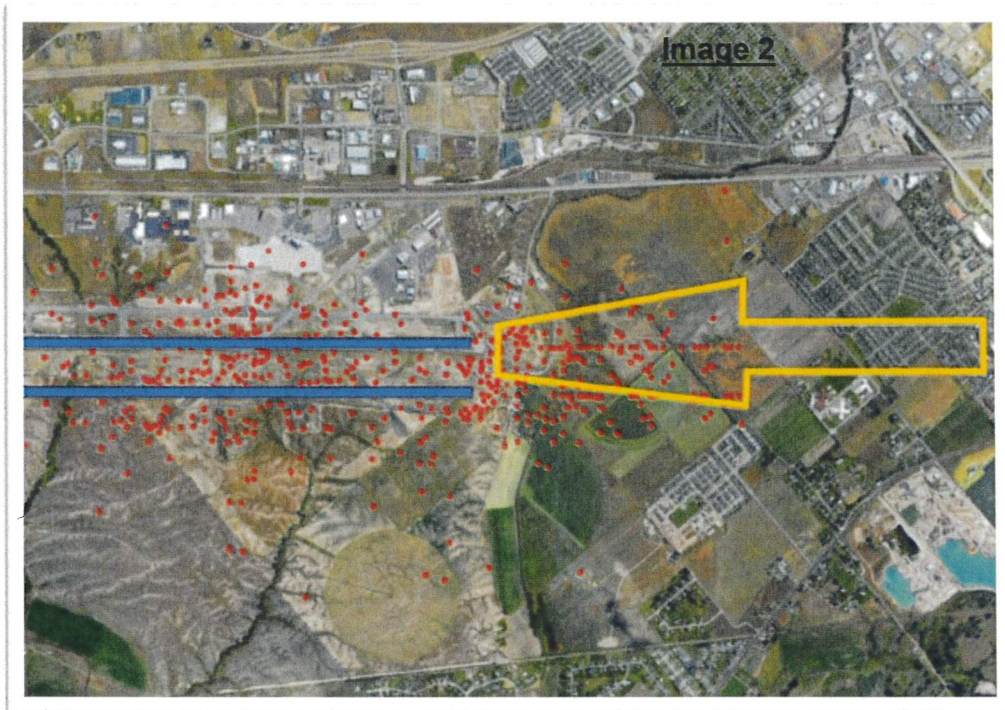


¹ The DNL65 does not refer to decibels. It is a formula that attempts to combine all the flights someone might experience over their head every day and night into one number.

Safety

The number of people concentrated in an area near an airport is the land use characteristic tied most closely to the consequences of aircraft accidents. The most direct method of reducing the potential severity of an aircraft accident to the people and property in proximity to an airport is to limit the maximum number of structures and/or people in areas close to an airport. Limiting the number of structures around the airport may also reduce the severity of an aircraft accident to passengers on board the aircraft.

Concentrated populations increase the risk of severe consequences in the event of an uncontrolled accident. The risk is even greater when the land use includes occupants with limited mobility or who need supervision or assistance in evacuating, such as hospital patients or schoolchildren. The red dots on the map included below as Image 2 depict the modeling data that was derived from 15 years of worldwide airport accident data.



Interference and Obstructions

Another important airport land use compatibility concern is the need to maintain unobstructed space for aircraft to maneuver above ground, protect navigational facilities, and protect existing and future airport capacity. Airspace can be physically obstructed by



tall structures and vegetation and visually obstructed by glare, light emissions, dust, and smoke. Additionally, land uses that can produce electronic interference should be

carefully considered. Electronic interference can affect navigational aids used by pilots during takeoff and landing.

The FAA has a system of standards and notification procedures to protect national airspace from physical obstructions. See 14 CFR Part 77. These standards are encompassed in the Airport Affected Area regulations set out in Montana Code Annotated Title 67, Chapter 7. The City of Missoula has a statutory responsibility to adopt an Airport Affected Area, and doing so would ensure the City's compliance with 14 CFR Part 77.

Summary

The current version of the City's Land Use Plan identifies the land use categories directly east of Airport property which are not compatible with the Airport. Uses such as high density residential, schools, hospitals, nursing homes and churches are incompatible in this proximity to the Airport. The Missoula County Airport Authority respectfully requests that the land use categories within the Airport Influence Area be amended to exclude such uses.

There are a variety of tools that are available to local governmental entities to influence the outcome of development on areas adjacent to airports, including but not limited to:

- Adopting zoning and land use policies that prevent incompatible uses within the AIA, in the flight path, and within the 65 DNL noise contour;
- Adopting building codes and zoning ordinances that require noise abatement measures in the building process, height restrictions, and other related restrictions; and
- Executing aviation easements for all property within the Airport Affected Area ("AAA") under local regulations implementing Title 67 Chapter 7, MCA.

We believe that the strong and consistent use of these tools must be used to ensure land use compatibility in the Airport's vicinity. The City's Land Use Plan is an important part of our community's land use policies and should reflect the very real realities of the existence of the Airport in an ever-growing valley. We remain a committed partner in planning for our community's growth and we welcome the opportunity to work collaboratively with the City to implement solutions to the concerns addressed in this letter.

We would like to continue this conversation in-person by way of additional stakeholder meetings or by providing comments during a public session. Please let us know the best

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way to ensure our concerns are addressed within the City's Land Use Plan. Thank you for the opportunity to comment on this and any future land use actions occurring adjacent to or in the vicinity of the Airport.

Respectfully,

A handwritten signature in blue ink that reads "Brian E. Ellestad".

Brian Ellestad, Airport Director

YOUR PASSPORT TO ANYWHERE

Offering nonstop flights to major U.S. markets and connecting you to the world.

Missoula may soon get its largest new park in decades after a subdivision developer donated 16 acres toward a 28-acre plot of land that would be open to the public.

The council gave preliminary **approval for the donation from the developer of West End Farms subdivision Wednesday afternoon.** The subdivision plans include 240 housing units in the Sxwtpqyen neighborhood west of Reserve Street.

Director of Parks and Recreation Donna Gaukler said at the meeting that the new park will close a huge gap for open space on that side of the city, where several new housing projects are underway.



An overhead view of a proposed new park in the Sxwtpqyen neighborhood shows what the land might look like once developed. The city is planning to create several features on the 28 acres.

City of Missoula

"This is a critical parkland opportunity for the city," Gaukler said at the meeting. "In the Sxwtpqyen and Mullan area we are massively under-parked, we did not have a community park."

People are also reading...

- 1 **Families prepare for mass deportations: 'A sad and painful time'**
 - 2 **Kaschmitter cashes in: Montana's Noah Kaschmitter collects degree, career year after almost quitting**
 - 3 **Business Buzz: Marchie's Nursery closes after 69 years; new hotel in Missoula**
 - 4 **City gets land donation for massive new Missoula park**
 - 5 **10 Best Mattresses Deals for Black Friday and Cyber Monday 2024**
-

The donation of the 16 acres adds to the nearly 12 acres that the developer already transferred to the city as part of its subdivision development agreement in January. The land would be combined to create one park.

Gaukler said the new land would be the largest community park addition she has seen since she started with the city of Missoula in 1991. The last new park of its size would be McCormick Park near the Old Sawmill District.

The park would include an observation hill, flexible open space, a pavilion and restroom, a farm event alley, 1.5 acres for agriculture, a 1.5-acre dog park, sport courts and nature trails.

The site also has potential for future trail connections to nearby Hellgate Elementary and other sections of the new neighborhood.

No cost estimate has been identified yet, Gaukler said. The park would likely take several years to develop, she added, and the property taxes from the new subdivision would help cover the costs.

Councilor Bob Campbell said he was concerned about the ongoing maintenance of the property, but said he voted yes because the benefits outweigh the drawbacks.

The council is set to give final approval for the new park on its consent agenda on Monday, Dec. 9.

Griffen Smith is the local government reporter for the Missoulian.



City gets land donation for massive new Missoula park

Griffen Smith

Dec 4, 2024

Missoula may soon get its largest new park in decades after a subdivision developer donated 16 acres toward a 28-acre plot of land that would be open to the public.

The council gave preliminary **approval for the donation from the developer of West End Farms subdivision Wednesday afternoon.** The subdivision plans include 240 housing units in the Sxwtpqyen neighborhood west of Reserve Street.

Director of Parks and Recreation Donna Gaukler said at the meeting that the new park will close a huge gap for open space on that side of the city, where several new housing projects are underway.



An overhead view of a proposed new park in the Swxtpqyen neighborhood shows what the land might look like once developed. The city is planning to create several features on the 28 acres.

City of Missoula

"This is a critical parkland opportunity for the city," Gaukler said at the meeting. "In the Swxtpqyen and Mullan area we are massively under-parked, we did not have a community park."

People are also reading...

- 1 **Former Montana Grizzly running back Joey Counts dies at age 31**
- 2 **11 indicted on federal drug trafficking charges on Blackfoot Reservation**
- 3 **Missoula police investigating fatal pedestrian crash on Brooks Street**
- 4 **Missoula to consider time restriction on residential trash collection**
- 5 **Zmyra vs Mitolyn Review — Which is Best Weight Loss Pill to Burn Fat Fast in 2025?**

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Griffen Smith is the local government reporter for the Missoulian.

**Missoula County Airport Authority
Agenda Action Sheet**

Meeting Date: December 17, 2024

TITLE: Approval of Fiscal year 2024 Financial Statements

AGENDA CATEGORY: (Please highlight)

UNFINISHED BUSINESS **NEW BUSINESS** COMMITTEE REPORTS
INFORMATION/DISCUSSION ITEM

TIME REQUIRED: 5 minutes

BACKGROUND INFORMATION: The annual audit report is required by the state, by the Authority's federal programs and Authority lenders. The auditors express an opinion as to whether the Authority financial statements for the periods ending June 30, 2024, and 2023 fairly present the financial position of the Authority. The auditors also provide opinions as to whether the Authority complied with requirements of the Airport Improvement Program and the Passenger Facility Charge program for the period ended June 30, 2024.

BUDGET INFORMATION: Contracted fees for 2024 audit services are as follows:

Financial statement audit	\$52,500
Single audit (includes one major program)	\$8,400
Passenger facility charge audit	\$5,250
Assistance in drafting the financial statements	\$5,250

The Authority will also be billed for travel expenses, not to exceed \$7,500.

SUPPLEMENTAL AGENDA INFORMATION: The draft audit report is attached. Ashley Osten, Audit Partner at Moss Adams, will be presenting the audit report.

COMMITTEE REVIEW: None

RECOMMENDED MOTION: Move to approve the annual audit report for fiscal year 2024.

PREPARED BY: William Parnell, Director of Finance and Administration.

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Reports of Independent Auditors
and Financial Statements
with Supplementary Information

Missoula County Airport Authority

June 30, 2024 and 2023

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Missoula County Airport Authority
Missoula, Montana
Organization – Board of Commissioners and Administration

Board of Commissioners

Winton Kemmis Chair
 Deb Poteet Vice Chair
Patrick Boyle Secretary/Treasurer
Larry Anderson Commissioner
Matt Doucette Commissioner
Shane Stack Commissioner
 Adriane Beck Commissioner
 David BellAlternate
Jack MeyerAlternate

Administration

Brian Ellestad Airport Director
Tim Damrow Deputy Director
William Parnell Director, Administration and Finance
 Lynn Fagan..... Legal Counsel
 Justin Shaffer.....Chief of Public Safety
 Nate Cole.....Airfield Operations Manager
 Nikki Munro.....HR Manager
Dan Neuman Business Development Manager
Andrew Bailey..... Ground Handling Manager
 Dylan O’Leary IT Administrator

Report of Independent Auditors

The Board of Commissioners
Missoula County Airport Authority

Report on the Audit of the Financial Statements

Opinion

We have audited the financial statements of Missoula County Airport Authority (the Authority), which comprises the statements of net position as of June 30, 2024 and 2023, and the related statements of revenues, expenses, and changes in net position and cash flows for the years then ended, and the related notes to the financial statements, as listed in the table of contents.

In our opinion, the accompanying financial statements referred to above present fairly, in all material respects, the financial position of the Authority as of June 30, 2024 and 2023, and the respective changes in net position and cash flows for the years then ended in accordance with accounting principles generally accepted in the United States of America.

Basis for Opinion

We conducted our audits in accordance with auditing standards generally accepted in the United States of America (GAAS) and the standards applicable to financial audits contained in *Government Auditing Standards (Government Auditing Standards)*, issued by the Comptroller General of the United States. Our responsibilities under those standards are further described in the Auditor's Responsibilities for the Audit of the Financial Statements section of our report. We are required to be independent of the Authority and to meet our other ethical responsibilities, in accordance with the relevant ethical requirements relating to our audits. We believe that the audit evidence we have obtained is sufficient and appropriate to provide a basis for our audit opinion.

Emphasis of Matter

As discussed in Note 1 of the financial statements, Missoula County Airport Authority adopted the provisions of GASB Statement No. 101, *Compensated Absences*. The financial statements have been retroactively restated for these changes. Our opinion is not modified with respect to this matter.

Responsibilities of Management for the Financial Statements

Management is responsible for the preparation and fair presentation of the financial statements in accordance with accounting principles generally accepted in the United States of America, and for the design, implementation, and maintenance of internal control relevant to the preparation and fair presentation of financial statements that are free from material misstatement, whether due to fraud or error.

In preparing the financial statements, management is required to evaluate whether there are conditions or events, considered in the aggregate, that raise substantial doubt about the Authority's ability to continue as a going concern for twelve months beyond the financial statement date, including any currently known information that may raise substantial doubt shortly thereafter.

Auditor's Responsibilities for the Audit of the Financial Statements

Our objectives are to obtain reasonable assurance about whether the financial statements as a whole are free from material misstatement, whether due to fraud or error, and to issue an auditor's report that includes our opinion. Reasonable assurance is a high level of assurance but is not absolute assurance and therefore is not a guarantee that an audit conducted in accordance with GAAS and *Government Auditing Standards* will always detect a material misstatement when it exists. The risk of not detecting a material misstatement resulting from fraud is higher than for one resulting from error, as fraud may involve collusion, forgery, intentional omissions, misrepresentations, or the override of internal control. Misstatements are considered material if there is a substantial likelihood that, individually or in the aggregate, they would influence the judgment made by a reasonable user based on the financial statements.

In performing an audit in accordance with GAAS and *Government Auditing Standards*, we

- Exercise professional judgment and maintain professional skepticism throughout the audit.
- Identify and assess the risks of material misstatement of the financial statements, whether due to fraud or error, and design and perform audit procedures responsive to those risks. Such procedures include examining, on a test basis, evidence regarding the amounts and disclosures in the financial statements.
- Obtain an understanding of internal control relevant to the audit in order to design audit procedures that are appropriate in the circumstances, but not for the purpose of expressing an opinion on the effectiveness of the Authority's internal control. Accordingly, no such opinion is expressed.
- Evaluate the appropriateness of accounting policies used and the reasonableness of significant accounting estimates made by management, as well as evaluate the overall presentation of the financial statements.
- Conclude whether, in our judgment, there are conditions or events, considered in the aggregate, that raise substantial doubt about the Authority's ability to continue as a going concern for a reasonable period of time.

We are required to communicate with those charged with governance regarding, among other matters, the planned scope and timing of the audit, significant audit findings, and certain internal control-related matters that we identified during the audit.

Required Supplementary Information

Accounting principles generally accepted in the United States of America require that management's discussion and analysis, schedule of proportionate share of the PERS net pension liability, schedule of PERS contributions, and notes to required supplementary information, as listed in the table of contents, be presented to supplement the basic financial statements. Such information is the responsibility of management and, although not a part of the basic financial statements, is required by the Governmental Accounting Standards Board who considers it to be an essential part of financial reporting for placing the basic financial statements in an appropriate operational, economic, or historical context. We have applied certain limited procedures to the required supplementary information in accordance with auditing standards generally accepted in the United States of America, which consisted of inquiries of management about the methods of preparing the information and comparing the information for consistency with management's responses to our inquiries, the basic financial statements, and other knowledge we obtained during our audit of the basic financial statements. We do not express an opinion or provide any assurance on the information because the limited procedures do not provide us with sufficient evidence to express an opinion or provide any assurance.

Supplementary Information

Our audit was conducted for the purpose of forming an opinion on the financial statements that collectively comprise the Authority's basic financial statements. The schedule of expenditures of federal awards as required by Title 2 U.S. Code of Federal Regulations (CFR) Part 200, *Uniform Administrative Requirements, Cost Principles, and Audit Requirements for Federal Awards*, the schedule of Passenger Facility Charges (PFC) collected and expended as required by the Federal Aviation Administration, *Passenger Facility Charge Audit Guide for Public Agencies*, operating revenues, operating expenses, revenue bond coverage, and federally funded airport projects are presented for purposes of additional analysis and are not a required part of the basic financial statements. Such information is the responsibility of management and was derived from and relates directly to the underlying accounting and other records used to prepare the basic financial statements. The information has been subjected to the auditing procedures applied in the audit of the basic financial statements and certain additional procedures, including comparing and reconciling such information directly to the underlying accounting and other records used to prepare the basic financial statements or to the basic financial statements themselves, and other additional procedures in accordance with auditing standards generally accepted in the United States of America. In our opinion, the supplementary information is fairly stated, in all material respects, in relation to the basic financial statements as a whole.

Other Information

Management is responsible for the other information included in the annual report. The other information comprises the Organization – Board of Commissioners and Administration, the airport operations information, insurance in force, and graphs, but does not include the basic financial statements and our auditor's report thereon. Our opinion on the basic financial statements does not cover the other information, and we do not express an opinion or any form of assurance thereon.

In connection with our audit of the basic financial statements, our responsibility is to read the other information and consider whether a material inconsistency exists between the other information and the basic financial statements, or the other information otherwise appears to be materially misstated. If, based on the work performed, we conclude that an uncorrected material misstatement of the other information exists, we are required to describe it in our report.

Other Reporting Required by Government Auditing Standards

In accordance with *Government Auditing Standards*, we have also issued our report dated December xx, 2024, on our consideration of Missoula County Airport Authority's internal control over financial reporting and on our tests of its compliance with certain provisions of laws, regulations, contracts, and grant agreements and other matters. The purpose of that report is solely to describe the scope of our testing of internal control over financial reporting and compliance and the results of that testing, and not to provide an opinion on the effectiveness of Missoula County Airport Authority's internal control over financial reporting or on compliance. That report is an integral part of an audit performed in accordance with *Government Auditing Standards* in considering Missoula County Airport Authority's internal control over financial reporting and compliance.

Portland, Oregon
December xx, 2024

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Management's Discussion and Analysis



**MISSOULA COUNTY AIRPORT AUTHORITY
MISSOULA, MONTANA**

MANAGEMENT'S DISCUSSION AND ANALYSIS

To Whom It May Concern:

We are pleased to present Missoula County Airport Authority's (the Authority) audited financial statements for the fiscal years ended June 30, 2024 and 2023. Independent Certified Public Accountants have issued an unmodified opinion on these financial statements. The discussion and analysis that follows provides an overview of the Missoula County Airport Authority's financial activities for the fiscal year ended June 30, 2024.

OVERVIEW OF THE FINANCIAL STATEMENTS

The Statements of Net Position and the Statements of Revenues, Expenses, and Changes in Net Position report information about the Authority as a whole and about its activities. These statements include all assets, deferred outflows of resources, liabilities, and deferred inflows of resources of the Authority using the accrual basis of accounting, which is similar to the accounting used by most private-sector companies. Revenues and expenses are recorded when they are earned or incurred regardless of when cash is received or paid.

These two statements report on the Authority's net position and changes in net position. Net position is the difference between assets and deferred outflows, and liabilities and deferred inflows, which is one way to measure the Authority's financial health, or financial position. Over time, increases or decreases in the Authority's net position is one indicator of whether its financial health is improving or deteriorating.

MISSOULA COUNTY AIRPORT AUTHORITY
MANAGEMENT'S DISCUSSION AND ANALYSIS (CONTINUED)
June 30, 2024 and 2023

FINANCIAL HIGHLIGHTS

As shown on the **Statements of Net Position:**

	2024	As Restated 2023	2024 to 2023 Changes	%	2022	2023 to 2022 Changes	%
Current Assets	\$ 14,029,935	\$ 13,646,829	\$ 383,106	3%	\$ 12,060,475	\$ 1,586,354	13%
Restricted Cash	1,503,252	2,885,936	(1,382,684)	-48%	1,724,861	1,161,075	67%
Capital Assets, Net	153,278,083	130,579,198	22,698,885	17%	124,476,887	6,102,311	5%
Other Assets	1,855,687	3,596,022	(1,740,335)	-48%	5,503,408	(1,907,386)	-35%
Deferred Outflows	<u>978,352</u>	<u>738,296</u>	<u>240,056</u>	33%	<u>763,771</u>	<u>(25,475)</u>	-3%
Total Assets and Deferred Outflows	<u>171,645,309</u>	<u>151,446,281</u>	<u>20,199,028</u>	13%	<u>144,529,402</u>	<u>6,916,879</u>	5%
Current Liabilities	5,985,990	4,260,811	1,725,179	40%	4,694,786	(433,975)	-9%
Long-term Liabilities	33,146,405	25,665,957	7,480,448	29%	21,633,563	4,032,394	19%
Deferred Inflows	<u>2,324,808</u>	<u>4,704,817</u>	<u>(2,380,009)</u>	-51%	<u>7,864,434</u>	<u>(3,159,617)</u>	-40%
Total Liabilities and Deferred Inflows	<u>41,457,203</u>	<u>34,631,585</u>	<u>6,825,618</u>	20%	<u>34,192,783</u>	<u>438,802</u>	1%
Net Investment In Capital Assets	125,046,068	108,908,534	16,137,534	15%	105,036,387	3,872,147	4%
Restricted	1,503,252	2,885,936	(1,382,684)	-48%	1,724,861	1,161,075	67%
Unrestricted	<u>3,638,786</u>	<u>5,020,226</u>	<u>(1,381,440)</u>	-28%	<u>3,575,371</u>	<u>1,444,855</u>	40%
Total Net Position	<u>130,188,106</u>	<u>116,814,696</u>	<u>13,373,410</u>	11%	<u>110,336,619</u>	<u>6,478,077</u>	6%
Total Liabilities, Deferred Inflows & Net Position	<u>\$ 171,645,309</u>	<u>\$ 151,446,281</u>	<u>\$ 20,199,028</u>	13%	<u>\$ 144,529,402</u>	<u>\$ 6,916,879</u>	5%

Total assets and deferred outflows of \$171,645,309 includes:

- Current assets and restricted assets consisting of \$8,531,451 in cash and investments, \$1,503,252 in restricted cash, \$1,721,660 in accounts receivable and \$3,776,824 in other current assets which includes grants receivable, lease interest receivable, short-term lease receivable, prepaid expenses and other assets, and current portion of the note receivable.
- Net capital assets of \$153,278,083.
- Other assets equal to \$1,855,687 which includes the long-term portion of a note receivable, long-term lease receivable, other long-term assets, and subscription-based information technology arrangements (SBITA) as explained in the notes to the financial statements.
- Deferred outflows of resources of \$978,352, are related to pension and OPEB adjustments as explained in the notes to the financial statements.
- Overall assets and deferred outflows increased by 13%.

MISSOULA COUNTY AIRPORT AUTHORITY
MANAGEMENT'S DISCUSSION AND ANALYSIS (CONTINUED)
June 30, 2024 and 2023

FINANCIAL HIGHLIGHTS (CONTINUED)

Total liabilities and net position include:

- Current liabilities include accounts payable and accrued liabilities of \$5,417,334, current liabilities related to payroll and leave balances of \$426,889, current portion of long-term debt of \$548,542, and current SBITA liabilities of \$76,957.
- Long-term liabilities include accrued liabilities of \$282,314, notes payable of \$26,557,036, as well as the Authority's share of the unfunded pension liability in the Public Employees Retirement System of \$4,150,997, contract retainage of \$1,232,715, SBITA liability of \$183,948, and OPEB liability of \$255,663.
- Deferred inflows of resources include pension adjustments of \$148,056, OPEB adjustments of \$51,450, and leases of \$2,125,302 as discussed in the notes to the financial statements.
- The net position of \$130,188,106 includes \$125,046,068 invested in capital assets net of related debt, \$1,503,252 in restricted net position and \$3,638,786 in unrestricted net position.

