

Walker Field Airport Authority

Minutes of the Regular Board Meeting

October 16, 2001

BOARD COMMISSIONERS PRESENT: Miles McCormack Steve Ammentorp
Robert McCormick Karen Berryman
Craig Springer Dennis Kirtland
Ken Sublett

AIRPORT STAFF PRESENT: Corinne Nystrom Gary Mancuso
David Anderson Ted Balbier
Charlie Novinskie John Thomas

ALSO PRESENT: Rod Martinez of Synergistic Visions; Park Douma, Doug Thompson, Adam Maynard, and Louis Buescher of West Star Aviation; Mike Sutherland and Merv Heinecke of Sky Adventures, LLC; Hans Schmoldt; Kathy Schmoldt; and Roger Hagerty.

I. CALL TO ORDER

The meeting was called to order at 5:12pm.

II. APPROVAL OF AGENDA

Commissioner McCormick recommended that Action Items A- "Request by Air Wisconsin Airlines Corporation to Terminate Use and Lease Agreement" and B- "First Addendum to Use and Lease Agreement with SkyWest Airlines, Inc." be relocated to Consent Agenda Items F and G, respectively.

Vice Chairman Ammentorp moved to approve the Agenda as amended. Commissioner Sublett seconded. Voice vote: all ayes. Motion carried.

III. PUBLIC COMMENTS AND COMMUNICATIONS

There were no public comments or communications.

IV. CONSENT AGENDA

A. Minutes: September, 18 2001 Regular Board Meeting

B. Acknowledgement of Receipt of August, 2001 Financial Statements/Accounts Receivable Report

On the Statement of Operations, year to date operating revenues are 2.3% higher than budgeted and year to date operating expenses are 6.8% lower than budgeted. The net result of the favorable operating revenues and expenses is an income to retained earnings balance of \$261,250, which is \$103,487 higher than budgeted year to date.

Terminal building concessions, parking, slurry bomber landing fees and aviation fuel tax revenues are over budget (year to date), and close monitoring of expenses by all departments resulted in year to date operating expenses that are less than what was budgeted. Parking revenues are 3.6% higher than budgeted year to date.

On the Balance Sheet, nonrestricted cash/investments decreased 2.8% for the month. The decrease in nonrestricted cash/investments resulted from the payment of several large vendor invoices during the month. PFC funds increased \$24,068, reflecting continued program collections. Although Land, Buildings, and Equipment had a net decrease of \$1,007,095 (because of the return of the two (2) aircraft rescue firefighting vehicles to the manufacturer that were donated by the Colorado EMS Foundation), capital expenditures during the month included an additional \$91,405 of Land, Buildings and Equipment (primarily from the terminal building 3rd floor renovation project).

Overall, August reflected favorable financial performance for the Authority.

C. Agreement Between Kansas State Bank and Walker Field, Colorado, Public Airport Authority for Surrender of Aircraft Rescue Firefighting Equipment

Staff presented the Board with a proposed agreement between Kansas State Bank and the Authority for the surrender of aircraft rescue firefighting equipment to Kansas State Bank. At the July 17, 2001 Regular Board Meeting, the Board approved a motion for Authority Staff and Authority legal counsel to proceed with surrendering two (2) aircraft rescue firefighting vehicles that the Colorado EMS Foundation had donated to the Authority, but had not made payments.

Pursuant to that motion, and to protect the Authority's interests, Authority legal counsel drafted a Surrender Agreement so that the two (2) firefighting vehicles could be surrendered to Federal Signal Corporation. At the August 21, 2001 Regular Board Meeting, the Board approved the Surrender Agreement and authorized the Chairman to sign the Agreement on behalf of the Authority.

In conjunction with the surrender of the two (2) aircraft rescue firefighting vehicles, Kansas State Bank notified the Authority that it has a perfected security interest in some of the equipment that had been affixed to the vehicles, including vehicle radios and extrication equipment. The Authority has this equipment in its possession and has verified Kansas State Bank's claims.

