

Missoula County Airport Authority
Regular Board Meeting

DATE: Tuesday, April 28, 2026
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 March 31, 2026 [Pg 3](#)
- Review and approve the minutes of the Facility and Operations Committee dated April 21, 2026 [Pg 13](#)
- Approval of Claims for Payment – Will Parnell [Pg 17](#)
- Financial Report – Will Parnell [Pg 22](#)
- Director's Report – Brian Ellestad [Pg 37](#)
- Legal Report – Juniper Davis
- Committee Updates
 - Executive Committee: April 28, 2026
 - Business Development and Planning Committee: No Activity
 - Facility and Operations Committee: April 21, 2026
 - Finance Committee: No Activity

Unfinished Business

- Adoption of Updates to Airport Primary Guidance Documents – Tim Damrow [Pg 39](#)
- Air Traffic Control Tower TMCS Server Equipment Upgrade (no action needed) – Tim Damrow [Pg 40](#)

New Business/Action Items

- Minuteman Aviation Maintenance Hangar Development Review (two action items) – Brian Ellestad [Pg 44](#)
- Runway 12-30 Rehabilitation Project Change Orders – Brian Ellestad [Pg 59](#)
- VEOCI Contract Renewal – Tim Damrow [Pg 75](#)
- Agreement with Missoula County for Terminal Concourse Play Structure (no action needed) – Tim Damrow [Pg 78](#)

Information/Discussion Item(s)

- Next Board Meeting May 26, 2026, 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

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Or call in (audio only)

[+1 332-249-0710](tel:+13322490710), [857565796#](tel:+13322490710857565796) United States, New York City

Phone Conference ID: 857 565 796#

MISSOULA COUNTY AIRPORT AUTHORITY
Regular Board Meeting
March 31, 2026
1:30 pm, Johnson Bell Conference Room

THOSE PRESENT

BOARD: Vice Chair Adriane Beck
Secretary/Treasurer Shane Stack (via Teams)
Commissioner Matt Doucette (via Teams)
Commissioner Jack Meyer
Alternate Commissioner Richard Huffman
Alternate Commissioner Chay Hughes

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
Field Maintenance Supervisor Jake Sol
HR Manager Nikki Munro
Federal Compliance Manager Jesse Johnson
IT Manager Dylan O'Leary
Staff Accountant Brianna Brewer

OTHERS: Gary Matson, Runway 25 Hangars
Shaun Shea, Morrison & Maierle
Sarah Michaelson, Morrison & Maierle
Cole Jensen, Martel Construction (via Teams)

Vice Chair Adriane Beck 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

Vice Chair Adriane Beck noted that one Alternate Commissioner needed to be seated.

Motion: Commissioner Jack Meyer moved to seat Alternate Commissioners Richard Huffman and Chay Hughes as regular Commissioner for the duration of the meeting.

Second: Commissioner Shane Stack

Vote: Motion passed unanimously

Vice Chair Adriane Beck asked if there were any changes to the agenda and noted that there are three grant approvals associated with the AIP Grant Approval Action Item. There were none.

Motion: Commissioner Jack Meyer moved to approve the agenda.

Second: Commissioner Matt Doucette

Vote: Motion passed unanimously

PUBLIC COMMENT PERIOD

Vice Chair Adriane Beck asked if there was any public comment on items not on the Board's agenda. There was no public comment.

MINUTES

Vice Chair Adriane Beck asked if anyone had questions, edits, or public comments regarding the minutes for the Regular Board Meeting dated February 24, 2026. There were none.

Motion: Commissioner Jack Meyer moved to approve the minutes of the Regular Board Meeting dated February 24, 2026.

Second: Alternate Commissioner Richard Huffman

Vote: Motion Passed Unanimously

CLAIMS FOR PAYMENT

Director of Finance and Administration Will Parnell presented the Claims for Payment for February 2026. Starting with project expenses, the airport incurred approximately \$658,000 in project expenses. Of that amount, approximately \$613,000, or 93% of total project expenses, was or will be submitted to the FAA for reimbursement. The remaining project expenses will be paid with reserves and debt. Will also provided a summary of the general checking account notable non-recurring or significant payables during the period.

Vice Chair Adriane Beck asked if there were any Board questions or public comments regarding the Claims for Payment. There were no questions or comments.

Motion: Commissioner Jack Meyer moved to approve the Claims for Payment

Second: Commissioner Matt Doucette

Vote: Motion Passed Unanimously

FINANCIAL REPORT

Director of Finance and Administration Will Parnell presented the February 2026 financial report narrative, which included a breakdown of accounts receivable on the balance sheet with aging percentages, budget information, long-term debt activity, and a construction and progress roll-forward for the East Concourse project.

He also provided a procurement update noting that airport-owned equipment at the air traffic control tower is approaching the end of its useful life, and that a local Federal Aviation Administration technician recently advised staff that a server replacement is needed. The replacement and installation cost may exceed \$10,000 and was not budgeted for fiscal year 2026; therefore, staff are considering an emergency procurement. If utilized, the procurement will be reported to the Board at a future meeting. The airport continues to monitor tower equipment inventories, budget accordingly, and pursue tower-specific federal funding opportunities to support modernization efforts.

Vice Chair Adriane Beck asked if there were any Board questions or public comments regarding the Financial Report. There were none.

Motion: Commissioner Jack Meyer moved to approve the Financial Report

Second: Alternate Commissioner Chay Hughes

Vote: Motion Passed Unanimously

DIRECTOR'S REPORT

Airport Director Brian Ellestad reported that February activity was up approximately 8% year over year, with continued strong performance anticipated for March and April. He noted some uncertainty for the remainder of the summer related to national factors such as potential TSA shutdown impacts, geopolitical tensions, fuel prices, and

airlines' discussions of targeted schedule reductions; however, no service reductions have been proposed for Missoula at this time.

Brian also shared an update on TSA, noting strong community support and outreach efforts that resulted in approximately \$10,000–\$12,000 in donated gift cards and other contributions.

He reported that airport leadership attended a Destination Missoula awards ceremony, where the airport was unexpectedly recognized with the Jay Award, an explanation of which was included in the board packet. Brian acknowledged recent advocacy work tied to the airport's American Airlines grant, including travel to Washington, D.C. and meetings with Montana's congressional delegation.

Brian also noted new Destination Missoula and Glacier Country promotional displays being installed in the terminal near the new restrooms and rental car area. He concluded by noting that upcoming budget development will be a primary focus in the coming months.

LEGAL UPDATE

Legal Counsel Juniper Davis reported that the recent RFP to lease the former Visitor Information Center space adjacent to ticketing received no responses, and staff will now explore alternative options to repurpose the area.

Juniper noted that staff anticipate issuing a Request for Qualifications for planning and engineering services in the near term, as well as a separate solicitation related to potential hangar development on the east side of the airport.

With respect to lease activity, she reiterated that the Kembel Stevens hangar is still expected to pursue a 10-year optional renewal, though it was not scheduled for action at this meeting. She also noted that an addendum to the Lyft agreement is included on this month's agenda, with a similar addendum for Uber anticipated at a future meeting.

Juniper introduced a developing issue involving the U.S. Forest Service related to airport-owned property adjacent to Forest Service land containing former sewage lagoons. She explained that the Forest Service has requested to repurpose the lagoons for wash-water detention associated with fire-retardant cleanup activities. Staff are reviewing the request in light of existing easements, long-term ownership considerations, and potential liability exposure, and are exploring partnership structures that would protect the airport while addressing the Forest Service's operational needs.

Finally, Juniper provided an update on ongoing coordination with Minuteman regarding construction of a new maintenance hangar on the west side of the airport and deconstruction of the existing hangar on the east side. She noted that staff are actively reviewing preliminary plans against airport development guidelines and have been meeting regularly with Minuteman to resolve outstanding questions. Juniper stated that staff's goal is to bring a complete development package to the Board at the next meeting, including any requested variances and accompanying staff recommendations, to support timely decision-making and project certainty.

COMMITTEE UPDATES

Vice Chair Adriane Beck notified the Board that there was an Executive Committee meeting on March 31 to discuss the Board agenda and packet.

UNFINISHED BUSINESS

Notice of Intent to Adopt Updates to Primary Guidance Documents (no action required)

Deputy Director Tim Damrow provided an update on the airport's primary guiding documents, a multi-year effort that has been underway for approximately six to seven years. He noted that a Notice of Intent was previously brought forward last fall, but additional review resulted in further refinement to the documents.

Tim explained that the primary guiding documents are intended to consolidate and clarify the airport's standards related to development, minimum operating requirements, and others. Recent updates to the minimum standards focus on improving consistency across commercial operators, including business requirements and lease size standards, with the goal of aligning airport expectations with those commonly accepted at peer airports.

The revised documents are currently available on the airport's website for public review and comment, and staff anticipate bringing them forward for Board consideration and approval at the next meeting.

Vice Chair Adriane Beck asked if there were any Board questions or public comments. There were no questions or comments.

NEW BUSINESS

Grass Valley Farms Lease Addendum

Director of Maintenance Nate Cole presented a lease addendum for Grass Valley Farms. He explained that Grass Valley Farms has leased approximately 850 acres of airport-owned land for several years. Portions of the property were previously irrigated or planted in alfalfa, but those areas have since reverted and are no longer suitable for crop production. After review with staff and the lessee, the land was reclassified as grazing rather than cropland, and the lease rate was adjusted accordingly. The proposed revised lease rate would generate approximately \$19,000 annually.

Vice Chair Adriane Beck asked if there were any additional Board questions or public comments regarding the lease addendum. There were no questions or comments.

Motion: Commissioner Jack Meyer moved to approve the addendum to the agricultural lease with Grass Valley Farms LLC, for \$23.25 per acre and authorize Airport Director to execute the lease.

Second: Alternative Commissioner Chay Hughes

Vote: Motion Passed Unanimously

Lease Agreement with TJ Gardner Company

Director of Maintenance Nate Cole presented a proposed lease agreement with TJ Gardner Company. He explained that TJ Gardner recently acquired Pavlic Electric and is seeking to continue use of a portion of airport property that Pavlic Electric has historically leased while working on airport projects. The area is a fenced and secure site used for staging equipment and supplies, located near Whippoorwill Drive, and encompasses approximately 27,000 square feet. The proposed lease rate is \$700 per month.

Vice Chair Adriane Beck asked if there were any additional Board questions or public comments regarding the agreement. There were no questions or comments.

Motion: Alternate Commissioner Richard Huffman moved to award the property lease of approximately 27,000 square feet to TJ Gardner Company for \$700 per month and authorize Airport Director to execute the lease.

Second: Commissioner Matt Doucette

Vote: Motion Passed Unanimously

Natural Gas Supply Contract

Director of Maintenance Nate Cole presented a proposed one-year natural gas supply contract with Jefferson Energy Trading LLC. He explained that the airport's previous natural gas provider was acquired by Jefferson Energy, which has supplied service for the past several months. Staff solicited an additional quote from another supplier, but pricing was equivalent, with no discernible advantage to switching providers.

Nate noted that gas usage data is limited due to the recent start-up of the new building and an atypical winter season, making it impractical to lock in volumes or pricing at this time. Staff therefore recommend continuing service with Jefferson Energy Trading for the next year, and reevaluating supply options once more complete usage data is available.

Vice Chair Adriane Beck asked if there were any additional Board questions or public comments regarding the contract. There were no questions or comments.

Motion: Commissioner Jack Meyer moved to approve a contract with Jefferson Energy Trading L.L.C. for natural gas supply for the term of April 1, 2026, to March 31, 2027.

Second: Commissioner Matt Doucette

Vote: Motion Passed Unanimously

Lyft Rideshare Agreement Addendum

Director of Finance and Administration Will Parnell presented a proposed addendum to the existing Transportation Network Company (TNC) Agreement with Lyft. He explained that the amendment would increase the per-trip pickup and drop-off fee from \$1.00 to \$2.00. The addendum also formally designates approved pickup and drop-off locations for Lyft drivers on airport property and incorporates the airport's updated ground transportation rules and regulations by reference into the existing agreement.

Vice Chair Adriane Beck asked if there were any additional Board questions or public comments regarding the agreement. There were no questions or comments.

Motion: Commissioner Jack Meyer moved to approve the Amendment to Agreement between the Missoula County Airport Authority and Lyft, Inc.

Second: Commissioner Matt Doucette

Vote: Motion Passed Unanimously

Authorization to Accept DEQ Grant for Electric Vehicle

Business Development Manager Dan Neuman reported on a proposed authorization to accept a Montana Department of Environmental Quality (DEQ) grant for an electric vehicle replacement. The airport has been notified of a \$61,485.31 award through DEQ's Clean Trucks, Buses, and Airport Equipment Program funded by Volkswagen settlement proceeds, which requires a 15% local match. The grant will support replacement of an older bus with a new electric vehicle for property tours, training, emergency drills, and operational travel, and includes funding for related infrastructure. Staff are seeking pre-authorization to accept the grant in order to proceed with vehicle procurement once DEQ finalizes funding.

Vice Chair Adriane Beck asked if there were any additional Board questions or public comments regarding the DEQ grant. Staff clarified that the vehicle is a large passenger KIA and that no CDL license is needed.

Motion: Alternate Commissioner Richard Huffman moved to pre-authorize the Airport Director to accept upcoming DEQ Clean Truck, Bus & Airport Equipment Program grant in the amount of \$61,485.31.

Second: Commissioner Matt Doucette

Vote: Motion Passed Unanimously

Approval for Airport Director to accept FAA Grants AIP-96 and AIP-97

Airport Director Brian Ellestad requested Board authorization for the Airport Director to accept upcoming Federal Aviation Administration (FAA) grants, which will include three separate awards. He explained that the entitlement funding associated with the final year of the current federal authorization is expected to be released soon, and staff are seeking approval in advance so the grants can be executed promptly without the need for a special Board meeting.

Brian noted that one grant relates to the airport's standard Airport Improvement Program (AIP) entitlement, while others are tied to projects including airfield and tower-related improvements. He highlighted the anticipated addition of an automated weather observing system (ASOS) as part of the current application cycle, noting that staff are coordinating with the FAA on siting.

Vice Chair Adriane Beck asked if there were any additional Board questions or public comments regarding the grant approvals. There were no questions or comments.

Motion: Commissioner Jack Meyer moved to pre-authorize the Airport Director to accept upcoming federal grants as detailed in the Agenda Action Sheet and as presented.

Second: Alternate Commissioner Richard Huffman

Vote: Motion Passed Unanimously

Commitment with Quotient Group for 2028 MSO Roundtable

Airport Director Brian Ellestad requested Board authorization to enter into a future commitment with Quotient Group to host the 2028 MSO Air Service Roundtable. The conference is scheduled for May 2028, within fiscal year 2027, and staff are seeking pre-authorization ahead of the FY27 budget to secure availability. Brian stated that the airport anticipates budgeting approximately \$20,000 for the conference fee and an additional \$20,000 for associated events.

Vice Chair Adriane Beck asked if there were any additional Board questions or public comments regarding the agreement. Brian clarified that previous roundtables have produced measurable air service gains and represent a strong return on investment by bringing airline planners directly to Missoula. The event, hosted by the airport's air service consultant and Quotient Group, typically draws 30–40 airports and approximately eight airlines.

Motion: Commissioner Jack Meyer moved to approve the commitment with Quotient Group for the 2028 MSO Roundtable as presented.

Second: Commissioner Matt Doucette

Vote: Motion Passed Unanimously

Vice Chair Adriane Beck noted that the next Board meeting will be held on April 28, 2026, at 1:30 p.m.

Meeting Adjourned.

DRAFT

MISSOULA COUNTY AIRPORT AUTHORITY
Facility and Operations Committee Meeting
April 21, 2026
2:00 pm, Lolo Peak Meeting Room

THOSE PRESENT

BOARD: Committee Chair Deb Poteet
Committee Member Adriane Beck
Committee Member Richard Huffman
Committee Member Chay Hughes
Non-Committee Board Member Pat Boyle

STAFF: Director Brian Ellestad
Deputy Director Tim Damrow
Director of Finance and Administration Will Parnell
Legal Counsel Juniper Davis

OTHERS: Gary Matson, Runway 25 Hangars
Mike Mamuzich, Minuteman Aviation
Jillian Mamuzich, Minuteman Aviation
Aleta Coulston, Minuteman Aviation
Jeffrey Handran, Meridian Construction
Carly Hergett, Meridian Construction

Committee 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.

Minuteman Aviation Update and Discussion

Airport Director Brian Ellestad opened the discussion with background information. Brian explained that Minuteman Aviation has submitted development plans to the airport with the goal of constructing a new Maintenance hangar on the west side of the airport terminal. Brian also reminded the Board that Minuteman Aviation has an obligation to remove the hangars on the east side of the terminal by 2027 when the lease for the east side hangars expires.

Staff completed an expedited review of Minuteman Aviation's development plans for the new Maintenance hangar, which included a number of requests from Minuteman

Aviation for variances and other accommodations. Brian explained that staff prepared recommendations on Minuteman Aviation's development proposal that were attached to the packet of information sent to the Committee on April 17, 2026. The goal of the Committee meeting is to review Minuteman Aviation's development plans, review staff recommendations, provide Minuteman Aviation with additional opportunity for comment, and make a recommendation for the full Board to consider at their meeting on April 28, 2026.

Deputy Director Tim Damrow began by summarizing Minuteman Aviation's first 12 requests for variances, as referenced in the Committee packet. Tim informed the Committee that staff were amenable to the first 12 variance requests with one caveat: while airport staff agree in concept to a new parking area off of Aviation Way, staff want more time to determine the final size, shape, location and layout of the parking area. Mike Mamuzich from Minuteman Aviation agreed to that condition and will work with airport staff to determine the optimal layout.

Director of Finance and Administration Will Parnell continued the discussion of Minuteman Aviation's variance requests by addressing the topics of bonding and insurance. Will explained that staff do not recommend granting a variance to the requirement to provide a Performance and Payment Bond. Will added that staff do recommend granting a variance for the Tenant Bond and Claims Made Insurance. Will also added that staff request additional information from Minuteman Aviation including: clarification on actual bonding costs, co-obligee pricing, financing requirements, the financing structure of the project, whether the lender requires bonding, and whether an alternate financial security may be proposed.

Discussion on the topic of Performance and Payment Bonds included:

- Minuteman Aviation informed the Committee that their project is traditionally debt-financed, Stockman Bank is their lender, Stockman Bank has provided a letter of good standing, and Stockman Bank does not require bonding as a condition of project financing.
- Meridian Construction asked whether phased bonding would be acceptable and the discussion concluded that while it may be considered if formally proposed, it is not an optimal approach.
- Pros/cons of bonding for new maintenance hangar and the old maintenance hangar removal.
- Minuteman Aviation informed the Committee that they are willing to accept the risks associated with proceeding without Performance or Payment bonds on construction of the new maintenance hangar.

Legal Counsel Juniper Davis went over the airport's lease history with Minuteman Aviation, which dates back to the 1980's. Juniper explained that the airport currently has three leases with Minuteman Aviation, one of which is the main "FBO Lease" for which Minuteman Aviation has asked for a 12-year extension, which reflects a termination date of 2058, or a total lease term of 42 years. Juniper also explained that much of the lease area has been under lease dating back to the 1980's. Juniper then explained the staff recommendation to put the new maintenance hangar on a new, 30-year lease which would allow Minuteman Aviation to amortize its investment, while leaving the rest of the FBO Lease area with its existing termination date in 2046 which would provide the airport with more flexibility for future airport planning.

Juniper then discussed the staff recommendations for removal of the hangars on the east side of the terminal. Staff recommend that Minuteman Aviation provide a financial guarantee that assures the airport that Minuteman has sufficient financial capacity to complete the project. Also, staff recommend making the granting of a new or extended lease for the new maintenance hangar contingent on successful removal of the old maintenance hangar and to memorialize that in a Development Agreement. Committee member discussion reinforced the need to create assurances that the removal project is done in a timely manner and that there is funding for the project. Committee members also discussed the lease term length for the FBO lease and the new maintenance hangar.

Staff read aloud the comments provided by absent Committee Member Jack Meyer:

1. I am very pleased that Minuteman Aviation has gotten to this point, I was very concerned we would never get here, it's been a very long process as has been outlined.
2. I believe the recommendations from the staff are right on and I greatly appreciate their efforts.
3. I share the staff's concern on the project bonding, but my bigger concern is getting a full understanding of the financing of the project . This has always seemed to be the biggest question for Minuteman as they have delayed moving forward over the years, and with overruns already mentioned I believe we need to be sure the project is properly financed.

Discussion of all matters continued, resulting in two separate Committee motions:

1. Committee Member Adriane Beck moved to recommend to the Missoula County Airport Authority's Board of Commissioners the approval of Minuteman Aviation's proposal to construct a new Maintenance hangar on the west side of

the airport terminal, subject to the conditions contained in the April 17, 2026, Memorandum, but not including the staff recommendation on Contactors Bond, Lease Area/Lease Terms and Existing Maintenance Hangar.

