

Missoula County Airport Authority Regular Board Meeting

DATE: Tuesday, November 25, 2025
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 October 28, 2025 **Pg 3**
- Approval of Claims for Payment – Will Parnell **Pg 9**
- Financial Report – Will Parnell **Pg 13**
- Director's Report – Brian Ellestad **Pg 24**
- Legal Report – Juniper Davis
- Committee Updates
 - Business Development Committee: No Activity
 - Contract and Lease Committee: No Activity
 - Executive Committee: November 25, 2025
 - 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

- Award of RFP for Waste Disposal and Recycling Services to Grizzly Disposal and Recycling – AJ Bemrose **Pg 49**

Information/Discussion Item(s)

- Next Board Meeting December 30, 2025, at 1:30 pm

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

[Download Teams](#) | [Join on the web](#)

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
October 28, 2025
1:30 pm, Johnson Bell Conference Room

THOSE PRESENT

BOARD:

Chair Deb Poteet
Vice Chair Pat Boyle
Secretary/Treasurer Adriane Beck
Commissioner Winton Kemmis
Commissioner Matthew Doucette
Commissioner Andrew Hagemer
Alternate Commissioner Shane Stack (via Teams)
Alternate Commissioner Jack Meyer

STAFF:

Director Brian Ellestad
Deputy Director Tim Damrow
Director of Finance and Administration Will Parnell
Legal Counsel Juniper Davis
Business Development Manager Dan Neuman
Director of Maintenance Nate Cole
Maintenance Supervisor Jake Sole
HR Manager Nikki Munro
Federal Compliance Manager Jesse Johnson
IT Manager Dylan O'Leary

OTHERS:

Administrative Assistant Kathi Fritz
Gary Matson, Runway 25 Hangars
Shaun Shea, Morrison & Maierle
Sarah Michaelson, Morrison & Maierle
Kevin Heisler (via Teams)
Richard Huffman (via Teams)

Chair Deb Poteet 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.

AGENDA

Chair Deb Poteet noted that one Alternate Commissioner needed to be seated.

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

Second: Commissioner Winton Kemmis

Vote: Motion passed unanimously

Chair Deb Poteet asked if there were any changes to the agenda. There were none.

Motion: Secretary Adriane Beck moved to approve the agenda.

Second: Alternate Commissioner Jack Meyer

Vote: Motion Passed Unanimously

PUBLIC COMMENT PERIOD

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

MINUTES

Chair Deb Poteet asked if anyone had questions, edits, or public comments regarding the minutes for the Regular Board Meeting dated September 30, 2025. There were none.

Motion: Commissioner Winton Kemmis moved to approve the minutes of the Regular Board Meeting dated September 30, 2025.

Second: Commissioner Andrew Hagemeyer

Vote: Motion Passed Unanimously

CLAIMS FOR PAYMENT

Director of Finance and Administration Will Parnell presented the Claims for Payment. Starting with project expenses, Will reported that September project expenses totaled \$12.8 million. The project expenses were primarily related to runway rehabilitation, for which 88% was incurred in one week. Approximately 3% was submitted to FAA for reimbursement with the remainder funded by reserves and debt.

Chair Deb Poteet asked if there were any Board questions or public comments regarding the Claims for Payment. There were no questions or comments.

Motion: Vice Chair Pat Boyle 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 for the month of September, 2025, which is included in the Board packet.

Will informed the Board that the FY2025 audit nearing completion. Currently the Airport is awaiting OPEB report before draft issuance of the audit.

Chair Deb Poteet asked if there were any Board questions or public comments regarding the Financial Report. There were no questions or comments.

Motion: Commissioner Winton Kemmis moved to approve the Financial Report

Second: Alternate Commissioner Jack Meyer

Vote: Motion Passed Unanimously

DIRECTOR'S REPORT

Director Brian Ellestad provided several operational updates to the Board. Brian reported that September enplanements decreased by 16.4% compared to September 2024, largely due to the runway closure that canceled nearly a week of flights. While this ended a 19-month streak of record growth, the decline was considered reasonable under the circumstances. Nationally, September traffic increased only 0.9% year-over-year. Looking ahead, October is expected to remain flat, with growth anticipated in November and December. Alaska Airlines will upgrade its overnight Seattle service beginning Sunday, with three total departures. Portland service will remain at two flights through year-end before reducing to one daily flight for the winter. Brian noted that overnight mainline aircraft operations have begun, and American Airlines' Dallas service will shift to an early morning departure starting November 2. Sun Country Airlines has reloaded its summer schedule for Missoula, offering flights to Minneapolis on Wednesdays and Saturdays from June 17 through August 22, starting two weeks earlier than last year.

In response to the federal government shutdown, the airport has been providing meals to TSA staff, with Faber & Co. now matching those efforts.

Ellestad thanked staff for their efforts during the recent runway closure, emphasizing the successful completion of grooving work, which required overnight monitoring six days a week. He praised the contractor and crews for quality work that positions the airport well for continued operations.

Additionally, installation of a second advanced imaging technology machine at the security checkpoint is scheduled for the week of December 8, which will improve passenger throughput.

Brian reported that negotiations have begun with union groups representing public safety, building, and airfield staff, as current agreements are nearing expiration. New contracts are expected in early 2026.

Finally, terminal construction is progressing, with completion of first-floor bathrooms anticipated before Christmas. This will mark the final phase of the terminal expansion project.

Chair Deb Poteet asked if there were any Board questions or public comments for Brian or Tim. There were no questions or comments.

LEGAL REPORT

Legal Counsel Juniper Davis reported that approval of the Primary Guiding Documents, previously postponed, remains on track for later in the year. Staff have continued refining the draft and expect to present a revised version to the Board in November, with formal approval anticipated in December to allow adequate time for review and comment. Juniper noted that this timeline could shift but is the current goal.

Juniper informed the Board that Commissioner David Bell has resigned from the Board due to his work travel obligations which have made it difficult for him to participate. Beginning on November 3, 2025, members of the public may submit applications for two open Board positions with terms beginning January 1, 2026.

The Airport released an RFP for Solid Waste Disposal and Recycling Services which will close November 10, 2025.

Juniper also updated the Board on outreach efforts regarding the City's Land Use Plan and Unified Development Code. Since the last meeting, staff met with three City Council members to discuss concerns and potential counter proposals. Additional meetings are planned with the Mayor following the election and with the chair of the Land Use and Planning Committee. Staff may also prepare a new letter and participate in public meetings as the City moves toward approving these materials in November and December. Juniper emphasized that time is critical and staff are working diligently to communicate the Airport's position broadly and effectively.

COMMITTEE UPDATES

Chair Deb Poteet notified the Board that there was an Executive Committee meeting on October 28, to discuss the Board agenda and packet.

NEW BUSINESS

Design Task Orders to the Master Agreement for Professional Engineering Services with Morrison-Maierle

Airport Director Brian Ellestad presented two task orders for the professional engineering work for upcoming airfield projects. Task Order #73 involves engineering services for converting Runway 8/26 into a taxiway, requiring significant electrical work, signage changes, and other modifications. The design and preparation work, estimated at \$325,000, will be funded in the current fiscal year, with construction projected to cost between \$2.5 - \$2.8 million next year.

Task Order #72 addresses the engineering services for design of a future parallel runway project anticipated for FY2027. While initial estimates were around \$18 million, Brian cautioned that actual costs could reach \$40-50 million due to infrastructure needs and heavier aircraft usage. The design work now will position the Airport to pursue discretionary FAA funding and potentially complete the project in a single phase rather than spreading it over multiple years.

Shaun Shea provided technical details regarding the taxiway project scope. Shaun also explained that while initial estimates were around \$18 million for the parallel runway, he cautioned that actual costs could reach \$40-50 million.

Chair Deb Poteet asked if there were any additional Board questions or public comments regarding the task orders.

Motion: Alternate Commissioner Jack Meyer moved to approve Morrison-Maierle Task Order No. 72 in the amount of \$800,000.00 and Task Order No. 73 in the amount of \$325,000 both contingent on Independent Fee Estimates being completed.

Second: Secretary/Treasurer Adriane Beck

Vote: Motion Passed Unanimously

Missoula County Airport Authority 414(h) Plan Amendment

Director of Finance and Administration Will Parnell explained that the Airport Authority offers several retirement and savings options for eligible staff, including Montana PERS defined benefit and defined contribution plans, as well as a 457 plan. The proposed amendment focuses on the 414-H plan, which currently requires employees to defer 4% of eligible compensation with an 8% employer match. Under the existing plan, participants cannot roll over funds to Montana PERS for purchasing service credits.

The amendment would allow such rollovers specifically for that purpose, providing staff greater flexibility in managing retirement benefits.

Chair Deb Poteet asked if there were any additional Board questions or public comments regarding the plan amendment. There were no additional questions or comments.

Motion: Commissioner Winton Kemmis moved to authorize the Airport Director to sign the 414(h) Plan amendment.

Second: Commissioner Andrew Hagemeyer

Vote: Motion Passed Unanimously

East Property Line Fence Extension

Maintenance Supervisor Jake Sol requested approval from the Board to continue property line fencing on the east side of the airport to limit access as new subdivisions are developed. In 2022, fencing began on the southeast corner, and the current project will add approximately 2,850 feet of six-foot chain link fencing, based on the most competitive bid from FenceCrafters. This work will leave about 3,500 feet to complete in future years. The project cost is \$50,000, which is fully budgeted.

Chair Deb Poteet asked if there were any additional Board questions or public comments regarding the fencing project. There were no additional questions or comments.

Motion: Vice Chair Pat Boyle moved to approve the purchase and installation of fencing on the east side of airport property by FenceCrafters in the amount not to exceed \$50,000

Second: Alternate Commissioner Jack Meyer

Vote: Motion Passed Unanimously

Chair Deb Poteet noted that the next Board meeting will be held on November 25, 2025, at 1:30 p.m.

Meeting Adjourned.

Missoula County Airport Authority
Check Register by Account Name
10/01/2025 - 10/31/2025

Account Name	Amount
Accounting Expense	\$ 16,000.00
Airfield Lighting R&M	876.52
Airfield Maintenance	1,148.49
Airport solar project	4,790.00
BHS Parts and MX	16,353.77
Building General R&M	488.81
Contracted Maintenance	23,305.54
Custodial Services	45,950.00
Custodial Supplies	9,767.81
Disposal-Industrial	690.94
Electric Maintenance	39.72
Employee Training Expense	1,237.94
Equipment	68,759.00
Flight Ice	450.00
ISS CCURE/accesscontrol/camera	44,833.94
Jet Bridge R&M	237.92
Landside Maintenance	862.65
Marketing	3,445.00
Mechanical/Supplies	105.85
Memberships	515.00
Office Supplies	867.44
On-demand IT Support	1,947.00
Petroleum Products Expense	4,133.06
Phone Charges	3,355.34
Pre-Paid Expenses	22,000.00
Recurring IT Support Subscripti	915.24
Rent Car R&M	1,381.09
Rental Car Fuel	47,879.60
Sewer Expense	4,286.61
Staff Engagement	105.00
Tools/Equipment	21,761.88
TPA – EE benefits and Payroll	7,396.91
Travel Expense	894.15
Uniform Expense	57.99
USFS Hangar R&M	1,368.72
Vehicle R&M	9,745.29
Water Expense	6,292.07
Grand Total	\$ 374,246.29

Missoula County Airport Authority
Check Register by Vendor Name
10/01/2025 - 10/31/2025

Vendor Name	Amount	
AAAE	\$ 22,000.00	
AERO SPECIALTIES, INC.	68,759.00	
AILEVON PACIFIC AVIATION CONSULTING, LLC	3,250.00	
APPLIED INDUSTRIAL TECH	4,102.51	
AXON	21,720.07	
BAKERTILLY	16,000.00	
BFS Group LLC	188.37	
Big Sky Kubota, LLC	152.06	
BITTERROOT CHAMBER	515.00	
BLACKFOOT COMMUNICATIONS	905.99	
CENTURYLINK	601.11	
CHS MOUNTAIN WEST CO-OP	51,977.79	
City of Missoula	10,578.68	
Convergint Technologies, LLC	18,455.00	
Corporate Traditions, INC.	105.00	
CULLIGAN	175.00	
CURTIS	2,342.30	
DAMROW, TIM	570.00	
DAVIS, JUNIPER	32.93	
DEVLIN, RYAN	291.22	
DSG (DAKOTA SUPPLY GROUP)	63.04	
FASTENAL	88.60	
FIRST CALL	2,862.24	
GRAINGER	1,030.72	
HILLYARD INC	9,767.81	
HOTSY	213.36	
INTEGRATED SECURITY SOLUTIONS, INC	44,833.94	
KONE	518.96	
LEXIPOL	1,237.94	
LUMACURVE	876.52	
MACON SUPPLY, INC.	76.00	
Mike's Print And Copy	195.00	*New Vendor - postcards
MISSOULA OFFICE CITY	45.99	
MISSOULA TEXTILE, INC	460.28	
MONTANA ACE HARDWARE	44.48	
Montana Pest Solutions	490.00	
MOUNTAIN SUPPLY	49.55	
MURDOCHS	494.75	
NAPA	5,133.32	
NORCO INDUSTRIAL	41.81	
OFFICE SOLUTIONS & SERVICES	66.45	
Onsite Energy, Inc.	4,790.00	*New Vendor - design and engineering services for solar PV system
PACIFIC STEEL	482.69	
PLATT ELECTRIC	1,368.72	
POMP'S TIRE-MISSOULA	520.64	
RIISING FAST v	42,950.00	
ROBSON HANDLING TECHNOLOGY	15,812.25	
RODDA PAINT	1,000.13	
SAFETY-KLEEN	690.94	
SIX ROBBLEES	38.00	

Missoula County Airport Authority

Check Register by Vendor Name

10/01/2025 - 10/31/2025

THERMAL SUPPLY	42.81
UKG	7,396.91
ULINE	379.96
VERIZON	1,848.24
VIDTRONIX TICKET & LABEL LLC	1,039.00
VW ICE INC	1,030.00
WAYNE DALTON	319.00
WESTERN STATES EQUIP	224.21
Z WATER SOLUTIONS LLC	3,000.00

Grand Total	\$ 374,246.29
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New Vendors

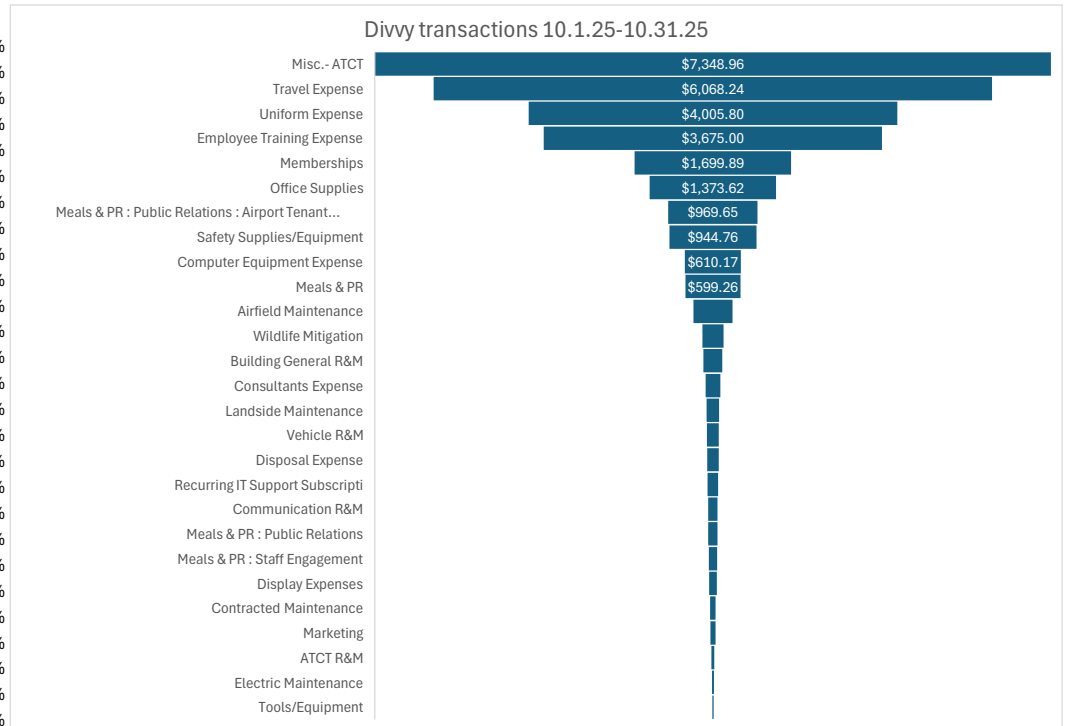
*Mike's Print and Copy

*Onsite Energy, Inc.

Category name	Total	Percent of spend
Misc.- ATCT	\$7,348.96	25.02%
Travel Expense	\$6,068.24	20.66%
Uniform Expense	\$4,005.80	13.64%
Employee Training Expense	\$3,675.00	12.51%
Memberships	\$1,699.89	5.79%
Office Supplies	\$1,373.62	4.68%
Meals & PR : Public Relations : Airport Tenant Appreciation	\$969.65	3.30%
Safety Supplies/Equipment	\$944.76	3.22%
Computer Equipment Expense	\$610.17	2.08%
Meals & PR	\$599.26	2.04%
Airfield Maintenance	\$425.65	1.45%
Wildlife Mitigation	\$229.58	0.78%
Building General R&M	\$206.47	0.70%
Consultants Expense	\$161.04	0.55%
Landside Maintenance	\$133.90	0.46%
Vehicle R&M	\$127.07	0.43%
Disposal Expense	\$125.67	0.43%
Recurring IT Support Subscripti	\$113.15	0.39%
Communication R&M	\$101.97	0.35%
Meals & PR : Public Relations	\$99.00	0.34%
Meals & PR : Staff Engagement	\$90.16	0.31%
Display Expenses	\$83.99	0.29%
Contracted Maintenance	\$60.94	0.21%
Marketing	\$55.00	0.19%
ATCT R&M	\$30.96	0.11%
Electric Maintenance	\$22.38	0.08%
Tools/Equipment	\$13.97	0.05%

***Employee Training Expense Breakdown**

ASC certifications



Missoula County Airport Authority (MCAA)

Financial Report Narrative

The board packet includes the comparative balance sheet, profit and loss comparison, profit and loss budget performance, operating revenues and operating expenses as a % of gross and as compared to prior period, cash flow statement, and the long-term debt roll forward.

Balance Sheet

As of October 31, accounts receivable consisted of the following:

Trade	\$ 1,278,197
Advertising	5,595
Ground Handling	122,784
Grants	3,676,696
Advance Contract Refund	48,421
	<u>\$ 5,131,693</u>

A summary of construction in progress for the east concourse is as follows:

	<u>Balance July 1, 2025</u>	<u>Additions</u>	<u>Balance October 31, 2025</u>
Construction in progress, east concourse:			
Phase 2	50,527,612	1,640,280	52,167,892
Phase 3	<u>5,734,921</u>	<u>2,963,535</u>	<u>8,698,456</u>
Total construction in progress east concourse	<u>56,262,533</u>	<u>4,603,815</u>	<u>60,866,348</u>
	Less related debt, series 2022		<u>(29,999,780)</u>
	Net investment in capital asset		<u>\$ 30,866,569</u>

Revenue and Expenses as a % of the Annual Budget

Revenues and expenses are currently 42% and 35% of the annual operating budget, respectively.

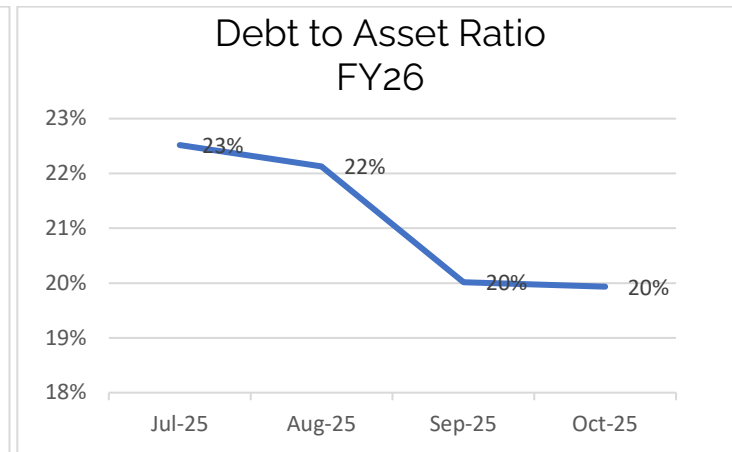
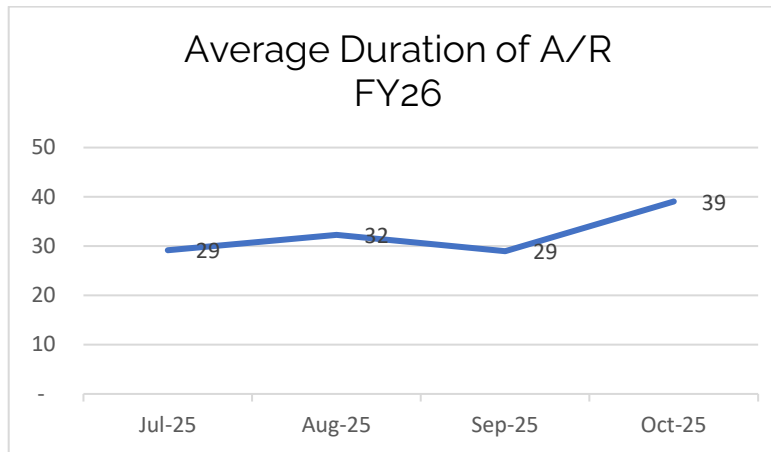
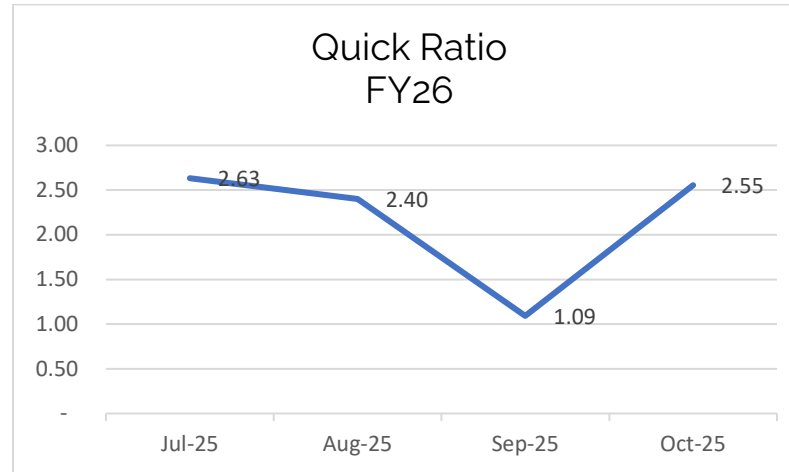
Cash Flow

MCAA had positive cash flows from operating, noncapital financing, and investing activities. Capital and related financing activities resulted in negative cash flows.

Long-term Debt

MCAA paid approximately \$141K in principal during the month of October 2025.

Financial Ratios Fiscal Year 2026



Quick Ratio Ability to pay current obligations using liquid assets.
Average Duration of A/R Average duration of accounts receivable (A/R) or the number of days it takes to collect them.
Debt to Asset Ratio Proportion (or the percentage of) assets that are financed by interest bearing liabilities.

