

AIRPORT BOARD MINUTES - JUNE 23, 1969

11:00 A.M.

Those Present: County Commissioners Jack Wadlow and Lawrence Aubert, City Councilmen Richard Youngerman and Stanley Anderson, City Manager Richard Gray, Airport Manager Gus Byrom, City-County Attorney Gerald Ashby, County Budget Officer Ted Ford, and guests were several members of the Chamber of Commerce Airport Committee including Chairman, Tom Younge.

Richard Youngerman was appointed chairman for the meeting in place of Ed Lamm who was absent.

Youngerman opened the meeting by asking Airport Manager Byrom to read a letter from the FAA which explained that no federal funds are available for airport improvements at this time. Byrom read the entire letter from W. A. Stevens.

Byrom reported he had called the FAA following receipt of the letter. He said the FAA recommends another request be submitted because they anticipated a large emergency grant from Congress for airport improvements estimated in the amount of \$180,000,000. Byrom said the FAA told him if the emergency grant is not made, the resubmitted request would be held for the next fiscal year. Byrom told the Board he did not feel the city and county could afford the runway and taxiway extension project on their own due to the estimated cost of \$1,852,000.

Member Aubert brought to the attention of the Board a statement in a NACO newsletter. This explained a proposed permanent fund for airport improvement on the federal level and would include a \$1 per head tax on all airports with the money used for new and renovated terminals.

Byrom told the Board he estimates \$80,000 per year would be needed to pay off a revenue bond which would cover the local share of the runway-taxiway extension project. Byrom said he estimates airport revenue in 1969 would be about \$133,700.

Byrom told the Board that some modifications have been made to the Boeing 737 to increase its short field capabilities. Byrom did not know if the Frontier 737 would have these modifications but did say that Frontier plans to have its 737's into service as soon as they are received this fall.

Roger Scholbe, a member of the Chamber's Aviation Committee, asked if the 737 would have to operate with weight restrictions at Walker Field if the runway is not extended. Byrom answered "yes." He said the information he has indicates the restriction on a hot day would bump about 40 passengers from the 96-passenger 737. Byrom also said he thought it possible that the 737's would not be used in Grand Junction right away. He said we can only hope the 727's will remain.

Youngerman asked if the runway-taxiway extension project could be started locally and then federal funds be available for the project later. Byrom said "no," that only two areas are available for federal funds after commencement of projects-- they are, engineering and acquisition of land.

Byrom reported that W. R. Hall has acquired purchase of property adjacent to the airport from Mr. Currier. Byrom read a letter to Mr. Hall which advised Hall that the airport would have to purchase a strip of this land. Byrom said Hall has started to move dirt on the newly purchased land, and he said land appraisers hired by the Airport Board would be finished soon. Byrom told the Board that, "Hall and I differ in philosophy. He wants to own property near the airport and to operate from it, and I feel the Airport Board should own this property and lease it."

Planning Director Paul Walker, a visitor to the meeting, told the Board he would like to have recommendations on the proposal of rezoning the Hall property from agriculture and forestry to industrial. The rezoning will come before the County Planning Commission on July 8.

Member Anderson made a motion that Byrom be instructed to obtain options or information on the prices of property adjacent to the airport that will be needed for the runway-taxiway extension and that Byrom proceed to initiate steps to purchase this land. Jack Wadlow seconded the motion, and it passed unanimously.

Byrom suggested the airlines be invited to a meeting with the Board to see if the runway extension could be scaled down from 10,500 feet to 10,000 feet.

Member Anderson suggested that the airline landing fees also should be renegotiated. Anderson made a motion that the Board should negotiate for a landing fee of 16 cents per thousand pounds and that the landing fee go to 21 cents per thousand pounds as soon as the runway extension is completed. Anderson also wanted to see the landing fee contract written so that the fee would increase if Frontier should reduce the number of flights or decrease if the number of flights is increased. Aubert seconded Anderson's motion, and it passed unanimously.

It was the consensus of the Board that along with the motion, that (1) Byrom would contact the airlines by phone with the 16-cent and 21-cent proposal, (2) an annual minimum revenue was most desirable, and (3) the landing fee contract should be written so that it is tied to a certain level of service by the airlines.

Byrom advised the Board that he had received a letter from a Salt Lake City man who is trying to set up a third level carrier and who wants space in the Walker Field terminal building. Byrom said he told the man there is no space available in the terminal and he suggested contacting Frontier Airlines.

The meeting adjourned at 12:14 P.M.

T. M. Ford, Secretary