To protect the Authority's interests and to affect the return of the equipment to Kansas State Bank, Authority legal counsel drafted a proposed Agreement for Kansas State Bank to sign prior to the return of the equipment.

Staff recommended that the Board approve the Agreement between Kansas State Bank and Walker Field, Colorado, Public Airport Authority and authorize the Chairman to sign the Agreement on behalf of the Authority.

D. First Addendum to Building Use and Lease Agreement with Rod A. Martinez and Steve Traudt d/b/a Synergistic Visions

Staff presented the Board with a proposed First Addendum to the existing Building Use and Lease Agreement between the Authority and Synergistic Visions. Synergistic Visions currently operates a self-serve photographic sales concession located on the west wall of the second floor of the terminal building boarding area between the bank of phones and rock art display near gates 1 and 2.

The rent paid to the Authority is the greater of 10% of annual gross revenues or \$1,800 annual minimum guarantee paid monthly, and the lease agreement expires May 31, 2002. Due to the recent terrorist attacks, new security procedures have mandated that only ticketed passengers are allowed in the boarding area. Because of these restrictions, Synergistic Visions requested that the \$1,800 minimum guarantee be eliminated from the lease agreement and that it only pay the 10% of gross revenues concession fee. Since the effective date of its agreement (June 1, 2001), Synergistic Visions has been paying the minimum guarantee of \$150.00 per month.

Authority Attorney Mike Grattan reviewed the First Addendum and made changes to protect the Authority.

Staff recommended that the Board approve the First Addendum to Building Use and Lease Agreement with Rod A. Martinez and Steve Traudt d/b/a Synergistic Visions and authorize the Chairman to sign the Addendum on behalf of the Authority contingent on all rent owing from Synergistic Visions to the Authority being current.

E. Landlord's Consent to Assignment of Borrower's Lease Rights from Sky Adventures, LLC to Alpine Bank

Staff presented the Board with a proposed Landlord's Consent to Assignment of Borrower's Lease Rights from Sky Adventures, LLC to Alpine Bank. Sky Adventures, LLC previously purchased Buescher Family Limited Partnership/West Star Aviation, Inc.'s former paint hangar and leased the ground from the Authority for a sit-down restaurant operation open to the public, a Federal Aviation Regulations (FAR) Part 135 air taxi operation, office space for aeronautical users only, and a hangar for the storage of aircraft.

Alpine Bank's loan to Sky Adventures, LLC is for the purpose of discharging the initial hangar purchase loan provided by Wells Fargo Bank, hangar remodel, and parking area construction. The restaurant may be developed and operated separately at a later date.

If Sky Adventures defaults on its loan obligation, the Landlord's Consent gives Alpine Bank the right to enter the leased premises in order to obtain furniture, fixtures, and inventory in which it has a valid and perfected security interest. Additionally, Alpine Bank can make rent payments on the leasehold property and can request that the Authority approve an assignment of the lease agreement, which approval shall not be

unreasonably withheld. Currently, the parking area is being developed and the hangar remodeled.

Authority Attorney Mike Grattan has reviewed the Landlord's Consent and made changes to protect the Authority.

Staff recommended that the Board approve the Landlord's Consent to Assignment of Borrower's Lease Rights from Sky Adventures, LLC to Alpine Bank and that the Chairman be authorized to sign the Landlord's Consent on behalf of the Authority.

F. Request by Air Wisconsin Airlines Corporation to Terminate Use and Lease Agreement

Staff presented the Board with a request by Air Wisconsin Airlines Corporation to terminate its Use and Lease Agreement with the Authority. Since Air Wisconsin employees will no longer be ground handling United Express flights in Grand Junction effective October 31st, it is requesting that its lease agreement be terminated effective on that date.

SkyWest Airlines, Inc. will commence ground handling and operating United Express flights in Grand Junction effective October 31st, and is requesting to lease the 3rd airline ticket office (ATO) once Air Wisconsin vacates the leasehold. Although Air Wisconsin's lease contains a 120-day termination clause, the Authority's loss of rent will be mitigated by SkyWest leasing the 3rd ATO.