Missoula County Airport Authority
Balance Sheet Prev Year Comparison
As of October 31, 2025

	Oct 31, 25	Oct 31, 24
ASSETS		
Current Assets		
Checking/Savings		
10100 · Petty Cash	300.00	300.00
10500 · General Checking Acct	3,344,349.72	5,516,691.68
10511 · Project Checking Acct	5,000.01	5,000.00
10550 · USFS Account	160,552.49	160,408.18
10560 · Debt Service Account	332.04	331.80
10580 · CFC Account	322,145.00	321,855.40
10590 · STIP Terminal Reserve	26,734.87	25,569.54
10600 · STIP	970,798.39	928,482.43
10604 · Money Market Accounts	9,336,252.66	1,632,105.32
10700 · Payroll Checking	129,630.22	161,097.15
1071 · Bill.com Money In Clearing	7,755.06	14,337.98
10710 · Flex - FIB	5,133.15	1,319.09
1072 · Bill.com Money Out Clearing	7,904.50	-2,397.70
10750 · PFC Cash at US BANK	2,568,567.30	1,494,547.81
Total Checking/Savings	16,885,455.41	10,259,648.68
Accounts Receivable		
10800 · Accounts Receivable	5,131,693.36	4,610,780.54
Total Accounts Receivable	5,131,693.36	4,610,780.54
Other Current Assets		
10900 · AvSec Fingerprinting Account	1,767.25	1,497.75
11500 · Pre-Paid Expenses	174,467.00	129,570.11
11600 · Prepaid Insurance	265,516.89	188,748.43
11810 · ST Lease Recble GASB 87	213,875.48	1,590,049.01
11820 · Interest Recble GASB 87	3,071.44	9,696.62
26200 · Faber Loan	100,000.00	100,000.00
Total Other Current Assets	758,698.06	2,019,561.92
Total Current Assets	22,775,846.83	16,889,991.14
Fixed Assets		
13000 · Land	11,617,234.48	11,617,234.48
13100 · Land Improvements	18,040,105.37	16,368,644.98
13200 · Buildings- Terminal	69,087,568.09	69,087,568.09
13300 · Buildings- Ops & Fire	6,661,600.73	6,184,039.07
13450 · Buildings - Other	11,643,143.81	11,643,143.81
13500 · Runways/Taxiways/Apron	80,361,231.98	80,361,231.98
13600 · Lighting/ Security System	4,002,233.31	4,002,233.31
13700 · Sewage System	298,102.06	298,102.06
13900 · ATCT	6,539,372.76	6,513,529.80
14000 · Equipment	4,372,665.73	3,741,711.70
14100 · Furniture & Fixtures	1,591,801.03	1,591,801.03
14300 · Vehicles	10,484,815.28	7,733,764.08
14400 · Studies	1,925,406.96	1,925,406.96
14500 · Allowance for Depreciation	-114,020,796.98	-105,688,247.90
19400 · Construction in Progress	80,735,829.90	45,340,298.58
Total Fixed Assets	193,340,314.51	160,720,462.03
Other Assets		
11830 · LT Lease Recble GASB 87	1,001,493.05	737,143.17
19610 · Deferred Pension Outflows	802,612.27	978,352.15
19800 · LT Loan - Faber	127,012.20	667,270.44
19901 · GASB 96 Subscription Asset(s)	299,661.15	367,183.34
Total Other Assets	2,230,778.67	2,749,949.10
TOTAL ASSETS	218,346,940.01	180,360,402.27

Missoula County Airport Authority
Balance Sheet Prev Year Comparison
As of October 31, 2025

	Oct 31, 25	Oct 31, 24
LIABILITIES & EQUITY		
Liabilities		
Current Liabilities		
Accounts Payable		
20500 · Accounts Payable	492,599.32	702,613.20
20505 · Accounts Payable- Projects	4,378,894.64	5,075,323.54
Total Accounts Payable	4,871,493.96	5,777,936.74
Credit Cards	-924.55	19,077.38
Other Current Liabilities		
20800 · Current Portion of L/T Debt	565,472.93	548,541.91
20805 · GASB 96 Short-term Subscription	80,567.12	70,730.08
20810 · GASB 96 Accrued Interest Liab.	1,981.11	6,226.79
20900 · Fed W/h Payable	341.30	-19,764.59
20950 · State W/H Payable	0.00	-5,307.00
2110 · Direct Deposit Liabilities	0.00	-126,362.47
21120 · Garnishments Payable	0.00	-137.66
21130 · Misc Deductions Payable	-184.32	-184.32
21300 · Valic Payable	-100.00	-100.00
21400 · Workers' Comp Payable	3,356.40	0.00
21500 · PERS Payable	30,009.42	0.00
21600 · Accrued Vacation/Sick Payable	780,362.72	709,202.72
21930 · FSB Notes Interest Payable	143,045.34	92,048.56
22140 · Advertising Deferred Revenue	39,946.68	20,000.00
24000 · Payroll Liabilities	95,648.78	60,346.18
Total Other Current Liabilities	1,740,447.48	1,355,240.20
Total Current Liabilities	6,611,016.89	7,152,254.32
Long Term Liabilities		
20502 · 2022 Note	29,999,779.74	13,438,279.74
25030 · 2019 Note A	13,316,800.00	13,316,800.00
25035 · 2019 Note B	2,088,444.97	2,645,264.97
25600 · Current Portion L/T Debt 2019B	-565,472.93	-548,541.91
25805 · A/P Retainage Long-Term	1,012,803.46	1,334,609.30
25809 · GASB 96 Long-term Subscription	114,107.81	168,704.82
26010 · Pension Liability sum	4,312,379.00	4,406,660.00
26110 · Deferred Pension Inflows	141,660.00	199,506.00
26300 · Dererred Lease Inflow GASB 87	1,137,376.30	2,125,301.62
Total Long Term Liabilities	51,557,878.35	37,086,584.54
Total Liabilities	58,168,895.24	44,238,838.86
Equity	160,178,044.77	136,121,563.41
TOTAL LIABILITIES & EQUITY	218,346,940.01	180,360,402.27

Missoula County Airport Authority
Profit & Loss YTD Comparison
October 2025

	Oct 25	Oct 24
Ordinary Income/Expense		
Income		
30100 - Signatory Landing Fees	71,619.15	57,418.10
30200 - Non Sig Landing Fees	7,820.04	18,312.22
30210 - Cargo Landing Fees	4,511.43	6,519.28
30300 - Non-Based Landing Fees	34,730.24	22,521.04
30400 - Signatory Rent	62,803.14	41,875.63
30420 - Non-Sig Use Fees	10,274.85	26,708.00
30430 - Signatory Use Fee	83,279.70	70,073.10
30500 - Equipment/Space/Services	150.00	400.00
30507 - Advertising Income	16,246.33	16,848.00
30509 - Ground Handling	50,940.50	60,209.30
30600 - FBO Rentals	24,981.80	22,291.17
30800 - Fuel Flowage Fees	4,348.79	9,645.00
30900 - Fuel Farm Leases		
30901 - Self Fueling	361.94	0.00
30900 - Fuel Farm Leases - Other	464.19	379.67
Total 30900 - Fuel Farm Leases	826.13	379.67
31000 - Coffee Concession	1,032.03	1,102.15
31100 - Restaurant	19,933.38	14,241.05
31110 - Liquor Concessions	13,066.76	12,040.35
31300 - Rental Car %	138,317.45	167,047.81
31400 - Rent Car Rent	43,473.27	15,179.80
31600 - Rent Car Fuel	30,646.50	36,028.08
31900 - USFS Hangar Rent	28,333.33	20,826.51
32100 - Gift Shop Faber	28,368.56	31,338.32
32300 - Terminal Rent		
32301 - Airport Suite	833.33	0.00
Total 32300 - Terminal Rent	833.33	0.00
32400 - Parking Lot	465,016.00	487,567.00
32800 - Ag Land Leases	2,247.50	2,996.67
32900 - Non-Aeronautical Ground Rent	28,098.95	30,692.75
32910 - Aeronautical Ground Rent	11,312.26	11,069.50
33000 - Vending	3,314.15	2,650.90
33800 - Off Airport Rent Cars	3,970.25	1,885.66
34000 - Utilities Reimbursement	3,162.02	3,089.25
34200 - Miscellaneous Income	1,225.25	16,716.59
34300 - Ground Transport	9,490.51	11,106.70
42700 - Drain Pumping Fee	0.00	260.00
81403 - TSA Checkpoint OTA	1,231.66	1,231.66
85000 - Petro Fund Reimbursement	0.00	3,327.53
85100 - Badging Fees Collected	149.42	958.00
Total Income	1,205,754.68	1,224,556.79
Gross Profit	1,205,754.68	1,224,556.79

Missoula County Airport Authority
Profit & Loss YTD Comparison
October 2025

	Oct 25	Oct 24
Expense		
32401 - Parking Management Fee	7,666.67	8,583.33
32402 - Parking Hourly Wages	27,918.00	28,450.50
32403 - Parking Credit Card Processing	13,472.58	14,069.91
32404 - Parking Adjustments	-375.00	-375.00
40100 - Wages	528,580.37	327,648.01
40330 - Overtime Wages	8,498.01	7,041.46
40600 - Fringe Benefits Expense	196,684.04	119,019.13
40800 - Legal Services	1,592.00	0.00
41200 - Insurance Expense	33,189.61	23,593.55
41300 - Accounting Expense	48,952.76	42,100.00
41400 - Phone Charges	3,966.83	3,594.06
41800 - Communication R&M	101.97	15,127.40
42000 - Office Supplies	1,742.73	4,568.22
42100 - Computer Equipment Expense	3,308.41	25,419.28
42200 - Electricity/Gas Expense	42,947.48	37,511.28
42400 - Water Expense	5,814.42	4,961.82
42500 - Sewer Expense	3,619.82	3,315.71
42600 - Disposal Expense	1,890.82	2,661.12
42800 - Disposal-Industrial	986.10	986.10
43000 - Petroleum Products Expense	6,312.48	2,968.35
43400 - Vehicle R&M	3,692.27	5,631.08
43600 - Equipment Rental	493.35	0.00
43800 - Tools/Equipment	2,381.29	2,074.89
44100 - Custodial Services	45,950.00	39,610.00
44200 - Contracted Maintenance	7,434.32	12,909.41
44302 - Jet Bridge R&M	0.00	48.10
44400 - Electric Maintenance	157.13	93.59
44600 - Plumbing Expense	0.00	790.91
44800 - Mechanical/Supplies	1,762.29	561.76
45000 - Building General R&M	1,479.87	1,010.43
45104 - Rent Car R&M	415.02	2,946.88
45105 - ATCT R&M	1,088.74	117.50
45106 - USFS Hangar R&M	0.00	63.00
45107 - BHS Parts and MX	5,906.05	892.09
45203 - Airfield Maintenance	425.65	1,069.64
45400 - Landside Maintenance	642.19	2,949.24
45800 - Snow & Ice Removal	0.00	2,631.30
46000 - Custodial Supplies	11,312.18	7,048.03
46400 - Uniform Expense	965.46	11,792.60
46600 - Employee Training Expense	3,675.00	5,540.89
46800 - Travel Expense	5,521.19	9,178.71
47000 - Memberships	24,910.69	12,630.69
47200 - Safety Supplies/Equipment	978.43	549.98
47400 - Meals & PR		
47401 - Public Relations		
47411 - Airport Tenant Appreciation	969.65	0.00
47401 - Public Relations - Other	99.00	0.00
Total 47401 - Public Relations	1,068.65	0.00
47402 - Staff Engagement	150.16	0.00
47400 - Meals & PR - Other	599.26	1,451.85
Total 47400 - Meals & PR	1,818.07	1,451.85
47501 - Marketing	19,985.43	11,359.10
47600 - Consultants Expense	161.04	542.86
47605 - Landing Fee Commission Expense	6,897.45	4,407.01
47707 - Display Expenses	83.99	0.00
49200 - Petro Cleanup (MT Petro Board)	0.00	3,327.53
49202 - Badging Expenses	1,493.00	0.00
49203 - Badging / Compliance Contracts	0.00	2,075.00
49205 - Annual IT Support Subscriptions	0.00	2,158.90
49206 - On-demand IT Support	693.75	3,927.67
49207 - Recurring IT Support Subscripti	2,736.84	2,803.09
49208 - Rental Car Fuel	32,661.22	30,304.97
49209 - ISS CCURE/accesscontrol/camera	736.32	0.00
49600 - Flight Ice	320.00	0.00
80600 - Miscellaneous Expense	0.00	978.95
80611 - BANK Charges	-116.80	26.41
80625 - TPA - EE benefits and Payroll	1,210.00	1,017.50
80650 - Finance Charges	438.71	106.59
80810 - Bad Debt - non based	0.00	1,737.00
Total Expense	1,125,180.24	857,609.38
Net Ordinary Income	80,574.44	366,947.41
Other Income/Expense		
Other Income		
31500 - CFCs	123,785.00	103,232.00
70200 - Interest Income-Unrestricted	23,006.86	7,711.95
70400 - Project Restricted Interest	44.89	35.50
80520 - Gain on disposal of asset	0.00	8,000.00
89010 - Federal Programs		
89000 - Airport Improvement Grants	2,949,588.34	2,084,924.77
89500 - PFC Contributions	170,767.75	361,831.77
Total 89010 - Federal Programs	3,120,356.09	2,446,756.54
Total Other Income	3,267,192.84	2,565,735.99
Other Expense		
80140 - Note 2019A Interest Expense	44,530.41	44,530.41
80145 - Note 2019 B Interest Expense	5,353.88	6,781.86
80150 - Note 2022 Interest Expense	97,544.49	44,686.50
80300 - Depreciation	709,116.27	674,220.06
Total Other Expense	856,545.05	770,218.83
Net Other Income	2,410,647.79	1,795,517.16
Net Income	2,491,222.23	2,162,464.57

Missoula County Airport Authority
Profit & Loss Budget Performance
October 2025

	Oct 25	Budget	Jul - Oct 25	YTD Budget	Annual Budget	
Ordinary Income/Expense						
Income						
30100 · Signatory Landing Fees	71,619	66,443	353,657	320,602	845,217	41.84%
30200 · Non Sig Landing Fees	7,820	9,132	39,547	56,521	105,953	37.33%
30210 · Cargo Landing Fees	4,511	7,972	16,622	27,997	82,950	20.04%
30300 · Non-Based Landing Fees	34,730	19,144	218,366	107,078	184,797	118.17%
30400 · Signatory Rent	62,803	53,480	239,769	213,921	658,350	36.42%
30420 · Non-Sig Use Fees	10,275	14,237	54,581	83,925	153,211	35.62%
30430 · Signatory Use Fee	83,280	82,106	422,453	395,452	1,005,044	42.03%
30500 · Equipment/Space/Services	150		1,000		-	
30507 · Advertising Income	16,246	15,865	94,474	74,084	225,000	41.99%
30509 · Ground Handling	50,941	73,644	415,781	443,417	1,212,371	34.29%
30600 · FBO Rentals	24,982	22,917	96,362	91,667	275,000	35.04%
30800 · Fuel Flowage Fees	4,349	11,470	46,340	53,781	105,000	44.13%
30900 · Fuel Farm Leases	826	375	3,084	1,500	4,500	68.53%
31000 · Coffee Concession	1,032	1,111	4,411	4,576	12,000	36.76%
31100 · Restaurant	19,933	12,461	104,074	72,561	198,000	52.56%
31110 · Liquor Concessions	13,067	11,741	63,195	64,694	158,000	40.00%
31300 · Rental Car %	138,317	162,669	1,375,000	1,465,432	2,400,000	57.29%
31400 · Rent Car Rent	43,473	38,750	171,989	155,000	465,000	36.99%
31600 · Rent Car Fuel	30,647	36,478	220,788	222,684	440,000	50.18%
31900 · USFS Hangar Rent	28,333	28,335	105,827	113,319	340,000	31.13%
32100 · Gift Shop Faber	28,369	30,321	151,280	150,410	334,000	45.29%
32300 · Terminal Rent	833		3,333		-	
32400 · Parking Lot	465,016	503,393	1,720,147	1,741,326	5,095,945	33.76%
32800 · Ag Land Leases	2,248	3,289	8,990	13,156	37,000	24.30%
32900 · Non-Aeronautical Ground Rent	28,099	29,165	112,396	117,040	345,000	32.58%
32910 · Aeronautical Ground Rent	11,312	11,482	45,068	44,128	125,000	36.05%
33000 · Vending	3,314	2,289	16,898	12,822	30,000	56.33%
33800 · Off Airport Rent Cars	3,970	2,811	69,031	50,635	80,000	86.29%
34000 · Utilities Reimbursement	3,162	1,985	20,909	7,425	35,000	59.74%
34200 · Miscellaneous Income	1,225	3,128	9,879	8,909	30,000	32.93%
34300 · Ground Transport	9,491	10,438	104,109	91,995	155,000	67.17%
34500 · Glycol Disposal	0	0	0	0	0	-
42700 · Drain Pumping Fee	0	0	0	0	0	-
81403 · TSA Checkpoint OTA	1,232	1,250	4,927	5,000	15,000	32.85%
85100 · Badging Fees Collected	149	486	7,642	4,958	10,000	76.42%
Total Income	1,205,754	1,268,367	6,321,929	6,216,015	15,162,338	41.69%
Gross Profit	1,205,754	1,268,367	6,321,929	6,216,015	15,162,338	41.69%

Missoula County Airport Authority
Profit & Loss Budget Performance
October 2025

	Oct 25	Budget	Jul - Oct 25	YTD Budget	Annual Budget	
Expense						-
32401 · Parking Management Fee	7,667		30,667			-
32402 · Parking Hourly Wages	27,918		123,005			-
32403 · Parking Credit Card Processing	13,473		49,642			-
32404 · Parking Adjustments	(375)		(1,500)			-
40100 · Wages	528,580	357,166	1,563,811	1,386,107	4,776,247	32.74%
40330 · Overtime Wages	8,498	5,566	32,506	22,240	70,000	46.44%
40600 · Fringe Benefits Expense	196,684	135,358	569,424	544,068	1,829,032	31.13%
40800 · Legal Services	1,592	0	6,816	10,968	30,000	22.72%
41200 · Insurance Expense	33,190	29,572	129,987	88,427	325,000	40.00%
41300 · Accounting Expense	48,953	51,279	67,113	78,039	105,000	63.92%
41400 · Phone Charges	3,967	4,677	20,055	17,886	53,640	37.39%
41800 · Communication R&M	102	12,885	2,365	14,447	21,400	11.05%
42000 · Office Supplies	1,743	4,474	10,206	15,261	35,750	28.55%
42100 · Computer Equipment Expense	3,308	7,030	10,972	36,549	47,400	23.15%
42200 · Electricity/Gas Expense	42,947	50,443	158,738	215,914	765,000	20.75%
42400 · Water Expense	5,814	5,950	29,232	33,830	85,000	34.39%
42500 · Sewer Expense	3,620	5,254	16,480	15,239	51,800	31.81%
42600 · Disposal Expense	1,891	3,268	12,930	14,230	40,000	32.33%
42800 · Disposal-Industrial	986	475	1,774	932	6,475	27.40%
43000 · Petroleum Products Expense	6,312	3,469	20,840	21,670	105,036	19.84%
43400 · Vehicle R&M	3,692	6,466	21,114	25,502	103,511	20.40%
43600 · Equipment Rental	493	0	493	215	2,000	24.65%
43800 · Tools/Equipment	2,381	3,416	32,396	38,066	78,867	41.08%
44000 · Landscaping Expense	0	0	0	5,221	10,000	0.00%
44100 · Custodial Services	45,950	45,864	185,895	191,430	580,000	32.05%
44200 · Contracted Maintenance	7,434	5,505	113,496	78,284	157,625	72.00%
44302 · Jet Bridge R&M	0	50	5,605	967	15,000	37.37%
44400 · Electric Maintenance	157	93	568	4,895	12,000	4.73%
44600 · Plumbing Expense	0	993	1,032	1,451	12,000	8.60%
44800 · Mechanical/Supplies	1,762	746	6,035	1,315	15,000	40.23%
45000 · Building General R&M	1,480	688	16,777	4,007	25,000	67.11%
45104 · Rent Car R&M	415	506	14,792	5,141	15,000	98.61%
45105 · ATCT R&M	1,089	103	9,813	806	5,000	196.26%
45106 · USFS Hangar R&M	0	99	1,596	356	5,000	31.92%
45107 · BHS Parts and MX	5,906	3,572	33,693	8,975	75,000	44.92%
45108 · QTA Spare Parts	0	0	32,472	32,000	32,000	101.48%
45203 · Airfield Maintenance	426	1,345	3,914	5,353	55,000	7.12%
45400 · Landside Maintenance	642	4,107	2,650	4,492	21,500	12.33%
45600 · Airfield Lighting R&M	0	0	1,078	899	15,900	6.78%
45703 · Fog Abatement	0	0	507	0	3,240	15.65%
45800 · Snow & Ice Removal	0	3,430	51,404	54,184	280,515	18.32%
46000 · Custodial Supplies	11,312	6,787	35,106	28,807	80,000	43.88%
46400 · Uniform Expense	965	13,147	7,564	43,624	66,113	11.44%
46600 · Employee Training Expense	3,675	8,564	10,584	35,249	132,097	8.01%
46800 · Travel Expense	5,521	11,256	18,754	49,968	140,911	13.31%
47000 · Memberships	24,911	21,724	28,630	37,690	57,600	49.70%
47200 · Safety Supplies/Equipment	978	487	4,768	12,889	32,525	14.66%
47303 · Wildlife Mitigation	0	0	0	8,000	8,000	0.00%
47400 · Meals & PR	1,818	4,461	6,409	17,442	56,500	11.34%
47501 · Marketing	19,985	10,045	74,431	68,239	185,000	40.23%
47600 · Consultants Expense	161	607	1,077	4,021	7,750	13.90%
47605 · Landing Fee Commission Expense	6,897	2,280	32,544	19,760	38,000	85.64%
47707 · Display Expenses	84	208	102	833	2,500	4.08%
47717 · VIC Expenses	0	125	0	500	1,500	0.00%
49100 · Fingerprint/STA Charges	0		(200)			-
49202 · Badging Expenses	1,493	500	5,398	2,000	6,000	89.97%
49203 · Badging / Compliance Contracts	0	1,792	7,245	7,167	21,500	33.70%
49204 · Employee Screening	0	0	14,000	0	50,000	28.00%
49205 · Annual IT Support Subscriptions	0	2,266	32,284	15,045	53,410	60.45%
49206 · On-demand IT Support	694	6,318	6,230	28,464	51,000	12.22%
49207 · Recurring IT Support Subscripti	2,737	3,092	9,584	12,106	38,112	25.15%
49208 · Rental Car Fuel	32,661	27,697	235,943	209,398	415,000	56.85%
49209 · ISS CCURE/accesscontrol/camera	736	4,590	103,357	18,360	55,080	187.65%
49300 · Parking	0	0	5	1,942	7,500	0.07%
49600 · Flight Ice	320	540	1,310	2,340	6,000	21.83%
80600 · Miscellaneous Expense	0	600	3	600	600	0.50%
80611 · BANK Charges	(117)	0	3,195	0	0	-
80625 · TPA – EE benefits and Payroll	1,210	1,155	10,064	13,951	30,000	33.55%
80650 · Finance Charges	439		1,366			-
80810 · Bad Debt - non based	0		857			-
Total Expense	1,125,177	882,090	4,041,003	3,617,761	11,408,636	35.42%
Net Ordinary Income	80,577	386,277	2,280,926	2,598,254	3,753,702	60.76%
Net Income	80,577	386,277	2,280,926	2,598,254	3,753,702	

MISSOULA COUNTY AIRPORT AUTHORITY STATEMENT OF CASH FLOW For the Month Ended October 31, 2025

	<u>31-Oct</u>
CASH FLOWS FROM OPERATING ACTIVITIES	
Cash received from customers	\$ 1,783,157
Cash paid to suppliers	(430,965)
Cash paid to employees and employee benefits	(589,224)
Net cash flows from operating activities	<u>762,968</u>
CASH FLOWS FROM CAPITAL AND RELATED	
FINANCING ACTIVITIES	
Payments for capital assets	(14,906,153)
Interest paid on long-term debt	(443,301)
Principal payments on long-term debt	(140,692)
Federal contributions	11,324,072
Subsequent collections of capital contributions	<u>8,312</u>
Net cash flows from capital and related financing activities	<u>(4,157,762)</u>
CASH FLOWS FROM NONCAPITAL FINANCING	
ACTIVITIES	
Customer facility charges	123,785
Passenger facility charges	<u>170,768</u>
Net cash flows from noncapital financing activities	<u>294,553</u>
CASH FLOWS FROM INVESTING ACTIVITIES	
Interest and investment revenue	<u>23,051</u>
Net cash flows from investing activities	<u>23,051</u>
Net change in cash and investments	(3,077,190)
Cash and investments, beginning of October, 2025	<u>19,962,645</u>
Cash and investments, end of October, 2025	<u>\$ 16,885,455</u>

