

**GRAND JUNCTION CITY COUNCIL
MINUTES OF THE REGULAR MEETING**

December 7, 2011

The City Council of the City of Grand Junction convened into regular session on the 7th day of December, 2011 at 7:00 p.m. in the City Auditorium. Those present were Councilmembers Bennett Boeschstein, Teresa Coons, Jim Doody, Laura Luke, Bill Pitts, Sam Susuras, and Council President Tom Kenyon. Also present were City Manager Laurie Kadrach, City Attorney John Shaver, and City Clerk Stephanie Tuin.

Council President Kenyon called the meeting to order. Councilmember Luke led the Pledge of Allegiance, followed by a moment of silence.

Appointments

Councilmember Pitts moved to appoint Lon Carpenter and Michael Bell for three year terms expiring December 2014 to the Visitor and Convention Bureau Board of Directors. Councilmember Susuras seconded the motion. Motion carried.

Council Comments

Councilmember Doody attended the Honor Flight Banquet today for the World War II Veterans and it is also Pearl Harbor Day. It was a great opportunity for these veterans.

Councilmember Coons attended the Parade of Lights and commented what a wonderful event it was. She also attended the St. Martin's Place dedication opening with Councilmember Susuras and Council President Kenyon.

Council President Kenyon also attended St. Martin's Place dedication which was very moving and which opened up 15 additional units for the homeless in the community. The Housing Authority has requests for 3,000 additional homes. The City needs to keep working on this.

Citizen Comments

Jacque Chappell-Reid and Allison Sarmo from the Legends Committee were present to thank the City Council for their past support and to request that the City Council financially support the next sculpture (sixth) of the Prinster Brothers due to their impact on grocers on the western slope as well as their other contributions to the community. They are in negotiations with sculptor James Haire to create the bronze recognizing the four Prinster brothers. Mr. Haire has been very popular as he created the "girl on the bike" and the "two kids and a dog" which is in front of Main Street Café. The grouping will be unveiled in May 2013.

Ms. Chappell-Reid said they have raised \$70,000 for the project and the cost will be around \$100,000 so they are asking the City for \$10,000.

Council President Kenyon asked them to meet with the City Manager and arrange for a presentation, adding that the City Council has an idea for a seventh sculpture.

Citizens Comments Regarding Airport

Council President Kenyon said the City Council recently held a meeting with the Airport Board but at that meeting there was not an opportunity for public comment. This time has been scheduled to offer that opportunity. Council President Kenyon laid out the protocol and purpose of the time allotted.

Dr. Shepard, 230 Red Sand Road, representing the Airport Users and Tenants Association, came forward. He advised that there is disagreement about the management of the Airport and emotions are high. He wanted to present the facts and help find some solutions. He explained the organization of his presentation: 1. Problems, 2. Suggested solution, 3. Consensus for positive change. He summarized the Airport management's position. He noted that the Airport's position could sound reasonable; however there is a different perspective. He explained the tenants' position. He suggested that the Airport's position be dissected first by reading the documents. He highlighted some areas of the documents where the fence is not mentioned. The fence is mentioned in the Wildlife Management Plan and was signed off by the Federal Aviation Administration (FAA). He summarized a video where a meeting was held where the Airport Manager said a fence was required. The next video was the Assistant Airport Manager at a tenants' meeting that stated that the fence was required. Dr. Shepard said that is not true.

Dr. Shepard then read a quote from Transportation Security Administration (TSA) that said the fence was not a mandate by the TSA, it was a decision of the Airport.

Dr. Shepard said he read the violation letter and although it is confidential due to national security, the violations are minor. He noted the Airport responded coincidentally the next day to the violation letter with the fence plan.

Councilmember Susuras noted the letter continues to say the TSA agrees with the fence. Dr. Shepard disagreed with that characteristic; he said they said it was one solution.

Dr. Shepard noted the Airport had public meetings but did hold public hearings. He cannot find where there was a deliberative process. There is no paper trail to indicate how the decision was made. That is why members of the Association were so astonished when the Airport Manager had prepared a report for the Board with all the options. The Airport's attorney said the document was produced specifically for that meeting on October 17, 2011.

Dr. Shepard then suggested a solution to stop wasting time and energy on past decisions: open the gates, define an open and transparent process, and develop and propose the least intrusive plan packaged with political support. He said Mr. Fay (another member) has pursued other methodologies for compliance and it was presented to the Airport on October 17, 2011. The document was buried. He asked that it be brought forward again and have a third party analyze the options.

Regarding grants, the FAA requires a list of assurances and he noted where the Airport Manager has responded and the City signed off. He thinks that should not have happened. The FAA approved the construction of a fence along existing fence lines. He showed the new structure (gate) that crosses a public road. He estimated that about \$1 million was spent on structures that had nothing to do with wildlife control. Everyone understands this is post 9-1-1. They all take security classes and wear badges and had to be fingerprinted. TSA does not require that. He suggested the grant money was spent for a purpose other than for what was granted. He noted they did try to approach the Airport Board and were met with anger, profanity, and told to take it to the FAA themselves.

Dr. Shepard said solving problems has been difficult; emotions are high. These are major disagreements. They believe there have been times when the Airport Board has crossed the line – he provided a couple of quotes. There is no remedy at the ballot box (since these are not elected officials) and that is why they are seeking help from the elected officials.

Dr. Shepard then addressed accountability starting with financials. There were a multitude of expenses for the Manager with extensive travel and entertainment expenses including Disneyworld and baseball tickets. They have turned over 600 documents to the City Attorney for his review. He then referred to a secret agreement with a former employee and noted it was signed by the Airport Manager.

The next set of financials was for purchases; there is no written purchasing policy. It is unknown if they follow a competitive bid process consistently. The Authority bylaws require an audit committee, but they have never appointed an audit committee. It has been delegated to the employees. The recommendation is to import the City's best practices to the Airport. He suggested an audit be done and the issues be fixed.

The next topic is leases. The Association asked the Airport for their lease policy and there was not a response. It is causing the property values at the Airport to plummet. Last summer, one airport mechanic company wanted a thirty year lease for financing and the Airport would not give him one. There was no explanation. There is no State Law or FAA rule or regulation that prohibits a lease renewal. The only criteria that should be used is what is good for the community. They understand that lease renewals are not automatic. Tenants must pay fair rent and be subject to adjustments at renewal and maintain their improvements.

Dr. Shepard then addressed solutions. First the structure, the Airport board is appointed by elected officials with no accountability to the community. The Airport's lawyer has been instructed not to come to Airport meetings. He proposed a new structure with a new body of elected officials be created.

Next, he posed the question, how will change happen? First, recognize the problem. They believe they need a new Manager. He agreed the board members are pillars of the community that have exhibited loyalty to their employee which is admirable but that can get in the way of making good public policy. The Association wants to build bridges and changes are needed.

