

Valley County Airport Commission
Tuesday February 13, 2024
Wokal Field Airport Terminal Building
89 Airport Road
Glasgow, MT

PRESENT: Kristie Brabeck, Joe Reyling, Russell Leader, Manager Lucas Locke, Secretary Darcia Schindler

ABSENT: Darrell Morehouse, Jayson Nelson

OTHERS: Commissioner Tweten, Jim Greil – DOWL per computer, Matt Earls, Maverick Leader

The meeting was called to order at 6:00 p.m. by Vice-Chairman Russell Leader, Vice-Chairman Leader called for public comment.

January 9 meeting was reviewed.
A motion was made by Kristie Brabeck and seconded by Joe Reyling to approve the minutes.
Motion carried.

January Claims

The following claims were presented for review and approval.

AirNav	Purchased Services	72.00
Arch's Tire Service	Repairs	166.00
Arch's Tire Service	Repairs	111.00
Arch's Tire Service	Repairs	595.00
BS Central	Purchased Services	155.00
Car Quest	Supplies	141.21
City of Glasgow	Utilities	37.04
City Service Valcon	Parts	723.24
City Service Valcon	Parts	47.20
Ezzie's	Airport Fuel	254.10
Ezzie's	Supplies	57.30
Glasgow Courier	Purchased Services	96.00
Lacal Equipment, Inc.	Repairs	1,908.00
Lucas Locke	Travel	137.50
MAMA	Purchased Services	150.00
Markle's Inc.	Supplies	54.99
Markle's Inc.	Supplies	56.97
Markle's Inc.	Supplies	184.65
Markle's Inc.	Supplies	13.18
Mattfeldt Electric	Repairs	280.00
MDU	Utilities	906.50
Northern Montana Textile Servies	Purchases Service	33.49
NorthWestern Energy	Utilities	1,308.87
NorVal Electric	Utilities	32.10
QT Pod	Purchased Services	1,195.00
O'Reilly's	Supplies	68.97
Triple A Glass	Repairs	565.00
Visa ~ Airport Card	Supplies	1,265.93

A motion was made by Joe Reyling and seconded by Kristie Brabeck to approve the claims.
Motion carried.

FINANCE REPORT:

Cash Balance on January 1, 2024,	\$92,381.05
Income	79,582.12
Expenses	<u>-114,629.79</u>
Cash Balance on January 31,2024,	\$57,333.38

FUEL SALES REPORT

Jet Inventory:	6,400	6,000 gallons to be delivered tomorrow.
Purchased 10,000 gal	12/20/2024	\$3.40
Our Current Price:		\$4.90
Current wholesale:	13-Feb	\$3.79
Our Markup:		\$1.50
100LL Inventory:	6,800	
Purchased 8,000 gal	12/28/2024	\$4.36
Our Current Price:		\$5.50
Current Wholesale:	13-Feb	\$4.61
Our Markup:		\$1.14

AIRPORT MANAGER'S REPORT

Loan & Grant Meeting:	We were awarded a \$25,318 grant towards the Electrical vault project.
Staffing:	Hired Ray Campos, started Feb 5 th .
City Service:	New self-serve QTpod has been delivered. Looking for quotes to install it.
Fuel Equipment:	We installed new Avgas filters and rotated the dead-man valve. The Avgas bottom loading valve is working properly.
Snow Equipment:	Multiple tire repairs, had to order two new hubs for the Freightliner plow wheels. Will need to replace bristles for runway and sidewalk brooms.
Runway Ice Melt:	Stat Air is considering buying FAA approved ice melt. Each Super Sack (metric ton) \$2,711.66
Terminal Lighting:	Have not been able to get a quote for new lighting on the back of the terminal.
Upcoming:	Montana Aviation Conference February 29 – March 2, 2024 Butte Copper King Convention Center \$110+tax per night. Conference Fees and Meals \$308

CAPE AIR REPORT

No Report

DOWL REPORT
FAA CIP NARRATIVE DESCRIPTION – DRAFT FOR DISCUSSION
Glasgow / Wokal Field (GGW)
Updated – 2/8/24 (Includes changes from FAA ADO meeting 10-23-23)