	<u>31-Oct</u>
RECONCILIATION OF INCOME FROM OPERATIONS TO	
NET CASH FLOWS FROM OPERATING ACTIVITIES	
Income from operations	\$ <u>80,575</u>
Adjustments to reconcile loss from operations to	
net cash flows from operating activities:	
Change in receivables and other assets	583,535
Change in prepaid expenses	30,852
Change in unearned revenue, advance payment,	
and deferred inflows	(8,358)
Change in accounts payable and accrued expenses	<u>76,364</u>
Total adjustments	<u>682,393</u>
Net cash flows from operating activities	<u>\$ 762,968</u>

MISSOULA COUNTY AIRPORT AUTHORITY OPERATING REVENUES & OPERATING EXPENSES For the Period Ended October 31, 2025 and 2024

	July - Oct 25	July - Oct 24	\$ DIFF.	% DIFF.	July - Oct 25 % of Gross	July - Oct 24 % of Gross	Change
Passenger Airline Aeronautical Revenue:							
Passenger airline landing fees (signatory & non-signatory), net air incentives	\$ 393,204	\$ 390,392	\$ 2,813	1%	6%	6%	0%
Terminal arrival fees, rents, net air incentives	716,803	662,436	54,367	8%	11%	11%	0%
Total	1,110,007	1,052,827	57,180	5%	18%	17%	0%
Non-Passenger Aeronautical Revenue:							
Landing Fees from Cargo	16,622	22,894	(6,272)	-27%	0%	0%	0%
Landing Fees GA, Military & USFS	218,366	125,968	92,398	73%	3%	2%	1%
FBO revenue; contract or sponsor-operated	99,447	90,683	8,763	10%	2%	1%	0%
Cargo and hangar rentals (USFS hanger & aeronautical ground rent)	150,895	125,831	25,064	20%	2%	2%	0%
Fuel sales and fuel flowage fees	267,128	265,163	1,966	1%	4%	4%	0%
Security Reimbursements from Fed govt.	4,927	4,927	-	0%	0%	0%	0%
Other non-passenger operating revenue (ground handling)	415,781	362,526	53,255	15%	7%	6%	1%
Total	1,173,166	997,993	175,173	18%	19%	16%	2%
Non-Aeronautical Revenue:							
Land and non-terminal facility leases and revenues (ag lease & non-aeronautical ground rent)	122,386	136,358	(13,972)	-10%	2%	2%	0%
Terminal-food and beverage	171,680	153,809	17,871	12%	3%	3%	0%
Terminal-retail stores & duty free	151,280	155,457	(4,177)	-3%	2%	3%	0%
Terminal-services and other (advertising, vending, other)	111,372	94,406	16,966	18%	2%	2%	0%
Rental cars-excludes customer facility charges	1,616,020	1,599,572	16,448	1%	26%	26%	-1%
Parking	1,720,147	1,718,301	1,846	0%	27%	28%	-1%
Other (flight crew parking, badging, utilities reimbursement, other)	41,763	73,901	(32,138)	-43%	1%	1%	-1%
Ground transportation	104,109	97,890	6,220	6%	2%	2%	0%
Total	4,038,758	4,029,694	9,064	0%	64%	66%	-2%
Total Operating Revenue	\$ 6,321,932	\$ 6,080,514	\$ 241,417	4%	100%	100%	
Operating Expenses							
Personnel compensation and benefits	\$ 2,165,741	\$ 1,762,666	\$ 403,075	23%	53.59%	52.49%	1%
Communications and utilities	342,567	225,246	117,321	52%	8.48%	6.71%	2%
Supplies and materials	575,743	558,220	17,524	3%	14.25%	16.62%	-2%
Contractual services	826,972	741,271	85,701	12%	20.46%	22.08%	-2%
Insurance, claims and settlements	129,987	70,551	59,437	84%	3.22%	2.10%	1%
Total Operating Expenses	\$ 4,041,009	\$ 3,357,953	\$ 683,057	20%	100%	100%	
Net Operating Income	\$ 2,280,922	\$ 2,722,562	\$ (441,640)				

MISSOULA COUNTY AIRPORT AUTHORITY
LONG-TERM DEBT
For the Month Ended October 31, 2025

FY 2026	Balance June 30, 2025	Proceeds from Borrowing	Payments	Balance October 31, 2025
Note payable to First Security Bank of Missoula - series 2019A	\$ 13,316,800	\$ -	\$ -	\$ 13,316,800
Note payable to First Security Bank of Missoula - series 2019B	2,368,955		(280,510)	2,088,445
****Note payable to First Security Bank of Missoula - series 2022	29,999,780	-	-	29,999,780
	<u>\$ 45,685,535</u>	<u>\$ -</u>	<u>\$ (280,510)</u>	<u>\$ 45,405,025</u>

Note payable activity for the month ended October 31, 2025:	Amount
Proceeds from Borrowing	\$ -
Payments	\$ (140,692)

Current estimated debt service payment; payable January 1, 2026	Principal	Interest	Total
*Note payable to First Security Bank of Missoula - series 2019A	\$ -	\$ 133,591	\$ 133,591
**Note payable to First Security Bank of Missoula - series 2019B	140,692	17,144	157,836
***Note payable to First Security Bank of Missoula - series 2022	-	292,634	292,634
	<u>\$ 140,692</u>	<u>\$ 443,369</u>	<u>\$ 584,061</u>

**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.*

***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.*

****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.*



**Director's Report
November 21, 2025**

Director's Statement: October enplanements ended with a decrease of -2.4% as compared October of 2024. I would attribute the decline to the government shutdown which started October 1st and ran into early November. Overall, we were flat on seats during October. We will start to see increases in seats in November and December but are unsure how the shutdown may have affected early November, which is a historically slow period anyway. Allegiant Airlines will be ramping up their historical MSO-LAS service the first couple of weeks in December to support the National Finals Rodeo that is held in Las Vegas, which is highly attended by Western Montana. United Airlines will be starting new Saturday San Francisco service on December 20th which will run this winter. United has upgraded their daily summer San Francisco service to mainline aircraft for this upcoming summer. So, it will go from a daily 76 seat aircraft all the way up to a 166 mainline aircraft. We are looking forward to American Airlines starting winter Chicago flights starting December 18th which we expect to be very popular. We will be hosting community members and local media for our inaugural flight. Please let us know if you would like to attend.

We would really like to thank our local TSA for hanging in and reporting to work while not being paid, as of today they are starting to receive their back pay. TSA would also like to thank the community for all the support they received. The airport and our food vendor Faber partnered and provided four meals per week to each of their employees, but also random customers dropped off gift cards that were distributed.

Juniper, Shaun and I have been working with the City of Missoula's planning staff as new zoning laws are being considered. We have had several meetings with them and passed along our feedback to their plan. I attended a Planning Board meeting last night (Thursday) and voiced our comments and was available for questions. That meeting will be continued on December 2nd, and I plan on attending that as well. Attached is our letter that we sent them this week as they look to finalize their plan by late December.

Board Agenda: Short agenda this month!

- Waste Disposal and Recycling RFP award

Explanations are included in your board packet.

Misc: First level bathrooms and additional airline office space construction continues as we work to fill the area that was used for our temporary baggage claim. We are also moving the exterior ramp that we used during construction that allowed us to use temporary gate A0 during our summer peak. That ramp will be repurposed as we bring new gate B4 online. Once construction is done, we will have seven jet bridges that can service eight overnight aircrafts, with one additional ground boarding gate that will allow nine overnight aircraft on our ramp. This past summer we had seven overnight aircraft utilize our terminal, so we now have room for some growth going forward. I would expect that work to be done sometime in December before our holiday rush.

TSA has given us an installation date of early December for our second AIT (advanced imaging technology-or also known as full body scanner) in our checkpoint that will make our fourth lane more efficient.

Staff have started working with our union represented groups as our current agreements will be coming to an end this fiscal period. We will be focused on getting updated agreements for all parties as we move into FY 2027. We are trying to get a jump on it as we will start our budgeting process in January. Between the three groups represented, our admin staff have been working nonstop trying to get appropriate airport related comps as we evaluate potential adjustments.

Dylan O'Leary from our staff led a cyber security tabletop last week, cyber security is very important to every organization and we appreciate all his work on this.

We hired Adam Crail recently, who will be filling a vacant airfield department position; he will be starting on December 1st, and we expect him to be a great addition to the airport.

Tim, Will and I are meeting with NWAAAE Chapter representatives now bi-weekly as we start planning our hosted event next September. We are working on locking down agenda and facilities, more to come!

Reminder Kathi, Brianna and Nikki are working on our Board Holiday Party—please mark your calendar for Monday evening December 1st.



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

November 19, 2025

City of Missoula
435 Ryman
Missoula, MT 59802

RE: Our Missoula 2025 Land Use Plan and City of Missoula Unified Development Code

To Whom it May Concern,

On Friday, November 14, City Planning staff provided the Missoula County Airport Authority (MCAA) with a copy of the Adoption Draft of the Airport Hazard Overlay, Division 4.5.02 of the Unified Development Code. This draft represents a significant departure from the protections established under the Wye Mullan West Comprehensive Area Plan (2005) and the Mullan Area Neighborhoods Master Plan (2020).

The timing of this release—just prior to scheduled public meetings for recommendations and approvals—leaves MCAA with limited opportunity to engage in further discussions with City Planning staff regarding safety concerns associated with residential development in the most critical air traffic hazard areas. Accordingly, MCAA is advocating for an amendment to the Adoption Draft of Division 4.5.02, as outlined in the attached materials. Our proposed language aligns with the land use restrictions and allowances currently in effect under the 2020 Mullan Area Form-Based Code. To be clear, MCAA is not seeking new restrictions or allowances; rather, we aim to maintain the existing standards for the most critical areas related to air traffic hazards.

The rationale for this request has been thoroughly documented in prior correspondence and in-person discussions with the City over many years, supported by federal regulatory guidance and research on air traffic crashes, aircraft noise, and related health impacts.¹

¹ See attached November 7, 2025 email from MCAA to City Planning staff regarding the Unified Development Code; the December 14, 2024 letter from MCAA regarding adoption of the City's 2045 Land Use Plan; and excerpts from the 2005 Wye Mullan West Comprehensive Area Plan and the 2020 Mullan Area Neighborhoods Master Plan.

Nothing has changed in the understanding of air traffic safety since the 2005 Wye Mullan and 2020 Mullan Area plans were adopted to justify reducing protections in 2025.

The significance of the City's proposal to reduce protections east of the Airport is underscored by recent airplane crashes on approach and departure at Ronald Reagan Washington National Airport and Louisville International Airport. In both cases—and in many similar incidents worldwide—mass casualties were significantly reduced because approach and departure zones were maintained as open space or light industrial areas. While ideally our community would prohibit incompatible uses such as residential development within these zones, MCAA's proposed language does not prohibit residential development. Instead, it continues the zoning framework established in the 2020 Mullan Area Neighborhoods Master Plan, which calls for slightly lower densities and clustering of development and open spaces to minimize the number of homes located in the highest-risk approach and departure areas.

Thank you for your time and attention,



Brian Ellestad

Airport Director

MEMORANDUM

To: Missoula City Council and Missoula Consolidated Planning Board

From: Brian Ellestad, Airport Director, Missoula County Airport Authority

Date: November 19, 2025

RE: Our Missoula 2025 Land Use Plan and City of Missoula Unified Development Code

On behalf the Missoula County Airport Authority (MCAA), please accept the attached materials outlining proposed amendment language to the City of Missoula's Unified Development Code.

MCAA's proposed language aligns with the land use restrictions and allowances currently in effect under the 2020 Mullan Area Form-Based Code. To clarify, MCAA is not seeking new restrictions or allowances; rather, it aims to maintain what is currently in effect for the most critical areas related to air traffic hazards.

The only deviation from the existing zoning pertains to the configuration of the current shape of the EADA under the 2020 Mullan Area Form-Based Code. MCAA proposes a slight widening of the EADA to accommodate the second runway, coupled with a reduction in the length to accommodate current land uses. This current EADA will operate as the new Airport Hazard Overlay.

Proposed edits shown **in red** below correspond to changes in the Adoption Draft of the Airport Hazard Overlay, Division 4.5.02 of the Unified Development Code. The edits in Section 6 replicate, word for word, the provisions currently in effect under the 2020 Mullan Area Form-Based Code. Additionally, Figure 4.5.02-1 illustrates the proposed Airport Hazard Overlay boundary **in yellow**.

Division 4.5.02 Airport Hazard Overlay

1. Purpose

The Airport Hazard Overlay is intended to mitigate risks associated with developing near the airport runway and to mitigate the negative impact of noise from low flying aircraft on quality of life by restricting residential density and prohibiting uses that attract large groups of people.

2. Location

A map of the Airport Hazard Overlay follows: OVERLAY DISTRICTS

Figure 4.5.02-1 Airport Hazard Overlay



3. Applicability

All development within Airport Hazard Overlay shown in Figure 4.6.08-1 must comply with the requirements of this division. The Airport Hazard Overlay is not subject to the split-zoning provisions of 4.1.

4. Density Restriction

The maximum permitted residential density is four dwelling units per acre.

5. Prohibited Uses

- a. Schools;
- b. College/University;
- c. Hospitals;
- d. Health Care Facility;
- e. Day Care Center;
- f. Pre-School Center;
- g. Religious Assembly;
- h. Shelters;
- i. Facilities for large Entertainment and Spectator Sports events; and
- j. Other uses that attract large groups of people as determined by the Planning Administrator.

6. Additional Requirements

- a. Residential development (up to 4 DU/AC) within the Airport Hazard Overlay must be clustered so 50% of the Master Site Plan area within the Airport Hazard Overlay is open space or agriculture.
- b. If a Master Site Plan is partially within the Airport Hazard Overlay (more than 11%), the 4 DU/AC for the portion of the Master Plan within the Airport Hazard Overlay (minus the 11% open space) may be transferred to that portion of the Master Site Plan outside of the Airport Hazard Overlay. An additional 2 DU/AC bonus shall be granted for the amount of area transferred.
- c. If a Master Site plan is partially within the Airport Hazard Overlay (11% or more), the required Open Space shall be located on the portion of the Master Site Plan within the Airport Hazard Overlay.
- d. Open Space shall be concentrated in the western portion of the Airport Hazard Overlay closest to the runway.

ADDITIONAL REFERENCE MATERIALS

1. Excerpts from the 2005 Wye Mullan West Comprehensive Area Plan
2. Excerpts from the 2020 Mullan Area Neighborhoods Master Plan and Traditional Neighborhood Development Form-Based Code
3. December 14, 2024 letter from MCAA regarding adoption of the City's 2045 Land Use Plan
4. November 7, 2025 email from MCAA to City Planning staff regarding the Unified Development Code



WYE MULLAN WEST COMPREHENSIVE AREA PLAN

*Adopted November 16, 2005
by the Board of County Commissioners and
Missoula City Council*

A comparison of current zoning and proposed land uses helps to identify where community direction would suggest increases or decreases in commercial intensity or residential density. These “decreases” and “increases” are shown on Map 1-5: *Comparison of Current Zoning and Proposed Land Uses*. Areas where “no change” is recommended between zoning and land use are also shown. Areas where the changes between land use and current zoning can’t be compared because there is a recommended shift between commercial or industrial uses and residential uses are described as “different” on Map 1-5. The map highlights an overall goal of shifting development out of resource areas such as floodplains and into areas proximal to community facilities and services.

NEED FOR A PLAN

The need for a plan that encompasses the *Wye Mullan Plan* area is based on a number of reasons including the need to plan for future growth in the area, considering several factors: updating land use designations with an eventual goal of updating zoning to match land use; suitability and capability of the area to develop at certain intensities; land use relationships between the airport and adjacent properties; and extension of infrastructure including sewer into the area.

Planning for compatible land use around the airport is a significant element of this Plan. At the same time that comprehensive community planning occurred for the plan area the airport was engaged in its own internal master planning process. They evaluated airport operations, assessed the need for airport expansion, updated their noise study, considered operational impacts to lands outside the airport, and clarified development constraints within the Airport Influence Area. Further description of the airport planning process, the airport’s role within the development process and rationale for land uses adjacent to airport operations can be found in the Transportation section of this Plan.

PLANNING PROCESS

The community process of the *Wye Mullan Plan* began in April 1997 with a public meeting at Hellgate Elementary School. This was the first meeting in a series of three major workshops between 1997 and 1998. There were approximately 80 citizens in attendance.

A Citizens Advisory Committee (CAC) was formed by volunteers attending the April 1997 meeting. The CAC grew over time to include any interested persons. The early workshops helped to shape the primary elements of this Plan: Natural Environment, Economy, Housing, Neighborhoods and Infrastructure. The Office of Planning and Grants (OPG) worked with citizens and agencies to shape Plan vision and coordinate concepts. OPG also formed an Interagency Team (IAT) which met bi-monthly to coordinate agency involvement in the plan area. Agencies represented included, but were not limited to: Public Works, Schools, Airport, Transportation, Parks Department, Fire, Legal council, and Environmental Health.

The planning process was put on hold in 1999 and was re-started in the Fall of 2002. In September 2002 a meeting was coordinated between agencies involved in the plan area, and community meetings began again in October 2002. The first meeting introduced the community to the renewed planning effort and identified new planning issues in the plan area. A second meeting held in November 2002, focused on collecting information from the citizens regarding key planning issues and concerns as well as growth and development opportunities in the area. At this meeting, the community expressed the desire for a facilitated community workshop to look at and work more closely with staff on key elements of the Plan.

The airport's preferred alternative locates the second runway approximately 2,800 feet south and parallel to the main runway. However, location of the potential second runway and its construction is uncertain until an *Airspace Feasibility Study* and an *Environmental Assessment (EA)* are completed and aviation purpose and need are demonstrated. Consequently, predictions for when construction of the second runway would begin have varied greatly. Airport correspondence suggests construction could begin within 10 to 20 years. Airport comments on recent subdivisions state that "capacity forecasts do not indicate the construction of that runway within 20 years."¹⁰ The 2004 Draft EA prepared by the Airport Authority acknowledges that forecasted aircraft activity does not support the need for extra capacity within the airport planning period of 20 years.

A response to the *Airport Study*, prepared by consultants for private neighboring landowners, analyzes the forecast data from the Airport's Environmental Assessment and points out that their data show that annual operational capacity is not reached within eighty to one hundred years. Need has not been fully established.

The FAR Part 150 Study and Land Use Compatibility Update, approved by the Airport Authority and the FAA, recommends land uses compatible with the airport use for land around the airport. Missoula County and City have not adopted the Part 150 Noise Study, but have been asked by the Airport Authority to review and adopt a revised *Airport Influence Area Resolution*. The recommendations are implemented through adoption of land use regulations and approval of development by local governing bodies consistent with the airport uses.

The airport restricts land uses within the Runway Protection Zone (RPZ) within Airport Ownership. Within the 65 dnl noise contour, which often extends outside the airport ownership, no residential development, churches, schools or similar development of noise sensitive uses should occur. Because the airport is a quasi-public agency, land use on airport property need not comply with zoning.

The airport has relied upon scatter diagrams based upon different theories for analysis of crash data. This analysis resulted in creation by the airport of areas designated as Extended Approach and Departure Areas (EADA). Models for the analysis typically draw an area off the centerline of the flight path of the runway with sub-areas of increasing safety and thus a wider range of uses, as the distance increases beyond the end of the runway. Uses that attract gatherings of large groups of people and places of public assembly are not recommended but existing development is recognized in the models of the EADA.

The area recommended by the airport as an EADA for Missoula's existing main runway is approximately 7,500 feet beyond the 2,500 feet reserved for the runway protection zone or flight path. General consideration has been given to proximity of areas to the airport ownership when making land use recommendations. Land uses closest to the east and west end of the existing main runway address expressed concern over safety and noise consistent with other models. The general recommended uses for the area to the east and west extending from the existing runway are public/quasi-public, commercial/industrial, community commercial, mixed use, and industrial. Consistent with other models, this Plan recommends uses that do not attract gatherings of large groups of people such as churches, schools, day care centers, hospitals, nursing homes, large office complexes, big box retail, and large entertainment facilities, within the EADA of the existing main runway. Existing residential development and areas zoned for residential development east of Flynn Lane are the furthest from the main runway, still within the EADA. Recommendations for land use within this area reflect the existing approved densities and should not be increased.

A decision to create an EADA for a future runway balances the need for keeping the area around the airport as free as possible for future expansion, the community need for developable land served by sewer and other urban services, the need for development to support the recent extension of those services, and the rights of private owners of neighboring lands to develop, restricted by land use regulations that protect the public health and safety from current hazards.

¹⁰ Airport comment letter for 44 Ranch Subdivision (March 29, 2005) and Chaparral Subdivision (March 31, 2005) proposals.

Land use restrictions are justified to protect the public health, safety, and welfare. While designating lands for appropriate uses in the vicinity of the airport, governing bodies considered whether land use can be restricted to protect residents against a threat to public safety 20 to 100 years in the future; whether individual land owners can be required to maintain land as a reserve for future public use; and whether the community is well served by reservation of otherwise developable land within the Urban Growth Area for a use planned far into the future. The land use recommendations adopted in this Plan recognize that the need for the future runway is speculative. Although the *Airport Environs Map* shows an EADA for a second runway consistent with the *Airport Layout Plan*, restrictions within the EADA are not recommended. Recommended land uses are for residential development at densities ranging from two to six dwelling units per acre with Parks and Open Space recommended on the east end and Cluster and Rural Residential at a density of one unit per five acres on the west end. Community Commercial and Mixed Use is recommended as well on the east end.

The south side of the airport has land in airport ownership that was purchased before the proposed second runway was moved one thousand feet to the north. The ownership of the property is important because the Airport Authority asserts that its land, if sold, may be restricted by deed to prevent land use incompatible with airport use. That land (and land to the south in private ownership) are long, narrow parcels currently zoned at a density of one dwelling unit per acre and as Light Industrial closer to the airport. Historically, this area had been recommended primarily for industrial use between the area for the existing runway and the Old Milwaukee and two dwelling units per acre for the portion to the southwest. While land owned by the airport is mostly designated as Public and Quasi-public uses, an analysis of the appropriate land uses requires a recommendation based, not upon ownership of the land, but land use capability.

Limitations to the development of that land include: part of it is outside but adjacent to the Sewer Service Area, varying topography throughout this area, limitations to further extension of a grid road system, and compatibility with adjacent land uses. Proximity to sewer lines, planned extension of England Boulevard through the property, and proximity to other land recommended for more dense development to the south and east all enhance its development capability. The proximity of property on Snowdrift Lane recommended at a density of one dwelling unit per five acres, the inability to provide north – south road connections because of having the airport on the north side and the Old Milwaukee Railroad bed on the south, establishing appropriate transitions between land uses, and preserving the rural character in this area, are all limitations to finding the land suitable for development at an urban density.

The analysis results in the land use recommendations of Residential at four dwelling units per acre directly south of the airport, and Cluster at two dwelling units per acre southwest of the airport, west of the clay hills. A potential Neighborhood Center Indicator is also shown in the area.

RAIL

The Montana Rail Link (MRL) main line is just north of Old Highway 10 West. The MRL was formed in 1987 when it assumed control of Montana's southern rail route from Burlington Northern Railroad. The MRL operates freight service on this major corridor, which connects rail traffic between Central and Southern states and the Pacific Northwest. About 18 trains per day use the main line. A branch line to the Smurfit-Stone Container Corp paper mill passes through the northwest corner of the plan area and carries one train per day.

