

AIRPORT AUTHORITY MINUTES
MARCH 10, 1975

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

The Minutes of the February 25, 1975, meeting were approved as mailed, on a motion by Mr. Kozisek, seconded by Mr. Anderson.

Mr. Spelman said the City billing had not been received, so no Treasurers Report would be available. Mr. Spelman asked for approval of two checks one for the bond reserve in the amount of \$833.33, and the second for the bond payment in the amount of \$43,265.00.

A letter from Jerry Ashby, Airport Attorney, was read on how the Hall Land Aquisition is proceeding. (copy of letter attached)

Mr. Spelman reported a Bill has been introduced in Congress to clear up the Currier Land Exchange. He also had a Deed from Mr. Ashby that would straighten out part of the Currier Land Trade. Mr. Anderson moved the Chairman be authorized to sign the Deed. Mr. Kozisek seconded the motion which passed.

Airport Consultant, Greg Isbill, presented the Master Plan to the Authority, which his firm has now almost finalized. It is a 20 year plan, with three phases. Mr. Isbill said the FAA has again recommended that all land within 1200 feet of the center line of the main runway be free of buildings. His Plan outlines areas for future air carrier operations adjacent to the secondary runway, as well as an industrial development area. The First Phase calls for expansion and construction of a new air carrier apron, reconstructing the east end of the main runway and reconstructing the secondary runway, extending the taxiways, building a new terminal

and other improvements. At a total cost of between 13.7 million and 15.5 million dollars. Mr. Isbill said construction of a new terminal was not justified at this time due to lack of adequate income. Mr. Isbill showed several maps and charts which indicated protection against obstructions, zoning maps for noise, and land use. The Land Use Map showed where critical areas would have to be zoned so development would be compatible. The Second Phase of the Plan includes further expansion of the apron, lighting for taxiways and terminal expansion, at a total cost of 4.5 million dollars. The Third Phase includes, expansion of General Aviation, expansion of the terminal, and overall strengthening of all pavement areas, extending the secondary runway to 7,500 feet and an extension of the main runway to 12,300 feet, at a total cost of 15.1 million dollars.

Mr. Jim Houghton, FAA representative, urged the Board to determine the future course of the Airport, so environmental assessments can be obtained. Member Kozisek moved that the Authority give Mr. Isbill the go ahead on the 5 Year Plan as proposed.

Mr. Colescott asked Mr. Spelman for his assessment of the matter, and Mr. Spelman said he understood the Authority had wanted him to operate the Airport on a pay-as-you-go basis, and that the Airport cannot now generate enough money to pay for the projects in the 5 Year, Phase One, plan. Mr. Spelman said some 2 million dollars can be generated, but this would be about 4 million short of what is needed, unless additional funds are found from oil shale lease money, the State, or some sort of G.O. Bond. Mr. Spelman pointed out a modified schedule had been drawn up, with a lower price tag, and fewer projects for Phase one.

Mr. Houghton told the Board the adoption of the Master Plan would not

mean the Authority would be buried in concrete to the Plan. Mr. Kozisek called for a decision to be made, but Mr. Aubert and Mr. Anderson said they needed more time to look the Plan over. Mr. Anderson then moved the Master Plan be discussed at the next meeting in two weeks. Mr. Aubert seconded the motion which passed.

Mr. John Pabst, of Monarch Aviation, presented plans for a half million dollar expansion of his facilities. Mr. Spelman said the building was good but that he was opposed to the site location of the expansion until the terminal location can be resolved, as well as to some provision of a 40 year lease Monarch proposed. This matter was discussed at length, with several Board Members indicating the need to give Mr. Pabst some answer on his proposal to expand. Mr. Spelman said a new lease could be negotiated but if Monarch did not have sufficient time an amendment could be drawn to their current lease that would guarantee them a twenty year term. Mr. Spelman gave the Board and Mr. Pabst such an amendment that he had drawn. Mr. Aubert said that the Pabst Plan seemed to be in conflict with the Master Plan and asked Mr. Isbill for comment. Mr. Isbill said yes, there were strong conflicts. Both Mr. Pabst's facilities and the terminal should be torn down and moved back more space was needed. And that, before you have a lot more piecemeal development, it should be decided which way to go and that the key is the terminal. Mrs. Albers said there is a need to make a decision and then stick to it. Mr. Anderson felt that if the Board complied with Mr. Pabst's request, they would be closing the door on any alternatives. Mr. Isbill asked Mr. Pabst for a 20 year plan that would move the facility back, that it was too close now and the activity would increase. Mr. Spelman said there would be a

Part 77 Review before any construction could begin. Mr. Pabst argued that moving the location of his facility would be more costly. The Board suggested that Mr. Spelman and Mr. Pabst meet and try to iron out a new lease agreement, and the Board indicated they would try to resolve the Master Plan Terminal Location before the next meeting. This action was taken on a motion by Mr. Anderson who moved the Pabst request be tabled until the next meeting. Mr. Aubert seconded the motion which passed.

Mr. Spelman reported that Frontier has agreed to all terms of a new lease-landing agreement, and that he would be meeting soon with United on the proposed new agreement.

Mr. Spelman had the "Notice of Award" contracts on the Quick Response, and 1,000 gallon F/C/R vehicles for execution.

Mr. Spelman reported service had been made on the owner of National Car Rental for non payment of back car rental fees, and that he wished to pursue the collection more vigorously. Mr. Anderson moved that Mr. Spelman be authorized to move in the most expedient way to collect the debt. Mr. Roland seconded the motion which passed.

Mr. Jim Hill, a member of the audience, indicated an emergency landing had been a "fiasco" yesterday. He said he had called attention to the lack of coordination in emergency situations at the Airport six months ago. Mr. Hill said the Fire Department equipment failed to be at the spot the pilot in trouble had requested. Mr. Hill said the entire emergency was unbelievable." He said the pilot pleaded for the placement of the fire fighting equipment and that the Fire Battalion Chief refused. Mr. Spelman agreed, noting his, the towers, the aircraft owners and the pilots requests were ignored and the tapes would bear it out. Members of the Grand Junction

City Council, who are also members of the Authority, indicated they would talk to the Fire Department Officials so the situation would not occur again.

The Authority adjourned at 6:08 P. M.