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AIRPORT BOARD MINUTES - MAY 25, 1970

Those Present: Members Lawrence Aubert, Ed Lamm, Jack Wadlow, Ray Meachem, Richard Youngerman, and Stan Anderson: K. L. Maholland, Frontier Airlines: Airport Consultant Greg Isbell and his associate, Don Schroeder: Lou Berets, Frontier Airlines, Richard Pond, Roger Scholbe, Richard Gray, Jerry Ashby, and Ted Ford: Airport Manager Gus Byrom.

Meeting convened at 8:03 P. M.

Byrom explained past events on runway extension, denial from FAA in 1969 due to shortage of funds. He said President Nixon has signed new airport bill into law. Offers 280 Million Dollars per year for five years, with a system of priorities. A rider to the bill provides a clean bill of health must be granted to projects from environmentalists. Byrom said Board had choice of submitting another request now, or waiting for new bill in next fiscal year.

Mr. Isbell said he is not sure of criteria of environment in new bill. He indicated that Henry Kimball of FAA had said it might be one or two years before project gets okay. Isbell said full backing of airlines needed for approval. He also appraised Board of possibility of receiving funds from four corners commission, with up to 27% of total project possible with maximum four corners participation. Isbell suggested five year program be put before the commission. (The five year program is attached.)

Mr. Maholland from Frontier said airlines need extension, that Walker Field is in good environmental position, that presently 737<sup>S</sup> take a payload penalty on days hotter than 87 degrees. He also cited need for present runway slope to continue for safety. Maholland pledged support of both Frontier and United, and said, "We feel your project is number one in Colorado". He said airlines are ready to aid and assist if application is put in right away.

In answer to a question from Board Member Meachem, Maholland said there

would be no weight restrictions with a 10,500 foot runway.

Both Byrom and Isbell answered, no, to question from Member Anderson as to whether future would be prejudice by applying now.

Byrom recommended Board okay application, and approve contract with Isbell, so Isbell will receive some money for work, but contract that would not cost the entire engineering fee in the event the application is denied by the FAA.

The bond situation was discussed, with Byrom telling Board he felt bonds could be sold, although it appeared interest would be high. Byrom said if four corners commission approved participation in runway extension project, then local funds might be obtained through a negotiated sale of revenue bonds.

Isbell said cost of runway extension now pegged at \$2,290,000.00. He said fee of 4.5% would be accepted.

Byrom suggested Board pay Isbell \$10,000 now, with remaining fee payable in part when FAA grant authorized, and balance when project is completed and approved. Isbell agreed.

Wadlow made motion Board approve contract with Isbell, and submission of plans and request for FAA funds and four corner commission funds. Youngerman seconded the motion. The vote was unanimous in favor of motion.

In answer to question from Lamm, Isbell said he felt estimate of cost should be very close to actual bid. Isbell said project would take 180 days if contractor worked very hard with some night dirt hauling.

Board briefly discussed possible use of temporary building to handle excess passengers and baggage from snow bird flights next winter.

Board adjourned at 9:43 P. M.

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T. M. Ford, Secretary