



AVIATION AND TRANSIT COMMISSION MINUTES
Tuesday, September 5, 2017

The Aviation and Transit Commission started with a Construction Tour as discussed below, and then met in the Administration Conference Room at the Billings Logan International Airport on Tuesday, September 5, 2017. Those in attendance included:

Aviation and Transit Commission Members

Ken Behling, Chair
Dan Farmer, Vice Chair
Peggie Gaghen
Ron Spence
Chuck Tooley
David Hummel, Jr.

City Staff and Guests

Kevin Ploehn, Director of Aviation & Transit
Shane Ketterling, Assistant Director of Aviation & Transit

PUBLIC COMMENT PERIOD

A public comment period was offered. No public comments were received.

CONSTRUCTION TOUR

The Commission meeting started with a tour arranged by Mr. Ketterling; beginning with the DC-10 Air Tanker that had just come to Billings to be staged for wild fire suppression. The aircraft is one of three active DC-10s that were converted into fire fighting tankers owned and operated by 10 Tanker. Each aircraft has a tank mounted to the bottom of the fuselage that can carry up to 11,600 gallons of fire retardant. These aircraft can drop a fire line almost a mile long and have the tanks refilled in about 10 minutes if needed. The Commission toured the interior of the aircraft and asked the crew many questions. The crew told the Commission that when they finish the fire season in America, they usually ferry the aircraft to Australia for their fire season. The tour then proceeded to the construction site where 1,000 feet of Runway 10R/28L was added to the west end of 10R, and 1,000 feet was removed from the east end of 28L. This project will open up some of the mid-field area for future development. Additionally, this project also replaces the taxiway and runway incandescent lighting with LED lights, so the Airport will be able to test the effectiveness of this new lighting technology on the airfield.

AIRPORT AND TRANSIT ADMINISTRATIVE/OPERATIONS REPORTS

- ▶ Mr. Ploehn informed the Commission that the main air conditioning unit for the Airport Terminal is a 21-year-old, 300-ton chiller unit that cools the whole Terminal until the temperature gets into the 90s, at which point the 210-ton chiller downstairs kicks in as well. Unfortunately, this 300-ton chiller unit experienced a total failure, including the compressor and the cooling fins, which cracked. He indicated that the Airport would work toward replacing this unit in the Spring with a multi-stack configuration, which is similar to what the Airport recently did with its boilers. The replacement cost is somewhere near \$500,000.
- ▶ Mr. Ploehn showed the Commission an architectural rendition of a proposed sidewalk project that the Yellowstone County Museum would like to do. The sidewalk starts up by the Terminal Loop road and meanders over to the Range Rider monument, then works its way back to the Museum's train engine display and around to the south side of the lower Museum doors. The Museum would like to do this project this Autumn.
- ▶ Mr. Ploehn had a picture of a new phone charging station that he shared with the Commission. The charging station is located near the restrooms by baggage claim. This unit was put in place by a local company, OMG. The unit holds six phones, and charges \$1 for a 15-minute quick charge. The Airport agreed to place this unit as an experiment to see if this is a viable revenue

option. It generates revenue via the charging and the advertising wrap on the surface. The initial trial period is six months.

- ▶ Mr. Ploehn pointed out that due to all of the air tanker fire fighting activity that took place in July, the monthly fuel flowage fee revenues doubled over typical July revenues. Typically, the \$.08 per gallon of fuel flowage generates approximately \$17,000 of revenue during the month of July. This past July the revenues exceeded \$34,000, doubling the monthly average.
- ▶ Mr. Ploehn commented that recently the MET Transit did a new bus engine request for bids. MET must bid this service annually so that it will be eligible for reimbursement from the MET operating grant at 50%. The MET requested bids for two different engine types, the Cummins and the Detroit engines that are currently in the buses. MET set up the bid so that a remanufactured engine could be purchased by MET and installed by our staff (Schedule 3), or the engine could be overhauled by the vendor (Schedule 1). Cummins Rocky Mountain was the low bidder for the Cummins engines on both Schedule 1 (\$35,249) and 3 (\$25,771). American Fleet was the low bidder for the Schedule 3 (\$32,500) for the Detroit engine, and no Schedule 1 bid was received for the Detroit engine.
- ▶ Mr. Ploehn identified that the MET Transit's school tripper routes have been very promising thus far. In the Heights, the bus was so crowded that a second bus had to be added and averaged more than 100 students per day over the first few days. The new Will James and Lewis & Clark middle school trippers started out a bit slow, but have started to increase, each picking up around 40 students per day.
- ▶ Mr. Ploehn then reported that the month of July was another profitable month for American. He was fairly confident that the Chamber was not going to have to pay anything for the revenue guarantee for the first quarter, even though the August numbers were off a bit due to all of the fires and smoke that are slowing down tourism. He also pointed out that the Chamber and Visit Billings were gearing up to start advertising for this flight to help bolster enplanements for the off season months of Fall and Winter.

ITEMS FROM THE COMMISSION

- ▶ Commissioner Gaghen commented that she had heard that people like the new bathrooms on the B Concourse. She then stated she had received a concern regarding the television stations being broadcast on the concourse. Mr. Ploehn pointed out that the channels can be changed by the public, and the instructions are on the television.
- ▶ One of the Commissioners asked about the progress on the concession space build out on Concourse B. Mr. Ploehn reported that the contractor has been doing demolition work and the next step is to build the new entrance way to the stairs and elevator for Cape Air, so that the existing passage way can be removed. Staff is still holding out hope that the construction will be done by the end of the year.
- ▶ Commissioner Tooley asked for an update on the larger Terminal Expansion project, to which Mr. Ploehn reported that the City Council had approved Morrison-Maierle as the project engineers, and that the next step was to do a Request for Qualifications (RFQ) for the Architect, which should start advertising later this month.
- ▶ Commissioner Hummel asked about how the RFQ for the Architect would take place if they were a sub-consultant to Morrison-Maierle. Mr. Ploehn told the Commission that it would be very similar to what the Airport would usually do, but in conjunction with Morrison-Maierle. Mr. Ploehn told the Commissioners that the Airport would have a very large say in the selection process.

There being no further business, the meeting was adjourned.

KP:mdb

cc: Aviation and Transit Commission
Chrono
City Administrator
Mayor
City Clerk