As shown on the **Statements of Revenues, Expenses, and Changes in Net Position:**

	2024	As Restated 2023	2024 to 2023 Changes	%	2022	2023 to 2022 Changes	%
Operating Revenues	\$ 12,459,348	\$ 11,749,606	\$ 709,742	6%	\$ 10,240,204	\$ 1,509,402	15%
Operating Expenses	(9,862,647)	(8,597,802)	(1,264,845)	15%	(7,406,170)	(1,191,632)	16%
Depreciation	(7,962,603)	(8,041,045)	78,442	-1%	(6,168,907)	(1,872,138)	30%
Other Expense	(719,233)	(493,121)	(226,112)	46%	(113,316)	(379,805)	335%
Capital Contributions	<u>19,458,545</u>	<u>11,860,439</u>	<u>7,598,106</u>	64%	<u>18,398,531</u>	<u>(6,538,092)</u>	-36%
Change in Net Position	<u>\$ 13,373,410</u>	<u>\$ 6,478,077</u>	<u>\$ 6,895,333</u>	106%	<u>\$ 14,950,342</u>	<u>\$ (8,472,265)</u>	-57%

Overall net position increased by \$6,895,333 resulting from:

- A net loss from operations of \$5,365,902, which is the net of operating income \$2,596,701, less depreciation of \$7,962,603.
- Capital contributions of \$19,458,545 include \$17,472,210 in federal grants, \$1,878,580 in passenger facility charge (PFC) collections, and \$107,755 in state grants.
- Other revenue (expense) includes interest expense of \$894,789, interest revenue of \$232,497, amortization of \$80,432, and insurance recovery of \$23,491.

MISSOULA COUNTY AIRPORT AUTHORITY
MANAGEMENT'S DISCUSSION AND ANALYSIS (CONTINUED)
June 30, 2024 and 2023

FINANCIAL HIGHLIGHTS (CONTINUED)

Revenue from operations before depreciation include:

- Operating revenues of \$12,459,348 increased by 6% from the previous fiscal year. Sources of operating revenue continue to be diversified over air carrier landing and use fees, terminal rent, car rentals including customer facility charges, parking fees, land leases, ground services, concessions, and fuel flowage fees.
- Operating expenses of \$9,862,647 (before depreciation) increased by \$1,264,845 or 15% from the previous fiscal year.
- Details of operating revenues and expenses can be found in the Supplementary Information section of this report.
- Details of federally funded projects can be found in the Supplementary Information section of this report.
- No local property tax revenues were received by the Airport.

CAPITAL ASSETS

- At the end of fiscal year 2024 the Authority has \$256,337,423 of capital assets, comprised of \$46,871,767 in non-depreciable assets, and \$209,465,656 in depreciable assets. Capital assets at fiscal year end include land, airfield and other land improvements, buildings, equipment, vehicles, furniture/fixtures, studies, and construction in progress. Additional information can be found in the Notes to the Financial Statements.
- The annual depreciation expense was \$7,962,603.
- The amount of new capital asset investment during the year was \$30,661,488.
- Capital asset additions, deletions and depreciation resulted in a net increase to property and equipment of \$22,698,885.
- At year end, the amount invested in capital assets, net of related debt, totaled \$125,046,068.
- At year end, \$27,105,578 of debt existed related to capital assets.

The year end construction in progress balance consisted of expenditures incurred for aviation improvements and planning, parking equipment, pavement rehabilitation, snow removal equipment, and the terminal replacement project.

DEBT

- The Authority secured financing from a local lender, to partially fund the terminal replacement project. Further information regarding the terms and structure of the debt can be found in the notes to the financial statements.
- At fiscal year end the Authority had \$27,105,578 in debt related to the terminal replacement project.
- The current coverage ratio exceeds the minimum coverage required by the existing debt agreement of 1.25%.

MISSOULA COUNTY AIRPORT AUTHORITY
MANAGEMENT'S DISCUSSION AND ANALYSIS (CONTINUED)
June 30, 2024 and 2023

OTHER ECONOMIC INFORMATION

- In July 2022, the Authority began work on the East Concourse phase of the terminal project. The new concourse will include 4 additional boarding gates, a permanent baggage claim area, and space for rental car operations. That project is budgeted at approximately \$59 million and expected to be completed in 2025.

This financial report is designed to provide interested parties with a general overview of Missoula Montana Airport Authority's finances and to show the Authority's accountability for the money it receives. If you have questions about this report or need additional financial information, contact the Authority's Finance Manager, at Missoula Montana Airport Authority, 5225 Hwy 10 West, Missoula, MT 59808.

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Financial Statements

Missoula County Airport Authority
Statements of Net Position
June 30, 2024 and 2023

	2024	As Restated 2023
ASSETS AND DEFERRED OUTFLOWS OF RESOURCES		
CURRENT ASSETS		
Cash and investments	\$ 8,531,451	\$ 8,761,671
Accounts receivable	1,721,660	1,090,693
Grants receivable	1,965,568	1,313,706
Projects receivable	-	4,336
Current portion of note receivable	100,000	100,000
Current portion of concession contract receivable	-	729,998
Lease interest receivable	9,697	16,118
Short-term lease receivable	1,590,049	1,541,162
Prepaid expenses and other assets	111,510	89,145
Total current assets	14,029,935	13,646,829
RESTRICTED ASSETS		
Cash - passenger facility charges	1,503,252	2,885,936
CAPITAL ASSETS, NET		
	153,278,083	130,579,198
OTHER LONG-TERM ASSETS		
Note receivable, net of current portion	700,518	800,259
Lease receivable, net of current portion	737,144	2,327,192
SBITA, net	367,183	219,504
Other long-term assets	50,842	249,067
Total other long-term assets	1,855,687	3,596,022
DEFERRED OUTFLOWS OF RESOURCES		
OPEB adjustments	155,403	174,012
Pension contributions and adjustments	822,949	564,284
Total deferred outflows of resources	978,352	738,296
Total assets and deferred outflows of resources	\$ 171,645,309	\$ 151,446,281

See accompanying notes.

Missoula County Airport Authority
Statements of Net Position
June 30, 2024 and 2023

	2024	As Restated 2023
LIABILITIES, DEFERRED INFLOWS OF RESOURCES, AND NET POSITION		
CURRENT LIABILITIES		
Accounts payable and accrued liabilities	\$ 5,417,334	\$ 3,615,370
Current portion of compensated absences	426,889	351,777
Current portion of SBITA liability	76,957	26,199
Current portion of long-term debt	548,542	535,906
	<u>6,469,722</u>	<u>4,529,252</u>
Total current liabilities		
LONG TERM LIABILITIES		
Compensated absences, net of current portion	282,314	297,290
SBITA liability, net of current portion	183,948	95,721
Long-term debt, net of current portion	26,557,036	20,805,868
Contract retainage	1,232,715	426,474
OPEB liability	255,663	238,171
Pension liability	4,150,997	3,533,992
	<u>32,662,673</u>	<u>25,397,516</u>
Total long-term liabilities		
Total liabilities	<u>39,132,395</u>	<u>29,926,768</u>
DEFERRED INFLOWS OF RESOURCES		
Pension adjustments	148,056	308,792
OPEB adjustments	51,450	49,609
Leases	2,125,302	3,616,418
Service concession arrangement - Republic Parking	-	729,998
	<u>2,324,808</u>	<u>4,704,817</u>
Total deferred inflows of resources		
NET POSITION		
Net investment in capital assets	125,046,068	108,908,534
Restricted	1,503,252	2,885,936
Unrestricted	3,638,786	5,020,226
	<u>130,188,106</u>	<u>116,814,696</u>
Total net position	<u>\$ 130,188,106</u>	<u>\$ 116,814,696</u>

See accompanying notes.

Missoula County Airport Authority
Statements of Revenues, Expenses, and Changes in Net Position
Years Ended June 30, 2024 and 2023

	2024	As Restated 2023
OPERATING REVENUES		
Landing field	\$ 1,177,873	\$ 1,078,992
Terminal	10,258,449	9,699,283
Fixed base/government	262,290	263,651
Industrial park	760,736	707,680
Total operating revenues	12,459,348	11,749,606
DIRECT OPERATING EXPENSES	(9,862,647)	(8,597,802)
REVENUE FROM OPERATIONS BEFORE DEPRECIATION	2,596,701	3,151,804
DEPRECIATION	(7,962,603)	(8,041,045)
LOSS FROM OPERATIONS	(5,365,902)	(4,889,241)
NONOPERATING REVENUE (EXPENSE)		
Interest revenue	232,497	271,899
Interest expense	(894,789)	(803,665)
Other revenue (expense)	(56,941)	38,645
Total nonoperating expense	(719,233)	(493,121)
LOSS BEFORE CONTRIBUTIONS	(6,085,135)	(5,382,362)
CONTRIBUTIONS		
Federal government	17,472,210	7,745,605
CARES Act grants	-	588,161
CRRSA Act grants	-	1,016,149
State grants	-	224,901
Pension revenue – State aid	107,755	109,618
Other transaction agreements	-	186,842
Contributed capital	-	82,682
Passenger facility charges	1,878,580	1,906,481
Total contributions	19,458,545	11,860,439
CHANGE IN NET POSITION	13,373,410	6,478,077
NET POSITION, beginning of year as restated	116,814,696	110,336,619
NET POSITION, end of year	<u>\$ 130,188,106</u>	<u>\$ 116,814,696</u>

See accompanying notes.

Missoula County Airport Authority
Statements of Cash Flows
Years Ended June 30, 2024 and 2023

	2024	As Restated 2023
CASH FLOWS FROM OPERATING ACTIVITIES		
Cash received from customers	\$ 12,022,372	\$ 11,473,800
Cash paid to suppliers	(3,659,133)	(3,183,371)
Cash paid to employees and employee benefits	(5,720,363)	(5,446,662)
Net cash flows from operating activities	<u>2,642,876</u>	<u>2,843,767</u>
CASH FLOWS FROM CAPITAL AND RELATED FINANCING ACTIVITIES		
Payments for capital assets	(30,661,488)	(14,144,735)
Proceeds on sale of capital asset	-	21,000
Change in construction-related payables	2,283,293	505,734
Interest paid on long-term debt	(854,366)	(761,422)
Proceeds on long-term debt	8,296,000	2,525,000
Principal payments on long-term debt	(2,532,196)	(623,726)
Federal contributions	17,020,488	11,087,677
State grants	-	224,901
Capital contributions	102,162	129,160
Passenger facility charges	1,878,580	1,906,481
Net cash flows from capital and related financing activities	<u>(4,467,527)</u>	<u>870,070</u>
CASH FLOWS FROM NONCAPITAL FINANCING ACTIVITIES		
Pension revenue – State aid	107,755	109,618
Insurance and funds recovery	23,491	73,900
Net cash flows from noncapital financing activities	<u>131,246</u>	<u>183,518</u>
CASH FLOWS FROM INVESTING ACTIVITIES		
Interest received	80,501	44,579
Net cash flows from investing activities	<u>80,501</u>	<u>44,579</u>
Net change in cash and investments	(1,612,904)	3,941,934
Cash and investments, beginning of year	<u>11,647,607</u>	<u>7,705,673</u>
Cash and investments, end of year	<u>\$ 10,034,703</u>	<u>\$ 11,647,607</u>

See accompanying notes.

Missoula County Airport Authority
Statements of Cash Flows
Years Ended June 30, 2024 and 2023

	2024	As Restated 2023
CASH AND CASH INVESTMENTS ARE PRESENTED IN THE ACCOMPANYING STATEMENTS OF NET POSITION UNDER THE FOLLOWING CAPTIONS		
Cash and investments	\$ 8,531,451	\$ 8,761,671
Restricted Cash - passenger facility charges	1,503,252	2,885,936
	<u>\$ 10,034,703</u>	<u>\$ 11,647,607</u>
RECONCILIATION OF LOSS FROM OPERATIONS TO NET CASH FLOWS FROM OPERATING ACTIVITIES		
Loss from operations	\$ (5,365,902)	\$ (4,889,241)
Adjustments to reconcile loss from operations to net cash flows from operating activities:		
Depreciation	7,962,603	8,041,045
Change in assets and liabilities:		
Pension and OPEB adjustments	229,718	59,170
Change in receivables	99,031	265,220
Change in prepaid expenses and other assets	(22,365)	(14,610)
Lease and SBITA adjustments	117,443	50,843
Change in unearned revenue and deferred inflows	(729,998)	(735,061)
Change in accounts payable and accrued liabilities	352,346	66,401
Total adjustments	<u>8,008,778</u>	<u>7,733,008</u>
Net cash flows from operating activities	<u>\$ 2,642,876</u>	<u>\$ 2,843,767</u>
SUPPLEMENTAL DISCLOSURE OF NONCASH FINANCING AND INVESTING ACTIVITIES		
Change in pension and OPEB liability, net	<u>\$ 229,718</u>	<u>\$ 59,170</u>

See accompanying notes.

Missoula County Airport Authority

Notes to Financial Statements

Note 1 – Summary of Significant Accounting Policies

Reporting entity – The Missoula County Airport Authority (the Authority) was established on December 29, 1980, through adoption of Resolution Number 80-183 by Missoula County, creating a municipal airport authority conferred with all the powers authorized by Title 67, Chapter 11, Montana Code Annotated. On March 23, 2005, the Missoula County Commissioners adopted Resolution Number 2005-033 to expand the Authority governing Board of Commissioners from five to seven members, two of whom are in the employ of Missoula County. The Commissioners of the Authority serve five-year staggered terms and are appointed by the Missoula County Commissioners.

The County Commissioners appoint the Authority's governing board, but cannot impose their will on the Authority, nor does the County derive any benefit or burden from the Authority. Therefore, the Authority is not considered to be a component unit of the County. Under criteria established by the Governmental Accounting Standards Board (GASB), there are no organizations that are considered to be component units of the Authority.

Nature of operations – The Authority provides airfield, terminal and related facilities to air carriers, charter service operators and other transportation-related concessionaires under various use and lease agreements. These users are granted short-term credit on monthly billings for use fees, rentals and other services. The airport is also open to the public for general aviation use.

Basis of presentation and measurement focus – The Authority's financial statements are prepared in conformity with accounting principles generally accepted in the United States of America (GAAP) as applied to government units, and follow proprietary fund reporting. GASB is responsible for establishing GAAP for state and local governments through its pronouncements (Statements and Interpretations). The Authority's financial statements include a Statement of Net Position; a Statement of Revenues, Expenses, and Changes in Net Position; and a Statement of Cash Flows. The Authority's financial statements are presented using the "economic resources" measurement focus and the accrual basis of accounting. Accordingly, all assets, deferred outflows of resources, liabilities (whether current or noncurrent), and deferred inflows of resources are included on the Statement of Net Position. The Statement of Revenues, Expenses, and Changes in Net Position presents increases (revenues) and decreases (expenses) in total Net Position. Under the accrual basis of accounting, revenues are recognized in the period in which they occur while expenses are recognized in the period incurred, regardless of the timing of related cash flows.

Operating revenues are those revenues that are generated from the primary operations of the Authority. All other revenues are reported as non-operating revenues. Operating expenses are those expenses that are essential to the primary operation of the Authority. All other expenses are considered non-operating expenses.

New accounting pronouncements – The Authority has adopted the provisions of the following GASB pronouncements for fiscal year 2024:

In June 2022, the GASB issued Statement No. 100, *Accounting Changes and Error Corrections*, effective for the Authority's fiscal year beginning July 1, 2023. The statement defines accounting changes and prescribes the accounting and financial reporting for each type of accounting change and error correction. The adoption of this statement did not have a material effect on the Authority's financial statements.

Missoula County Airport Authority

Notes to Financial Statements

In June 2022, the GASB issued Statement No. 101, *Compensated Absences*, effective for the Authority's fiscal year beginning July 1, 2024. The statement updates the recognition and measurement guidance for compensated absences to better meet the information needs of financial statement users. The Authority early-adopted this standard during the year ended June 30, 2024, and restated amounts reported for June 30, 2023 in the amount of \$115,422. The impact prior to years ended June 30, 2023, was determined to not be material to the Authority's financial statements.

Classification of net position

Net Investment in capital assets – This is the Authority's investment in capital and leased assets, net of depreciation and amortization, related bonds and notes payable, SBITA liabilities, as well as deferred outflows of resources and deferred inflows of resources that are attributable to the acquisition, construction, or improvement of those assets and related debt.

Restricted net position – These are resources that are expendable only for specified purposes. The Authority's restricted net position amounts are primarily to be used for debt service payments as required under the Passenger Facility Charge program as of June 30, 2024 and 2023.

Unrestricted net position – These are resources over which the governing board has discretionary control.

Cash – For purposes of the statement of cash flows, the Authority considers all highly liquid instruments with an original maturity of three months or less to be cash equivalents, including Montana Short-term Investment Pool (STIP) amounts and restricted cash.

Investments – Investments consist of debt service reserve amounts on deposit with the revenue bonds trustee. Under the terms of the related revenue bond indenture, bond fund investments are restricted to qualified investments, which generally consist of U.S. government obligations, obligations of U.S. agencies guaranteed by the full faith and credit of the United States, STIP investments, repurchase agreements, and institution deposits that are secured by appropriate securities or insurance. Investments are reported at fair value.

Capital assets – Capital assets are recorded at cost, including freight and delivery costs incidental to placing the assets into service. Repairs and maintenance are expensed when incurred and betterments costing more than \$15,000 are capitalized.

Depreciation is provided on a straight-line basis over the estimated useful lives of the related assets as follows:

Airfield improvements	5-15 years
Building and related improvements	5-30 years
Other land improvements	5-15 years
Equipment	5-15 years
Furniture and fixtures	3-5 years
Vehicles	5-10 years
Studies	5-10 years

Costs relating to the construction or expansion of Authority property and equipment are recorded as construction in-progress until the project is completed and placed into service.

Missoula County Airport Authority

Notes to Financial Statements

Leases – Lease receivables and deferred inflows of resources are reported on the statements of net position. At the commencement of a lease, the lease receivable is initially measured at the present value of payments expected to be received during the lease term. Subsequently, the lease receivable is reduced by the principal portion of lease payments received. The deferred inflow of resources is initially measured as the initial amount of lease receivable, adjusted for lease payments received at or before the lease commencement date. Subsequently, the deferred inflow of resources is recognized as revenue over the life of the lease term.

Subscription-based information technology arrangements (SBITAs) – SBITA intangible right-to-use assets and liabilities are reported under other long-term assets, and current and long term liabilities, respectively, on the statements of net position. At the commencement of the agreement, SBITA liabilities are measured at the present value of payments expected to be made during the contract term. Subsequently, the SBITA liability is reduced by the principal portion of payments made. The SBITA asset is initially measured as the initial amount of the SBITA liability, adjusted for payments made at or before the contract commencement date, plus certain initial direct costs. Subsequently, the SBITA asset is amortized on a straight-line basis over its useful life.

The interest rate charged by the SBITA vendor is used as the discount rate. When the interest rate charged by the vendor is not provided, the Authority's estimated incremental borrowing rate is used. The SBITA term includes the noncancellable period of the agreement. SBITA payments included in the measurement of the liability are composed of fixed payments and purchase option price, if applicable, that is reasonably certain to be exercised.

Impairment of long-lived assets – The Authority evaluates its capital and other long-lived assets for impairment whenever events or changes in circumstances indicate that the carrying amount of an asset may not be recoverable.

Federal capital contributions – The Authority receives capital contributions from the U.S. Department of Transportation for airport construction, development and planning and are recorded as expenditures are incurred.

Federal economic relief for airports related to COVID-19 – The Coronavirus Aid, Relief, and Economic Security (CARES) Act (H.R. 748, Public Law 116- 136), signed into law by the President on March 27, 2020, included \$10 billion in funds to be awarded as economic relief to eligible U.S. airports affected by the prevention of, preparation for, and response to the COVID-19 pandemic.

The CARES Act provided funds to increase the federal share to 100 percent for Airport Improvement Program (AIP) and supplemental discretionary grants. Under normal circumstances, AIP grant recipients contribute a matching percentage of the project costs.

Additionally, the CARES Act provided new funds distributed by various formulas for all airports that are part of the national airport system. This included all commercial service airports, all reliever airports and some public-owned general aviation airports.

Missoula County Airport Authority

Notes to Financial Statements

Under the CARES Airport Program:

- Primary commercial service airports, with more than 10,000 annual passenger boardings, received additional funds based on the number of annual boardings, in a similar way to how they currently receive AIP entitlement funds.
- All commercial service airports received funds based on the number of passengers that board aircraft there, the amount of debt an airport has, and the amount of money the airport has in reserve.
- General aviation airports received funds based on their airport categories, such as National, Regional, Local, Basic and Unclassified.

The Authority received a grant award totaling \$5,616,102 related to the CARES Act. As of June 30, 2023, the Authority recognized \$588,161 as grant revenue on the CARES Act grant to reimburse eligible expenses. No funds were recorded as revenue during the year ended June 30, 2024, as the funds were exhausted during the prior year.

During 2021, legislation provided additional economic relief to airports in order to prevent, prepare for, and respond to the COVID-19 pandemic. Coronavirus Response and Relief Supplemental Appropriation Act, 2021 (CRRSA) was signed into law on December 27, 2020. The Authority received \$3,294,323 in CRRSA Act funds to reimburse operating costs, debt service payments, debt defeasance and eligible project costs. As of June 30, 2023, the Authority recognized \$1,016,149 as grant revenue to reimburse eligible expenses. No funds were recorded as revenue during the year ended June 30, 2024, as the funds were exhausted during the prior year.

Passenger facility charges – The Authority is authorized under Federal Aviation Administration (FAA) regulations to charge a passenger facility charge of four dollars and fifty cents (\$4.50) per enplaned passenger to fund designated capital projects. The passenger facility charges (PFCs) are collected by air carriers and remitted to the Authority on a monthly basis, net of an administrative fee retained by the carriers. PFCs are accounted for in a manner similar to federal capital contributions. PFC cash and related interest earnings are maintained in a separate bank account until disbursed for a qualified project.

Contributed capital, projects receivable and note receivable – The Authority occasionally receives capital contributions from airport tenants for capital improvement projects. Capital contributions are recognized as revenue as soon as all eligibility requirements imposed by the provider have been met. Projects receivable at June 30, 2023, represented the balance due to the Authority for eligible capital improvement costs incurred. No project receivable were recorded at June 30, 2024.

In fiscal year 2022, the Authority incurred \$1,000,000 in capital improvement cost that will be repaid by a food and beverage concessioner over a ten-year term note. The note is non-interest bearing and requires monthly principal payments beginning July 1, 2022, in the amount of \$8,333 per month, or \$100,000 annually. Management has determined imputed interest to be immaterial.

Missoula County Airport Authority Notes to Financial Statements

Compensated absences – Employees of the Authority are compensated for vacation and sick leave absences. Unused vacation benefits are fully accrued and may be accumulated up to a total not to exceed two times the maximum number of days earned annually as of the end of the first pay period of the next calendar year. Sick leave that has been earned and is expected to be used is recorded within the Authority's compensated absences liability. Additionally, 25 percent of accumulated unused sick leave is accrued per Montana Code Annotated. There is no maximum accrual for sick leave hours; however, the Authority only records the amount anticipated to be used.

Airline revenues – The Authority has executed airline use agreements with three carriers, while other carriers remain subject to rates and charges established by resolution. The resolution and use agreements specify a combination of compensatory and residual rate-making methods for various cost centers. The effects of differences between estimated and actual amounts in the residual cost center are reconciled and resolved once the annual audit has been substantially completed. The reconciliation revealed no amount due to the airlines at June 30, 2024 and 2023. The term of the current agreement is July 1, 2022, to June 30, 2027, with an optional 3 year renewal.

Marketing – Marketing costs represent expenditures related to air service development. These costs are charged to operations in the year incurred and totaled \$203,698 and \$183,783, in 2024 and 2023, respectively.

Use of estimates – The preparation of financial statements in conformity with GAAP requires management to make estimates and assumptions that affect certain reported amounts and disclosures. Accordingly, actual results could differ from those estimates.

Reclassifications – Certain amounts from the financial statements have been reclassified to conform to current year presentation. These reclassifications had no impact on the change in net position.

Missoula County Airport Authority
Notes to Financial Statements

Note 2 – Cash and Investments

Cash and investments at June 30 were as follows:

	2024	2023
Petty cash	\$ 300	\$ 300
Cash in checking, general	4,643,575	5,976,021
Project checking account	5,000	5,000
Undeposited funds	2,940	46,004
U.S. Forest Service account	160,360	50,040
Payroll checking account	128,747	(1,432)
PFC cash account	1,503,252	2,885,936
CFC account	321,758	321,398
STIP	937,638	783,989
Money market accounts	2,322,855	1,242,518
Flex - benefits	6,903	7,593
Direct deposit account	1,043	-
Contingency account (Debt service account)	332	330,240
	\$ 10,034,703	\$ 11,647,607

Cash and investments are presented in the statements of net position as follows at June 30:

	2024	2023
Cash and investments	\$ 8,531,451	\$ 8,761,671
Restricted assets		
Cash	1,503,252	2,885,936
Total cash and investments	\$ 10,034,703	\$ 11,647,607

The Authority reports certain investments at fair value in the statements of net position and recognizes the corresponding change in the fair value of investments in the year in which the change occurred in the statements of revenues, expenses, and changes in net position.