Second: Chay Hughes

Vote: Motion Passed Unanimously

2. Committee Member Richard Huffman move that in lieu of all bonding, require an irrevocable letter of credit and grant an additional 12 years to the main FBO Lease, contingent on removal of the old maintenance hangar.

Second: Chay Hughes

Vote: Motion Passed Unanimously

Meeting Adjourned.

Missoula County Airport Authority
Check Register by Account Name
3/1/2026 - 3/31/2026

Account Name	Total
Accounting Expense	\$ 6,945.00
AIP 89 East Concourse	207,259.55
AIP 93 East Concourse	11,054.98
AIP 96 East Concourse	1,133,916.89
Airfield Maintenance	19,130.94
Airport Tenant Appreciation	366.25
Annual IT Support Subscriptions	9,694.00
BHS Parts and MX	8,376.46
Building General R&M	556.71
Communication R&M	485.00
Computer Equipment Expense	1,959.55
Construction in Progress	59,000.51
Consultants Expense	11,072.65
Contracted Maintenance	3,296.85
Custodial Services	90,930.00
Custodial Supplies	16,995.40
Display Expenses	1,834.00
Disposal Expense	6,047.32
Disposal-Industrial	333.18
EAP Fees	809.25
Electric Maintenance	263.30
Electricity/Gas Expense	69,643.97
Employee Screening	5,760.00
Employee Training Expense	3,417.00
GASB 96 Long-term Subscription	4,447.34
Insurance Expense	798.00
Jet Bridge R&M	12,174.33
Landside Maintenance	84.65
Legal Services	396.57
Marketing	11,881.25
Marketing ? 2024 SCASD	10,000.00
Mechanical/Supplies	553.48
Memberships	1,025.00
Office Supplies	463.80
On-demand IT Support	3,092.50
Parking ? R&M	906.00
Payroll Liabilities	118.50
Petroleum Products Expense	18,338.24
Phone Charges	4,798.69
Plumbing Expense	1,671.42
Pre-Paid Expenses	7,704.00

Missoula County Airport Authority
Check Register by Account Name
3/1/2026 - 3/31/2026

Project Checking Acct	-
Recurring IT Support Subscripti	5,428.20
Rent Car R&M	5,910.74
Rental Car Fuel	30,249.12
Safety Supplies/Equipment	3,159.66
Sewer Expense	2,598.55
Staff Engagement	405.00
Tools/Equipment	449.82
TPA ? EE benefits and Payroll	6,362.41
Travel Expense	3,079.05
TW-ALPHA Entitlement	88,000.00
TW-HOTEL Entitlement	91,000.00
Uniform Expense	743.78
USFS Hangar R&M	152.00
Vehicle R&M	2,509.89
Water Expense	4,950.56
Grand Total	\$ 1,992,601.31

Missoula County Airport Authority
Check Register by Vendor Name
3/1/2026 - 3/31/2026

Vendor Name	Total
AAAAE	\$ 325.00
AILEVON PACIFIC AVIATION CONSULTING, LLC	3,250.00
Amadeus	4,447.34
APPLIED INDUSTRIAL TECH	879.07
ASSOCIATED EMPLOYER	1,010.00
AVIATION SPECTRUM RESOURCES	485.00
BAKERTILLY	6,945.00
BATTERIES PLUS	435.00
BIG BEAR SIGN CO	3,706.00
BIG SKY FILM INST.	10,000.00
Black Knight Security and Investigations	5,760.00
BLACKFOOT COMMUNICATIONS	1,811.98
BLUE RIBBON INC.	1,749.00
BROWN'S SEPTIC	912.50
CENTURYLINK	1,166.55
CHEMSEARCHFE	701.81
CHS MOUNTAIN WEST CO-OP	48,551.73
CINCINNATI INSURANCE COMPANIES c	798.00
City of Missoula	7,549.11
COLE, NATE	261.00
CORE & MAIN	305.87
Corporate Traditions, INC.	405.00
CULLIGAN	173.75
CURTIS	1,341.30
DAMROW, TIM	572.34
DESTINATION MISSOULA	700.00
DOLENCE, JOHN	525.00
DSG (DAKOTA SUPPLY GROUP)	277.97
EAN SERVICES, LLC	362.71
ENERGISYSTEMS	280.00
FABER, COE & GREGG INC.	366.25
Fagan, Lynn	118.50
FIRST CALL	8,128.70
GRAINGER	465.90
GRANITE TECHNOLOGY SOLUTIONS	926.11
GreatAmerica Financial Services	392.00
GRIZZLY DISPOSAL	5,760.96
Haslett, Michael	525.00
HILLYARD INC	16,995.40
HOTSY	10.08
HydroSolutions Inc.	396.57
IRONHORSE	210.00
KLS HYDRAULICS	52.45
KNIFE RIVER	14,577.00
KOLBERG, VANESSA	162.00
KONE	141.37
LEXIPOL	515.00
MAMA	700.00
MARTEL	1,303,746.57 ~
MISC TAX DIVISION	13,169.16 ~
MISSOULA ELECTRIC CO-OP	2,195.16
MISSOULA FIRE EQUIP, INC	299.95

Missoula County Airport Authority

Check Register by Vendor Name

3/1/2026 - 3/31/2026

MISSOULA MOTOR COMPANY	4.19	
MISSOULA OFFICE CITY	45.99	
MISSOULA TEXTILE, INC	834.18	
MONTANA ACE HARDWARE	35.66	
MONTANA DEQ	1,500.00	
MONTANA NEUROCARE PLLC	1,200.00	
Montana Pest Solutions	980.00	
MORRISON MAIERLE	224,188.34	~
MOUNTAIN SUPPLY	693.55	
MURDOCHS	1,145.24	
N/S CORPORATION	1,848.16	
NAPA	1,545.48	
NATIONAL AUTO FLEET	56,389.26	
Nelson, Andrew	32.86	
NORTHWEST PART	359.85	
NORTHWESTERN ENERGY	56,002.00	
Northwestern Services, LLC	11,446.81	
NWAAAE	6,750.00	
OFFICE SOLUTIONS & SERVICES	244.06	
Oshkosh AeroTech, LLC	11,155.00	
POMP'S TIRE-MISSOULA	124.83	
POYNTER, CONNOR	205.00	
QUOTIENT GROUP	1,181.25	
REPUBLIC SERVICES	286.36	
RISE VISION INC	11,528.00	
RISING FAST v	86,630.00	
ROBSON HANDLING TECHNOLOGY	8,272.48	
S. CONLEY SUPPORT, LLC	450.28	
SAFETY-KLEEN	333.18	
SAPPHIRE RESOURCE CONNECTIONS	809.25	
SAYLOR, ANNA	205.00	
Sirenet	862.25	
SOL, JAKE	261.00	
Stop Stick, Ltd.	2,795.00	*New Vendor - Safety Supplies/Equipment
TELEMEDIA LLC	9,596.00	*New Vendor - Building Mx training platform
THERMAL SUPPLY	103.20	
THOMAS PLUMBING	248.00	
UKG	8,321.96	
VERIZON	894.05	
WAYNE DALTON	2,860.00	
WESTERN STATES EQUIP	391.43	
Z WATER SOLUTIONS LLC	4,300.00	

Grand Total	\$ 1,992,601.31
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~ Project Expenses

New Vendors

*Aviation Spectrum Resources

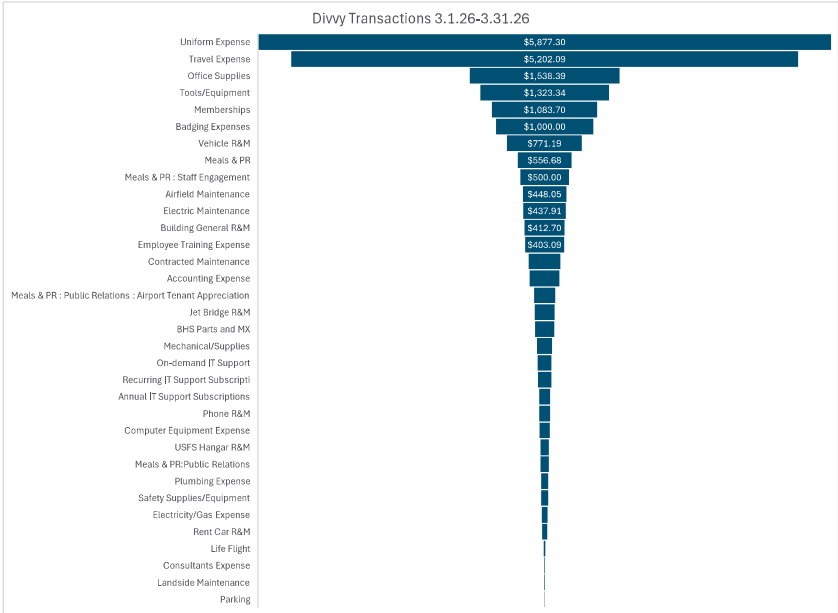
*Stop Stick, Ltd.

*Telemedia LLC

Category name	Total	Percent of spend
Uniform Expense	\$5,877.30	7.23%
Travel Expense	\$5,202.09	6.40%
Office Supplies	\$1,538.39	1.89%
Tools/Equipment	\$1,323.34	1.63%
Memberships	\$1,083.70	1.33%
Badging Expenses	\$1,000.00	1.23%
Vehicle R&M	\$771.19	0.95%
Meals & PR	\$556.68	0.69%
Meals & PR : Staff Engagement	\$500.00	0.62%
Airfield Maintenance	\$448.05	0.55%
Electric Maintenance	\$437.91	0.54%
Building General R&M	\$412.70	0.51%
Employee Training Expense	\$403.09	0.50%
Contracted Maintenance	\$329.89	0.41%
Accounting Expense	\$307.50	0.38%
Meals & PR : Public Relations : Airport Tenant Appreciation	\$220.73	0.27%
Jet Bridge R&M	\$203.57	0.25%
BHS Parts and MX	\$200.51	0.25%
Mechanical/Supplies	\$157.00	0.19%
On-demand IT Support	\$145.79	0.18%
Recurring IT Support Subscripti	\$140.58	0.17%
Annual IT Support Subscriptions	\$115.90	0.14%
Phone R&M	\$115.58	0.14%
Computer Equipment Expense	\$106.98	0.13%
USFS Hangar R&M	\$90.45	0.11%
Meals & PR:Public Relations	\$90.00	0.11%
Plumbing Expense	\$72.61	0.09%
Safety Supplies/Equipment	\$71.97	0.09%
Electricity/Gas Expense	\$64.71	0.08%
Rent Car R&M	\$53.90	0.07%
Life Flight	\$18.75	0.02%
Consultants Expense	\$8.40	0.01%
Landside Maintenance	\$7.00	0.01%
Parking	\$2.00	0.00%

***Employee Training Expense Breakdown**

- EMT Renewal
- NREMT license recertification
- AAAE study modules
- Heart Saver



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 March 31, accounts receivable consisted of the following:

	Amount	A/R Aging				
		Current	1 - 30	31 - 60	61 - 90	>91
Trade, Advertising, and Ground Handling	\$ 1,635,308	60%	14%	6%	1%	19%
Grants	3,310,800	15%	35%	17%	5%	28%
Advance Contract Refund	48,421					N/A
	<u>\$ 4,994,529</u>					

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

	Balance July 1, 2025	Additions	Balance March 31, 2026
Construction in progress, east concourse:			
Phase 2	50,527,612	2,673,541	53,201,153
Phase 3	<u>5,734,921</u>	<u>3,371,659</u>	<u>9,106,579</u>
Total construction in progress east concourse	<u>56,262,533</u>	<u>6,045,199</u>	<u>62,307,732</u>
			<u>(29,999,780)</u>
			<u>\$ 32,307,952</u>

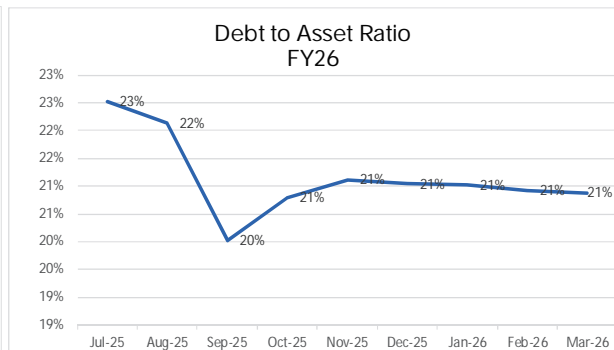
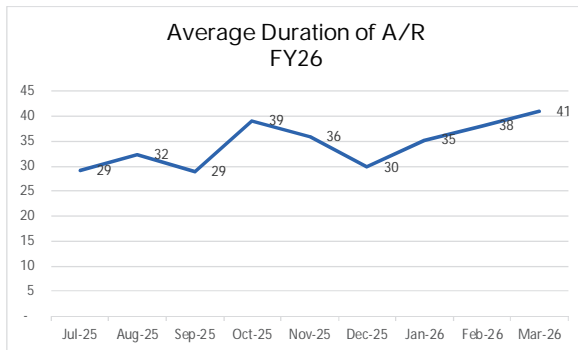
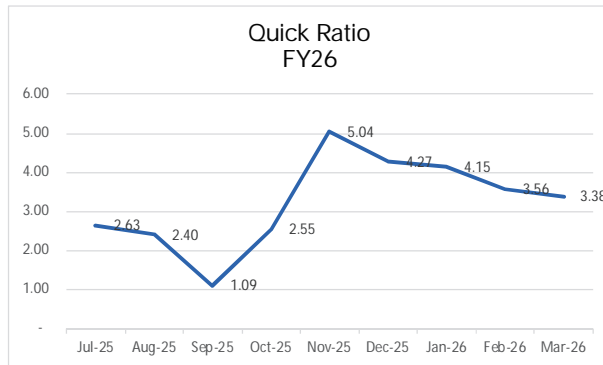
Cash Flow

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

No activity reported during the month of March 2026.

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.

Balance Sheet Previous Year Comparison

Missoula County Airport Authority
As of Mar 31, 2026

	TOTAL	
	As of Mar 31, 2026	As of Mar 31, 2025 (PY)
Assets		
Current Assets		
Bank Accounts		
10100 Petty Cash	300.00	300.00
10500 General Checking Acct	1,041,724.74	4,344,524.53
10511 Project Checking Acct	665,734.26	5,000.00
10550 USFS Account	10,002.24	160,467.82
10560 Debt Service Account	332.14	331.90
10580 CFC Account	10,003.84	321,975.10
10590 STIP Terminal Reserve	27,181.04	26,054.49
10600 STIP	986,999.95	946,092.16
10604 Money Market Accounts	\$8,336,118.70	\$15,816,733.26
10700 Payroll Checking	392,420.84	256,134.36
10710 Flex - FIB	7,860.97	12,669.96
1071 Bill.com Money In Clearing	1,755.62	1,270.59
1072 Bill.com Money Out Clearing	-8,803.31	-5,175.30
10750 PFC Cash at US BANK	2,783,311.51	1,949,618.06
Total for Bank Accounts	\$14,254,942.54	\$23,835,996.93
Accounts Receivable		
10800 Accounts Receivable	4,994,529.00	2,908,721.63
Total for Accounts Receivable	\$4,994,529.00	\$2,908,721.63
Other Current Assets		
10900 AvSec Fingerprinting Account	1,767.25	1,497.75
11300 Projects Rec'ble	12,742.92	0.00
11500 Pre-Paid Expenses	107,131.80	94,440.91
11600 Prepaid Insurance	99,568.84	70,780.68
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 for Other Current Assets	\$538,157.73	\$1,866,464.97
Total for Current Assets	\$19,787,629.27	\$28,611,183.53

Balance Sheet Previous Year Comparison

Missoula County Airport Authority

As of Mar 31, 2026

	TOTAL	
	As of Mar 31, 2026	As of Mar 31, 2025 (PY)
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	6,661,600.73
13450 Buildings - Other	11,664,162.96	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	4,461,240.84	4,315,792.73
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	-117,629,280.90	-109,047,878.21
19400 Construction in Progress	\$85,705,312.16	\$56,573,519.33
Total for Fixed Assets	\$194,810,907.11	\$169,645,695.16
Other Assets		
11830 LT Lease Recble GASB 87	1,001,493.05	737,143.17
19610 Deferred Pension Outflows	\$779,116.27	\$978,352.15
19800 LT Loan - Faber	85,453.35	311,056.59
19901 GASB 96 Subscription Asset(s)	\$299,661.15	\$367,183.34
Total for Other Assets	\$2,165,723.82	\$2,393,735.25
Total for Assets	\$216,764,260.20	\$200,650,613.94
Liabilities and Equity		
Liabilities		
Current Liabilities		
Accounts Payable		
20500 Accounts Payable	2,760,483.04	685,267.24
20505 Accounts Payable- Projects	0.00	5,045,251.56

Balance Sheet Previous Year Comparison

Missoula County Airport Authority
As of Mar 31, 2026

	TOTAL	
	As of Mar 31, 2026	As of Mar 31, 2025 (PY)
Total for Accounts Payable	\$2,760,483.04	\$5,730,518.80
Credit Cards	\$1,803.80	\$30,152.49
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 - Parent Account	\$176.42	\$341.30
21130 Misc Deductions Payable	-\$184.32	-\$184.32
21300 Valic Payable	-103.17	-100.00
21400 Workers' Comp Payable	3,449.64	0.00
21500 PERS Payable	-7.19	0.00
21600 Accrued Vacation/Sick Payable	780,362.72	709,202.72
21930 FSB Notes Interest Payable	427,220.14	339,395.58
22140 Advertising Deferred Revenue	15,800.03	7,500.00
24000 Payroll Liabilities	\$63,862.02	-\$7,333.79
Total for Other Current Liabilities	\$1,938,597.45	\$1,674,320.27
Total for Current Liabilities	\$4,700,884.29	\$7,434,991.56
Long-term Liabilities		
20502 2022 Note	29,999,779.74	29,999,779.74
25030 2019 Note A	13,316,800.00	13,316,800.00
25035 2019 Note B	1,946,848.89	2,507,928.20
25600 Current Portion L/T Debt 2019B	-565,472.93	-548,541.91
25805 A/P Retainage Long-Term	54,519.15	1,754,220.03
25809 GASB 96 Long-term Subscription	62,989.46	109,336.45
26010 Pension Liability sum	\$4,174,981.00	\$4,406,660.00
26110 Deferred Pension Inflows	\$279,184.00	\$199,506.00
26300 Dererred Lease Inflow GASB 87	1,137,376.30	2,125,301.62
Total for Long-term Liabilities	\$50,407,005.61	\$53,870,990.13
Total for Liabilities	\$55,107,889.90	\$61,305,981.69
Equity	\$161,656,370.30	\$139,344,632.25
Total for Liabilities and Equity	\$216,764,260.20	\$200,650,613.94

Profit & Loss YTD Comparison

Missoula County Airport Authority
March 2026

	TOTAL	
	Mar 2026	Mar 2025 (PY)
Income		
30100 Signatory Landing Fees	45,872.22	50,931.44
30200 Non Sig Landing Fees	6,684.29	12,858.34
30210 Cargo Landing Fees	4,206.07	5,543.49
30300 Non-Based Landing Fees	6,354.32	10,854.00
30400 Signatory Rent	62,803.14	41,875.63
30420 Non-Sig Use Fees	10,189.30	17,996.00
30430 Signatory Use Fee	51,670.50	60,224.90
30500 Equipment/Space/Services	150.00	400.00
30507 Advertising Income	43,536.33	28,218.00
30509 Ground Handling	94,179.20	53,670.85
30600 FBO Rentals	24,981.80	22,291.17
30800 Fuel Flowage Fees	5,025.46	5,042.09
30900 Fuel Farm Leases	\$464.19	\$379.67
30901 Self Fueling	361.94	
Total for 30900 Fuel Farm Leases	\$826.13	\$379.67
31000 Coffee Concession	912.40	782.79
31100 Restaurant	19,345.12	16,526.88
31110 Liquor Concessions	11,648.88	11,598.27
31300 Rental Car %	91,556.93	78,363.46
31400 Rent Car Rent	45,377.27	15,179.80
31600 Rent Car Fuel	24,060.04	19,659.64
31900 USFS Hangar Rent	28,333.33	20,826.51
32100 Gift Shop Faber	24,208.21	19,563.26
32300 Terminal Rent		
32301 Airport Suite	833.33	
32302 Transportation Security	14,067.79	
Total for 32300 Terminal Rent	\$14,901.12	
32400 Parking Lot	506,665.00	450,728.00
32700 Airport-Owned Commercial Bldg	13,500.00	
32800 Ag Land Leases	2,247.50	2,996.67
32900 Non-Aeronautical Ground Rent	11,390.16	28,004.69
32910 Aeronautical Ground Rent	8,635.90	8,465.47
33000 Vending	2,613.93	2,134.64
34000 Utilities Reimbursement	6,359.50	2,651.45