That concluded Dr. Shepard's presentation.

Council President Kenyon called a recess at 7:58 p.m.

The meeting reconvened at 8:05 p.m.

Colin Fay, 80 Rock Ridge Lane, Glade Park, representing Colorado Flight Center, read a statement about the rift, "The Grand Junction Regional Airport Authority includes in its mission and vision statement that it is committed to facilitating and enhancing regional aviation services. The Airport is failing in this mission and vision when it comes to its general aviation tenants. The options and policies adopted by the Airport board and the Airport staff have caused a rift in the relationship between Airport management and the constituents and that is evident by the large turnout this evening. Damage to the Airport's image and operations has already occurred with the departure of at least one business and one aviation organization and the health of general aviation at the Airport is declining. One tenant is literally giving away his hanger in order to escape the negative environment created here at the Airport. Recently the only full service aircraft maintenance facility serving local general aviation operations left the Airport due to the detrimental atmosphere for businesses created by the policies of the Airport Authority. This departure has made it difficult for me and all the other local operators, difficult and expensive as we no longer have the local infrastructure required to maintain our aircraft. General aviation operations at the Grand Junction Regional Airport have fallen from a high of 35,000 in 2001 to about 12,500 last year. This decline coupled with others has led to a 40% overall drop in airport operations. My business, one of the local flight schools, currently accounts for over half of the general aviation operations here at the Airport, more than 10% of the total operations. Without a suitable general aviation infrastructure here, many of our customers are also moving to other airports. This decline in our customer base along with the increase cost and logistics of operating from an airport without a suitable general aviation infrastructure has led us to consider the possibility of leaving this airport. The loss of our flight school would result in a 10% reduction in the current total airport operations. Recently the FAA indicated that, due to the declining number of total operations at this airport, we are at the low end of what is

considered eligible for an FAA funded air traffic control tower. Further declines can see the loss of our control tower, such a loss would lead to the loss of the military refueling contract currently enjoyed by the Airport due to the military requirement to utilize airports with operating control towers. The loss of the military refueling contract would result in further loss of revenue by the Airport and local business leading to a further downward spiral in the economic activity generated by the Airport. The Transportation Security Administration has published specific guidance for the general aviation areas of the commercial service airports like Grand Junction. The guidance specifically states that general aviation operations at commercial service airports should be evaluated, designed, and located independently from commercial operations areas as much as practical to minimize potential security conflicts, flight delays, and unnecessary inconveniences to both general aviation and commercial service operators. It goes on to warn against imposing excessive security designs and procedures on general aviation as that would result in unnecessary restrictions potentially causing a decline in operations at the Airport with a drop in general aviation activity and revenues. By imposing their security solutions, the Grand Junction Regional Airport Authority has acted specifically against TSA guidance resulting in a detrimental impact on tenants and businesses located at the Airport. With the nation in general, and the Grand Junction area just starting to rebound from the severe recession, it is hard to comprehend that the Grand Junction Regional Airport Authority is not doing everything possible to encourage general aviation in the economic activity it generates. It is in fact doing the opposite and making it less attractive for anyone to locate a business, purchase, or construct a hanger facility or have an aircraft at the Grand Junction Airport. I urge the City Council and your counterparts at the County to do whatever it takes to insure the Grand Junction Regional Airport will be a strong economic engine for the health of the local community.”

Robert Duncan, 3427 Steerman Lane, Crawford, is a member of the commemorative air force, charged with keeping reminders of pilots who have fought for our freedoms. There is a WWII museum at the Airport. What was it like before the fence; the tarmac was guarded by the terminal buildings, fences and other buildings. Access was controlled. Montrose uses the same security model with TSA approval. His business is aviation websites. He read from other notes from Bob Thompson, Crawford, with the Rocky Mountain Wing, which has 70+ members. Not all can afford the badges to access at \$125 each, so therefore won't be accessing the museum. The public does not have access to the museum and can't use the facility as a rental for events including FAA safety training which has been canceled since this came about. Students and veterans don't have access to the museum. Rocky Mountain Wing has a hangar and owns another area and tie down that were used by other private aircrafts. Those users are now gone. Chief Executive Officers from other airports cannot fly in and leave and come back in since they don't have the special badge. The museum cannot accept the donated hangar; it doesn't make sense due to the economy. Mr. Duncan had several additional letters and he just selected one from Larry Brown who is a pilot, "handing the terrorist a victory, and build our own prison around the Grand Junction Airport".

Council President Kenyon advised Mr. Duncan he could forward the rest of his comments to the City Clerk or to the City Council.

David Bratcher, 2211 K Road, President of WCARC (Western Colorado Armature Radio Club) read parts from his statement. ARRL (American Radio Relay League) is an affiliated member of the civil air patrol, uses the airport facilities once a month, conducts training for Ham radio operators, and has a repeater there. When the issue first came up, he was contacted by an irate manager and then a call from Tom LaCroix and was told they had no business being in the building. There is simple barbwire to the north and then gated like Fort Knox from the south end. Ham radio operators have a saying, "when all else fails I hope the Ham radio operators are around when you really need them".

Major Edward Behen, 926 26 Road, Deputy Director of the Civil Air Patrol, presented a handout (attached). He provided a history of the Civil Air Patrol (CAP) that in 1987, through the generous donation of the Perry family, they built a hangar and facilities at the Airport. In 1998, they added a modular classroom to their property and these facilities are well used; they are the best in Colorado that the State of Colorado has. CAP is the longest continuous tenant at the Airport, since the 1940's. They have been tasked by Congress to provide 1- emergency services such as air search and rescue, support national, state, and local agencies, 2 - aerospace education including a teach-the-teacher program; teachers receive continuing education for this and 3 - cadet activities teach CAP core values. The Honor Guard has placed #1 in competition in State and #2 in National level. They have tried to communicate with the Airport Authority regarding the fence and gate that has affected their ability to serve the community. Major Behen gave an example of a rescue using their repeater. The Airport Manager became irate when he heard about the Ham radio, he did not contact them but instead contacted the National Inspector General. They have the legal authority to be there. Mr. Tippetts had never been in their hangar until about three weeks ago, he came with his assistant, when shown the radio room he said "I guess we will just have to look the other way on the radio club". Mr. Behen said he asked if this was any way to do business. When they went to the security classes they were told they could only take 5 people, but now they have been told different. They want to know what the rules are. They have been told if they violate the rules, they will be fined. All services are provided at no cost to the City or County by the CAP. Major Behen invited Council to the Civil Air Patrol hangar on Tuesday evening.

Jerry McDonough, 2098 West Sequoia, member of Civil Air Patrol, has a hangar. He presented and read one letter from Carl Hipp, from Crawford, who could not be there who is a 65 year old pilot (see attached). He frequently gives residents in his area rides to Grand Junction. Montrose is eleven minutes closer and is not their first choice due to fewer services in Montrose, but now that is where they have to go for their needs. He thinks the Chamber should recognize the Airport Authority as an enemy combatant.