Staff recommended approval of Air Wisconsin Airlines Corporation's request to terminate its Use and Lease Agreement effective October 31, 2001 contingent upon the payment of all rents, landing fees, and other charges owing the Authority through October 31, 2001.

G. First Addendum to Use and Lease Agreement with SkyWest Airlines, Inc.

Staff presented the Board with a proposed addendum to the existing Use and Lease Agreement between the Authority and SkyWest Airlines, Inc. On October 31st, SkyWest will commence ground handling and operating United Express flights in Grand Junction. These operations are currently being operated by Air Wisconsin Airlines Corporation. SkyWest has proposed to rent the 3rd ATO in addition to its current leased space in the 2nd ATO as soon as Air Wisconsin vacates the leasehold. The First Addendum contains a 30-day termination clause so that SkyWest can assess its facility requirements at Walker Field on a more long-term basis and determine how much space it will actually need.

Authority Attorney Mike Grattan has reviewed the Addendum and made changes to protect the Authority.

Staff recommended that the Board approve the First Addendum to Use and Lease Agreement and authorize the Chairman to sign the addendum on behalf of the Authority contingent on Air Wisconsin Airlines Corporation vacating the leasehold.

Commissioner McCormack moved to approve the Consent Agenda. Commissioner Kirtland seconded. Voice vote: all ayes. Motion carried.

V. ACTION ITEMS

A. Request by Mesa Air Group, Inc. for Landing Fees and Rent Deferment

Staff presented the Board with a request from Mesa Air Group, Inc. for the deferment of Mesa's landing fees and rent. On September 24, 2001, the Authority received a written request from Mesa Air Group, Inc. for a three (3)-month deferral of amounts due for landing fees and rent at Walker Field. According to the letter, the request was made because of "...the events of September 11, 2001, and the effect these unforeseeable events have already had on [Mesa Air Group, Inc.]...."

Staff presented the Board with three (3) possible options regarding Mesa Air Group, Inc.'s request:

1. The Board could deny the deferment request.
2. The Board could grant the deferment, with or without late charges accruing.
3. The Board could work within the Authority's existing Accounts Receivable Policy as a means of assisting Mesa.

Chairman Springer asked whether Staff had verified if any other airports had received a similar request from Mesa. Manager Nystrom responded that other airports have received a similar request from Mesa. Commissioner McCormick expressed concerns as to what the impact would be if Skywest Airlines or other tenants also asked for a deferment. Staff noted that Mesa, along with other airlines, regularly take 60-90 days to process payments for amounts owing to the Authority. Because of this consistent pattern, the Board expressed a reluctance to approve additional payment deferments since the airlines are already enjoying a deferment as a result of the Authority's existing Accounts Receivable Policy.

Commissioner Sublett noted that there is a high likelihood the Authority may have to implement additional security measures. Thus the Authority needs to be cognizant of cash flow issues. Commissioner McCormick inquired whether the Authority is in a financial position to provide assistance to Mesa. Staff answered that granting the deferment request would translate to a short-term cash flow reduction of approximately \$30,000. This reduction could possibly result in the Authority not meeting its non-restricted cash reserves policy requirements.

Commissioner Kirtland moved to deny the request by Mesa Air Group, Inc. for the deferment of landing fees and rent. Commissioner McCormick seconded.

Voice vote: all ayes. Motion carried.

B. Resolution No. 2001-011: Amended Provisions to the Fees & Charges for the Walker Field Airport, Grand Junction, Colorado

Staff presented the Board with a proposed resolution for amending several provisions of the Authority's fees and charges. At the March, 2000 Regular Board Meeting, the Board approved a revised fees and charges document. Although the unified structure of the document has remained virtually the same since that time, some of the fees and charges have been amended since the original approval date.

Based on discussions during several Board Workshops in 2001, including a review of the Authority's FY 2000 Revenue and Cost Allocations, modifications to the Authority's Fees & Charges are being proposed.