CIP and FAA NPE / NPE Plan
Note – this narrative does NOT include FAA Covid relief funds

LEGEND

- Black NPE & BIL Annual Earmarks (Assumed NPE Income & BIL funds)
- FY Project Project scheduled to begin that FY
- Red NPE & BIL Project Expenses (Does NOT including SA or Disc spending)
- Grange NPE Transfers OUT to other Sponsors
- Purple NPE Transfers or Recips IN from other Sponsors Green
- State Apportionment (SA) or Discretionary (Disc)
- Awarded MDT Grants / Loans & Notes
- Blue FY Sponsor Match Required for Projects

FISCAL YEAR	FAA AIP	Notes 2020
2019 NPE Carryover	\$151,493	(as reported by FAA
3/26/2019) 2020 NPE		+\$150,000
2020 Project (100%)		Pave Maint – Design (Rwy 12/30, 8/26, twy C, Apron)
NPE	-\$88,450.84	Total cost - \$88,450.84
		\$84,650.84 (DOWL contract)
		\$3,800.00 (Lochner IFE - not included in original grant)
2020 Project (100%)		REIL Replacement – Design / CA / Construction
NPE	-\$101,165.90	Total cost - \$101,165.90
		\$35,705.90 (DOWL design / CA contract)
		\$65,460.00 (Pavlik Bid)
Remaining NPE	\$134,000	
ENDING BALANCE	\$134,257	(as reported by Scott in phone call - 6/3/21)
2020 GGW Match	\$0	CARES Act pays 100% of 2020 projects
		MDT grant \$6,000 for REIL – Will not be used
		MDT grant \$7,500 for Txy Design - Will not be used
		MDT grant \$5,000 for Pave Maint Design - Will not be used

2021		
2020 NPE Carryover	\$134,257	(as reported by Scott in phone call - 6/3/21)
2021 NPE	+\$150,000	
NPE Transfer IN	+\$50,000	Transfer IN - from CII
		(recip OUT to CII scheduled for 2024)
2021 Project (100%)		Master Plan / Aerial Survey
NPE	-\$367,424	Total cost - \$367,424
		\$363,625 (DOWL contract)
		\$3,799 (Lochner IFE fees / bid ads)
Remaining NPE	\$0	
ENDING BALANCE	\$0	(estimated, as per conversation with Summer 2021)
2021 GGW Match	\$0	CARES Act pays 100% of 2021 projects
		(MDT grant applied for fall 2020 – unsuccessful)

2022		
2021 NPE Carryover	\$0	(estimated, as per FAA Summer
2021) 2022 NPE		+\$150,000
2022 BIL	+\$159,000	
2022 SA	+\$350,000	(In support of) Pave Maintenance Project
2022 Project (90%)		Pavement Maint Project – Construction / CA
NPE	-\$150,000	Total cost est. \$556,000 - Rwy 12/30, 8/26, twy C,
Apron BIL	-\$0	
SA	-\$350,000	
Remaining NPE	\$0	
Remaining BIL	\$159,000	
ENDING BALANCE	\$159,000	(Assuming NO NPE recip transfer to Big Timber)
2022 GGW Match	\$4,600	MDT FY23 grant awarded \$15,000 for Crack Seal Construct

2023

2022	Carryover	NPE	\$0
(Estimated)	2022	Carryover BIL	\$153,000
(Estimated)	2023	NPE	+\$150,000
2023	BIL	+\$145,000	
2024	Projects (90%)		No Scheduled Project 2023

(FAA requested we delay the electric vault grant application until FY24)

Remaining NPE	\$150,000
Remaining BIL	\$298,000
ENDING BALANCE	\$448,000
2023 GGW Match	\$0