Daren Adams, 373 Ridges Blvd., business owner and former member of Chamber of Commerce, gave his story about flying and moving back in 2001 and starting an

engineering company. He flew down to Gunnison for a business meeting and it took half of a day so he bought a plane and got his pilot license. It is cost effective to have a plane in this area. That resource is being lost.

Craig Springer, 711 Estates Blvd., was on the Airport Authority Board as a County appointee and served as chair and vice chair. During that time they hired Rex Tippetts. Things that were always an issue, the Airport Authority had never requested funding from the City or the County so everything that was looked at would be an asset, and the second thing was the safety and security of the Airport. Post 911, many mandates came from the federal government. He said Grand Junction was one of the only communities of this size that had three hubs and were told they would likely lose two. Today the Airport has six hubs and everyone pays less for seats on these carriers. Mr. Tippetts immediately introduced FAA discretionary funding; the FAA pays for 85 – 90% of the capital projects at the Airport. Mr. Tippetts has brought in \$75 million to the Airport and he respects the income from the aviation community. He is sympathetic but he asked for everyone to see the big picture, some good work has been done. Four of the existing board members he served with and they are thoughtful caring people. All business was done in public in open meetings. Three of these board members own aircraft and are part of the aviation community.

Charlie Huff, 38625 Indian Head Lane, Crawford, flew for two different airlines for 36 years and left Grand Junction 15 years ago because there was a long waiting list for Grand Junction hangars at the Airport. He is also a pilot, flight instructor, and a member of Civil Air Patrol. He said it is obvious something really bad is going on at the Airport. He has been to some public meetings. He was charged \$10 just to walk into the lobby at West Star Aviation. The bottom line is, problems here needed to be addressed yesterday. He submitted a letter which is attached.

Robert Erbisch, 928 19 ½ Road, Fruita, wonders how it got to this high level if there was real cooperation and listening. He said he was going to give the board a chance, now he does not believe the board has an interest in general aviation. The end of December is the end of self serve fueling; this will create some serious problems. Dr. Shepard is right, they need to replace the Airport Manager, and make sure there is proper oversight and management. He owns three hangars himself and waited a long time to be a part of the general aviation community. He bought the hangars as an investment and now they have no value due to the type of policies they now have at the Airport. This is not economic development; it is economic disaster.

Steve Wood, 6790 Reed Mesa Road, Whitewater, said he has been a pilot for four decades; he is an aeronautical engineer and business owner. His business entails giving people rides and picking up equipment and supplies. General aviation plays a very vital role in small business. His business is not at the Airport but he does have airplanes and hangars and his employees can't go to his hangars if they don't have badges. This causes issues that he can't get service and repair at the Airport by sending his employees

unless they are with him or he buys each one of them a badge for occasional use. When word gets out that the Airport has draconian policies, there will be no transient traffic. He questioned how the \$75 million may have been spent. People would not be here tonight if their concerns were without foundation. These are legitimate concerns. These people will roll up their sleeves and pitch in to make good things happen. He said they are saddened the topic is not a united voice to push back at the TSA with the City, County, and the general aviation community. What is going on is perceptual security not actual security. What happens in Grand Junction will set precedence for others.

Douglas Tabor 1861 Raven Avenue, Estes Park, wanted to let the Council know the badge in Ft. Collins and Loveland costs \$15.

Bradley Smith, 3450 Steerman Lane, Crawford, said he has an identical situation as Carl Hipp, limited as it impacts him but the City is impacted. Seeing the photo of the gate was a great visualization. He shares an airplane with someone and he has curtailed his business in Grand Junction. He used to come here to shop, but now he goes to Montrose.

Galen Brewer, 607 ½ Pond Street, owner of Monument Aircraft, started his business in 1996 and has built it up from there. He started with a leased building at the Airport, so he obtained financing to purchase the hangar but the bank said he would need a thirty year lease. He spoke with Mr. Tippetts and he told him he could only take over the rest of the lease for twelve years, with a ten year option. The bank would not give him a loan and upon reading the lease, it stated at the end of the lease he had to turn over his improvements to the Airport. He begged Mr. Tippetts to change the wording, but he wouldn't. He made a decision to sell when an offer was made. He then moved out to Mack Mesa where he could be accommodated. He had correspondence with the Airport chair who asked him to stay and again he asked for a long term commitment which they could not give. He was also invited to Montrose but choose not to go there.

Eddie Clements, 1325 I ½ Road, Fruita, is local and very involved in the community. The Airport has gone downhill. The Airport badge fees are the highest in the region. He is an FAA mechanic, pilot, and does FAA inspections. He is involved with several other airports and the badges run on an average less than \$50. He cannot even get a badge at this Airport. He has been told he does not qualify as he does not have a use. His son works for Scale Composites. He flies a special plane and couldn't get on the airport. Mack's runway is not long enough as 3,500 feet is needed. He can land in Delta and Montrose. This problem affects everything in general aviation. Scale Composites (his son's business) will not come back here.

Jim Cherry, 1302 Oak Way, Glenwood Springs, said he is a transient pilot and has served on the Glenwood Airport Committee. He is unable to fly down here, shop, and spend the night, and fly back due to not being able to park at the Airport. He described how the

escort works here and how it works elsewhere. The customers are being fenced out of business which makes it more corporate and taking away from private.

Ron Rouse, 30370 North Road, Hotchkiss, built a \$1 million hangar when Corrine Nystrom was the Manager here. They have to have public access and, with all that gone, he can't support it with the business. West Star is the only one allowed to have fuel on the Airport because no competition is allowed, so he will probably lose his hangar.

There were no additional public comments.

Council President Kenyon called a recess at 9:22 p.m.

The meeting reconvened at 9:31 p.m.

CONSENT CALENDAR

Councilmember Susuras moved to adopt the Consent Calendar and then read Items #1 through 5. Councilmember Pitts seconded. Motion carried by roll call vote.

1. **Minutes of Previous Meeting**

Action: Approve the Minutes of the November 14, 2011 Regular Meeting

2. **Setting a Hearing on the 2011 Supplemental Appropriation Ordinance and the 2012 Budget Appropriation Ordinance**

This request is to appropriate certain sums of money to defray the necessary expenses and liabilities of the accounting funds of the City of Grand Junction based on the 2011 amended and 2012 proposed budgets.