Staff commented that it placed the proposed amended provisions on the agenda for Board consideration in order to provide two (2) options for the Board—1) allow for Board action at this Board Meeting or 2) defer action on the proposed provisions until the November, 2001 Board Meeting so that airport tenant and user input on the proposed changes can be considered.

Commissioner McCormick recommended that the tenants be provided with an opportunity to discuss these proposed changes prior to Board action. Commissioner Sublett concurred with this recommendation.

Commissioner McCormick also recommended eliminating the proposed "Special Board Meetings" provision based on information provided by Authority Attorney Grattan. Chairman Springer asked for clarification on the issue of "Access Gate Violations." Staff stated that the proposed provision would include a fee to be imposed upon a tenant if a gate is left open and unattended on its leasehold. Chairman Springer suggested imposing a timeline for violations, i.e. a progressive system in which the violations would be tracked during a specific timeframe such as a calendar year.

The consensus of the Board was for the Authority to obtain input from tenants, users, and operators, and present this issue to the Board at the November, 2001 Regular Board Meeting, with proposed changes based on that input. No formal action was taken by the Board on this issue.

C. Request for Funding for Terminal Building and Rental Car Parking Lot Improvements

Staff provided the Board with a request for funding for improvements to the terminal building public parking lot and rental car parking lot. Due to Federal Aviation Administration (FAA) heightened security requirements, as a direct result of the terrorist activities that occurred on September 11, 2001, vehicles in the terminal building public parking lot and rental car parking lot are restricted to parking a distance of no less than 300 feet from the terminal building. The resulting loss of available parking spaces has forced many airport passengers and visitors to park in undeveloped dirt areas.

To alleviate this situation, specifications and bid requests were advertised to construct parking expansion areas using a gravel base, along with adequate lighting to enhance parking lot safety and security in the rental car parking lot. These areas would be engineered to allow for a future asphalt surface without additional improvements. The original project cost estimate was \$122,000.

For FY 2001, \$90,000 was appropriated for heating, ventilation and air conditioning (HVAC) improvements for the terminal building airline ticket offices (ATOs). A request for bid proposals for this resulted in bids being submitted which substantially exceeded the \$90,000 appropriated. In order to provide funding for the proposed parking lot improvements while still improving the comfort levels within the leased airline ticket office (ATO) areas, Staff recommended the installation of auxiliary heating units within

each of the ATOs (estimated \$5,000 total). The heaters will serve as the first step in implementing HVAC improvements planned for the ATOs.

Staff noted that the bids for the parking lot improvements were opened today. Eight bids were received, ranging from \$69,411 to \$123,765.

Staff recommended that the Board authorize \$85,000 of the \$90,000 that was appropriated for HVAC improvements for the terminal building ATOs to be reappropriated for the terminal building public parking lot and rental car parking lot improvements. Additionally, Staff recommended that the Board appropriate additional funding through the use of the Authority's line of credit to fund the remainder of the parking lot project (and budget the repayment of the drawn amount in the FY2002 Authority Budget).

Chairman Springer commended the Facilities Committee and Staff for moving forward so quickly with the necessary parking lot improvements.

Commissioner McCormick moved to approve both items (\$5,000 for terminal building ATO HVAC improvements, \$85,000 for terminal building and rental car parking lot improvements with additional funding from the Authority's line of credit, as needed, to complete the parking lot project). Commissioner Kirtland seconded. Voice vote: all ayes. Motion carried.

D. Amendment No. 6 to Agreement with Washington Infrastructure Services, Inc. for Design and Engineering Services for Terminal Building and Rental Car Parking Lot Improvements and Aircraft Run-Up Area

Staff presented the Board with a proposed amendment to the Authority's existing agreement with Washington Group International (WGI) for engineering and design services relating to the construction of an aircraft run-up area and terminal building public parking lot and rental car parking lot areas. WGI's total fees for project design, engineering and construction administration are \$30,000 (not to exceed).