Fair value measurements – The Authority categorizes its fair value measurements within the fair value hierarchy established by GAAP. The hierarchy is based on the valuation inputs used to measure the fair value of the asset. Level 1 inputs are quoted prices in active markets for identical assets (these assets are valued using quoted prices in active markets); Level 2 inputs are significant other observable inputs (these assets are valued using matrix pricing); Level 3 inputs are significant unobservable inputs (these assets are valued using consensus pricing). All of the Authority’s assets are valued using Level 1 inputs.

Missoula County Airport Authority

Notes to Financial Statements

Deposits

Custodial Credit Risk for deposits is the risk that in the event of bank failure, the Authority's deposits may not be returned or the Authority will not be able to recover collateral securities in the possession of an outside party. The Authority's policy requires that all deposits are insured by an agency of the United States Government and deposits in excess of insurance require pledged securities in compliance with Section 7-6-207 of the Montana Code Annotated (MCA). Third-party safekeeping of collateral is mandatory and pledged securities are valued at market rather than face value. All deposits were insured or collateralized at June 30, 2024 and 2023.

Custodial credit risk for deposits is not formally addressed by bond indentures or pension trust policy. Indentures require that the trustee bank specified in the indenture maintain restricted deposits.

Investment Policies

Credit Risk is the risk that an issuer or other counterpart to an investment will not fulfill its obligations. Investing is performed in accordance with investment policies adopted by the Authority's Commissioners complying with State Statutes and any applicable Attorney General, County Attorney, and Airport Authority-retained counsel's opinions. Authority funds may be invested in obligations of the U.S. Treasury and U.S. Government Agencies, interest-bearing certificates of deposit and repurchase agreements. Statutes require that securities underlying repurchase agreements must have a market value of at least 100% of the cost of the repurchase agreement.

Interest Rate Risk is the risk that changes in interest rates will adversely affect the fair value of an investment. The Authority's investment policy requires the Authority's investment portfolio to be diversified in instruments, institutions, and maturity dates to preclude losses due to defaults or market price changes. The Authority may diversify by investing with local financial institutions, STIP, or by purchasing qualified U.S. government securities to the extent it is consistent with the policy objectives on safety of capital and return on investment.

Concentration of Credit Risk is the risk of loss attributed to the magnitude of the Authority's investments in a single issuer. The Authority's investment policy requires that investments be diversified in instruments, institutions, and maturity dates.

External Investment Pool

STIP is managed by a State agency, the Montana Board of Investments, and invests in short-term, highly liquid investments. Amounts invested may be redeemed at any date at the carrying value on that date. The STIP unit value is fixed at \$1 for both purchases and redemption. A purchased unit earns income on the purchase date and ceases to earn income on the day before the unit is sold. Income is distributed on the first calendar day of each month and is generally reinvested in additional units.

STIP is not registered with the Securities and Exchange Commission (SEC), but it operates in a manner consistent with the SEC's Rule 2a-7 of the Investment Company Act of 1940 (similar to a money market fund). The net asset value of the pooled investments is determined annually and is based on year-end market prices.

Missoula County Airport Authority
Notes to Financial Statements

Credit risk reflects the security quality rating, by investment security type. If a security type is not rated, the quality type is indicated by NR (not rated). Although the individual investment types in STIP have been rated, STIP, as an external investment pool, has not been rated by the Nationally Recognized Statistical Rating Organizations (NRSRO). The NRSRO consists of Standard and Poor (S&P), Moody's, Duff and Phelps, Fitch, IBCA, and Thompson's Bank Watch. The S&P rating service provides the short-term credit ratings. If an S&P rating is not available, a Moody's rating has been used. An A1+ rating is the highest short-term rating by the S&P rating service.

Audited financial statements for STIP may be obtained from: the State of Montana's Board of Investments, P.O. Box 200126, Helena, MT 59620-0126.

Note 3 – Accounts Receivable

Accounts receivable include amounts due from air carriers, car rentals, and parking facilities. These receivables are due within one year. It is the Authority's policy to charge off receivables when management determines the receivable will not be collected. Based upon management's analysis, an allowance for uncollectible accounts is not considered necessary.

At June 30, accounts receivable consisted of the following:

	2024	2023
Trade	\$ 1,475,037	\$ 947,617
Advertising	33,243	5,035
Ground handling	213,380	138,041
	\$ 1,721,660	\$ 1,090,693

Missoula County Airport Authority
Notes to Financial Statements

Note 4 – Capital Assets

A summary of capital assets at June 30, 2024, is as follows:

	Balance July 1, 2023	Additions	Deletions, Transfers and Reclassifications	Balance June 30, 2024
Capital assets not being depreciated				
Land	\$ 11,617,234	\$ -	\$ -	\$ 11,617,234
Construction in progress	14,749,945	30,525,863	(10,021,275)	35,254,533
Total capital assets not being depreciated	<u>26,367,179</u>	<u>30,525,863</u>	<u>(10,021,275)</u>	<u>46,871,767</u>
Capital assets being depreciated				
Land improvements	20,577,484	-	-	20,577,484
Buildings	86,569,968	25,012	319,772	86,914,752
Runways, taxiways, apron	70,927,696	-	9,424,671	80,352,367
Air traffic control tower	6,513,530	-	-	6,513,530
Studies	1,925,407	-	-	1,925,407
Machinery and equipment	3,511,933	65,417	276,832	3,854,182
Vehicles	7,821,686	45,196	(65,512)	7,801,370
Furniture and fixtures	1,526,564	-	-	1,526,564
Total capital assets being depreciated	199,374,268	135,625	9,955,763	209,465,656
Less accumulated depreciation	<u>(95,162,249)</u>	<u>(7,962,603)</u>	<u>65,512</u>	<u>(103,059,340)</u>
Capital assets, net	<u>\$130,579,198</u>	<u>\$ 22,698,885</u>	<u>\$ -</u>	<u>\$153,278,083</u>

Missoula County Airport Authority
Notes to Financial Statements

A summary of capital assets at June 30, 2023, follows:

	Balance July 1, 2022	Additions	Deletions, Transfers and Reclassifications	Balance June 30, 2023
Capital assets not being depreciated				
Land	\$ 11,617,234	\$ -	\$ -	\$ 11,617,234
Construction in progress	4,705,490	13,876,621	(3,832,166)	14,749,945
Total capital assets not being depreciated	16,322,724	13,876,621	(3,832,166)	26,367,179
Capital assets being depreciated				
Land improvements	20,416,305	230,247	(69,068)	20,577,484
Buildings	83,531,944	-	3,038,024	86,569,968
Runways, taxiways, apron	70,927,696	-	-	70,927,696
Air traffic control tower	6,513,530	-	-	6,513,530
Studies	1,925,407	-	-	1,925,407
Machinery and equipment	3,210,247	-	301,686	3,511,933
Vehicles	7,264,986	198,676	358,024	7,821,686
Furniture and fixtures	1,549,110	-	(22,546)	1,526,564
Total capital assets being depreciated	195,339,225	428,923	3,606,120	199,374,268
Less accumulated depreciation	(87,185,062)	(8,041,045)	63,858	(95,162,249)
Capital assets, net	\$124,476,887	\$ 6,264,499	\$ (162,188)	\$130,579,198

Note 5 – Long-Term Debt

Long-term debt from direct borrowings at June 30 consisted of the following:

	2024	2023
Airport revenue note - series 2019A	\$ 13,316,800	15,316,800
Airport revenue note - series 2019B	2,917,498	3,449,694
Airport revenue note - series 2022	10,871,280	2,575,280
	27,105,578	21,341,774
Current portion of long-term debt	(548,542)	(535,906)
	\$ 26,557,036	\$ 20,805,868

The Authority's outstanding notes from direct borrowings of \$27,105,578 are secured by net revenues, passenger facility charges and customer facility charges. The outstanding notes from direct borrowings require, among other things, that net operating revenues equal at least 125 percent of the debt service requirement (the rate covenant), minimum levels of insurance coverage, and compliance with PFC regulations. The notes are subject to redemption and prepayment in whole or in part at the option of the Authority.

Missoula County Airport Authority
Notes to Financial Statements

Airport Revenue Note Series 2019A was issued in August 2019 as a draw down obligation for \$27,500,000 with the principal amounts advanced as requested by the Authority. Interest on the unpaid principal is calculated on the basis of actual number of days elapsed in a 365 or 366 day year at a fixed annual interest rate of 3.98%. Interest is due and payable on the 1st day of each calendar quarter, beginning July 1, 2020. Principal is due and payable on the 1st day of each calendar quarter, beginning July 1, 2029. All unpaid principal and accrued interest is due and payable on July 1, 2044.

Airport Revenue Note Series 2019B was issued in August 2019 as a draw down obligation for \$7,500,000 with the principal amounts advanced as requested by the Authority. Interest on the unpaid principal is calculated on the basis of actual number of days elapsed in a 365 or 366 day year at a fixed annual interest rate of 3.04%. Interest is due and payable on the 1st day of each calendar quarter, beginning July 1, 2020. Principal is due and payable on the 1st day of each calendar quarter, beginning July 1, 2022. All unpaid principal and accrued interest is due and payable on April 1, 2029.

Airport Revenue Note Series 2022 was issued in April 2022 as a draw down obligation for \$30,000,000 with the principal amounts advanced as requested by the Authority. Interest on the unpaid principal is calculated on the basis of actual number of days elapsed in a 365 or 366 day year at a fixed annual interest rate of 3.87%. Interest is due and payable on the 1st day of each calendar quarter, commencing April 1, 2023, and principal is due and payable on the 1st day of each calendar quarter, commencing July 1, 2032. All unpaid principal of accrued interest is due and payable on April 1, 2047.

The holder of the Series 2022 Note will provide the Authority a debt maturity schedule based upon the principal amount drawn down by the Authority.

As of June 30, 2024, the future payments of the Series 2019 were as follows:

	Principal	Interest	Total Payments
Note Payable to First Security Bank - Series 2019B & 2019A			
2025	\$ 548,542	\$ 612,810	\$ 1,161,352
2026	565,473	595,879	1,161,352
2027	582,927	578,426	1,161,353
2028	600,854	561,950	1,162,804
2029	619,702	541,888	1,161,590
2030-2034	3,515,957	2,330,671	5,846,628
2035-2039	4,286,212	1,560,416	5,846,628
2040-2044	5,225,172	621,456	5,846,628
2045-2047	289,459	2,872	292,331
	<u>\$ 16,234,298</u>	<u>\$ 7,406,368</u>	<u>\$ 23,640,666</u>

Missoula County Airport Authority
Notes to Financial Statements

Changes in long-term debt were as follows:

	Balance July 1, 2023	Additions	Reductions	Balance June 30, 2024	Amount Due in One Year
Notes Payable:					
First Security Bank - series 2019A	\$ 15,316,800	\$ -	\$ (2,000,000)	\$ 13,316,800	\$ -
First Security Bank - series 2019B	3,449,694	-	(532,196)	2,917,498	548,542
First Security Bank - series 2022	2,575,280	8,296,000	-	10,871,280	-
	<u>21,341,774</u>	<u>8,296,000</u>	<u>(2,532,196)</u>	<u>27,105,578</u>	<u>548,542</u>
Other Liabilities:					
Accrued vacation and sick leave*	649,067	60,136	-	709,203	426,889
	<u>\$21,990,841</u>	<u>\$ 8,356,136</u>	<u>\$ (2,532,196)</u>	<u>\$27,814,781</u>	<u>\$ 975,431</u>

*The change in accrued vacation and sick leave liability is presented as a net change.

Note 6 – Lease of Airport Facilities

The Authority receives a significant amount of revenue from rents. These include rent for use of the jetway by the airlines; rental of terminal space to airlines, travel agencies, and other tenants; rental of buildings, land, and hangars to individuals and companies engaged in general aviation; and rental of office buildings to federal government agencies (Transportation Security Administration and U.S. Forest Service). Certain lease agreements, by their terms, require annual determination of the rental charge based on predetermined formulas.

The Authority also has several leases that require the lessee to remit a percentage of its revenue as the rental charge or a minimum annual guaranteed amount (MAG). Amounts in excess of the minimum annual guarantee are considered variable payments and not included in the measurement of the lease receivable.

A schedule of terms and conditions for leases that require the lessee to remit a percentage of its revenue as rental charge as of June 30, 2024, follows:

Description	Terms	Conditions
On-airport car rentals	07/01/2020 - 06/30/2025	MAG or % of gross receipts as defined in the lease agreement, whichever is greater
In terminal food and beverage service	07/01/2022 - 06/30/2033	% of gross receipts as defined in the lease agreement

Certain leases are considered regulated leases because the FAA and Department of Transportation (DOT) grant assurances require the Authority to assure that all aeronautical users are entitled to airport access on fair and reasonable terms without unjust discrimination. Aeronautical use of an airport is any activity that involves, makes possible, is required for the safety of, or is otherwise directly related to, the operation of an aircraft. Regulated leases are not included in the measurement of the lease receivable and are recognized as revenue based on the payment provisions of the lease contract.

Missoula County Airport Authority
Notes to Financial Statements

The following schedule presents a breakdown of lease-related revenue for the years ended June 30:

Lease-related revenue*	<u>2024</u>	<u>2023</u>
Lease revenue		
Land	\$ -	\$ 12,657
Building	1,491,117	1,479,407
Total Lease Revenue	<u>1,491,117</u>	<u>1,492,064</u>
Interest Revenue	151,996	227,320
Variable & other revenue	<u>2,871,190</u>	<u>3,314,824</u>
Total	<u>\$ 4,514,303</u>	<u>\$ 5,034,208</u>

* Lease-related revenue is included in the accompanying statements of revenues, expenses, and changes in net position with terminal operating revenue.

The following is a schedule by year of expected future payments included in the measurement of the lease receivable for the year ended June 30:

	<u>Principal</u>	<u>Interest</u>	<u>Total Receipts</u>
2025	\$ 1,590,049	\$ 79,817	\$ 1,669,866
2026	123,740	34,047	157,787
2027	130,071	27,716	157,787
2028	136,725	21,062	157,787
2029	60,112	15,450	75,562
2030-2034	191,714	49,054	240,768
2035-2037	<u>94,782</u>	<u>5,963</u>	<u>100,745</u>
	<u>\$ 2,327,193</u>	<u>\$ 233,109</u>	<u>\$ 2,560,302</u>

Estimated future minimum lease payments for regulated leases are as follows:

2025	\$ 1,138,271
2026	885,603
2027	861,444
2028	354,617
2029	344,552
2030-2034	1,640,015
2035-2039	1,460,712
2040-2044	731,442
2045-2049	481,271
2050-2054	167,146
2055-2059	<u>108,616</u>
	<u>\$ 8,173,689</u>

Missoula County Airport Authority
Notes to Financial Statements

Note 7 – Subscription-Based Information Technology Arrangements (SBITAs)

The Authority has entered into three subscription-based contracts to utilize vendor-provided information technology software, with contract terms ranging between 3 to 5 years. As of June 30, 2024 and 2023, the Authority recorded \$502,491 and \$274,380 for intangible subscription assets with an associated \$135,308 and \$54,876 of accumulated amortization, respectively.

Minimum future payments for SBITAs for the five succeeding fiscal years and thereafter are as follows:

	Principal	Interest
2025	\$ 76,957	\$ 11,866
2026	83,185	8,843
2027	100,763	5,772
Total	\$ 260,905	\$ 26,481

Note 8 – Public Employees’ Retirement System (PERS)

Summary of significant accounting policies – Montana Public Employee Retirement Administration (MPERA) prepared financial statements using the accrual basis of accounting. The same accrual basis was used by MPERA for the purposes of determining the net pension liability; deferred outflows of resources and deferred inflows of resources related to pensions; pension expense; the fiduciary net position; and additions to or deductions from fiduciary net position. Member contributions are recognized in the period in which contributions are due. Employer contributions are recognized when due and the employer has made a formal commitment to provide the contributions. Revenues are recognized in the accounting period they are earned and become measurable. Benefit payments and refunds are recognized in the accounting period in which they are due and payable in accordance with the benefit terms. Expenses are recognized in the period incurred. Investments are reported at fair value. MPERA adhered to all accounting principles generally accepted by the United States of America. MPERA applied all applicable pronouncements of the GASB.

Plan description – The PERS-Defined Benefit Retirement Plan (DBRP), administered by the MPERA, is a multiple-employer, cost-sharing plan established July 1, 1945, and governed by Title 19, chapters 2 & 3, Montana Code Annotated. This plan provides retirement benefits to covered employees of the State, and local governments, and certain employees of the Montana University System and school districts. Benefits are established by state law and can only be amended by Legislature.

All new members are initially members of the PERS-DBRP and have a 12-month window during which they may choose to remain in the PERS-DBRP or join the PERS-DCRP by filing an irrevocable election. Members may not be members of both the defined contribution and defined benefit retirement plans. All new members from the universities also have a third option to join the university system’s Montana University System Retirement Program (MUS-RP).

The PERS-DBRP provides retirement, disability, and death benefits to plan members and their beneficiaries. Benefits are based on eligibility, years of service, and highest average compensation (HAC). Member rights are vested after five years of service.

Missoula County Airport Authority
Notes to Financial Statements

Summary of benefits

Eligibility for benefit

Service retirement:

Hired prior to July 1, 2011: Age 60, 5 years of membership service; Age 65, regardless of membership service; Any age, 30 years of membership service.

Hired on or after July 1, 2011: Age 65, 5 years of membership services; Age 70, regardless of membership service.

Early retirement:

Hired prior to July 1, 2011: Age 50, 5 years of membership service; or Any age, 25 years of membership service.

Hired on or after July 1, 2011: Age 55, 5 years of membership service.

Second Retirement (requires returning to PERS-covered employer or PERS service)

1. Retired before January 1, 2016, and accumulate less than 2 years additional service credit or retire on or after January 1, 2016, and accumulate less than 5 years additional service credit:
 - ◆ A refund or member's contributions plus return interest (currently 2.02% effective July 1, 2018);
 - ◆ No service credit for second employment;
 - ◆ Start the same benefit amount the month following termination; and
 - ◆ Guaranteed Annual Benefit Adjustment (GABA) starts again in the January immediately following the second retirement.
2. Retired before January 1, 2016, and accumulate at least 2 years of additional service credit:
 - ◆ A recalculated retirement benefit based on provisions in effect after the initial retirement; and
 - ◆ GABA starts on the recalculation benefit in January after receiving the new benefit for 12 months.
3. Retired on or after January 1, 2016, and accumulate 5 or more years of service credit:
 - ◆ The same retirement as prior to the return to service;
 - ◆ A second retirement benefit as prior to the second period of service based on laws in effect upon the rehire date; and
 - ◆ GABA starts on both benefits in the January after receiving the original w benefit for 12 months.

Missoula County Airport Authority

Notes to Financial Statements

Highest Average Compensation (HAC)

- Hired prior to July 1, 2011 – highest average compensation during any consecutive 36 months;
- Hired on or after July 1, 2011 – highest average compensation during any consecutive 60 months;

Compensation cap

Hired on or after July 1, 2013 – 110% annual cap on compensation considered as part of a member's highest average compensation.

Monthly benefit formula

1. Members hired prior to July 1, 2011:
 - ◆ Less than 25 years of membership service: 1.785% of HAC per year of service credit;
 - ◆ 25 years of membership service or more: 2% of HAC per year of service credit.
2. Members hired on or after July 1, 2011:
 - ◆ Less than 10 years of membership service: 1.5% of HAC per year of service credit;
 - ◆ 10 years or more, but less than 30 years of membership service: 1.785% of HAC per year of service credit;
 - ◆ 30 years or more of membership service: 2% of HAC per year of service credit.

Guaranteed Annual Benefit Adjustment (GABA)

After the member has completed 12 full months of retirement, the member's benefit increases by the applicable percentage (provided below) each January, inclusive of other adjustments to the member's benefit.

- 3.0% for members hired prior to July 1, 2007
- 1.5% for members hired between July 1, 2007 and June 30, 2013
- Members hired on or after July 1, 2013
 - a) 1.5% for each year PERS is funded at or above 90%
 - b) 1.5% reduced by 0.1% for each 2% PERS is funded below 90%; and
 - c) 0% whenever the amortization period for PERS is 40 years or more.

Missoula County Airport Authority Notes to Financial Statements

Contributions – The state legislature has the authority to establish and amend contribution rates. Member and employer contribution rates are specified by Montana Statute and are a percentage of the member’s compensation. Contributions are deducted from each member’s salary and remitted by participating employers.

Special funding – The state of Montana, as the non-employer contributing entity, paid to the Plan, additional contributions that qualify as special funding. Those employees who received special funding are all participating employees.

Not special funding – Per Montana law, state agencies and universities paid their own additional contributions. The employer paid contributions are not accounted for as special funding for state agencies and universities but are reported as employer contributions.

Overview of contributions – Member and employer contribution rates are shown in the table below.

Fiscal Year	Member		State & Universities Employer	Local Government		School Districts	
	Hired	Hired		Employer	State	Employer	State
	<07/01/11	>07/01/11					
2024	7.900%	7.900%	9.170%	9.070%	0.100%	8.800%	0.370%
2023	7.900%	7.900%	9.070%	8.970%	0.100%	8.700%	0.370%
2022	7.900%	7.900%	8.970%	8.870%	0.100%	8.600%	0.370%
2021	7.900%	7.900%	8.870%	8.770%	0.100%	8.500%	0.370%
2020	7.900%	7.900%	8.770%	8.670%	0.100%	8.400%	0.370%
2019	7.900%	7.900%	8.670%	8.570%	0.100%	8.300%	0.370%
2018	7.900%	7.900%	8.570%	8.470%	0.100%	8.200%	0.370%
2017	7.900%	7.900%	8.470%	8.370%	0.100%	8.100%	0.370%
2016	7.900%	7.900%	8.370%	8.270%	0.100%	8.000%	0.370%
2015	7.900%	7.900%	8.270%	8.170%	0.100%	7.900%	0.370%
2014	7.900%	7.900%	8.170%	8.070%	0.100%	7.800%	0.370%
2012-2013	6.900%	7.900%	7.170%	7.070%	0.100%	6.800%	0.370%
2010-2011	6.900%		7.170%	7.070%	0.100%	6.800%	0.370%
2008-2009	6.900%		7.035%	6.935%	0.100%	6.800%	0.235%
2000-2007	6.900%		6.900%	6.800%	0.100%	6.800%	0.100%

1. Member contributions to the system of 7.9% are temporary and will be decreased to 6.9% on January 1 following actuary valuation results that show the amortization period has dropped below 25 years and would remain below 25 years following the reduction of both the additional employer and additional member contribution rates.
2. Employer contributions to the system:
 - a. Effective July 1, 2014, following the 2013 Legislative Session, PERS-employer contributions increase an additional 0.1% a year and will continue over 10 years through 2024. The additional employer contributions including the 0.27% added in 2007 and 2009, will terminate on January 1 following an actuary valuation that shows the amortization period of PERS-DBRP has dropped below 25 years and remains below the 25 years following the reduction of both the additional employer and member contribution rates.
 - b. Effective July 1, 2013, employers are required to make contributions on working retirees’ compensation. Member contributions for working retirees are not required.

Missoula County Airport Authority Notes to Financial Statements

- c. The portion of employer contributions allocated to the Plan Choice Rate (PCR) are included in the employers reporting. The PCR was paid off effective March 2016 and the contributions previously directed to the PCR are now directed to member accounts.

3. Non Employer Contributions

a. Special Funding

- i. The State contributes 0.1% of members' compensation on behalf of local government entities.
- ii. The State contributes 0.37% of members' compensation on behalf of school district entities.
- iii. The State contributed a Statutory Appropriation from the General Fund of \$34,979,900.