2024

2023	Carryover NPE	\$150,000	(Estimated)
2023	Carryover BIL	\$304,000	(Estimated – as per Tracy email)
1/29/24)	2024	NPE	+\$150,000
2024	BIL	+\$144,000	(Amount updated by FAA – Jared meeting on 12-14-23)
2023	Transfer OUT	-\$150,000	Recip OUT - to Big Timber (Agreement Pending)
2024	Project (90%)		Electrical Upgrades & Vault – Design / CA & Construct
	NPE	-\$49,904	Total cost est. \$553,227
	BIL	-\$448,000	(Design/Inspect/CA \$249,089 / Bid \$286,000 / +3 pull boxes \$14,238 / IFE \$3,900)

Total 90% FAA Match = \$497,904 – Local Match \$55,323)

Remaining NPE	\$100,000
Remaining BIL	\$0

(NOTE... Original grant ap numbers based on previous FAA estimates
Will move the negative balance forward from here

ENDING BALANCE	-\$100,000
2024 GGW Match	\$55,323

MDT FY24 grant awarded \$30,005 for Electrical & Vault
MDT FY25 grant awarded \$25,323 for Electrical & Vault

2025

2024	Carryover NPE	\$100,000	(Estimated)
2024	Carryover BIL	\$0	(Estimated)
2025	NPE	+\$150,000	
2025	BIL	+\$144,000	(Estimated)
2025	Project (90%)		No Scheduled Projects
	NPE	-\$0	Total cost est. \$0
	BIL	-\$0	
Remaining	NPE	\$250,000	
Remaining	BIL	\$144,000	
ENDING BALANCE		\$394,000	
2025	GGW Match	\$0	

Will apply for MDT grant for 2025 projects fall of 2024

2026

2025	Carryover NPE	\$250,000	(Estimated)
2025	Carryover BIL	\$144,000	(Estimated)
2026	NPE	+\$150,000	
2026	BIL	+\$144,000	(Estimated)
2026	Project (90%)		No Scheduled Projects
	NPE	-\$0	Total cost est. \$0
	BIL	-\$0	
Remaining	NPE	\$400,000	
Remaining	BIL	\$288,000	
ENDING BALANCE		\$688,000	
2026	GGW Match	\$0	

Will apply for MDT grant for 2026 projects fall of 2025

2027

2026 Carryover NPE	\$400,000	(Estimated)
2026 Carryover BIL	\$288,000	(Estimated)
2027 NPE	+\$150,000	
2027 Project (90%)		No Scheduled Projects
NPE	-\$0	Total cost est. \$0
BIL	-\$0	
Remaining NPE	\$550,000	
Remaining BIL	\$288,000	
ENDING BALANCE	\$838,000	
2026 GGW Match	\$0	Will apply for MDT grant fall of 2026

2028

2027 Carryover NPE	\$550,000	(Estimated)
2027 Carryover BIL	\$288,000	(Estimated)
2028 NPE	+\$150,000	
2028 Project (90%)		No Scheduled Projects
NPE	-\$0	Total cost est. \$0
BIL	-\$0	
Remaining NPE	\$700,000	
Remaining BIL	\$288,000	
ENDING BALANCE	\$988,000	
2026 GGW Match	\$0	Will apply for MDT grant fall of 2026

2029

2027 Carryover NPE	\$700,000	
(Estimated) 2027 Carryover BIL	\$288,000	
(Estimated) 2029 NPE	+\$150,000	
2029 Project (90%)		No Scheduled Projects
NPE	-\$0	Total cost est. \$0
BIL	-\$0	
Remaining NPE	\$850,000	
Remaining BIL	\$288,000	
ENDING BALANCE	\$1,138,000	
2026 GGW Match	\$0	Will apply for MDT grant fall of 2026

2030

2029 NPE Carryover	\$1,138,000	(Estimated)
2029 NPE	+\$150,000	
2030 Project (90%)		No Scheduled Projects
NPE	-\$0	Total cost est. \$0
BIL	-\$0	
Remaining NPE	\$1,000,000	
Remaining BIL	\$288,000	
ENDING BALANCE	\$1,288,000	
2026 GGW Match	\$0	Will apply for MDT grant fall of 2026

PENDING TRANSACTONS STILL TBD

NPE RECIP TRANSFER TO CII

Recip (below) for NPE transfer from CII to GGW in 2021 (originally scheduled to be paid back to GGW in 2024) was requested to be delayed by both GGW Board & CII Board until it can be used for a scheduled project. GGW agreed to work out a time later to pay back recip to CII.

