



Meeting Notes

Date: 9/23/2021

Time: 7:00 PM

Attendees: Ernie Fulk, Nathan Schroht, Kent Penney, Dwayne Ulrich, Dave Lee, Andrew Zielke, Scott Eaton and Steve Engebrecht

Facilitator: Kent Penney

Minutes: Master Plan Update

Agenda Item 1 – Runway Length Discussion

Kent discussed runway length alternatives. The current runway is 3,600' in length and due to obstructions (Airport Rd, access road, and walking path) on the north end, a reconstructed length of 3,400' is the maximum length based on B-I (small) aircraft that could be supported. The elevation of Airport Rd to the north has also changed and could impact the runway length. KLJ will evaluate if raising the threshold of Runway 16 could mitigate the obstruction issues and allow the existing 3,600' length to be maintained.

An ultimate runway length of 4,700' was also discussed. Extending the runway to the north would require mitigation of more obstructions, relocation of Airport Rd., as well as land acquisition. In addition, a 4,700' runway length could promote B-II aircraft to use the airport. If the number of B-II operations were to reach a point where re-classification would be necessary, the existing site would not be feasible to accommodate B-II standards.

Scott Eaton and Steve Engebrecht of the FAA Helena ADO discussed the FAA view on airport classification. Scott believed a B-I classification could be supported and constructed within the existing footprint of the airfield. Land use within the existing Runway Protection Zones would be evaluated along with land acquisition for hangar development. The FAA would have concern with the 4,700' runway length due to the potential of a significant amount of B-II traffic requiring the Sponsor to construct the facility to accommodate B-II standards. Should a B-II classification become necessary, a new facility would be required. The FAA does not want to put the Sponsor in a position where it is unable to assist due to the airport not meeting standards for the aircraft it serves. Furthermore, airspace review for future development around the airport would be subject to review based on a 4,700' runway.

The FAA also discussed funding of airport improvements. Phillipsburg is currently accumulating non-primary entitlements to use toward their projects listed on the Capital Improvement Plan. In addition, the FAA has allocated \$2,050,000 in State Apportionment Funding for reconstruction of existing pavements in FY 2023. Borrowing of NPEs from other airports will likely be needed to fully fund reconstruction of improvements.

A future AWOS was discussed. Given the Airport's current footprint, it is unlikely an AWOS could be installed in Airport property. An AWOS potentially can be installed off airport property. An AWOS would also be required for an instrument approach and is an important priority for medical flights.

Action Items: Airport Board will review the runway length alternatives and make a recommendation.



Agenda Item 2 - Terminal Area Development

Andrew discussed terminal area development including space for a future FBO/terminal building, fuel system, apron expansion, and hangar development. Six alternatives were presented considering the availability of land and type of approach (visual vs. non-precision). Alternates 1-3 focused on a 20' building restriction line while alternates 4-6 focused on a 35' building restriction line. In any event, the existing hangar on the west end of the apron would need to be removed/relocated. Each alternative required some amount of land acquisition. The land needing to be acquired for hangar development is currently owned by Montana Department of Natural Resources and Conservation (DNRC).

The Airport Advisory Board discussed the alternatives. In general, the consensus was to minimize acquisition of land to the east (Alternates 1 and 2); however, some land acquisition is likely (hybrid of Alternates 1 and 6 or Alternates 2 and 6). Adding another row of hangars behind the east row maybe desirable and would require some land acquisition. Alternates 3, 4, and 5 were deemed unlikely because of the large land area needed. The Advisory Board also indicated approach type would be a driving factor in recommending hangar development options.

Action Items: The Airport Advisory Board will review the terminal area alternates and make a recommendation to KLJ of two to three alternatives to refine for further review.

Agenda Item 3 – Airport Capital Improvement Plan Update

The airport capital improvement plan (CIP) was discussed. Reconstruction of the existing pavements is currently planned for FY 2023 and the FAA has allocated approximately \$2,000,000 for this. Given the FAA's timeline for construction; it is desirable to begin design for the reconstruction in FY 2022. Other items in the CIP in FY 2025, 2026, and 2028 were left as planned.

Action Items: Forward Capital Improvement Plan to Montana Aeronautics.

Next Meeting Information

Date: November
Time: TBD

Facilitator: Airport Advisory Board