

AIRPORT AUTHORITY MINUTES January 20, 1976

Those Present: Chairman Lawrence Aubert, Members Larry Kozisek, Howard Roland, Maxine Albers, Harry Colescott, Manager Jim Spelman, Mary Ann Harms acting for T.M. Ford, Clerk.

Meeting called to order by Chairman Aubert. Minutes approved as mailed on a motion by Commissioner Kozisek and seconded by Commissioner Albers.

Chairman opened Public Hearing concerning Air Operations Area Security Regulations. This was per Notice in the Daily Sentinel, December 27, 1975. There was no public comment and after discussion by management, that the Regulations would become a part of the Walker Field Master Security Plan, Commissioner Colescott moved and Commissioner Kozisek seconded the motion which passed that the said Regulations be adopted and be effective twenty days from the date of this meeting.

Public Hearing was opened by the Chairman concerning Rates and Charges Walker Field Airport (taxis, limousines, buses) per Notice published in the Daily Sentinel December 26, 1975. There was no public comment. The Airport Manager indicated that he had personally advised representatives of the Grand Junction taxi cab company of the matter, this company would be the only one effected in that all other taxi and limousine services were already required to pay 25¢ per passenger pursuant to the old regulations and the bus companies were under contract. There was further discussion to the point that it be made clear that the charge was made for each passenger departing the airport. Commissioner Kozisek moved and Commissioner Colescott seconded the adoption of the Rates and Charges to be effective twenty days from the date of this meeting which passed as follows:

"Rates and Charges Walker Field Airport (taxis and limousines)

A charge of 25¢(twenty-five cents) shall be paid to the Authority for each fare paying passenger departing the airport via taxi or limousine service. The said charge shall be collected by the person or firm providing the service and be paid to the Authority at the Office of the Airport Manager or at P.O. Box 2400, Grand Junction, Colorado, 81501, on or before the 10th day of the following month in which the transportation was provided."

Mr. Spelman gave the closing treasurer's report. All Operating and Maintenance expenses and investment and principal on debt, were paid out of the unrestricted revenues. The Unrestricted Revenues for the year were, as of December 31, 1975, \$331,736.35, and the Expenditures for the year were \$328,334.35. Several items on the projected revenue budget were reviewed and the major differences were due to clerical error or overestimation which have been adjusted out of the 1976 Budget. The Frontier difference was largely due to the loss of the Moab flight. Commissioner Aubert asked for a comparison between the 1974 and 1975 revenues, and the Manager agreed to have them prepared. Commissioner Colescott asked about the accounts payable and receivable and the Manager said these would be shown on the audit.

The January accounts payable were presented for review and authorization for payment. Commissioner Kozisek asked for an explanation of the Dalby-Wendland-Jensen bill and the Manager explained they were instrumental in setting up accounting procedure, budget, ADAP auditing preparation, etc. Mr. Spelman especially mentioned the fine service he had received from the firm's accountant Doug Williams.

On the Cash, Investments, and Receivable Report Mr. Spelman pointed out the transfers necessary to cover the terminal remodeling project which exceeded the available revenue sharing funds. Of the total overage United reimbursed approximately \$6,000 and Frontier approximately \$2,000, to put the monies back into the Reserve for Construction. The Commission concurred that the terminal remodeling was money well spent and the most visual improvement that had been made so far. The final payment to

Garing Construction provided he sign the Receipt of Final Payment, was approved on a motion by Commissioner Kozisek and seconded by Commissioner Albers. The motion passed. Commissioner Kozisek made a motion that the accounts payable in the amount of \$27,009.02, be paid and Commissioner Albers seconded the motion which passed.

Mr. Spelman asked for the resolution to make him paying agent for the Domestic Fire/Water Improvements being done in conjunction with Monarch Aviation be adopted. Commissioner Kozisek made a motion to that effect, seconded by Commissioner Albers. The motion passed. In conjunction with this Mr. Spelman said the first payment to Kipp, Construction, had been submitted by project engineer, Ed Settle, in the amount of \$23,963.28, and that the project was nearing completion.

