

*Nolan J.*

Those Present: Board Members Ray Meacham, Stan Anderson, Richard Youngerman, Edwin S. Lamm, Lawrence Aubert, Jack Wadlow, Gus Byron, Airport Manager, William Bredar and Don Patton of H-D-R, Don Graff of R-Dixon Speas, Guests Don Warner, Wayne Munson, William Manchester, Lou Berets, Charles Love, Tom Young, Greg Isbell, Airport Consultant, Fred Snyder, Clyde Davis, Don Conn, William Pewters, Secretary Ted Ford, Attorney Gerald Ashby.

Convened at 1:37 P. M.

William Bredar opened meeting called for purpose of first report on Airport Terminal study by telling Board on conclusions reached as to terminal building requirements. Bredar turned meeting over to Don Graff of R-Dixon Speas.

Graff showed a number of charts containing statistical information about passenger boarding at Airport. He said data basis included primarily Mesa County, but also Pitkin, Garfield, Eagle and Rio Blanco County. He said some consideration was given to winter ski traffic. One chart showed projection of population, with several studies shown. The number of jobs were also shown indicating an increase from 85,000 to 220,000 in five county area by year 2000. He said jobs would double from 1960 to 1985.

Another chart showed destination of Walker Field boarding with Denver being first. Others in order were: Los Angeles, Salt Lake, Las Vegas, Phoenix, Albuquerque, Kansas City, St. Louis, Colorado

Springs, and Farmington. Another chart showed originating passengers with 71,000 shown for 1970 ... 159,000 by 1989 ... 318,000 by 1990 ... 550,000 by the year 2000.

Another chart showed enplanements (which included those passengers passing through). An increase was also expected in this area.

Another chart showed the passenger distribution by months, indicating a heavy peak in the months when the snow bird flights of United Airlines are landing.

Graff showed another chart which showed eight present ski areas in Colorado West, plus 20 future ski sites that are in various stages of planning. Graff said the ski sites represent a tremendous potential, and he stated that future United Airline snow bird flights also must be related.

Mr. Bredar stated the study is now at a point where concepts are being formed. He suggested possible joint use of terminal as a convention center when it isn't being used in peak hours for snow bird flights.

Don Conn, representative of United Airlines, told group that snow bird flights next year would be doubled, maybe tripled. He said United was also interested in year-round recreation concept for Walker Field and area.

Bredar said community should mull over possible joint terminal-convention center use, and make known its feelings at next study report meeting in about three months.

Airport consultant Greg Isbell said Federal Airport Bill may be

signed within two to six weeks, and that extension project plans should go ahead. He suggested saving of one-third cost of holding pads by using a stub taxiway, that would be located close to end of runway. He also suggested need in future for a parallel runway for small aircraft, especially for use when training flights are taking place.

Airport Manager Byrom said H-D-R will recommend location of terminal, which could be different from present master plan location.

Board adjourned at 3:00 P. M.



T. M. Ford, Secretary