Profit & Loss YTD Comparison

Missoula County Airport Authority
March 2026

	TOTAL	
	Mar 2026	Mar 2025 (PY)
34200 Miscellaneous Income	\$2,708.21	\$1,860.50
34300 Ground Transport	8,862.05	5,211.13
81403 TSA Checkpoint OTA	1,231.66	1,231.66
85100 Badging Fees Collected	195.00	3,811.00
33800 Off Airport Rent Cars		849.92
42700 Drain Pumping Fee		260.00
85000 Petro Fund Reimbursement		345.00
Total for Income	\$1,181,230.97	\$1,001,336.32
Gross Profit	\$1,181,230.97	\$1,001,336.32
Expenses		
32401 Parking Management Fee	7,666.67	8,583.33
32402 Parking Hourly Wages	30,253.50	28,821.00
32403 Parking Credit Card Processing	14,895.30	13,040.01
32404 Parking Adjustments	-375.00	-375.00
40100 Wages	365,046.23	362,159.44
40330 Overtime Wages	12,070.56	1,874.31
40600 Fringe Benefits Expense	\$135,520.78	\$127,962.55
40800 Legal Services	1,376.00	9,637.56
41200 Insurance Expense	33,987.61	23,593.55
41300 Accounting Expense	1,385.26	60.00
41400 Phone Charges	4,008.84	3,434.48
41600 Phone R&M	115.58	
42000 Office Supplies	\$1,674.37	\$4,272.56
42100 Computer Equipment Expense	24.99	946.05
42200 Electricity/Gas Expense	54,660.24	57,606.86
42400 Water Expense	5,608.28	5,071.15
42500 Sewer Expense	2,598.55	2,810.98
42600 Disposal Expense	2,900.48	2,970.56
42800 Disposal-Industrial	333.18	1,358.35
43000 Petroleum Products Expense	13,895.47	2,360.92
43400 Vehicle R&M	6,676.84	5,431.33
43800 Tools/Equipment	2,195.01	3,990.14
44100 Custodial Services	45,950.00	46,845.00
44200 Contracted Maintenance	1,654.65	30,366.96
44302 Jet Bridge R&M	1,117.30	11.92

Profit & Loss YTD Comparison

Missoula County Airport Authority
March 2026

	TOTAL	
	Mar 2026	Mar 2025 (PY)
44400 Electric Maintenance	929.75	
44600 Plumbing Expense	673.46	3,320.28
44800 Mechanical/Supplies	2,134.02	576.66
45000 Building General R&M	-56.86	27,120.55
45104 Rent Car R&M	2,703.62	8,136.17
45106 USFS Hangar R&M	90.45	6,629.76
45107 BHS Parts and MX	7,993.92	7.49
45203 Airfield Maintenance	5,038.45	7,929.92
45400 Landside Maintenance	7.00	2,784.91
45600 Airfield Lighting R&M	1,772.14	333.60
45800 Snow & Ice Removal	6,447.36	14,095.98
46000 Custodial Supplies	5,561.71	5,742.56
46400 Uniform Expense	5,523.47	1,295.39
46600 Employee Training Expense	1,530.00	10,845.87
46800 Travel Expense	7,897.59	13,615.21
47000 Memberships	1,867.35	4,313.14
47200 Safety Supplies/Equipment	1,819.36	3,402.57
47400 Meals & PR	\$545.68	\$1,691.83
47401 Public Relations	\$90.00	
47411 Airport Tenant Appreciation	1,506.73	
Total for 47401 Public Relations	\$1,596.73	
47402 Staff Engagement	650.00	
Total for 47400 Meals & PR	\$2,792.41	\$1,691.83
47501 Marketing	5,083.33	10,836.68
47600 Consultants Expense	11,081.05	4,207.20
47605 Landing Fee Commission Expense	1,270.86	2,170.80
47707 Display Expenses	1,834.00	1,920.00
49204 Employee Screening	5,760.00	4,160.00
49205 Annual IT Support Subscriptions	9,694.00	10,784.20
49206 On-demand IT Support	1,253.29	2,506.67
49207 Recurring IT Support Subscripti	2,767.78	2,704.48
49208 Rental Car Fuel	27,763.57	18,597.27
49300 Parking		\$2.00
49303 Parking ? R&M	906.00	
Total for 49300 Parking	\$906.00	\$2.00

Profit & Loss YTD Comparison

Missoula County Airport Authority
March 2026

	TOTAL	
	Mar 2026	Mar 2025 (PY)
49600 Flight Ice	525.00	
*80611 *BANK Charges	27.00	-16.00
80611 BANK Charges	-72.05	
80625 TPA ? EE benefits and Payroll	5,427.41	770.00
80650 Finance Charges	185.19	298.65
80810 Bad Debt - non based	480.00	599.00
89615 SCASD IN-KIND CONTRIBUTIONS		
89616 IN-KIND USE FEE	3,452.40	
89617 IN-KIND LANDING FEE	3,601.68	
Total for 89615 SCASD IN-KIND CONTRIBUTIONS	\$7,054.08	
41800 Communication R&M		33.32
43600 Equipment Rental		2,736.50
45105 ATCT R&M		40.31
47303 Wildlife Mitigation		575.20
49100 Fingerprint/STA Charges		-525.00
49200 Petro Cleanup (MT Petro Board)		345.00
49203 Badging / Compliance Contracts		575.00
49209 ISS CCURE/accesscontrol/camera		736.32
Total for Expenses	\$881,006.40	\$918,733.50
Net Operating Income	\$300,224.57	\$82,602.82
Other Income		
31500 CFCs	71,582.50	55,180.00
70200 Interest Income-Unrestricted	19,187.90	30,757.64
70300 PFC Interest Income	21.05	
89010 Federal Programs		
89000 Airport Improvement Grants	342,928.07	1,578,031.46
89500 PFC Contributions	185,111.41	173,094.81
Total for 89010 Federal Programs	\$528,039.48	\$1,751,126.27
70400 Project Restricted Interest		40.21
Total for Other Income	\$618,830.93	\$1,837,104.12
Other Expenses		
80140 Note 2019A Interest Expense	43,562.35	43,562.36
80145 Note 2019 B Interest Expense	4,881.49	6,216.11
80150 Note 2022 Interest Expense	95,424.02	91,166.06

Profit & Loss YTD Comparison

Missoula County Airport Authority
March 2026

	TOTAL	
	Mar 2026	Mar 2025 (PY)
80300 Depreciation	690,325.63	682,596.73
Total for Other Expenses	\$834,193.49	\$823,541.26
Net Other Income	-\$215,362.56	\$1,013,562.86
Net Income	\$84,862.01	\$1,096,165.68

FY26 Profit & Loss Budget Performance
July, 2025-March, 2026

	Jul 1 2025 - Mar 31 2026				
	Actual	Budget	Percent of budget	Money remaining	Percent remaining
Income					
30100 Signatory Landing Fees	671,861.20	606,609.99	110.76%	-65,251.21	-10.76%
30200 Non Sig Landing Fees	74,206.36	86,767.83	85.52%	12,561.47	14.48%
30210 Cargo Landing Fees	37,679.05	64,198.85	58.69%	26,519.80	41.31%
30300 Non-Based Landing Fees	272,797.01	160,887.13	169.56%	-111,909.88	-69.56%
30400 Signatory Rent	553,785.05	481,323.15	115.05%	-72,461.90	-15.05%
30420 Non-Sig Use Fees	102,182.10	127,312.28	80.26%	25,130.18	19.74%
30430 Signatory Use Fee	743,110.20	735,643.41	101.02%	-7,466.79	-1.02%
30500 Equipment/Space/Services	1,750.00			-1,750.00	
30507 Advertising Income	219,335.97	173,017.45	126.77%	-46,318.52	-26.77%
30509 Ground Handling	937,214.25	917,497.62	102.15%	-19,716.63	-2.15%
30600 FBO Rentals	221,271.42	206,249.99	107.28%	-15,021.43	-7.28%
30800 Fuel Flowage Fees	77,520.94	79,137.20	97.96%	1,616.26	2.04%
30900 Fuel Farm Leases	7,215.01	3,375.00	213.78%	-3,840.01	-113.78%
31000 Coffee Concession	8,385.14	8,818.04	95.09%	432.90	4.91%
31100 Restaurant	182,270.11	137,746.70	132.32%	-44,523.41	-32.32%
31110 Liquor Concessions	113,411.37	115,965.89	97.80%	2,554.52	2.20%
31300 Rental Car %	1,761,098.59	1,898,610.93	92.76%	137,512.34	7.24%
31400 Rent Car Rent	396,971.43	348,750.00	113.83%	-48,221.43	-13.83%
31600 Rent Car Fuel	331,933.08	315,914.18	105.07%	-16,018.90	-5.07%
31900 USFS Hangar Rent	247,493.15	254,994.55	97.06%	7,501.40	2.94%
32100 Gift Shop Faber	251,053.64	241,580.13	103.92%	-9,473.51	-3.92%
32300 Terminal Rent	133,895.24	0.00		-133,895.24	
32400 Parking Lot	3,860,512.00	3,764,201.51	102.56%	-96,310.49	-2.56%
32700 Airport-Owned Commercial Bldg	91,500.00			-91,500.00	
32800 Ag Land Leases	20,227.50	29,600.01	68.34%	9,372.51	31.66%
32900 Non-Aeronautical Ground Rent	56,069.12	264,313.11	21.21%	208,243.99	78.79%
32910 Aeronautical Ground Rent	113,512.33	95,955.25	118.30%	-17,557.08	-18.30%
33000 Vending	31,276.54	22,650.68	138.08%	-8,625.86	-38.08%
33800 Off Airport Rent Cars	73,833.79	55,548.06	132.92%	-18,285.73	-32.92%
34000 Utilities Reimbursement	55,067.82	17,388.45	316.69%	-37,679.37	-216.69%
34200 Miscellaneous Income	18,358.31	27,189.69	67.52%	8,831.38	32.48%
34300 Ground Transport	143,398.51	120,151.35	119.35%	-23,247.16	-19.35%
81403 TSA Checkpoint OTA	11,084.94	11,250.00	98.53%	165.06	1.47%
85100 Badging Fees Collected	11,177.42	7,624.40	146.60%	-3,553.02	-46.60%
Total for Income	11,832,458.59	11,380,272.83	103.97%	-452,185.76	-3.97%
Cost of Goods Sold					
Gross Profit	11,832,458.59	11,380,272.83	103.97%	-452,185.76	-3.97%

Expenses						
32401 Parking Management Fee	69,000.03				-69,000.03	
32402 Parking Hourly Wages	267,012.99				-267,012.99	
32403 Parking Credit Card Processing	112,098.22				-112,098.22	
32404 Parking Adjustments	-3,375.00				3,375.00	
40100 Wages	3,369,290.75	3,476,887.54	96.91%	107,596.79	3.09%	
40330 Overtime Wages	60,730.52	53,073.51	114.43%	-7,657.01	-14.43%	
40600 Fringe Benefits Expense	1,233,190.06	1,334,956.63	92.38%	101,766.57	7.62%	
40800 Legal Services	14,295.45	18,634.90	76.71%	4,339.45	23.29%	
41200 Insurance Expense	296,733.16	236,284.96	125.58%	-60,448.20	-25.58%	
41300 Accounting Expense	94,677.72	101,061.75	93.68%	6,384.03	6.32%	
41400 Phone Charges	37,619.00	40,427.06	93.05%	2,808.06	6.95%	
41600 Phone R&M	115.58			-115.58		
41800 Communication R&M	3,800.92	19,396.63	19.60%	15,595.71	80.40%	
42000 Office Supplies	18,802.62	29,372.23	64.01%	10,569.61	35.99%	
42100 Computer Equipment Expense	19,993.04	45,156.93	44.27%	25,163.89	55.73%	
42200 Electricity/Gas Expense	452,620.63	596,489.34	75.88%	143,868.71	24.12%	
42400 Water Expense	53,268.28	61,724.68	86.30%	8,456.40	13.70%	
42500 Sewer Expense	31,382.93	39,283.19	79.89%	7,900.26	20.11%	
42600 Disposal Expense	24,607.89	32,360.48	76.04%	7,752.59	23.96%	
42800 Disposal-Industrial	2,537.61	1,782.91	142.33%	-754.70	-42.33%	
43000 Petroleum Products Expense	62,052.88	86,703.82	71.57%	24,650.94	28.43%	
43400 Vehicle R&M	51,552.17	69,003.43	74.71%	17,451.26	25.29%	
43600 Equipment Rental	493.35	2,000.00	24.67%	1,506.65	75.33%	
43800 Tools/Equipment	64,467.56	68,114.26	94.65%	3,646.70	5.35%	
44100 Custodial Services	411,874.00	426,612.73	96.55%	14,738.73	3.45%	
44200 Contracted Maintenance	122,265.71	137,869.22	88.68%	15,603.51	11.32%	
44302 Jet Bridge R&M	22,168.22	2,122.14	1,044.62%	-20,046.08	-944.62%	
44400 Electric Maintenance	3,189.64	10,946.26	29.14%	7,756.62	70.86%	
44600 Plumbing Expense	4,800.80	10,261.42	46.78%	5,460.62	53.22%	
44800 Mechanical/Supplies	8,723.80	9,060.68	96.28%	336.88	3.72%	
45000 Building General R&M	24,820.12	9,389.11	264.35%	-15,431.01	-164.35%	
45104 Rent Car R&M	34,840.89	13,452.83	258.99%	-21,388.06	-158.99%	
45105 ATCT R&M	12,031.12	1,910.30	629.80%	-10,120.82	-529.80%	
45106 USFS Hangar R&M	8,585.78	2,075.03	413.77%	-6,510.75	-313.77%	
45107 BHS Parts and MX	55,650.93	51,811.59	107.41%	-3,839.34	-7.41%	
45108 QTA Spare Parts	32,472.18	32,000.00	101.48%	-472.18	-1.48%	
45203 Airfield Maintenance	24,152.25	16,658.41	144.99%	-7,493.84	-44.99%	
45400 Landside Maintenance	65,367.15	12,295.25	531.65%	-53,071.90	-431.65%	
45600 Airfield Lighting R&M	3,301.85	4,009.46	82.35%	707.61	17.65%	
45703 Fog Abatement	506.92	3,240.00	15.65%	2,733.08	84.35%	
45800 Snow & Ice Removal	119,090.60	259,330.16	45.92%	140,239.56	54.08%	
46000 Custodial Supplies	69,655.68	58,629.98	118.81%	-11,025.70	-18.81%	
46400 Uniform Expense	25,241.74	54,483.02	46.33%	29,241.28	53.67%	
46600 Employee Training Expense	33,971.58	66,038.26	51.44%	32,066.68	48.56%	
46800 Travel Expense	47,230.91	97,390.14	48.50%	50,159.23	51.50%	
47000 Memberships	36,913.11	54,327.99	67.94%	17,414.88	32.06%	
47200 Safety Supplies/Equipment	18,295.54	21,560.80	84.86%	3,265.26	15.14%	
47303 Wildlife Mitigation	352.54	8,000.00	4.41%	7,647.46	95.59%	
47400 Meals & PR	26,617.97	43,766.81	60.82%	17,148.84	39.18%	
47501 Marketing	177,289.41	142,359.27	124.54%	-34,930.14	-24.54%	
47600 Consultants Expense	12,773.00	5,593.04	228.37%	-7,179.96	-128.37%	
47605 Landing Fee Commission Expense	43,429.99	31,160.00	139.38%	-12,269.99	-39.38%	
47707 Display Expenses	2,613.84	1,875.01	139.40%	-738.83	-39.40%	
49100 Fingerprint/STA Charges	-275.00			275.00		
49202 Badging Expenses	9,394.15	4,500.00	208.76%	-4,894.15	-108.76%	
49203 Badging / Compliance Contracts	7,245.00	16,124.99	44.93%	8,879.99	55.07%	
49204 Employee Screening	51,680.00	31,781.67	162.61%	-19,898.33	-62.61%	
49205 Annual IT Support Subscriptions	79,233.33	43,315.09	182.92%	-35,918.24	-82.92%	
49206 On-demand IT Support	13,406.62	46,710.51	28.70%	33,303.89	71.30%	
49207 Recurring IT Support Subscripti	25,479.41	27,236.48	93.55%	1,757.07	6.45%	
49208 Rental Car Fuel	333,429.61	287,116.96	116.13%	-46,312.65	-16.13%	
49209 ISS						
CCURE/accesscontrol/camera	142,466.29	41,310.00	344.87%	-101,156.29	-244.87%	
49300 Parking	3,050.50	1,941.50	157.12%	-1,109.00	-57.12%	
49600 Flight Ice	4,752.50	4,320.00	110.01%	-432.50	-10.01%	
80600 Miscellaneous Expense	6.98	600.00	1.16%	593.02	98.84%	
*80611 *BANK Charges	3,316.69			-3,316.69		
80611 BANK Charges	-72.05			72.05		
80625 TPA ? EE benefits and Payroll	23,631.83	22,915.81	103.12%	-716.02	-3.12%	
80650 Finance Charges	2,492.98			-2,492.98		
80810 Bad Debt - non based	2,712.12			-2,712.12		
80900 SCADG Expense	625.97			-625.97		
89610 Misc.- ATCT	7,348.96			-7,348.96		
89615 SCADG IN-KIND CONTRIBUTIONS	23,855.66	0.00		-23,855.66		
44000 Landscaping Expense		5,221.38	0.00%	5,221.38	100.00%	
47717 VIC Expenses		1,125.00	0.00%	1,125.00	100.00%	
Total for Expenses	8,518,977.18	8,435,162.55	100.99%	-83,814.63	-0.99%	
Net Operating Income	3,313,481.41	2,945,110.28	112.51%	-368,371.13	-12.51%	

MISSOULA COUNTY AIRPORT AUTHORITY
STATEMENT OF CASH FLOW
For the Month Ended March 31, 2026

	<u>31-Mar</u>
CASH FLOWS FROM OPERATING ACTIVITIES	
Cash received from customers	\$ 1,028,788
Cash paid to suppliers	(533,587)
Cash paid to employees and employee benefits	(438,544)
Net cash flows from operating activities	<u>56,657</u>
CASH FLOWS FROM CAPITAL AND RELATED FINANCING ACTIVITIES	
Payments for capital assets	(1,534,441)
Federal contributions	458,299
Subsequent collections of capital contributions	8,312
Net cash flows from capital and related financing activities	<u>(1,067,830)</u>
CASH FLOWS FROM NONCAPITAL FINANCING ACTIVITIES	
Customer facility charges	71,583
Passenger facility charges	185,112
Net cash flows from noncapital financing activities	<u>256,695</u>
CASH FLOWS FROM INVESTING ACTIVITIES	
Interest and investment revenue	19,209
Net cash flows from investing activities	<u>19,209</u>
Net change in cash and investments	(735,270)
Cash and investments, beginning of March, 2026	<u>14,990,213</u>
Cash and investments, end of March, 2026	<u>\$ 14,254,943</u>

	<u>31-Mar</u>
RECONCILIATION OF INCOME FROM OPERATIONS TO NET CASH FLOWS FROM OPERATING ACTIVITIES	
Income from operations	\$ <u>300,225</u>
Adjustments to reconcile loss from operations to net cash flows from operating activities:	
Change in receivables and other assets	(147,150)
Change in prepaid expenses	38,270
Change in unearned revenue, advance payment, and deferred inflows	(7,518)
Change in accounts payable and accrued expenses	(127,169)
Total adjustments	<u>(243,567)</u>
Net cash flows from operating activities	<u>\$ 56,657</u>

MISSOULA COUNTY AIRPORT AUTHORITY
OPERATING REVENUES & OPERATING EXPENSES
For the Period Ended March 31, 2026 and 2025

