

AIRPORT AUTHORITY MINUTES October 14, 1975

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

The Minutes of the Board Meeting of September 22, 1975, were approved as mailed. This action came on a motion by Mr. Kozisek seconded by Mr. Borwn, and a unanimous vote.

Mr. Spelman gave a Treasurers Report. He said the financial condition of the Airport is looking better and better all the time. He said the cash flow report shows the Airport about \$10,000.00 ahead and that this trend should continue. Mrs. Aubert wanted to know when the remodeling project would be complete so United Air Lines could move into the new space. Mr. Spelman said he felt this would be by the end of the week and that ticket sales from the area might be sold by the end of next week, and the project fully complete by November 15th. Mr. Spelman had three checks for payment. One, in the amount of \$23,824.41, to cover the monthly expenses . . . the second, in the amount of \$32,260.00, to advance the City payments on the remodeling project, and \$833.33, for the Bond Reserve Fund. Mr. Kozisek moved these checks be paid. Mrs. Albers seconded the motion which passed. Mr. Spelman reviewed the Accounts Receivable Report, which he said has improved somewhat. Mr. Brown wanted to know how the receivables for the Aeroplane Restaurant might be collected, and Mr. Kozisek said he was concerned about this bill because it represented about 30% of the total. Mr. Aubert wondered if the reason the restaurant was behind in paying it's rent was because the owner simply could not afford the payments. Mr. Spelman pointed out the Airport is now paying out more

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in utilities for the restaurant than is being paid. The past due balance on the restaurant is now \$5,998.18. Spelman also said he felt the Airport could not afford a policy of subsidizing by charging lower rental rates to the restaurant. No action was taken on the matter.

The proposed 1976 Budget was discussed. Mr. Brown expressed concern about allowing any additional personnel, particularly since the City Council and County Commissioners have not allowed any new personnel. Mr. Spelman explained that he was advancing a part time position to a full time maintenance man, and that this would enable him to have weekends off. The second additional personnel added would be a bookkeeper, now on the Federal C.E.T.A. Program. The Board discussed the Budget at length, but decided to make a firm decision on the Budget at a later meeting.

Mr. Spelman asked the Authority to approve the extension of the contract for Architect John Porter, for the present remodeling project only. Mr. Kozisek so moved and Mr. Brown seconded the motion, with the stipulation that other architectural firms would be considered on future contracts for architectural work, particularly since Van Deusen and Mr. Porter had split up after becoming architects for the terminal building. The motion passed.

Mr. William Nelson, representing Monarch Aviation, urged the Authority to participate in the cost of a new water system including water line to the Airport. He said the present system does not provide adequate pressure to fight fires, and he said if Monarch had to build it's own line, the terminal would still have inadequate fire fighting water pressure. Mr. Brown said

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he talked to the Grand Junction Fire Chief and that he said if the new meter was installed, as proposed at the last meeting, the water pressure would be adequate. Brown also pointed out new fire fighting equipment has been purchased for the Airport which would be available in the case of a fire.

The Board and Mr. Nelson, along with officials of Monarch discussed the situation at length, and agreement was finally reached with the following motion by Mr. Kozisek: The Authority would participate in the installation of the water line and meter, up to an amount not to exceed \$15,000.00. Monarch Aviation will pay the remaining costs. Then, as others hook onto the line, the hook-up fees would be paid apportionately to Monarch and the Airport Authority, with this apportion being determined by how much each pays on the final cost of these installations. There would be a ten year time limit on for the hook-up fee after which all hook-up fees would go to the Airport Authority. Mr. Brown seconded the motion, which passed. Mr. Spelman suggested that N.H.P.Q. be hired to engineer the project, and the Board informally agreed. Mr. Spelman will have a full agreement written on the project for the next meeting. The Authority adjourned at 5:15 P.M.