Pension liabilities, pension expense, and deferred outflows of resources and deferred inflows of resources related to pensions – GASB 68 allows a measurement date of up to 12 months before the employer's fiscal year-end can be utilized to determine the Plan's total pension liability (TPL). The basis for the TPL as of June 30, 2024, was determined by taking the results of the June 30, 2023, actuarial valuation and applying standard roll-forward procedures. The roll-forward procedure uses a calculation that adds the annual normal cost (also called the service cost), subtracts the actual benefit payments and refunds for the plan year, and then applies the expected investment rate of return for the year. The roll-forward procedure will include the effects of any assumption changes and legislative changes. The update procedures are in conformity with Actuarial Standards of Practice issued by the Actuarial Standards Board.

The TPL minus the Fiduciary Net Position equals the Net Pension Liability (NPL). The proportionate shares of the employer's and the state of Montana's NPL for June 30, 2024 and 2023, are displayed below. The employer's proportionate share equals the ratio of the employer's contributions to the sum of all employer and non-employer contributions during the measurement period. The state's proportionate share for a particular employer equals the ratio of the contributions for the particular employer to the total state contributions paid.

The Authority recorded a liability of \$4,150,997 and the employer's proportionate share was 0.170098 percent.

	Net Pension Liability as of June 30, 2024	Net Pension Liability as of June 30, 2023	Percent of Collective NPL as of June 30, 2024	Percent of Collective NPL as of June 30, 2023	Change in Percent of Collective NPL
Authority proportionate share	\$ 4,150,997	\$ 3,533,992	0.170098%	0.148619%	0.021479%
State of Montana proportionate share associated with the Authority	1,148,595	1,057,576	0.047067%	0.044475%	0.002592%
Total	<u>\$ 5,299,592</u>	<u>\$ 4,591,568</u>	<u>0.217165%</u>	<u>0.193094%</u>	<u>0.024071%</u>

Changes in actuarial assumptions and methods – There have been no changes to the assumptions or other inputs that affected the measurement of the TPL since the previous measurement date.

Missoula County Airport Authority
Notes to Financial Statements

Changes in benefit terms – There have been no changes in benefit terms since the previous measurement date.

Changes in proportionate share – There were no changes to the Plan between the measurement date of the collective NPL and the Authority’s reporting date that are expected to have a significant effect on the Authority’s proportionate share of the collective NPL.

Pension expense – At June 30, 2024, the Authority recognized \$493,974 for its proportionate share of the Plan’s pension expense and recognized grant revenue of \$107,755 for the support provided by the State of Montana for its proportionate share of the pension expense associated with the Authority.

	Pension expense as of 6/30/2024	Pension expense as of 6/30/2023
Authority's proportionate share	\$ 493,974	\$ 324,038
State of Montana proportionate share associated with the employer	107,755	109,618
Total	\$ 601,729	\$ 433,656

Recognition of deferred inflows and outflows – At June 30, 2024, the Authority reported its proportionate share of PERS’ deferred outflows of resources and deferred inflows of resources related to PERS from the following sources:

	Deferred Outflows of Resources	Deferred Inflows of Resources
Expected vs. actual experience	\$ 165,327	\$ -
Change in assumptions	-	148,056
Projected vs. actual investment earnings	10,532	-
Changes in proportion share and differences between employer contributions and proportionate share of contributions	353,081	-
Employer contributions subsequent to measurement date	294,009	-
Total	\$ 822,949	\$ 148,056

Deferred outflows of resources related to pensions resulting from the Authority's contributions subsequent to the measurement date in the amount of \$294,009 will be recognized as a reduction of the net pension liability in the year ending June 30, 2025.

Missoula County Airport Authority
Notes to Financial Statements

Other amounts reported as deferred outflows and inflows of resources related to pensions are recognized in the Authority’s pension expense as follows:

Year ended June 30	Recognition of deferred outflows and deferred inflows in future years as an increase or (decrease) to Pension Expense
2025	\$ 70,908
2026	89,716
2027	245,455
2028	(25,195)

Actuarial assumptions – The TPL in the June 30, 2023, actuarial valuation was determined using the following actuarial assumptions:

- Investment Return (net of admin expense) 7.30%
- General Wage Growth* 3.50%
- *includes Inflation at 2.75%
- Merit Increases 0% to 4.80%
- Postretirement Benefit Increases:
 1. Guaranteed Annual Benefit Adjustment (GABA) each January
 - After the member has completed 12 full months of retirement, the member’s benefit increases by the applicable percentage each January, inclusive of other adjustments to the member’s benefit.
 - 3% for members hired prior to July 1, 2007
 - 1.5% for members hired between July 1, 2007 and June 30, 2013
 - Members hired on or after July 1, 2013:
 - a) 1.5% for each year PERS is funded at or above 90%;
 - b) The 1.5% is reduced by 0.1% for each 2% PERS is funded below 90%;
 - c) 0% whenever the amortization period for PERS is 40 years or more.

Missoula County Airport Authority Notes to Financial Statements

Mortality

- Mortality assumptions among contributing members, service retired members and beneficiaries were based on the PUB-2010 General Amount Weighted Employer Mortality projected to 2021 for males and females Projected using MP-2021.
- Mortality assumptions among disabled members are based on PUB-2010 General Amount Weighted Disabled Retiree Mortality table, projected to 2021, set forward one year for both males and females.

The discount rate used to measure the TPL was 7.30%. The projection of cash flows used to determine the discount rate assumed the contributions from participating plan members, employers, and non-employer contributing entities would be made based on the Board's funding policy, which established the contractually required rates under the Montana Code Annotated. The state contributed 0.10% of the salaries paid by local governments and 0.37% paid by school districts. In addition, the state contributed a statutory appropriation from the general fund. Based on those assumptions, the Plan's fiduciary net position was projected to be adequate to make all the projected future benefit payments of current plan members through the year 2127. Therefore, the long-term expected rate of return on pension plan investments was applied to all periods of projected payments to determine the TPL. A municipal bond rate was not incorporated in the discount rate.

Missoula County Airport Authority Notes to Financial Statements

The long-term expected rate of return on pension plan investments is reviewed as part of regular experience studies prepared for the Plan about every five years. The long-term rate of return as of June 30, 2023, is based on analysis in the experience study report dated May 2, 2022, without consideration for the administrative expense analysis shown. Several factors are considered in evaluating the long-term rate of return assumption including long-term historical data, estimates inherent in current market data, and an analysis in which best-estimate ranges of expected future real rates of return (expected returns, net of investment expense and inflation), along with estimates of variability and correlations for each asset class. These ranges were combined to develop the long-term expected rate of return by weighting the expected future real rates of return by the target asset allocation percentage and then adding expected inflation. The assumption is intended to be a long-term assumption (30 to 50 years) and is not expected to change absent a significant change in the asset allocation, a change in the underlying inflation assumption, or a fundamental change in the market that alters expected returns in future years. The target asset allocation and best estimates of arithmetic real rates of return for each major asset class as of the most recent experience study, are summarized in the following table.

<u>Asset Class</u>	<u>Target Asset Allocation</u>	<u>Long-Term Expected Real Rate of Return Arithmetic Basis</u>
Cash	3.00%	-0.33%
Domestic Equity	30.00%	5.90%
International Equity	17.00%	7.14%
Private Investments	15.00%	9.13%
Real Assets	5.00%	4.03%
Real Estate	9.00%	5.41%
Core Fixed Income	15.00%	1.14%
Non-Core Fixed Income	6.00%	3.02%
Total	100.00%	

Sensitivity of the proportionate share of the net pension liability to changes in the discount rate –

The following presents the Authority's sensitivity of the NPL to the discount rate in the table below. A small change in the discount rate can create a significant change in the liability. The NPL was calculated using the discount rate of 7.30%, as well as what the net pension liability would be if it were calculated using a discount rate 1.00% lower or 1.00% higher than the current rate.

	<u>1.0% Decrease (6.30%)</u>	<u>Current Discount Rate (7.30%)</u>	<u>1.0% Increase (8.30%)</u>
Missoula County Airport Authority's net pension liability	<u>\$ 5,996,099</u>	<u>\$ 4,150,997</u>	<u>\$ 2,603,120</u>

PERS disclosure for the defined contribution plan – The Authority contributed to the state of Montana Public Employee Retirement System Defined Contribution Retirement Plan (PERS-DCRP) for employees that have elected the DCRP. The PERS-DCRP is administered by the PERB and is reported as a multiple-employer plan established July 1, 2002, and governed by Title 19, chapters 2 & 3, MCA.

Missoula County Airport Authority

Notes to Financial Statements

All new PERS members are initially members of the PERS-DBRP and have a 12-month window during which they may choose to remain in the PERS-DBRP or join the PERS-DCRP by filing an irrevocable election. Members may not be participants of both the defined benefit and defined contribution retirement plans.

Member and employer contribution rates are specified by state law and are a percentage of the member's compensation. Contributions are deducted from each member's salary and remitted by participating employers. The state Legislature has the authority to establish and amend contribution rates.

Benefits are dependent upon eligibility and individual account balances. Participants are vested immediately in their own contributions and attributable income. Participants are vested after 5 years of membership service for the employer's contributions to individual accounts and the attributable income. Non-vested contributions are forfeited upon termination of employment per 19-3-2117(5), MCA. Such forfeitures are used to cover the administrative expenses of the PERS-DCRP.

At the plan level for the measurement period ended June 30, 2023, the PERS-DCRP employer did not recognize any net pension liability or pension expense for the defined contribution plan. Plan level non-vested forfeitures for the 340 employers that have participants in the PERS-DCRP totaled \$1,409,309.

Pension plan fiduciary net position – The standalone financial statements of the Montana Public Employees Retirement Board (PERB) Annual Comprehensive Financial Report (ACFR) and the GASB 68 Report disclose the Plan's fiduciary net position. The reports are available from the PERB at PO Box 200131, Helena MT 59620-0131, (406)444-3154 or the MPERA website at <http://mpera.mt.gov/about/annualreports1/annualreports>.

Note 9 – Other Retirement and Medical Benefit Plans

Other retirement plan – In 2024 and 2023, the Authority contributed 4% of compensation for regular full-time employees as a non-elective contribution to the Authority's 414(h) retirement plan (the Plan). The Authority's profit sharing contribution for 2024 and 2023 was 8% of compensation for all eligible employees. The Authority reserves the right to amend the retirement plan, including the percentage of contributions.

The Authority's contributions to the profit sharing plan for years ended June 30, 2024 and 2023, were \$281,146 and \$271,861, respectively. Employee contributions to the Authority's 414(h) retirement plan for years ended June 30, 2024 and 2023, were \$140,577 and \$135,930, respectively.

Deferred compensation plan – The Authority sponsors a deferred compensation plan in accordance with Internal Revenue Code Section 457. The Plan is available to all Authority employees, and permits employees to defer a portion of their salary until future years. Participation in the Plan is optional. The deferred compensation is not available to employees until termination, retirement, death or unforeseeable emergency. The retirement plan assets are held in an irrevocable trust, which will protect the plan assets from any potential future claims by creditors.

Medical benefit plan – The Authority participates in the Missoula County Medical Benefit Plan. During 2024 and 2023, the Authority paid \$593,785 and \$543,423, respectively, to the Plan.

Missoula County Airport Authority

Notes to Financial Statements

Note 10 – Other Post-Employment Benefits

The Authority participates in the Missoula County Employee Benefits Plan, a self-insured agent multiple-employer plan. To qualify for retiree medical benefits, the employee must have attained the age of 60 plus five years of service, or attained age 65, or completed 30 years of service. An employee may qualify for early retirement by meeting one of the following criteria: attained the age of 50 plus five years of service or completed 25 years of service.

These benefits are established and may be amended by Missoula County. The plan issues stand-alone financial statements which can be obtained from Missoula County Risk & Benefits, 200 West Broadway, Missoula, MT 59802.

Retirees pay into the plan what the Authority and active employees would pay on a monthly basis. Subsequent to retirement, the retiree's relationship is with the benefit plan and the Authority is not required to make any additional contributions for the retired employee.

The OPEB provision is accounted for in accordance with GASB Statement No. 75, *Accounting and Financial Reporting for Postemployment Benefits Other Than Pensions*. The amounts related to OPEB are not material to the Authority; therefore, the additional disclosures related to OPEB have not been included within the notes to the financial statements.

Note 11 – Risk Management

The Authority is exposed to various risks of loss related to torts, theft, damage, and destruction of assets; business interruption; errors and omissions; employee injuries and illness; natural disasters; and medical insurance costs of employees. Settled claims did not exceed the commercial coverage for the years ended June 30, 2024, 2023 or 2022. Liabilities are reported when it is probable that a loss has occurred and the amount of the loss can be reasonably estimated. No liability accrual was required at June 30, 2024 and 2023.

The Authority provides workers' compensation coverage for all employees through the Missoula County Workers' Compensation Group Insurance Authority (formerly the Missoula County Workers' Compensation Plan). The Authority's contribution rates were \$.009 to \$.0625 per \$100 of covered salary, depending on employee classification. The Authority's contributions for the years ended June 30, 2024 and 2023 were \$104,948 and \$116,215, respectively.

As discussed in Note 10, employee medical and life insurance is provided through the Authority's participation in the Missoula County self-insured medical plan.

Note 12 – Commitments and Contingencies

In July 2022, the Authority began work on the East Concourse phase of the terminal project. The new concourse will include 4 additional boarding gates, a permanent baggage claim area, and space for rental car operations. The project is budgeted at approximately \$59 million and expected to be complete in 2025. Approximately \$30 million is remaining at June 30, 2024.

Missoula County Airport Authority Notes to Financial Statements

Note 13 – Service Concession Arrangement

The Authority entered into a concession agreement with Republic Parking System, Inc. (RPS) to operate the Authority's public parking facility located on airport property which expired on June 30, 2024, and was not renewed. The Authority entered into the arrangement as a means to provide parking facilities to members of the public visiting the Missoula Montana Airport (the Airport) in a more efficient, cost-effective manner.

The facility is reported by the Authority as a capital asset and is being depreciated over its useful life. The Authority recorded a receivable in the amount of \$729,998 as of June 30, 2023, which was collected during the fiscal year ended June 30, 2024. The deferred inflow of resources was amortized to revenue over the term of the agreement.

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Required Supplementary Information

Missoula County Airport Authority
Schedule of Proportionate Share of the PERS Net Pension Liability
*** For the Last Ten Fiscal Years**
June 30, 2024

Measurement date as of June 30,	2023	2022	2021	2020	2019	2018	2017	2016	2015	2014
Employer's proportion of the net pension liability as a percentage	0.1701%	0.1486%	0.1467%	0.1572%	0.1538%	0.1355%	0.1709%	0.1536%	0.1509%	0.1402%
Employer's net pension liability as an amount	\$ 4,150,997	\$ 3,533,992	\$ 2,659,825	\$ 4,147,738	\$ 3,215,165	\$ 2,827,317	\$ 3,327,526	\$ 2,616,735	\$ 2,110,016	\$ 1,747,437
State of Montana's net pension liability	1,148,595	1,057,576	784,526	1,306,207	1,046,472	948,439	46,963	31,973	25,918	21,339
Total	<u>\$ 5,299,592</u>	<u>\$ 4,591,568</u>	<u>\$ 3,444,351</u>	<u>\$ 5,453,945</u>	<u>\$ 4,261,637</u>	<u>\$ 3,775,756</u>	<u>\$ 3,374,489</u>	<u>\$ 2,648,708</u>	<u>\$ 2,135,934</u>	<u>\$ 1,768,776</u>
Employer's covered payroll **	\$ 3,162,448	\$ 2,611,817	\$ 2,591,116	\$ 2,637,849	\$ 2,537,886	\$ 2,227,772	\$ 2,119,084	\$ 1,840,137	\$ 1,761,557	\$ 1,610,102
Employer's proportionate share of the net pension liability as a percentage of covered payroll	131.26%	135.31%	102.65%	157.24%	126.69%	126.91%	157.03%	142.20%	119.78%	111.22%
Plan fiduciary net position as a percentage of the total pension liability	73.93%	73.66%	79.91%	68.90%	73.85%	73.47%	73.75%	74.71%	78.40%	79.87%

**The amounts presented for each fiscal year were determined as of June 30, the measurement date.*

*** All employer adjustments made in the current fiscal year 2023 but are adjusting a payroll with a pay date in a prior fiscal year, are considered prior year adjustments and are removed from the covered payroll report before the actuary calculates the employers proportionate share.*

See accompanying notes to required supplementary information.

Missoula County Airport Authority
Schedule of PERS Contributions
*** For the Last Ten Fiscal Years**
June 30, 2024

	2024	2023	2022	2021	2020	2019	2018	2017	2016	2015
Schedule of Contributions for the Last Ten Fiscal Years*										
Contractually required contributions	\$ 294,009	\$ 283,672	\$ 232,285	\$ 229,622	\$ 231,111	\$ 218,276	\$ 188,692	\$ 177,398	\$ 153,809	\$ 145,159
Plan choice rate required contributions	-	-	-	-	-	-	-	-	8,830	11,371
Contributions in relation to the contractually required contributions	<u>\$ 294,009</u>	<u>\$ 283,672</u>	<u>\$ 232,285</u>	<u>\$ 229,622</u>	<u>\$ 231,111</u>	<u>\$ 218,276</u>	<u>\$ 188,692</u>	<u>\$ 177,398</u>	<u>\$ 162,639</u>	<u>\$ 156,530</u>
Contribution deficiency (excess)	<u>\$ -</u>	<u>\$ -</u>	<u>\$ -</u>	<u>\$ -</u>	<u>\$ -</u>	<u>\$ -</u>	<u>\$ -</u>	<u>\$ -</u>	<u>\$ -</u>	<u>\$ -</u>
Employer's covered-employee payroll **	\$ 3,241,546	\$ 3,162,448	\$ 2,611,817	\$ 2,591,116	\$ 2,637,849	\$ 2,537,886	\$ 2,227,772	\$ 2,119,084	\$ 1,840,137	\$ 1,761,557
Contributions as a percent of covered-employee payroll	9.07%	8.97%	8.89%	8.86%	8.76%	8.60%	8.47%	8.37%	8.84%	8.89%

*The amounts presented for each fiscal year were determined as of June 30, the most recent fiscal year end.

** All employer adjustments made in the current fiscal year 2023 but are adjusting a payroll with a pay date in a prior fiscal year, are considered prior year adjustments and are removed from the covered payroll report before the actuary calculates the employers proportionate share.

See accompanying notes to required supplementary information.

Missoula County Airport Authority
Notes to Required Supplementary Information
June 30, 2024

Changes of benefit terms – The following changes to the plan provisions were made as identified:

2017:

Working retiree limitations – for PERS

Effective July 1, 2017, if a PERS retiree returns as an independent contractor to what would otherwise be PERS-covered employment, general contractor overhead costs are excluded from PERS working retiree limitations.

Refunds

1. Terminating members eligible to retire may, in lieu of receiving a monthly retirement benefit, refund their accumulated contributions in a lump sum.
2. Terminating members with accumulated contributions between \$200 and \$1,000 who wish to rollover their refund must do so within 90 days of termination of service.
3. Trusts, estates, and charitable organizations listed as beneficiaries are entitled to receive only a lump-sum payment.

Interest credited to member accounts – Effective July 1, 2017, the interest rate credited to member accounts increased from 0.25% to 0.77%.

Lump-sum payouts – Effective July 1, 2017, lump-sum payouts in all systems are limited to the member's accumulated contributions rate than the present value of the member's benefit.

Disabled PERS Defined Contribution (DC) members – PERS members hired after July 1, 2011, have a normal retirement age of 65. PERS DC members hired after July 1, 2011, who became disabled were previously only eligible for a disability benefit until age 65. Effective July 1, 2017, these individuals will be eligible for a disability benefit until they reach 70, thus ensuring the same 5-year time period available to PERS DC disabled members hired prior to July 1, 2011, who have a normal retirement age of 60 and are eligible for a disability benefit until age 65.

Missoula County Airport Authority
Notes to Required Supplementary Information
June 30, 2024

Changes in Actuarial Assumptions and Methods

Method and assumptions used in calculations of actuarially determined contributions – The following Actuarial Assumptions were adopted from the June 30, 2022, actuarial valuation:

General Wage Growth*	3.50%
Investment Rate of Return*	7.30%
*Includes inflation at	2.75%
Merit salary increases	0% to 4.80%
Asset valuation method	4-year smoothed market
Actuarial cost method	Entry age normal
Amortization method	Level percentage of pay, open
Remaining amortization period	30 years
Mortality (healthy members)	PUB-2010 General amount weighted healthy retiree mortality table projected to 2021, with ages set forward one year and adjusted 104% for males and 103% for females. Projected generationally using MP-2021.
Mortality (disabled members)	PUB-2010 General amount weighted disabled retiree mortality table, projected to 2021, set forward one year for both males and females.

Administrative expenses are recognized by an additional amount added to the normal cost contribution rate for the System. This amount varies from year to year based on the prior year's actual administrative expenses.

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Supplementary Information

Missoula County Airport Authority
Operating Revenues
Years Ended June 30, 2024 and 2023

	2024	2023	Increase (Decrease)
LANDING FIELD			
Landing fees			
Airlines	\$ 847,788	\$ 774,422	\$ 73,366
Freight carriers	68,572	44,423	24,149
Forest service	-	30,534	(30,534)
Non-based Landing Fees	152,766	124,755	28,011
Non-sig turn fees	-	1,850	(1,850)
Fuel flowage	108,747	103,008	5,739
Total landing field	<u>1,177,873</u>	<u>1,078,992</u>	<u>98,881</u>
TERMINAL			
Airline rentals	487,280	638,400	(151,120)
Advertising revenue	251,107	241,216	9,891
Land transportation facilities			
Customer facility charges	1,035,314	949,616	85,698
On-airport car rentals	2,323,720	2,155,272	168,448
Off-airport car rentals	37,549	45,583	(8,034)
Parking lot	3,345,983	2,975,990	369,993
Rental car fuel	118,924	-	118,924
Glycol disposal	18,164	25,061	(6,897)
Ground services	800,854	905,087	(104,233)
Ground transportation	169,057	172,109	(3,052)
Restaurant	169,021	155,336	13,685
Coffee concession	11,321	10,838	483
Liquor concession	143,425	131,203	12,222
Travel agency	5,272	5,272	-
Gift shops	308,933	355,199	(46,266)
Non-sig use fees	285,202	134,534	150,668
Telephones and vending	29,214	32,101	(2,887)
Utilities reimbursement	28,571	36,674	(8,103)
Security reimbursement	108,649	122,821	(14,172)
Signatory use fee	715,479	761,977	(46,498)
Lease adjustment	(208,463)	(208,648)	185
Other	73,873	53,642	20,231
Total terminal	<u>10,258,449</u>	<u>9,699,283</u>	<u>559,166</u>
FIXED BASE/GOVERNMENT			
Fixed base operator's rental	262,290	263,651	(1,361)
Total fixed base/government	<u>262,290</u>	<u>263,651</u>	<u>(1,361)</u>
INDUSTRIAL PARK			
Building and ground rental	720,347	706,051	14,296
Agricultural ground rental	35,960	(2,674)	38,634
Fuel farm rental	4,429	4,303	126
Total industrial park	<u>760,736</u>	<u>707,680</u>	<u>53,056</u>
TOTAL OPERATING REVENUES	<u><u>\$ 12,459,348</u></u>	<u><u>\$ 11,749,606</u></u>	<u><u>\$ 709,742</u></u>

Missoula County Airport Authority
Operating Expenses
Years Ended June 30, 2024 and 2023

	2024	As Restated 2023	Increase (Decrease)
Accounting and auditing services	\$ 92,964	\$ 32,500	\$ 60,464
Badging related expenses	8,758	-	8,758
Consulting services	238,927	217,099	21,828
Display/visitor information center	14,690	3,228	11,462
Insurance	228,860	200,135	28,725
Legal services	22,906	12,041	10,865
Maintenance, repairs and equipment rentals	1,753,139	1,460,231	292,908
Membership and organization dues	35,503	46,183	(10,680)
Office supplies and equipment	178,442	69,270	109,172
Other	10,838	40,910	(30,072)
Petroleum products and tires	90,090	139,554	(49,464)
Rental car fuel	114,533	-	114,533
Safety supply and equipment	36,665	38,273	(1,608)
Salaries and related payroll expenses	5,963,088	5,415,735	547,353
Telephone	44,013	41,909	2,104
Landing fee commission	30,553	22,779	7,774
Training	80,860	89,191	(8,331)
Travel, meals and public relations	161,618	102,185	59,433
Uniforms and laundry	43,788	68,778	(24,990)
Utilities	712,412	597,801	114,611
	<u>\$ 9,862,647</u>	<u>\$ 8,597,802</u>	<u>\$ 1,264,845</u>

Missoula County Airport Authority
Revenue Bond Coverage
Year Ended June 30, 2024

GROSS REVENUES	
Passenger facility charges	\$ 1,878,580
Operating	12,459,348
Plus interest - unrestricted, debt service and debt service reserve	<u>232,497</u>
	14,570,425
OPERATING EXPENSES	<u>9,862,647</u>
NET REVENUE AVAILABLE FOR DEBT SERVICE	<u>\$ 4,707,778</u>
FISCAL YEAR DEBT SERVICE REQUIREMENT	<u>\$ 3,386,562</u>
COVERAGE RATIO	1.39
MINIMUM DEBT SERVICE COVERAGE REQUIRED BY RATE COVENANT	<u>1.25</u>

**Missoula County Airport Authority
 Federally Funded Airport Projects
 Year Ended June 30, 2024**

AIP Funded Projects

Project #	Projects	Percent Complete	Grant Award
80	Master Plan	37%	\$ 990,000
81	Terminal Phase II	100%	11,000,000
82	Deice Pad	100%	3,849,000
83	Seal, Crack Repair	100%	1,014,436
84	De-Ice Ramp Expansion	99%	3,054,240
85	Terminal Phase II	80%	3,809,741
86	Terminal Phase II	45%	2,340,936
87	Terminal Phase II & III	22%	6,000,000

Passenger Facility Funded Projects

Application #	Projects	Percent Complete	Grant Award
18-09-C-00-MSO	Approved July 9, 2018 Federally eligible terminal projects costs and related debt service Collection authority for approximately 30 years	25%	\$ 36,265,589

Missoula County Airport Authority
Schedule of Expenditures of Federal Awards
Year Ended June 30, 2024

Federal Grantor / Program Description	Federal AL No.	Federal Contract No.	Federal Expenditures	Passed Through to Subrecipients
U.S. Department of Transportation				
<i>Direct:</i>				
Administered by the Federal Aviation Administration				
Airport Improvement Program	20.106	3-30-0056-080-2022	\$ 470,250	\$ -
Airport Improvement Program	20.106	3-30-0056-081-2022	4,894,704	-
Airport Improvement Program	20.106	3-30-0056-082-2022	2,900,341	-
Airport Improvement Program	20.106	3-30-0056-083-2023	798,211	-
Airport Improvement Program	20.106	3-30-0056-084-2023	3,051,575	-
Airport Improvement Program	20.106	3-30-0056-085-2023	3,054,399	-
Airport Improvement Program	20.106	3-30-0056-086-2023	1,053,067	-
Airport Improvement Program	20.106	3-30-0056-087-2024	<u>1,319,662</u>	-
Total U.S. Department of Transportation			<u>17,542,209</u>	-
Total Federal Expenditures			<u><u>\$ 17,542,209</u></u>	<u><u>\$ -</u></u>

See notes to schedule of expenditure of federal awards.

