

*Notes*

Those Present: Members Ray Hachem, Ed Lamm, Stan Anderson. Airport Manager Gus Byrom; Tim Jones, William Manchester, and Dick Gray, City of Grand Junction; Gordon Jackson, R. Dixon Speas; Donald L. Patton and Bill Bredar, H-D-R; Raymond Paruch and R. B. Evans, City Councilmen; Dan Halverson, Hertz; J. N. McClelland, C. M. Dallas, Ralph Calkins, and W. R. Hitztaler, FAA Officials; Donald M. Schroeder and Greg Isbell, Isbell Associates; Paul E. Martin, Reg Thurlow, Dale Hollingsworth, Carl Anderson, Roger Scholbe, Dr. W. R. Jacobson, Thomas K. Younge; Chamber of Commerce; Lou Berets, Frontier Airlines; S. K. Kerr, R. D. Clark, Weather Bureau; Dick Pond, Aeroplane Restaurant; Clyde David, Monarch Aviation; Gordon Hopkins, Avis; Ted Ford, Secretary.

Meeting commenced at 1:41 P.M., in Commissioners Room, Courthouse Annex;

Byrom introduced Bill Bredar of H-D-R, for review meeting on Terminal study.

Bredar said study is about three-fourths completed, and that three reports would be made, one, a summary of facts ... two, three separate plans for a Terminal ... three, immediate needs for two to three years.

Bredar introduced Gordon Jackson, of R. Dixon Speas, who showed several charts to Board. One indicated passenger traffic from Walker Field through past ten years and expectations to year 1990. He forecast snowbird passengers at 200,000 by 1990 ... regular passengers at 450,000 by 1990. This compares to 88,000 this year (1970). Another chart showed general aviation growth from 70 aircraft in 1960 to an expected 118 aircraft in 1990. A chart on relative terminal space indicated about 48% needed for mechanical, circulation, and maintenance, 4% for baggage and ticket taking, 20% for airline operations, 13% for restrooms and concessions, 7% for waiting areas. Jackson said the present terminal had 10,000 square feet, with the present need at about 40,000 square feet.

Donald Patton gave second part of report. He said there were no firm

recommendations at this time.

Patton had three possibilities to show on Terminal: 1. Expand the existing terminal. 2. Build a new facility. 3. A combination of one and two.

He said under Plan 1, the fixed base operators would have to be re-located within 20 to 30 years. Patton said two gate positions were designated in all plans for the snow bird flights, which are expected to increase in the future.

Under Plan 2, the Terminal would be build south and west of the present terminal. Patton said the main advantage to this plan is the old terminal could remain operative while the new one was under construction. The third plan called for the snow bird and charter flights to operate out of the old terminal after a new terminal is constructed.

Bredar said firm recommendations would be made within 60 days. Patton outlined plans to solve immediate problem of overcrowded conditions when show birds fly on Saturday and at other crowded times. They included the construction of a building on the southwest corner of the present terminal, and a covered structure east of the terminal, or a reversal of these, depending on how the flow of passengers and baggage is best served. Patton said the building could then later be used for maintenance.

Roger Sholbe inquired if plans had been made for additional restrooms. Bredar answered this would be looked into before the final report is filed, although he said this would depend on funds to be spent on the project. Dick Pond asked for an explanation from Gordon Jackson on future boarding statistics. Jackson said these were obtained by looking at past growth, plus national trends.

Byrom suggested a study session be set up soon with H-D-R on the study, and Bredar suggested a meeting could be set up within 30 days. Byrom said long range direction is needed before short range plans are made.

Greg Isbell reported on Planned Runway and Taxiway extension. He said FAA received plans about one week ago. He said he hoped to get a letter from Boettcher and Company, that Airport could support Bonds for project. Isbell

said it had been decided to accomplish project in two stages, and in two years, with the first stage to cost one-point-one-million dollars. He said the FAA would like to present runway overlaid in areas where Keel section has not been constructed. Isbell said if project could begin this fall, then dirt hauling would be cheaper than next spring.

J. N. McClelland of FAA said the FAA position is that with rotation and reverse thrust of heavier aircraft will cause breakup in west 2100 feet of present runway. If this is overlaid now, the FAA will share in it. If the project is delayed until the runway fails, they will only participate in the original cost, and the cost of repairs after failure might be higher than the earlier overlay.

Member Anderson questioned if the Board would have enough money for this overlay. McClelland suggested postponing the overlay until the second year of the project, and then make decision.

Byrom said he felt the Board would have sufficient funds available, if the Four Corners Commission participates in the Project.

Byrom told Board National Car Rental wants to lease small tract of land south of terminal. Board recommended this be taken up at next meeting, when full quorum of Board would be in attendance.

Gordon Hopkins said there would be an increase in rental car space needed around terminal due to snow birds. Board suggested this matter also be taken up at next meeting.

Anderson asked for report from attorney Ashby on land acquisition. Ashby said Appraiser Crosswhite had been alerted to come up with current appraisals on all the land. Ashby said Mr. Hall is presently in Ecuador, but would be back soon. He said he could obtain land, through condemnation is necessary, within three days, when land is needed.

Board set next meeting for August 31, 7:30 P.M., to hear report from H-D-R, and other matters not settled at today's meeting. Board adjourned at 3:17 P.M.

T.M. Ford, Secretary