URBAN TRANSPORTATION PLAN RECOMMENDATIONS

The *2004 Missoula Urban Transportation Plan Update* includes several transportation improvement projects or programs recommended for construction in the *Wye Mullan Plan* area through 2025. Not all of the recommended improvements will necessarily occur, due to funding limitations and urban area priorities. The *Transportation Plan Update* lists projects as "Committed," "Recommended" or "Unfunded or Illustrative" according to the following descriptions:

(Final Draft)

Missoula County & City of Missoula Mullan Area

MULLAN AREA NEIGHBORHOODS MASTER PLAN

December 10, 2020

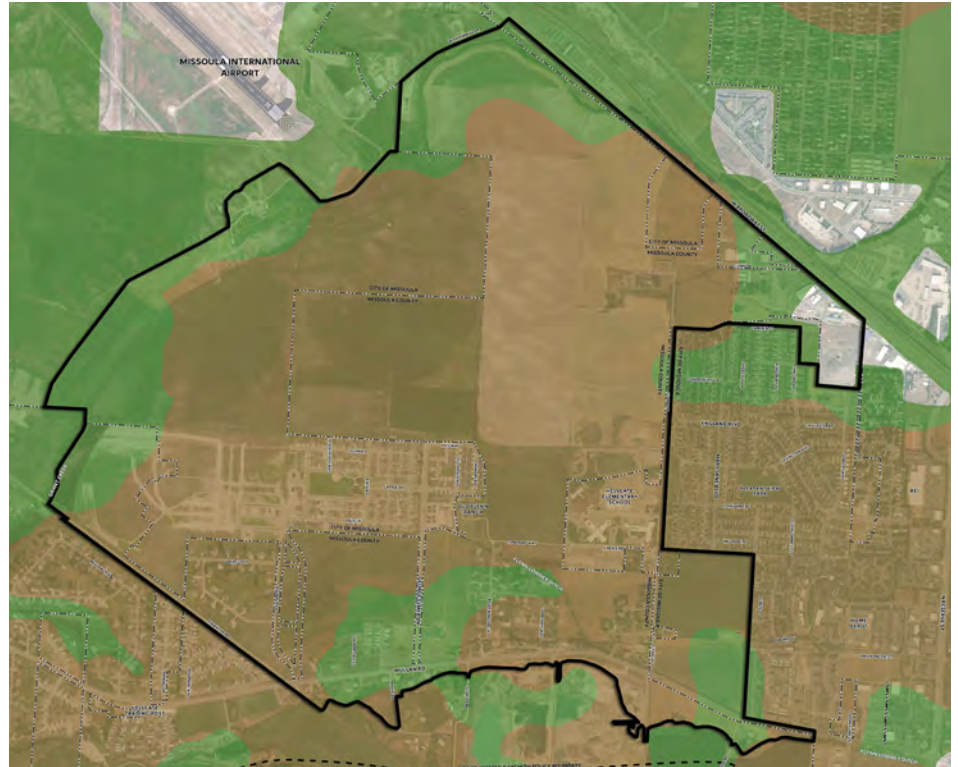
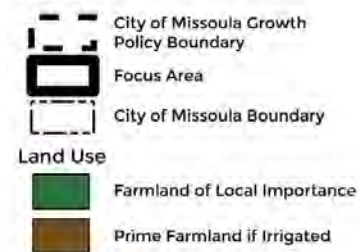


CONTEXT

SOILS OF IMPORTANCE

With irrigation, the Mullan Area can be prime farmland. Areas of working agriculture are to be maintained under the plan. Smaller community gardens and home gardening will also be permitted and promoted across the site.

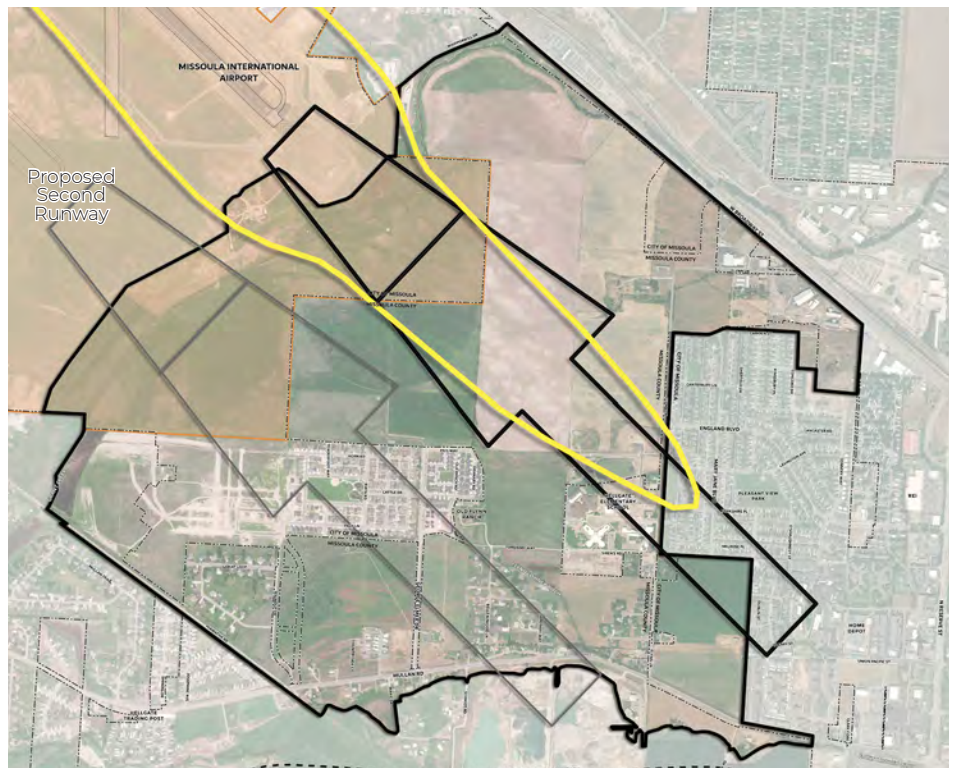
LEGEND



MISSOULA INTERNATIONAL AIRPORT

The Mullan Area is adjacent to the Missoula International Airport and the airport owns a large amount of land in the western portion of the site. Development and habitat creation and management within the Mullan Area should be done in coordination with the airport to mitigate negative impacts and promote safety.

LEGEND



Missoula County & City of Missoula Mullan Area

TRADITIONAL NEIGHBORHOOD DEVELOPMENT FORM-BASED CODE

December 10, 2020

(Final Draft)



2. Suitable locations for Open Space, which may include parks, play grounds, and trails, shall be determined during the Master Site Plan process.
3. Giving due weight to the expressed preference of the applicant, the Approval Authority governing body may, in consultation with the Planning Board or the Park Board, determine whether the Open Space dedication must be a land donation, a cash donation, or a combination of both. When the Open Space requirement is satisfied using a combination of land dedication and cash donation, the amount of cash donated may not exceed the proportional amount of value in the land not covered by the land dedication.
4. Cash donation in-lieu of land dedication must be equal to the fair market value of the amount of land that would have been statutorily required to be dedicated. For the purpose of these regulations, the fair market value is the value of the land at the time of the Master Site Plan application. Fair market value must be determined by a Montana State certified general real estate appraiser
5. Unless the Approval Authority governing body determines otherwise, the following areas within a Master Site Plan will not count toward the Open Space dedication:
 - a. Hillsides over 25% slope;
 - b. Riparian resource areas associated with irrigation or roadside ditches;
 - c. Monument entry areas and central landscaped boulevards;
 - d. Stormwater retention or detention ponds that are designed to hold stormwater runoff from less than 100-year events; and
 - e. Parking areas for more than five cars and road rights-of-way that are located within the parkland, open space, or common area, unless the parking is provided for the utilization of the Open Space.

D. Agriculture Preservation Incentives

1. For the Crossroads Center Neighborhood Unit Type outside of the EADA Zone, for each percentage of the Master Site Plan area that is prime agricultural land if irrigated that is preserved (above the required Open Space), the maximum allowed allocation of T4-R shall be increased by one percent (minimum of 2 acres and maximum of 20 percent of Master Site Plan area).
2. For the Community Center Neighborhood Unit Type outside of the EADA Zone, for each percentage of the Master Site Plan area that is prime agricultural land if irrigated that is preserved (above the required Open Space), the maximum allowed allocation of T5 shall be increased by 0.5 percent (minimum of 2 acres and maximum of 20 percent of Master Site Plan area).

E. Missoula International Airport Extended Approach and Departure Area (EADA) Zone

1. The Missoula International Airport's designated Extended Approach and Departure Areas (EADA) for the existing main runway as identified at the time of this FBC's adoption is referenced on the official Neighborhood Unit Plan as the EADA Zone.
2. The following provisions apply to areas within the EADA Zone:
 - a. The minimum Residential Density does not apply and the maximum Residential Density shall be 4 DU/AC.
 - b. Residential development (up to 4 DU/AC) within the EADA Zone must be clustered so 50% of a Master Site Plan area within the EADA is open space or agriculture.
 - c. If a Master Site Plan is partially within the EADA Zone (more than 11%), the 4 DU/AC for the portion of the Master Plan within the EADA Zone (minus the 11% open space) may be transferred to that portion of the Master Site Plan outside of the EADA Zone. An additional 2 DU/AC bonus shall be granted for the amount of area transferred.

SECTION 2.2 GENERAL NEIGHBORHOOD STANDARDS

- d. If a Master Site Plan is partially within the EADA Zone (11% or more), the required Open Space shall be located on the portion of the Master Site Plan within the EADA Zone.
 - e. New schools and hospitals are prohibited.
 3. The following provisions are recommended within the EADA Zone:
 - a. Uses that attract large groups of people are discouraged.
 - b. Open Space should be concentrated in the western portion of the EADA closest to the runway, as illustrated in Figure 2-2.
- A. Figure 2.2 contains recommendations on how large, contiguous Open Spaces can be created across independently owned tracts of land.
 - B. Property owners should work with adjacent property owners and the City to create the larger parks. One possibility is to require developers to build the park facilities and then be reimbursed for the construction costs, although not for the land dedication. The parks can then be dedicated to the City or maintained by an HOA.
 - C. Figure 2.2 illustrates recommended locations for Civic buildings (fire station and school).
 - D. Each Neighborhood Unit shall contain at least one Open Space (not a Playground) and that Open Space shall be within 800 feet of the geographic center of the Neighborhood.

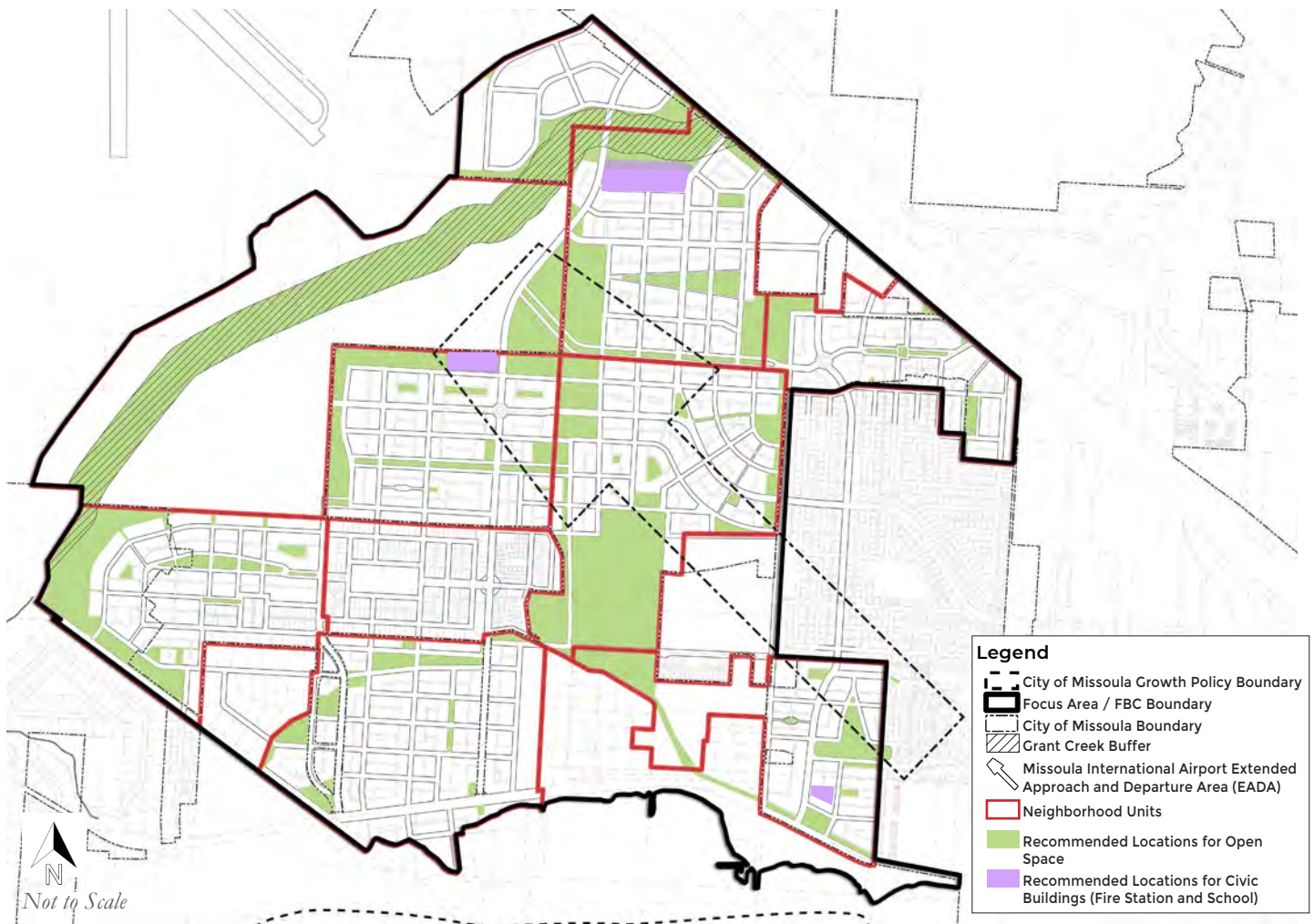


Figure 2-2: Recommended locations for Open Space and Civic buildings

Re: EXTERNAL:Agency Comment Request: Our Missoula Unified Development Code and Related Materials

From Juniper Davis <jdavis@flymissoula.com>
Date Fri 11/7/2025 4:46 PM
To Benjamin Brewer <brewerb@ci.missoula.mt.us>
Cc Brian Ellestad <bellestad@flymissoula.com>

 1 attachment (389 KB)

20241204 City Land Use Plan MCAA Comments.pdf;

Ben,

Please find attached the letter we sent regarding the land use plan adoption last year. We believe it remains relevant, as it outlines our concerns about land use compatibility adjacent to the airport—particularly regarding safety and noise impacts.

Based on our discussions with City staff and a review of the currently available materials, we would like to add the following comments to our original letter:

Airport Hazard Overlay

The Airport strongly supports the implementation of an Airport Hazard Overlay. However, the size and shape of the City's current proposal do not appear to correspond with any specific hazard boundaries we use. As such, it is difficult for us to endorse the proposed boundary as-is. We recommend adjusting the overlay to more fully incorporate the noise and crash impact areas for both the existing and future runways.

Land Use Types / Zoning Districts

The Airport supports reduced residential densities and required (not optional) clustering of residential development outside the Airport Hazard Overlay, with a focus on parks and open space within the overlay. That said, we continue to advocate for no residential development in close proximity to the Airport. Instead, we recommend industrial, commercial, open space, or park uses within the Airport Hazard Overlay.

Additional Considerations

As previously noted, we strongly encourage the City to adopt additional protective measures, including:

- Noise mitigation requirements in the building code
- Mandatory completion of FAA Notice 7460 as part of City processes
- Requirement for avigation easements with each development proposal
- Disclosure of the Airport Influence Area (AIA) and avigation easements on subdivision plats and CC&Rs
- Adoption of an Airport Affected Area pursuant to MCA 67-7-101 et seq.

We intend to continue working with City staff on these topics and will participate in all relevant public meetings to provide comment and answer questions.

Thank you for your time and consideration,

Juniper Davis



Juniper Davis

Legal Counsel
Missoula Montana Airport
5225 West Broadway, Missoula, MT 59808
406.532.8640

From: Brian Ellestad <bellestad@flymissoula.com>

Sent: Thursday, October 30, 2025 4:08 PM

To: Juniper Davis <jdavis@flymissoula.com>

Subject: FW: EXTERNAL:Agency Comment Request: Our Missoula Unified Development Code and Related Materials



Brian Ellestad, A.A.E.

Airport Director
Missoula Montana Airport
5225 West Broadway, Missoula, MT 59808
C – 406.203.6208 | P – 406.532.8652

From: Benjamin Brewer <BrewerB@ci.missoula.mt.us>

Sent: Thursday, October 30, 2025 12:55 PM

To: Benjamin Brewer <BrewerB@ci.missoula.mt.us>

Cc: Paul Filicetti <pfilicetti@ae.design>; John Newman <johnmnewman@gmail.com>; City Council (All) <ACouncil@ci.missoula.mt.us>; Eran Pehan <PehanE@ci.missoula.mt.us>; Paul Filicetti <pfilicetti@ae.design>; Andrea Davis <DavisA@ci.missoula.mt.us>; Dale Bickell <BickellD@ci.missoula.mt.us>; frankslittlefarm@gmail.com

Subject: EXTERNAL:Agency Comment Request: Our Missoula Unified Development Code and Related Materials

[THIS MESSAGE ORIGINATED FROM OUTSIDE OUR ORGANIZATION - DON'T CLICK LINKS OR ATTACHMENTS UNLESS YOU'RE SURE THE CONTENT IS SAFE]

Greetings local and regional agencies.

At the beginning of October, the City of Missoula contacted you seeking comment on the Zoning Framework that is a piece of the upcoming new code produced through the Our Missoula project. **We are now seeking comment on the full new Unified Development Code and supporting materials (Land Use Plan amendments and Standards and Specifications Manual).** The zoning framework is incorporated (without modification) into the new UDC, and still available for comment along with the rest of the new code.

For quick access, the public review draft materials for your review **are available here:**

- Unified Development Code: <https://www.engagemissoula.com/unified-development-code-udc>

- Zoning Map: <https://www.engagemissoula.com/zoning-framework>
- Standards and Specifications Manual: <https://www.engagemissoula.com/city-of-missoula-standards-and-specifications-manual-update>
- Land Use Plan Amendments: <https://www.engagemissoula.com/2025-amendments-to-the-our-missoula-2045-land-use-plan>

You are being contacted because of your agency's relationship to planning in the Missoula urban area. Please **review the attached memo** and request for comment. There are also multiple ways to learn more about the project that are listed on the [Our Missoula website](#). If you feel there is another person in your group that would be more appropriate to review these materials, please forward this message.

The full review period for this final phase of the Our Missoula project, including both the zoning framework and the new UDC and accompanying manual and related Land Use Plan amendments, will run until November 12th. **However, comments received by November 7th** are appreciated in order to be included and addressed in the staff report to the Planning Commission. Comments will continue to be received and considered by City Council throughout the adoption process starting with the November 18th Public Hearing with the Planning Commission.

Please do not hesitate to follow up with questions, comments or needed clarifications.
Many thanks, -The Our Missoula Team

Ben Brewer, Planning Supervisor
CPDI, Community Planning Division
406-552-6086 | BrewerB@ci.missoula.mt.us



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

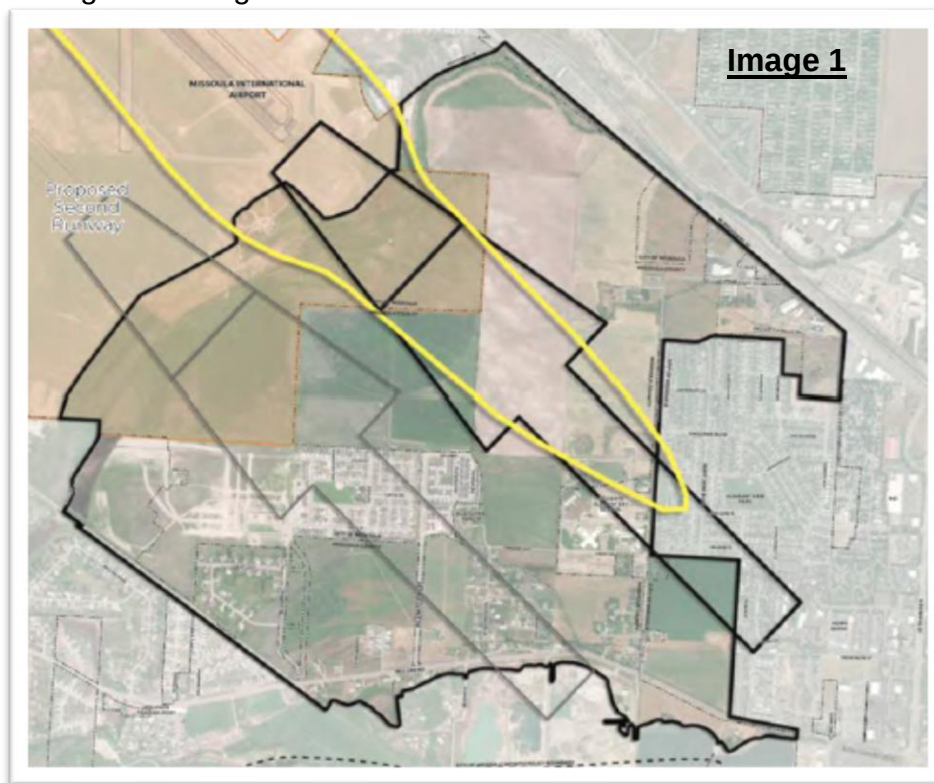
Offering nonstop flights to major U.S. markets and connecting you to the world.

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.

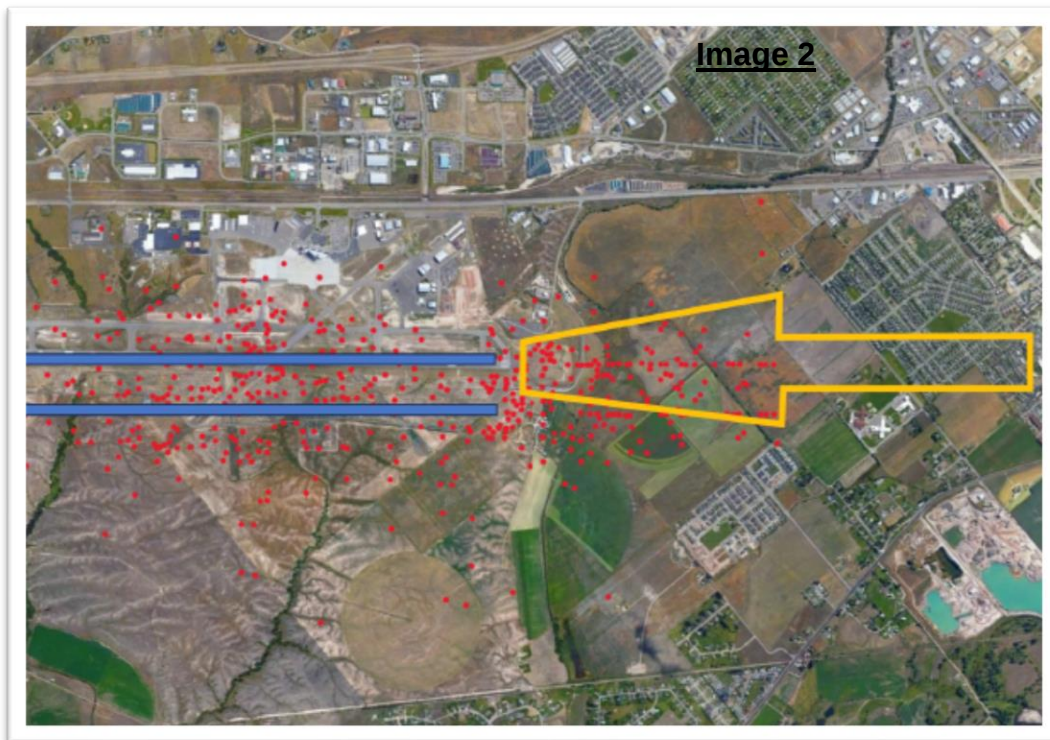


¹ The DNL65 does not refer to decibels. It is a formula that attempts to combine all the flights someone might experience over their head every day and night into one number.

