

AIRPORT BOARD MINUTES - DECEMBER 28, 1970

Those Present: Chairman Lawrence Aubert, Members, Richard Youngerman, Jack Wadlow, Ray Meacham, and Stan Anderson; Greg Isbill, Airport Consultant; Roger Scholbe, Chairman of Chamber Aviation Committee; Dick Pond, owner of Aeroplane Restaurant; Airport Manager Gus Byrom; Assistant City Manager Harvey Rose; Attorney Gerald Ashby; Ted Ford, Budget Officer - Secretary.

Byrom said ^{the} purpose of ^{the} meeting was to review report compiled by Isbill on Airport economics, basis for issuing bonds.

Member Anderson asked Isbill when problem might be expected in having enough money to pay for bonds. Isbill said through 1971 there might be a problem, and that with the bond schedules as proposed by Boettcher, the Airport budget would be tight until the year 1974. Isbill also pointed out the airlines expected approval of a rate increase from 12 cents to 18 cents per thousand pounds would improve the financial picture for the Airport.

Aubert pointed out the airlines had earlier indicated they would approve a rate schedule that would, in effect, retire whatever bonds are needed to extend the runway.

Byrom suggested it might be a good idea to get the present thinking of the airlines on this subject. Byrom said the present landing fee contract with the airlines had a clause that the fees would be re-negotiated when the runway is extended.

Aubert said he hoped the airlines would not cut their number of flights that might cut revenues.

Byrom said he felt that tax money would not be needed for the runway extension. He said the money would be borrowed in 1971, and that the first bond payment would not be due until 1972.

Isbill said the FAA appears ready to okay project. Byrom and Isbill indicated the FAA is being pushed by someone, perhaps a Senator or Congressman from Colorado, to okay the project. Isbill told the Board he felt the project should get started as soon as possible to be completed by 1972. Anderson said he had read the report, and felt it was conservative in its net revenue estimates.

and he suggested approval of the report by Isbill.

Aubert wondered if the Board should not confer with airlines first. Anderson suggested project go ahead while airlines are ~~contracted~~ ^{CONTACTED}. Anderson also suggested land purchase be made as soon as FAA okays project. Attorney Ashby said all condemnation proceedings are ready, and the land can be obtained quickly, once FAA approval is made, and bonds issued so land money is available. Ashby said the FAA wants all the Currier land that will ~~be~~ ^{LIE} Northeast of runway extension to be purchased.

Board informally agreed that the Isbill report is a reasonable report on the financial operation of the Airport, and Byrom told the Board he would instruct Mr. Harrington of Boettcher and Company to proceed with plans for the bond issue.

On another subject, Byrom advised Board that L. R. Bynum had sold out to Richard A. and Glen A. Smith.

The Board approved the change in lease from Bynum to the Smith Brothers, on a motion by Anderson, seconded by Youngerman. The vote was unanimous. Byrom also reported the Portable rest-rooms are in operation at the Airport, ^{AND} That the Airport has contacted Grand Valley Rural Power Lines about possibility of overhead lighting near the entrance to the Airport.

Byrom also said he had heard nothing further from the Army Reserve on their request for four acres of Airport land. Aubert said he heard a private party had offered the Reserve four acres of land on the Redlands.

The meeting adjourned at 4:55 P.M.

T. H. Ford, Secretary