Authority Attorney Grattan reviewed and approved the proposed Amendment to protect the Authority. Staff recommended that the Board approve and authorize the Chairman to sign Amendment No. 6 to the Washington Infrastructure Services, Inc. Agreement.

Commissioner McCormick moved to approve Amendment No. 6 to Agreement with Washington Infrastructure Services, Inc. for the design and engineering services for improvements to the terminal building public parking lot and rental car parking lot areas and an aircraft run-up area. Commissioner Kirtland seconded. Voice vote: all ayes. Motion carried.

E. Bid Award and Contract Agreement for Terminal Building and Rental Car Parking Lot Improvements

Staff presented the Board with a proposed bid award recommendation and Contract Agreement for the terminal building public parking lot and rental car parking lot improvements discussed in Action Item V.C. The standard Board-approved Contract Agreement will be used for this project.

Because M.A. Concrete provided the lowest bid (\$69,411) for the construction portion of the project and met the requirements for the project, Staff recommended that the bid award and Contract Agreement for the improvements be awarded to M.A. Concrete.

Commissioner McCormack moved to award the bid and approve the Contract Agreement for the terminal building public parking lot and rental car parking lot improvements to M.A. Concrete. Commissioner McCormick seconded. Voice vote: all ayes. Motion carried.

F. Resolution No. 2001-012: Revised Application for Colorado State Infrastructure Bank Loan

Staff presented the Board with a proposed resolution to revise its application to the State of Colorado for a loan from the Colorado State Infrastructure (SIB) Bank Loan Program. At the September 18, 2001 Regular Board Meeting, the Board adopted a resolution authorizing the application and borrowing of funds from the Colorado (SIB) program to assist with the commencement of several high-priority FY 2002 projects, and to allow the reallocation of Authority funds for use in other high-priority projects.

Staff was recently contacted by the State of Colorado Division of Aeronautics regarding the Authority's loan application and the Colorado Division of Aeronautics Grant (CDAG) application. Because of an anticipated reduction in funding available for CDAG projects due to the events which occurred on September 11, 2001, the Division of Aeronautics suggested that the Authority amend both applications to enhance the Authority's potential for receiving both types of funding.

The recommended change to the SIB loan application is to utilize \$100,000 for the acquisition of an aircraft rescue firefighting (ARFF) vehicle and \$60,000 for a portion of next year's FAA Airport Improvement Program (AIP) local match. Under the proposed revisions, the AIP local match would also be funded through a revised discretionary grant application for \$100,000.

The following is a summary of the proposed revised CO SIB loan application:

- \$100,000- ARFF Vehicle Acquisition (to match AIP entitlement funding)
- \$60,000- AIP Local Match (for projects including Commercial Site Development; Access Road Realignment; General Aviation Site Development; Property Purchase; and Security Systems Upgrade)
- \$100,000-Aircraft Runup Area
- \$40,000- Air Carrier Ramp Section Reconstruction/Rehabilitation

Staff recommended that the Board adopt Resolution No. 2001-012 and authorize the Chairman to sign the Resolution on behalf of the Authority.

Commissioner Kirtland moved to approve Resolution No. 2001-012: Revised Application for Colorado State Infrastructure Bank Loan and authorize the Chairman to sign the Resolution on behalf of the Authority. Commissioner McCormick seconded. Roll call: all ayes. Motion carried.

VI. BOARD COMMITTEE REPORTS

A. FACILITIES COMMITTEE

Commissioner McCormick stated that the Facilities Committee had discussed the terminal building public parking lot and rental car parking lot improvements. The Committee's recommendations were incorporated into the previous parking improvements-related agenda items.

B. PERSONNEL COMMITTEE

Commissioner Sublett commented that he had forwarded another draft of the proposed revised Authority Code of Ethics to the Board members. He requested input from them for inclusion in the revised document.

VII. AIRPORT MANAGER'S REPORT

A. ANNUAL AUDIT

Staff is preparing the request for proposals for the Authority's Annual Audit. The Authority has completed a three (3)-year commitment with the current auditing firm. Following standard procedures, Staff will place the audit services out for bid. Staff will provide information on bids received at the December, 2001 Regular Board Meeting.