Missoula County Airport Authority
Notes to the Schedule of Expenditures of Federal Awards
Year Ended June 30, 2024

Note 1 – Basis of Presentation

The accompanying schedule of expenditures of federal awards (the Schedule) includes the federal award activity of the Authority under programs of the federal government for the year ended June 30, 2024. The information in this Schedule is presented in accordance with the requirements of Title 2 U.S. *Code of Regulations* Part 200, *Uniform Administrative Requirements, Cost Principles, and Audit Requirements of Federal Awards* (Uniform Guidance). Because the Schedule presents only a selected portion of the operations of the Authority, it is not intended to and does not present the financial position, changes in net position, or cash flows of the Authority.

Note 2 – Summary of Significant Accounting Policies

Expenditures reported on the Schedule are reported on the accrual basis of accounting. Such expenditures are recognized following the cost principles contained in the Uniform Guidance, wherein certain types of expenditures are not allowable, or are limited as to reimbursement. Reported federal expenditures include capital asset purchases which are capitalized and not reported as expenses in the accompanying financial statements.

Note 3 – Airport Improvement Projects

The Authority receives federal contributions totaling 90-95% of actual expenditures incurred on qualified airport improvement projects, and the Authority provides the remaining match.

Note 4 – Indirect Cost Rate

The Authority has elected not to use the 10% de minimis indirect cost rate described under the Uniform Guidance.

See schedule of expenditures of federal awards.

Missoula County Airport Authority
Schedule of Passenger Facility Charges (PFC) Collected and Expended
Year Ended June 30, 2024

<u>Quarter Ended</u>	<u>PFC Revenue Collected</u>	<u>Interest Earned</u>	<u>Expenditures on PFC Projects</u>
September 2023	\$ 339,955	\$ 67	\$ 342,604
December 2023	435,858	72	314,311
March 2024	367,783	28	2,311,468
June 2024	734,984	25	293,074
Total	<u>\$ 1,878,580</u>	<u>\$ 192</u>	<u>\$ 3,261,457</u>
Total PFC collections authorized			\$ 59,763,524
Cumulative PFC collections			<u>33,924,779</u>
Remaining PFC collections authorized			<u>\$ 25,838,745</u>

See notes to the schedule of passenger facility charges (PFC) collected and expended.

Missoula County Airport Authority
Note to the Schedule of Passenger Facility Charges Collected and Expended
Year Ended June 30, 2024

Note 1 – Basis of Accounting

This Schedule of Passenger Facility Charges (PFC) Collected and Expended (the Schedule) is reported on a cash basis. Therefore, only those revenues received and expenses paid for the quarter are reported. PFC revenues not received or expenses incurred prior to the end of each quarter are not accrued and are reported as revenues and expenses of the subsequent reporting period.

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Other Information

Missoula County Airport Authority
Airport Operations Information
Years Ended June 30, 2024 and 2023

REVENUE PASSENGERS HANDLED

	2024	2023
Airlines		
Revenue passengers enplaned	475,040	441,974
Revenue passengers deplaned	472,136	437,063
Total	947,176	879,037

TOWER AIRCRAFT OPERATIONS

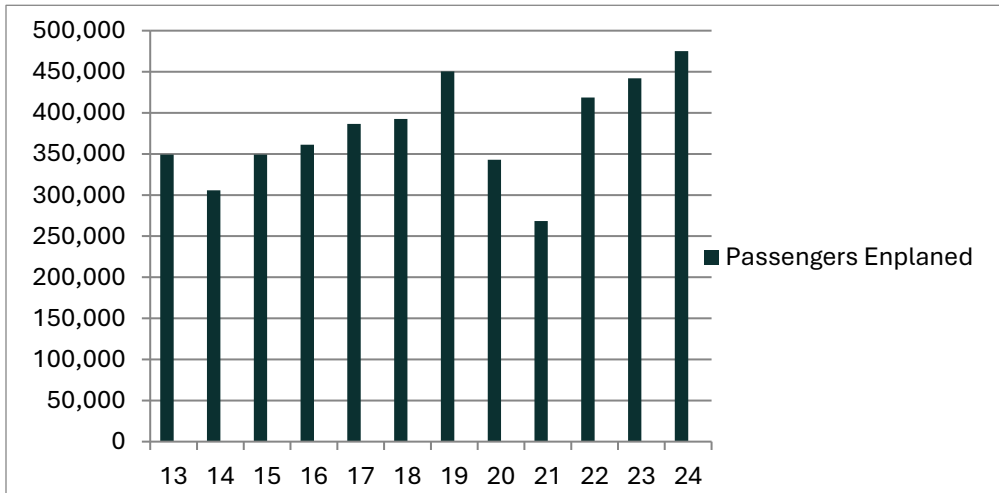
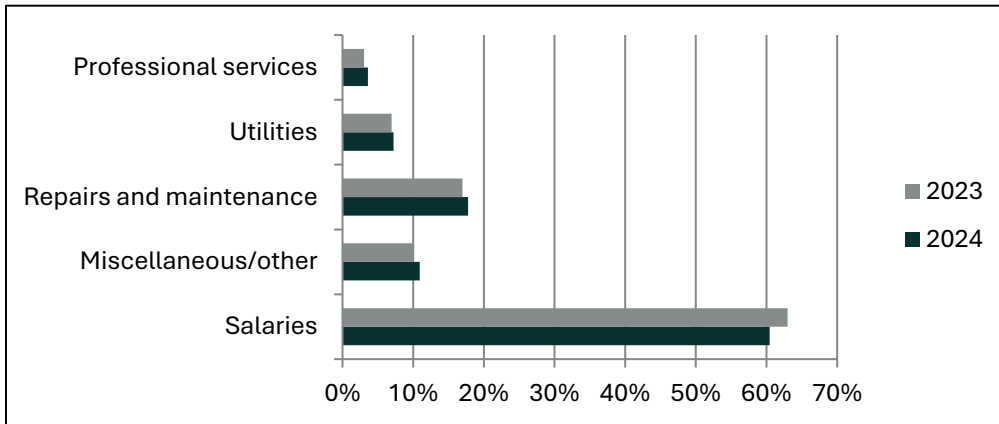
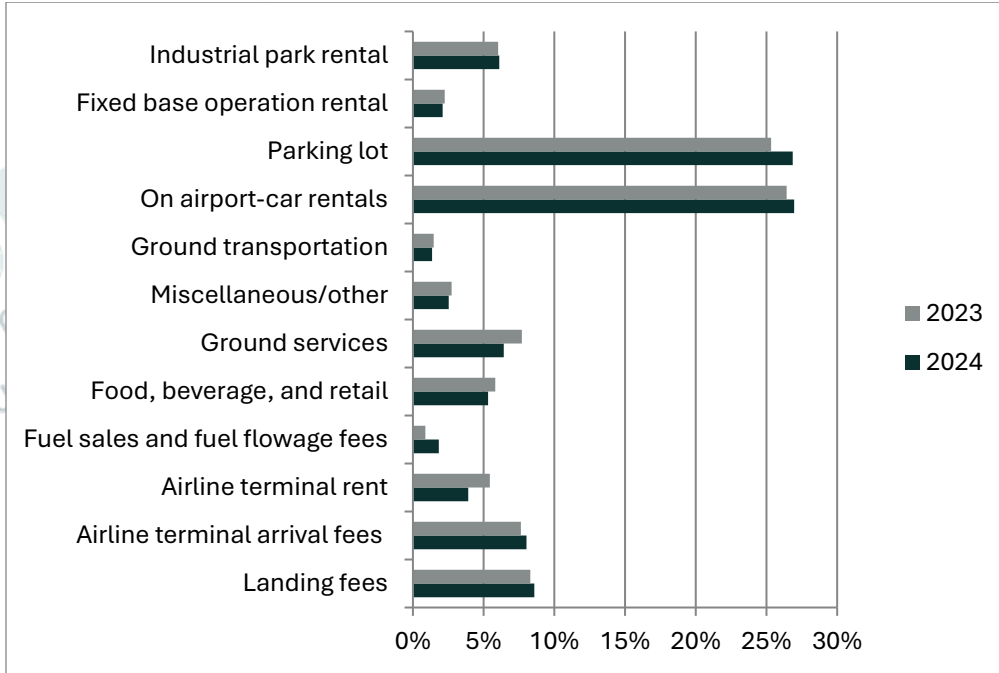
Total Traffic	44,465	41,468
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Missoula County Airport Authority
Insurance in Force
Year Ended June 30, 2024

Insurer	Risk Covered	Coverage
PayneWest Insurance Liability	Products/completed operations aggregate limit	\$ 50,000,000
	Personal/advertising injury aggregate limit	50,000,000
	Fire damage limit any one fire	1,000,000
	Medical expense limit any one person	5,000
	Hangarkeepers liability each aircraft	50,000,000
	Hangarkeepers liability each occurrence	50,000,000
	Employee benefits liability	1,000,000
	On-airport premises auto liability	50,000,000
	Excess auto liability	25,000,000
	Malpractice aggregate limit	50,000,000
	Non-owned aircraft liability	50,000,000
	Excess employers liability (excess of \$1m underlying)	25,000,000
	Passenger baggage liability aggregate limit	250,000
	Passenger baggage liability each occurrence	2,500
	Limited terrorism	5,000,000
Commercial Auto	Combined single limit liability	1,000,000
	Uninsured/underinsured motorist	1,000,000
	Hired/non-owned liability	1,000,000
	Medical payments	5,000
	Comprehensive deductible	1,000
	Collision deductible	1,000
Commercial Property	Blanket building limit	75,879,494
	Terminal buildings limit	55,000,000
	Blanket contents limit	900,322
	Terminal contents	733,394
	Blanket business income limit	1,500,000
	Fencing, gates, and outdoor lighting	257,000
	Scheduled mobile equipment	6,287,701
	Flood coverage	1,000,000
	Earthquake coverage	5,000,000
Crime coverage	125,000	
Non-Profit Organization Policy	Directors and officers liability aggregate limit	2,000,000
	Employment practices liability aggregate limit	2,000,000
	Fiduciary liability	1,000,000

The policy year for the contracts was July 1, 2023, through July 1, 2024.

Missoula County Airport Authority Graphs Years Ended June 30, 2024 and 2023



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Single Audit Section

Report of Independent Auditors on Internal Control Over Financial Reporting and on Compliance and Other Matters Based on an Audit of Financial Statements Performed in Accordance with *Government Auditing Standards*

The Board of Commissioners
Missoula County Airport Authority

We have audited, in accordance with the auditing standards generally accepted in the United States of America and the standards applicable to financial audits contained in *Government Auditing Standards* issued by the Comptroller General of the United States, the financial statements of Missoula County Airport Authority (the Authority) which comprise the statement of net position as of June 30, 2024, and the related statements of revenues, expenses, and changes in net position and cash flows for the year then ended, and the related notes to the financial statements, which collectively comprise Missoula County Airport Authority's basic financial statements, and have issued our report thereon dated December xx, 2024.

Report on Internal Control Over Financial Reporting

In planning and performing our audit of the financial statements, we considered the Authority's internal control over financial reporting (internal control) as a basis for designing audit procedures that are appropriate in the circumstances for the purpose of expressing our opinion on the financial statements, but not for the purpose of expressing an opinion on the effectiveness of the Authority's internal control. Accordingly, we do not express an opinion on the effectiveness of the Authority's internal control.

A *deficiency in internal control* exists when the design or operation of a control does not allow management or employees, in the normal course of performing their assigned functions, to prevent, or detect and correct, misstatements on a timely basis. A *material weakness* is a deficiency, or a combination of deficiencies, in internal control such that there is a reasonable possibility that a material misstatement of the entity's financial statements will not be prevented, or detected and corrected, on a timely basis. A *significant deficiency* is a deficiency, or a combination of deficiencies, in internal control that is less severe than a material weakness, yet important enough to merit attention by those charged with governance.

Our consideration of internal control was for the limited purpose described in the first paragraph of this section and was not designed to identify all deficiencies in internal control that might be material weaknesses or significant deficiencies. Given these limitations, during our audit we did not identify any deficiencies in internal control that we consider to be material weaknesses. However, material weaknesses or significant deficiencies may exist that were not identified.

Report on Compliance and Other Matters

As part of obtaining reasonable assurance about whether the Authority's financial statements are free from material misstatement, we performed tests of its compliance with certain provisions of laws, regulations, contracts, and grant agreements, noncompliance with which could have a direct and material effect on the financial statements. However, providing an opinion on compliance with those provisions was not an objective of our audit, and accordingly, we do not express such an opinion. The results of our tests disclosed no instances of noncompliance or other matters that are required to be reported under *Government Auditing Standards*.

Purpose of this Report

The purpose of this report is solely to describe the scope of our testing of internal control and compliance and the results of that testing, and not to provide an opinion on the effectiveness of the entity's internal control or on compliance. This report is an integral part of an audit performed in accordance with *Government Auditing Standards* in considering the entity's internal control and compliance. Accordingly, this communication is not suitable for any other purpose.

Portland, Oregon
December xx, 2024

Report of Independent Auditors on Compliance for the Major Federal Program and Report on Internal Control Over Compliance Required by the Uniform Guidance

The Board of Commissioners
Missoula County Airport Authority

Report on Compliance for the Major Federal Program

Opinion on the Major Federal Program

We have audited Missoula County Airport Authority's (the Authority) compliance with the types of compliance requirements identified as subject to audit in the OMB *Compliance Supplement* that could have a direct and material effect on the Authority's major federal program for the year ended June 30, 2024. The Authority's major federal program is identified in the summary of auditor's results section of the accompanying schedule of findings and questioned costs.

In our opinion, the Authority complied, in all material respects, with the compliance requirements referred to above that could have a direct and material effect on the major federal program for the year ended June 30, 2024.

Basis for Opinion on the Major Federal Program

We conducted our audit of compliance in accordance with auditing standards generally accepted in the United States of America (GAAS); the standards applicable to financial audits contained in *Government Auditing Standards* issued by the Comptroller General of the United States (*Government Auditing Standards*); and the audit requirements of Title 2 U.S. *Code of Federal Regulations Part 200, Uniform Administrative Requirements, Cost Principles, and Audit Requirements for Federal Awards* (Uniform Guidance). Our responsibilities under those standards and the Uniform Guidance are further described in the Auditor's Responsibilities for the Audit of Compliance section of our report.

We are required to be independent of the Authority and to meet our other ethical responsibilities, in accordance with relevant ethical requirements relating to our audit. We believe that the audit evidence we have obtained is sufficient and appropriate to provide a basis for our opinion on compliance for the major federal program. Our audit does not provide a legal determination of the Authority's compliance with the compliance requirements referred to above.

Responsibilities of Management for Compliance

Management is responsible for compliance with the requirements referred to above and for the design, implementation, and maintenance of effective internal control over compliance with the requirements of laws, statutes, regulations, rules, and provisions of contracts or grant agreements applicable to the Authority's federal program.

Auditor's Responsibilities for the Audit of Compliance

Our objectives are to obtain reasonable assurance about whether material noncompliance with the compliance requirements referred to above occurred, whether due to fraud or error, and express an opinion on the Authority's compliance based on our audit. Reasonable assurance is a high level of assurance but is not absolute assurance and therefore is not a guarantee that an audit conducted in accordance with GAAS, *Government Auditing Standards*, and the Uniform Guidance will always detect material noncompliance when it exists. The risk of not detecting material noncompliance resulting from fraud is higher than for that resulting from error, as fraud may involve collusion, forgery, intentional omissions, misrepresentations, or the override of internal control. Noncompliance with the compliance requirements referred to above is considered material, if there is a substantial likelihood that, individually or in the aggregate, it would influence the judgment made by a reasonable user of the report on compliance about the Authority's compliance with the requirements of the major federal program as a whole.

In performing an audit in accordance with GAAS, *Government Auditing Standards*, and the Uniform Guidance, we

- Exercise professional judgment and maintain professional skepticism throughout the audit.
- Identify and assess the risks of material noncompliance, whether due to fraud or error, and design and perform audit procedures responsive to those risks. Such procedures include examining, on a test basis, evidence regarding the Authority's compliance with the compliance requirements referred to above and performing such other procedures as we considered necessary in the circumstances.
- Obtain an understanding of the Authority's internal control over compliance relevant to the audit in order to design audit procedures that are appropriate in the circumstances and to test and report on internal control over compliance in accordance with the Uniform Guidance, but not for the purpose of expressing an opinion on the effectiveness of the Authority's internal control over compliance. Accordingly, no such opinion is expressed.

We are required to communicate with those charged with governance regarding, among other matters, the planned scope and timing of the audit and any significant deficiencies and material weaknesses in internal control over compliance that we identified during the audit.

Report on Internal Control Over Compliance

A deficiency in internal control over compliance exists when the design or operation of a control over compliance does not allow management or employees, in the normal course of performing their assigned functions, to prevent, or detect and correct, noncompliance with a type of compliance requirement of a federal program on a timely basis. *A material weakness in internal control over compliance* is a deficiency, or a combination of deficiencies, in internal control over compliance such that there is a reasonable possibility that material noncompliance with a type of compliance requirement of a federal program will not be prevented, or detected and corrected, on a timely basis. *A significant deficiency in internal control over compliance* is a deficiency, or a combination of deficiencies, in internal control over compliance with a type of compliance requirement of a federal program that is less severe than a material weakness in internal control over compliance, yet important enough to merit attention by those charged with governance.

Our consideration of internal control over compliance was for the limited purpose described in the Auditor's Responsibilities for the Audit of Compliance section above and was not designed to identify all deficiencies in internal control over compliance that might be material weaknesses or significant deficiencies in internal control over compliance. Given these limitations, during our audit we did not identify any deficiencies in internal control over compliance that we consider to be material weaknesses, as defined above. However, material weaknesses or significant deficiencies in internal control over compliance may exist that were not identified.

Our audit was not designed for the purpose of expressing an opinion on the effectiveness of internal control over compliance. Accordingly, no such opinion is expressed.

The purpose of this report on internal control over compliance is solely to describe the scope of our testing of internal control over compliance and the results of that testing based on the requirements of the Uniform Guidance. Accordingly, this report is not suitable for any other purpose.

Portland, Oregon
December xx, 2024

Missoula County Airport Authority
Schedule of Findings and Questioned Costs
Year Ended June 30, 2024

Section I – Summary of Auditor’s Results

Financial Statements

Type of auditor’s report issued on whether the financial statements audited were prepared in accordance with GAAP:

Unmodified

Internal control over financial reporting:

- Material weakness(es) identified? Yes No
- Significant deficiency(ies) identified? Yes None reported
- Noncompliance material to financial statements noted? Yes No

Federal Awards

Internal control over major federal programs:

- Material weakness(es) identified? Yes No
- Significant deficiency(ies) identified? Yes None reported

Any audit findings disclosed that are required to be reported in accordance with 2 CFR 200.516(a)?

Yes No

Identification of Major Federal Programs and Type of Auditor’s Report Issued on Compliance for Major Federal Programs

<i>Federal Assistance Listing Numbers</i>	<i>Name of Federal Program or Cluster</i>	<i>Type of Auditor’s Report Issued on Compliance for Major Federal Program</i>
20.106	Airport Improvement Program	<i>Unmodified</i>

Dollar threshold used to distinguish between type A and type B programs:

\$750,000

Auditee qualified as low-risk auditee?

Yes No

Section II – Financial Statement Findings

None reported.

Section III – Federal Awards Findings and Questioned Costs

None reported.

**Missoula County Airport Authority
Summary Schedule of Prior Audit Findings
Year Ended June 30, 2024**

None reported.

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upon for any purpose

DRAFT
Not to be reproduced or relied
upon for any purpose

Other Compliance Reports

Report of Independent Auditors on Compliance with Requirements that Could Have a Direct and Material Effect on the Passenger Facility Charge Program and Report on Internal Control Over Compliance in Accordance with the *Passenger Facility Charge Program Audit Guide for Public Agencies*

The Board of Commissioners
Missoula County Airport Authority

Report on Compliance for the Passenger Facility Charge Program

Opinion on the Passenger Facility Charge Program

We have audited Missoula County Airport Authority's (the Authority) compliance with the types of compliance requirements described in the *Passenger Facility Charge Program Audit Guide for Public Agencies* issued by the Federal Aviation Administration (Guide) that could have a direct and material effect on its Passenger Facility Charge (PFC) program for the year ended June 30, 2024.

In our opinion, the Authority complied, in all material respects, with the compliance requirements referred to above that could have a direct and material effect on its PFC program for the year ended June 30, 2024.

Basis for Opinion on the Passenger Facility Charge Program

We conducted our audit of compliance in accordance with auditing standards generally accepted in the United States of America (GAAS); the standards applicable to financial audits contained in *Government Auditing Standards* issued by the Comptroller General of the United States (*Government Auditing Standards*); and the audit requirements of the Guide. Our responsibilities under those standards and the Guide are further described in the Auditor's Responsibilities for the Audit of Compliance section of our report.

We are required to be independent of the Authority and to meet our other ethical responsibilities, in accordance with relevant ethical requirements relating to our audit. We believe that the audit evidence we have obtained is sufficient and appropriate to provide a basis for our opinion on compliance for the PFC program. Our audit does not provide a legal determination of the Authority's compliance with the compliance requirements referred to above.

Responsibilities of Management for Compliance

Management is responsible for compliance with the requirements referred to above and for the design, implementation, and maintenance of effective internal control over compliance with the requirements of laws, statutes, regulations, rules, and provisions of contracts or grant agreements applicable to the Authority's PFC program.

Auditor's Responsibilities for the Audit of Compliance

Our objectives are to obtain reasonable assurance about whether material noncompliance with the compliance requirements referred to above occurred, whether due to fraud or error, and express an opinion on the Authority's compliance based on our audit. Reasonable assurance is a high level of assurance but is not absolute assurance and therefore is not a guarantee that an audit conducted in accordance with GAAS, *Government Auditing Standards*, and the Guide will always detect material noncompliance when it exists. The risk of not detecting material noncompliance resulting from fraud is higher than for that resulting from error, as fraud may involve collusion, forgery, intentional omissions, misrepresentations, or the override of internal control. Noncompliance with the compliance requirements referred to above is considered material, if there is a substantial likelihood that, individually or in the aggregate, it would influence the judgment made by a reasonable user of the report on compliance about the Authority's compliance with the requirements of the Guide as a whole.