Proposed Ordinance Making Supplemental Appropriations to the 2011 Budget of the City of Grand Junction

Proposed Ordinance Appropriating Certain Sums of Money to Defray the Necessary Expenses and Liabilities of the City of Grand Junction, Colorado, the Downtown Development Authority, and the Ridges Metropolitan District for the Year Beginning January 1, 2012, and Ending December 31, 2012

Action: Introduce Proposed Ordinances and Set a Hearing for December 19, 2011

3. **Property Tax Mill Levies for the Year 2011**

The resolutions set the mill levies of the City of Grand Junction (City), Ridges Metropolitan District, and the Downtown Development Authority (DDA). The City and DDA mill levies are for operations; the Ridges levy is for debt service only.

Resolution No. 53-11—A Resolution Levying Taxes for the Year 2011 in the City of Grand Junction, Colorado

Resolution No. 54-11—A Resolution Levying Taxes for the Year 2011 in the Downtown Development Authority

Resolution No. 55-11—A Resolution Levying Taxes for the Year 2011 in the Ridges Metropolitan District

Action: Adopt Resolution Nos. 53-11, 54-11, and 55-11

4. **Setting a Hearing on an Ordinance Repealing City Code Provisions Regarding Alarm System Installers**

The City Council Legislative Committee has considered the Staff recommendation that Sections 5.08.010 through 5.08.050 and 5.08.080 of Article III, Chapter 5 of the Grand Junction Municipal Code regarding alarm system installers be repealed. Those provisions were adopted in 1975. City employees have no specific knowledge of the electrical, mechanical, and other functions of alarm systems which hinders efficient monitoring of the licensure, issuance, and investigation of alarm system installers.

Proposed Ordinance Repealing Sections 5.08.010 through 5.08.050 and 5.08.080 of Article III, Chapter 5, the City of Grand Junction Municipal Code Regarding Alarm System Installers

Action: Introduce a Proposed Ordinance and Set a Hearing for December 19, 2011

5. **Resolution Opposing the Proposed Flaming Gorge Pipeline**

The Flaming Gorge Pipeline project is an extensive water supply project that proposes to divert water from the Green River in Wyoming and transport that water through a series of pipelines, pump stations, hydroelectric plants, and reservoirs to the Front Range cities of Colorado. There are many financial, technical, engineering, and interstate compact concerns about the feasibility of

the project. The Resolution opposes the planned project until concerns are addressed and resolved.

Resolution No. 56-11—A Resolution Opposing the Proposed Flaming Gorge Pipeline

Action: Adopt Resolution No. 56-11

ITEMS NEEDING INDIVIDUAL CONSIDERATION

Public Hearing—Annexation and Zoning of the Banner Enclave, Located at 2977 and 2979 Gunnison Avenue [File #ANX-2011-1124]

A request to annex 1.674 acres of enclaved property, located at 2977 and 2979 Gunnison Avenue and to zone the annexation, consisting of two (2) parcels less 128 square feet (0.003 acres) of public right-of-way, to an I-1 (Light Industrial) zone district.

The public hearing was opened at 9:36 p.m.

Brian Rusche, Senior Planner, reviewed this item. He described the site, and the location. He asked that the Staff Report and the attachments be entered into the record and recommended approval. He advised that the request does meet the State Statutes regarding annexation and the criteria of the Zoning and Development Code.

Councilmember Susuras asked about how the enclave was formed, did Cal Frac own the property when they requested annexation? Mr. Rusche said they did not. This property was platted in the 1980's. When CalFrac voluntarily annexed into the City, it enclaved these two properties. The Statutes for enclaves requires that procedurally they need to be brought into the City per the agreement with the County. The zoning for the property is I-1 and it does allow outdoor storage, however they did not receive approval from Mesa County for their outdoor storage. The City is working with the owners to bring them into compliance. Councilmember Susuras was concerned they would not be able to get a permit for outdoor storage. Mr. Rusche said they can apply for a permit.

Councilmember Boeschstein asked about two other properties and why they too are not enclaved. Mr. Rusche pointed out where there is a break in the City contiguity and they have not requested annexation.

There were no public comments.

The public hearing was closed at 9:42 p.m.

a. Annexation Ordinance

Ordinance No. 4488—An Ordinance Annexing Territory to the City of Grand Junction, Colorado, Banner Enclave Annexation, Located at 2977 and 2979 Gunnison Avenue and Including a Portion of the Gunnison Avenue Right-of-Way, Consisting of Approximately 1.64 Acres

b. Zoning Ordinance

Ordinance No. 4489—An Ordinance Zoning the Banner Enclave Annexation to I-1 (Light Industrial) Located at 2977 and 2979 Gunnison Avenue

Councilmember Coons moved to adopt Ordinance Nos. 4488 and 4489, and ordered them published in Pamphlet Form. Councilmember Pitts seconded the motion. Motion carried by roll call vote.

Public Hearing—An Ordinance Authorizing the Refinancing of a Portion of the General Fund Revenue Bonds, Series 2004, and Issuing Series 2012 Refunding Bonds

In an effort to maximize the use of existing resources and capitalize on the current municipal bond market, with historically low interest rates, Staff has worked with financial advisors and legal counsel to bring forth to City Council a potential refinancing of the 2004 Riverside Parkway Bonds (“2004 bonds”). After initial discussions with Council and at their request additional options were considered and brought back for further evaluation including three non-refinancing options. At the October 31st budget workshop, after reviewing six options, the City Council directed Staff to move forward with refinancing the 2004 bonds using the proceeds from lower interest 2012 bonds as well as the \$19 million in TABOR dollars that have been saved since the voters’ authorization in 2007. This refinancing transaction, which includes using the TABOR early debt retirement reserve, is estimated to save the City a total of \$7.3 million dollars in interest costs, as well as make another \$14 million in existing dollars available between 2012 and 2021 because the annual debt service payment would be lower.

The public hearing was opened at 9:44 p.m.

Laurie Kadrach, City Manager, reviewed this item. City Manger Kadrach noted the City Council has discussed this matter previously and there is no public present so she asked for direction from the Council as to the extent of the presentation.

Council President Kenyon asked for a brief synopsis for the viewing public.

City Manager Kadrach presented a summary of the request. She described the Riverside Parkway project and that much of the project was financed outside of the original bonding being addressed at this time. Roughly \$53 million could be refinanced. In 2007 the

voters were asked if excess revenues could be retained to pay down the debt. The voters approved and the hope was to pay off the bonds by 2015. The economy changed and the City is no longer able to set aside the same volume of dollars to pay down the debt. The money that has been saved is also not earning as much interest as originally forecasted. The financial Staff began to look at better ways to use the saved amount and a way to reduce the payment. An option was presented and an open house was held which generated additional options. Option D was selected by the City Council as the preferred option. The money saved will pay off some of the debt and the remainder will be refinanced at a lower interest rate, like refinancing a home mortgage, so interest will be saved in the long run and the principal payment will be reduced. The total savings will be \$7.3 million over the current debt structure. The excess TABOR dollars will still be set aside for early repayment and the debt is forecasted to be paid off in 2021 given today's forecasting.