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 avigation 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



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

Missoula County Airport Authority

Agenda Action Sheet

Meeting Date: November 25th, 2025

1. **TITLE:** Award of Waste Disposal & Recycling Services RFP

ACTION ITEM: Review, discussion, and possible award of the Waste Disposal and Recycling Services RFP to Grizzly Disposal & Recycling for trash and recycling services at the airport.
2. **AGENDA CATEGORY:**
UNFINISHED BUSINESS **NEW BUSINESS** COMMITTEE REPORTS
INFORMATION/DISCUSSION ITEM
3. **TIME REQUIRED:** 5 Minutes
4. **BACKGROUND INFORMATION:** In June of 2022, MCAA awarded two separate contracts for waste disposal to Republic Services and cardboard recycling to Grizzly Disposal & Recycling, each with a 3-year term. With the expiration of the existing contracts, airport staff published an RFP for waste disposal and recycling services at the airport. Two responses were received in response to the RFP from Republic Services and Grizzly Disposal & Recycling. A staff selection committee reviewed and scored the respective responses and is recommending award to Grizzly Disposal & Recycling for a 3-year term. Contingent on board award, staff will work with Grizzly Disposal and Recycling to bring a contract for approval at the December 2025 Board Meeting.
5. **BUDGET INFORMATION:**
Amount Required: \$34,326/per year, 3-Year Term (Budgeted)
6. **SUPPLEMENTAL AGENDA INFORMATION:**
 - MCAA RFP for Waste Disposal and Recycling Services
 - Grizzly Disposal & Recycling RFP Response
7. **RECOMMENDED MOTION:** Move to award the Waste Disposal and Recycling Services RFP to Grizzly Disposal & Recycling for trash and recycling services at the airport.
8. **PREPARED BY:** AJ Bemrose, Building Maintenance Supervisor
9. **COMMITTEE REVIEW:** N/A



WASTE DISPOSAL AND RECYCLING SERVICES

October 22, 2025



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

I. Invitation to Submit

The Missoula County Airport Authority ("MCAA") invites the submission of proposals from firms to provide solid waste disposal and recycling services at the Missoula Montana Airport ("Airport") for the terminal building and various other locations at the Airport. Request for Proposals (RFP) and contract documents are available from the Point of Contact Juniper Davis by calling (406) 532-8640 during normal working hours or by email request at jdavis@flymissoula.com. Other than with written consent from the Point of Contact, all Proposers, including any persons affiliated with or in any way related to a Proposer, are strictly prohibited from contacting any MCAA Commissioners or personnel on any matter having to do in any aspect with this RFP after RFP the issue date. Any other contact with such persons associated with MCAA shall be made only through and in coordination with the Point of Contact and must be made in writing. Prohibitive or inappropriate contacts made by Proposer may result in the disqualification of the Proposer. This requirement will be strictly enforced.

Submissions must be received by the designated point of contact no later than the due date/time listed in the schedule. Late submissions will not be accepted.

Firms must present evidence that they are fully qualified and have the necessary facilities, experience, and resources to fulfill the conditions of the agreement which will ensure a high standard of service is afforded to MCAA. MCAA reserves the right to reject any applicant which, in MCAA's opinion, does not have adequate qualifications. MCAA reserves the right to terminate selection proceedings at any time.

Schedule

Date	Time	Event
October 22, 2025	2:00 pm MDT	RFP Issued
November 3, 2025	10:00 am MDT	Deadline to Submit Written Questions
November 5, 2025	4:00 pm MDT	MCAA Deadline for Response to Written Questions
November 10, 2025	4:00 pm MDT	Submissions Due to MCAA Point of Contact

II. Information for Respondents

Missoula Montana Airport is the Gateway to Western Montana. Currently, seven airlines serve Missoula Montana Airport: Alaska, Allegiant, American, Delta, Frontier, Sun Country, and United. Airlines at MSO collectively provide nonstop flights to: Chicago, Dallas/Fort Worth, Denver, Las Vegas, Los Angeles, Minneapolis/St. Paul, Oakland, Orange County, Phoenix, Phoenix/Mesa, Portland, Salt Lake City, San Diego, San Francisco, and Seattle (some routes are seasonal). MSO serves more than 1,000,000 passengers annually. Missoula Montana Airport is financially self-supporting; no local tax revenues are used for the administration, promotion, operation, or maintenance of the Airport. The airport recently completed a multi phased terminal expansion project that spans approximately 248,000 sq/ft over 4 levels. The facility is comprised of a mix of public, private and tenant leased areas that will require different levels of cleaning services. In addition to the terminal building, the airport operates several additional stand-alone facilities including an air traffic control tower and Fire Station/Snow Equipment Building. Please refer to Exhibit A for a complete list of services.



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

III. RFP Scope Of Services

MCAA is seeking proposals from qualified firms to pick up and dispose of all solid waste and recyclable materials from all Airport sites, as listed below and as needed. However, depending on bids, MCAA may choose to have different vendors for solid waste and recyclables. Please provide separate pricing for solid waste and recyclables so the Airport can compare proposals. The total annual cost for all solid waste and recycling for calendar year 2024 was approximately \$35,000.

The Airport currently has three service locations for pick-up of solid waste and recyclable materials. The number of pick-ups per week shall vary throughout the year depending on traffic at the Airport.

MCAA is anticipating the start date for the agreement awarded through this solicitation will be January 1, 2026. The agreement will be for three years and will be reviewed annually during its term.

Contractor's employees will be required to complete and pass a ten-year background check and fingerprinting. Contractor is responsible for the cost of the background check, which is currently \$25.00 per employee.

Please refer to Exhibit D for a Draft Services Agreement which will govern the contractual relationship between MCAA and the successful Respondent.

IV. Civil Rights

MCAA, in accordance with the provisions of Title VI of the Civil Rights Act of 1964 (78 Stat. 252, 42 USC §§ 2000d to 2000d-4) and the Regulations, hereby notifies all bidders or offerors that it will affirmatively ensure that for any contract entered into pursuant to this advertisement, Respondent will be afforded full and fair opportunity to submit bids in response to this invitation and no businesses will be discriminated against on the grounds of race, color, national origin (including limited English proficiency), creed, sex (including sexual orientation and gender identity), age, or disability in consideration for an award.

The successful Respondent shall not discriminate on the grounds of race, color, national origin (including limited English proficiency), creed, sex (including sexual orientation and gender identity), age, or disability in the performance of any contract entered into as a result of this RFP. The successful Respondent shall carry out applicable requirements of the Title VI List of Pertinent Nondiscrimination Acts and Authorities, as they may be amended from time to time, in the award and administration of any contract entered into as a result of this RFP.

If the Respondent is a certified Disadvantaged Business Enterprise ("DBE"), please provide evidence of certification with your submission. For information about DBE certification, please contact the Montana Department of Transportation or review the information at: [Disadvantaged Business Enterprise | Montana Department of Transportation \(MDT\) \(mt.gov\)](https://www.mt.gov/Departments/Transportation/DBE).

MCAA encourages all firms to subcontract portions of the work to DBE firms and to include DBE firms on their teams, even when they might otherwise perform the work with their own forces.

V. Format for Submissions

Please format your response to this RFP in the following order to facilitate comparisons between respondents:



69 1. General Contractor Information

70 Please include the following information in your transmittal/cover letter:

- 71 a. History of the Firm and its experience.
- 72 b. Names and resumes of the principals in the firm.

73 2. Services and Products Used

- 74 a. Describe any pertinent details related to providing the services in Exhibit A. Ensure that there is
- 75 sufficient information to understand the nature of the services to be provided and the facilities,
- 76 equipment or other resources included in fulfilling the scope of services.
- 77 b. Provide a list of recyclable materials which will be accepted for collection.
- 78 i. Describe the current process, supply chain, or market channels through which your
- 79 firm recycles collected materials, including which materials are recycled/repurposed
- 80 rather than stockpiled or sent to landfill due to lack of viable markets.

81 3. Firm's Experience and Staffing

- 82 a. Identify by name and title of the key personnel who, if your company is selected, will be
- 83 responsible for providing the oversight and management of the services.
- 84 b. Identify the primary point of contact who will be responsible for resolution of service and
- 85 staffing issues.
- 86 c. Procedure for MCAA to communicate with driver/company regarding problems, weather and
- 87 access issues.
- 88 d. Provide three applicable and comparable commercial references, including contact name,
- 89 email address and phone number.

90 4. Proposal Forms

- 91 a. Complete the MCAA Request for Proposal: Response Form attached as Exhibit B.
- 92 b. Complete the MCAA Request for Proposal: Proposed Bid Form attached as Exhibit C.

93 5. Insurance

- 94 a. Provide evidence of insurance.
- 95 b. Acceptable evidence includes letters from the Respondent's insurance company (Best A Rating)
- 96 dated no earlier than two weeks before submittal deadline date and signed by an officer of the
- 97 insurer and security provider.
- 98 c. Insurance requirements:
- 99 i. Commercial General Liability - \$1,000,000 per occurrence; \$2,000,000 aggregate
- 100 ii. Workers' Compensation – Statutory limits
- 101 iii. Automobile Liability – Statutory limits
- 102 d. Provide evidence that Respondent has not had its insurance coverage (on current or past
- 103 operations) cancelled during the last 10 years – and if it has –provide an explanation as to why
- 104 and provide the name/address and name of insurer's contact person (including phone number
- 105 for the contact person).

106 6. Submittal Format

- 107 a. Each submitter should send their submission documents electronically by email to the point of
- 108 contact indicated in the section [Instructions to Respondents](#).



- 109 b. Documents should be submitted in .PDF or .docx format unless otherwise necessary for
110 presentation of the file.

111 VI. Evaluation of Submissions

112 This RFP will be awarded to the responsible firm who, in MCAA's sole judgment, is deemed most qualified. The
113 selection shall be based on a comparative analysis of the professional qualifications necessary for satisfactory
114 performance of the services required and shall satisfy requirements for open and free competition. MCAA shall
115 appoint a selection committee to evaluate potential firms and shall ensure that the members of the selection
116 committee are kept free of pressures, both internal and external, and that they have no conflicts of interest, real
117 or apparent. The selection committee may conduct interviews and inquiries as desired and shall make a
118 recommendation to the MCAA Board of Commissioners. The MCAA Board of Commissioners must approve the
119 final selection.

120 Each submission received will be evaluated based on the information required as set forth in Section V above,
121 pursuant to the following selection criteria and rating system:

Scoring Rubric	
<u>Scoring Criteria</u>	<u>Rating Points</u>
Overall proposal quality and completeness of information provided	5
Respondent's experience and references	15
Respondent's proposal to provide for the scope of services	25
Respondent's past history, if any, with MCAA	5
Bid: Cost of services	60
<u>Total Points</u>	<u>100</u>

122 VII. Instructions to Respondents

123 For this RFP the Point of Contact is Juniper Davis who is reachable by calling (406) 532-8640 during normal
124 working hours or by email at jdavis@flymissoula.com.

125 The deadline for submissions is indicated in the schedule below. Submissions must be received by the Point of
126 Contact no later than the due date/time in the schedule. Each submission must be in the form set forth in the
127 RFP, including all required Attachments. Late submissions will not be accepted.

128 Proposers should email their proposal by the deadline. The sent time on the email must be at or before the
129 submission due date and time. The provided forms must be utilized. It is also highly encouraged for
130 Respondents to be practical and economical in presenting the information requested and proposals should not
131 exceed **ten (10)** pages.



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

Schedule

Date	Time	Event
October 22, 2025	2:00 pm MDT	RFP Issued
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November 5, 2025	4:00 pm MDT	MCAA Deadline for Response to Written Questions
November 10, 2025	4:00 pm MDT	Submissions Due to MCAA Point of Contact

VIII. Miscellaneous Provisions

It is the intent of this RFP to describe the services being sought in sufficient detail to secure qualified Proposals. Proposals will be evaluated based upon qualifications and experience for the proposed projects, using a weighted scoring method. Proposals not conforming to the requested format or not in compliance with the specifications will not receive full scoring.

MCAA reserves the right to reject any and all proposals received and if all proposals are rejected, to re-advertise under the same or new specifications, or to make such award as in the judgment of MCAA best meets its requirements. MCAA reserves the right to waive any formalities, irregularities and/or technicalities which are not of a substantial nature and to accept the proposal which is in the best interest of MCAA. MCAA reserves the right to determine what constitutes any and all formalities, irregularities, or technicalities. MCAA shall not be obligated to respond to any Proposal submitted or legally bound in any manner whatsoever by the submission of a Proposal.

Any Proposal submitted as provided herein shall be subject to negotiation at the option of the Authority. Submission of a Proposal shall obligate the Respondent to enter into an Agreement with the Authority in accordance with the content of the submission. It is specifically understood that the Authority can accept any Proposal in its entirety without negotiation and the Respondent shall be obligated to enter into an Agreement with the Authority reflecting that Proposal. The Authority reserves the right to request any Respondent to clarify its submission or to supply additional information necessary to assist the Authority in its selection.

Before a contract will be awarded, MCAA may conduct reference investigations as is necessary to evaluate and determine the performance record and ability of the top ranked Respondent(s) to perform the size and type of work to be contracted, and to determine the quality of the service being offered. By submitting a proposal, you authorize MCAA to conduct reference investigations as needed.

Any and all agreements arising out of this RFP and negotiations that follow shall not be binding or valid against the Authority, its officers, employees, or agents unless approved by the Authority Board of Commissioners and executed by the Authority and the Successful Respondent in accordance with applicable laws.

The submission of a Proposal shall be considered evidence that the Respondent has investigated all the conditions as described in the RFP Documents and the Respondent is aware of the circumstances and conditions involved. The attention of the Respondent is specifically directed to, and the Respondent will be conclusively



Missoula County Airport Authority
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presumed to have read and become familiar with all the RFP Documents, which will be available from the Authority Administration Office. No claim for adjustment of the provisions of the Agreement shall be honored after submission on the ground that Respondents were not fully informed as to the conditions which exist.

The Respondent will be responsible for all costs (including site visits where needed) incurred in preparing or responding to this RFP. All materials and documents submitted in response to the RFP become the property of MCAA and will not be returned.

No verbal interpretation made to any Respondent as to the meaning or consequence of any portion of the RFP Documents shall be considered binding. Every request for clarification of the RFP Documents shall be made in writing by email to the Point of Contact Juniper Davis at jdavis@flymissoula.com. All such requests must be received on or before the date/time identified above as the "Deadline to Submit Written Questions". Any response by the Authority to a request by a Respondent for clarification will be made in the form of an addendum to the RFP Documents and will be sent to all parties to whom the RFP Documents have been issued not later than the date identified above as the "MCAA Deadline for Response to Written Questions". All Addenda so issued shall become part of the RFP Documents. The Authority will not be responsible for any oral instructions, interpretations, or explanations.

Disqualification and Rejection of Proposal:

Any of the following causes may be considered as sufficient for the disqualification of a Respondent and the rejection of the Proposal:

- Submission of more than one Proposal hereunder by an individual, firm, or corporation under the same or different names.
- Evidence of collusion among Respondents.
- A Respondent's default or arrearage under any previous existing agreement with the Authority.
- Existence of any unresolved claims between the Respondent and the Authority.
- The Authority reserves the right to reject any and all Proposals for any reason or for no reason.

Withdrawal of Proposal

No Proposal may be withdrawn after it has been submitted to the Authority unless the Respondent so requests in writing and such request is received by the Authority prior to the Authority's time set for receiving Proposals. No Proposal may be withdrawn after the scheduled due date for a period of ninety (90) days.

Respondent to whom a contract is awarded shall within fifteen (15) days of the date of the receipt of the final Agreement negotiated between the Respondent and the Authority deliver said Agreement fully executed. The Agreement shall substantially be in the form attached as Exhibit "D." All such documents must be executed and delivered by the Respondent and approved by the Authority before the Agreement will be executed and returned to the Respondent by the Authority. The Authority reserves the right to cancel the award without liability, at any time before the Agreement has been fully executed by both parties.

The Authority reserves the right to reject any or all proposals if it determines that the proposals are not responsive to the RFP or if the proposals themselves are judged not to be in the best interest of the Authority.

EXHIBIT A
SCOPE OF SERVICES
WASTE DISPOSAL & RECYCLING SERVICES

MISSOULA COUNTY AIRPORT AUTHORITY, MISSOULA, MONTANA

Successful respondent shall provide the following:

1. Commercial waste removal services, including clean, usable containers at all times, as set forth below, and transportation of the contents of all containers located at the Airport to an appropriate, licensed landfill, depositing the contents at the landfill;
2. Commercial recycling services, including clean, usable containers at all times, as set forth below, and transporting of the contents to an appropriate recycling center, depositing the contents at the recycling center;
3. Three 3-yard trash containers located at the Airport terminal with daily service. Service shall include hauling/disposing;
4. Two 2-3 yard recycling containers located at the Airport terminal and with twice weekly service. Service shall include hauling and recycling of cardboard;
5. One 3-yard trash container located at the SRE building with twice weekly service. Service shall include hauling/disposing;
6. One 3-yard trash container located at the Rental Car Quick-Turnaround Facility (QTA) with twice weekly service. Service shall include hauling/disposing;
7. One 2-3 yard recycling container located at the QTA with service once per week. Service shall include hauling and recycling of all collected materials;
8. Additional or alternative services that respondent offers (trash compactor);
9. All labor, equipment and materials necessary to transport all containers owned by respondent;
10. All collection and disposal of commercial waste and recycling materials shall be in accordance with City and County of Missoula, State and Federal rules and regulations.



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

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 _____
- B. Contact Role in the Business _____
- C. Contact Phone Number _____
- D. Contact Fax _____
- E. Contact E-Mail Address _____

II. Business Information

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

- A. Business Name _____
- B. Doing Business As _____
- C. Business Type _____
- D. Business Mailing Address _____

Address Line 1:	
Address Line 2:	
City:	
State/Province:	
ZIP Code:	
Country:	



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

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:

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

[illegible]



-
- This image shows a single sheet of white paper with horizontal ruling lines. The lines are evenly spaced and run across the width of the page. There is no handwriting or other markings on the paper.

- ## V. Conditions of Proposal Submission

VI. Acknowledgment of the Proposal Required

MCAA RFP/RFQ Form



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

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	_____	Signatory Title	_____
Printed Name	_____	Date	_____

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	_____

EXHIBIT C

BID FORM

WASTE DISPOSAL & RECYCLING SERVICES

MISSOULA COUNTY AIRPORT AUTHORITY, MISSOULA, MONTANA

Pricing Schedule: Prices herein must include all personnel, labor, equipment, material, tools, supplies, supervision, management and other services necessary to or incident to, perform and provide the work described in Section III Scope of Services and Exhibit A.

	SERVICE PRICE			
CONTAINER SIZE/USE	DAILY	2X/WEEK	1X/WEEK	PER PICKUP
3-Yard Trash Container				
3-Yard Recycling Container				
2-Yard Recycling Container				

OTHER FEES:

Delivery Fee _____

Removal Fee _____

Overage Fee _____

Fuel Surcharge _____

Other A _____

Other B _____

Other C _____

Other D _____

Please include proposals for a trash compactor, including-site requirements, size, cost/savings, reductions in pickup per week etc. and explanations of who would own the compactor and maintain it.

EXCEPTIONS/NOTES

SERVICES AGREEMENT

THIS **SERVICES AGREEMENT** is made and entered into this 1st day of January, 2026, by and between the MISSOULA COUNTY AIRPORT AUTHORITY ("MCAA") and _____, a Montana limited liability company ("Contractor").

Recitals

1. The Missoula County Airport Authority owns and operates the Missoula Montana Airport in Missoula County, Montana ("the Airport").
2. MCAA circulated a Request for Proposals for Waste Disposal and Recycling Services on October ____, 2025
3. Contractor's proposal was responsive and MCAA has determined that Contractor is qualified;
4. After reviewing all proposals, MCAA has determined that Contractor's proposal is the most advantageous to the Airport for solid waste and recycling services;

NOW, THEREFORE, for and in consideration of the prompt payment of all amounts due under this Agreement and the performance of the covenants, terms and conditions of this Agreement, the sufficiency of which is recognized by both parties, the parties agree as follows:

1. Scope of Services. The Contractor shall provide solid waste and recycling services at MCAA property, as outlined in the RFP and Contractor's proposal, which are attached as Exhibit B and incorporated herein. MCAA may adjust service frequency depending on flight schedules and needs with a minimum of seven (7) days' notice to Contractor.
2. Fees. MCAA shall pay to the Contractor for its services the fees outlined in the Exhibit A and changes in service frequency shall be billed pro rata. Contractor shall invoice MCAA monthly and fees shall be paid within thirty (30) days of receipt of Contractor's invoice. Invoices must include a report on Contractor's activities undertaken during the timeframe of the services being invoiced. Acceptance of full payment by Contractor shall constitute a waiver of all claims, of whatever kind or nature, by Contractor against MCAA.
3. Term and Extension. This Agreement shall become effective on January 1, 2026 and will continue through December 31, 2029, unless terminated earlier as provided herein.
4. Badging Requirements. Contractor, its employees and/or sub-contractors that require access to secured areas of the Airport shall be obligated to complete all training and comply with all security requirements and directives issued by MCAA, Transportation Security Administration or other entity having security jurisdiction at the Airport. Contractor, its employees, and contractors will surrender security badges

upon request by MCAA. Physical security media (badges and keys) remain the property of MCAA. Contractor and their employees and sub-contractors shall comply with all security related audits, inspections, and screenings. Contractor will immediately return badges to the Airport Public Safety Office when badge holder's employment is terminated, the badge is no longer needed, or the employee/contractor is on extended leave. Misuse of a badge or security procedures will bring about punitive action including suspension or revocation of one or all badges. Contractor shall be invoiced on a regular basis for badging fees as set forth in MCAA's Access Control Card Application. Fees shall be paid within 30 days of invoice.

5. Representatives. The MCAA Director of Maintenance shall be Contractor's primary contact for all services under this Agreement. Contractor has designated _____ as the individual responsible for providing the services under this agreement and for being MCAA's primary contact.
6. Independent Contractor Status. The parties agree that Contractor is an independent contractor for purposes of this Agreement and is not to be considered an employee of MCAA for any purpose. Contractor is not subject to the terms and provisions of MCAA's personnel policies handbook and may not be considered an MCAA employee for workers' compensation or any other purpose. Contractor is not authorized to represent MCAA or otherwise bind MCAA in any dealings between Contractor and any third parties. Each party will furnish to the other such cooperation and assistance as may be reasonably required and specified hereunder. However, at all times, each party shall remain an independent Contractor with respect to the other. Contractor will perform or provide its services free from the supervision, direction or control of MCAA. Contractor agrees that it shall comply with the applicable requirements of Montana law relating to worker's compensation insurance. Contractor shall provide proof of compliance in the form of workers' compensation insurance or documentation of corporate officer status and maintain such insurance or corporate officer status for the duration of this Agreement.
7. Compliance with Laws. Contractor, its officers, employees, agents, subcontractors, or those under its control, will at all times comply with applicable federal, state, and local laws and regulations, Airport rules, regulations, policies, procedures and operating directives as are now or may hereinafter be prescribed by MCAA, all applicable health rules and regulations and other mandates whether existing or as promulgated from time to time by the federal, state, or local government, or MCAA including, but not limited to, permitted and restricted activities, security matters, parking, ingress and egress, environmental and storm water regulations and any other operational matters related to the operation of Airport. Contractor, its officers, employees, agents, subcontractors, and those under its control, will comply with safety, operational, or security measures required of Contractor or MCAA by the Federal Aviation Administration (FAA) or Transportation Security Administration (TSA). If Contractor, its officers, employees, agents, subcontractors or those under its control will fail or refuse

to comply with said measures and such noncompliance results in a monetary penalty being assessed against MCAA, then, in addition to any other remedies available to MCAA, Contractor will be responsible and will reimburse MCAA in the full amount of any such monetary penalty or other damages. This amount must be paid by Contractor within 15 days from the date of the invoice or written notice.