B. REGIONAL JET SERVICE

A United Express regional jet (50 seats) is scheduled to begin service from Grand Junction to Denver on November 1st.

C. SALT LAKE CITY 2002 WINTER OLYMPICS

Two (2) field agents from the U.S. Customs Service conducted a brief preliminary inspection of the airport. Their fact-finding visit was related to preparations for the upcoming 2002 Winter Olympics in Salt Lake City. Customs agents are planning on setting up a temporary customs facility or several facilities in the Rocky Mountain region to provide alternate Customs services to Salt Lake City in an effort to alleviate potentially heavy international traffic during the Olympics. The emphasis would be on corporate and small commercial aircraft. The agents told Authority Staff that they were impressed with the facilities at Walker Field.

D. MESA AIRLINES (AMERICA WEST EXPRESS)

Mesa Airlines (America West Express) will return its fourth (4) flight to its schedule from Grand Junction to Phoenix on November 1st. The return of this flight will bring Mesa Airlines (America West Express) up to its pre-September 11th service levels at Walker Field.

VIII. DISCUSSION ITEMS

A. Revised FY 2000 Revenue/Expense Cost Center Allocations

Staff presented the Board with copies of the Revised FY 2000 Revenue/Cost Center Allocations for the Board's review. Staff commented that the revisions included the reallocation of a portion of the marketing costs from the Runway 4/22 General Aviation Area cost center to the Terminal Building-Aeronautical cost center.

B. Grand Junction Motor Speedway Land Use Hearing

Manager Nystrom presented the Board with a summary of the discussions pertaining to the Grand Junction Motor Speedway Land Use Hearing held on September 18, 2001. She noted that written and/or verbal testimony was given by the FAA, the Authority, and others regarding the placement of spectator areas within Walker Field's critical zones.

Specifically, the Authority opposed allowing spectators to be gathered in areas designated as critical zones. Manager Nystrom also spoke with the FAA (Mr. Jim Fels) prior to the hearing, and he confirmed that the FAA's position against the placement of spectator areas in critical zones included not only the existing Runway 11/29 critical zone, but the future Runway 11L/29R critical zone as well.

At the hearing, the Mesa County Commissioners issued a conditional use permit for the development of the speedway, but with numerous conditions attached. One condition was that spectator areas are not allowed in the existing Runway 11/29 critical zone. However, no condition was made excluding the placement of spectator areas in the critical zone for the future Runway 11L/29R. Manager Nystrom stated that she believes the Commissioners' decision was based upon their interpretation of Mr. Fels' correspondence to them, and that they genuinely believed they were complying with the FAA's suggestions regarding spectator areas in critical zones even though they did not exclude spectator areas from the future Runway 11L/29R critical zone.

Prior to the hearing, the Authority received a verbal offer from the 29ers, LLC to sell the land (on which the proposed speedway will be located) and the improvements to the Authority. The proposal included the additional parcels the 29ers had purchased, together with all improvements. The selling price offered to the Authority was \$750,000 if the sale was completed before September 3rd; \$1.5 million after the County Commissioners hearing, if the Grand Junction Motor Speedway was approved; and \$2.0 million if the speedway was not approved.

The 29ers purchased the land for \$91,000 in October, 2000. Staff recommended that the offer from the 29ers be declined, and that a letter be sent to the 29ers stating that the Authority does not accept their offer at this time. It was the consensus of the Board to reject the offer.

Manager Nystrom stated that the purpose for this discussion was to provide this information as a matter of public record and for future reference.

C. **Walker Field, Colorado, Public Airport Authority Development and Architectural Covenants**

Manager Nystrom distributed a copy of the proposed revised Authority's Development and Architectural Covenants to the Board. She stated that the Facilities Committee has reviewed it and offered input on the document. This document has also been sent to airport tenants, inviting their comments and feedback.