NPE Transfer OUT	-\$50,000	Recip OUT – to CII	(not currently scheduled)
		(Recip for transfer to GGW in 2021 - CII is amenable to delaying or canceling)	

NPE RECIP TRANSFER TO 650

Big Timber transferred GGW \$400,000 of NPEs in 2017 (in support of GGW rev gen fuel system). Original recip agreement called for repayments in 2018, 2019 and 2020. Only one recip was paid back so far in 2018 (\$150,000) and the original agreement has since expired. GGW has agreed to a second recip of \$150,000 to be paid in 2024. Big Timber will still owed \$101,032 if GGW decides to repay all funds. GGW will try and find a time to pay back final recip when feasible.

NPE Transfer OUT	-\$101,032	Recip OUT – to 650 (Big Timber)	(not currently scheduled)
		ransfer to GGW in 2017 - Big Timber has not requested as of yet)	

AIRPORT PRIORITIES / GOALS FOR BOARD DISCUSSION

- Completion of Electrical Vault Upgrades (Underway)
- Payback of last NPEs to Big Timber
 - cost \$101,032
- Acquisition of SRE Equipment
 - Similar to MB Broom and Blower with separate quick change snow plow attachment.
 - Est cost \$876,000
- Pavement Maintenance / Apron Reconstruction as able
 - Est cost \$800,000 - \$2.0 mil depending
- Taxiway C Reconstruction / electrical upgrades (with signs upgrades)
 - Est cost \$1.5 mil - \$2.5 mil
- Runway 8/26 Reconstruction / Overlay (assuming eligibility)
 - Est cost \$1.2 mil
- Hangar Door
 - Est cost (TBD)
- Terminal Upgrades & expanded Rev Gen Hangars
 - SA & Disc funding is NOT allowed for Rev Gen or Terminal Projects
 - NPEs / BIL and Sup Disc may be used, if available, however, if NPEs are used, the airport is prohibited from requesting or using any FAA SA or Disc funding for the next three years from the Rev Gen / Terminal Project (BIL & PFCs are excluded from this rule)
- Ponding Issues / high-water issues around apron & hangar areas
 - Fuel Farm adjustments
 - FAA towers to north mitigation
- Twy realignment is NOT a Board priority but was originally considered a priority by the FAA. The FAA no longer considers the realignment a priority now (as per 1-23-23 FAA ADO meeting with GGW). FAA confirmed that it must be shown on the ALP however.
 - FAA stated that the reason it was originally an FAA priority was because of the former Part 139 status and incompatible geometry, but in lieu of significant FAA funding issues, it no longer is a priority.

Feb 2023 Airport Board Consultant Report Valley County Airport, Glasgow Montana

Happy Mardis Gras! I hope everyone is doing well. I will not be attending the meeting in person tonight; however, I am available to call in or take a call before 6:15. As always, please feel free to call anytime with questions (406-202-8511). Thanks, - Jim Greil

Note - New or changed information from last report is highlighted in grey.

Attachments to this report

- CIP - DRAFT for Discussion

PROJECTS

REIL Replacement / Seal Coat - Design Project (FAA AIP 021-2020)

- Project work 100% completed and fully reimbursed by the FAA.