	July - Mar 26	July - Mar 25	\$ DIFF.	% DIFF.	July - Mar 26 % of Gross	July - Mar 25 % of Gross	Change
Passenger Airline Aeronautical Revenue:							
Passenger airline landing fees (signatory & non-signatory), net air incentives	\$ 746,068	\$ 698,204	\$ 47,864	7%	6%	6%	0%
Terminal arrival fees, rents, net air incentives	1,399,077	1,243,539	155,539	13%	12%	11%	1%
Total	2,145,145	1,941,743	203,402	10%	18%	18%	1%
Non-Passenger Aeronautical Revenue:							
Landing Fees from Cargo	37,679	52,499	(14,820)	-28%	0%	0%	0%
Landing Fees GA, Military & USFS	272,797	189,270	83,527	44%	2%	2%	1%
FBO revenue; contract or sponsor-operated	228,486	204,038	24,449	12%	2%	2%	0%
Cargo and hangar rentals (USFS hanger & aeronautical ground rent)	361,005	279,928	81,078	29%	3%	3%	1%
Fuel sales and fuel flowage fees	77,521	66,546	10,975	16%	1%	1%	0%
Security Reimbursements from Fed govt.	11,085	11,085	-	0%	0%	0%	0%
Other non-passenger operating revenue (ground handling)	937,214	750,122	187,092	25%	8%	7%	1%
Total	1,925,788	1,553,487	372,301	24%	16%	14%	2%
Non-Aeronautical Revenue:							
Land and non-terminal facility leases and revenues (ag lease & non-aeronautical ground rent)	169,547	308,330	(138,783)	-45%	1%	3%	-1%
Terminal-food and beverage	304,067	285,094	18,973	7%	3%	3%	0%
Terminal-retail stores & duty free	251,054	249,687	1,366	1%	2%	2%	0%
Terminal-services and other (advertising, vending, other)	250,613	210,855	39,757	19%	2%	2%	0%
Rental cars-excludes customer facility charges	2,563,837	2,435,628	128,209	5%	22%	22%	0%
Parking	3,660,512	3,716,904	143,608	4%	33%	34%	-1%
Other (flight crew parking, badging, utilities reimbursement, other)	218,499	197,032	21,467	11%	2%	2%	0%
Ground transportation	143,399	127,850	15,549	12%	1%	1%	0%
Total	7,761,526	7,531,380	230,146	3%	66%	68%	-3%
Total Operating Revenue	\$ 11,832,458.59	\$ 11,026,610	\$ 805,849	7%	100%	100%	
Operating Expenses							
Personnel compensation and benefits	\$ 4,663,211	\$ 4,442,163	\$ 221,048	5%	54.74%	56.12%	-1%
Communications and utilities	744,618	580,538	164,080	28%	8.74%	7.33%	1%
Supplies and materials	1,123,182	1,124,973	(1,792)	0%	13.18%	14.21%	-1%
Contractual services	1,691,233	1,578,611	112,622	7%	19.85%	19.95%	0%
Insurance, claims and settlements	296,733	188,518	108,215	57%	3.48%	2.38%	1%
Total Operating Expenses	\$ 8,518,977.18	\$ 7,914,804	\$ 604,173	8%	100%	100%	
Net Operating Income	\$ 3,313,481	\$ 3,111,805	\$ 201,676				

MISSOULA COUNTY AIRPORT AUTHORITY
LONG-TERM DEBT
For the Month Ended March 31, 2026

FY 2026	Balance June 30, 2025	Proceeds from Borrowing	Payments	Balance March 31, 2026
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		(422,106)	1,946,849
****Note payable to First Security Bank of Missoula - series 2022	29,999,780	-	-	29,999,780
	<u>\$ 45,685,535</u>	<u>\$ -</u>	<u>\$ (422,106)</u>	<u>\$ 45,263,429</u>

Note payable activity for the month ended March 31, 2026:	Amount
Proceeds from Borrowing	\$ -
Payments	\$ -

Current estimated debt service payment; payable April 1, 2026	Principal	Interest	Total
*Note payable to First Security Bank of Missoula - series 2019A	\$ -	\$ 130,687	\$ 130,687
**Note payable to First Security Bank of Missoula - series 2019B	143,191	14,644	157,836
***Note payable to First Security Bank of Missoula - series 2022	-	286,272	286,272
	<u>\$ 143,191</u>	<u>\$ 431,604</u>	<u>\$ 574,795</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 April 24, 2026

Director's Statement: March enplanements ended with an increase of 6.0% as compared to March of 2025. This was our 6th month in a row of increases, as we had to restart our streak following our runway project. Nationally, enplanements were up 2% in March so we continue to exceed the national average. Second quarter continues looking strong, American, Alaska & United all showing seat growth in April and May, then we start to level off. Unfortunately looking forward we have lots of unknowns on TSA funding, Iran War and fuel prices. Airlines are starting to trim long haul flying, thus far we have not been affected.

The deal to end the shutdown remains stalled in Congress as the Senate continues to work on a budget reconciliation package to provide multi-year funding for ICE and CBP border patrol functions. Committee and floor action on this may start taking place in the next few days. The House does not appear likely to move forward with the FY26 appropriations bill to fund the rest of DHS through September 30 until the Senate takes meaningful action on the reconciliation package.

Despite the continued lapse in appropriations, the Department of Homeland Security has seen a return to more normal operations. TSA has advised that the rate of unscheduled TSO absences has largely stabilized. Recently, the national callout rate was 5.5%. TSO attrition remains a long-term concern. Recent reports suggest that 830+ TSA personnel have left the agency since the shutdown began on February 14. Their next paychecks should be arriving this Friday, but concern has been raised that emergency funding may be drying up.

Saturday May 2nd is our full scale disaster drill, every 3 years we host an onsite drill where we will have numerous mutual aid departments including our local hospitals taking part in the drill. Please reach out if you would like to attend and watch things unfold.

Our annual airfield inspection will be this coming week. We have a new inspector assigned to us this year and he will be staying and observing our disaster drill as well.

If interested, mark your calendar for Friday, May 8th at 11 am as Destination Missoula is planning on unveiling their new arrivals wall. They are working to finish it up and have asked us to host a community unveiling that day—all welcome.

Tim traveled to Las Vegas to attend a conference hosted by Allegiant Airlines earlier this month and had scheduled meetings with Allegiant team members. Overall, our routes are

performing well, Las Vegas is down nationally but we are doing better than other markets of the same size.

It's that time of year for lots of staff travel-links below if interested to see agendas. Nate and Jake are currently in Seattle this week attending an operations focused conference.
[2026 airports conference age.pdf](#)

Both Will and Tim will be traveling next week and attending our Board meeting remotely. Will is attending a conference in Phoenix, he will be geeking out with his peers!
[2026 Annual Association of Airport Internal Auditors Conference.pdf](#)

At the same time Tim will be in Nashville attending a transportation conference.
<https://agtaweb.glueup.com/event/spring-2026-agta-conference-165355/>

I will be attending our airports industry annual conference in Los Angeles in a couple of weeks.
[98th Annual AAIE Conference & Exposition | #AAIELAX](#)

Juniper will be traveling mid-May to San Diego for a legal affairs annual conference.
[Agenda.-Legal-Affairs-Conference-2026.-Working-Draft-1.pdf](#)

Miscellaneous:

We have a local entrepreneur starting up a fitness cycle that she would like to market to airports. We agreed to be a test site, on May 22nd she is bringing in her product to get real customer feedback. See link: <https://agtaweb.glueup.com/event/spring-2026-agta-conference-165355/>

A new fire truck was delivered a couple of weeks ago, final inspections underway and should be put into service shortly. Happy to show it off if interested!

Thank you to our Facility and Operations Committee that met earlier this week to discuss Minuteman and their upcoming hangar construction.

Board Agenda: Explanations are included in your board packet.

Unfinished Business

- Adoption of Primary Guidance Documents
- Update on ATCT equipment upgrades

New Business/Action Items

- Minuteman Aviation Development Plans for a New Maintenance Hangar
- Change Orders for Runway 12-30 Rehabilitation Project
- Veoci Contract Renewal
- Agreement with Historic Museum at Fort Missoula for Terminal Play Structure

Missoula County Airport Authority

Agenda Action Sheet

Meeting Date: April 28, 2026

1. **TITLE:** Adoption of updates to airport Primary Guiding Documents

ACTION ITEM

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

3. **TIME REQUIRED:** 5 Minutes

4. **BACKGROUND INFORMATION:** The Primary Guiding Documents for the Missoula Montana Airport are a collection of several documents that establish minimum standards, rules/regulations and development guidance for airport staff. The process to update the Missoula Montana Airport's Primary Guiding Documents (PGDs) started late in 2019. They were first reviewed by a paid consultant, then numerous times by staff. They have been presented to the public five times for comment and review over the last six years in addition to a presentation to the board in August 2025.

The documents we are presenting are the culmination of the input from staff and stakeholder comments. Staff did receive several comments from stakeholders, all of which were accounted for in the updated document set. Overall updates to the PGD's consisted of standardizing and aligning policies with airport best practices and application of consistent formatting. If adopted, staff will continuously review these documents and propose revisions as required and based on the needs of the airport. The PGD's will continue to be available on the airport website for stakeholder reference. The board should have these documents in their email for review and the public can find them on our website,

5. **BUDGET INFORMATION:** N/A
6. **SUPPLEMENTAL AGENDA INFORMATION:** Draft Primary Guiding Documents can be found: <https://flymissoula.com/primary-guiding-documents-draft>
7. **RECOMMENDED MOTION:** Move to adopt the Missoula Montana Airport Primary Guiding Documents with a revision date of April 28, 2026.
8. **PREPARED BY:** Tim Damrow, Deputy Director
9. **COMMITTEE REVIEW:** None

**Missoula County Airport Authority
Agenda Item Sheet**

Meeting Date: April 28, 2026

1. TITLE: Air Traffic Control Tower TMCS Server Equipment Upgrade

Review and discussion of recent tower equipment purchase utilizing board approved Emergency Procurement Procedures **(No Action Needed)**

2. AGENDA CATEGORY: (Please highlight)

UNFINISHED BUSINESS NEW BUSINESS COMMITTEE REPORTS
INFORMATION/DISCUSSION ITEM

3. TIME REQUIRED: 5 Minutes

4. BACKGROUND INFORMATION: The Air Traffic Control Tower (ATCT) at MSO was relocated from the main terminal and built in its current location in March 2012. The ATCT at the Missoula Montana Airport is operated under an agreement with SERCO-N.A. Under this agreement, FAA Tech Ops is responsible for general upkeep and maintenance of the equipment and MCAA is responsible for replacing equipment as required at the tower facility.

As the facility ages, we are beginning to see components requiring upgrade or replacement to the most current technologies. Staff have been pursuing multiple grant opportunities to help perform these upgrades including a replacement elevator, HVAC systems and weather-observation technologies. In addition to these systems, the airport owned communications array requires attention to replace originally installed systems and components that are approaching end of life support.

The recently purchased TMCS server is the "brain" of the communication system and provides routing of critical communications. Staff also elected to have the installing vendor, Frequentis, perform a system health check to help develop a replacement and support plan for the remaining equipment. Due to the operationally critical and proprietary nature of the equipment, staff utilized emergency procurement procedures to purchase the equipment to expedite delivery to the ATCT.

The board was briefed during the March 2026 Regular Board meeting of the purchase, but staff had not received a final quote at that time. Upon receipt and review of the quote, staff placed a purchase order for the equipment. This Board agenda item discloses the record of the transaction to the board per the airport's Procurement Policy. Staff have budgeted for additional upgrades as part of the FY27 budgeting process and will continue to seek out available grant opportunities.

5. BUDGET INFORMATION: Amount Required: \$18,938.53 – Unbudgeted, Reserves

6. SUPPLEMENTAL AGENDA INFORMATION: Frequentis Offer Letter – Missoula

7. RECOMMENDED MOTION: N/A Informational Item

8. PREPARED BY: Tim Damrow, Deputy Director

9. COMMITTEE REVIEW: None



3/26/2026

19913_2026_00405_Offer_Letter_Missoula_v1.docx

Missoula International Airport
5225 West Broadway
Missoula, Montana 59808
Attn: Ms. Georgia Hartley

Subject: TMCS Server with updates and optional Health Check

Dear Ms. Hartley,

Per your request, Frequentis hereby submits a quotation of \$17,173.98 for the replacement of a TMCS server and of \$1,764.55 for an optional system health check to be performed when Frequentis personnel is on site.

Delivery timing and the on-site technician appointment will be mutually agreed with the Customer.

Please see pages 2-3 of this letter for the detailed assumptions and for a breakdown of the offer. The offer is valid for 60 days, from the date of this offer. The terms and pricing included in this offer are in accordance with the General Terms and Conditions attached. Please do not hesitate to contact us if you have any further questions or concerns.

Sincerely,

Andy Bartalone


Andy Bartalone
Director of Sales, Frequentis USA. Inc.
Louis.Bartalone@frequentis.com

**Stefan
J. Galler** Digitally signed
by Stefan J. Galler
Date: 2026.03.26
10:08:36 -04'00'

Stefan Galler
Vice President, Frequentis USA. Inc.
Stefan.Galler@frequentis.com

cc:
R. Trattnig

Scope of Delivery

19913_2026_00405 Missoula Montana Aiport Rev 1.0			
Item	Offer Description	Qty	Total Price
001	Equipment		
1.1	TMCS Server Replacement / Upgrade	1	\$17,173.98
Sub-Total Material			\$17,173.98
002	Services		
2.1	On Site Software Upgrade - Manual software upgrade of all system components required for the replacement server - Travel and Accommodation for Frequentis engineer is included	Lot	Included
2.2	Shipping to single CONUS location	Lot	Included
Sub-Total Services			
Total Price			\$17,173.98
OP	Options		
OP 1.1	VCS System Health Check	1	\$1,764.55
Options Total Price			\$1,764.55

Assumptions: The following assumptions were made in preparation of this offer -
- Customer will perform all site preparation activities before the arrival of Frequentis personnel on site for installation. Site preparation includes, but is not limited to:
a. Installation of cutout panels and/or display arms, as required, on the operator consoles. Cutout panels and/or the display arms will be provided by the Customer.
b. Availability of all radios for connection with the Frequentis equipment
c. Availability of phone lines for connection with the VCS
d. Availability of cable routes for position cabling
- Customer will perform de-installation and decommissioning of the old ATCT equipment (old VCS, etc.)

Supply Chain Disclaimer: This offer is based on current market conditions and supplier availability. Due to ongoing global shortages affecting IT hardware components (e.g. servers, storage, HDDs, SSDs), delivery schedules may be extended and pricing may be subject to adjustment should alternative components or suppliers be required. Any such changes will be communicated transparently and agreed upon with the customer. □

Functionality: Functionality specified in Frequentis user manual / product documentation is available with respect to installed board types and quantities.

Validity: This offer is valid for 60 days from the date of this offer.

Pricing: Prices are quoted in US\$, and do not include any US tariffs, taxes, Appropriate State, City, and County / District Sales taxes to of the ship location will be added unless customer provides tax exempt certification / number, Where applicable, for international offers. VAT is not included.

Prices are also subject to change due to the following provisions:

- a) Change in supply chain and production scope / standard
- b) Change in Scope of Work (and assumptions listed above),
- c) Change in period of performance,
- d) Change in delivery terms
- e) Change in conditions of our warranty offered, and
- f) Increased international tariffs that are imposed by the US Government.

Prices provided in this offer are subject to change due to current and future tariffs imposed by the US Government.

Payment Terms: 50% down payment at Contract Award, 30% following receipt of Delivery and 20% after site acceptance

Warranty: Frequentis warranty is 12 Months from Delivery. Please see attached terms and conditions for more information.

Training: Training is not included.

Installation: Installation services are included.

Delivery Schedule: The timing of delivery and the on site technician appointment will be mutually agreed with the Customer and is dependent on the availability of the TMCS server.
Shipment will be made to a single CONUS destination in accordance with INCOTERMS 2015.

Terms and Conditions: See "**Frequentis Terms and Conditions**" section of this offer. **No other terms shall apply. Purchase Order must reference the offer number/date.**

The names of the suppliers and their specific products quoted in our technical solution are for information purposes only and they can be replaced at FREQUENTIS discretion by providing a supplier/product with the same functionality as offered.

Missoula County Airport Authority

Agenda Action Sheet

Meeting Date: April 28, 2026

1. **TITLE:** Minuteman Aviation Maintenance Hangar Development Review, Part 1 of 2

Review, discussion, and possible approval of Minuteman Aviation Development requests to Development Guidelines.

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

3. **TIME REQUIRED:** 5 Minutes

4. **BACKGROUND INFORMATION:** Since the late 1980's, Minuteman Aviation has been a tenant in good standing at the Missoula Montana Airport. Minuteman Aviation operates a full-service FBO (General Aviation Fixed Base Operator) and aircraft maintenance facility across multiple leases on the airfield.

Going back several years, the airport has communicated that the lease for the current maintenance facility (Minuteman East) will not be extended due to airport growth. Subsequently, the airport and Minuteman have been coordinating over the last several months on a development project to build a replacement maintenance facility to the west side of the terminal and on land already under lease by Minuteman.

In late 2025, Minuteman advised the airport that plans for a new facility had been submitted to the City for permitting, which necessitated an expedited timeline for airport staff and board to review the proposed development project against airport Development Guidelines. Staff communicated the process to Minuteman to which they responded with several variance requests to the Development Guidelines. Staff performed a review of the proposed development project and the requested variances. Staff then provided recommendations during the Facility and Operations Committee meeting on April 21, 2026.

The Facility and Operations Committee passed two separate motions recommending next steps to the Board (see April 21, 2026, Facility and Operations Committee Draft Minutes attached to the April 28, 2026, Board Meeting Packet). This Agenda Action Sheet addresses the first recommendation:

Committee Member Adriane Beck moved to recommend to the Missoula County Airport Authority's Board of Commissioners the approval of Minuteman Aviation's proposal to construct a new Maintenance hangar on the west side of the airport terminal, subject to the conditions contained in the April 17, 2026, Memorandum, but not including the staff recommendation on Contactors Bond, Lease Area/Lease Terms and Existing Maintenance Hangar. Second: Chay Hughes. Vote: Motion Passed Unanimously.

Based on the information provided by Minuteman Aviation at the April 21, 2026, Facility and Operations Committee meeting and the Committee's recommendation, the **Updated April 24, 2026, Staff Recommendation** is to approve all variance requests contained on pages 1-7 of the Updated April 24, 2026, Memorandum Regarding Minuteman Aviation Requests for Variance.

The excluded issues of Lease Area/Lease Terms and Existing Maintenance Hangar are addressed in the second Agenda Action Sheet on this topic.

5. **BUDGET INFORMATION:** N/A
6. **SUPPLEMENTAL AGENDA INFORMATION:** Updated April 24, 2026, Memorandum Regarding Minuteman Aviation Requests for Variance
7. **RECOMMENDED MOTION:** Move to approve Minuteman Aviation's proposal to construct a new Maintenance hangar and approve the associated variance requests to airport Development Guidelines based on staff and committee recommendations and subject to the conditions contained in the April 24, 2026, Updated Memorandum.
8. **PREPARED BY:** Tim Damrow, Deputy Director
9. **COMMITTEE REVIEW:** Facility and Operations Committee

Missoula County Airport Authority

Agenda Action Sheet

Meeting Date: April 28, 2026

1. **TITLE:** Minuteman Aviation Maintenance Hangar Development Review, Part 2 of 2

Review, discussion, and possible approval of Minuteman Aviation Development terms and conditions.
2. **AGENDA CATEGORY:** (Please highlight)
UNFINISHED BUSINESS **NEW BUSINESS** COMMITTEE REPORTS
INFORMATION/DISCUSSION ITEM
3. **TIME REQUIRED:** 5 Minutes
4. **BACKGROUND INFORMATION:** In addition to the previously discussed variance requests (Minuteman Aviation Maintenance Hangar Development Review Agenda Action Sheet Part 1 of 2) and committee recommendations, Minuteman also requested modifications to their existing lease term and provided updates on their plans to remove the existing maintenance hangar on the east side of the airport terminal.

Staff reviewed these items and provided recommendations on how to proceed (reference the **black text** on pages 8-10 in the Updated April 24, 2026, Memorandum Regarding Minuteman Aviation Requests for Variance). The Facility and Operations Committee then provided additional review of these items (see April 21, 2026, Facility and Operations Committee Draft Minutes attached to the April 28, 2026, Board Meeting Packet) and passed the following recommendation:

Committee Member Richard Huffman moved that in lieu of all bonding, require an irrevocable letter of credit and grant an additional 12 years to the main FBO Lease, contingent on removal of the old maintenance hangar. Second: Chay Hughes, Vote: Motion Passed Unanimously

With consideration to the committee's recommendation, staff performed an additional review of the leased areas and have provided an updated staff recommendation to address these items (reference the **red text** on pages 8-10 in the Updated April 24, 2026, Memorandum Regarding Minuteman Aviation Requests for Variance). This **Updated April 24, 2026, Staff Recommendation** represents a middle ground solution and can be summarized as follows:

- Lease 1: Hangars A, B, E and Fuel Farm* – 30-year term commencing at substantial completion of construction of the new maintenance hangar and the granting of said 30-year terms is contingent on removal of the old maintenance hangar.
- Lease 2: Hangars C and D* – maintain 2046 term date.
- Minuteman Aviation to provide a bond or letter of credit that demonstrates sufficient funding is available to complete the deconstruction project.

- Minuteman Aviation and the airport to enter into a Development and Deconstruction Agreement which sets out responsibilities, commitments, timelines, and financial plans.

**Reference the attached "Exhibit A" for hangar identification.*

5. **BUDGET INFORMATION:** N/A
6. **SUPPLEMENTAL AGENDA INFORMATION:**
 - Exhibits depicting Minuteman Aviation lease areas and facilities.
 - Updated April 24, 2026, Memorandum Regarding Minuteman Aviation Requests for Variance
7. **RECOMMENDED MOTION:** Move to approve the Updated April 24, 2026, Staff Recommendation as described in this Agenda Action Sheet.
8. **PREPARED BY:** Tim Damrow, Deputy Director
9. **COMMITTEE REVIEW:** Facility and Operations Committee



TO: Missoula County Airport Authority Board of Commissioners, Facility and Operations Committee

FROM: Staff

CC: Mike Mamuzich, Minuteman Aviation

DATE: UPDATED April 24, 2026

RE: Minuteman Aviation Requests for Variance (email dated 4.15.26)

April 24, 2026 Update: Following the April 21, 2026, Facility and Operations Committee meeting, staff have updated the memo (in red) to reflect updated recommendations.