In performing an audit in accordance with GAAS, *Government Auditing Standards*, and the Guide, we:

- Exercise professional judgment and maintain professional skepticism throughout the audit.
- Identify and assess the risks of material noncompliance, whether due to fraud or error, and design and perform audit procedures responsive to those risks. Such procedures include examining, on a test basis, evidence regarding the Authority's compliance with the compliance requirements referred to above and performing such other procedures as we considered necessary in the circumstances.
- Obtain an understanding of the Authority's internal control over compliance relevant to the audit in order to design audit procedures that are appropriate in the circumstances and to test and report on internal control over compliance in accordance with the Guide, but not for the purpose of expressing an opinion on the effectiveness of the Authority's internal control over compliance. Accordingly, no such opinion is expressed.

We are required to communicate with those charged with governance regarding, among other matters, the planned scope and timing of the audit and any significant deficiencies and material weaknesses in internal control over compliance that we identified during the audit.

Report on Internal Control Over Compliance

A deficiency in internal control over compliance exists when the design or operation of a control over compliance does not allow management or employees, in the normal course of performing their assigned functions, to prevent, or detect and correct, noncompliance with a type of compliance requirement of the PFC program on a timely basis. *A material weakness in internal control over compliance* is a deficiency, or a combination of deficiencies, in internal control over compliance such that there is a reasonable possibility that material noncompliance with a type of compliance requirement of the PFC program will not be prevented, or detected and corrected, on a timely basis. *A significant deficiency in internal control over compliance* is a deficiency, or a combination of deficiencies, in internal control over compliance with a type of compliance requirement of the PFC program that is less severe than a material weakness in internal control over compliance, yet important enough to merit attention by those charged with governance.

Our consideration of internal control over compliance was for the limited purpose described in the Auditor's Responsibilities for the Audit of Compliance section above and was not designed to identify all deficiencies in internal control over compliance that might be material weaknesses or significant deficiencies in internal control over compliance. Given these limitations, during our audit we did not identify any deficiencies in internal control over compliance that we consider to be material weaknesses, as defined above. However, material weaknesses or significant deficiencies in internal control over compliance may exist that were not identified.

Our audit was not designed for the purpose of expressing an opinion on the effectiveness of internal control over compliance. Accordingly, no such opinion is expressed.

The purpose of this report on internal control over compliance is solely to describe the scope of our testing of internal control over compliance and the results of that testing based on the requirements of the Guide. Accordingly, this report is not suitable for any other purpose.

Portland, Oregon
December xx, 2024

Audit Results

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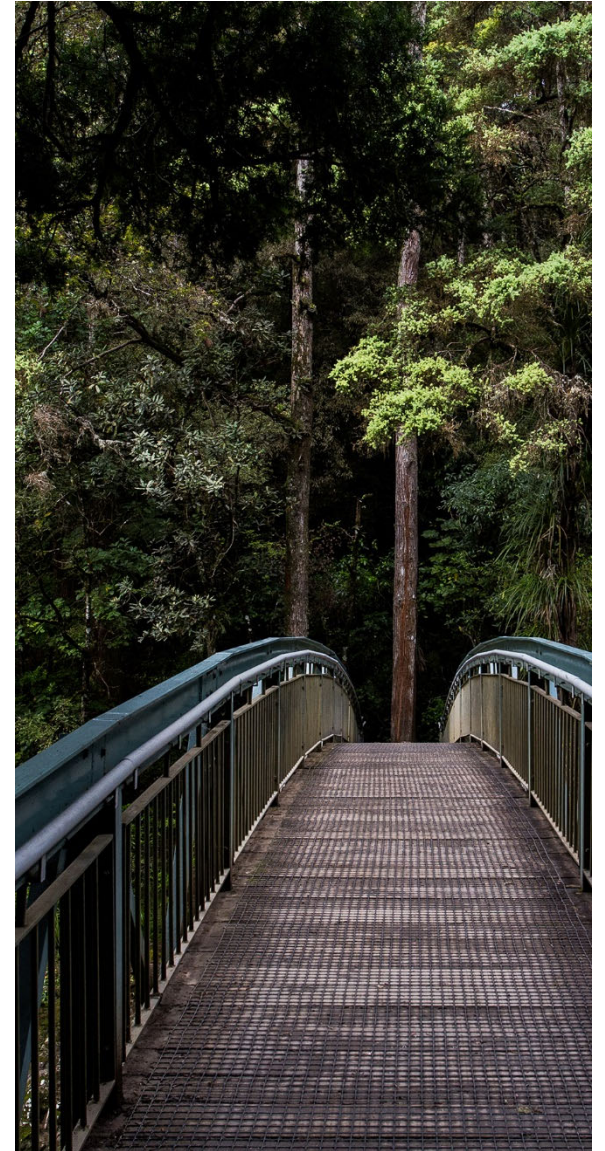


Agenda

1. Auditor Opinions and Reports
2. Required Communications with Those Charged with Governance
3. Other Information



Auditor Opinions & Reports



Auditor Report on the Financial Statement



<p>Report of Independent Auditors</p>	<ul style="list-style-type: none">• Unmodified opinion• Financial statements are presented fairly in accordance with US GAAP• Emphasis of matter included regarding the Authority's adoption of GASB Statement No. 101, <i>Compensated Absences</i>
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<p>GAGAS Report on Internal Control Over Financial Reporting and on Compliance and Other Matters</p>	<ul style="list-style-type: none">• No control findings• No compliance findings
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Other Auditor Reports – Single Audit and Passenger Facility Charges



Report on Compliance with Requirements that could have a Direct and Material Effect on the Major Federal Program and on Internal Control Over Compliance in accordance with the Uniform Guidance for Federal Awards (2 CFR Part 200)

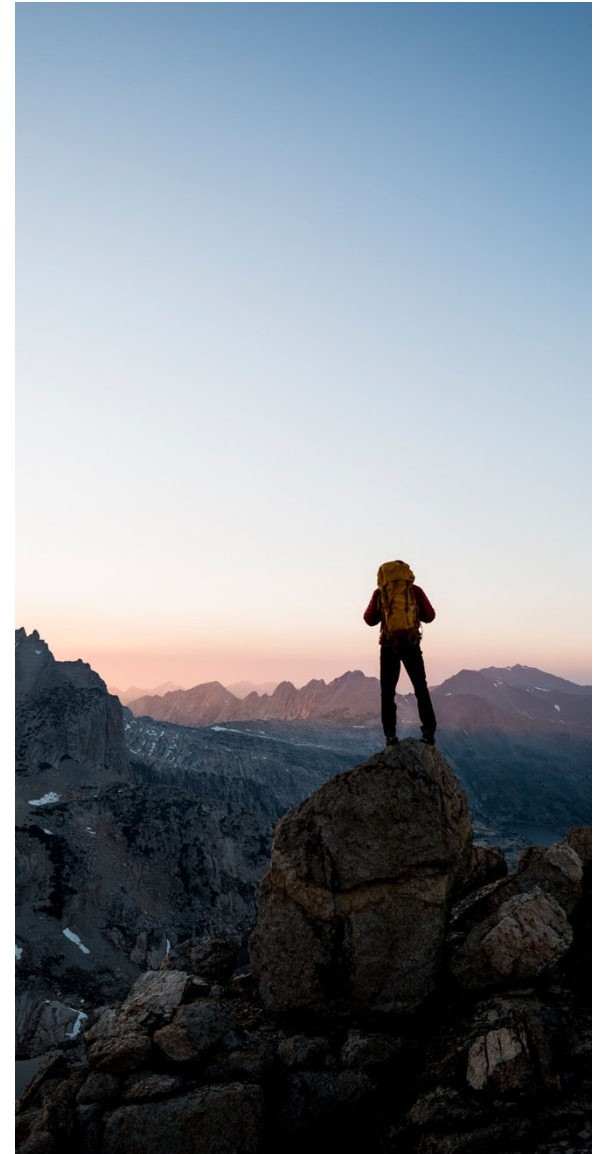
- No control findings
- No compliance findings

Report on Compliance with Requirements Applicable to the Passenger Facility Charge Program and on Internal Control over Compliance

- No control findings
- No compliance findings



Communications with Those Charged with Governance



Our Responsibility Under U.S. Generally Accepted Auditing Standards and Government Auditing Standards

1

To express our opinion on whether the financial statements prepared by management with your oversight are fairly presented, in all material respects, and in accordance with U.S. GAAP. However, our audit does not relieve you or management of your responsibilities.

2

To perform an audit in accordance with generally accepted auditing standards issued by the AICPA and Government Auditing Standards issued by the Comptroller General of the United States, and design the audit to obtain reasonable, rather than absolute, assurance about whether the financial statements are free of material misstatement.

3

To consider internal control over financial reporting and internal control over compliance as a basis for designing audit procedures but not for the purpose of expressing an opinion on its effectiveness or to provide assurance concerning such internal control.

4

To communicate findings that, in our judgment, are relevant to your responsibilities in overseeing the financial reporting process and administering federal awards. However, we are not required to design procedures for the purpose of identifying other matters to communicate to you.

Planned Scope & Timing of the Audit

It is the auditor's responsibility to determine the overall audit strategy and the audit plan, including the nature, timing and extent of procedures necessary to obtain sufficient appropriate audit evidence and to communicate with those charged with governance an overview of the planned scope and timing of the audit.

Our Comments

The planned scope and timing of the audit was communicated to the Board of Commissioners during the audit entrance meeting on August 27, 2024.



Significant Accounting Policies & Unusual Transactions

The auditor should determine that the Board of Commissioners is informed about the initial selection of and changes in significant accounting policies or their application. The auditor should also determine that the Board of Commissioners is informed about the methods used to account for significant unusual transactions and the effect of significant accounting policies in controversial or emerging areas for which there is a lack of authoritative guidance or consensus.

Our Comments

Management has the responsibility for selection and use of appropriate accounting policies. The significant accounting policies used by the Authority are described in Note 1 to the financial statements. Throughout the course of an audit, we review changes, if any, to significant accounting policies or their application, and the initial selection and implementation of new policies. There were no changes to significant accounting policies for the year ended June 30, 2024; however, the Authority did adopt the following standards in the current year: GASB Statement No. 100, *Accounting Changes and Error Corrections*, and GASB Statement No. 101, *Compensated Absences*. The adoption of GASB Statement No. 101 resulted in the restating of June 30, 2023 net position in the amount of \$115,922.

We believe management has selected and applied significant accounting policies appropriately and consistent with those of the prior year.

Management Judgments & Accounting Estimates

The Board of Commissioners should be informed about the process used by management in formulating particularly sensitive accounting estimates and about the basis for the auditor's conclusions regarding the reasonableness of those estimates.

Our Comments

Management's judgments and accounting estimates are based on knowledge and experience about past and current events and assumptions about future events. We apply audit procedures to management's estimates to ascertain whether the estimates are reasonable under the circumstances and do not materially misstate the financial statements.

We deemed all significant management estimates reasonable.

Financial Statement Disclosures

Our views about qualitative aspects of the entity's significant accounting practices, including accounting policies, accounting estimates, and financial statement disclosures.

Our Comments

The disclosures in the financial statements are clear and consistent. Certain financial statement disclosures are particularly sensitive because of their significance to financial statement users. We draw your attention to the following:

Note 1 – Summary of Significant Accounting Policies

Note 4 – Capital Assets

Note 5 – Long-Term Debt

Note 6 – Lease of Airport Facilities

Note 8 – Public Employees' Retirement System (PERS)

Note 13 – Service Concession Arrangement

Difficulties Encountered in Performing the Audit

The Board of Commissioners should be informed of any significant difficulties encountered in dealing with management related to the performance of the audit.

Our Comments

No significant difficulties were encountered during our audit.





COMMUNICATION WITH GOVERNING BODY

Significant Audit Adjustments & Unadjusted Differences Considered by Management To Be Immaterial

The Board of Commissioners should be informed of all significant audit adjustments arising from the audit. Consideration should be given to whether an adjustment is indicative of a significant deficiency or a material weakness in the Authority's internal control over financial reporting, or in its process for reporting interim financial information, that could cause future financial statements to be materially misstated.

The Board of Commissioners should also be informed of uncorrected misstatements aggregated by us during the current engagement and pertaining to the latest period presented that were determined by management to be immaterial, both individually and in the aggregate, to the financial statements as a whole.

Our Comments

There were no corrected or uncorrected audit adjustments identified as a result of our audit procedures.

Potential Effect on the Financial Statements of Significant Risks & Exposures & Uncertainties

The Board of Commissioners should be adequately informed of the potential effect on the financial statements of significant risks and exposures and uncertainties that are disclosed in the financial statements.

Our Comments

The Authority is subject to potential legal proceedings and claims that arise in the ordinary course of business; however, no adjustment or disclosure in the financial statements was necessary.



Disagreements with Management

Disagreements with management, whether or not satisfactorily resolved, about matters that individually or in the aggregate could be significant to the Authority's financial statements, or the auditor's report.

Our Comments

We are pleased to report that there were no disagreements with management.





COMMUNICATION WITH GOVERNING BODY

Deficiencies in Internal Control

Any material weaknesses and significant deficiencies in the design or operation of internal control that came to the auditor's attention during the audit must be reported to the Board of Commissioners.

Our Comments

- **Material weakness**
 - None noted
- **Significant deficiencies & non-compliance**
 - None noted

Management’s Consultation with Other Accountants

In some cases, management may decide to consult about auditing and accounting matters. If management has consulted with other accountants about an auditing and accounting matter that involves application of an accounting principle to the Authority’s financial statements or a determination of the type of auditor’s opinion that may be expressed on those statements, our professional standards require the consulting accountant to check with us to determine that the consultant has all the relevant facts.

Our Comments

We are not aware of any significant accounting or auditing matters for which management consulted with other accountants.



Other Material Written Communications

Report to the Board of Commissioners significant written communications between the auditor and client management.

Our Comments

Other than the engagement letter, standard audit contract, and management representation letter, there have been no other significant communications.



Material Uncertainties Related to Events & Conditions



Any doubt regarding the entity's ability to continue, as a going concern, should be communicated to the Board of Commissioners.

Our Comments

No such matters came to our attention.



Fraud & Noncompliance with Laws and Regulations

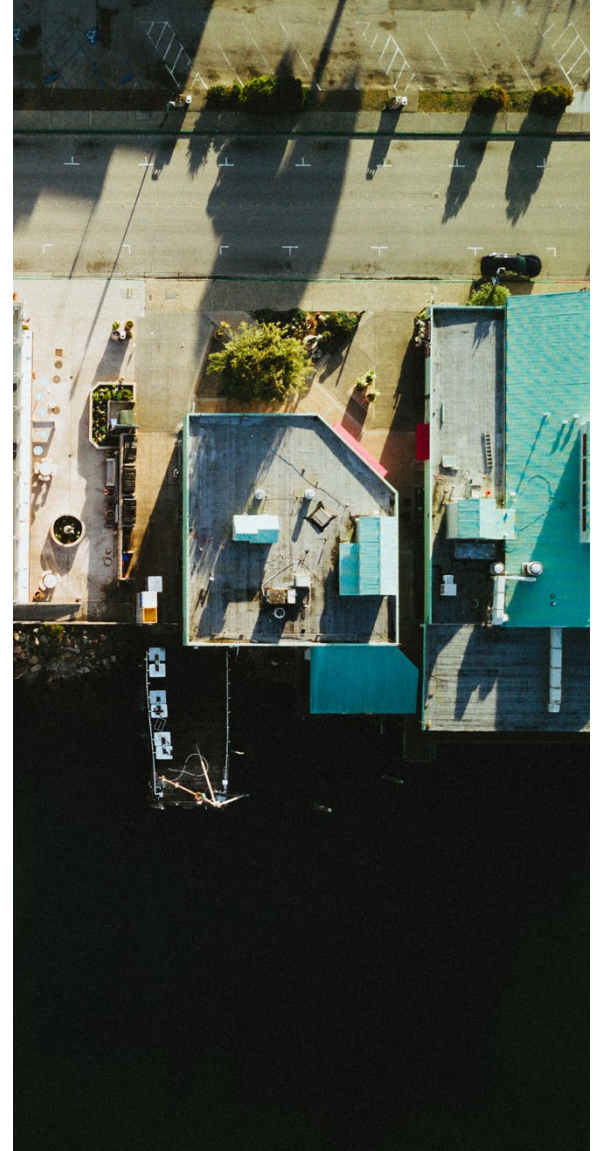
Fraud involving senior management and fraud (whether caused by senior management or other employees) that causes a material misstatement of the financial statements should be communicated. We are also required to communicate any noncompliance with laws and regulations involving senior management that come to our attention, unless clearly inconsequential.

Our Comments

We have not become aware of any instances of fraud or noncompliance with laws and regulations.

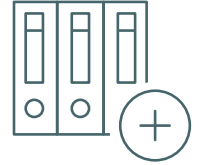


Accounting Update





New Standards



GASB 102, Certain Risk Disclosures – effective for the Authority’s fiscal year 2025.

GASB 103, Financial Reporting Model Improvements – effective for the Authority’s fiscal year 2026.

GASB 104, Disclosure of Certain Capital Assets – effective for the Authority’s fiscal year 2026.



Contact Us



+ Ashley Osten, Partner

ashley.osten@mossadams.com
(503) 478-2251



THANK
YOU

Missoula County Airport Authority

Agenda Action Sheet

Meeting Date: December 17th, 2024

1. **TITLE:** Airport Suite RFP Award

Review, discussion, and possible award of the Airport Suite RFP to the Resort at Paws Up **ACTION ITEM**

2. **AGENDA CATEGORY:** (Please highlight)

UNFINISHED BUSINESS NEW BUSINESS COMMITTEE REPORTS
INFORMATION/DISCUSSION ITEM

3. **TIME REQUIRED:** 10 Minutes

4. **BACKGROUND INFORMATION:** On October 28th, 2024, the airport published an RFP for the management of an Airport Suite that will be included as part of the Phase 2 Terminal Expansion opening in the spring of 2025. The suite is approximately 500 sq. ft. and is located post-security. It features a private seating area, restroom and kitchenette.

The intent of this space is to provide a private location, post security for a vendor to utilize on an as needed basis during operational hours. Staff have determined the most efficient use of the space is leasing the suite to an operator with the potential for the airport to utilize it on an as-needed basis for dignitaries. The airport also plans to require that the Airport Suite provides for the widest means of access to the leased space during underutilized operational timeframes. The airport will deliver the leased area in a move-in ready condition, but the successful respondent will be responsible for providing final upgrades and furnishings as desired.

Staff received and evaluated the one response to the RFP from The Resort at Paws Up. The response adequately addresses all airport requirements and staff is recommending award to the Resort at Paws Up. If approved, staff will follow up with contract negotiations with the intent of bringing a final contract to the board next month.

5. **BUDGET INFORMATION:** N/A

6. **SUPPLEMENTAL AGENDA INFORMATION:** The Resort at Paws Up - Airport Suite RFP Submission

7. **RECOMMENDED MOTION:** Move to award the Airport Suite RFP to the Resort at Paws Up

8. **PREPARED BY:** Tim Damrow, Deputy Director

9. COMMITTEE REVIEW: N/A

Dear Ms. Juniper Davis & Members of The Missoula County Airport Authority,

The Resort at Paws Up (“Paws Up”) is pleased to submit this proposal seeking to lease, maintain, and operate an executive suite located in the Missoula Airport. Paws Up believes it is uniquely qualified to fulfill the conditions outlined by the Missoula County Airport Authority (“MCAA”).

Paws Up opened its operations in June 2005 in Greenough, Montana. Since then, it has provided guests the opportunity to stay in luxury glamping tents and vacation homes while enjoying fine dining and award-winning service. Frequently, these guests of Paws Up utilize the Missoula Montana Airport to travel to and from Paws Up. Partnering with the Missoula County Airport Authority through use of its executive suite in the Missoula Airport would further Paws Up’s goal of quality service to guests, while simultaneously extending that same quality service to passengers in the Missoula Airport.

Paws Up management is committed to ensuring that use of the executive suite meets the standards set by both Paws Up and the MCAA. Collectively, the Paws Up management team has nearly thirty years of guest service experience, including:

- Steve Hurst, Managing Director. Paws Up has employed Steve for seven years.
- Will Smith, General Manager of Activities and Wilderness Outpost. Paws up has employed Will for five years.
- Sunny Jim, Executive Chef. Paws Up has employed Sunny for seven years.
- Brian Holwerda, Director of Glamping. Paws Up has employed Brian for five years.
- Daniel Paulussen, Resort Manager. Paws Up has employed Daniel for three years.
- Jeannine Widmann, People and Culture Director. Paws Up has employed Jeannine for a year and a half.
- Josh Simonds, Director of Facilities. Paws Up has employed Josh for one year.

Should the MCAA award the bid to Paws Up, the executive suite will be primarily managed by Daniel Paulussen.

Further, after nearly twenty years of operation, Paws Up continues to thrive as a successful luxury resort.

Business financial and credit references for Paws Up are listed in the MCAA Request for Proposal Application.

Finally, Paws Up is not a Disadvantaged Business Enterprise (“DBE”) per federal regulation. To the extent possible, Paws Up pledges to solicit quotes from DBE certified businesses.

Paws Up is grateful for the opportunity to submit a bid to lease the executive suite in the Missoula Airport. Please find enclosed the following supplemental documents:

- Business Operation and Management Plan
- Proposal Forms
- Insurance

Thank you for your consideration.

Sincerely,

Mindy Marcum

Mindy Marcum

Director of Special Projects, the Resort at Paws UP

Business Operation and Management Plan for the Executive Suite at Missoula Airport

Company: The Resort at Paws Up

Date: November 22, 2024

This Business Operation and Management Plan outlines the objectives and operational processes for utilizing the executive suite at Missoula Airport. The executive suite will serve as a dedicated space for Paws Up client service and business partnerships.

The executive suite will be managed under the direction of Daniel Paulussen, Resort Manager, and his team. Daniel will oversee day-to-day operations, including maintaining the suite, coordinating meetings, and ensuring all services are in working order.

Paws Up plans to work with the MCAA to determine peak arrival and departure hours and staff the executive suite accordingly. During the summer, staff presence will be daily. In the winter, Paws Up staff presence may fluctuate subject to the number and timing of incoming and outgoing flights from the Missoula Airport.

Paws Up anticipates the executive suite will serve three primary purposes:

- The executive suite will provide a quiet, exclusive space for our guests to wait for their flights while providing amenities for their comfort. Depending on guest preference, the executive suite will offer various options, including a lounge area with refreshments, dining space, and a work desk.
- The space will be available at the MCAA's discretion. For example, if a VIP requires additional privacy, our team will make the suite available for their use.
- Paws Up employees may utilize their discretion to offer the executive suite to passengers in the Missoula Airport. If the suite is unoccupied and a family with restless children or a nervous traveler needs a quiet space, Paws Up encourages its employees to invite them to use the executive suite. Paws Up's goal is to create a home away from home.

In exchange for its use of the executive suite, Paws Up offers a sum of \$1000 a month for the next three years, subject to further negotiation. We are committed to submitting a successful bid and look forward to the opportunity to operate from this premium location.



MCAA Request for Proposal

Response Form

Missoula County Airport Authority, Missoula, Montana

This form must be completed in full. Indicate "N/A" where appropriate. If additional room is needed for a response attach an additional sheet of paper.

I. Contact Information

Information about the person(s) responding to this RFP. This should be the same person(s) who will be the point of contact for MCAA to reach out to in regard to this RFP.

A. Contact Name Mindy Marcum

B. Contact Role in the Business Director of Special Projects

C. Contact Phone Number 406-203-2026

D. Contact Fax _____

E. Contact E-Mail Address mmarcum@pawsup.com

II. Business Information

Information about the business which the contact is responding to the RFP on behalf of.

