

AIRPORT AUTHORITY MINUTES February 23, 1976

Those Present: Chairman Lawrence Aubert, Members Maxine Albers, Larry Brown, Harry Colescott, Larry Kozisek, Howard Roland. Airport Manager Jim Spelman.

Meeting called to order by Chairman Aubert. Minutes of the meeting of January 26, 1976, approved as mailed.

Report of the Distribution of Cash, Investments and Receivables as of January 31, 1976, were distributed by Jim Spelman, Treasurer. No questions or comments were offered.

Airport Manager, Jim Spelman, presented to the Board the accounts payable. Several items were discussed. Commissioner Colescott moved payment of all items listed on the attached "February Accounts Payable," seconded and unanimously approved.

The Board of Commissioners approved advertisement for Final Payment, 30 days after February 24, 1976, to Kipp, Inc., for the Domestic/Fire Water Improvement Project, with the understanding that punch list items and coordination with Monarch would be completed prior to closing the account.

Spelman reported that preliminary estimates for the terminal electrical remodeling work had been put together during the last month and in that they might run over \$10,000, formal bidding would be required. In this regard Spelman asked for and received informal approval to prepare an engineering contract with EMC of Grand Junction. Discussion of this item and several others included in reports prompted by Planning Director, Gene Allen, to individual Commissioners were discussed. Spelman said that with the exception of the paint stored against the outside wall of the fire station, all items were being worked on; Spelman stated his recommended policy was to accept all criticism from this and the many other inspections be received in a constructive manner without much con-

cern over jurisdiction.

Upon inquiry from the Board, Spelman reported that Bendix Field Engineering had called concerning the status of the Calibration Pad Installation, and noted that they were securing the engineering data requested and the proposed lease was being reviewed by their legal department.

Spelman noted that he had just received a GSA Solicitation for Offers to rent ramp and building space for the BLM for their aerial fire operations, since there was an airport purpose involved he recommended that the Authority authorize him to look into contracting the construction and preparing a proposal. He stated he would try to have the figures for the March 8, 1976, meeting. The Commission gave its informal approval for him to prepare this. Parenthetically, Spelman mentioned that he had received inquiry from the County Commissioners concerning a GSA Office Building Complex and had advised that since no direct airport purpose appeared to be involved, that if airport lands were to be used they be priced in the same general range as that of private land developers in related areas.

A letter from the President of the United States, to the Chairman of the Authority, thanked the Airport Authority and all others involved in his travels through Walker Field.

The Chairman was authorized to execute and send a letter of appreciation to Congressman Jim Johnson for his successful efforts in sponsoring in the House of Representatives the legislation permitting the Authority to make the land trade it desired. Spelman noted that it will still have to clear the Senate.

Commissioner Roland asked for an explanation of the \$11,748.03, adjustment showing in April of 1975, of the comparison of Unrestricted

Revenues which had previously been transmitted to the Commissioners at their request for a comparison of 1974 and 1975 revenues. Spelman explained this was a sum that the auditors found in the 1975 books that should have been credited into 1974 revenues, which made the actual net unrestricted revenues increase of 1975 over 1974, \$62,654.08.

Spelman presented the January traffic comparison as follows:

	<u>Frontier</u>	<u>United</u>	<u>Western</u>	<u>Westair</u>	<u>Total</u>
1975	6,287	5,430	343	399	12,459
1976	6,501	5,507	812	292	13,112

Spelman also gave a brief report of the initial computer Cost Center Breakouts, comparing expenditures to revenues as follows:

Expenditures

<u>Airfield</u>	<u>Tower</u>	<u>Terminal</u>	<u>Frontside</u>	<u>No Center</u>
180,884.98	26,570.33	68,622.35	19,873.08	32,407.51

Revenues

124,410.93	19,100.14	139,060.29	12,580.28	30,967.80
<u>Difference</u>				
(56,474.05)	(7,470.19)	70,437.94	(7,292.80)	(1,439.71)

Spelman emphasized the importance of the Cost Center System in that a detailed full report would follow. He noted initially that assigning 80% of the airfield use to aircarriers a 47¢ per thousand pound landing fee could be justified and considerable increase of fuel flow for general aviation could be justified.

The meeting adjourned at 5:00 P.M.