On April 15, 2026, Minuteman Aviation emailed Missoula County Airport Authority (MCAA) staff a list of variances to the MCAA Development Guidelines. Below is a summary of those requests and initial staff recommendations. Staff anticipate that the Facility and Operations Committee will discuss these items at their meeting on April 21, 2026. Thereafter, staff will finalize their recommendations for the full Board to consider at their monthly meeting on April 28, 2026. It is our goal that the Board will be able to pass a motion at the April 28th meeting that will allow Minuteman to continue moving forward on their construction plans, subject to any conditions that the Board may enforce.

No temporary mobile or office without prior approval (3.3.1.3)

Minuteman Request: Contractor needs a project/office trailer on site during the entire duration of the construction project to effectively manage the project on a day-to-day basis to complete the project.

Staff Recommendation: Approve

Committee Recommendation: Approve

Shield stored material from public view (4.16.1)

Minuteman Request: During Construction the contractor will have equipment and material stored onsite and will not have the storage space to cover or hide either equipment or materials. In coordination with the Airport, we have designated a staging area inside the secured area for staging of the Steel Building Material – Please refer to the Submitted Contractor’s Construction Phasing and Safety for the project. We have also designated an area within the fenced construction site to store and stage equipment and material during the construction phase of the project.

Staff Recommendation: Approve

Committee Recommendation: Approve

Fences and buffers (4.17)



Minuteman Request: Fences and Buffer are not going to be installed around the mutually agreed upon staging area of the Steel Building material inside the Airport Security Area – Please refer to the Contractor’s Construction Phasing and Safety Plan. If fencing is required, it will cause congestion in the pass-through area onto the airport grounds and severely affect the ease of movement by Airport Authority and equipment transferring material to the construction site.

Staff Recommendation: Approve. Fencing can be waived but area will need to be secured with barricades to ensure visibility for aircraft and vehicles. Additionally, any loose materials will need to be secured so they do not become FOD on the airfield.

Committee Recommendation: Approve

Landscaping (4.21.1)

Minuteman Request: The area of disturbed grass and landscaping remaining after the building project including all parking pavement is very small square footage. Does not allow for berms or shrubbery to be installed in such small areas. Furthermore, please look at attached pictures of surrounding areas to show what is currently being adopted for landscaping. We are proposing re-seeding grass in the areas that will be disturbed or affected by the construction of the new hanger. We are also proposing no underground irrigation to the reseeded areas due to the small size of the effected area, cost of getting water to the small areas of grass, and the current adopted layout of the landscaping in surrounding area. Please refer to the project Civil Drawing where we have shown possible disturbance of the ground which will be reseeded back to grass. Also, the airport has a long-standing policy, that prohibits landscaping that could attract birds and varmints that could possibly cause dangerous consequences with airplane safety. Please refer to the attached pictures showing the current landscaping features. Exhibit 4.21.

Staff Recommendation: Approve

Committee Recommendation: Approve

Loading and service areas (4.21)

Minuteman Request: During Construction and Phasing of the project, the Contractor will need to have unloading equipment and material access to the approved staging area inside of the Airport Security Fence and the front (east side) of the project for loading and unloading material and equipment. Please refer to the Contractor’s Construction Phasing and Safety Plan for specified locations of the areas referred to. The actual project site is very small and confined with no room to maneuver for loading and unloading.

Staff Recommendation: Approve

Committee Recommendation: Approve

Landscaping islands (4.27.7.1)

Minuteman Request: Landscaping islands create a problem when snowplowing parking lots in the winter. They lead to parking lots that all snow is not completely removed leading to safety issues with pedestrians slipping on ice. We propose removing the landscaping islands and using paint marking as used in other areas of the airport. The current location of the Minuteman Maintenance Hanger had landscaping islands removed and painted lines were installed. Please refer to the attached pictures for reference – Exhibit 4.27.7

Staff Recommendation: Approve

Committee Recommendation: Approve



Curb and Gutters (4.27.7.5)

Minuteman Request: Perimeter lots shall have concrete curb and gutter. Due to the budget overrun of with the loss of the current Maintenance Hanger Asset (\$2.2 million appraised value) and the Cost of building a new Maintenance Hanger (currently over \$1.0 million over budget), we are asking for a variance on this requirement. Furthermore, the surrounding area of the new location does not have this requirement implemented. Please refer to the attached pictures for reference – Exhibit 4.27.7.5.

Staff Recommendation: Approve, staff would like to walk site area with MM to discuss parking and layout options.

Committee Recommendation: Approve with staff condition.

Development Plan submission timelines (5.1.3.3)

Minuteman Request: Requesting for this requirement be waived. The 45-day timeline will delay the project causing scheduling issues and planned price increases by vendors, suppliers, and others. This would cause further financial harm to the lessee as current project budgeted costs are far over the initial budgeted amount.

Staff Recommendation: Approve

Committee Recommendation: Approve

Letter from water and sewer providers (5.1.3.4.2)

Minuteman Request: Requesting the letter be waived due to the fact that it serves no purpose and is redundant. The City of Missoula Building Department along with the Water and Sewer Planning Departments are reviewing the submitted Engineer Plans for the project and will issue a building permit for the project after it Reviews the engineered design based on their current system(s) capacity.

Staff Recommendation: Approve

Committee Recommendation: Approve

Letter from Fire District (5.1.3.4.3)

Minuteman Request: Requesting the letter to be waived due to the fact that it serves no purpose and is redundant. During the building permit approval process through the City of Missoula Building Department, along with the Fire Marshall review the submitted Engineered Stamp Plans and Designed Fire Sprinkler System for code and current system capabilities. The letter intent will be required by the building permit approval process.

Staff Recommendation: Approve

Committee Recommendation: Approve

Traffic impact study (5.1.3.4.4)

Minuteman Request: The traffic impact for the new site will have little or no traffic impact. We are basing this off the current maintenance Hangars' traffic impact. We are requesting this requirement to be waived.

Staff Recommendation: Approve

Committee Recommendation: Approve

Public notice timelines (5.1.5.1)



Minuteman Request: Requesting for this requirement be waived. The 15-day timeline will delay the project causing scheduling issues and planned price increases by vendors, suppliers, and others. This would cause further financial harm to the lessee as current project budgeted costs are far over the initial budgeted amount.

Staff Recommendation: Approve

Committee Recommendation: Approve

Contactors Bond (6.3.1)

Minuteman Request: Requesting waiver of the bond requirement due to a couple of Factors:

1. Timing and Past/Present Implementation of the bond requirement.
 - a. We built the \$3 million dollar Delta Hanger for Lessee on the airport in 2021, and this bond requirement was not enforced or ever brought to either party. Thus, going into the budgeting of the current Maintenance Hanger this was not considered due to past or current practices of the Airport Authority regarding this matter. Lessee and Contractor were made aware of this Development Plan Document and the request to follow ALL related items on March 11, 2026, via email. The application for building permit was submitted to the City of Missoula on February 19, 2026. The budget figures for this project were based off the permit set that has been submitted to the building department.
2. Overall Cost of Contractor Bonding to the project.
 - a. The cost of the Contract Bond for this project is going to be estimated to be around \$185,500.00. This is a large amount of money on top of the already budgeted figures. This cost is a huge burden on the Lessee for a project that needs to be done immediately due to the rising cost of construction and the need to comply with the airport request to move the current Maintenance Hanger location by the end of 2027. The current financial burden to the lessee is a hardship to its current operating budget. The Lessee budgeted \$4 million dollars for the construction of the new hanger building. The current budget without the bond request sits at \$5.3 million dollars and could rise due to the fluctuating cost factors in the material and labor markets. This number is not considering the loss of the current Maintenance Hanger Building that has been appraised recently for \$2.2 million dollars. We can keep go further with cost being absorbed by the Lessee to make the required building move by adding in the cost of tearing down the current Maintenance Hanger Building. At this time, the cost is in pre-budget phase, but it is not going to be a small amount of money.
 - b. We are respectively asking for a waiver at this time in regard to the Contractor Bond requirement based on the factors listed above.
 - c. The Contractor has done many project of varying size and scope for 30 years. We have a track record of finishing jobs and working with lenders to complete projects to 100 percent of the time – no exception. We have not been asked in the past to bond private projects, but we do have a proven system in place to make sure projects are completed and everybody is held accountable. Here is how the system works:



- i. We bill monthly on work progress completed during the last month of work or for large items (steel building material).
- ii. We submit draw request to the client/owner or the banking institution if project is funded by a construction loan. The vendors, suppliers, and subcontractors invoices are included in the draw requests for review and approval.
- iii. The draw request is approved by the client/owner or banking institution, and the funds are released to the Contractor.
- iv. The funds are used to pay out all invoices submitted on the draw request. We require an executed lien waiver for each check that is written to the vendors, suppliers, subcontractors, etc. These waiver are sent to the bank institution when executed before the next draw request in sent and approved.
- v. Final Payment on the project is paid after construction account including but not limited, receivables, payables, and executed lien waivers have been audited and verified, and a Certificate of Occupancy has been executed with the City of Missoula Building Department.

Staff Recommendation: MSO Legal and Finance staff recommend requiring both a performance bond and a payment bond, with the Airport named as a co-obligee, to mitigate project risk and ensure contractual and financial protections are in place.

In addition, staff request further clarification on the following items, including but not limited to:

- a. Whether Minuteman's estimated cost of \$185,500 for the combined performance and payment bond, or approximately 3.5% of the \$5.3 million total construction budget, is based on a formal bond quote or estimate. If it is an estimate, staff recommend that Minuteman work with its contractor to obtain 2-3 quotes to confirm actual rates.
- b. Minuteman has indicated that naming the Missoula County Airport Authority as a co-obligee on the combined performance and payment bond would result in additional cost. Please identify the estimated incremental cost associated with adding the Airport as a co-obligee and clarify whether this amount is derived from a formal bond quote or estimate.
- c. The financing structure for the project: if the project is being financed through traditional debt, staff request confirmation as to whether the lender requires performance and payment bonds as a condition of financing.
- d. As stated in prior correspondence, if a different financial security better suits Minuteman's needs, Minuteman may propose an alternative for our consideration such as an irrevocable letter of credit, cash escrow, or similar financial instrument.

Committee Recommendation: Recommend granting Minuteman Aviation's request for a variance; no Performance or Payment bond required.

Updated Staff Recommendation: Based on information provided at the April 21, 2026, Facility and Operations Committee meeting, and the Committee's recommendation, the updated staff recommendation is to approve this variance.



Tenant Payment Bond (6.3.2)

Minuteman Request: Requesting waiver of this bond requirement due to the same reasons we have outlined for the Contractor Bond Requirement.

1. Timing and Past/Present Implementation of the bond requirement.
 - a. The Lessee and Contractor have proven history and track record. Contractor built the \$3 million dollar Delta Hanger for Lessee on the airport in 2021, and this bond requirement was not enforced or ever brought to the Lessee attention. Thus, going into the budgeting of the current Maintenance Hanger this was not considered due to past or current practices of the Airport Authority regarding this matter. Lessee and Contractor were made aware of this Development Plan Document and the request to follow ALL related items on March 11, 2026, via email. The application permit to the City of Missoula was sent to them on February 9, 2026. The budget figures for this project were based off the permit set that has been submitted to the building department.
2. Overall Cost of the Tenant Payment Bond to the project.
 - a. The cost of the Bond for this project is going to be estimated to be around \$53,000.00. This is a substantial amount of money on top of the already budgeted figures. This cost is a huge burden on the Lessee for a project that needs to be done immediately due to the rising cost of construction and the need to comply with the airport request to move the current Maintenance Hanger location by the end of 2027. The current financial burden to the lessee is a hardship to its current operating budget. The Lessee budgeted \$4 million dollars for the construction of the new hanger building. The current budget without the bond request sits at \$5.3 million dollars and could rise due to the fluctuating cost factors in the material and labor markets. This number is not considering the loss of the current Maintenance Hanger Building that has been appraised recently for \$2.2 million dollars. We can keep going further with cost being absorbed by the Lessee to make this move by adding in the cost of tearing down the current Maintenance Hanger Building. At this time, the cost is in pre-budget phase, but it is not going to be a small amount of money.
 - b. We are respectively asking for a waiver at this time in regard to the Tenant Payment Bond requirement based on the factors listed above.
3. Alignment with Airport Staff Recommendation
 - a. The Lessee acknowledges and appreciates Airport staff's indication, as communicated via email on March 30, 2026, that they intend to recommend a variance to Section 6.3.2 and to waive the requirement for a Tenant Payment Bond. This request is consistent with that direction and is being formally submitted for Board consideration.
 - b. Given staff's stated position, along with the timing of implementation, prior project history, and the substantial and unanticipated financial impact outlined above, the requested waiver is both reasonable and appropriate under the circumstances and aligns with the Airport's intended application of these requirements.
 - c. The Lessee remains committed to fulfilling all project obligations and delivering a successful project that aligns with Airport expectations, while requesting



reasonable consideration of the circumstances under which this requirement has been introduced.

4. Consistency with Past and Current Airport Practices
 - a. Based on the Lessee's experience with prior development at the Airport, including construction of the \$3 million Delta Hangar in 2021, bonding requirements of this nature were not required or enforced at that time.
 - b. Additionally, it is the Lessee's understanding that similar projects, both past and currently under construction at the Airport, have not been subject to the same bonding requirements.
 - c. While the Lessee understands that policies may evolve over time, the introduction and application of this requirement at this stage, particularly after significant project planning and budgeting have already occurred, creates an inconsistency with past and current practices that materially impacts the feasibility of this project.
 - d. For these reasons, the requested variance is consistent with how similar projects have been historically treated and supports a fair and reasonable application of the requirement moving forward.

Staff Recommendation: Approve

Committee Recommendation: Approve

Claims Made Insurance (6.4.11)

Minuteman Request: Professional Liability Coverage. We respectfully request a waiver for the Contractor on this particular request. The Contractor was not associated with the design of this project. The designing Architect is submitting their Professional Liability (Errors and Omissions) coverage under Section 6.4.1.5 of this document. The estimated cost of this coverage is \$7,900.00. This coverage requirement will add more cost to the overall project that has ballooned over the initial estimated budgeted numbers further burdening the Lessee financially.

Staff Recommendation: Approve

Committee Recommendation: Approve

END OF DEVELOPMENT GUIDELINE VARIANCE REQUESTS



BEGINNING OF MINUTEMAN AVIATION SPECIAL REQUESTS

Lease Area and Lease Term Requests

Minuteman Request: In addition to the requested variances, we are seeking to incorporate the proposed maintenance facility into our existing FBO lease, which currently extends through 2046, rather than placing the facility under a separate agreement. Given that the maintenance facility will be located on the same lease and function as an integrated part of our ongoing operations. Maintaining a single lease structure is both practical and consistent with efficient long-term management of the site.

We are also requesting an extension of the current lease term by twelve (12) years, resulting in a revised expiration of 2058. This extension is necessary to allow for the appropriate amortization of the significant capital investment required to construct the new maintenance facility and to ensure the long-term financial feasibility of the project.

This request is consistent with the Airport's Lease/Rates and Charges Policy. Section 3.3.1 provides that lease terms should be commensurate with the level of capital improvement and investment made by the operator. Section 3.3.2 further allows for longer lease terms to be granted where substantial investment is made. Additionally, Section 3.3.4 contemplates the extension of an existing agreement when an operator undertakes additional development, and Section 3.3.4.1 indicates that extending an existing agreement is preferable to entering into a new agreement where practical.

Given these provisions, incorporating the maintenance facility into the existing lease and extending the term accordingly aligns with the intent of the Airport's established policy framework. The requested approach ensures that the level of investment being made is appropriately matched with a lease term that supports reasonable cost recovery.

In addition, Minuteman wants to increase the square footage of their leased area to encompass a proposed parking area to the north of the new Maintenance Hangar (west side), immediately adjacent to Aviation Way.

Staff Recommendation:

Staff recommend a 30-year lease term for the new Maintenance Hangar (west side) and the associated ramp area needed to support the hangar.

Staff recommend maintaining the existing lease expiration date of 2046 for the remainder of the FBO Lease areas, which represents a 30-year total lease term length. Staff recommend maintaining the existing lease term for these areas in order to ensure flexibility for future airport decision making within the lease area. Maintaining the existing lease term also reflects the relative age and maintenance needs of these older facilities.

Staff recommend including the agreement on lease area and lease term in a Development Agreement. The Development Agreement will indicate that the new 30-year lease term for the new Maintenance Hangar (west side) is contingent on completion of construction free of liens or



other encumbrances, as well as contingent on successful removal of the old Maintenance Hangar (east side).

Staff recommendation is pending regarding the increased square footage for proposed parking; a site visit is needed and possibly some additional back-and-forth with Minuteman.

Committee Recommendation: Recommend granting Minuteman Aviation’s request for a 12-year extension to the FBO Lease.

Updated Staff Recommendation: It continues to be in the best interest of the airport that the existing FBO lease remain on its current 30-year term, ending in 2046, with no 12-year extension at this time. Maintaining the existing 2046 term aligns with MCAA’s lease term policy, while a 12-year extension—resulting in a 42-year total lease term—would fall well outside that policy. A 30-year lease is already at the upper end of industry standards and is typically reserved for situations involving significant capital investment. Here, four of the five existing FBO facilities are quite old, most dating to the 1980s or earlier. In addition, lease extensions are generally considered near the end of an existing term, when the airport can evaluate lessee compliance and long-term performance before committing to additional years. Granting a 12-year extension now would do so while approximately 20 years remain on the current lease.

It is also important to note that the FBO lease consists of three separate, non-contiguous areas that may warrant different treatment in future years. The fuel farm is isolated on the east side of the airport, while the remaining areas are on the west side, and future planning needs may differ between those locations. The portion identified in Exhibit A as “D” comprises one half of a hangar, with the other half owned by a separate entity under a separate ground lease. Because the building is shared, it is important to keep those leases on similar terms. The area identified as “C” contains a particularly old t-hangar, and the airport must retain the ability to encourage that area, and others, to be redeveloped or used in ways that best serve airport needs.

This is not to suggest that Minuteman would be precluded from securing a new lease extending beyond 2046 for the primary FBO facilities. Rather, the airport’s interest at this stage is in preserving future planning flexibility, ensuring that facilities are properly maintained and used to their highest and best purpose, and ensuring that lease terms remain appropriate and relevant in future decades.

Finally, we currently maintain three leases with Minuteman Aviation, and the administration of those three leases is not overly burdensome. We do not see an issue with lease management by adding an additional lease, particularly in light of the east side hangar lease expiring in the upcoming years.

As such, staff have developed a middle ground solution and staff are now providing an **Updated Staff Recommendation** as follows:



- Lease 1: Hangars A, B and E – 30-year term commencing at substantial completion of construction of the new maintenance hangar and contingent on removal of the old maintenance hangar.
- Lease 2: Hangars C, D and Fuel Farm – maintain 2046 term date.

Existing Maintenance Hangar (East Side)

Minuteman Discussion: At the Airport’s request, we also want to provide an update regarding the planned deconstruction and removal of the existing maintenance hangar, which will occur shortly after operations are transitioned into the new facility. At this time, we are actively evaluating several potential options for the structure, including: (1) relocating the hangar to another location on the Airport, (2) relocating the hangar to an off-airport site, or (3) selling the structure with removal and relocation to be completed by the purchaser.

We are committed to coordinating this process with the Airport and ensuring that the existing structure is removed in a manner that aligns with Airport expectations and project timelines.

Staff Recommendation:

Staff recommend that Minuteman provide additional information on plans for the deconstruction of the old Maintenance Hangar (east side) including timeline, costs and funding plan.

Staff recommend including provisions in a Development Agreement that specify timelines and responsibilities for completion for deconstruction of the old Maintenance Hangar (east side). Completion of deconstruction should be a precondition of granting a 30-year lease for the new Maintenance Hangar (west side).

