

AIRPORT AUTHORITY MINUTES - JULY 8, 1974

Those Present: Chairman Harry Colescott, Members Lawrence Aubert, Jack Wadlow, Edwin S. Lamm
Airport Manager Jim Spelman, Clerk T. M. Ford

The Minutes of the June 24, 1974 meeting were approved as mailed on a motion by Mr. Lamm, seconded by Mr. Aubert.

Manager Spelman gave a Treasurers Report, saying that the accounting system should reflect accountability, that it is now tied to Airport revenues. He said the expenditures have contined and the reserve has diminished to where the Airport will be in a minus situation soon. Spelman had two checks, one in the amount of \$833.33 for the Bond Reserve Fund, one in the amount of \$13,440.07 for the City to cover operating bills for the month of June. Spelman said the income does not now meet capital expenditures, but he added, "Walker Field is self-sufficient now, or close to it so far as debt service and operations and maintenance are concerned."

Spelman reported he has been bonded for \$100,000.00 and Mary Ann Goodnight for \$10,000.00 that June, 1974 boardings were up 359 over June of 1973, and that a formal request has now been filed with the F.A.A. for the crash, fire and rescue equipment, in the amount of \$191,125.00, of which \$36,665.00 will be local money.

Spelman reviewed a priority list of Capital Outlay items for the Board which includes 10,000 sq. ft. of paving, a glass wall and new doors, a new 400 sq. ft. lobby space, new airline space, taxi-way exit lights, a mulitple use area, purchase and relocation of the Frontier Security Building, new restrooms,

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restroom remodeling, lobby signing, and additional restaurant windows. The Board informally gave Spelman approval to further pursue firm prices on these items.

The meeting place and time was briefly discussed by the Board, and it was decided to remain as is.

Spelman said the Pond matter has been settled, as per last weeks discussion and that he was prepared to give Pond checks totaling \$17,500.00 for his capital outlay expenditures the past few years, and as per the agreement. Spelman said he felt this was a separate issue than the Lease Amendment. Gary Cowan, attorney for Pond, agreed with this. Member Lamm moved the Board approve the payment of the \$17,500.00 to Pond, Wadlow seconded the motion which passed.

Equal Employment Opportunity Amendments for the Pond and Hertz Leases were presented. Mr. Lamm moved that the Chairman be instructed to sign these amendments. Aubert seconded the motion, which passed.

The matter of the Pond Lease was brought up by Mr. Lamm, and Mr. Spelman indicated he felt it was all settled. Pond's attorney, Mr. Cowan, said he and his partner, Charles Traylor, had looked over the lease, and felt it had too many amendments. That it certainly is not "settled" and that he will submit a proposal for a new lease. Cowan said the 7% fee is too high, and he also objected to the two year "renegotiation" feature of the lease. It was decided that Spelman would get together with Cowan and Pond to further explore the lease.

John Pabst, of Monarch Aviation, outlined plans to build a \$225,000.00 building attached to the east side of the present

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Monarch main structure. He requested a 20 year lease for the proposal, with two ten year renewals, and he offered to give up the Wegner Lease, and he also wanted first refusal on the present terminal building, and what is known as "Tract C," located South of the present Monarch Lease. He said he wanted to have the improvements completed by the time the snow falls next winter. The Board fully discussed the proposal, and informally decided against allowing Monarch to expand at this time because the Mater Plan, now being worked on, will later determine the areas best suited for the Airport terminal. Manager Spelman told the Board his present information from the study indicates the present Monarch construction area could be among other sites considered for a future terminal building. Spelman urged the Board to take no action until the terminal site is determined, which will be sometime later this summer after the Airport Study is completed, and a full feasibility study is completed on all possible terminal sites. While the Board was sympathetic to Monarch's plan to expand, they agreed to wait until the Isbill Master Plan is completed.

Spelman said there was a problem with the Hall Lease, inasmuch as trailers have been set on the Hall Lease property without prior approval, as the lease provides. Walt Hall told the Board the trailers were agreed to earlier with former Airport Manager Gus Byrom, and that they are B.L.M. property. The Board felt Hall and Spelman should get together and work this out.

The Board adjourned at 5:22 P.M.