A. Business Name Paws Up Ranch, LLC

B. Doing Business As Paws Up Montana

C. Business Type Resort | Hotel

D. Business Mailing Address _____

Address Line 1:	<u>40060 Paws Up Rd</u>
Address Line 2:	
City:	<u>Greenough</u>
State/Province:	<u>MT</u>
ZIP Code:	<u>59823</u>
Country:	<u>USA</u>



Missoula County Airport Authority
5225 Broadway St West
Missoula, MT 59808
(406) 728-4381

E. Business Phone Number	406-244-5200
F. Business Fax	800-473-0687
G. Business E-Mail Address	www.pawsup.com
H. Business Registration State	Nevada
I. Business Registration Date	10/24/2003
J. Business registered in the state of Montana?	Yes
K. Business Owner/Stakeholder(s)	

III. Business History

Describe a brief history of the Business entity. Note any changes in the Business's name and ownership structure and any other dbas under which the company has been doing business. Please indicate airport experience if any.

Paws Up Ranch, LLC has been operating The Resort at Paws Up (now Paws Up Montana), as a destination hotel/resort since 2005.



IV. Business Financials

1. List three (3) credit references, including at least one banking reference.

Table with 3 columns: Reference Name, Reference Address, Reference Phone Number. Rows include Stockman Bank - Bob Burns, Sysco, and Missoula Textiles.

2. Please circle Yes or No to indicate whether the Business and any joint venture or affiliate entities have ever been involved in one of the following actions:

- A. File a petition in bankruptcy court. Yes / NO
B. Filed for protection from creditors in bankruptcy court. Yes / NO
C. Had involuntary proceedings filed in bankruptcy court. Yes / NO
D. Have an expectation of doing any of the three (3) actions above in the next six (6) months? Yes / NO

3. If you have answered Yes to any of the above, please briefly describe below the circumstances and status of each occurrence.

Large empty rectangular box for describing circumstances and status of each occurrence.



4. Has Business defaulted on a loan or a contract or performance agreement for the delivery of services/product at an airport or other facility? Yes / No

Empty response box with horizontal lines for text entry.

- 5. For owners of a closely held corporation: Attach a personal financial statement current within three (3) months from date of submittal.
- 6. Attach a list of any judgments against Business or any litigation pending against the Business and describe circumstances. Also list any judgments against Business which have been satisfied within the last five (5) years and explain.
- 7. Attach a list of any outstanding tax liens against the Business with an explain of each.
- 8. Business shall supply information as to whether any of its officers and/or principals have been convicted of a felony or whether the Business is currently involved in legal proceedings regarding its performance or delivery of its services to a vendor/service provider, property owner, airport owner or its agent or other party. If it is, it shall supply a brief narrative describing the situation.

V. Conditions of Proposal Submission

Submission of Proposal constitutes a firm offer to the Authority and may be accepted by the Authority at any time prior to 120 days after the submission deadline.

VI. Acknowledgment of the Proposal Required

This Proposal is being submitted in response to a specific Request For Proposal/Qualification supplied to the Business by an authorized representative of the Missoula County Airport Authority.

MCAA Request for Proposal

IV Business Financials

Question #6 Attach a list of any judgments against Business or any litigation pending against the Business and describe circumstances. Also list any judgments against Business which have been satisfied within the last five (5) years and explain.

There are 3 outstanding personal injury claims. All 3 claims are covered and defended by our insurance liability carrier.



Defined terms below shall have the meanings given them in the Request for Proposal.

The undersigned having:

- 1. Carefully examined the RFP document.
2. Become familiar with all terms and conditions specified in the RFP document.
3. Completed answers to all forms and responded fully to the RFP document requests for information.

represents and warrants to the Authority as follows:

- 1. The undersigned person(s) are authorized representatives of the Business.
2. All information submitted by the Business in the proposal package is complete, accurate, and truthful.

(Note: If Business is a joint venture, all joint venture partners must sign; if Business is a corporation, at least Business's president and secretary must sign.)

Signatures

Signatory 1

Signature Steve Hurst Signatory Title Managing Director
Printed Name Steve Hurst Date 12/2/24

Signatory 2

Signature Signatory Title
Printed Name Date

Signatory 3

Signature Signatory Title
Printed Name Date

Attested By

Secretary

Signature Signatory Title
Printed Name Date



CERTIFICATE OF LIABILITY INSURANCE

DATE (MM/DD/YYYY)

5/31/2024

THIS CERTIFICATE IS ISSUED AS A MATTER OF INFORMATION ONLY AND CONFERS NO RIGHTS UPON THE CERTIFICATE HOLDER. THIS CERTIFICATE DOES NOT AFFIRMATIVELY OR NEGATIVELY AMEND, EXTEND OR ALTER THE COVERAGE AFFORDED BY THE POLICIES BELOW. THIS CERTIFICATE OF INSURANCE DOES NOT CONSTITUTE A CONTRACT BETWEEN THE ISSUING INSURER(S), AUTHORIZED REPRESENTATIVE OR PRODUCER, AND THE CERTIFICATE HOLDER.

IMPORTANT: If the certificate holder is an ADDITIONAL INSURED, the policy(ies) must have ADDITIONAL INSURED provisions or be endorsed. If SUBROGATION IS WAIVED, subject to the terms and conditions of the policy, certain policies may require an endorsement. A statement on this certificate does not confer rights to the certificate holder in lieu of such endorsement(s).

PRODUCER Holmes Murphy & Associates 2727 Grand Prairie Parkway Waukee IA 50263	CONTACT NAME: Andrea Wenzl PHONE (A/C. No. Ext): 816-857-7886 E-MAIL ADDRESS: awenzl@holmesmurphy.com		FAX (A/C. No):
	INSURER(S) AFFORDING COVERAGE		
INSURED Paws Up Ranch, LLC dba The Resort at Paws Up 40060 Paws Up Road Greenough, MT 59823	PAWSUPPC	INSURER A : Everest National Insurance Company	10120
		INSURER B : Lexington Insurance Company (AIG)	19437
		INSURER C :	
		INSURER D :	
		INSURER E :	
		INSURER F :	

COVERAGES

CERTIFICATE NUMBER: 142349854

REVISION NUMBER:

THIS IS TO CERTIFY THAT THE POLICIES OF INSURANCE LISTED BELOW HAVE BEEN ISSUED TO THE INSURED NAMED ABOVE FOR THE POLICY PERIOD INDICATED. NOTWITHSTANDING ANY REQUIREMENT, TERM OR CONDITION OF ANY CONTRACT OR OTHER DOCUMENT WITH RESPECT TO WHICH THIS CERTIFICATE MAY BE ISSUED OR MAY PERTAIN, THE INSURANCE AFFORDED BY THE POLICIES DESCRIBED HEREIN IS SUBJECT TO ALL THE TERMS, EXCLUSIONS AND CONDITIONS OF SUCH POLICIES. LIMITS SHOWN MAY HAVE BEEN REDUCED BY PAID CLAIMS.

INSR LTR	TYPE OF INSURANCE	ADDL INSD	SUBR WVD	POLICY NUMBER	POLICY EFF (MM/DD/YYYY)	POLICY EXP (MM/DD/YYYY)	LIMITS	
A	<input checked="" type="checkbox"/> COMMERCIAL GENERAL LIABILITY <input type="checkbox"/> CLAIMS-MADE <input checked="" type="checkbox"/> OCCUR <input checked="" type="checkbox"/> Ded 25,000 <input checked="" type="checkbox"/> Liquor Liab Incl GEN'L AGGREGATE LIMIT APPLIES PER: <input type="checkbox"/> POLICY <input type="checkbox"/> PRO-JECT <input checked="" type="checkbox"/> LOC OTHER:			RM8GL00060241	6/1/2024	6/1/2025	EACH OCCURRENCE	\$ 2,000,000
							DAMAGE TO RENTED PREMISES (Ea occurrence)	\$ 1,000,000
							MED EXP (Any one person)	\$ Excluded
							PERSONAL & ADV INJURY	\$ 2,000,000
							GENERAL AGGREGATE	\$ 2,000,000
							PRODUCTS - COMP/OP AGG	\$ 2,000,000
								\$
A	<input checked="" type="checkbox"/> AUTOMOBILE LIABILITY <input checked="" type="checkbox"/> ANY AUTO <input type="checkbox"/> OWNED AUTOS ONLY <input type="checkbox"/> SCHEDULED AUTOS <input type="checkbox"/> HIRED AUTOS ONLY <input type="checkbox"/> NON-OWNED AUTOS ONLY			RM8CA00198241	6/1/2024	6/1/2025	COMBINED SINGLE LIMIT (Ea accident)	\$ 2,000,000
							BODILY INJURY (Per person)	\$
							BODILY INJURY (Per accident)	\$
							PROPERTY DAMAGE (Per accident)	\$
								\$
B	<input checked="" type="checkbox"/> UMBRELLA LIAB <input checked="" type="checkbox"/> OCCUR <input type="checkbox"/> EXCESS LIAB <input type="checkbox"/> CLAIMS-MADE <input type="checkbox"/> DED <input checked="" type="checkbox"/> RETENTION \$ 10,000			00702654	6/1/2024	6/1/2025	EACH OCCURRENCE	\$ 5,000,000
							AGGREGATE	\$ 5,000,000
								\$
	WORKERS COMPENSATION AND EMPLOYERS' LIABILITY ANY PROPRIETOR/PARTNER/EXECUTIVE OFFICER/MEMBER EXCLUDED? (Mandatory in NH) If yes, describe under DESCRIPTION OF OPERATIONS below						PER STATUTE	
							OTH-ER	
							E.L. EACH ACCIDENT	\$
							E.L. DISEASE - EA EMPLOYEE	\$
							E.L. DISEASE - POLICY LIMIT	\$

DESCRIPTION OF OPERATIONS / LOCATIONS / VEHICLES (ACORD 101, Additional Remarks Schedule, may be attached if more space is required)

CERTIFICATE HOLDER**CANCELLATION**

FOR INFORMATIONAL PURPOSES ONLY

SHOULD ANY OF THE ABOVE DESCRIBED POLICIES BE CANCELLED BEFORE THE EXPIRATION DATE THEREOF, NOTICE WILL BE DELIVERED IN ACCORDANCE WITH THE POLICY PROVISIONS.

AUTHORIZED REPRESENTATIVE

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Missoula County Airport Authority

Agenda Action Sheet

Meeting Date: December 17, 2024

1. **TITLE:** Authorization to Accept FAA Grant for Contract Tower Improvements.

Review, discussion, and possible pre-authorization for the Airport Director to accept the upcoming Contract Tower Improvement Grant.

ACTION ITEM

2. **AGENDA CATEGORY:** (Please highlight)
UNFINISHED BUSINESS **NEW BUSINESS** COMMITTEE REPORTS
INFORMATION/DISCUSSION ITEM

3. **TIME REQUIRED:** 5 Minutes

4. **BACKGROUND INFORMATION:** The Department of Transportation has given notice that MSO was awarded a \$900,000 grant for Air Traffic Tower improvements that will be utilized for elevator replacement and associated tower infrastructure. Over 82 applications were received for a total request of \$191 million. \$20 million was available with a total of 20 airports being selected in this very competitive grant offering.

5. **BUDGET INFORMATION:**
Amount Required:
Budget Amount:

6. **SUPPLEMENTAL AGENDA INFORMATION:**

7. **RECOMMENDED MOTION:** Move to pre-authorize the Airport Director to accept upcoming FAA Contract Tower Program grant offering in the amount of \$900,000.

8. **PREPARED BY:** Brian Ellestad, Airport Director

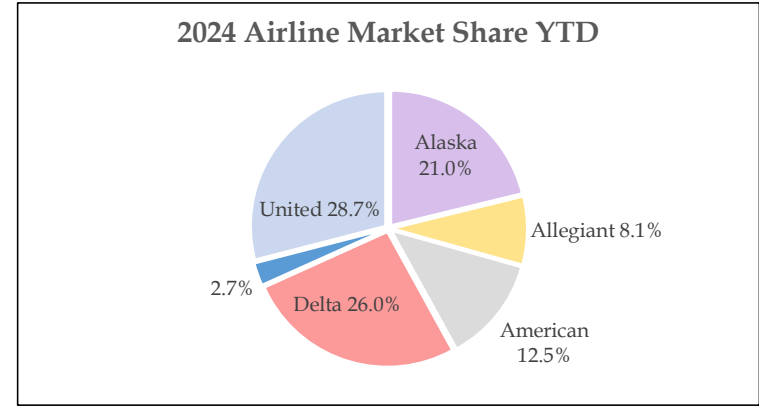
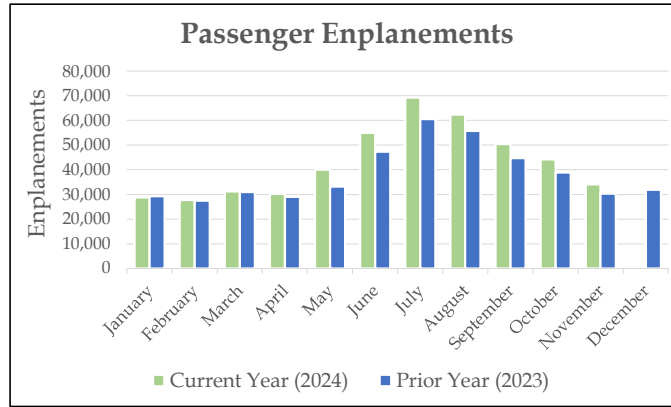
9. **COMMITTEE REVIEW:** N/A

Summary

- Strong enplanement growth with added seat capacity
- Record enplanments in November (34,030)
- MSO forecasted to hit 1M passengers in December 2024
- Enplaned+Deplaned

Air Service Highlights

- November seat growth exceeding 27% Y/Y
- United continues to lead Delta for MSO market share
- Competitive capacity increases for United as a response to Frontier service
- Please reach out with any comments or changes to improve our report going forward!



Tower Operations	Ops Type	January	February	March	April	May	June	July	August	September	October	November	December	Total	Y/Y
	Air Carrier	586	547	622	603	785	1094	1248	1104	842	751	702	0	8,884	10%
Air Taxi	325	400	405	420	477	680	901	792	609	609	468	0	6,086	20%	
GA	658	789	1369	1487	1522	1622	2483	2533	1826	1691	854	0	16,834	2%	
Military	86	14	136	57	40	40	56	56	34	158	22	0	699	-32%	
Civil	798	983	1171	992	899	1176	587	983	859	1305	902	0	10,655	14%	
Total	2024	2,453	2,733	3,703	3,559	3,723	4,612	5,275	5,468	4,170	4,514	2,948	0	43,158	8%
	2023	2,617	2,594	3,106	2,974	3,874	3,834	5,308	4,790	4,019	3,869	3,024	2,672	42,681	

Enplaned Passengers	Airlines	January	February	March	April	May	June	July	August	September	October	November	December	Total	Y/Y
	Alaska	5,557	5,833	6,737	6,976	9,140	10,108	12,016	11,459	10,822	11,155	9,479	0	99,282	38%
Allegiant	2,677	2,621	3,169	2,388	3,752	4,974	5,772	3,722	2,576	3,587	2,905	0	38,143	-15%	
American	2,844	2,043	2,125	2,014	3,629	9,403	13,277	9,383	7,104	5,091	2,151	0	59,064	4%	
Delta	9,058	8,780	10,230	10,068	10,649	12,819	13,693	14,543	13,298	10,743	9,214	0	123,095	0%	
Frontier	0	0	0	0	1,999	2,518	2,954	2,511	1,410	1,035	191	0	12,618		
Sun Country	0	0	0	0	0	188	1,292	1,056	0	0	0	0	2,536		
United	7,446	8,432	8,922	8,767	10,852	14,933	20,255	19,494	14,870	12,284	9,704	0	135,959	5%	
Charters	1,179	0	99	0	0	0	0	132	392	279	386	0	2,467	152%	
Total	2024	28,761	27,709	31,282	30,213	40,021	54,943	69,259	62,300	50,472	44,174	34,030	0	473,164	11%
	2023	29,251	27,468	30,928	29,035	33,114	47,254	60,553	55,720	44,774	38,808	30,335	31,921	459,161	
LF	2024	89.8%	87.0%	84.4%	80.7%	75.1%	71.7%	82.6%	84.2%	87.7%	83.4%	79.7%	0	81.7%	
	2023	81.9%	80.1%	84.9%	87.8%	86.4%	80.4%	87.6%	84.3%	89.4%	91.2%	90.4%	89.8%	86.1%	

Deplaned Passengers	Airlines	January	February	March	April	May	June	July	August	September	October	November	December	Total	Y/Y
	Alaska	5,502	6,045	7,096	7,186	9,519	10,653	11,821	11,702	10,576	10,740	9,398	0	100,238	39%
Allegiant	2,328	2,454	3,115	2,586	4,027	5,698	5,416	3,671	2,596	3,485	2,978	0	38,354	-13%	
American	2,329	1,861	1,960	1,901	3,712	10,649	12,970	8,799	6,445	4,519	1,952	0	57,097	5%	
Delta	8,628	8,429	10,197	9,722	10,974	13,327	13,109	14,008	11,641	9,897	9,476	0	119,408	2%	
Frontier	0	0	0	0	2,330	2,780	2,856	2,432	1,477	1,110	218	0	13,203		
Sun Country	0	0	0	0	0	321	1,345	889	0	0	0	0	2,555		
United	7,088	8,215	9,084	9,051	12,163	16,064	19,882	18,973	14,164	12,205	9,846	0	136,735	5%	
Charters	1,179	0	99	0	0	0	65	132	392	279	386	0	2,532	152%	
Total	2024	27,054	27,004	31,551	30,446	42,725	59,492	67,464	60,606	47,291	42,235	34,254	0	470,122	11%
	2023	27,338	27,778	30,782	28,712	34,608	50,955	60,176	53,114	42,099	37,485	29,800	31,190	454,037	
Total Pax	2024	55,815	54,713	62,833	60,659	82,746	114,435	136,723	122,906	97,763	86,409	68,284	0	943,286	11%
	2023	56,589	55,246	61,710	57,747	67,722	98,209	120,729	108,834	86,873	76,293	60,135	63,111	913,198	
T12M		857,207													

Legend:
 LF - Load Factor
 T12M - Previous 12 Months
 Y/Y - Year Over Year
 Pax - Passengers

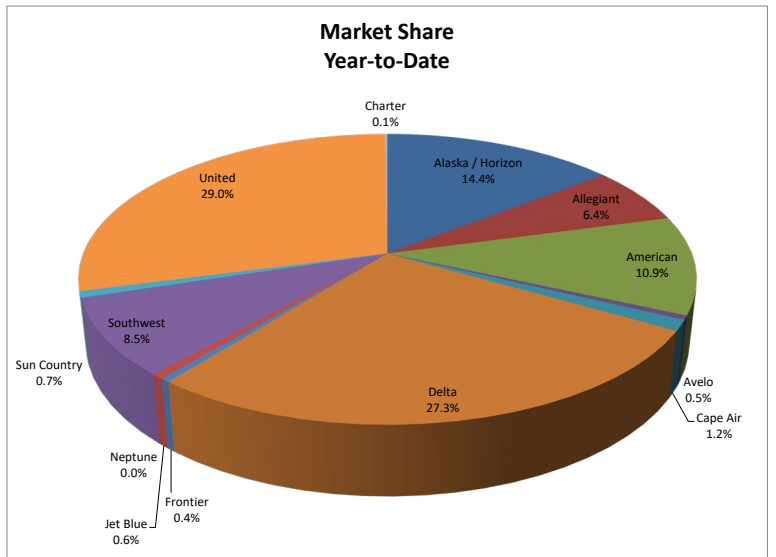
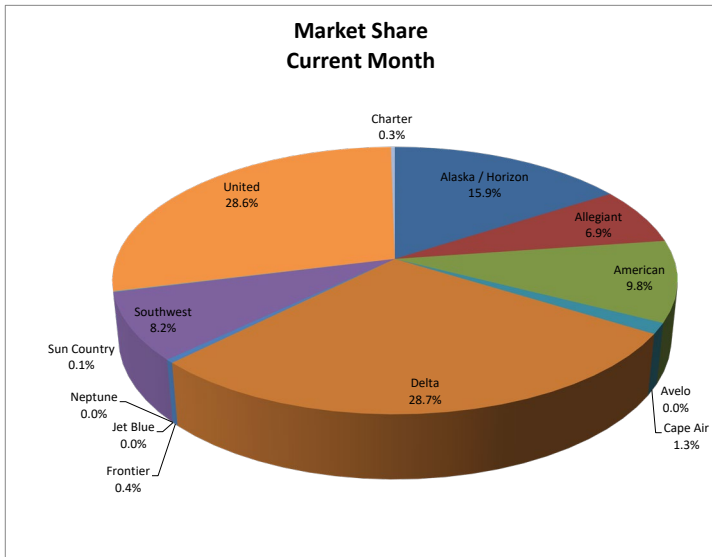
State of Montana Airline Enplanements

October 2024

	Alaska / Horizon	Allegiant	American	Avelo	Cape Air	Delta	Frontier	Jet Blue	Neptune	Southwest	Sun Country	United	Charter	Total	Tower Operations
Billings	7,324	3,986	4,468		1,597	10,646					70	13,488		41,579	10,463
Bozeman	11,969	4,554	9,246			25,005				20,292		27,223	387	98,676	11,003
Butte						1,253								1,253	
Glasgow					265									265	
Glendive					182									182	
Great Falls	2,055	2,537				7,065					104	4,204		15,965	
Havre					283									283	
Helena	2,021					3,837						2,881		8,739	4,165
Kalispell	4,968	2,434	5,610			12,344						11,110		36,466	3,640
Missoula	11,155	3,587	5,091			10,743	1,035					12,284	279	44,174	4,514
Sidney					649									649	
Wolf Point					278									278	
Yellowstone						444								444	
Total	39,492	17,098	24,415	-	3,254	71,337	1,035	-	-	20,292	174	71,190	666	248,953	33,785
Market Share %	15.9%	6.9%	9.8%	0.0%	1.3%	28.7%	0.4%	0.0%	0.0%	8.2%	0.1%	28.6%	0.3%		

Year-to-Date

	Alaska / Horizon	Allegiant	American	Avelo	Cape Air	Delta	Frontier	Jet Blue	Neptune	Southwest	Sun Country	United	Charter	Total	Tower Operations
Billings	59,620	44,538	46,817	-	14,698	112,128	-	-	-	-	2,087	118,667	-	398,555	87,967
Bozeman*	131,359	45,786	131,269	3,707	-	267,345	-	15,375	-	232,398	8,038	319,226	1,413	1,155,916	103,427
Butte	-	-	-	-	-	12,945	-	-	-	-	-	-	-	12,945	-
Glasgow	-	-	-	-	2,454	-	-	-	-	-	-	-	-	2,454	-
Glendive	-	-	-	-	1,749	-	-	-	-	-	-	-	-	1,749	-
Great Falls	24,713	18,639	-	-	-	63,559	-	-	-	-	257	51,712	-	158,880	17,810
Havre	-	-	-	-	2,559	-	-	-	-	-	-	-	-	2,559	-
Helena	23,327	-	-	-	-	34,375	-	-	-	-	-	27,342	-	85,044	37,810
Kalispell	63,032	28,988	62,827	9,189	-	130,575	-	-	-	-	6,296	144,616	-	445,523	35,933
Missoula*	89,803	35,238	56,913	-	1,410	113,881	11,348	-	-	-	2,536	126,255	2,081	439,465	40,310
Sidney	-	-	-	-	6,136	-	-	-	-	-	-	-	-	6,136	-
Wolf Point	-	-	-	-	2,676	-	-	-	-	-	-	-	-	2,676	-
Yellowstone	-	-	-	-	-	8,363	-	-	-	-	-	1,121	-	9,484	-
Total	391,854	173,189	297,826	12,896	31,682	743,171	11,348	15,375	-	232,398	19,214	788,939	3,494	2,721,386	323,257
Market Share %	14.4%	6.4%	10.9%	0.5%	1.2%	27.3%	0.4%	0.6%	0.0%	8.5%	0.7%	29.0%	0.1%		