Commissioner Sublett recommended the insertion of additional provisions to require airfield chain link fence be the greater of 8 feet in height or as required by the FAA. Staff responded that it would incorporate that provision into the document and present the revised document to the Board for review at the November, 2001 Regular Board Meeting.

D. **Military Aircraft Noise and Proposed Operating Procedures**

Commissioner Sublett provided an overview of the issue of military aircraft noise and proposed operating procedures. The presentation covered: historical legal perspective of aircraft noise, the regulatory environment, and recommendations and options in addressing these issues.

Doug Thompson of West Star Aviation commented on the scale of the problem of military aircraft noise abatement. He inquired whether the lack of attendance by Noise Committee members and tenants indicates that the issue of noise abatement is more of a perceived problem than an actual problem. Additionally, he noted that voluntary noise compatibility procedures are already in existence at Walker Field. He stated that if additional restrictions are implemented, then military revenues at the airport will decrease.

Commissioner Sublett commented that many military airports have noise abatement procedures which pilots must follow. Thus the Authority is trying to protect the best interests of the airport and the community by implementing similar procedures. He noted that OPNAVINST 3710.7R requires that a letter of agreement between the military and the airport operator be in-place prior to military aircraft operations from that airport.

Colonel Roger Hagerty (Ret.) of the U.S. Marine Corp stated that he views the problem as one of combat readiness of the armed forces. He urged the Authority not to inhibit military operations over Grand Junction, but to allow adequate training of military pilots. However, he commented that he did not understand why military aircraft are not currently complying with their own regulations and the voluntary noise compatibility procedures the Authority has in place, and that compliance with those procedures should be an important part of pilot training.

Commissioner Kirtland summarized the issue at hand as how to best serve the public interest, and that the object of this discussion is to develop solutions to the problem of aircraft noise. Commissioner Sublett suggested that one potential solution would be to require all jet military aircraft to arrive at Walker Field via a published instrument flight rules (IFR) procedure. He noted that several military airports have published IFR arrival procedures.

Louis Buescher of West Star Aviation commented that they receive noise complaints resulting from a variety of sources—not just military aircraft. He mentioned that one

way to reduce the impact of aircraft noise would be the construction of an aircraft runup area.

Kathy Schmoltz, a Grand Junction resident, shared her support for the presence of military jets and associate refueling activities at Walker Field. Hans Schmoltz reiterated her sentiment and commented that he was proud to hear the sound of military jets over Grand Junction.

Mr. Thompson stated that he would like to see an improved partnership between the Authority and West Star to deal with noise abatement and military refueling issues. Chairman Springer asked Mr. Thompson for his perspective on Commissioner Sublett's IFR arrival procedure suggestion. Mr. Thompson felt it would be appropriate to discuss that recommendation with an air traffic controller first, but he said it seemed to be a worthwhile suggestion. Chairman Springer inquired why restricting overflights over the populated areas would diminish military aircraft operations at Walker Field. Mr. Thompson responded that the topography surrounding Grand Junction and other airports is different.

Commissioner Sublett read a portion of a draft letter of agreement (LOA), that was sent to the Navy upon the Navy's suggestion to do so. He also read a draft of military aircraft operating procedures at Walker Field. He commented that the Authority has a number of LOAs with the Air Force, but none with the Navy. Mr. Thompson stated that the Authority has jeopardized West Star's military aircraft fueling business by submitting the draft LOA to the Navy for review. Commissioner Sublett responded that the Authority is responsible for the operations at the airport. Thus the LOA is not West Star's responsibility.

Manager Nystrom reiterated that these documents are drafts and are only intended at this time for review and discussion. She noted that the Authority is trying to move forward in a positive direction regarding this issue.

Chairman Springer noted that he would have preferred the Authority consult with West Star regarding the LOA prior to its submittal to the Navy. Commissioner Sublett noted that the person in the Navy responsible for LOAs requested that a draft LOA be forwarded to him immediately. Thus time was of the essence. Commissioner Sublett furthered that the draft LOA is a document between two legal entities—the Authority and the Navy. Additionally, West Star has very narrow interests in this issue. He recommended that after the initial review by the Navy, then the Authority should seek input from other entities, such as West Star.