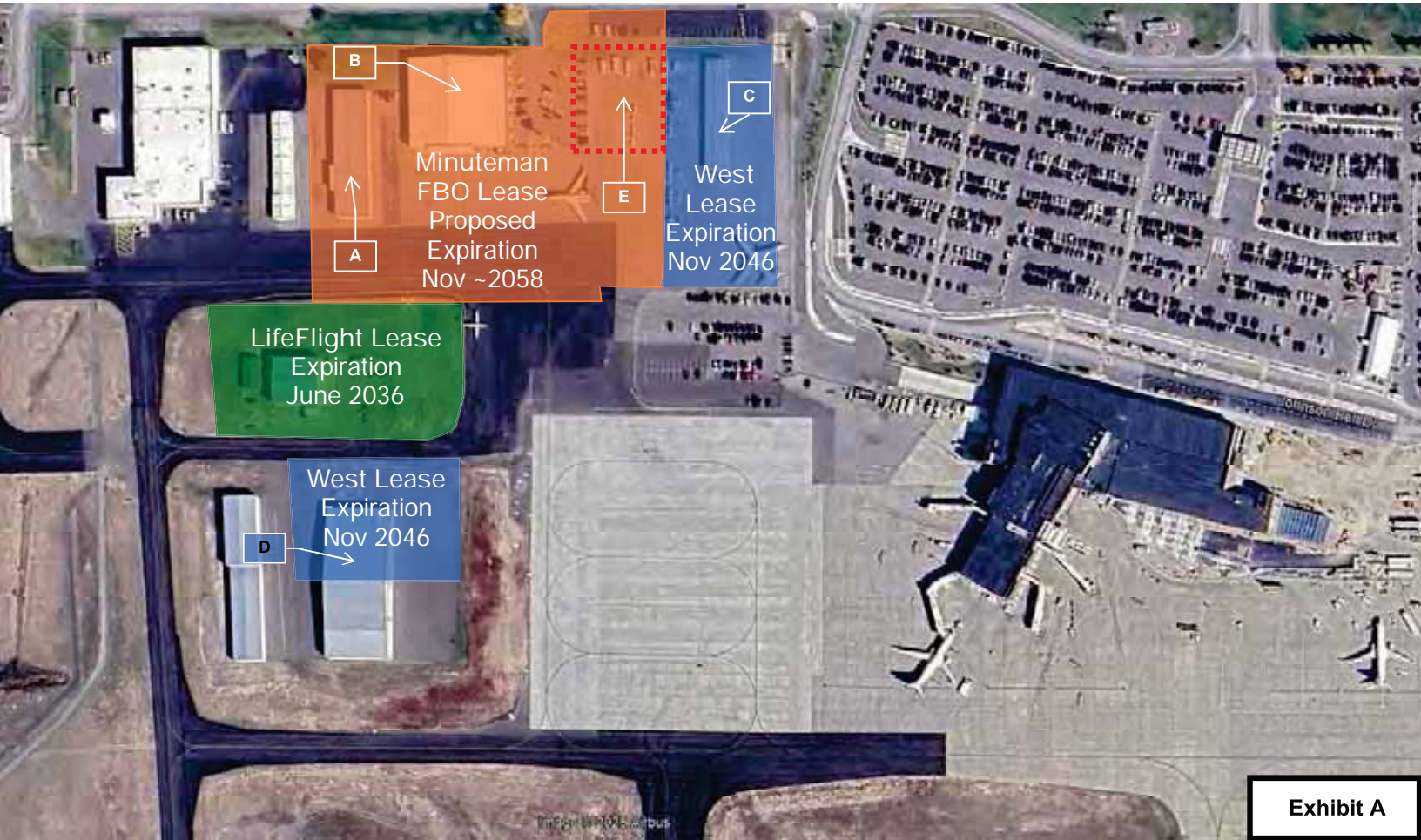
Staff recommend Minuteman provide to the Airport a financial guarantee, bond, letter of credit or other secured financial instrument that demonstrates sufficient funding is available to complete the deconstruction project. This should be provided before the Development Agreement is presented to the Board for approval.

Committee Recommendation: Recommend Minuteman provide to the Airport an irrevocable letter of credit that demonstrates sufficient funding is available to complete the deconstruction project.

The grant of a 12-year FBO Lease extension is contingent on removal of the old maintenance hangar on the east side.

Updated Staff Recommendation:

Staff recommend that Minuteman provide to the Airport a bond or letter of credit that demonstrates sufficient funding is available to complete the deconstruction project and that the responsibilities, commitments, timelines, and financial plans are contained in a Development Agreement approved by the Board.



B
A
Minuteman
FBO Lease
Proposed
Expiration
Nov ~2058
E

C
West
Lease
Expiration
Nov 2046

LifeFlight Lease
Expiration
June 2036

D
West Lease
Expiration
Nov 2046

Exhibit A

**Missoula County Airport Authority
Agenda Action Sheet**

Meeting Date: April 28th, 2026

1. TITLE: Runway 12-30 Rehabilitation Project Change Orders

Review, discussion and possible approval of two change orders for the Runway 12-30 Rehabilitation Project. **ACTION ITEM**

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

3. TIME REQUIRED: 5 Minutes

4. BACKGROUND INFORMATION: The Runway 12-30 Rehabilitation Project with Schellinger Construction began in August of 2025 and is considered substantially complete. A winter shutdown was implemented while awaiting delivery of the emergency generator, new taxiway lights, and miscellaneous punch list items. The project will have the second application of pavement markings completed later this spring. Final taxiway lights will be installed within the next two weeks. Generator arrival is anticipated in mid-July 2026.

Change Order #2 for this project is for the upsizing of the automatic transfer switch (ATS) for the new emergency generator at the airfield electrical vault. The ATS was upgraded post-bid in anticipation of future upgrades to the approach category at the airport, necessitating additional capacity to power critical navigation aids and lighting. To achieve this, it will be timely and cost-effective to upgrade the ATS during generator installation this summer.

Change Order # 3 is to replace a failed pavement sensor conduit in the air carrier ramp. The failed conduit is preventing new power and communications lines from being pulled to the sensor location in the air carrier ramp. This unforeseen condition was encountered just before the winter shutdown and is now being addressed as work has resumed with warmer weather arriving.

The overall project is scheduled to finish well below the construction bid price, despite this change order. This is a not-to-exceed cost for Schellinger Construction and will be managed by Morrison-Maierle through Time & Materials.

5. BUDGET INFORMATION: Change Order #2 (Automatic Transfer Switch) = \$17,550
Change Order #3 (Conduit Replacement) = \$37,445
Total Change Orders = \$54,995
AIP Funds = \$52,245
MSO Share = \$2,750

6. SUPPLEMENTAL AGENDA INFORMATION: Schellinger Change Orders 2 & 3

7. RECOMMENDED MOTION: Move to accept Change Orders two and three with Schellinger Construction for the Runway 12-30 Rehabilitation Project in the total amount of \$54,995.

8. **PREPARED BY:** Tim Damrow, Shaun Shea

9. **COMMITTEE REVIEW:** None

Change Order

No. 002

Date of Issuance: 4/21/26 Effective Date: 4/21/26

Project: Runway 12/30 Rehabilitation	Owner: Missoula County Airport Authority	Owner's Contract No.:
Contract: AIP 3-30-0056-092-2025	Date of Contract: 8/8/2025	
Contractor: Schellinger Construction Company, Inc.	Engineer's Project No.: 3366.048.01	

The Contract Documents are modified as follows upon execution of this Change Order:

Description:
Install new automatic transfer switch (Bid Item 607) in the agreed upon alternate location. The automatic transfer switch (ATS) is a like-for-like replacement, and was designed to be installed in the same location as the existing ATS. The ATS provided for the project has a larger footprint than the existing and if placed in the same location creates National Electrical Code minimum working space violation. The CO includes extension of all power and control wiring to the new location. The ATS was upgraded to provide reliable power (without disruption) for critical navigational aids and runway lighting during low-visibility situations, as well as to provide advanced monitoring features connected to the ALCMS. It is timely and cost-effective to upgrade the ATS during generator installation.
Attachments: (List documents supporting change):

CHANGE IN CONTRACT PRICE:	CHANGE IN CONTRACT TIMES:
Original Contract Price: \$ <u>18,197,634.75</u>	Original Contract Times: <input type="checkbox"/> Working days <input checked="" type="checkbox"/> Calendar days Substantial completion (days or date): <u>146 days</u> Ready for final payment (days or date): _____
Increase from previously approved Change Orders No. <u>001</u> to No. <u>001</u> : \$ <u>647,012.00</u>	Increase from previously approved Change Orders No. <u>001</u> to No. <u>001</u> : Substantial completion (days): <u>10 calendar days</u> Ready for final payment (days): _____
Contract Price prior to this Change Order: \$ <u>18,844,646.75</u>	Contract Times prior to this Change Order: Substantial completion (days or date): <u>156 calendar days</u> Ready for final payment (days or date): _____
Increase of this Change Order: \$ <u>17,550.00</u>	Increase of this Change Order: Substantial completion (days or date): <u>5 calendar days</u> Ready for final payment (days or date): _____
Contract Price incorporating this Change Order: \$ <u>18,862,196.75</u>	Contract Times with all approved Change Orders: Substantial completion (days or date): <u>161 calendar days</u> Ready for final payment (days or date): _____

RECOMMENDED:	ACCEPTED:	ACCEPTED:
By: _____ Engineer (Authorized Signature)	By: _____ Owner (Authorized Signature)	By: _____ Contractor (Authorized Signature)
Date: _____	Date: _____	Date: _____
Approved by Funding Agency (if applicable): _____	Date: _____	



Equal Opportunity
Employer

Schellinger Construction Company, Inc.

PO Box 39 • 250 Truck Route
Columbia Falls, MT 59912
(406)892-2188

April 8, 2026

Morrison-Maierle
Attn: Sarah Michaelson
1055 Mount Ave
Missoula, MT
(406)546-5575
smichaelson@m-m.net

RE: Runway 12-30 Rehabilitation
AIP 3-30-0056-090-2024
Change Order – ATS Changes

Sarah,

Schellinger Construction Co., Inc. is pleased to offer the following pricing as requested on the above mentioned project. Following are our unit prices to provide labor, equipment, and materials necessary to complete the work as described below.

ATS Changes.....\$17,550.00 LS

Thank you for the opportunity to provide you with pricing on this project. If you have any questions or require additional information do not hesitate to give me a call @ (406) 250-5753 or Email joshua@sccimt.com

Sincerely,

Josh McDonald, PE
Construction Engineer

Change Order: ATS Changes		
Schellinger Cost	\$0.00	
Subcontractor Cost	\$16,556.08	See TJ Gardner Breakdown
Schellinger Admin Subcontractor Cost	\$413.90	2.5% of Subcontract
Subcontractor Profit	\$413.90	2.5% of Subcontract
Total Cost	\$17,383.88	
GRT	\$173.84	1%
Total Bid	\$17,550.00	



CHANGE ORDER REQUEST 005

Client: Schellinger Construction Company, Inc.
AIP Number: 3-30-0056-091-2025
Project: MSO Runway 12-30 Rehabilitation

Date: 04/08/2026

ATS Changes

TJ Gardner Company (TJG) is submitting this request for change for this project reference above. This request is being made in accordance with the terms and conditions of the existing contract terms and conditions.

SCOPE OF WORK/PRICING:

1. Conduit extension, additional conductor, floor pad to reach the new ATS location. See attached sheet.

Description	Amount
Labor Cost	\$4,182.50
Material Cost	\$8,614.09
Equipment Cost	\$1,600.00
Total Cost	\$14,396.59
Markup (15%)	\$2,159.49
Total (LS)	\$16,556.08

EXCLUSIONS/CLARIFICATIONS:

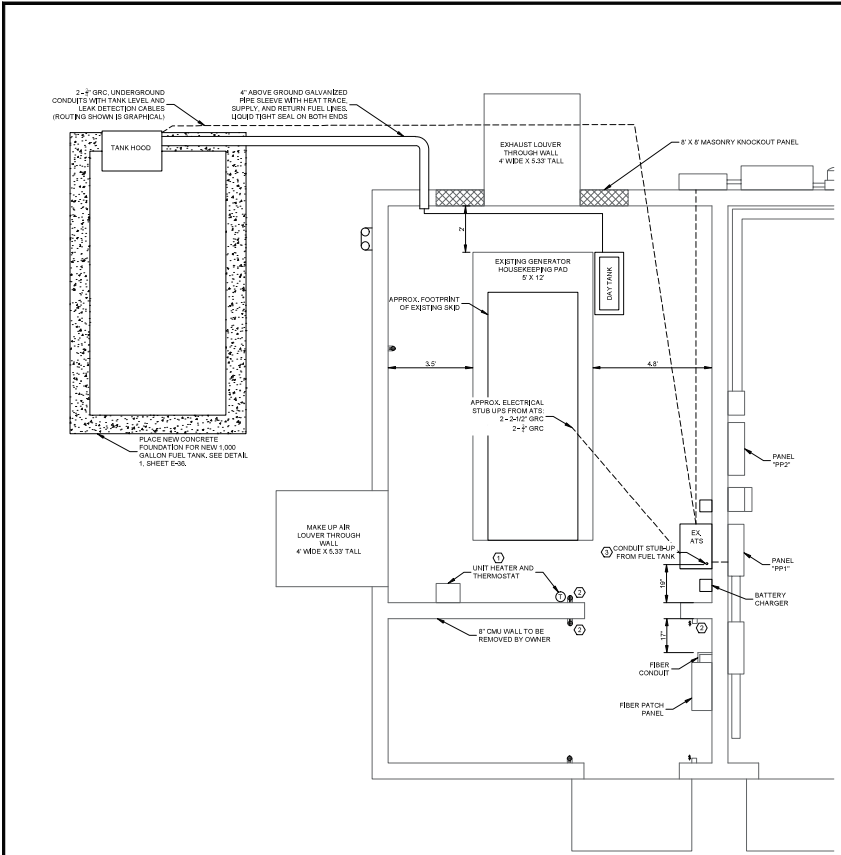
1. All original contract exclusions, clarifications, terms, and conditions apply to this change request unless specifically noted.
2. Based on field investigation between Jay (Pavlik), Dustin (Pavlik), and Sarah (MMI).

Respectfully submitted,

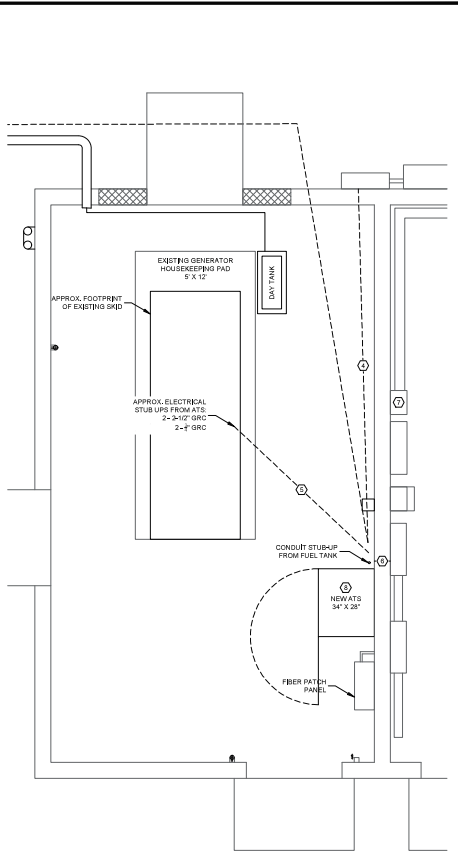
Jordan Cole

TJ Gardner Company
Jordan Cole
406-499-6560

jordan@tjgardnercompany.com



1 EXISTING GENERATOR ROOM LAYOUT
SCALE: 1/4" = 1'-0"



2 PROPOSED GENERATOR ROOM LAYOUT
SCALE: 1/4" = 1'-0"

- GENERAL NOTES**
- REMOVE AND REPLACE 400A AUTOMATIC TRANSFER SWITCH, MODIFY CONTROL CONDUIT AND CIRCUITS AS REQUIRED. EXISTING CONTROL WIRING MAY BE REUSED WHERE FEASIBLE.
 - AIRFIELD LIGHTING CIRCUITS SHALL BE OPERATIONAL FOR HOURS OF DARKNESS AND DURING INCLEMENT WEATHER. AIRFIELD LIGHTING VAULT WORK SHALL NOT INTERFERE WITH AIRFIELD OPERATIONS.
 - ALL TEMPORARY POWER OUTAGES MUST BE COORDINATED WITH AIRFIELD OPERATIONS MINIMUM 72 HOURS IN ADVANCE, AND ARE LIMITED TO DAYTIME HOURS.
 - CONTRACTOR SHALL INSTALL A TEMPORARY STANDBY GENERATOR, CONNECTED VIA AUTOMATIC TRANSFER SWITCH FOR THE DURATION THAT THE PERMANENT GENERATOR IS OUT OF SERVICE.
 - REFER TO AC 1500340-30, CURRENT EDITION.
 - CONTRACTOR SHALL VERIFY ALL EXISTING EQUIPMENT CONFIGURATIONS, CONDUIT ROUTING, AND WIRE SIZES. ANY MODIFICATIONS REQUIRED TO MEET NEC OR EQUIPMENT MANUFACTURER RECOMMENDATIONS SHALL BE INCIDENTAL TO THE EQUIPMENT INSTALLATION.
 - PLUG OPENINGS IN WRETHAVS WHERE CONDUIT AND CABLING ARE REMOVED.

- KEY NOTES**
- OWNER TO RELOCATE UNIT HEATER AND THERMOSTAT.
 - OWNER TO REMOVE RECEPTACLE AND SWITCH FROM WALL PRIOR TO CONSTRUCTION.
 - APPROXIMATE LOCATION OF OUTERMOST CONDUIT STUR UP IN THE SLAB BELOW THE EXISTING ATS, CAP ANY UNUSED CONDUITS w/ APP.
 - EXISTING SURFACE MOUNT 2" 3/4" CONDUIT WITH ATS STRINGS INPUT FROM GENERATOR. REFER TO ONE LINE DIAGRAM ON SHEET E-33. MODIFY CONDUIT AS REQUIRED TO EXTEND TO NEW ATS LOCATION, INSTALL NEW PARALLEL FEEDERS.
 - EXISTING 2" 3/4" CONDUIT UNDER SLAB WITH ATS STRINGS INPUT FROM GENERATOR. REFER TO ONE LINE DIAGRAM ON SHEET E-33. CONTRACTOR MAY UTILIZE THESE CONDUITS TO EXTEND TO NEW ATS LOCATION OR MAY CHOOSE TO INSTALL NEW OVERHEAD CONDUIT, INSTALL NEW PARALLEL FEEDERS.
 - EXISTING 2" 3/4" CONDUIT THROUGH WALL WITH PPI FEEDER. REFER TO ONE LINE DIAGRAM ON SHEET E-33. MODIFY CONDUIT AS REQUIRED TO EXTEND TO NEW ATS LOCATION, INSTALL NEW PARALLEL FEEDERS.
 - EXISTING SIMENS PANELBOARD "PP2". INSTALL NEW 200 AMP CIRCUIT BREAKER, MATCH #2 RATING OF EXISTING BREAKER.
 - EXTEND ALL POWER AND CONTROL CIRCUITS TO NEW ATS LOCATION.

Sheet E-33 attached for reference.

NOT FOR CONSTRUCTION

NO.	DESCRIPTION	REVISIONS	BY	DATE



DRAWN BY: JMM
 DESG. BY:
 APPR. BY: MISSOULA
 DATE: 11/20/24
 JJC REVIEW
 BY:
 DATE:

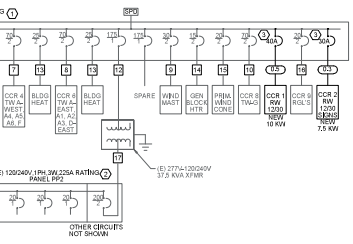
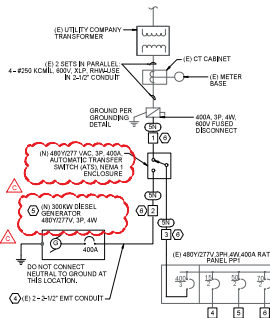
MISSOULA MONTANA AIRPORT
 RUNWAY 12-30 REHABILITATION
 AIP 3-30-0056-090-2024

MONTANA
 PROJECT NUMBER 3368.043
 SHEET NUMBER 1
 DRAWING NUMBER 65 EX-1

ALTERNATE TRANSFER SWITCH LAYOUT EXHIBIT

TAG	CONDUCTOR/CONDUIT	FROM	TO
1	2 SETS OF 3/4" C-4 #10 KCMIL & #3 GND	MAIN DISCONNECT	ATS
2	2 SETS OF 3/4" C-4 #10 KCMIL & #3 GND	ATS	(E) GENSET
3	2 SETS OF 3/4" C-4 #10 KCMIL & #3 GND	ATS	PP1
4	3/4" C-248 AND #8 GND 1-1/2" RAY CABLE	PP1	RPUWC
5	3/4" C-248 AND #8 GND	PP1	CCR 3
6	1" C-248 AND #8 GND	PP1	CCR 5
7	1" C-248 AND #8 GND	PP1	CCR 4
8	1" C-248 AND #8 GND	PP1	CCR 6
9	3/4" C-248 AND #8 GND 1-1/2" RAY CABLE	PP1	WIND MAST
10	1" C-248 AND #8 GND	PP1	CCR 8
11	1" C-248 AND #8 GND (SAMP BKR)	PP1	(E)CCR 1
12	1/4" C-248 AND #8 GND	PP1	TI TRMR
13	1/2" C-248 AND #8 GND	PP1	BLDG HEAT
14	VERIFY	PP1	GEN BLDG HT
15	VERIFY	PP1	PHEWC
16	VERIFY	PP1	CCR 9
17	2" C-248 AND #8 GND	TI TRMR	PP2
18	3/4" C-248 AND #8 GND (SAMP BKR)	PP2	CCR 2

ALL (E) CONDUCTORS ARE 600V XHW, UNLESS NOTED OTHERWISE



FEEDER NUMBER	AMPS	WIRE QTY PER CONDUIT	SETS IN PARALLEL	75 DEG COPPER			
				CONDUIT	PHASE QTY AND AWG	NEUTRAL AWG	GROUND AWG
0.3	30	2W	1	2"	2#10	-	1#10
0.5	50	2W	1	1"	2#6	-	1#10
5N	500	4W	2	2-1/2"	3#250	1#250	1#2

- KEY NOTES**
- PP1 IS A SIEMENS PANELBOARD, CAT NO. S14E75A400ATS.
 - PP2 IS A SIEMENS PANELBOARD, CAT NO. S14D20J00ATS.
 - CONTRACTOR TO INSTALL NEW BREAKER, SIZE PER OCM MANUFACTURER RECOMMENDATIONS. INSTALL NEW GROUND CONDUCTOR TO NEW OCM.
 - CONTRACTOR MAY UTILIZE EXISTING CONDUIT FOR NEW CONDUCTORS IF THE SIZE MEETS NEC REQUIREMENTS FOR CONDUIT FILL FOR THE NEW CONDUCTORS. MODIFY CONDUITS AS NECESSARY TO MATCH NEW EQUIPMENT REQUIREMENTS.
 - SEE SHEET E-05 FOR NEW GENERATOR INSTALLATION.
 - REPLACE ALL CONDUCTOR ON LINE AND LOAD SIDE OF ATS.