Mr. Dan Ward appeared before the Commission on behalf of Bendix to ask for a lease with the Authority to construct four calibration pads. This type of facility would be the only one of its kind in the United States. Mr. Ward explained that the amount of radiation was barely above background level radiation. Commissioner Kozisek asked if there would be any maintenance or facility needed and Mr. Ward said no maintenance would be required and the only facility would be what was shown on the layout map. Mr. Spelman inquired about the number of flights involved and the amount of time they would be on the ground. Mr. Ward said the average time on the ground would be 4-6 hours and the average amount of aircraft would be 50-100 per year. Bendix would be willing to make arrangements with the local Fixed Base Operators for overnight parking and refueling requirements. Mr. Ward said there would be no need for security and they would make their own road improvements from H Road to the pads. Mr. Spelman said the amount of land involved in the lease would be approximately 4 acres and that the going rate for similar type of ground was \$25 per acre per month and proposed that

the same charge would be appropriate. He also stipulated that all would be installed at Bendix's expense, and he suggested a ten year term and if it were not renewed that they would be responsible for removing all radioactive materials from the location, and required fencing had to be approved by the FAA and that it would possibly require the submission of an environmental assessment report. Land Use Administrator, Jim Kyle, was asked if he had any comments or questions and he declined. Mr. Ward said the cost of the project was originally estimated at \$11,000 but it looked more like \$15,000 at this point. Chairman Aubert asked that Mr. Spelman negotiate with ERDA (Bendix) on a contract and bring it for approval at the next Commission meeting.

Mr. Spelman presented the standard bus agreement with San Juan Tours for approval. He mentioned that they had voluntarily marked out some of the privileges extended to them. Mr. Kozisek moved the agreement be executed and Mr. Colescott seconded the motion, which passed.

A letter of agreement with Dalby-Wendland-Jenses was submitted for the 1975 Audit. Mr. Kozisek moved that the contract be signed but that it was not to exceed the \$2,300 limit stated in the Contract. The motion was seconded by Commissioner Albers and passed.

Mr. Spelman presented the Application for Reimbursement from the FAA for the ADAP 01, runway extension and land acquisition projects. The total expense was \$3,057,708.01 of which the FAA still owes the Authority \$214,908.38, according to the records that were researched extensively for the Authority by John Tasker. Don Schroeder was able to find a few thousand more upon which we could claim. Spelman noted that there would be some deducted on audit; primarily to cover the sales and use tax reimbursals. Mr. Spelman said that when these monies are reimbursed they would be limited only to capital projects. Mr. Spelman requested that Mayor Kozisek, Chairman of the Authority Aubert, and Maxine Albers,

County Commissioner sign the application.

Mr. Kozisek asked how the traffic looked this year as compared to 1974, and Mr. Spelman said we are up about 6% over 1974. In conjunction with the enplaned passenger count Mr. Spelman said that based on this count the new ADAP legislation if passed would guarantee more than \$500,000 ADAP funds to the Authority per year.

Mr. Spelman also asked for permission to write a letter of appreciation to the Presidential Staff for another successful operation at Walker Field over the holidays which was informally given.

Mr. Spelman said the Chairman of the Authority had received a series of questions regarding the Master Plan before their meeting with the FAA. Spelman said he thought all the questions were answered by the ALPA representative and the FAA. It had been pointed out on successive occasions that, just because something is in the plan does not mean that it has to be done; the runway extension as shown in the plan has been there since at least 1967; 4/22 never has nor will be an instrument runway; and the lowering of runway 29 was basically an item of safety priority. Councilman Colescott said the Master Plan had been referred back to the Planning Commission from the City Council. Chairman Aubert reminded the Authority that he had been directed by them to sign the adoption of the Resolution adopting the Master Plan on the Authority's behalf.

Mr. Donn Conn of United Airlines asked to speak and after a brief traffic report on United's Snowbird Flights he said that he had been unable to come to an agreement with the Airport Manager regarding an outside check-in area for United. He said that if no arrangements were made he would build his own building for approximately \$100.00. Mr. Spelman said that would be fine, providing it was placed in United's allotted space. Mr. Spelman also pointed out United had been offered the

old Frontier Security Building and that when Garing was working on the terminal he offered to contribute up to \$500 to build United such a structure but with the delay due to the United strike they never got back with him and Garing finished his work at the airport and he came to feel it was a waste of money and that a long range solution might be explored in conjunction with redoing the whole frontside. This would include charging rent to amortize an estimated \$8 or \$9 thousand expense. Mr. Conn mentioned the canopy that had been erected on Saturday for his operations and Mr. Spelman said they were trying to provide the requested shelter for the snow but United didn't use it. Chairman Aubert said a compromise seemed in order on a 50/50 basis. After another brief discussion Commissioner Albers made a motion that a structure be built by United on a 50/50 basis not to exceed \$250.00, on the part of the Authority and Commissioner Roland seconded the motion which passed.

The meeting adjourned at 4:50 P.M.