8. Assignability. Contractor shall not assign any interest in this Agreement and shall not transfer any interest in the same without the prior written approval of MCAA.
9. Indemnification. To the fullest extent permitted by law, CONTRACTOR agrees to indemnify, defend and save MCAA, its officers, agents and employees harmless from and against any and all losses, damage, liability, claims, expenses, costs, fines, including but not limited to attorney's fees and court costs, and causes of action of every kind and character occasioned by, growing out of, or in any way arising or resulting from Contractor's presence on or use or occupancy of the Airport, Contractor's acts, omissions, negligence, activities, operations, professional negligence, or malpractice; Contractor's performance, non-performance or purported performance of this Agreement; or any breach by Contractor of the terms of this Agreement or any such acts, omissions, negligence, activities, operations, professional negligence, or malpractice of Contractor's officers, employees, agents, subcontractors, invitees, or any other person directly or indirectly employed or utilized by Contractor, that results in any bodily injury (including death) or any damage to property, including loss of use, incurred or sustained by any party hereto, any agent or employee of any party hereto, any other person whomsoever, or any governmental agency, regardless of whether or not it is caused in whole or in part by the negligence of a party indemnified hereunder.

In addition to the duty to indemnify and hold harmless, Contractor shall have the duty to defend MCAA, its agents, employees, and officers from all liabilities, claims, expenses, losses, costs, fines and damages (including but not limited to attorney's fees and court costs) and causes of action of every kind and character. The duty to defend under this section is independent and separate from the duty to indemnify, and the duty to defend exists regardless of any ultimate liability of Contractor, MCAA, or any indemnified party. The duty to defend arises immediately upon written presentation of a claim to the Contractor.

10. Insurance. Contractor will be required to maintain general liability insurance in the amount of \$1,000,000.00 per occurrence and \$2,000,000.00 in the aggregate.

Contractor shall maintain automobile occurrence coverage with combined single limits for bodily injury, personal injury and property damage of \$1,000,000 per occurrence and \$2,000,000.00 aggregate per year to cover such claims as may be caused by any act, omission, or negligence of Contractor and its employees, agents, representatives, or subcontractors.

All insurance policies required, including workers' compensation insurance, must be from an insurance carrier licensed to do business in the State of Montana. Contractor agrees to provide proof of insurance prior to commencing work under this Agreement. MCAA must be listed as an additional insured on the general liability insurance certificate for this Agreement unless otherwise agreed to in writing by MCAA.

11. Modifications. This Agreement may be modified in writing at any time by mutual agreement of the Authority and Contractor.
12. Records. Contractor shall maintain sufficient records incident to the performance of this Agreement to enable MCAA to document the performance of the Agreement. Contractor shall allow access to those records by MCAA. Records shall be maintained for at least three years after completion of this Agreement.
13. Ownership and Publication of Materials. All reports, information, data and other materials prepared by Contractor pursuant to this Agreement are the property of the Authority, which has the exclusive and unrestricted authority to release, publish or otherwise use, in whole or in part, information relating thereto. No material produced in whole or in part under this Agreement may be copyrighted or patented in the United States or in any other country without the prior written approval of the Authority.
14. Public Access to Information. Contractor acknowledges that the Authority is a political subdivision of the State of Montana and its records are public and subject to disclosure under Montana law. Certain limited information may be protected from disclosure. Protected information includes information concerning individual privacy, legitimate trade secrets and other constitutionally protected proprietary information and certain information relating to individual or public safety. The parties agree to confer prior to disclosure of information relating to this Agreement and its performance which may include protected information.
15. Nondiscrimination. During the performance of this contract, the Contractor, for itself, its assignees, and successors in, agrees as follows:
 - a. Contractor will comply with the Title VI List of Pertinent Nondiscrimination Acts and Authorities, as they may be amended from time to time, which are herein incorporated by reference and made a part of this Agreement.
 - b. Contractor, with regard to the work performed by it during this Agreement, will not discriminate on the grounds of race, color, national origin (including limited English proficiency), creed, sex (including sexual orientation and gender identity), age, or disability in the selection and retention of subcontractors, including procurements of materials and leases of equipment. The Contractor will not participate directly or indirectly in the discrimination prohibited by the Nondiscrimination Acts and Authorities, including employment practices when

the contract covers any activity, project, or program set forth in Appendix B of 49 CFR part 21.

- c. In all solicitations, either by competitive bidding or negotiation made by the Contractor for work to be performed under a subcontract, including procurements of materials, or leases of equipment, each potential subcontractor or supplier will be notified by the Contractor of the Contractor's obligations under this Agreement and the Nondiscrimination Acts and Authorities on the grounds of race, color, or national origin
 - d. The Contractor will provide all information and reports required by the Acts, the Regulations, and directives issued pursuant thereto and will permit access to its books, records, accounts, other sources of information, and its facilities as may be determined by MCAA or the Federal Aviation Administration to be pertinent to ascertain compliance with such Nondiscrimination Acts and Authorities and instructions. Where any information required of Contractor is in the exclusive possession of another who fails or refuses to furnish the information, the Contractor will so certify to MCAA or the Federal Aviation Administration, as appropriate, and will set forth what efforts it has made to obtain the information
 - e. In the event of Contractor's noncompliance with the non-discrimination provisions of this contract, the Sponsor will impose such contract sanctions as it or the Federal Aviation Administration may determine to be appropriate, including, but not limited to:
 - i. Withholding payments to the Contractor under the contract until the Contractor complies; and/or
 - ii. Cancelling, terminating, or suspending a contract, in whole or in part.
 - f. The Contractor will include the provisions of paragraphs (a) through (e) in every subcontract, including procurements of materials and leases of equipment, unless exempt by the Acts, the Regulations, and directives issued pursuant thereto. The Contractor will take action with respect to any subcontract or procurement as the Sponsor or the Federal Aviation Administration may direct as a means of enforcing such provisions including sanctions for noncompliance. Provided, that if the Contractor becomes involved in, or is threatened with litigation by a subcontractor, or supplier because of such direction, the Contractor may request MCAA to enter into any litigation to protect the interests of the Sponsor. In addition, the Contractor may request the United States to enter into the litigation to protect the interests of the United States.
16. General Civil Rights Provisions. In all its activities within the scope of its airport program, the Contractor agrees to comply with pertinent statutes, Executive Orders, and such rules as identified in Title VI List of Pertinent Nondiscrimination Acts and

Authorities to ensure that no person shall, on the grounds of race, color, national origin (including limited English proficiency), creed, sex (including sexual orientation and gender identity), age, or disability be excluded from participating in any activity conducted with or benefiting from Federal assistance. This provision is in addition to that required by Title VI of the Civil Rights Act of 1964.

The above provision binds the Contractor and subcontractors from the bid solicitation period through the completion of the contract.

17. Title VI List of Pertinent Nondiscrimination Acts and Authorities. During the performance of this contract, the Contractor, for itself, its assignees, and successors in interest agrees to comply with the following non-discrimination statutes and authorities; including but not limited to:

- Title VI of the Civil Rights Act of 1964 (42 USC § 2000d et seq., 78 stat. 252) (prohibits discrimination on the basis of race, color, national origin);
- 49 CFR part 21 (Non-discrimination in Federally-Assisted programs of the Department of Transportation—Effectuation of Title VI of the Civil Rights Act of 1964);
- The Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, (42 USC § 4601) (prohibits unfair treatment of persons displaced or whose property has been acquired because of Federal or Federal-aid programs and projects);
- Section 504 of the Rehabilitation Act of 1973 (29 USC § 794 et seq.), as amended (prohibits discrimination on the basis of disability); and 49 CFR part 27 (Nondiscrimination on the Basis of Disability in Programs or Activities Receiving Federal Financial Assistance);
- The Age Discrimination Act of 1975, as amended (42 USC § 6101 et seq.) (prohibits discrimination on the basis of age);
- Airport and Airway Improvement Act of 1982 (49 USC § 47123), as amended (prohibits discrimination based on race, creed, color, national origin, or sex);
- The Civil Rights Restoration Act of 1987 (PL 100-259) (broadened the scope, coverage and applicability of Title VI of the Civil Rights Act of 1964, the Age Discrimination Act of 1975 and Section 504 of the Rehabilitation Act of 1973, by expanding the definition of the terms "programs or activities" to include all of the programs or activities of the Federal-aid recipients, sub-recipients and contractors, whether such programs or activities are Federally funded or not);
- Titles II and III of the Americans with Disabilities Act of 1990 (42 USC § 12101, et seq) (prohibit discrimination on the basis of disability in the operation of public entities, public and private transportation systems, places of public accommodation, and certain testing entities) as implemented by U.S. Department of Transportation regulations at 49 CFR parts 37 and 38;

- The Federal Aviation Administration's Nondiscrimination statute (49 USC § 47123) (prohibits discrimination on the basis of race, color, national origin, and sex);
- Title IX of the Education Amendments of 1972, as amended, which prohibits you from discriminating because of sex in education programs or activities (20 USC § 1681, et seq).

18. Termination of Agreement. MCAA shall have the right to terminate this Agreement with or without cause, on giving thirty (30) days written notice to Contractor.

Each party shall have the right to terminate this Agreement with cause if:

- a. The other party violates any provision of this Agreement;
- b. The other party: (i) terminates or suspends its business; (ii) becomes subject to any bankruptcy or insolvency proceeding under Federal or Montana statute; (iii) becomes insolvent or subject to direct control by a trustee, receiver, or similar authority; (iv) has liquidated, voluntarily or otherwise; or (v) is unable to perform under the terms of this Agreement.

MCAA reserves the right to cancel this Agreement at any time in event of default or violation by Contractor of any provision of this Agreement. MCAA may take whatever action at law or in equity that may appear necessary or desirable to collect damages arising from a default or violation or to enforce performance of this Agreement.

19. Notices. A notice, demand or other communication under this Agreement by one party to the other shall be sufficiently given or delivered if it is dispatched by mail, postage prepaid, return receipt requested; delivered personally; or by electronic mail; and

- c. In the case of Contractor is addressed or delivered personally to:

- d. In the case of the Authority, is addressed or delivered personally to:

Missoula County Airport Authority
5225 Highway 10 West
Missoula, MT 59808-9399
Attention: Brian Ellestad

20. Governing Law and Venue. This Agreement shall be construed and interpreted pursuant to the laws of the State of Montana. Venue for any dispute or suit concerning this Agreement shall be in Missoula County, Montana.

21. Merger. This Agreement represents the entire agreement of the parties hereto and NO REPRESENTATIONS, EXPRESS OR IMPLIED, have been made by any party except as contained herein. This Agreement is in substitution of and supersedes any and all prior agreements, discussions, understandings or conversations between the parties, their agents and employees pertaining to this transaction.
22. Partial Invalidity. If any term, covenant, condition, or provision of this Agreement is held by a court of competent jurisdiction to be invalid, void, or unenforceable the remainder of the provisions hereof shall remain in full force and effect and shall in no way be affected, impaired or invalidated thereby.
23. Attorney Fees. In any action brought by either party to enforce any of the terms of this Agreement, the prevailing party in such action shall be entitled to costs, out-of-pocket expenses, expert and lay witness fees and expenses, and such reasonable attorney and paralegal fees as the court shall determine just including any such costs, out-of-pocket expenses and fees incurred on any appeals or in any bankruptcy proceeding.
24. Headings and Captions. The various headings, titles, subtitles, captions and numbers and the groupings of the provisions of this Agreement into separate sections and paragraphs are for the purpose of convenience only and are to be ignored in any construction of the provisions of this Agreement.
25. Waiver. The failure of MCAA or Contractor to insist upon strict performance of any of the terms, conditions, or covenants herein shall not be deemed a waiver of any rights or remedies that either may have and shall not be deemed a waiver of any subsequent breach or default in the terms, conditions or covenants contained in this Agreement.
26. Amendments. This Agreement may not be modified, altered or amended in any manner unless such modification, alteration or amendment is reduced to writing and executed by all parties to this Agreement.

IN WITNESS WHEREOF, the Authority and Contractor have executed this Agreement as of the date first written above.

MISSOULA COUNTY AIRPORT AUTHORITY

By: Brian Ellestad, Airport Director

CONTRACTOR

By: _____

EXHIBIT D

MISSOULA COUNTY AIRPORT AUTHORITY

POLICY TITLE: Procurement Protest Policy

SUBJECT AREA: Administration

DATE ADOPTED: November 26, 2019

POLICY STATEMENT

Missoula County Airport Authority ("MCAA") policy requires that all prospective contractors be accorded fair and equal consideration in the award and solicitation of contracts. To that end, any interested party shall have the right to protest alleged inequities in the procurement process and to have its issues heard, evaluated and resolved administratively.

"Interested Party" is defined as an actual or prospective offeror whose direct economic interest would be affected by the award of a contract or by failure to award a contract.

Submittal Procedure

An Interested Party wishing to protest a matter involving a proposed procurement or contract shall file a written submission with MCAA's Administrative Manager by certified mail to 5225 Highway 10 West, Missoula, MT 59808, or other delivery method whose receipt can be verified. Electronic submission of protests is not acceptable unless an original signed copy of the protest is received by the Administrative Manager within 24 hours (not including weekends and holidays) after receipt of the electronic copy. The Administrative Manager may, however, permit the electronic provision of supplemental information after the initial protest submittal.

The protest shall include, at a minimum:

- a. The name and address of the protesting party and its relationship to the procurement sufficient to establish that the protest is being filed by an Interested Party;
- b. Identity of the contact person for the protestor, including name, title, address, telephone, fax and email addresses. If the contact point is a third party representing the protestor, the same information must be provided, plus a statement defining the relationship between the protestor and the third party;
- c. Identification of the procurement;
- d. A description of the nature of the protest, referencing the portion(s) of the solicitation involved;
- e. Identification of the provision(s) of any law, regulation, or other governance upon which the protest is based;
- f. A complete discussion of the basis for the protest, including any supporting facts, documents or data;
- g. A statement of the specific relief requested; and
- h. A notarized affirmation by the protestor (in an individual) or by an owner or officer of the protestor (if not an individual) as to the truth and accuracy of the statements made in the protest submittal.

The protestor is solely responsible for the completeness and validity of the information provided. Any documents relevant to the protest should be attached to the written submission. Documents which are readily available on the internet may be referenced to an appropriate link.

Upon receipt of a protest, the Administrative Manager shall promptly notify the FAA program manager of the relevant details.

Pre-Bid Protests

A protest related to the technical scope or specification, terms, conditions, or form of the solicitation must be received no later than ten (10) working days prior to the date established for opening of bids or receipts of proposals.

The protest must conform in all respects to the requirements set forth in the Submittal Procedure. Upon receipt of such a protest, the Administrative Manager shall notify all prospective offerors and other known Interested Parties of the receipt and nature of the protest. Unless the Administrative Manager determines that delay will be prejudicial to MCAA's interests or that the protest lacks substantial merit, the solicitation process will be extended pending resolution of the protest.

All substantive issues raised in the submitted protests will be considered and either denied or sustained, in part or in whole, by the Airport Director in writing. A written decision specifying the grounds for sustaining all or part of or denying the protest will be transmitted to the protestor prior to the receipt of bids or proposals in a manner that provides verification of receipt. A notice of decision shall be provided to all parties given notice of the protest.

Should the protest be upheld in whole or in substantial part, the Administrative Manager may either:

- a. Amend the solicitation to correct the document or process accordingly;
- b. Cancel the solicitation in its entirety.

If the solicitation is amended, the time for receipt of bids or proposals shall be equitably extended to permit all participants to revise their bids or proposals to reflect the decision. If the protest is denied, the solicitation shall proceed. Such decision shall be final, except as provided below or by applicable law or regulation.

Protests received by MCAA after the time period specified above shall be considered untimely and shall be denied on that basis.

Pre-Award Protests

A protest related to whether a proposer is a responsible bidder or that a proposal does not meet the criteria of the solicitation must be received no later than ten (10) working days after the opening of bids or receipts of proposals.

The protest must conform in all respects to the requirements set forth in the Submittal Procedure. A written decision addressing all substantive issues raised in the submitted protest and stating

the grounds for allowing or denying the protest will be transmitted to the protestor in a manner that provides verification of receipt. Such decision shall be final, except as provided below or by applicable law or regulation.

Protests received by MCAA after the time period specified above shall be considered untimely and shall be denied on that basis.

Post-Award Protests

A protest related to whether the evaluation process conducted by MCAA is improper, illegal, or the decision to award the contract is arbitrary and capricious must be received no later than ten (10) working days after the MCAA Board of Commissioners has awarded the contract. The protest must conform in all respects to the requirements set forth in the Submittal Procedure.

A written decision addressing all substantive issues raised in the submitted protest and stating the grounds for allowing or denying the protest will be transmitted to the protestor in a manner that provides verification of receipt. Such decision shall be final, except as provided below or by applicable law or regulation.

Protests received by MCAA after the time period specified above shall be considered untimely and shall be denied on that basis.

Decision

Upon receipt and evaluation of all relevant information, including any pertinent law or regulations, the Airport Director shall prepare a decision. The decision will contain four parts:

- a. Summary – Describes briefly the protesting party, the solicitation involved, the issues(s) raised, and the decision;
- b. Background – Describes in more detail the history of the solicitation and the procurement events leading to the protest, the date the protest was received, and the process by which it was evaluated;
- c. Discussion - Identifies the substantive issue or issues raised by the protestor, and the factors considered in reaching a decision, and the rationale for the decision;
- d. Determination - States the decision and any remedy or subsequent action, e.g. cancellation of the procurement, resulting from it.

Decisions shall be issued to the protestor; other Interested Parties shall receive either a copy of the decision or a notice of decision, as appropriate.

Reconsideration

Reconsideration of a final decision may occur if relevant and critical information is discovered after final determination has been made. In such a case, a protestor may file a request for reconsideration with the MCAA Board of Commissioners setting forth the relevant and critical information that has been discovered; why the information was not available during the original

protest period and how the information changes the analysis in the written decision. A request for reconsideration under this section must be filed within ten (10) working days after the written decision is provided to the protestor. The decision of the MCAA Board of Commissioners under this section is final, except as provided by applicable law or regulation.

Appeal to FAA

The FAA may entertain protests that involve violation of federal laws or regulations and protests that involve allegations that MCAA's protest procedures were not followed.

Proposal Submission – Waste Disposal and Recycling Services

11/10/2025

To: Juniper Davis
MCAA
5225 Broadway St West
Missoula MT, 59808

Subject: Proposal Submission – General Contractor Services

Grizzly Disposal & Recycling is pleased to submit our proposal in response to your request for General Contractor services. As a locally owned and operated company based in Missoula, Montana, we are proud to offer a community-focused approach to waste and recycling services. Below is the information requested in your transmittal guidelines:

1. General Contractor Information

a. History of the Firm and Experience

Grizzly Disposal was founded in 2022, building on the foundation of our parent company, L&L Site Services, which began in 2007 as a veteran-owned, two-person operation. L&L has grown to over 30 employees and expanded its services from construction debris hauling to full-service waste and recycling collection. Grizzly Disposal began as a cardboard recycling business in 2020, added demolition services in 2021, and launched municipal solid waste (MSW) collection in 2022 after receiving its hauling permit. We currently operate in all of Missoula County, providing service to over 15,000 customers, while employing 33 people. Our mission is to put service back into the service industry—focusing on people, not profits; customers, not costs; and community, not corporations.

b. Principals of the Firm

- Lance Johnson, Owner – A Montana State University engineering graduate with nearly 20 years in the waste industry. Served his county in the Navy for 4 years, before he started out in Bozeman in the equipment industry.
- Billy Fisher, General Manager – A University of Montana business graduate with 10 years of industry experience. Billy has been in the Missoula area the entire 10 years and the first 5 of those years he spent managing the operation of western Montana for Republic services. He is very familiar with the needs of the Airport and has worked with and around safety sensitive areas like these that need extra attention. Before that he was the operations manager of LS Jensen Construction in Missoula MT for 13 years.

2. Services and Products Used

a. Scope of Services

Grizzly Disposal provides comprehensive waste and recycling services, including curbside collection, roll-off container service, demolition debris removal, and cardboard recycling. Our fleet includes modern collection trucks, roll-off containers, and sorting equipment to ensure efficient and environmentally responsible service delivery.

b. Recyclable Materials Accepted

We accept the following recyclable materials:

- Cardboard
- Mixed paper
- Plastics (#1-#7)
- Aluminum and tin cans

i. Recycling Process and Market Channels

Collected materials are sorted and processed through regional recycling partners. Cardboard and paper are baled and sent to mills for reuse; plastics are shipped to processors for pelletization; metals are sold to local scrap buyers. We actively avoid stockpiling or landfilling recyclable materials and maintain relationships with viable market channels to ensure responsible repurposing. We are currently taking our cardboard product to Pacific Steel here locally in Missoula, and we are taking the single stream recycling to Waste Management's Smart facility in Spokane WA.

3. Firm's Experience and Staffing

a. Key Personnel for Oversight

- Billy Fisher, General Manager – Responsible for overall service oversight and contract management.
- Eric Bauer, Route Supervisor – Oversees daily operations and driver coordination. He has been providing waste service in this market for almost 30 years.
- Cori Mulcahy, Office Manager – Responsible for the billing and customer service center.

b. Primary Point of Contact

- Billy Fisher
Phone: 406-370-6660
Email: bfisher@grizzlydisposal.com

c. Communication Procedure

MCAA may contact our dispatch center at 406-541-7171 or email cmulcahy@grizzlydisposal.com for real-time updates regarding service issues, weather delays, or access concerns. Drivers are equipped with mobile devices for immediate communication.

d. Commercial References

1. GW Petroleum – Greg Tabish, Greg@gwpetrol.com, 406-396-2206
2. Missoula Property Management MPM – Heather Swank, heather@rentinmissoula.com
406-251-8500
3. Gateway Limited Partnership– Brian, Brush, bbrush@washcorp.com, 406-523-1304

We appreciate the opportunity to be considered and look forward to the possibility of serving the Missoula Airport. Please feel free to contact us with any questions or requests for additional documentation.

Sincerely,
Billy Fisher
General Manager
Grizzly Disposal & Recycling
406-370-6660
bfisher@grizzlydisposal.com



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

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	Billy Fisher
B. Contact Role in the Business	General Manager
C. Contact Phone Number	406-370-6660
D. Contact Fax	NA
E. Contact E-Mail Address	bfisher@grizzlydisposal.com

II. Business Information

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

A. Business Name	L&L Site Services
B. Doing Business As	Grizzly Disposal
C. Business Type	LLC
D. Business Mailing Address	

Address Line 1:	9730 Derby Drive
Address Line 2:	NA
City:	Missoula
State/Province:	MT
ZIP Code:	59808
Country:	USA



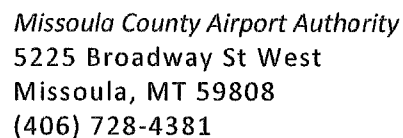
Missoula County Airport Authority
5225 Broadway St West
Missoula, MT 59808
(406) 728-4381

E. Business Phone Number	<u>406-541-7171</u>
F. Business Fax	<u>NA</u>
G. Business E-Mail Address	<u>info@grizzlydisposal.com</u>
H. Business Registration State	<u>MT</u>
I. Business Registration Date	<u>2007</u>
J. Business registered in the state of Montana?	<u>MT</u>
K. Business Owner/Stakeholder(s)	<u>Lance Johnson</u>

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.

L&L started as a roll of company in 2007, then started providing a waste collection services in 2016. We started provided cardboard collection services in Missoula in 2020 then applied for a MSW permit and received it May of 2022. We have been providing full service in Missoula county from that date. We have been providing cardboard service to the Missoula Airport since 8/1/2022. We operate in Missoula as DBA Grizzly Disposal. No change in ownership or structure since inception.



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

Reference Name	Reference Address	Reference Phone Number
Opportunity Bank	1821 South Ave W Missoula	406-541-6200
Les Schwab	2800 W Broadway St, Missoula	406-721-1770
I-State	8350 Racetrack Ln, Missoula	406-728-7600

A. File a petition in bankruptcy court. Yes / No

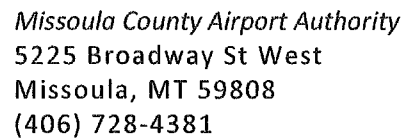
B. Filed for protection from creditors in bankruptcy court. Yes / No

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.

This image shows a single sheet of white paper with horizontal blue or grey ruling lines. The lines are evenly spaced and run across the width of the page. There is a vertical margin line on the left side, creating a narrow left margin. The paper appears to be from a notebook or a standard writing template.