State of Montana
Air Carrier/Commuter Flights and Passengers
2024

STATE TOTAL

	2023 Passengers				2024 Passengers				% 2023 VS 2024			
	ON	OFF	TOTAL	YEAR-TO-DATE	ON	OFF	TOTAL	YEAR-TO-DATE	ON	OFF	TOTAL	YEAR-TO-DATE
JAN	203,399	194,565	397,964	397,964	204,314	197,734	402,048	402,048	0.4%	1.6%	1.0%	1.0%
FEB	194,183	200,352	394,535	792,499	207,007	207,880	414,887	816,935	6.6%	3.8%	5.2%	3.1%
MAR	228,758	222,850	451,608	1,244,107	238,312	236,727	475,039	1,291,974	4.2%	6.2%	5.2%	3.8%
APR	180,103	178,744	358,847	1,602,954	188,191	187,090	375,281	1,667,255	4.5%	4.7%	4.6%	4.0%
MAY	202,071	213,418	415,489	2,018,443	227,333	245,200	472,533	2,139,788	12.5%	14.9%	13.7%	6.0%
JUN	277,543	297,282	574,825	2,593,268	324,165	348,726	672,891	2,812,679	16.8%	17.3%	17.1%	8.5%
JUL	346,671	346,339	693,010	3,286,278	394,259	391,877	786,136	3,598,815	13.7%	13.1%	13.4%	9.5%
AUG	338,235	324,297	662,532	3,948,810	383,216	373,551	756,767	4,355,582	13.3%	15.2%	14.2%	10.3%
SEP	279,186	264,719	543,905	4,492,715	305,636	287,314	592,950	4,948,532	9.5%	8.5%	9.0%	10.1%
OCT	232,823	217,160	449,983	4,942,698	248,953	234,094	483,047	5,431,579	6.9%	7.8%	7.3%	9.9%
NOV	185,523	183,629	369,152	5,311,850	-	-	-	5,431,579	-100.0%	-100.0%	-100.0%	2.3%
DEC	208,189	219,095	427,284	5,739,134	-	-	-	5,431,579	-100.0%	-100.0%	-100.0%	-5.4%
	2,876,684	2,862,450			2,721,386	2,710,193						

BILLINGS

	2023 Passengers				2024 Passengers				% 2023 VS 2024			
	ON	OFF	TOTAL	YEAR-TO-DATE	ON	OFF	TOTAL	YEAR-TO-DATE	ON	OFF	TOTAL	YEAR-TO-DATE
JAN	30,579	29,130	59,709	59,709	31,699	30,440	62,139	62,139	3.7%	4.5%	4.1%	4.1%
FEB	25,699	30,369	56,068	115,777	31,361	31,261	62,622	124,761	22.0%	2.9%	11.7%	7.8%
MAR	34,812	35,542	70,354	186,131	34,553	35,797	70,350	195,111	-0.7%	0.7%	0.0%	4.8%
APR	32,066	33,072	65,138	251,269	33,499	35,010	68,509	263,620	4.5%	5.9%	5.2%	4.9%
MAY	34,285	35,627	69,912	321,181	39,439	40,040	79,479	343,099	15.0%	12.4%	13.7%	6.8%
JUN	35,859	37,207	73,066	394,247	44,513	46,500	91,013	434,112	24.1%	25.0%	24.6%	10.1%
JUL	41,749	41,631	83,380	477,627	51,473	50,200	101,673	535,785	23.3%	20.6%	21.9%	12.2%
AUG	40,237	39,716	79,953	557,580	49,131	49,131	98,262	634,047	22.1%	23.7%	22.9%	13.7%
SEP	34,937	33,833	68,770	626,350	41,308	40,505	81,813	715,860	18.2%	19.7%	19.0%	14.3%
OCT	37,704	37,208	74,912	701,262	41,579	40,642	82,221	798,081	10.3%	9.2%	9.8%	13.8%
NOV	34,677	34,141	68,818	770,080	-	-	-	798,081	-100.0%	-100.0%	-100.0%	3.6%
DEC	35,110	35,694	70,804	840,884	-	-	-	798,081	-100.0%	-100.0%	-100.0%	-5.1%
	417,714	423,170			398,555	399,526						

BOZEMAN

	2023 Passengers				2024 Passengers				% 2023 VS 2024			
	ON	OFF	TOTAL	YEAR-TO-DATE	ON	OFF	TOTAL	YEAR-TO-DATE	ON	OFF	TOTAL	YEAR-TO-DATE
JAN	91,699	90,610	182,309	182,309	92,478	91,761	184,239	184,239	0.8%	1.3%	1.1%	1.1%
FEB	93,190	94,850	188,040	370,349	95,331	96,984	192,315	376,554	2.3%	2.2%	2.3%	1.7%
MAR	108,022	104,062	212,084	582,433	114,816	111,908	226,724	603,278	6.3%	7.5%	6.9%	3.6%
APR	74,215	70,743	144,958	727,391	75,996	72,438	148,434	751,712	2.4%	2.4%	2.4%	3.3%
MAY	83,166	90,085	173,251	900,642	90,588	99,513	190,101	941,813	8.9%	10.5%	9.7%	4.6%
JUN	119,193	129,299	248,492	1,149,134	138,014	147,708	285,722	1,227,535	15.8%	14.2%	15.0%	6.8%
JUL	142,930	143,233	286,163	1,435,297	161,496	161,236	322,732	1,550,267	13.0%	12.6%	12.8%	8.0%
AUG	142,631	138,813	281,444	1,716,741	159,823	154,456	314,279	1,864,546	12.1%	11.3%	11.7%	8.6%
SEP	120,127	114,462	234,589	1,951,330	128,698	121,075	249,773	2,114,319	7.1%	5.8%	6.5%	8.4%
OCT	96,367	88,793	185,160	2,136,490	98,676	90,874	189,550	2,303,869	2.4%	2.3%	2.4%	7.8%
NOV	71,048	71,157	142,205	2,278,695	-	-	-	2,303,869	-100.0%	-100.0%	-100.0%	1.1%
DEC	88,978	96,303	185,281	2,463,976	-	-	-	2,303,869	-100.0%	-100.0%	-100.0%	-6.5%
	1,231,566	1,232,410			1,155,916	1,147,953						

BUTTE

	2023 Passengers				2024 Passengers				% 2023 VS 2024			
	ON	OFF	TOTAL	YEAR-TO-DATE	ON	OFF	TOTAL	YEAR-TO-DATE	ON	OFF	TOTAL	YEAR-TO-DATE
JAN	1,104	1,167	2,271	2,271	1,202	1,079	2,281	2,281	8.9%	-7.5%	0.4%	0.4%
FEB	882	939	1,821	4,092	1,078	1,101	2,179	4,460	22.2%	17.3%	19.7%	9.0%
MAR	1,420	1,439	2,859	6,951	1,396	1,350	2,746	7,206	-1.7%	-6.2%	-4.0%	3.7%
APR	1,095	1,250	2,345	9,296	1,033	1,087	2,120	9,326	-5.7%	-13.0%	-9.6%	0.3%
MAY	1,239	1,424	2,663	11,959	1,379	1,638	3,017	12,343	11.3%	15.0%	13.3%	3.2%
JUN	1,344	1,638	2,982	14,941	1,310	1,370	2,680	15,023	-2.5%	-16.4%	-10.1%	0.5%
JUL	1,684	1,606	3,290	18,231	1,548	1,488	3,036	18,059	-8.1%	-7.3%	-7.7%	-0.9%
AUG	1,365	1,328	2,693	20,924	1,433	1,481	2,914	20,973	5.0%	11.5%	8.2%	0.2%
SEP	1,257	1,285	2,542	23,466	1,313	1,231	2,544	23,517	4.5%	-4.2%	0.1%	0.2%
OCT	1,448	1,421	2,869	26,335	1,253	1,222	2,475	25,992	-13.5%	-14.0%	-13.7%	-1.3%
NOV	1,632	1,570	3,202	29,537	-	-	-	25,992	-100.0%	-100.0%	-100.0%	-12.0%
DEC	1,525	1,439	2,964	32,501	-	-	-	25,992	-100.0%	-100.0%	-100.0%	-20.0%
	15,995	16,506			12,945	13,047						

State of Montana
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GLASGOW

	2023 Passengers				2024 Passengers				% 2023 VS 2024			
	ON	OFF	TOTAL	YEAR-TO-DATE	ON	OFF	TOTAL	YEAR-TO-DATE	ON	OFF	TOTAL	YEAR-TO-DATE
JAN	192	173	365	365	162	152	314	314	-15.6%	-12.1%	-14.0%	-14.0%
FEB	175	150	325	690	203	200	403	717	16.0%	33.3%	24.0%	3.9%
MAR	167	141	308	998	249	241	490	1,207	49.1%	70.9%	59.1%	20.9%
APR	232	236	468	1,466	218	206	424	1,631	-6.0%	-12.7%	-9.4%	11.3%
MAY	246	229	475	1,941	237	246	483	2,114	-3.7%	7.4%	1.7%	8.9%
JUN	281	274	555	2,496	263	226	489	2,603	-6.4%	-17.5%	-11.9%	4.3%
JUL	310	288	598	3,094	310	288	598	3,201	0.0%	0.0%	0.0%	3.5%
AUG	309	305	614	3,708	319	309	628	3,829	3.2%	1.3%	2.3%	3.3%
SEP	240	226	466	4,174	228	225	453	4,282	-5.0%	-0.4%	-2.8%	2.6%
OCT	239	225	464	4,638	265	253	518	4,800	10.9%	12.4%	11.6%	3.5%
NOV	248	236	484	5,122	-	-	-	4,800	-100.0%	-100.0%	-100.0%	-6.3%
DEC	245	247	492	5,614	-	-	-	4,800	-100.0%	-100.0%	-100.0%	-14.5%
	2,884	2,730			2,454	2,346						

GLENDIVE

	2023 Passengers				2024 Passengers				% 2023 VS 2024			
	ON	OFF	TOTAL	YEAR-TO-DATE	ON	OFF	TOTAL	YEAR-TO-DATE	ON	OFF	TOTAL	YEAR-TO-DATE
JAN	139	163	302	302	148	169	317	317	6.5%	3.7%	5.0%	5.0%
FEB	146	122	268	570	162	149	311	628	11.0%	22.1%	16.0%	10.2%
MAR	148	172	320	890	176	168	344	972	18.9%	-2.3%	7.5%	9.2%
APR	164	145	309	1,199	178	198	376	1,348	8.5%	36.6%	21.7%	12.4%
MAY	186	159	345	1,544	177	169	346	1,694	-4.8%	6.3%	0.3%	9.7%
JUN	199	182	381	1,925	173	155	328	2,022	-13.1%	-14.8%	-13.9%	5.0%
JUL	190	204	394	2,319	218	199	417	2,439	14.7%	-2.5%	5.8%	5.2%
AUG	239	227	466	2,785	189	149	338	2,777	-20.9%	-34.4%	-27.5%	-0.3%
SEP	151	143	294	3,079	146	134	280	3,057	-3.3%	-6.3%	-4.8%	-0.7%
OCT	205	155	360	3,439	182	157	339	3,396	-11.2%	1.3%	-5.8%	-1.3%
NOV	223	200	423	3,862	-	-	-	3,396	-100.0%	-100.0%	-100.0%	-12.1%
DEC	203	173	376	4,238	-	-	-	3,396	-100.0%	-100.0%	-100.0%	-19.9%
	2,193	2,045			1,749	1,647						

GREAT FALLS

	2023 Passengers				2024 Passengers				% 2023 VS 2024			
	ON	OFF	TOTAL	YEAR-TO-DATE	ON	OFF	TOTAL	YEAR-TO-DATE	ON	OFF	TOTAL	YEAR-TO-DATE
JAN	12,209	11,627	23,836	23,836	13,304	12,947	26,251	26,251	9.0%	11.4%	10.1%	10.1%
FEB	11,409	11,365	22,774	46,610	13,298	13,129	26,427	52,678	16.6%	15.5%	16.0%	13.0%
MAR	14,180	14,050	28,230	74,840	14,940	14,949	29,889	82,567	5.4%	6.4%	5.9%	10.3%
APR	13,466	14,070	27,536	102,376	14,068	14,675	28,743	111,310	4.5%	4.3%	4.4%	8.7%
MAY	14,098	14,743	28,841	131,217	15,329	15,910	31,239	142,549	8.7%	7.9%	8.3%	8.6%
JUN	15,765	16,663	32,428	163,645	17,749	18,444	36,193	178,742	12.6%	10.7%	11.6%	9.2%
JUL	18,965	19,240	38,205	201,850	18,817	18,924	37,741	216,483	-0.8%	-1.6%	-1.2%	7.2%
AUG	18,407	17,785	36,192	238,042	18,826	18,182	37,008	253,491	2.3%	2.2%	2.3%	6.5%
SEP	16,214	15,819	32,033	270,075	16,584	15,690	32,274	285,765	2.3%	-0.8%	0.8%	5.8%
OCT	16,970	14,334	31,304	301,379	15,965	15,473	31,438	317,203	-5.9%	7.9%	0.4%	5.3%
NOV	14,311	14,167	28,478	329,857	-	-	-	317,203	-100.0%	-100.0%	-100.0%	-3.8%
DEC	15,141	16,162	31,303	361,160	-	-	-	317,203	-100.0%	-100.0%	-100.0%	-12.2%
	181,135	180,025			158,880	158,323						

HAVRE

	2023 Passengers				2024 Passengers				% 2023 VS 2024			
	ON	OFF	TOTAL	YEAR-TO-DATE	ON	OFF	TOTAL	YEAR-TO-DATE	ON	OFF	TOTAL	YEAR-TO-DATE
JAN	183	181	364	364	212	204	416	416	15.8%	12.7%	14.3%	14.3%
FEB	225	226	451	815	207	228	435	851	-8.0%	0.9%	-3.5%	4.4%
MAR	257	224	481	1,296	248	262	510	1,361	-3.5%	17.0%	6.0%	5.0%
APR	249	238	487	1,783	269	232	501	1,862	8.0%	-2.5%	2.9%	4.4%
MAY	261	225	486	2,269	260	244	504	2,366	-0.4%	8.4%	3.7%	4.3%
JUN	256	230	486	2,755	268	247	515	2,881	4.7%	7.4%	6.0%	4.6%
JUL	270	256	526	3,281	276	284	560	3,441	2.2%	10.9%	6.5%	4.9%
AUG	282	274	556	3,837	279	265	544	3,985	-1.1%	-3.3%	-2.2%	3.9%
SEP	217	211	428	4,265	257	218	475	4,460	18.4%	3.3%	11.0%	4.6%
OCT	265	248	513	4,778	283	270	553	5,013	6.8%	8.9%	7.8%	4.9%
NOV	254	258	512	5,290	-	-	-	5,013	-100.0%	-100.0%	-100.0%	-5.2%
DEC	245	249	494	5,784	-	-	-	5,013	-100.0%	-100.0%	-100.0%	-13.3%
	2,964	2,820			2,559	2,454						

State of Montana
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HELENA

	2023 Passengers				2024 Passengers				% 2023 VS 2024			
	ON	OFF	TOTAL	YEAR-TO-DATE	ON	OFF	TOTAL	YEAR-TO-DATE	ON	OFF	TOTAL	YEAR-TO-DATE
JAN	6,485	6,139	12,624	12,624	7,511	7,224	14,735	14,735	15.8%	17.7%	16.7%	16.7%
FEB	5,911	5,901	11,812	24,436	7,246	7,173	14,419	29,154	22.6%	21.6%	22.1%	19.3%
MAR	6,904	6,882	13,786	38,222	7,889	7,836	15,725	44,879	14.3%	13.9%	14.1%	17.4%
APR	6,436	6,541	12,977	51,199	7,656	7,729	15,385	60,264	19.0%	18.2%	18.6%	17.7%
MAY	6,678	7,321	13,999	65,198	8,693	9,295	17,988	78,252	30.2%	27.0%	28.5%	20.0%
JUN	7,861	8,255	16,116	81,314	9,286	9,390	18,676	96,928	18.1%	13.7%	15.9%	19.2%
JUL	8,305	8,154	16,459	97,773	9,666	9,364	19,030	115,958	16.4%	14.8%	15.6%	18.6%
AUG	8,566	8,379	16,945	114,718	9,702	9,350	19,052	135,010	13.3%	11.6%	12.4%	17.7%
SEP	8,151	7,725	15,876	130,594	8,656	8,204	16,860	151,870	6.2%	6.2%	6.2%	16.3%
OCT	8,224	8,036	16,260	146,854	8,739	8,510	17,249	169,119	6.3%	5.9%	6.1%	15.2%
NOV	7,750	7,591	15,341	162,195	-	-	-	169,119	-100.0%	-100.0%	-100.0%	4.3%
DEC	8,152	8,066	16,218	178,413	-	-	-	169,119	-100.0%	-100.0%	-100.0%	-5.2%
	89,423	88,990			85,044	84,075						

KALISPELL

	2023 Passengers				2024 Passengers				% 2023 VS 2024			
	ON	OFF	TOTAL	YEAR-TO-DATE	ON	OFF	TOTAL	YEAR-TO-DATE	ON	OFF	TOTAL	YEAR-TO-DATE
JAN	30,846	27,315	58,161	58,161	28,157	25,967	54,124	54,124	-8.7%	-4.9%	-6.9%	-6.9%
FEB	28,310	27,967	56,277	114,438	29,524	29,820	59,344	113,468	4.3%	6.6%	5.4%	-0.8%
MAR	30,880	28,580	59,460	173,898	31,868	31,978	63,846	177,314	3.2%	11.9%	7.4%	2.0%
APR	22,261	22,812	45,073	218,971	24,196	24,230	48,426	225,740	8.7%	6.2%	7.4%	3.1%
MAY	27,256	27,397	54,653	273,624	29,182	33,541	62,723	288,463	7.1%	22.4%	14.8%	5.4%
JUN	46,846	49,791	96,637	370,261	54,879	62,161	117,040	405,503	17.1%	24.8%	21.1%	9.5%
JUL	68,504	68,229	136,733	506,994	77,864	79,166	157,030	562,533	13.7%	16.0%	14.8%	11.0%
AUG	67,432	61,505	128,937	635,931	78,001	76,419	154,420	716,953	15.7%	24.2%	19.8%	12.7%
SEP	50,545	46,385	96,930	732,861	55,386	50,191	105,577	822,530	9.6%	8.2%	8.9%	12.2%
OCT	31,113	27,949	59,062	791,923	36,466	33,185	69,651	892,181	17.2%	18.7%	17.9%	12.7%
NOV	24,075	23,617	47,692	839,615	-	-	-	892,181	-100.0%	-100.0%	-100.0%	6.3%
DEC	25,633	28,624	54,257	893,872	-	-	-	892,181	-100.0%	-100.0%	-100.0%	-0.2%
	453,701	440,171			445,523	446,658						

MISSOULA

	2023 Passengers				2024 Passengers				% 2023 VS 2024			
	ON	OFF	TOTAL	YEAR-TO-DATE	ON	OFF	TOTAL	YEAR-TO-DATE	ON	OFF	TOTAL	YEAR-TO-DATE
JAN	29,251	27,338	56,589	56,589	28,761	27,054	55,815	55,815	-1.7%	-1.0%	-1.4%	-1.4%
FEB	27,468	27,778	55,246	111,835	27,709	27,004	54,713	110,528	0.9%	-2.8%	-1.0%	-1.2%
MAR	30,928	30,782	61,710	173,545	31,282	31,551	62,833	173,361	1.1%	2.5%	1.8%	-0.1%
APR	29,035	28,712	57,747	231,292	30,213	30,446	60,659	234,020	4.1%	6.0%	5.0%	1.2%
MAY	33,114	34,608	67,722	299,014	40,352	42,740	83,092	317,112	21.9%	23.5%	22.7%	6.1%
JUN	47,254	50,955	98,209	397,223	54,943	59,492	114,435	431,547	16.3%	16.8%	16.5%	8.6%
JUL	60,553	60,176	120,729	517,952	69,259	67,464	136,723	568,270	14.4%	12.1%	13.2%	9.7%
AUG	55,720	53,114	108,834	626,786	62,300	60,606	122,906	691,176	11.8%	14.1%	12.9%	10.3%
SEP	44,774	42,099	86,873	713,659	50,472	47,291	97,763	788,939	12.7%	12.3%	12.5%	10.5%
OCT	38,808	37,485	76,293	789,952	44,174	42,235	86,409	875,348	13.8%	12.7%	13.3%	10.8%
NOV	30,335	29,800	60,135	850,087	-	-	-	875,348	-100.0%	-100.0%	-100.0%	3.0%
DEC	31,921	31,190	63,111	913,198	-	-	-	875,348	-100.0%	-100.0%	-100.0%	-4.1%
	459,161	454,037			439,465	435,883						

SIDNEY

	2023 Passengers				2024 Passengers				% 2023 VS 2024			
	ON	OFF	TOTAL	YEAR-TO-DATE	ON	OFF	TOTAL	YEAR-TO-DATE	ON	OFF	TOTAL	YEAR-TO-DATE
JAN	525	510	1,035	1,035	480	543	1,023	1,023	-8.6%	6.5%	-1.2%	-1.2%
FEB	568	517	1,085	2,120	636	589	1,225	2,248	12.0%	13.9%	12.9%	6.0%
MAR	752	700	1,452	3,572	637	635	1,272	3,520	-15.3%	-9.3%	-12.4%	-1.5%
APR	610	658	1,268	4,840	580	590	1,170	4,690	-4.9%	-10.3%	-7.7%	-3.1%
MAY	696	635	1,331	6,171	578	533	1,111	5,801	-17.0%	-16.1%	-16.5%	-6.0%
JUN	734	680	1,414	7,585	616	638	1,254	7,055	-16.1%	-6.2%	-11.3%	-7.0%
JUL	722	744	1,466	9,051	685	698	1,383	8,438	-5.1%	-6.2%	-5.7%	-6.8%
AUG	711	680	1,391	10,442	695	638	1,333	9,771	-2.3%	-6.2%	-4.2%	-6.4%
SEP	653	631	1,284	11,726	580	582	1,162	10,933	-11.2%	-7.8%	-9.5%	-6.8%
OCT	667	666	1,333	13,059	649	653	1,302	12,235	-2.7%	-2.0%	-2.3%	-6.3%
NOV	662	617	1,279	14,338	-	-	-	12,235	-100.0%	-100.0%	-100.0%	-14.7%
DEC	747	652	1,399	15,737	-	-	-	12,235	-100.0%	-100.0%	-100.0%	-22.3%
	8,047	7,690			6,136	6,099						

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WOLF POINT

	2023 Passengers				2024 Passengers				% 2023 VS 2024			
	ON	OFF	TOTAL	YEAR-TO-DATE	ON	OFF	TOTAL	YEAR-TO-DATE	ON	OFF	TOTAL	YEAR-TO-DATE
JAN	187	212	399	399	200	194	394	394	7.0%	-8.5%	-1.3%	-1.3%
FEB	200	168	368	767	252	242	494	888	26.0%	44.0%	34.2%	15.8%
MAR	288	276	564	1,331	258	252	510	1,398	-10.4%	-8.7%	-9.6%	5.0%
APR	274	267	541	1,872	285	249	534	1,932	4.0%	-6.7%	-1.3%	3.2%
MAY	287	269	556	2,428	287	263	550	2,482	0.0%	-2.2%	-1.1%	2.2%
JUN	192	194	386	2,814	253	241	494	2,976	31.8%	24.2%	28.0%	5.8%
JUL	305	287	592	3,406	308	283	591	3,567	1.0%	-1.4%	-0.2%	4.7%
AUG	316	330	646	4,052	310	270	580	4,147	-1.9%	-18.2%	-10.2%	2.3%
SEP	245	245	490	4,542	245	234	479	4,626	0.0%	-4.5%	-2.2%	1.8%
OCT	275	251	526	5,068	278	264	542	5,168	1.1%	5.2%	3.0%	2.0%
NOV	308	275	583	5,651	-	-	-	5,168	-100.0%	-100.0%	-100.0%	-8.5%
DEC	289	296	585	6,236	-	-	-	5,168	-100.0%	-100.0%	-100.0%	-17.1%
	3,166	3,070			2,676	2,492						

*** YELLOWSTONE**

	2023 Passengers				2024 Passengers				% 2023 VS 2024			
	ON	OFF	TOTAL	YEAR-TO-DATE	ON	OFF	TOTAL	YEAR-TO-DATE	ON	OFF	TOTAL	YEAR-TO-DATE
JAN												
FEB												
MAR												
APR												
MAY	559	696	1,255	1,255	832	1,068	1,900	1,900	48.8%	53.4%	51.4%	51.4%
JUN	1,759	1,914	3,673	4,928	1,898	2,154	4,052	5,952	7.9%	12.5%	10.3%	20.8%
JUL	2,184	2,291	4,475	9,403	2,339	2,283	4,622	10,574	7.1%	-0.3%	3.3%	12.5%
AUG	2,020	1,841	3,861	13,264	2,208	2,295	4,503	15,077	9.3%	24.7%	16.6%	13.7%
SEP	1,675	1,655	3,330	16,594	1,763	1,734	3,497	18,574	5.3%	4.8%	5.0%	11.9%
OCT	538	389	927	17,521	444	356	800	19,374	-17.5%	-8.5%	-13.7%	10.6%
NOV												
DEC												
	8,735	8,786			9,484	9,890						

* The Yellowstone Airport is a seasonal airport. May - October 2024