Master Plan / Aerial Survey / ALP (FAA AIP 024-2021)

- 3 alternatives discussed and agreed upon by GGW & FAA March 2023.
- 2nd AC meeting held May 10th (alternatives). June GGW Brd - no consensus on preferred alt.
- Public open house held August 8th from 3:30 to 6:00 at STAT Air (only one POH this MP)
- Jim presented alternatives at Aug Board meeting. Alt 1 was approved.
- FAA Delphi RFR for all invoices up thru #13 submitted and paid by FAA
- Forecast discussed with Jared Jan 2024 – Jared said forecast approval should be coming soon
- Draft ALP discussion meeting scheduled with FAA 2/27/24

Pavement Maintenance Project – Construction / CA (FAA AIP 026-2022)

- Project work 100% completed. Final FAA closeout report submitted beginning of 2023 and resubmitted to new GGW FAA ADO PM (Tracy Stoner) Oct 2nd, 2023. Still awaiting FAA approval.
- RFR 03 for payment up to 97.5% (\$102,184.22) was submitted, approved and paid to GGW Sept.
- FAA grant amendment request, as required, approved by FAA Feb 1st, 2024 – still awaiting close

Vault & Electrical Upgrades – Design / CA / Construction (FAA BIL grant pending)

Project items completed to date:

- Predesign completed with FAA Nov 18th 2023
 - MDT grant submitted Nov 15th, 2023
 - Submitted request November / represented GGW at Jan 2023 meeting.
 - GGW awarded \$30,005 grant at meeting (in support of sponsor’s share)
 - OEAAA Early Proj Coord Form Dec 2022
 - MDT Grant Hearing Jan 2023
 - NEPA Compliance / Approval Feb / Mar 2023 (Mar 1st deadline)
 - IFE Mar 13th
 - Scope / Fees & RON to FAA Mar 17th
 - FAA RON approval Apr 26th
 - TO signed by GGW Jun 6th
 - NPE Transfer Docs to FAA None Pending
 - Design Project 90% Submittal Jul 2023
 - FAA Design Approval Sep 2023
 - Contract / Bid Advertisement Sep 2023
 - Bid ROA / NOA / FAA BIL Grant Ap Dec 2023
 - PreDesign Follow Up Meeting Nov 18, 2022
 - MDT Grant Ap Submit Nov 15, 2022
 - Design 100% complete / DOWL worked with Sand Electric for on-site info.
 - Plans, Specs & Est completed. Bid ads in Aug in GGW.
 - Bid open date
 - 2 bidders submitted (Pavlik \$286,000 & Spencer \$357,960).
 - ROA to Pavlik sent to GGW and approved.
 - FAA approved Pavlik ROA Sept 28th.
 - DOWL issued NOA to Pavlik
 - Pavlik expects construction may be postponed until fall of 2024 due to supply issues.
 - DOWL submit MDT grant ap \$95,000 Nov 15th
 - **GOOD NEWS!** Lucas & I attended the MDT Aeronautics grant and loan hearing Jan 17th & 18th. GGW was awarded the FULL AMOUNT of the MDT grant request of \$25,318. This grant is in addition to earlier grant of \$30,005 in support of the 10% local project match.
 - DOWL has submitted AMENED FAA grant ap(s) (as per Tracy request) last week (below)
- 2024 Project (90%) Electrical Upgrades & Vault – Design / CA & Construct**
- | | | |
|-----|------------|--|
| NPE | -\$49,904 | Total cost est. \$553,227 |
| BIL | -\$448,000 | (Design/Inspect/CA \$249,089 / Bid \$286,000 / +3 pull boxes \$14,238 / IFE \$3,900) |
| | | Total 90% FAA Match = \$497,904 – Local Match \$55,323) |

Project remaining tentative schedule (Design & Construction):

- FAA BIL Grant Award Apr 2024 - sometime after continuing resolution ends (hopefully)
- NTP / PreCon / Kickoff meeting Apr 2024
- Project Construction TBD (possible supply issues)
- Project Closeout TBD

Hangar Door Repair - (FAA AIP TBD pending)

- **No Changes since last discussion** - FAA funding *may* be eligible to help with replacement of the door and related items. Generally speaking, rehabilitation (**NOT Maintenance**) projects on rev gen facilities are eligible under AIP, however, if NPEs are used, in whole or in part, the airport must certify all airside needs are met AND understand that SA or Disc funding requests may not be considered for 3 years following the grant. The SA and Disc funding limitation does NOT apply when only BIL funding is used, therefore, it may be best to try and us use BIL funding for the repairs. Better option might be MDT grant request. (like HVR)

