

MINUTES OF REGULAR MEETING  
OF THE  
WALKER FIELD AIRPORT BOARD  
HELD MARCH 18, 1968, GRAND JUNCTION, COLORADO

The Airport Board Meeting convened at 2:30, Chairman Ed Lamm called the meeting to order. Members present were: Ed Lamm, Chairman, Paul Heidel, Clyde Lowe, Herb Wright, Ed McCormick, Gus Byrom, Dave Palo, and Bill Anderies.

Gus Byrom introduced Henry T. Kimball, Jr., Airport Branch Chief in the Denver Area F. A. A. Mr. Kimball summarized a meeting he had with United and Frontier Airlines, Air Transport Association and Greg Isbell regarding the runway length needed to use the Boeing 737 at Grand Junction. Data acquired from computers shows that a 10,500 foot runway would be sufficient for both Frontier and United. Frontier Airlines' longest flight from Grand Junction is between Grand Junction and Albuquerque, and they could operate with no load restrictions. United Airlines' longest flight would be from Grand Junction to Las Vegas and there would be a slight load restriction on some of the hottest days.

Gus Byrom indicated that the airlines would be willing to come over and talk finances but were waiting for an invitation from us. Mr. Kimball stated that both Frontier and United are aware that they would have to increase their landing fees or advance rentals.

On the question of cost, Mr. Byrom indicated that on the basis of some old topographical maps and conversations with Greg Isbell, Airport Consultant, about \$900,000 would be required to complete a 3,000 foot addition to the runway. If we are to extend the taxiway, it would probably bring the cost of the project to 1.5 million. Included in the \$900,000 figure was the cost of moving the I.L.S. system.

Ed McCormick asked Mr. Kimball if the critical damage area wouldn't be moved to a point where the runway was actually thicker. Mr. Byrom pointed out that the runway failure occurred in the old section of the runway which was built in 1942, and has a base gravel and pavement thickness of 19 1/2 inches rather than the 24 inch thickness in the new portion of the extension.

Mr. Kimball felt that the damage was done to the runway by the increased loading of the 727 aircraft just prior to rotation and lift off.

Mr. Lamm and Mr. Wright questioned if the airport runway were engineered properly in 1942. Mr. Byrom responded that he thought it was for the aircraft that we were receiving in 1942.

Gus Byrom also presented his theory concerning the failure of the runway, that it was occurring in an old drainage area.

Mr. Byrom said that he didn't feel the Board could consider traditional methods of financing with the city and county commission taking the money out of tax revenues, and that we should consider all possibilities of financing with the airlines and other interested individuals. Mr. Gray, the City Manager, suggested hiring a trained negotiator to handle the Board's negotiations on landing fees, etc.

Herb Wright mentioned that the finding of the improvements on the airport would be dependent on the airlines ability to pay.

On the matter of parking, it was pointed out by Mr. Kimball that the city and county of Denver receives 82% of the parking revenues at the Stapleton Airport and the Parking Company gets 18% of the gross.

In a discussion on the urgency of reconstructing the runway failure, Mr. Byrom thought that we could get by on day to day repairs

for a year to a year and a half. Mr. Byrom also suggested the Board consider a five-year plan covering the 3,000 foot runway extension, taxiways, rebuilding the secondary runway, new terminal, and new parking facilities. Mr. Lamm asked Mr. Byrom to make an outline of improvements and expenditures and the various ways of financing for presentation to the Board.

Mr. Kimball said that the changes in our present program should be made as close to the 25th of March as possible so that we could request additional monies for new programs.

In his discussions with United Airlines, Mr. Byrom mentioned that they would like to schedule the 737 into Grand Junction in April or May of next year. Mr. Byrom also mentioned that Continental Trailways pays Stapleton 5% of the gross and that this could be considered a revenue source.

It was agreed that the Airport Board would meet for a study session on Thursday evening, the 21st of March, at 7:30 in Room 201A.

Jim Anderson, from Air Photo Survey and Global Engineering, discussed making a complete aerial photo presentation of the airport with maps with a two foot contour and also either infra red photos or photo interpretations which might show potential problem areas as far as drainage and water would be concerned. They will present a cost estimate.

Gus Byrom presented to the Board a request to move Lou Barrett of Frontier Airlines into a new office which was formerly the coffee area.

Board adjourned at 3:40 P. M.

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Edwin S. Lamm, Chairman

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W. J. Anderies, Secretary