Councilmember Susuras noted this has been discussed many times and the Daily Sentinel has published an article on the matter. He asked if she has received any negative comments on the proposal. City Manager Kadrich said she has not received any negative comments but there have been questions on how the saved money will be used.

Council President Kenyon asked how the underwriter was selected for the proposal.

Jodi Romero, Financial Operations Manager, addressed the question on the process for refinancing and finding an underwriter for the refinance. The recommendation is to go with the lowest bid underwriter to complete the process.

There were no public comments.

The public hearing was closed at 9:55 p.m.

Ordinance No. 4490—An Ordinance Authorizing the Issuance of City of Grand Junction, Colorado, General Fund Revenue Refunding Bonds, Series 2012, for the Purpose of Refunding all or Any Portion of the City's General Fund Revenue Bonds, Series 2004, and Pledging Certain Revenues of the City for the Payment of the Bonds
Councilmember Susuras moved to adopt Ordinance No. 4490, and ordered it published in Pamphlet Form and authorize the City Manager to sign a contract with RBC Capital Markets, LLC for the underwriting. Councilmember Pitts seconded the motion. Motion carried by roll call vote.

Non-Scheduled Citizens & Visitors

There were none.

Other Business

There was none.

Adjournment

The meeting was adjourned at 9:57 p.m.

Stephanie Tuin, MMC
City Clerk

Charlie Huff
38652 Indian Head Lane
Crawford, Colorado 81415



To Members of the Grand Junction City Council:

After reviewing the relatively recent actions taken by the Grand Junction Regional Airport Manager and Board regarding the construction of the so-called "airport animal and security fence," it has become self-evident that this fence in its present configuration is not only a non-requirement of the TSA (Transportation Security Administration), but is in fact an outright harassment of and obstacle to any persons that have legitimate business at the Airport. When any airport security system becomes so unreasonably oppressive and destructive of our abilities to carry on normal activities in the realms of General Aviation, then it is past time to make the necessary changes lest we become prisoners in our own self-constructed fences, thus giving the criminal elements of our society the victory of having destroyed both our natural liberties and our means of commerce therein!

It would seem a matter of common sense that no security system ever has or will ever stop determined criminal--read terrorist--activity, especially when there is lax prosecution and/or lack of meaningful consequences--meaning swift, sure justice! However, reasonable precautions and constant vigilance on the part of those of us involved in General Aviation business and flying activities, has to date shown that security threats within the General Aviation community are indeed a non issue in comparison to nearly any other of the multitude of risks that are inherent to this mortal life.

So, I propose that we take ole Ben Franklin's sage advice and cease and desist in the fanciful myth that our God-given liberty in life's pursuits is a worthy price for so-called "security!" Indeed, it would seem that some of the greatest threats to the security of our liberty today come from within various *governmental* entities and their bureaucracies--and I'll leave it to you each to recall your favorite ones .

Respectfully submitted for your consideration,

Charlie Huff, Retired airline captain, A&P mechanic,
certified flight instructor, experimental
aircraft builder and pilot, and check airman
for the Commemorative Air Force at GJT

Handwritten signature of Charlie Huff.

The Path of Least Resistance.

I am Karl Hipp. I am a 65 year old pilot with commercial, multi-engine and instrument ratings. I live at the Crawford Colorado Airpark. So with my airplane parked in the driveway, a short airplane trip in my Twin Comanche often makes the most sense for a lot of our commuting.

A normal day often is flying the 20 minutes to Grand Junction. Parking at the CAF hangar, and use a car parked there that I have access to. Doctor visits, blood donation, Sams Club, Bonner Steel Supply Hobby Lobby and other business visits along with lunch at a Grand Junction restaurant make a normal Grand Junction day. I can haul about 600 pounds in my airplane, and we have often left Grand Junction fully loaded.

Back to the Path of Least Resistance.

That's what this fence was supposed to be about. To make anyplace but the Grand Junction Airport be the Path of Least Resistance for the local wildlife.

But it is not just the 4 legged critters that have found a Path of Lesser resistance. My wife and I have most certainly found one. Montrose has always been 11 minutes closer in my airplane, but Montrose was never our first choice because of the more varied and additional services offered by Grand Junction.

But with the latest obstacles that have been invented by The Grand Junction Regional Airport Authority, Montrose has become The Path of Least Resistance. There are no fees or delays at Montrose Airport for general aviation even though there are 4 major Airlines that fly regularly scheduled flights into Montrose. We land at The Black Canyon Jet Center, where after directing me where to park my airplane the line man chaperones us to our car.

Montrose has a hospital, doctors, stores, and most of what we formerly needed in Grand Junction. We will spend our money there. The only drawback is that the Montrose Hospital has no facility to donate blood. The girls at the St Marys Pavilion on Wellington Avenue always looked forward to my visits as I have type O negative which is universal donor blood and can be used at accident scenes before a blood type can be determined.

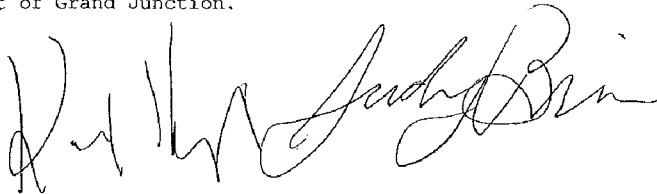
I think the Grand Junction Chamber of Commerce should recognize the Grand Junction Regional Airport Authority as an Enemy Combatant. The Grand Junction Regional Airport Authority has probably done more to undermine commerce into Grand Junction through the Grand Junction Airport than any clever plan that could be conceived by Al Qaeda.

Those that conceived this insanity will no doubt rationalize that my wife and I were some sort of threat to security that they have now eliminated. I will quote the Israeli security specialist when commenting regarding U S security efforts. "You do not have security, you just bother people".

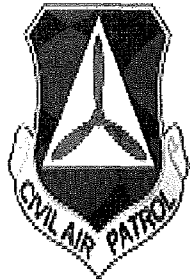
We have been bothered out of Grand Junction.

Respectfully submitted,

Karl Hipp and Judy Brin.

A large, handwritten signature in black ink, appearing to read 'Karl Hipp and Judy Brin', is written over the typed names at the end of the letter.

THUNDER MOUNTAIN COMPOSITE SQUADRON



Unit Contact: 1st Lt Charles A Pearson
Contact Phone: (970) 858-9088
Meeting Address:
2868 AVIATORS WAY
GRAND JUNCTION REGIONAL AIRPORT
GRAND JUNCTION, CO 81506

HISTORY OF CIVIL AIR PATROL

The Civil Air Patrol was created on December 1, 1941 – one week before Pearl Harbor – to fill the need for an organization to harness the aviation resources of the United States to aid the nation in the event America entered the growing war. These efforts, led by writer-aviator Gill Robb Wilson, led to the creation of the CAP, first organized under the Office of Civilian Defense. In April 1943, the CAP was reassigned to the Army Air Force.

