

Those present: Airport Board members Jack Wadlow, Ed Lamm, Stan Anderson, Richard Youngerman and Lawrence Aubart; City Officials Gus Byron, Richard Gray, William Manchester, Raymond Paruch, Harry Colascott, Robert Evans, Bud Ploughman; Dr. Warren Jacobson, and Roger Scholbe, of the Chamber Aviation Committee; Harvey Blichman, President of I.D.I.; Don Patton and William Bradar and Jim Franklin of H-D-R; and Gordon Jackson of R Dixon Speas, and Jim Hill of Beutcher & Company. Dick Road, Aeroplane Restaurant.

Youngerman called the meeting to order and introduced Byron. Airport Manager Byron said at last Airport Board meeting the Board asked him to do what he could to determine the latest situation with the FAA request for funds on the planned runway extension. Byron said he called and found the application for the grant is in Los Angeles, waiting for information and recommendations from conservationists. Byron said Chester Bowers, in Washington, D. C. had indicated to him the grant approval can be expected by March 7, 1971. Byron said if there is a delay the Four Corners grant will be extended. He recommended the engineering and sale of revenue bonds proceed.

Byron also reported he had talked to Dan Harrington who felt it would be wise to sell the entire bond issue at the same time, rather than over a long period of time.

Byron also reported the Army Reserve will accept a 25 year lease, so the land south of Nelson, Halay, Parkerson and Quirk, will be okay for the Army Reserve, provided the Board had no objections. Hon was raised.

Byron displayed an advertising sign which was submitted by Hart & Johnson, a banner sign for location in the terminal area. The Board rejected it as "product advertising" and not an ad for Aspen as we were led to believe.

Byron introduced William Bradar, who in turn introduced other H-D-R and R Dixon Speas officials.

Bradar handed out copies of report on airport terminal requirements for Walker Field. The report was summarized by Bradar, along with Don Patton, and

Gordon Jackson.

The report called for the building of a new terminal south and west of the present terminal, with a cost of \$3,539,000.00 with bids let by late 1971, and completion two years later. Following the presentation of the report, a number of questions were asked by those in attendance. These included, that the exact amount of space will be determined later ... That the triangle design should be no more costly than a long, narrow, building ... That about 10% more space was added because of the snow bird flights, although this may not be enough for the days the snow birds land ... That no additional airlines were planned on serving Walker Field for the report, which goes to 1990 ... That the ramp will cost about \$900,000.00, and the FAA will share in its cost ... That the minimum terminal requirements would place the total cost of the facility at \$2,909,000.00 ... The financing would be 20 years at 8% ... The present terminal location is too close to the runway for FAA requirements ... The cost increase for construction ranges from 6 to 7% per year, with financing rates now on the decline ... You would lose in the long run by waiting three years even though interest rates are declining.

Bredar suggested the Board further study the report and have another meeting.

Board member Hadlow said he was disappointed more emphasis was not placed on remodeling the old terminal. Bredar said this plan was abandoned due to the FAA requirements on terminal set back distances from runways, and the high cost of remodeling the present terminal.

Meeting was adjourned at 9:40 P. M.