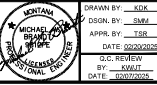
Note: ATS relocation change order shall include the conduit extension and additional conductor to reach the new ATS.

- GENERAL NOTES**
- REMOVE AND REPLACE 300KW GENERATOR ON EXISTING HOUSEKEEPING PAD. COORDINATE WITH GENERATOR MANUFACTURER. MODIFY PAD AS NECESSARY.
 - REMOVE AND REPLACE 400A AUTOMATIC TRANSFER SWITCH. INSTALL NEW CONDUCTOR FOR ALL CIRCUITS TO GENERATOR. SEE ONE LINE DIAGRAM SHEET E-33.
 - REMOVE AND REPLACE 1,000 GALLON PRECAST CONCRETE ABOVE GROUND FUEL TANK ON NEW FOUNDATION. SEE DETAILS ON SHEET E-34.
 - ARRFIELD LIGHTING GROUNTS SHALL BE OPERATIONAL FOR HOURS OF DARKNESS AND DURING INCLEMENT WEATHER. ARRFIELD LIGHTING VAULT WORK SHALL NOT INTERFERE WITH ARRFIELD OPERATIONS.
 - ALL TEMPORARY POWER OUTAGES MUST BE COORDINATED WITH ARRFIELD OPERATIONS. MINIMUM 72 HOURS ADVANCE. WORK ARE LIMITED TO DAYTIME HOURS.
 - CONTRACTOR SHALL INSTALL A TEMPORARY STANDBY GENERATOR, CONNECTED VIA AUTOMATIC TRANSFER SWITCH, FOR THE DURATION THAT THE PERMANENT GENERATOR IS OUT OF SERVICE.
 - REFER TO AC 150534000, CURRENT EDITION.
 - ALL FUEL PIPING SHALL BE REPLACED. FUEL PIPING MOUNTED MINIMUM 4'-0" ABOVE GRADE AND PROTECTED FROM PHYSICAL DAMAGE.
 - CONTRACTOR SHALL VERIFY ALL EXISTING EQUIPMENT CONFIGURATIONS, CONDUIT ROUTINGS, AND WIRE SEES. ANY MODIFICATIONS REQUIRED TO MEET NEC OR EQUIPMENT MANUFACTURER RECOMMENDATIONS SHALL BE INCIDENTAL TO THE EQUIPMENT INSTALLATION.
 - FLOOD OPENINGS IN WIREWAYS WHERE CONDUIT AND CABLES ARE REMOVED.
 - IF ITS ABSOLUTELY NECESSARY FOR ALL TRADES INVOLVED TO COORDINATE WITH EACH OTHER AND VERIFY THAT THERE ARE NO CONFLICTS IN LOCATION OF CUTS, CONDUITS, DIFFUSERS, BOXES, AND OTHER ITEMS THROUGHOUT THE PROJECT BEFORE FINAL PLACEMENT OF MATERIALS.
 - ALL DIMENSIONS AND EXACT UNIT LOCATIONS ARE TO BE FIELD VERIFIED. THESE DRAWINGS REPRESENT SCHEMATIC SYSTEMS.
 - COORDINATE AVAILABLE SPACE FOR EQUIPMENT AND PIPING SYSTEMS WITH OTHER TRADES.

- ELECTRICAL SPECIFICATION NOTES**
- RECELVAY:**
- MINIMUM RACEWAY SIZE: 3/4-INCH TRADE SIZE.
 - EXPOSED CONDUIT: RIBBED STEEL CONDUIT.
 - CONCEALED CONDUIT: ABOVE GROUND: RAC.
 - UNDERGROUND CONDUIT: RVC, TYP. EPC-404VC. DIRECT BURIED, USE TYPE EPOXY/PPG UNDERPAID SURFACES.
 - CONNECTION TO VIBRATING EQUIPMENT (INCLUDING TRANSFORMERS AND HYDRAULIC PNEUMATIC, ELECTRIC SOLENOID OR MOTOR-DRIVEN EQUIPMENT): LTRC.
 - BOXES AND ENCLOSURES: ABOVE GROUND: NEMA-250, TYPE 3R.
 - EXPOSED, NOT SUBJECT TO PHYSICAL DAMAGE, EMT.
 - EXPOSED AND SUBJECT TO SEVERE PHYSICAL DAMAGE: 4800 STEEL CONDUIT.
 - CONCEALED IN NEW CELLINGS AND INTERIOR WALLS AND PARTITIONS: EMT.
 - CONNECTION TO VIBRATING EQUIPMENT (INCLUDING TRANSFORMERS AND HYDRAULIC PNEUMATIC, ELECTRIC SOLENOID, OR MOTOR-DRIVEN EQUIPMENT): TRAC EXCEPT USE TRAC IN DAMP OR WET LOCATIONS.
 - DAMP OR WET LOCATIONS: RIBBED STEEL CONDUIT.
 - BOXES AND ENCLOSURES: NEMA 250, TYPE 1, EXCEPT USE NEMA 250, TYPE 3R, IN METALLIC DAMP OR WET LOCATIONS.
 - RACEWAY FITTINGS: COMPATIBLE WITH RACEWAYS AND SUITABLE FOR USE AND LOCATION.
 - REED AND INTERMEDIATE STEEL CONDUIT: USE THREADED RIBBED STEEL CONDUIT FITTINGS, UNLESS NOTED OTHERWISE.
- CONDUCTORS:**
- ALL CONDUCTORS IN RACEWAY: TYPE THIN-WALL, SINGLE CONDUCTORS.
 - CONDUIT FOR NO. 10 AWG AND SMALLER: STRANDED FOR NO. 8 AWG AND LARGER.
 - COPPER: SIZE 2.
 - CONCEALED IN NEW CELLINGS AND WALLS: TYPE THIN-WALL, SINGLE CONDUCTORS.

ISSUED FOR CONSTRUCTION
MAY 2025

<p>USE LOCAL ADDENDUMS</p> <p>ALL SHEET REVISIONS AND INTERCHANGES SHALL BE IN ACCORDANCE WITH THE REVISIONS AND INTERCHANGES PROCEDURE AND/OR THE PROJECT MANUAL AND/OR THE GENERAL CONDITIONS AND/OR THE SPECIFICATIONS AND/OR THE ADDENDUMS.</p> <p>REVISIONS</p> <table border="1"> <thead> <tr> <th>NO.</th> <th>DESCRIPTION</th> <th>BY</th> <th>DATE</th> </tr> </thead> <tbody> <tr> <td>1</td> <td>FOR REVISION CHANGES C</td> <td>SM</td> <td>10/29/2023</td> </tr> </tbody> </table>	NO.	DESCRIPTION	BY	DATE	1	FOR REVISION CHANGES C	SM	10/29/2023	<p>MISSOULA MONTANA AIRPORT RUNWAY 12-30 REHABILITATION AIP 3-30-0056-090-2024</p>	<p>PROJECT NUMBER 3305,040</p> <p>SHEET NUMBER 50</p> <p>DRAWING NUMBER 66 E-33</p>
NO.	DESCRIPTION	BY	DATE							
1	FOR REVISION CHANGES C	SM	10/29/2023							



DRAWN BY: KDK
 DESIGNED BY: SMV
 APPR. BY: TGR
 DATE: 02/20/2024
 CHECKED BY: KJUT
 DATE: 02/27/2024

MISSOULA

MISSOULA MONTANA AIRPORT
RUNWAY 12-30 REHABILITATION
AIP 3-30-0056-090-2024

MISSOULA

Change Order

No. 003

Date of Issuance: 4/21/26 Effective Date: 4/21/26

Project: Runway 12/30 Rehabilitation	Owner: Missoula County Airport Authority	Owner's Contract No.:
Contract: AIP 3-30-0056-092-2025	Date of Contract: 8/8/2025	
Contractor: Schellinger Construction Company, Inc.		Engineer's Project No.: 3366.048.01

The Contract Documents are modified as follows upon execution of this Change Order:

Contractor will install new 2" conduit for the apron sensor cable and concrete joint sealant to the in-pavement routing of the cable. During installation work, the Contractor was unable to remove the existing cable. The cable appears to leave all junction points in conduit but they are unable to move the cable or get a probe through. The CO will install new conduit through the problem area and includes joint sealant where the cable will be installed in the sawcut joint through the apron.
 Attachments: (List documents supporting change):

Contractor change order documentation.

CHANGE IN CONTRACT PRICE:	CHANGE IN CONTRACT TIMES:
Original Contract Price: \$ <u>18,197,634.75</u>	Original Contract Times: <input type="checkbox"/> Working days <input checked="" type="checkbox"/> Calendar days Substantial completion (days or date): <u>146 days</u> Ready for final payment (days or date): _____
Increase from previously approved Change Orders No. <u>001</u> to No. <u>002</u> : \$ <u>664,562.00</u>	Increase from previously approved Change Orders No. <u>001</u> to No. <u>002</u> : Substantial completion (days): <u>15 calendar days</u> Ready for final payment (days): _____
Contract Price prior to this Change Order: \$ <u>18,862,196.75</u>	Contract Times prior to this Change Order: Substantial completion (days or date): <u>161 calendar days</u> Ready for final payment (days or date): _____
Increase of this Change Order: \$ <u>37,445.00</u>	Increase of this Change Order: Substantial completion (days or date): <u>5 calendar days</u> Ready for final payment (days or date): _____
Contract Price incorporating this Change Order: \$ <u>18,899,641.75</u>	Contract Times with all approved Change Orders: Substantial completion (days or date): <u>166 calendar days</u> Ready for final payment (days or date): _____

RECOMMENDED:	ACCEPTED:	ACCEPTED:
By: _____ Engineer (Authorized Signature)	By: _____ Owner (Authorized Signature)	By: _____ Contractor (Authorized Signature)
Date: _____	Date: _____	Date: _____
Approved by Funding Agency (if applicable): _____	Date: _____	



Equal Opportunity
Employer

Schellinger Construction Company, Inc.

PO Box 39 • 250 Truck Route
Columbia Falls, MT 59912
(406)892-2188

February 5, 2026

Morrison-Maierle
Attn: Sarah Michaelson
1055 Mount Ave
Missoula, MT
(406)546-5575
smichaelson@m-m.net

RE: Runway 12-30 Rehabilitation
AIP 3-30-0056-090-2024
Change Order – Sensor Conduit

Marcus,

Schellinger Construction Co., Inc. is pleased to offer the following pricing as requested on the above mentioned project. Following are our unit prices to provide labor, equipment, and materials necessary to complete the work as described below.

Sensor Conduit.....\$37,445.00 LS

Thank you for the opportunity to provide you with pricing on this project. If you have any questions or require additional information do not hesitate to give me a call @ (406) 250-5753 or Email joshua@sccimt.com

Sincerely,

Josh McDonald, PE
Construction Engineer

Change Order: Sensor Conduit		
Schellinger Cost	\$0.00	
Subcontractor Cost	\$35,310.00	See TJ Gardner Breakdown
Schellinger Admin Subcontractor Cost	\$882.75	2.5% of Subcontract
Subcontractor Profit	\$882.75	2.5% of Subcontract
Total Cost	\$37,075.50	
GRT	\$370.76	1%
Total Bid	\$37,445.00	



2208 Pauline Drive, Missoula, MT 59804
(406) 499-6560

Date: 02/04/2026

Client: Schellinger Construction Company, Inc.
AIP Number: 3-30-0056-091-2025
MSO Runway 12-30 Rehabilitation
Missoula, MT

Change Request 004 – Sensor Conduit

Please review the following change request proposal for your consideration on the above referenced project pursuant to the correspondence from Morrison-Maierle [attached] for adding conduit to allow for sensor cable to be installed to the apron sensor. TJ Gardner Company (TJG) hereby proposes to furnish all material, labor, equipment, tools, supervision, insurance, guarantees, warranties, and services to perform and complete the additional work in accordance with the project plans and specifications and per our scope of work and exclusions as follows.

PRICING:

Description	Amount
Labor Cost	\$19,158
Material Cost	\$6,603
Equipment Cost	\$4,941
Total Cost	\$30,704
Markup (15%)	\$4,606
Total (LS)	\$35,310

If this proposal is acceptable, please provide a contract change order in this amount so that we can incorporate this additional scope into the schedule.

SCOPE OF WORK:

- Install New 1W – 2” Sch 40 PVC Conduit (estimated 806 LF)
 - Extend new 1W-2” Sch 40 PVC from manhole north of Taxiway A to existing abandoned weather mast junction can.
 - Locate and intercept existing abandoned 2” Conduit, extend new 1W-2” to existing 16” junction can at edge of apron.
- Remove abandoned cables from old weather mast conduits. (estimated 370 LF)



2208 Pauline Drive, Missoula, MT 59804
(406) 499-6560

- Remove joint sealant, install 2 layers of backer rod, install new concrete joint sealant per P-605. (estimated 180 LF)

EXCLUSIONS/CLARIFICATIONS/ASSUMPTIONS

1. All original exclusions and clarifications from the prime contract.
2. No new base cans or junction structures are included.
3. Assume native backfill.
4. Assume installation during daytime.

SCHEDULE:

If this proposal is approved, we request an additional 5 days be added to the contract to complete this additional work.

Respectfully submitted,

Jordan Cole

TJ Gardner Company

Jordan Cole

jordan@tjgardnercompany.com

Change Order Request - 04 Sensor Conduit
ESTIMATE SUMMARY - COSTS & BID PRICES

Bid#	Client# Bid Description	Quantity	Unit	Manhours	Direct Labor	Perm Matl	Constr Matl	Equip- Ment	Sub- Contr	Direct Total	Indirect Change	Total Cost	Total Cost Unit Price	Markup	-----Balanced Bid----- Total Unit Price	Bid Price	Bid Total	
10	Install New 1W-2" Sch 40 PVC	806.00	LF	117 0.15	10,782	4,857		2,956		18,595	32	18,627	23.11	15.0%	26.57	26.57	21,415.42	
20	Tie in to Existing Can/Intercept Existing	4.00	EA	37 9.25	3,074	141		750		3,966	7	3,973	993.14	15.0%	1,141.85	1,141.85	4,567.40	
30	Remove Abandoned Cables from Old Weath	370.00	LF	3 0.01	387			40		427	1	428	1.16	15.0%	1.33	1.33	492.10	
40	Remove joint sealant, backer rod, & insta	180.00	LF	50 0.28	4,864	1,606		1,195		7,665	13	7,678	42.66	15.0%	49.04	49.04	8,827.20	
Totals:																		
					19,106	6,603		4,941		30,651	52	30,704			4,597	35,302	35,302.12	[15.0%]

Code between Balanced Bid & Bid Price: U=Unbalanced, F=Frozen, C=Closing Biditem (item to absorb unbalancing differences).
[bracketed numbers represent adjusted quantities]
** in front of the Biditem indicates a Non-Additive item

Markup % is shown as a percentage of cost

Bond from Summary Table
Markup on Resource Costs

***** TOTAL JOB =====> 207 19,106 6,603 4,941 30,651 52 30,704 4,597 35,302.12

Spread Indirects On TOTAL COST Spread Markups On TOTAL COST Spread Addons&Bonds On TOTAL COST

Bond Calculations

Contract Amount	Rate per 1000	Bond Amount
First: \$ 1,000,000	1.50	\$ 52.95
Next: \$ 200,000	1.50	\$ 0.00
Next: \$ 0	0.00	\$ 0.00
Next: \$ 0	0.00	\$ 0.00
Next: \$ 0	0.00	\$ 0.00
Next: \$ 0	0.00	\$ 0.00
Remainder:	1.50	\$ 0.00

Bid#	Client# Bid Description	Quantity	Unit	Manhours	Direct Labor	Perm Matl	Constr Matl	Equip- Ment	Sub- Contr	Direct Total	Indirect Charge	Total Cost	Total Cost Unit Price	Markup	-----Balanceed Bid----- Total Unit Price	Bid Price	Bid Total
					52.95												
					0.00												
					0.00												
					52.95												

Time Threshold 1: 0
Time Threshold 2: 0
Length of Job: 0

Subtotal: \$
Extended Time Rate 1: 0.0000 %
Extended Time Rate 2: 0.0000 %
Total Bond Amount: \$

---Estimate Notes---

Bid Date: 01/23/2026
Owner: Engineering Firm
Estimator in Charge:

Desired Bid (if specified)=
Last Summary on 01/23/2026 at 9:58 AM.
Last Spread on 01/23/2026 at 9:58 AM.

Engineering Firm: NonAdd: N

Hold Acct: N

Subitem: N

Sort: 0.00

**Missoula County Airport Authority
Agenda Action Sheet**

Meeting Date: April 28, 2026

1. TITLE: VEOCI Contract Renewal

Review, discussion and possible approval of VEOCI Contract Amendment # 4, renewing VEOCI services **ACTION ITEM**

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

3. TIME REQUIRED: 5 Minutes

4. BACKGROUND INFORMATION: Since 2016, the Missoula Airport has been utilizing VEOCI (pronounced "V-O-C") to digitize and automate several tasks across various departments. It was initially used to digitize paper forms for Public Safety, but now the system has been used for a multitude of tasks ranging from customer surveys, employee payroll, vehicle maintenance and emergency management. The team has received several comments during FAA inspections complementing our documentation and record organization by utilizing VEOCI, which has helped lead to multiple flawless inspections.

Earlier this year, staff utilized VEOCI to implement a Safety Management System (SMS) to fulfill a newly implemented FAA directive requiring Small Hub Airports to implement SMS. The information gathered from this system will help the airport build appropriate risk profiles and develop proper staff training to reduce associated risk. Staff continue to utilize VEOCI to support several initiatives across multiple departments to further enhance the system's utility. Amendment #4 covers the yearly renewal of the system and was included in the upcoming FY27 budget.

5. BUDGET INFORMATION: Amount Required: \$27,714 – Included in FY27 Budget

6. SUPPLEMENTAL AGENDA INFORMATION: VEOCI – Amendment #4 for MSO

7. RECOMMENDED MOTION: Move to approve Amendment # 4 with VEOCI in the amount of \$27,714

8. PREPARED BY: Tim Damrow, Deputy Director

9. COMMITTEE REVIEW: None



Amendment No. 4 for MSO - Missoula Montana Airport

This Amendment No. 4 hereby amends Contract No. GWS77223932 by and between Veoci Inc. and MSO - Missoula Montana Airport dated September 07, 2018, and Amended thereafter. Professional Service hours expire at the end of the contract term. This Amendment No. 4 shall be incorporated into the MSA and if applicable, the SOW, and becomes effective on July 01, 2026.

WHEREAS the parties wish to modify the terms dates of the Agreement
AND

All other terms and conditions of Contract No. GWS77223932, as Amended, and the Agreement remain in full effect, except as modified herein:

- I. **Schedule D. Section I. Term of this Order Form** The first sentence shall be deleted in its entirety and replaced with the following:
 "The Service will be available to Customer from: Start Date of July 01, 2026 to End Date of June 30, 2027 (the "Order Form Term") in exchange for the fees described in Article III below, and pursuant to the terms of the Agreement."

QTY	DESCRIPTION	ANNUAL SUBSCRIPTION
20	Veoci Full Access Licenses	\$27,714.00
	Total Annual	\$27,714.00
	Sales Tax (at 0.00000%)*	\$0.00
	Total	\$27,714.00

*Plus, Applicable Sales Tax

IN WITNESS WHEREOF, Veoci Inc. and MSO - Missoula Montana Airport have each caused this Amendment No. 4 to Contract No. GWS77223932 to be signed and delivered by its duly authorized representatives as of the date first set forth above.