CAP members performed many missions including coastal patrol to search for enemy submarines, search and rescue missions throughout the United States, cargo and courier flights to transfer critical materials and personnel and many other functions. These volunteers amassed an amazing record – flying more than a half million hours, sinking two enemy submarines, and saving hundreds of crash victims.

The nation recognized the vital role CAP played during the war and understood the organization could continue to provide invaluable help to both local and national agencies. On July 1, 1945, President Harry Truman signed Public Law 476 that incorporated Civil Air Patrol as a benevolent, non-profit organization. And on May 26, 1948, Congress passed Public Law 557 which permanently established CAP as the Auxiliary of the U. S. Air Force. This law also gave the Secretary of the Air Force authority to provide financial and material assistance to the organization.

COMMUNITY INVOLVEMENT

The Civil Air Patrol is composed of units called squadrons. In the Grand Junction area, the Thunder Mountain Composite Squadron consists of both a Senior (adult) group and a Cadet (youth) group. The Senior squadron meets the first and third Mondays of the month, and the Cadet squadron meets every Tuesday. Both groups meet from 7:00 p.m. to 9:00 p.m. Our meetings are held in the Civil Air Patrol hanger at Walker Field, 2868 Aviator's Way, located southeast of the main WestStar Aviation building at the east end of the airport. We have had a cordial relationship with the Grand Junction Regional Airport Authority as well as the general aviation organizations and companies situated at the airport.

Our roots include many long-term residents of our area, including the founding member of the Thunder Mountain Composite Squadron, Community leader Rex Howell of KREX.

We currently have Cadet members from each of the area High Schools and Middle Schools, as well as Cadets from Parochial and Christian schools and a number of home-schooled youth. We cater to the youth of outlying areas, drawing from Fruita, Palisade and Whitewater.

In the last two years our youth program has grown from a roster of one dozen participants to a membership of approximately 35 of the Grand Valleys' finest youth.

BENEFITS OF THE CIVIL AIR PATROL CADET PROGRAM

For the past half-century, CAP's Cadet Programs have provided young people the opportunity to develop their leadership skills through their interests in aviation. For many, it has also offered them the opportunity to learn to fly.

A knowledge of aerospace-related information is one of the pillars of the program. Cadets progress at their own pace through a 15-step program including aerospace education, leadership training, physical fitness and moral leadership.

As cadets make progress, they have the opportunity to take part in a wide range of activities including encampments on military bases, orientation flights, and a variety of national and international activities.

Through its National Scholarship Program, CAP provides scholarships to cadets to further their studies in such areas as engineering, science, aircraft mechanics and aerospace medicine. Scholarships leading to solo flight training are also available through the national organization.

CAP also offers the cadets education in many areas of interest. In addition to the aviation-related fields, we also study search and rescue, first aid, radio communications, drill teams, leadership development and much more. Cadets are also able to participate in disaster relief, air search and rescue, and community assistance projects. With the Grand Valley experiencing an increase in air traffic it results in an increased awareness of the need for trained individuals ready to respond. The Thunder Mountain Cadet Program is available to assist our community in many different ways.

Many cadets enjoy a relationship with the Western Colorado Amateur Radio Club. We provide them with a meeting place and equipment in exchange for technical expertise shared with the cadets.

GRAND VALLEY YOUTH DEVELOPMENT

Our youth also benefit personally by participating in other activities we provide such as model rocketry. During our rocket shoots we discuss physics, trigonometry, geometry and forces that effect things in motion. These topics provide each person with a hands-on application of Math, Science, and Technology. Discussions with several of our areas educators indicate we can provide a real-world application of academics. Parents have noticed an increase in maturity, grades, study habits and overall attitude from participation in our program.

Cadets who have completed the program have gone to various colleges across the nation, military academies, military services, and other technical and collegiate activities.

Our cadets, in an effort to benefit themselves and our community, are able to participate in activities such as the First Responder Course for first aid training. After completion of the course and testing they receive a certificate that allows them to put to action what they have learned. Participation in local activities such as various parades downtown enable them to practice their drill team skills and provide our citizens with some of the best representation of our youth that we have to offer. They participate in community service, such as Walk for Life and Ride the Rockies. By participating they are exposed to many active duty and reserved duty military leaders in our community. Many are also provided, by involvement, cross training and development in other community groups such as Boy Scouts and Girl Scouts of America.

With extensive senior supervision of all cadet activities, it is the cadets who are responsible for all program content and development. This style of development enables them to educate each other on a level that is mutually beneficial for their own personal development and that of the program as a whole.

The CAP Hangar at the Grand Junction Regional Airport has the facilities, the equipment and the personnel to accomplish our designated tasks. But, we need adequate access in order to succeed.

Our program is entirely self-supporting with no supplemental funding from the Colorado Wing or the National Headquarters for facilities or equipment. It is through the fund raising efforts of the Seniors and Cadets that we are able to provide the buildings, materials and equipment that are necessary for the CAP to perform our task in service to the community, the state and nation.



FACT SHEET CIVIL AIR PATROL

Citizens Serving Communities...Above and Beyond

*CAP serves America by developing our nation's youth;
performing local, state and national missions;
and informing our citizens about the importance of aerospace education.*

In December 1941, one week before the Japanese attack on Pearl Harbor, Civil Air Patrol was founded by more than 150,000 citizens who were concerned about the defense of America's coastline. Under the jurisdiction of the Army Air Forces, CAP pilots flew more than 500,000 hours, were credited with sinking two enemy submarines and rescued hundreds of crash survivors during World War II. On July 1, 1946, President Harry Truman established CAP as a federally chartered benevolent civilian corporation, and Congress passed Public Law 557 on May 26, 1948. CAP was charged with three primary missions – aerospace education, cadet programs and emergency services.

With the passage of Public Law 106-398 in October 2000, Congress provided that "The Civil Air Patrol is a volunteer civilian auxiliary of the Air Force when the services of the Civil Air Patrol are used by any department or agency in any branch of the federal government."

THE CORPORATION

- Is classified as a nonprofit, 501(c)(3) corporation.
- Operates as the all-volunteer civilian auxiliary of the U.S. Air Force when performing services for the federal government.
- Includes eight geographic regions consisting of 52 wings (the 50 states, Puerto Rico and the District of Columbia).
- Has nearly 1,500 squadrons, and more than 60,000 volunteer cadet and adult members nationwide.
- Provides opportunities for members to serve the community, participate in resident and/or distance learning leadership development training and acquire new skills to benefit personal and professional growth.
- Operates one of the largest fleets of single-engine piston aircraft in the world, with 650 currently in the fleet.
- Flies approximately 112,000 hours annually.
- Maintains a fleet of more than 900 emergency service vehicles for training and mission support.
- Provides support to cadets and adult members through more than 550 chaplains.
- Supports members with about 100 corporate staff at CAP National Headquarters at Maxwell Air Force Base, Ala.