Commissioner McCormick suggested waiting to discuss this issue further until the Navy responds to the draft LOA. Commissioner Berryman emphasized that the LOA submitted to the Navy was only a draft. Vice Chairman Ammentorp commented that all parties need to work together on this issue. He stated that Commissioner Sublett's comments center on the liability issues related to military aircraft noise. He furthered that it's not too far out of the realm of possibility that some day the military aircraft operations could be shut down by other entities if this issue isn't resolved.

Commissioner McCormick noted that noise abatement and the LOA are two primary issues of focus for protection of continued military aircraft operations and the Authority. He expressed concern that someone in the community could seek to reduce military

aircraft operations at the airport if there is no LOA in place. Thus he recommended moving forward with the LOA.

Chairman Springer stated that the Authority is not interested in limiting military aircraft operations at the airport. He noted that the Authority wants to maintain a viable airport with a thriving group of businesses. He commented that the airport is a part of a larger community, and all entities need to work together to address these issues. With the draft LOA already sent, he stated that the next step for the Authority is to review what direction it now needs to proceed.

Commissioner Kirtland recommended that a group or task force be formed to review these issues and formulate recommendations to address these issues. The general consensus of the Board was to form a broad-based task force comprised of representatives from all affected parties.

Commissioner McCormick emphasized the need to create a clearly-defined purpose and specify the type of representation wanted on the task force. He suggested discussing the development of the broad task force at the November, 2001 Board Workshop. Commissioner Kirtland stated that the task force should be initially comprised of individuals who have technical knowledge regarding these issues.

Louis Buescher said that someone from WestStar Aviation would be available to participate on the task force – preferably a manager and a person knowledgeable about military operations. Manager Nystrom expressed the desire to have the Operations & Facilities Manager and Promotions & Public Information Officer serve on the task force since they already serve on the existing Noise Committee. Commissioner McCormick suggested that a representative from each fixed base operator participate in the group. Commissioner Sublett suggested the involvement of an FAA representative.

The consensus of the Board was for Chairman Springer and Vice Chairman Ammentorp to meet with Manager Nystrom to discuss the creation of the task force, with a recommendation to be presented to the Board at the November, 2001 Board Workshop.

E. Security

Commissioner McCormick expressed concern about security fencing and also inquired about the possible use of concrete barriers instead of barrels and security ribbon in the terminal building public parking lot. He also brought up for discussion the issue of transporting disabled passengers and visitors to the terminal building from the new parking areas, and recommended the Authority review the possibility of implementing some type of shuttle service for those individuals.

Chairman Springer inquired whether identification cards should be provided to all Authority Board Members. The general consensus of the Board was that this would be beneficial. Arrangements will be made for Board members to obtain identification cards prior to the November, 2001 Board Workshop.

IX. OTHER ITEMS

A. COMMERCIAL AIR SERVICE BENCHMARK REPORT PRESENTATION

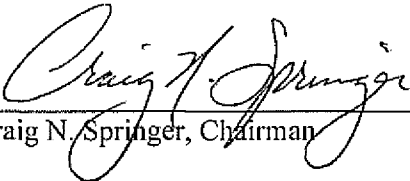
Manager Nystrom noted that the Authority is scheduled to present the Authority's Commercial Air Service Benchmark Report to the Grand Junction City Council tomorrow evening at 7:30pm at the City Hall Auditorium.

X. ADJOURNMENT

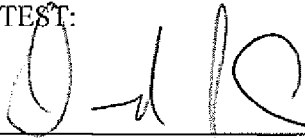
There being no further business to come before the Board, Commissioner McCormick moved to adjourn the meeting. Commissioner Berryman seconded. Voice vote: all ayes. Motion carried.

The meeting was adjourned at 10:12pm.

APPROVED AND ADOPTED THE 20th DAY OF November, 2001.



Craig N. Springer, Chairman

ATTEST:


David J. Anderson, Clerk