CAPITAL IMPROVEMENT PLAN (CIP)

- CIPs for 2023 were due lo later than Sept 1st (45 days earlier than past deadlines).
- GGW approved and signed draft CIP as submitted at Aug Board meeting.
- DOWL completed all required forms and submitted CIP to MDT/FAA before Sept 1st.
- FAA informed GGW that BIL funding for the next two years likely to be \$144,000.
- FAA informed GGW that there will be no more discretionary or state apportionment funding available for the near future. GGW discussed priorities at Dec meeting. These have been included on updated CIP (bottom) for discussion.
- **Recap – What are NPE & BIL Funds?**
 - **NPE** – (Non-Primary Entitlement) GGW is eligible to receive up to \$150,000 each year from the FAA for use towards FAA eligible projects, at 90% of match. NPE amounts are allocated to GGW based on projects within the GGW CIP over the next 5- year period.
 - **BIL** – (Bipartisan Infrastructure Law) GGW will be awarded **\$159,000 or \$144,000** per year, for the next 5 years, starting in 2022. BIL funds are similar to NPEs but follow FAA “Passenger Facility Charge” (PFC) rules. Abbreviated Highlights are:
 - Slightly more flexible than NPE funds
 - Cannot be transferred between airports like NPE funds.
 - Accrue and expire like NPE funds (3yrs to hold, but must be obligated in 4thyear)
 - Can be used in conjunction with NPE funded projects but requires separate grant & administration.
 - Like NPE’s, BIL funds cannot be used towards a sponsor’s 10% match requirement.

NPE Transfer(s)

Pending

- To 6SO – Jim developed an agreement for the expired Big Timber NPE recip agreement (as reflected in CIP). DOWL has submitted the transfer agreement to the FAA, however, transfer cannot take place until FAA receives new funding authorization for 2024. FAA is currently operating under a continuing resolution thru mid-March.
- To CII – As per existing agreement, \$50,000 may be transferred back to CII in 2024 (recip for transfer to GGW in 2021) CII may allow a delay, but GGW will keep in CIP to be paid for now.

FAA Annual Reporting – DBE, SF425, SF 271, and related.

- DBE
 - FAA DBE Program (GGW) – The FAA DBE Program for GGW was previously submitted by DOWL on behalf of GGW and approved. This program is updated only when specific requirements addressed in FAR Part 26 rules require a change.
 - FAA DBE 3-year Program Goals (GGW) – FAA DBE Goals are an appendix to the approved FAA DBE Program (above) and must be updated every 3 years. They were last due August 2023 (for fiscal years 2024, 2025 & 2026). DOWL submitted DBE goals on behalf of GGW in July 2023. FAA approved GGW DBE goals Sept 6th. GGW DBE goal is 10.99% Race-Neutral.
 - FAA FY 2023 annual DBE achievement (uniform) report – FAA annual DBE achievement reports are due every year on Dec 1st. DOWL (Megan Zollars) submitted the annual report on behalf of GGW to the FAA on 11-27-23.
- SF 425
 - Reports are due annually every year and reflect FAA AIP expenditures for that current fiscal year. DOWL is assisting GGW with submission of reports.

MDT Grant & Loans

FY-2023 Awards (granted January 2022)
thru July

May 19, 2023						
Airport Project	Estimated Project Cost	Sponsor Funds Match	Amount Requested GRANT	Amount Requested LOAN	Aero Board Allocation GRANT	Aero Board Allocation LOAN
GLASGOW (WOKAL FIELD/GLASGOW-VALLEY COUNTY)						
Rehabilitate Runway	\$430,000	\$43,000	\$43,000	\$0	\$38,700	\$0
Rehabilitate Taxiway	\$130,000	\$13,000	\$13,000	\$0	\$11,700	\$0

- The funds above were in support of the recently completed pavement maintenance project.
 - RFR for these funds was processed by MDT Dec 28th, 2022

FY-2024 Awards (granted January 2023)

- Available July 1, 2023, thru July 1, 2024 / Extension requests due May 17, 2024

GLASGOW (WOKAL FIELD/GLASGOW-VALLEY COUNTY)						
Rehabilitate Runway Lighting/Electrical Vault	\$353,000	\$35,300	\$35,300	\$0	\$30,005	\$0

The funds awarded above were in support of:

- GGW Electrical Upgrades and Vault. These funds have not been requested (RFR) yet – An RFR will be submitted after issuance of FAA BIL grant for electrical project.