AEROSPACE EDUCATION

- Educates adult and cadet members and the community on the importance of aerospace.
- Provides support for educational conferences and workshops nationwide.
- Develops, publishes and distributes national academic standards-based aerospace education curricula for kindergarten through college classrooms.
- Offers grant, award, college credit and scholarship opportunities for adult, cadet and teacher members.
- Provides educators with free educational programs, products and services, including orientation airplane flights.
- Provides comprehensive aerospace education resources online.

EMERGENCY SERVICES

- Conducts 90 percent of inland search and rescue in the U.S., as tasked by the Air Force Rescue Coordination Center and other agencies.

- Coordinates Air Force-assigned missions through the CAP National Operations Center at Maxwell AFB at a cost of \$120-\$160 per flying hour.
- Performs aerial reconnaissance for homeland security.
- Saves an average of 80 lives per year (100-plus in FY 2010).
- Provides disaster-relief support to local, state and national organizations.
- Transports time-sensitive medical materials, blood products and body tissues when commercial routes are unavailable.
- Provides impact assessment, light transport, communications support and low-level route surveys for the U.S. Air Force.
- Assists federal law enforcement agencies in the war on drugs.
- Conducts orientation flights for Air Force Junior and Senior ROTC cadets.
- Maintains the most extensive VHF and HF communications network in the nation.

CADET PROGRAMS

- Includes more than 25,000 members ages 12 through 20.
- Educates youth in four main program areas: leadership, aerospace, fitness and character development.
- Provides after-school cadet program to enrich school curricula.
- Offers orientation flights in powered and glider aircraft, and flight training scholarships.
- Provides about 10 percent of each year's new classes entering U.S. Air Force Academy.
- Provides enlistment in the U.S. Air Force, U.S. Army and U.S. Coast Guard at higher pay grade for cadets who have earned the Gen. Billy Mitchell Award.
- Provides activities and competitions for cadets at the local, state, regional and national levels.
- Provides an International Air Cadet Exchange program.
- Provides college scholarships in several disciplines.
- Provides opportunities for community involvement through color guard/drill team presentations and an active role in emergency service missions.
- Provides opportunities to test-fly careers in aviation, space and technology through dozens of summer activities.
- Challenges youth to be ambassadors for a drug-free lifestyle.

CIVIL AIR PATROL CADET PROGRAM

Volunteer and participate in:

Ride the Rockies
Relay for Life
Lion's Club Parade
Veteran's Day Parade
Band Invitational Parade
Wreaths Across America
Golden Corral Veteran's Dinner
JUCO Memorial Day Presentation of the Colors
Bi-Annual Air Port Disaster Drill, GJRA

Security/Safety/Trash Detail at:

Broomfield Air Show
Rifle Air Show
Montrose Air Show
Grand Junction Air Show

Color Guard (2nd in Nation 2010) Presentation of the Colors:

March of Dimes - March for the Babies, Grand Junction
Fruita Monument HS Graduation, Fruita
Rockies Game, Denver
September 11, 2011 Commemorative Event - Stocker Stadium
Pro Second Amendment Banquet
Colorado West Band Competition

CHAPTER 7 - OTHER TYPES OF MEMBERS

7-1. Affiliate Members. Affiliate membership is a membership category for organization members or special groups of individuals who desire to support CAP financially or through special services, but who are not required to attend regular meetings, wear a uniform, or participate in the active program. Privileges and restrictions vary from group to group and will be contained in individual Memorandums of Agreement between Civil Air Patrol and the organization concerned.

7-2. Congressional Members. Members of the United States Congress and federally appointed officials are eligible to become Congressional Members of Civil Air Patrol. These members do not pay membership dues or submit fingerprint cards. Wing commanders wishing to induct members into the Congressional Squadron should contact the General Counsel's office at National Headquarters first. A membership certificate is available from National Headquarters for presentation to the individual. These members are authorized to fly in CAP aircraft, visit CAP unit meetings/social events and receive the honorary grade of lieutenant colonel.

7-3. State Legislative Members. Membership in this category is open to state legislators and elected state officials as well as key staff members. Membership dues and fingerprint cards are waived. A CAPF 12L is required and should be submitted to National Headquarters/DP. The charter number for all state legislative squadrons is the wing identifier plus 999 (XX999). Membership cards are issued by calendar year (December) and reviewed and validated annually by the wing commander prior to issuance of new cards. These members are authorized to fly in CAP aircraft, visit CAP unit meetings/social events upon invitation and receive the honorary grade of major.

7-4. Fifty-Year Members. Individuals who have 50 years of service (not necessarily continuous) in Civil Air Patrol are eligible for free membership. Individuals reaching this milestone must have their service verified by the wing commander and a letter sent to National Headquarters. At that time the individual's membership record will be annotated to show an indefinite renewal date and a new membership card will be issued. These members continue to receive all the benefits of regular active senior membership and are entitled to all rights and privileges.

7-5. Life Members. In recognition of outstanding contributions to CAP, and as one of its highest honors, the National Board may create a life membership for any member of CAP. However, this honor is usually reserved for past national commanders, past executive directors, and past CAP-USAF commanders. Life members are afforded all the rights and privileges of active senior membership. Spouses of life members are also afforded all the rights and privileges of the life member. Life members and life member spouses do not pay membership dues, but are issued membership cards appropriately designated.

7-6. Business Members. A business member is any US corporation, partnership, proprietorship, or organization that applies for CAP membership in the name of the corporation, partnership, proprietorship, or organization. This category of membership is designed for members of the business community who demonstrate desire to financially support the CAP missions and associated programs. The Public Awareness and Membership Development Directorate is responsible for this category of membership.

**Memorandum of Agreement
Between
American Radio Relay League, Inc.
And
Civil Air Patrol**

Purpose

The purpose of this document is to state the terms of a mutual agreement (Memorandum of Agreement) between the Civil Air Patrol (CAP) and the American Radio Relay League, Inc. (ARRL) to provide a broad framework for cooperation between the two organizations during emergencies and disasters, for education of members regarding the capabilities and regulatory environments of CAP and the Amateur Radio Service, to promote interest in public service especially among the nation's youth, as well as other activities in which cooperation may be mutually beneficial.

Background

Members of ARRL and CAP share common goals of serving the public through efficient and effective use of radio communications. To this end, members of both organizations engage in regular training to prepare for emergency and disaster communications. Members of both organizations provide important communications capability to the Homeland Security programs of the United States.