-
- This image shows a single sheet of white paper with horizontal blue or grey ruling lines. The lines are evenly spaced and run across the width of the page. There is no handwriting or other markings on the paper.

- ## V. Conditions of Proposal Submission

VI. Acknowledgment of the Proposal Required

MCAA RFP/RFQ Form

2/9/2023

Page | 4



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

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	<u>Lance Johnson</u> Digitally signed by Lance Johnson Date: 2025.11.10 10:25:38 -07'00'	Signatory Title	<u>President</u>
Printed Name	<u>Lance Johnson</u>	Date	<u>11/10/25</u>

Signatory 2

Signature	<u>Billy Fisher</u> Digitally signed by Billy Fisher Date: 2025.11.10 10:27:07 -07'00'	Signatory Title	<u>General Manager</u>
Printed Name	<u>Billy Fisher</u>	Date	<u>11/10/25</u>

Signatory 3

Signature	<u></u>	Signatory Title	<u></u>
Printed Name	<u></u>	Date	<u></u>

Attested By

Secretary

Signature	<u></u>	Signatory Title	<u></u>
Printed Name	<u></u>	Date	<u></u>



L&LSITE-02

KWARD

CERTIFICATE OF LIABILITY INSURANCE

DATE (MM/DD/YYYY)

11/10/2025

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 First West, Inc. P.O. Box 1800 Bozeman, MT 59771	CONTACT NAME: W. Dan Cramer, CIC	
	PHONE (A/C, No, Ext): (406) 922-6062 FAX (A/C, No): (406) 587-9162	
	E-MAIL ADDRESS: dcramer@1stwestinsurance.com	
INSURED L & L Site Services, Inc. 100 Russell Lane Belgrade, MT 59714	INSURER(S) AFFORDING COVERAGE	NAIC #
	INSURER A: National Interstate Insurance Company	32620
	INSURER B:	
	INSURER C:	
	INSURER D:	
	INSURER E:	
	INSURER F:	

COVERAGES

CERTIFICATE NUMBER:

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	☒ COMMERCIAL GENERAL LIABILITY ☐ CLAIMS-MADE ☒ OCCUR GEN'L AGGREGATE LIMIT APPLIES PER: ☒ POLICY ☒ PRO-JECT ☐ LOC OTHER:			LJG8310042-00	9/28/2025	7/1/2026	EACH OCCURRENCE \$ 1,000,000 DAMAGE TO RENTED PREMISES (Ea occurrence) \$ 300,000 MED EXP (Any one person) \$ 5,000 PERSONAL & ADV INJURY \$ 1,000,000 GENERAL AGGREGATE \$ 2,000,000 PRODUCTS - COMP/OP AGG \$ 2,000,000
A	☒ AUTOMOBILE LIABILITY ☒ ANY AUTO OWNED AUTOS ONLY ☐ SCHEDULED AUTOS ☐ HIRED AUTOS ONLY ☐ NON-OWNED AUTOS ONLY			WAR8310042-00	9/28/2025	7/1/2026	COMBINED SINGLE LIMIT (Ea accident) \$ 1,000,000 BODILY INJURY (Per person) \$ BODILY INJURY (Per accident) \$ PROPERTY DAMAGE (Per accident) \$
	☐ UMBRELLA LIAB ☐ OCCUR ☐ EXCESS LIAB ☐ CLAIMS-MADE DED ☐ RETENTION \$						EACH OCCURRENCE \$ AGGREGATE \$
	WORKERS COMPENSATION AND EMPLOYERS' LIABILITY ANY PROPRIETOR/PARTNER/EXECUTIVE OFFICER/MEMBER EXCLUDED? (Mandatory in NH) ☐ Y/N If yes, describe under DESCRIPTION OF OPERATIONS below	N/A					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)
Both General Liability and Auto Liability are in full force as of date of this Certificate of Insurance and have been since 9-28-2025.
Insurance Carrier Contact: Jennifer Boyd, National Interstate Insurance 1-330-523-5655 jennifer.boyd@nati.com

CERTIFICATE HOLDER

CANCELLATION

Missoula County Airport Authority
5225 Broadway St West
Missoula, MT 59808

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



L&LSITE-01

MOLSON

CERTIFICATE OF LIABILITY INSURANCE

DATE (MM/DD/YYYY)

11/7/2025

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 Bozeman Office Marsh McLennan Agency LLC Company 1105 E. Main Bozeman, MT 59715	CONTACT NAME:	
	PHONE (A/C, No, Ext): (406) 586-3351	FAX (A/C, No): (406) 586-0437
INSURED L&L Site Services, Inc. dba Grizzly Disposal and Recycling 100 Russell Lane Belgrade, MT 59714	E-MAIL ADDRESS:	
	INSURER(S) AFFORDING COVERAGE	
	INSURER A : Montana State Fund	
	INSURER B :	
	INSURER C :	
	INSURER D :	
INSURER E :		
INSURER F :		

COVERAGES

CERTIFICATE NUMBER:

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
	COMMERCIAL GENERAL LIABILITY						EACH OCCURRENCE \$
	☐ CLAIMS-MADE ☐ OCCUR						DAMAGE TO RENTED PREMISES (Ea occurrence) \$
							MED EXP (Any one person) \$
							PERSONAL & ADV INJURY \$
	GEN'L AGGREGATE LIMIT APPLIES PER:						GENERAL AGGREGATE \$
	☐ POLICY ☐ PRO-JECT ☐ LOC						PRODUCTS - COMP/OP AGG \$
	OTHER:						\$
	AUTOMOBILE LIABILITY						COMBINED SINGLE LIMIT (Ea accident) \$
	☐ ANY AUTO						BODILY INJURY (Per person) \$
	☐ OWNED AUTOS ONLY ☐ SCHEDULED AUTOS						BODILY INJURY (Per accident) \$
	☐ HIRED AUTOS ONLY ☐ NON-OWNED AUTOS ONLY						PROPERTY DAMAGE (Per accident) \$
							\$
	UMBRELLA LIAB ☐ OCCUR						EACH OCCURRENCE \$
	EXCESS LIAB ☐ CLAIMS-MADE						AGGREGATE \$
	☐ DED ☐ RETENTION \$						\$
A	WORKERS COMPENSATION AND EMPLOYERS' LIABILITY						☒ PER STATUTE ☐ OTH-ER
	ANY PROPRIETOR/PARTNER/EXECUTIVE OFFICER/MEMBER EXCLUDED? (Mandatory in NH) ☐ Y ☒ N	N/A		033628603	7/9/2025	7/9/2026	E.L. EACH ACCIDENT \$ 1,000,000
	If yes, describe under DESCRIPTION OF OPERATIONS below						E.L. DISEASE - EA EMPLOYEE \$ 1,000,000
							E.L. DISEASE - POLICY LIMIT \$ 1,000,000

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

CERTIFICATE HOLDER

CANCELLATION

Missoula County Airport Authority 5225 Broadway St West Missoula, MT 59808	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

EXHIBIT C

BID FORM

WASTE DISPOSAL & RECYCLING SERVICES

MISSOULA COUNTY AIRPORT AUTHORITY, MISSOULA, MONTANA

Pricing Schedule: Prices herein must include all personnel, labor, equipment, material, tools, supplies, supervision, management and other services necessary to or incident to, perform and provide the work described in Section III Scope of Services and Exhibit A.

CONTAINER SIZE/USE	SERVICE PRICE			
	DAILY	2X/WEEK	1X/WEEK	PER PICKUP
3-Yard Trash Container	672.62	246.32	132.63	50
3-Yard Recycling Container	349.99	140.00	70.00	25
2-Yard Recycling Container	419	200	120	40

OTHER FEES:

Delivery Fee Ø

Removal Fee \$100.00 PER CONTAINER

Overage Fee \$20.00 PER YARD

Fuel Surcharge Ø

Other A _____

Other B _____

Other C _____

Other D _____

Please include proposals for a trash compactor, including-site requirements, size, cost/savings, reductions in pickup per week etc. and explanations of who would own the compactor and maintain it.

EXCEPTIONS/NOTES

Grizzly Disposal Proposal for Trash Compactor

This proposal outlines Grizzly Disposal's recommended solution for a trash compactor installation at the Missoula Montana Airport. The proposed equipment is suitable for high-volume commercial use and meets industry standards for safety and efficiency.

Trash Compactor Specifications

Grizzly Disposal proposes the installation of a Nedland 2-yard packer with a 30-yard receiver. This heavy-duty compactor is designed for high-volume commercial use and complies with ANSI Z245.2 and NFPA 82 standards.

Pricing Options

- Purchase Price: \$36,000 (I have attached a copy of the most recent one I purchased)
- Lease Rate: \$600 per month minimum 3 year lease

If you own the compactor you would maintain it, (or pay for maintenance) if we leased it we would handle normal maintenance

Site Requirements

210 Volt power, hard flat surface, 30ft by 10ft for the compactor with additional 30 ft to back into the compactor.

Hauling costs

For the compactor we charge \$275 per haul and \$90 per ton for the service.

Overall Analysis for options 3yds vs compactor

Currently it looks like you have 75 yards hauled per week, if you are including all MSW needs. That should be somewhere around 4 tons per week, depending on mix of materials. If you stay with your current set up our bid pricing to you is \$2,649.97 per month on the MSW portion of the bid. If you had a compactor in place you could haul it twice a month at 8 tons per haul for a total of 16 tons. \$275 per haul X2 is \$550 plus 16 Tons X \$90 \$1,440 plus \$600 per month lease option, would equal \$2,590 per month. I would assume that you would really only average about 1.5 to 1.8 hauls per month so your monthly pricing would

eventually be lower than that above. You would successfully reduce traffic on your site, eliminating our truck from coming out there daily to somewhere around 2 times a month. But then you would need to facilitate the hauling of the MSW from the SRE and Rental car building to the location of the compactor. If you have maintenance staff to perform this then I would suggest the compactor as a viable option for your site, if not I do not feel like it wouldn't be as great of a benefit. As your airport grows the compactor will continue to cut costs from normal 3-yard services. I would be happy to go over the pros and cons of the compactor option if warranted at anytime.

Thank you,

Billy Fisher



QUALITY PRODUCTS SINCE 1945

Roll offs · Compactors · Front and Rear Loads · Poly Dura Kans
EZroll off Trailers · EZroll off Truck Hoist

Invoice

Invoice Number: 40899

Invoice Date: Oct 13, 2025

Page: 1

Sold To:

Grizzly Disposal & Recycling
14377 Pulp Mill Road
Missoula, MT 59808

Ship to

Grizzly Disposal & Recycling
9730 Derby Drive
Missoula, MT 59808

Customer ID		Customer PO		Payment Terms	
GRIZZLY		quote		Net 30 Days	
Work Order #		Shipping Method		Ship Date	Due Date
11510		SF Adv.		10/9/25	11/12/25
Shipped Qty	Item	Description	Balance Qty	Unit Price	Extension
1.00	NC-200	2yd packer, 208v 3ph, right side E&H, oil heater, doghouse with right keylocked door and IL, guide rail, paint orange Serial#142223		18,855.00	18,855.00
1.00	NROR-30-18	30yd, 18ft octagon receiver, cable pull, paint orange Serial#142224		11,325.00	11,325.00
1.00	FRT	Freight Charges To Belgrade & Missoula		4,000.00	4,000.00

Subtotal 34,180.00

Sales Tax

Total Invoice Amount 34,180.00

Mailing address:

P.O. Box 217

Ridgeland, Wisconsin 54763

Delivery address:

315 Railroad Street

Ridgeland, Wisconsin 54763

E-Mail: polykan@chibardun.net · web: www.nedland.com

(715) 949-1982 · (800) 447-4925

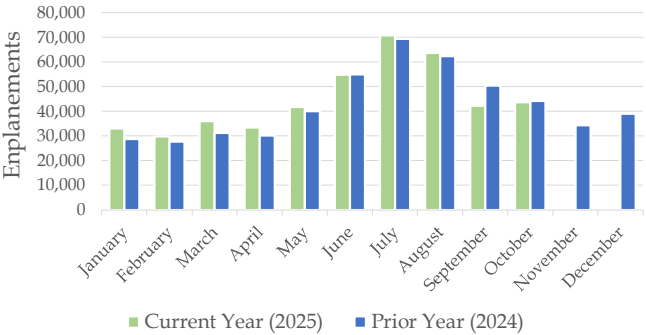
Summary

- October seats were up 1.3% Y/Y
- July 2025 was busiest month on record for the airport

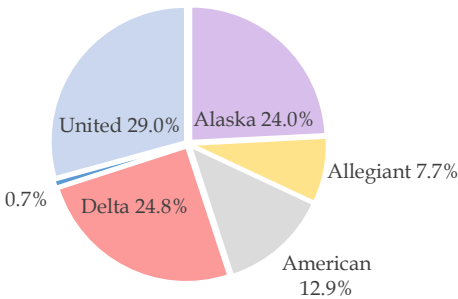
Air Service Highlights

- Seasonal routes began suspension mid-August
- United continues to lead Delta for MSO market share
- Please reach out with any comments or changes to improve our report going forward!

Passenger Enplanements



2025 Airline Market Share YTD



Tower Operations

Ops Type	January	February	March	April	May	June	July	August	September	October	November	December	Total	Y/Y
Air Carrier	657	588	699	696	746	1084	1219	1205	783	868	0	0	8,545	4%
Air Taxi	367	357	404	459	518	584	633	567	469	480	0	0	4,838	-14%
GA	797	674	1175	1629	2033	2135	2852	3209	1875	1389	0	0	17,768	11%
Military	17	68	44	71	12	49	19	28	2	35	0	0	345	-49%
Civil	574	739	887	1029	908	765	897	645	698	1356	0	0	8,498	-13%
Total	2025	2,412	2,426	3,209	3,884	4,217	4,617	5,620	3,827	4,128	0	0	39,994	-1%
	2024	2,453	2,733	3,703	3,559	3,723	4,612	5,275	4,170	4,514	2,948	2,606	45,764	

Enplaned Passengers

Airlines	January	February	March	April	May	June	July	August	September	October	November	December	Total	Y/Y
Alaska	8,761	7,894	9,112	8,891	11,092	12,051	13,973	13,611	10,676	11,727	0	0	107,788	20%
Allegiant	2,857	2,676	4,422	2,961	3,241	4,249	5,283	4,114	1,834	3,057	0	0	34,694	-2%
American	2,523	1,851	2,122	1,993	3,931	9,761	14,675	11,133	6,816	3,149	0	0	57,954	2%
Delta	9,033	8,450	9,990	9,996	11,276	12,691	15,352	14,116	10,245	10,421	0	0	111,570	-2%
Frontier	0	0	0	0	66	1,008	1,026	764	0	426	0	0	3,290	
Sun Country	0	0	0	0	0	218	1,091	899	0	0	0	0	2,208	
United	9,531	8,907	10,276	9,540	12,036	14,821	19,397	19,040	12,477	14,360	0	0	130,385	3%
Charters	274	0	153	0	64	0	0	0	132	531	0	0	1,154	-45%
Total	2025	32,979	29,778	36,075	33,381	41,706	54,799	70,797	63,677	42,180	0	0	449,043	2%
	2024	28,761	27,709	31,282	30,213	40,021	54,943	69,259	62,300	50,472	34,292	39,080	512,506	
LF	2025	79.1%	81.0%	84.1%	78.8%	79.3%	74.1%	83.5%	81.7%	82.8%			89.1%	
	2024	89.8%	87.0%	84.4%	80.7%	75.1%	71.7%	82.6%	84.2%	87.7%	83.4%	80.3%	86.6%	82.1%

Deplaned Passengers

Airlines	January	February	March	April	May	June	July	August	September	October	November	December	Total	Y/Y
Alaska	8,446	8,079	9,478	9,402	11,420	12,924	13,798	13,253	10,424	11,383	0	0	108,607	20%
Allegiant	2,822	2,477	4,287	3,304	3,515	5,054	5,323	3,935	1,856	2,823	0	0	35,396	0%
American	2,276	1,809	2,075	1,770	4,266	10,821	14,417	10,211	6,430	2,533	0	0	56,608	3%
Delta	8,286	8,171	9,773	9,759	11,460	13,570	14,524	12,947	9,238	9,771	0	0	107,499	-2%
Frontier	0	0	0	0	111	1,017	1,119	663	0	474	0	0	3,384	
Sun Country	0	0	0	0	0	281	1,099	747	0	0	0	0	2,127	
United	9,397	9,075	10,013	10,120	12,984	16,157	19,527	17,889	12,163	14,092	0	0	131,417	4%
Charters	0	0	153	0	64	0	0	0	132	531	0	0	880	-59%
Total	2025	31,227	29,611	35,779	34,355	43,820	59,824	69,807	59,645	40,243	0	0	445,918	2%
	2024	27,054	27,004	31,551	30,446	42,725	59,492	67,464	60,606	47,291	33,992	38,990	508,850	

Total Pax	2025	64,206	59,389	71,854	67,736	85,526	114,623	140,604	123,322	82,423	85,278	0	0	894,961	2%
	2024	55,815	54,713	62,833	60,659	82,746	114,435	136,723	122,906	97,763	86,409	68,284	78,070	1,021,356	

T12M		870,274													
															Legend:
															LF - Load Factor
															T12M - Previous 12 Months
															Y/Y - Year Over Year
															Pax - Passengers

State of Montana Airline Enplanements

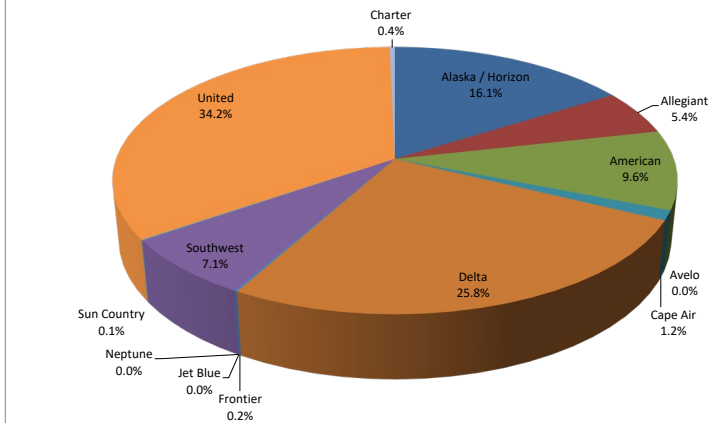
October 2025

	Alaska / Horizon	Allegiant	American	Avelo	Cape Air	Delta	Frontier	Jet Blue	Neptune	Southwest	Sun Country	United	Charter	Total	Tower Operations
Billings	7,578	3,999	6,221		1,556	11,023					180	15,399		45,956	9,177
Bozeman	12,681	3,843	12,849			26,752				19,214		34,038	533	109,910	11,558
Butte						936						1,137		2,073	
Glasgow					284									284	
Glendive					169									169	
Great Falls	1,677	2,472				5,044					50	6,599		15,842	
Havre					310									310	
Helena	1,649					3,518						3,651		8,818	3,530
Kalispell	8,012	1,253	3,558			11,351						17,009		41,183	3,935
Missoula	11,727	3,057	3,149			10,421	426					14,360	416	43,556	4,128
Sidney					566									566	
Wolf Point					286									286	
Yellowstone						570								570	
Total	43,324	14,624	25,777	-	3,171	69,615	426	-	-	19,214	230	92,193	949	269,523	32,328
Market Share %	16.1%	5.4%	9.6%	0.0%	1.2%	25.8%	0.2%	0.0%	0.0%	7.1%	0.1%	34.2%	0.4%		

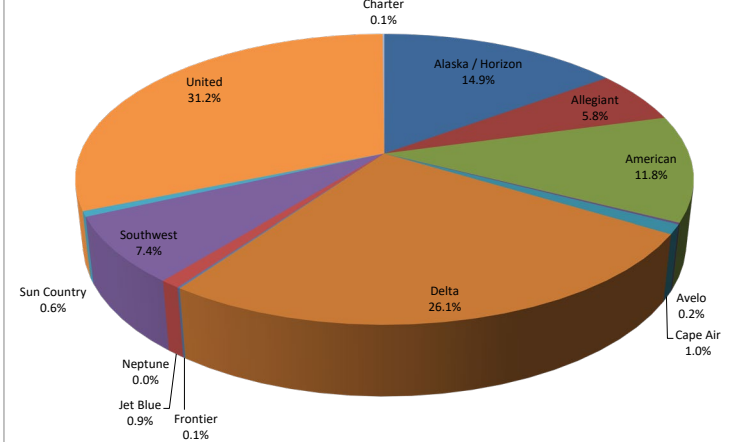
Year-to-Date

	Alaska / Horizon	Allegiant	American	Avelo	Cape Air	Delta	Frontier	Jet Blue	Neptune	Southwest	Sun Country	United	Charter	Total	Tower Operations
Billings	68,256	35,181	59,588	-	14,658	104,548	-	-	-	263	631	140,202	-	423,327	90,509
Bozeman*	136,696	43,599	155,487	-	-	290,101	-	26,708	-	213,127	7,201	355,349	1,961	1,230,229	171,844
Butte	-	-	-	-	-	8,524	-	-	-	-	-	10,870	-	19,394	-
Glasgow	-	-	-	-	2,581	-	-	-	-	-	-	-	-	2,581	-
Glendive	-	-	-	-	1,735	-	-	-	-	-	-	-	-	1,735	-
Great Falls	19,273	22,759	-	-	-	63,133	-	-	-	-	301	55,741	-	161,207	23,416
Havre	-	-	-	-	2,657	-	-	-	-	-	-	-	-	2,657	-
Helena	18,426	-	-	-	-	35,580	-	-	-	-	-	32,909	-	86,915	40,745
Kalispell	81,866	31,717	68,524	5,179	-	136,010	-	-	-	-	6,904	171,761	-	501,961	46,048
Missoula*	107,788	34,694	57,954	-	-	111,570	3,290	-	-	-	2,208	130,385	1,039	448,928	39,994
Sidney	-	-	-	-	5,827	-	-	-	-	-	-	-	-	5,827	-
Wolf Point	-	-	-	-	2,540	-	-	-	-	-	-	-	-	2,540	-
Yellowstone	-	-	-	-	-	6,107	-	-	-	-	-	5,935	-	12,042	-
Total	432,305	167,950	341,553	5,179	29,998	755,573	3,290	26,708	-	213,390	17,245	903,152	3,000	2,899,343	412,556
Market Share %	14.9%	5.8%	11.8%	0.2%	1.0%	26.1%	0.1%	0.9%	0.0%	7.4%	0.6%	31.2%	0.1%		

Market Share
Current Month



Market Share
Year-to-Date



State of Montana
Air Carrier/Commuter Flights and Passengers
2025

STATE TOTAL

	2024 Passengers				2025 Passengers				% 2024 VS 2025			
	ON	OFF	TOTAL	YEAR-TO-DATE	ON	OFF	TOTAL	YEAR-TO-DATE	ON	OFF	TOTAL	YEAR-TO-DATE
JAN	204,314	197,734	402,048	397,964	222,782	212,446	435,228	435,228	9.0%	7.4%	8.3%	9.4%
FEB	207,007	207,880	414,887	792,499	212,426	211,993	424,419	859,647	2.6%	2.0%	2.3%	8.5%
MAR	238,312	236,727	475,039	1,244,107	258,044	250,838	508,882	1,368,529	8.3%	6.0%	7.1%	10.0%
APR	188,191	187,090	375,281	1,602,954	197,392	197,435	394,827	1,763,356	4.9%	5.5%	5.2%	10.0%
MAY	227,333	245,200	472,533	2,018,443	239,082	256,407	495,489	2,258,845	5.2%	4.6%	4.9%	11.9%
JUN	324,165	348,726	672,891	2,593,268	344,138	371,985	716,123	2,974,968	6.2%	6.7%	6.4%	14.7%
JUL	394,259	391,877	786,136	3,286,278	425,559	420,107	845,666	3,820,634	7.9%	7.2%	7.6%	16.3%
AUG	383,216	373,551	756,767	3,948,810	408,900	393,487	802,387	4,623,021	6.7%	5.3%	6.0%	17.1%
SEP	305,636	287,314	592,950	4,492,715	321,497	305,222	626,719	5,249,740	5.2%	6.2%	5.7%	16.9%
OCT	248,953	234,094	483,047	4,942,698	269,523	252,049	521,572	5,771,312	8.3%	7.7%	8.0%	16.8%
NOV	193,429	188,651	382,080	5,311,850	-	-	-	5,771,312	-100.0%	-100.0%	-100.0%	8.6%
DEC	233,736	250,463	484,199	5,739,134	-	-	-	5,771,312	-100.0%	-100.0%	-100.0%	0.6%
	3,148,551	3,149,307			2,899,343	2,871,969						