Amendment No. 4 to Contract No. GWS77223932

www.veoci.com | RenewalsTeam@veoci.com | (203) 782 5944

Veoci Inc., 195 Church Street 14th Floor, New Haven, CT 06510

Veoci Inc.	MSO - Missoula Montana Airport
Signed:	Signed: _____
Name: <u>Brigitte Girard</u> _____	Name (print): _____
Title: <u>CFO</u> _____	Title: _____
Date: _____	Date: _____

The Services and Fees set forth in this Amendment shall be considered finalized upon signature by an authorized representative of Veoci.



Missoula County Airport Authority

Agenda Item Sheet

Meeting Date: April 28, 2026

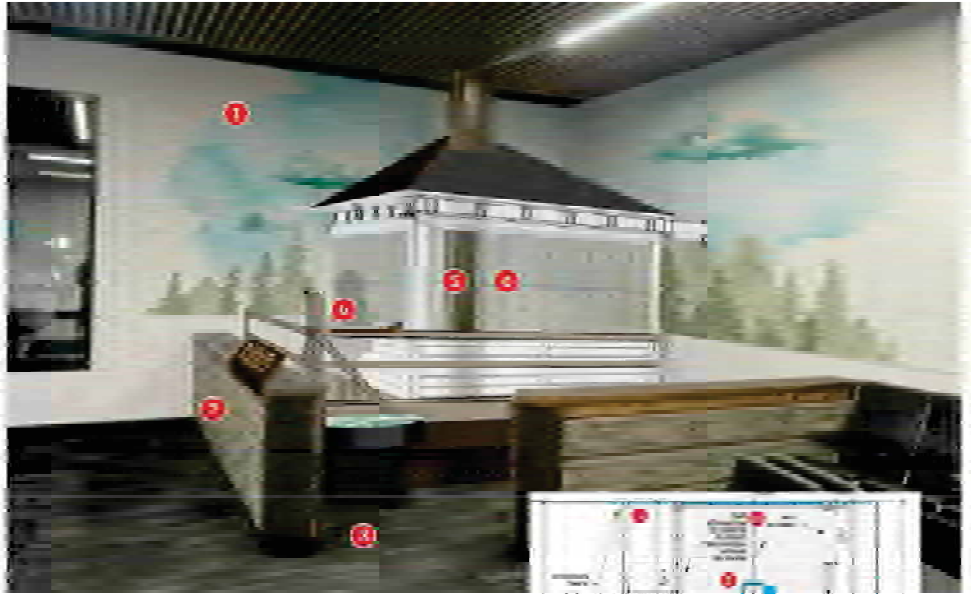
1. TITLE: Agreement with Missoula County for Terminal Concourse Play Structure
Review and discussion of a terminal concourse play structure No action needed)
2. AGENDA CATEGORY: (Please highlight)
UNFINISHED BUSINESS **NEW BUSINESS** COMMITTEE REPORTS
INFORMATION/DISCUSSION ITEM
3. TIME REQUIRED: 5 Minutes
4. BACKGROUND INFORMATION: In June 2022 the airport completed and opened the B-Concourse and baggage claim areas as part of a multi-phased terminal reconstruction project. Included as part of the concourse design was the allocation of space for a children's play area to be developed at a later date. Staff received interest from the Historical Museum at Fort Missoula (HMFM), operated by Missoula County, to install and maintain a play structure at the airport to help promote awareness of the museum. The Historical Museum at Fort Missoula engaged A&E architects to assist with design and code review to ensure the structure meets applicable safety standards.

The Historical Museum at Fort Missoula will be responsible for the procurement, installation and maintenance of the structure, with the airport providing the space at no cost. The agreement will be for a period of 10 years with the Historical Museum to perform a rehab and refresh at the 5-year mark.
5. BUDGET INFORMATION: N/A
6. SUPPLEMENTAL AGENDA INFORMATION: MSO Fire Tower Renderings
7. RECOMMENDED MOTION: No action, informational only
8. PREPARED BY: Tim Damrow, Deputy Director
9. COMMITTEE REVIEW: None

Overview

Key Elements

- 1 Background wall graphics
- 2 Overview plaque
- 3 Fire finder (scale model)
- 4 Telescope / search-and-find key
- 5 Column with phone & artifacts
- 6 Mountain view "window wall"
- 7 Search-and-find concourse elements



Additional safety updates in progress:

1. lowering platform 4"
2. Adding mesh at handrails
3. Additional vertical elements between window mullions

The Little Lookout at MSO Airport - Environmental Graphics

1 Background wall graphics

abstract natural elements
to give context but still
feels light / transition to
wall color of concourse



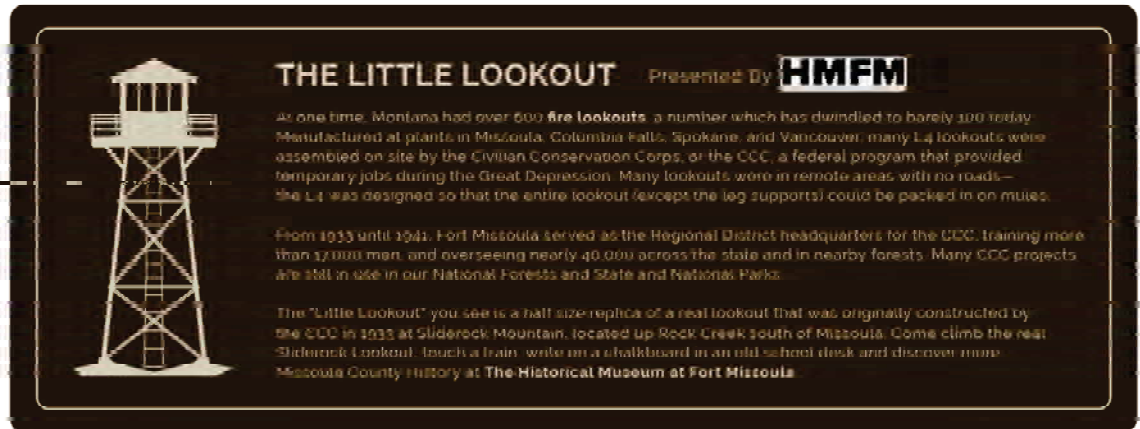
The Little Lookout at MSO Airport - Environmental Graphics

2 Overview plaque

tells the story of
fire lookouts &
recognizes HMFM

+ additional info
/ activities
outlined

+ sponsor
acknowledgment
(5-ish logos, 4 names)



THE LITTLE LOOKOUT Presented By **HMFM**

At one time, Montana had over 600 **fire lookouts**, a number which has dwindled to barely 100 today. Manufactured at plants in Missoula, Columbia Falls, Spokane, and Vancouver, many L4 lookouts were assembled on site by the Civilian Conservation Corps, or the CCC, a federal program that provided temporary jobs during the Great Depression. Many lookouts were in remote areas with no roads—the L4 was designed so that the entire lookout (except the leg supports) could be packed in on mules.

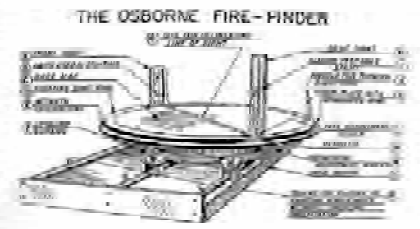
From 1933 until 1941, Fort Missoula served as the Regional District headquarters for the CCC, training more than 17,000 men, and overseeing nearly 40,000 across the state and in nearby forests. Many CCC projects are still in use in our National Forests and State and National Parks.

The "Little Lookout" you see is a half size replica of a real lookout that was originally constructed by the CCC in 1933 at Slidewick Mountain, located up Rock Creek south of Missoula. Come climb the real Slidewick Lookout. Touch a train, write on a chalkboard in an old school desk and discover more Missoula County History at **The Historical Museum at Fort Missoula**.

3 Fire finder

scale model /
simplified prop for
kids, with info panel
on inside of pony wall

Museum may
have a scale
model we can
reference for
fabrication



4 Telescope / search-and-find key

playground telescope
mounted to handrail / corner
post (qty 2 for accessibility);
search key panel on handrail



WHAT CAN YOU SPOT THROUGH THE TELESCOPE? →

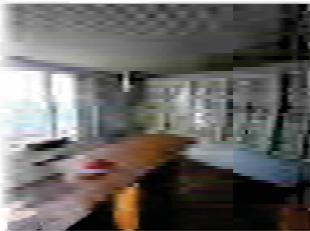


Alternate theme: fire hazards:
campfire
lightning
camp stove
sparks
vehicles
smoke



5 Column with phone & artifacts

full cladding of plywood w/ clearcoat - similar to interior tables / shelves of fire tower (easier to build / secure, protects column better). Reproduced photos, posters, pennant, interactive wooden phone (12" cord)



The Little Lookout at MSO Airport - Environmental Graphics

6 Mountain view "window wall"

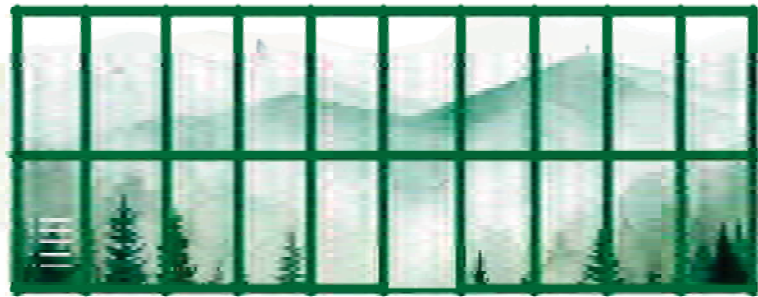
more abstract,
small items to
find
(birds, smoke,
fire tower, etc)

this space will
only be navigable
to kids who
need to
communicate with
nonverbal kids

add larger
elements in the
foreground that
are easier to find.
Add Gus from
Knapley Lake



visual will
be
overlayed
by mullions

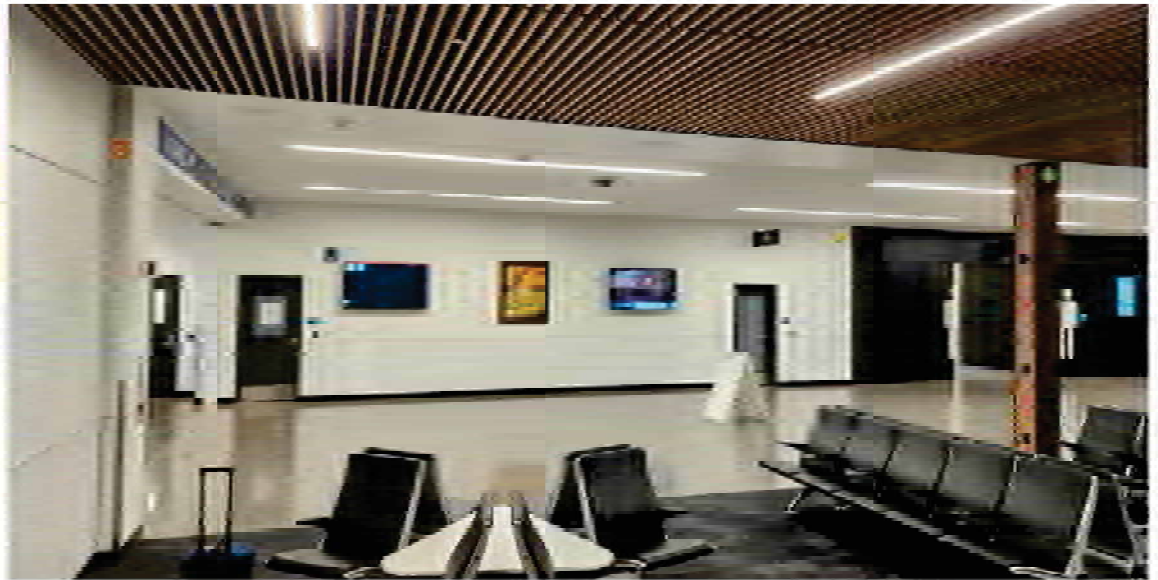


7 Search-and-find concourse elements

small icons /
plaques to find
scattered
throughout
immediate
concourse



patco aviation



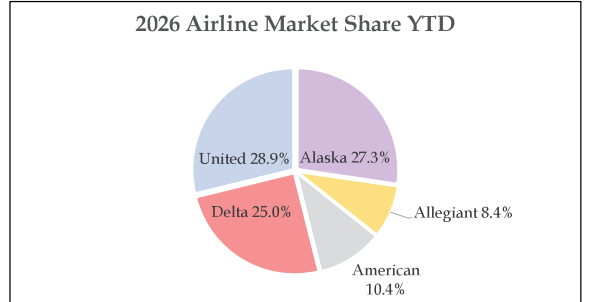
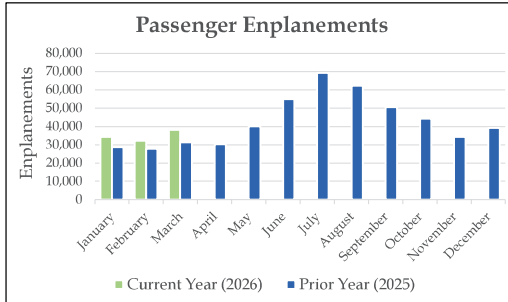
2026 Missoula Airport Operations and Route Performance

Summary

- March seats were up 10% Y/Y
- March '26 enplanements were a record high
- Spring Break Shift from March to April Y/Y

Air Service Highlights

- MSO-ORD helping to boost Jan-Mar Pax Enplanements
- CY2025 was a record year with 520,923 enplanements
- Please reach out with any comments or changes to improve our report going forward!



Tower Operations	Ops Type	January	February	March	April	May	June	July	August	September	October	November	December	Total	Y/Y
	Air Carrier	741	656	737	0	0	0	0	0	0	0	0	0	0	2,134
Air Taxi	350	340	329	0	0	0	0	0	0	0	0	0	0	1,019	-10%
GA	1023	1035	1097	0	0	0	0	0	0	0	0	0	0	3,155	19%
Military	42	27	12	0	0	0	0	0	0	0	0	0	0	81	-37%
Civil	921	977	922	0	0	0	0	0	0	0	0	0	0	2,820	28%
Total	2026	3,077	3,035	3,097	0	0	0	0	0	0	0	0	0	9,209	14%
	2025	2,412	2,426	3,209	3,884	4,217	4,617	5,620	5,654	3,827	4,128	2,809	2,507	45,310	

Enplaned Passengers	Airlines	January	February	March	April	May	June	July	August	September	October	November	December	Total	Y/Y
	Alaska	10,262	8,571	9,747	0	0	0	0	0	0	0	0	0	0	28,580
Allegiant	2,830	2,454	3,454	0	0	0	0	0	0	0	0	0	0	8,738	-12%
American	3,429	3,465	4,009	0	0	0	0	0	0	0	0	0	0	10,903	68%
Delta	8,349	8,305	9,545	0	0	0	0	0	0	0	0	0	0	26,199	-5%
Frontier	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Sun Country	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
United	9,314	9,390	11,477	0	0	0	0	0	0	0	0	0	0	30,181	5%
Charters	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-100%
Total	2026	34,184	32,185	38,232	0	0	0	0	0	0	0	0	0	104,601	6%
	2025	32,979	29,778	36,075	33,381	41,706	54,799	70,797	63,677	42,180	43,671	34,947	39,867	523,857	

LF	2026	71.5%	76.2%	81.9%	78.8%	79.3%	74.1%	83.5%	81.7%	82.8%	82.7%	75.3%	78.1%	76.5%	80.1%
	2025	79.1%	81.0%	84.1%	78.8%	79.3%	74.1%	83.5%	81.7%	82.8%	82.7%	75.3%	78.1%	76.5%	80.1%

Deplaned Passengers	Airlines	January	February	March	April	May	June	July	August	September	October	November	December	Total	Y/Y
	Alaska	9,284	8,318	9,425	0	0	0	0	0	0	0	0	0	0	27,027
Allegiant	2,605	2,408	3,311	0	0	0	0	0	0	0	0	0	0	8,324	-13%
American	3,120	3,225	3,711	0	0	0	0	0	0	0	0	0	0	10,056	63%
Delta	7,669	8,538	9,625	0	0	0	0	0	0	0	0	0	0	25,832	-2%
Frontier	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Sun Country	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
United	9,503	9,675	11,374	0	0	0	0	0	0	0	0	0	0	30,552	7%
Charters	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-100%
Total	2026	32,181	32,164	37,446	0	0	0	0	0	0	0	0	0	101,791	5%
	2025	31,227	29,611	35,779	34,355	43,820	59,824	69,807	59,645	40,243	41,607	35,123	39,882	520,923	

Total Pax	2026	66,365	64,349	75,678	0	0	0	0	0	0	0	0	0	206,392	6%
	2025	64,206	59,389	71,854	67,736	85,526	114,623	140,604	123,322	82,423	85,278	70,070	79,749	1,044,780	

T12M	877,393

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

State of Montana Airline Enplanements

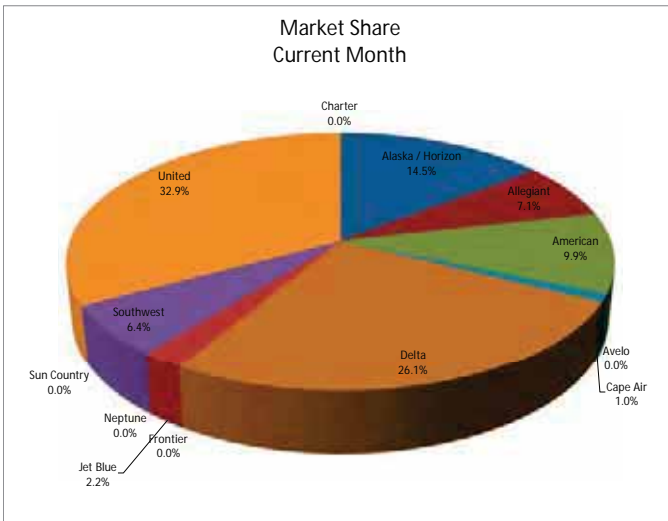
March 2026

	Alaska / Horizon	Allegiant	American	Avelo	Cape Air	Delta	Frontier	Jet Blue	Neptune	Southwest	Sun Country	United	Charter	Total	Tower Operations
Billings	5,733	3,734	5,947		1,318	10,246						12,120		39,091	8,409
Bozeman	13,969	5,587	16,338			28,748		5,850		16,992		40,207		127,691	11,833
Butte						830						1,063		1,893	
Glasgow					195									195	
Glendive					148									148	
Great Falls		2,739				6,557						5,744		15,040	
Havre					220									220	
Helena	1,560					3,311						3,851		8,722	4,081
Kalispell	7,369	3,229				10,109						12,811		33,518	3,539
Missoula	9,747	3,454	4,009			9,545						11,477		38,232	3,097
Sidney					516									516	
Wolf Point					251									251	
Yellowstone														-	
Total	38,378	18,743	26,294	-	2,648	69,346	-	5,850	-	16,992	-	87,273	-	265,524	30,959
Market Share %	14.5%	7.1%	9.9%	0.0%	1.0%	26.1%	0.0%	2.2%	0.0%	6.4%	0.0%	32.9%	0.0%		

Year-to-Date

	Alaska / Horizon	Allegiant	American	Avelo	Cape Air	Delta	Frontier	Jet Blue	Neptune	Southwest	Sun Country	United	Charter	Total	Tower Operations
Billings	15,775	10,506	14,365	-	3,648	28,159	-	-	-	-	223	33,652	-	106,328	16,016
Bozeman	38,585	9,579	41,648	-	-	82,218	-	9,308	-	46,527	-	106,882	1,194	335,941	34,098
Butte	-	-	-	-	-	2,172	-	-	-	-	-	3,047	-	5,219	-
Glasgow	-	-	-	-	575	-	-	-	-	-	-	-	-	575	-
Glendive	-	-	-	-	376	-	-	-	-	-	-	-	-	376	-
Great Falls	3,346	7,460	-	-	-	15,873	-	-	-	-	282	14,160	-	41,121	4,563
Havre	-	-	-	-	676	-	-	-	-	-	-	-	-	676	-
Helena	4,354	-	-	-	-	9,424	-	-	-	-	-	10,752	-	24,530	11,119
Kalispell	22,212	7,783	74	-	-	30,863	-	-	-	-	-	38,342	107	99,381	10,597
Missoula	28,580	8,738	10,903	-	-	26,199	-	-	-	-	-	30,181	-	104,601	9,209
Sidney	-	-	-	-	1,433	-	-	-	-	-	-	-	-	1,433	-
Wolf Point	-	-	-	-	689	-	-	-	-	-	-	-	-	689	-
Yellowstone	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Total	112,852	44,066	66,990	-	7,397	194,908	-	9,308	-	46,527	505	237,016	1,301	720,870	85,602
Market Share %	15.7%	6.1%	9.3%	0.0%	1.0%	27.0%	0.0%	1.3%	0.0%	6.5%	0.1%	32.9%	0.2%		

Market Share
Current Month



Market Share
Year-to-Date