CAP uses radio communications primarily to ensure the safe and efficient prosecution of its own operational missions authorized and funded by various Departments and Agencies of the United States Government. Additional assistance is also provided to state and local government entities. CAP personnel are tasked by various authorizing agencies to support these entities and CAP communications is generally considered to be an essential resource that is critical to the successful performance of CAP's missions.

Amateur Radio operators have a long history of providing radio communication support to served agencies in both the governmental and private sectors in response to emergencies and disasters. There are a number of programs, including several sponsored by the ARRL, which facilitate cooperation between Radio Amateurs and served agencies at both the national and local levels.

Such missions often require CAP members and Amateur Radio operators to work closely together to meet the public need. In addition, many people hold both ARRL and CAP membership and are authorized to operate on both Amateur Radio and U.S. Government radio frequencies assigned to CAP. Such circumstances occasionally result in confusion about the proper use and role of the respective radio services.

As a result of this Memorandum of Agreement, CAP and ARRL will make every effort to educate their members about the role of the two organizations, the two services' regulatory environments, and especially the rationale for rules pertaining to use of Amateur Radio frequencies by CAP operators who hold Amateur Radio licenses. This educational process will help promote a better understanding of the capabilities and restrictions of both organizations and will enable CAP and ARRL leaders at the local levels to more effectively utilize and integrate the resources of both organizations in exercises and actual emergencies.

Recognitions

The parties to this memorandum recognize the following points about their mutual missions and relationship:

1. It is recognized that although many CAP volunteers also hold Amateur Radio licenses, CAP operates on frequencies regulated by the National Telecommunications & Information Administration (NTIA) and CAP operators are required to use NTIA-compliant radio equipment on those frequencies.
2. It is recognized that the ARRL is the national association for Amateur Radio in the United States. A principal purpose of ARRL in the furtherance of the public welfare is the establishment of Amateur Radio networks to provide electronic communications in the event of disasters or other emergencies. To achieve this purpose, ARRL offers formal training in emergency communications, publishes literature concerning emergency communications, and sponsors volunteer programs through which Radio Amateurs may offer their services to governmental and private-sector served agencies. Most of ARRL's volunteer emergency communications programs function as part of the ARRL Field Organization, so as to be responsive to events taking place at the state and local level.
3. It is further recognized that persons acting as CAP members are required to operate on frequencies reserved for the federal government pursuant to a license granted by a federal agency. These frequencies are for official use only by CAP members and may not be disclosed to unauthorized personnel, i.e. Amateur Radio operators. CAP members have no special authority to operate on Amateur Radio frequencies by reason of their membership in CAP. Therefore, use of Amateur Radio while acting as a CAP member is inconsistent with Federal Communications Commission (FCC) Regulations, including 47 CFR §97.113(a)(3) and §97.113(a)(5) and the U.S. Government Table of Frequency Allocations contained in the NTIA Manual of Regulations and Procedures for Federal Radio Frequency Management (47 CFR 300). CAP regulations specify that Amateur Radio frequencies shall not be used to conduct the regular business of CAP.
4. It is further recognized that licensed radio stations may make use of any means of radio communication available to provide essential communications to protect the immediate safety of human life and to provide the immediate protection of property when normal communication systems are not available. (See FCC Part 97, Subpart E and NTIA Manual Section 7).

Mutual Support

ARRL and CAP agree to the following mutual support and cooperation activities:

1. Promote awareness of and respect for the difference in regulations governing radio communications by CAP and Amateur Radio.
2. Promote interest in skills applicable to both organizations' operations, such as radio direction-finding, basic electronics, and effective operating discipline.
3. Provide opportunities for their respective members, particularly youth, to learn how to join CAP and how to become Amateur Radio operators.

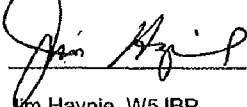
4. Provide a broad framework for cooperation between the two organizations during emergencies and disasters.
5. Share information on appropriate volunteer training opportunities.
6. Carry out joint training exercises to provide simulated emergency and disaster communications support when suitable occasions are identified at local, regional, or national levels. These exercises may include CAP training missions in which Amateur Radio volunteers use their personal equipment on Amateur frequencies while CAP volunteers use equipment approved for CAP operation on Federal frequencies assigned to CAP.
7. This MOA does not convey Air Force Assigned Mission (AFAM) status. In order for joint exercises to be conducted as Air Force missions, prior approval is required from CAP-USAF, the CAP's Air Force liaison and oversight agency.

Effective Dates:

This MOA will become effective on the date the last party signs this MOA. Either party may terminate this MOA by giving the other party thirty (30) days notice of intent to terminate. All modifications to this agreement must be in writing and signed by both parties.

Signatures

ARRL, by

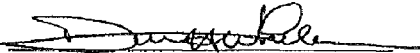


Jim Haynie, W5JBP
President, American Radio Relay League, Inc.

20 May 2005

Date

Civil Air Patrol, by

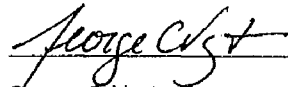


Dwight H. Wheless
Major General, CAP
Commander

20 May 2005

Date

CAP-USAF, by



George C. Vogt
Colonel, USAF
Commander

17 May 05

Date

Point Paper for GJRA Authority
Discussion on possible GJRA security fence realignment
5 Jul 2010

- Thunder Mountain Composite Squadron in operation at Walker Field/GJRA since early 1940's
- Civil Air Patrol (CAP) missions include: Search and Rescue/Homeland Security, Cadet Program, Community-wide Aerospace Education -- current squadron membership: 62 (36 cadets)
- **Possible fence realignment (as we understand it) will have serious negative impact on CAP operations at GJRA -- main problem is access to the CAP facility at 2868 Aviator's Way (inside the proposed fence realignment area)**
 - CAP Search and Rescue operations use "mission bases" to coordinate efforts and provide support
 - Missions could involve as many as five aircraft with two to three crews (of three fliers each) per a/c as well as six to ten personnel performing support functions (total #'s could be as high as 35 to 40 people)
 - Most of these personnel will not have local AOA badges and thus would have to be escorted at all times rather than just when they are on the actual flight line
 - Cadets are under 18 and most need rides to weekly meetings and other activities that use the facility
 - Fence placement outside the facility would significantly impair our ability to have meetings -- a control gate with limited parking would require a two block walk to the hanger -- parents may view such a situation as unsafe
 - "Walk-in's" and interested members of the public might well be disinclined to attempt a visit, thus causing a loss of potential members
 - Our facility is used by other organizations who are not prepared to secure AOA badging
 - Groups: Air Force Association (both local and state), Mesa County Amateur Radio Club, District 51 teacher's clinics on Aerospace Education
 - New fences will almost certainly have negative impact on these community service organizations

POC: Major Rick Peterson, CAP (USAF Auxiliary)
Commander, Thunder Mountain Composite Squadron
cell: 970 589-6238 home: 970 245-6454