

MINUTES OF A SPECIAL MEETING  
OF  
THE WALKER FIELD AIRPORT BOARD  
Held August 30, 1962, at Grand Junction, Colorado

The meeting was called to order by Chairman R.F.Saunders at 10:00 A.M. August 30, 1962, on the fifth floor of the Airport Tower. Present at the meeting:

County Commissioners: R. F. Saunders, Art Jens

City Councilmen: Ed McCormack, Herb Wright, Ray Meacham

Also present were: The Grand Junction Chamber of Commerce Airport Committee consisting of Andy Prinster, Dr. Broderson, Joe Lacy, City Manager, Ed Strnad, Secretary, Mr. Mudhenk, of F.A.A. Also representing Also representing F.A.A., Charles S. Benson, Assistant Chief, Airport Division, Los Angeles; Ray F. Anderson, Assistant Chief, Establishment Branch, Los Angeles; Mr. H. T. Kimbell, Jr., District Airport Engineer, Denver.

Mr. Benson opened the discussion by pointing out that there is no problem that exists now because of runway length for the DC-6 equipment since they do not come into this location fully loaded. He pointed out that the landing is the critical aspect for this equipment, not the take-off. He also noted that the problem for heavy air equipment in this area is the "Climb out" and not necessarily the runway length.

MR. Anderson of F.A.A. discussed the approach light system [ALS]. He noted that the Grand Junction airport does not qualify for full Federal financing of this system since 700 instrument approach counts must be made in a year for such full Federal money to be available. The latest full year count for the Grand Junction airport is 432. He also stated that it is not imminent that the present light systems are to be changed since money has not been appropriated for such a light change-over to the more modern types. He indicated that the earliest possible date seems to be 1964, but more likely later than that. Mr. Benson then pointed out that the middle marker and slope approach lights are not eligible for full F.A.A. money as had been reported by F.A.A. earlier. This early report was an error on their part, according to Mr. Anderson. This phase of any runway extension project would

have to be included in the percentage participation by local government and F.A.A. money, as is the rest of the construction for the runway extension. As a climax to this discussion, Mr. Benson recommended that the light changeovers in the ALS system and any extension of the runway should be deferred until United Air Lines had set a target date for their needs based on their anticipated equipment usage. Mr. Anderson did add that if an entire new type of lighting system is called for and installed, then F.A.A. does pay all of it whether it is the ALS system or the middle marker. However this does not apply to the removing of existing equipment because of runway extensions.

Mr. Meacham pointed out that we did not intend to spend our capital improvement money simply because it was budgeted, but that we did want to feel that when facility improvements are needed that we can count on the F.A.A. portion to be available as the local portion is available. The Board then called itself into official session and Mr. McCormack moved that the tentative allocation for runway extension as tendered for the year 1963 be released back to F.A.A. Art Jens seconded the motion, and it passed unanimously. Mr. Lacy noted that Airport Manager Alstatt would confirm this action in writing to Mr. Kimbell.

The meeting then adjourned at approximately 11:15 A.M.

APPROVED:

  
Chairman

  
Secretary