BILLINGS

	2024 Passengers				2025 Passengers				% 2024 VS 2025			
	ON	OFF	TOTAL	YEAR-TO-DATE	ON	OFF	TOTAL	YEAR-TO-DATE	ON	OFF	TOTAL	YEAR-TO-DATE
JAN	31,699	30,440	62,139	62,139	35,568	34,477	70,045	70,045	12.2%	13.3%	12.7%	12.7%
FEB	31,361	31,261	62,622	124,761	31,977	30,735	62,712	132,757	2.0%	-1.7%	0.1%	6.4%
MAR	34,553	35,797	70,350	195,111	38,632	40,863	79,495	212,252	11.8%	14.2%	13.0%	8.8%
APR	33,499	35,010	68,509	263,620	36,341	36,821	73,162	285,414	8.5%	5.2%	6.8%	8.3%
MAY	39,439	40,040	79,479	343,099	41,448	42,859	84,307	369,721	5.1%	7.0%	6.1%	7.8%
JUN	44,513	46,500	91,013	434,112	47,268	48,960	96,228	465,949	6.2%	5.3%	5.7%	7.3%
JUL	51,473	50,200	101,673	535,785	52,234	50,563	102,797	568,746	1.5%	0.7%	1.1%	6.2%
AUG	49,131	49,131	98,262	634,047	49,968	49,744	99,712	668,458	1.7%	1.2%	1.5%	5.4%
SEP	41,308	40,505	81,813	715,860	43,935	44,062	87,997	756,455	6.4%	8.8%	7.6%	5.7%
OCT	41,579	40,642	82,221	798,081	45,956	44,368	90,324	846,779	10.5%	9.2%	9.9%	6.1%
NOV	38,099	37,269	75,368	873,449	-	-	-	846,779	-100.0%	-100.0%	-100.0%	-3.1%
DEC	41,073	41,490	82,563	956,012	-	-	-	846,779	-100.0%	-100.0%	-100.0%	-11.4%
	477,727	478,285			423,327	423,452						

BOZEMAN

	2024 Passengers				2025 Passengers				% 2024 VS 2025			
	ON	OFF	TOTAL	YEAR-TO-DATE	ON	OFF	TOTAL	YEAR-TO-DATE	ON	OFF	TOTAL	YEAR-TO-DATE
JAN	92,478	91,761	184,239	184,239	94,876	91,908	186,784	186,784	2.6%	0.2%	1.4%	1.4%
FEB	95,331	96,984	192,315	376,554	95,908	97,309	193,217	380,001	0.6%	0.3%	0.5%	0.9%
MAR	114,816	111,908	226,724	603,278	120,480	113,918	234,398	614,399	4.9%	1.8%	3.4%	1.8%
APR	75,996	72,438	148,434	751,712	75,070	73,132	148,202	762,601	-1.2%	1.0%	-0.2%	1.4%
MAY	90,588	99,513	190,101	941,813	92,883	101,335	194,218	956,819	2.5%	1.8%	2.2%	1.6%
JUN	138,014	147,708	285,722	1,227,535	147,201	160,391	307,592	1,264,411	6.7%	8.6%	7.7%	3.0%
JUL	161,496	161,236	322,732	1,550,267	178,203	178,156	356,359	1,620,770	10.3%	10.5%	10.4%	4.5%
AUG	159,823	154,456	314,279	1,864,546	175,866	169,667	345,533	1,966,303	10.0%	9.8%	9.9%	5.5%
SEP	128,698	121,075	249,773	2,114,319	139,832	132,849	272,681	2,238,984	8.7%	9.7%	9.2%	5.9%
OCT	98,676	90,874	189,550	2,303,869	109,910	101,010	210,920	2,449,904	11.4%	11.2%	11.3%	6.3%
NOV	70,482	67,262	137,744	2,441,613	-	-	-	2,449,904	-100.0%	-100.0%	-100.0%	0.3%
DEC	95,063	106,031	201,094	2,642,707	-	-	-	2,449,904	-100.0%	-100.0%	-100.0%	-7.3%
	1,321,461	1,321,246			1,230,229	1,219,675						

BUTTE

	2024 Passengers				2025 Passengers				% 2024 VS 2025			
	ON	OFF	TOTAL	YEAR-TO-DATE	ON	OFF	TOTAL	YEAR-TO-DATE	ON	OFF	TOTAL	YEAR-TO-DATE
JAN	1,202	1,079	2,281	2,281	1,449	1,569	3,018	3,018	20.5%	45.4%	32.3%	32.3%
FEB	1,078	1,101	2,179	4,460	1,562	1,589	3,151	6,169	44.9%	44.3%	44.6%	38.3%
MAR	1,396	1,350	2,746	7,206	1,869	1,852	3,721	9,890	33.9%	37.2%	35.5%	37.2%
APR	1,033	1,087	2,120	9,326	1,789	1,868	3,657	13,547	73.2%	71.8%	72.5%	45.3%
MAY	1,379	1,638	3,017	12,343	2,041	2,237	4,278	17,825	48.0%	36.6%	41.8%	44.4%
JUN	1,310	1,370	2,680	15,023	2,077	2,253	4,330	22,155	58.5%	64.5%	61.6%	47.5%
JUL	1,548	1,488	3,036	18,059	2,217	2,067	4,284	26,439	43.2%	38.9%	41.1%	46.4%
AUG	1,433	1,481	2,914	20,973	2,098	2,053	4,151	30,590	46.4%	38.6%	42.5%	45.9%
SEP	1,313	1,231	2,544	23,517	2,219	2,125	4,344	34,934	69.0%	72.6%	70.8%	48.5%
OCT	1,253	1,222	2,475	25,992	2,073	1,971	4,044	38,978	65.4%	61.3%	63.4%	50.0%
NOV	1,308	1,212	2,520	28,512	-	-	-	38,978	-100.0%	-100.0%	-100.0%	36.7%
DEC	1,661	1,627	3,288	31,800	-	-	-	38,978	-100.0%	-100.0%	-100.0%	22.6%
	15,914	15,886			19,394	19,584						

State of Montana
Air Carrier/Commuter Flights and Passengers
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GLASGOW

	2024 Passengers				2025 Passengers				% 2024 VS 2025			
	ON	OFF	TOTAL	YEAR-TO-DATE	ON	OFF	TOTAL	YEAR-TO-DATE	ON	OFF	TOTAL	YEAR-TO-DATE
JAN	162	152	314	314	239	218	457	457	47.5%	43.4%	45.5%	45.5%
FEB	203	200	403	717	164	141	305	762	-19.2%	-29.5%	-24.3%	6.3%
MAR	249	241	490	1,207	214	219	433	1,195	-14.1%	-9.1%	-11.6%	-1.0%
APR	218	206	424	1,631	234	250	484	1,679	7.3%	21.4%	14.2%	2.9%
MAY	237	246	483	2,114	245	242	487	2,166	3.4%	-1.6%	0.8%	2.5%
JUN	263	226	489	2,603	291	277	568	2,734	10.6%	22.6%	16.2%	5.0%
JUL	310	288	598	3,201	301	293	594	3,328	-2.9%	1.7%	-0.7%	4.0%
AUG	319	309	628	3,829	285	294	579	3,907	-10.7%	-4.9%	-7.8%	2.0%
SEP	228	225	453	4,282	324	276	600	4,507	42.1%	22.7%	32.5%	5.3%
OCT	265	253	518	4,800	284	273	557	5,064	7.2%	7.9%	7.5%	5.5%
NOV	273	257	530	5,330	-	-	-	5,064	-100.0%	-100.0%	-100.0%	-5.0%
DEC	243	244	487	5,817	-	-	-	5,064	-100.0%	-100.0%	-100.0%	-12.9%
	2,970	2,847			2,581	2,483						

GLENDAVE

	2024 Passengers				2025 Passengers				% 2024 VS 2025			
	ON	OFF	TOTAL	YEAR-TO-DATE	ON	OFF	TOTAL	YEAR-TO-DATE	ON	OFF	TOTAL	YEAR-TO-DATE
JAN	148	169	317	317	168	156	324	324	13.5%	-7.7%	2.2%	2.2%
FEB	162	149	311	628	117	143	260	584	-27.8%	-4.0%	-16.4%	-7.0%
MAR	176	168	344	972	152	156	308	892	-13.6%	-7.1%	-10.5%	-8.2%
APR	178	198	376	1,348	173	150	323	1,215	-2.8%	-24.2%	-14.1%	-9.9%
MAY	177	169	346	1,694	175	158	333	1,548	-1.1%	-6.5%	-3.8%	-8.6%
JUN	173	155	328	2,022	184	154	338	1,886	6.4%	-0.6%	3.0%	-6.7%
JUL	218	199	417	2,439	219	182	401	2,287	0.5%	-8.5%	-3.8%	-6.2%
AUG	189	149	338	2,777	177	184	361	2,648	-6.3%	23.5%	6.8%	-4.6%
SEP	146	134	280	3,057	201	206	407	3,055	37.7%	53.7%	45.4%	-0.1%
OCT	182	157	339	3,396	169	166	335	3,390	-7.1%	5.7%	-1.2%	-0.2%
NOV	192	181	373	3,769	-	-	-	3,390	-100.0%	-100.0%	-100.0%	-10.1%
DEC	196	190	386	4,155	-	-	-	3,390	-100.0%	-100.0%	-100.0%	-18.4%
	2,137	2,018			1,735	1,655						

GREAT FALLS

	2024 Passengers				2025 Passengers				% 2024 VS 2025			
	ON	OFF	TOTAL	YEAR-TO-DATE	ON	OFF	TOTAL	YEAR-TO-DATE	ON	OFF	TOTAL	YEAR-TO-DATE
JAN	13,304	12,947	26,251	26,251	14,346	13,983	28,329	28,329	7.8%	8.0%	7.9%	7.9%
FEB	13,298	13,129	26,427	52,678	13,250	13,251	26,501	54,830	-0.4%	0.9%	0.3%	4.1%
MAR	14,940	14,949	29,889	82,567	14,881	15,648	30,529	85,359	-0.4%	4.7%	2.1%	3.4%
APR	14,068	14,675	28,743	111,310	14,695	14,647	29,342	114,701	4.5%	-0.2%	2.1%	3.0%
MAY	15,329	15,910	31,239	142,549	16,301	16,848	33,149	147,850	6.3%	5.9%	6.1%	3.7%
JUN	17,749	18,444	36,193	178,742	18,375	19,153	37,528	185,378	3.5%	3.8%	3.7%	3.7%
JUL	18,817	18,924	37,741	216,483	20,022	19,698	39,720	225,098	6.4%	4.1%	5.2%	4.0%
AUG	18,826	18,182	37,008	253,491	18,165	17,630	35,795	260,893	-3.5%	-3.0%	-3.3%	2.9%
SEP	16,584	15,690	32,274	285,765	15,330	14,783	30,113	291,006	-7.6%	-5.8%	-6.7%	1.8%
OCT	15,965	15,473	31,438	317,203	15,842	15,633	31,475	322,481	-0.8%	1.0%	0.1%	1.7%
NOV	15,016	14,860	29,876	347,079	-	-	-	322,481	-100.0%	-100.0%	-100.0%	-7.1%
DEC	16,945	16,850	33,795	380,874	-	-	-	322,481	-100.0%	-100.0%	-100.0%	-15.3%
	190,841	190,033			161,207	161,274						

HAVRE

	2024 Passengers				2025 Passengers				% 2024 VS 2025			
	ON	OFF	TOTAL	YEAR-TO-DATE	ON	OFF	TOTAL	YEAR-TO-DATE	ON	OFF	TOTAL	YEAR-TO-DATE
JAN	212	204	416	416	260	253	513	513	22.6%	24.0%	23.3%	23.3%
FEB	207	228	435	851	202	191	393	906	-2.4%	-16.2%	-9.7%	6.5%
MAR	248	262	510	1,361	291	271	562	1,468	17.3%	3.4%	10.2%	7.9%
APR	269	232	501	1,862	233	228	461	1,929	-13.4%	-1.7%	-8.0%	3.6%
MAY	260	244	504	2,366	269	254	523	2,452	3.5%	4.1%	3.8%	3.6%
JUN	268	247	515	2,881	261	225	486	2,938	-2.6%	-8.9%	-5.6%	2.0%
JUL	276	284	560	3,441	283	277	560	3,498	2.5%	-2.5%	0.0%	1.7%
AUG	279	265	544	3,985	282	291	573	4,071	1.1%	9.8%	5.3%	2.2%
SEP	257	218	475	4,460	266	232	498	4,569	3.5%	6.4%	4.8%	2.4%
OCT	283	270	553	5,013	310	292	602	5,171	9.5%	8.1%	8.9%	3.2%
NOV	278	244	522	5,535	-	-	-	5,171	-100.0%	-100.0%	-100.0%	-6.6%
DEC	258	251	509	6,044	-	-	-	5,171	-100.0%	-100.0%	-100.0%	-14.4%
	3,095	2,949			2,657	2,514						

State of Montana
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HELENA

	2024 Passengers				2025 Passengers				% 2024 VS 2025			
	ON	OFF	TOTAL	YEAR-TO-DATE	ON	OFF	TOTAL	YEAR-TO-DATE	ON	OFF	TOTAL	YEAR-TO-DATE
JAN	7,511	7,224	14,735	14,735	7,804	7,367	15,171	15,171	3.9%	2.0%	3.0%	3.0%
FEB	7,246	7,173	14,419	29,154	7,417	7,305	14,722	29,893	2.4%	1.8%	2.1%	2.5%
MAR	7,889	7,836	15,725	44,879	8,246	8,077	16,323	46,216	4.5%	3.1%	3.8%	3.0%
APR	7,656	7,729	15,385	60,264	7,785	7,857	15,642	61,858	1.7%	1.7%	1.7%	2.6%
MAY	8,693	9,295	17,988	78,252	8,561	8,921	17,482	79,340	-1.5%	-4.0%	-2.8%	1.4%
JUN	9,286	9,390	18,676	96,928	8,856	9,524	18,380	97,720	-4.6%	1.4%	-1.6%	0.8%
JUL	9,666	9,364	19,030	115,958	10,674	9,482	20,156	117,876	10.4%	1.3%	5.9%	1.7%
AUG	9,702	9,350	19,052	135,010	9,392	9,484	18,876	136,752	-3.2%	1.4%	-0.9%	1.3%
SEP	8,656	8,204	16,860	151,870	9,362	8,890	18,252	155,004	8.2%	8.4%	8.3%	2.1%
OCT	8,739	8,510	17,249	169,119	8,818	8,553	17,371	172,375	0.9%	0.5%	0.7%	1.9%
NOV	7,688	7,506	15,194	184,313	-	-	-	172,375	-100.0%	-100.0%	-100.0%	-6.5%
DEC	8,321	8,271	16,592	200,905	-	-	-	172,375	-100.0%	-100.0%	-100.0%	-14.2%
	101,053	99,852			86,915	85,460						

KALISPELL

	2024 Passengers				2025 Passengers				% 2024 VS 2025			
	ON	OFF	TOTAL	YEAR-TO-DATE	ON	OFF	TOTAL	YEAR-TO-DATE	ON	OFF	TOTAL	YEAR-TO-DATE
JAN	28,157	25,967	54,124	54,124	34,389	30,415	64,804	64,804	22.1%	17.1%	19.7%	19.7%
FEB	29,524	29,820	59,344	113,468	31,474	31,213	62,687	127,491	6.6%	4.7%	5.6%	12.4%
MAR	31,868	31,978	63,846	177,314	36,338	33,204	69,542	197,033	14.0%	3.8%	8.9%	11.1%
APR	24,196	24,230	48,426	225,740	26,842	27,305	54,147	251,180	10.9%	12.7%	11.8%	11.3%
MAY	29,182	33,541	62,723	288,463	33,414	37,207	70,621	321,801	14.5%	10.9%	12.6%	11.6%
JUN	54,879	62,161	117,040	405,503	61,377	67,593	128,970	450,771	11.8%	8.7%	10.2%	11.2%
JUL	77,864	79,166	157,030	562,533	86,954	85,866	172,820	623,591	11.7%	8.5%	10.1%	10.9%
AUG	78,001	76,419	154,420	716,953	85,400	80,849	166,249	789,840	9.5%	5.8%	7.7%	10.2%
SEP	55,386	50,191	105,577	822,530	64,590	58,481	123,071	912,911	16.6%	16.5%	16.6%	11.0%
OCT	36,466	33,185	69,651	892,181	41,183	37,136	78,319	991,230	12.9%	11.9%	12.4%	11.1%
NOV	24,946	25,080	50,026	942,207	-	-	-	991,230	-100.0%	-100.0%	-100.0%	5.2%
DEC	30,345	35,716	66,061	1,008,268	-	-	-	991,230	-100.0%	-100.0%	-100.0%	-1.7%
	500,814	507,454			501,961	489,269						

MISSOULA

	2024 Passengers				2025 Passengers				% 2024 VS 2025			
	ON	OFF	TOTAL	YEAR-TO-DATE	ON	OFF	TOTAL	YEAR-TO-DATE	ON	OFF	TOTAL	YEAR-TO-DATE
JAN	28,761	27,054	55,815	55,815	32,979	31,227	64,206	64,206	14.7%	15.4%	15.0%	15.0%
FEB	27,709	27,004	54,713	110,528	29,778	29,611	59,389	123,595	7.5%	9.7%	8.5%	11.8%
MAR	31,282	31,551	62,833	173,361	36,075	35,779	71,854	195,449	15.3%	13.4%	14.4%	12.7%
APR	30,213	30,446	60,659	234,020	33,381	34,355	67,736	263,185	10.5%	12.8%	11.7%	12.5%
MAY	40,352	42,740	83,092	317,112	41,706	43,820	85,526	348,711	3.4%	2.5%	2.9%	10.0%
JUN	54,943	59,492	114,435	431,547	54,799	59,824	114,623	463,334	-0.3%	0.6%	0.2%	7.4%
JUL	69,259	67,464	136,723	568,270	70,797	69,807	140,604	603,938	2.2%	3.5%	2.8%	6.3%
AUG	62,300	60,606	122,906	691,176	63,677	59,645	123,322	727,260	2.2%	-1.6%	0.3%	5.2%
SEP	50,472	47,291	97,763	788,939	42,180	40,243	82,423	809,683	-16.4%	-14.9%	-15.7%	2.6%
OCT	44,174	42,235	86,409	875,348	43,556	41,356	84,912	894,595	-1.4%	-2.1%	-1.7%	2.2%
NOV	34,292	33,992	68,284	943,632	-	-	-	894,595	-100.0%	-100.0%	-100.0%	-5.2%
DEC	38,779	38,990	77,769	1,021,401	-	-	-	894,595	-100.0%	-100.0%	-100.0%	-12.4%
	512,536	508,865			448,928	445,667						

SIDNEY

	2024 Passengers				2025 Passengers				% 2024 VS 2025			
	ON	OFF	TOTAL	YEAR-TO-DATE	ON	OFF	TOTAL	YEAR-TO-DATE	ON	OFF	TOTAL	YEAR-TO-DATE
JAN	480	543	1,023	1,023	505	516	1,021	1,021	5.2%	-5.0%	-0.2%	-0.2%
FEB	636	589	1,225	2,248	406	354	760	1,781	-36.2%	-39.9%	-38.0%	-20.8%
MAR	637	635	1,272	3,520	590	601	1,191	2,972	-7.4%	-5.4%	-6.4%	-15.6%
APR	580	590	1,170	4,690	606	585	1,191	4,163	4.5%	-0.8%	1.8%	-11.2%
MAY	578	533	1,111	5,801	588	544	1,132	5,295	1.7%	2.1%	1.9%	-8.7%
JUN	616	638	1,254	7,055	612	620	1,232	6,527	-0.6%	-2.8%	-1.8%	-7.5%
JUL	685	698	1,383	8,438	662	644	1,306	7,833	-3.4%	-7.7%	-5.6%	-7.2%
AUG	695	638	1,333	9,771	703	604	1,307	9,140	1.2%	-5.3%	-2.0%	-6.5%
SEP	580	582	1,162	10,933	589	563	1,152	10,292	1.6%	-3.3%	-0.9%	-5.9%
OCT	649	653	1,302	12,235	566	554	1,120	11,412	-12.8%	-15.2%	-14.0%	-6.7%
NOV	611	562	1,173	13,408	-	-	-	11,412	-100.0%	-100.0%	-100.0%	-14.9%
DEC	589	574	1,163	14,571	-	-	-	11,412	-100.0%	-100.0%	-100.0%	-21.7%
	7,336	7,235			5,827	5,585						

State of Montana
Air Carrier/Commuter Flights and Passengers
2025

WOLF POINT

	2024 Passengers				2025 Passengers				% 2024 VS 2025			
	ON	OFF	TOTAL	YEAR-TO-DATE	ON	OFF	TOTAL	YEAR-TO-DATE	ON	OFF	TOTAL	YEAR-TO-DATE
JAN	200	194	394	394	199	213	412	412	-0.5%	9.8%	4.6%	4.6%
FEB	252	242	494	888	171	151	322	734	-32.1%	-37.6%	-34.8%	-17.3%
MAR	258	252	510	1,398	276	250	526	1,260	7.0%	-0.8%	3.1%	-9.9%
APR	285	249	534	1,932	243	237	480	1,740	-14.7%	-4.8%	-10.1%	-9.9%
MAY	287	263	550	2,482	241	236	477	2,217	-16.0%	-10.3%	-13.3%	-10.7%
JUN	253	241	494	2,976	280	261	541	2,758	10.7%	8.3%	9.5%	-7.3%
JUL	308	283	591	3,567	280	266	546	3,304	-9.1%	-6.0%	-7.6%	-7.4%
AUG	310	270	580	4,147	311	303	614	3,918	0.3%	12.2%	5.9%	-5.5%
SEP	245	234	479	4,626	253	230	483	4,401	3.3%	-1.7%	0.8%	-4.9%
OCT	278	264	542	5,168	286	271	557	4,958	2.9%	2.7%	2.8%	-4.1%
NOV	244	226	470	5,638	-	-	-	4,958	-100.0%	-100.0%	-100.0%	-12.1%
DEC	263	229	492	6,130	-	-	-	4,958	-100.0%	-100.0%	-100.0%	-19.1%
	3,183	2,947			2,540	2,418						

*** YELLOWSTONE**

	2024 Passengers				2025 Passengers				% 2024 VS 2025			
	ON	OFF	TOTAL	YEAR-TO-DATE	ON	OFF	TOTAL	YEAR-TO-DATE	ON	OFF	TOTAL	YEAR-TO-DATE
JAN												
FEB												
MAR												
APR												
MAY	832	1,068	1,900	1,900	1,210	1,746	2,956	2,956	45.4%	63.5%	55.6%	55.6%
JUN	1,898	2,154	4,052	5,952	2,557	2,750	5,307	8,263	34.7%	27.7%	31.0%	38.8%
JUL	2,339	2,283	4,622	10,574	2,713	2,806	5,519	13,782	16.0%	22.9%	19.4%	30.3%
AUG	2,208	2,295	4,503	15,077	2,576	2,739	5,315	19,097	16.7%	19.3%	18.0%	26.7%
SEP	1,844	1,734	3,578	18,574	2,416	2,282	4,698	23,795	31.0%	31.6%	31.3%	28.1%
OCT	444	356	800	19,374	570	466	1,036	24,831	28.4%	30.9%	29.5%	28.2%
NOV												
DEC												
	9,565	9,890			12,042	12,789						

* The Yellowstone Airport is a seasonal airport. May - October 2025