FY-2025 MDT L&G Application (to be awarded January 2024)

Airport Project	Estimated Project Cost	Sponsor Funds Match	Amount Requested GRANT	Amount Requested LOAN	Aero Board Allocation GRANT	Aero Board Allocation LOAN
GLASGOW (WOKAL FIELD/GLASGOW-VALLEY COUNTY)						
Rehabilitate Runway Lighting/Electrical Vault	\$555,000	\$55,500	\$25,318	\$0	\$25,318	\$0

- MDT FY 25 grant applications were due November 15th. Grant Hearing Jan 17 & 18 2024.
- All amounts above were awarded in full
 - GGW – Electrical Vault Project (summer 2024) - \$25,318 (represents remaining 10% local required match costs not currently covered by the existing MDT FY 24 (\$30,005).
- GGW needs to return MDT paperwork (NTP / attorney certs) back to MDT to receive the funds)

NEW BUSINESS:

Discussion was held on where to allow hangars to be placed at Hinsdale Airport. Matt Earls presented a rough draft of a hail hangar. Mr. Earls' decision would be based on the decision of the Airport Board about the Hinsdale Airport Manager. There was also a lengthy discussion on where to gain access to Hinsdale Airport.

A motion was made by Kristie Brabeck to table the decision on the placement of future hangars at Hinsdale Airport and seconded by Joe Reyling. Motion carried.

OLD BUSINESS

Discussion was held about creating a Hinsdale committee for Hinsdale Airport. There are a few individuals interested in being involved with Hinsdale Airport. The present Hinsdale Airport Manager has had numerous chances to come to an Airport Board Meeting and has not come to any meetings.

A motion was made by Kristie Brabeck to get approval from Valley County Attorney Dylan Jensen about having an advisory committee with Lucas Locke being the contact person and seconded by Joe Reyling. Motion carried.

It was also discussed having Lucas Locke be appointed as the Manager of Hinsdale Airport and having volunteers mow and maintain the Hinsdale Airport.

Kristie Brabeck made a motion to strike the above motion and seconded by Joe Reyling. Motion carried.

Joe Reyling made a motion to hire Lucas Locke be the Hinsdale Manager and have volunteers mow and maintain the Hinsdale Airport and seconded by Kristie Brabeck. Motion carried.

Discussion was held about Fort Peck Airport. Manager Lucas Locke has not spoken to Lanny Hanson if he is still going to be the Airport Manager or about getting into Lanny's storage unit to retrieve the airport lights. Russell Leader will contact Lanny and bring the answers to the next meeting.

OTHER BUSINESS

Manager Lucas Locke received a quote from Schweiss to replace the cables on the hangar door with straps. "The quote is \$24,124.00 and Mr. Locke believes the airport has to provide the drive shaft.

Jim Greil from DOWL asked the Airport Board about future projects. Discussion was held on Snow equipment or a building to hold equipment. The Airport Board decided they would like to get snow equipment first before the building to house the equipment.

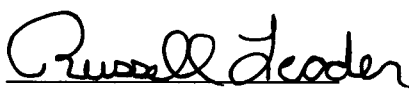
PUBLIC COMMENT

A motion was made by Joe Reyling to adjourn the meeting and seconded by Kristie Brabeck. Motion carried.

Adjourned at 7:20 p.m.

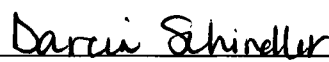
The next meeting is March 12, 2024, at 6:00 PM.

APPROVED BY:



Russell Leader Vice Chairman

SUBMITTED BY:



Darcia Schindler, Secretary