

AIRPORT AUTHORITY MINUTES FEBRUARY 10, 1975

Those Present: Chairman Harry Colescott; Members Lawrence Aubert, Howard Roland, Maxine Albers, Larry Kozisek; Airport Manager Jim Spelman; Clerk T.M. Ford

The Minutes of the last board meeting were approved as mailed, on a motion by Mr. Aubert, seconded by Mr. Roland.

Roger Scholbe, Chairman of the Chamber of Commerce Aviation Committee was introduced by Mr. Spelman to report on efforts of his committee to work with Frontier Airlines on Grand Junction flights. Mr. Scholbe said his group had urged Frontier to add flights after a heavy passenger load last summer, but that business has apparently declined since then, forcing Frontier to cancel a morning and evening flight between Grand Junction and Denver. He said Frontier appears to be keeping a close tab on the passenger traffic, and hopefully this loss of flights can be worked out. Scholbe also told the Authority members an extra Grand Junction-Salt Lake flight is in the works. Scholbe also said his committee will not be satisfied until Frontier provides a morning jet between Grand Junction and Denver.

Mr. Spelman reported on negotiations with Frontier... saying the airline had agreed to terminal rent terms, but that landing fee negotiations must continue because Frontier will pay 27¢. He wants 29¢. Spelman suggested he continue the negotiations for one month, then either get hard-nosed or accept their figures.

Spelman reported on the Land Use Bill and its possible impact. He said the effects of the Bill did not pertain to "Airport owned property", but rather to land around the Airport, and could result

in some restrictive planning in these areas. He showed a map outlining the "noise" areas and "critical areas" around the Airport, and said guidelines for land use in the areas were to be issued by "local government". In particular he showed the "critical areas" off each runway, and indicated the south end of the secondary runway might get some restrictive guidelines. Spelman said he had asked Airport Consultant Greg Isbill to look into the matter, particularly as it pertains to possible extension of the secondary runway. Spelman said many general aviation Airport runways in Colorado have the same problem. Spelman added that if restrictions are not imposed the Airport may have to purchase a lot of property and improvements south of the end of the secondary runway.

Spelman reported on negotiations to condemn the Hall property. He said possession of the land was realized in 1971, and that \$15,000.00 was given to Hall as part payment for the 15 acres, until a firm price could be agreed to. He said appraisers for the Authority have placed a value of \$1,500.00 per acre on the land, or a total purchase price of about \$23,000.00. He said Attorney Ashby, who was unable to make toady's meeting, was of the opinion that if the condemnation commission determines a price below, say, \$2,000.00 per acre that the Halls will appeal the matter and keep it unsettled for years. Spelman said if this happens further ADAP projects cannot be initiated. He said Ashby recommends the Authority might offer Hall \$3,000.00 an acre in an attempt to settle the matter quickly. Mr. Aubert said he would rather fight the matter to the end, if necessary, and the consensus of the members was to do so, and to continue with the condemnation proceedings.

Spelman also said another Bill will be introduced in Congress to allow the exchange of land between the Airport and Mr. Currier. He wanted permission to send a letter to our Colorado Congressmen and explain the matter to them. Aubert moved that Spelman be authorized to pursue this matter in Congress.... Kozisek seconded the motion which passed.

Spelman reported Snow Bird flights are up over last year.

The Board discussed briefly means of financing a new terminal, with the conclusion that the only way to do so at this time would be through general obligation bonds, which would take a vote of the people.

The Authority adjourned at 4:25 P.M.