

AIRPORT AUTHORITY MINUTES
January 26, 1978

Members Present: Chairman Larry Brown, Members Howard Roland, Maxine Albers, Larry Kozisek, and Robert Holmes. Airport Manager Jim Spelman.

The Minutes of the December 29, 1977 meeting were approved, subject to the understanding that on pages 4 and 5 relating to investment of the B.L.M. advance rental payments, that the matter was tabled until Jerry Ashby gave an opinion, and it was further discussed at an Authority Work Session.

Connie McDonough, Director of the City-County Land Use Planning Department, indicated to the Board that she was considering reopening the matter of the land use planning relating to the airport. As a result of recent development requests to the south and east of the airport, it had become apparent that the plan prepared under the auspices of House Bill 1041 (Session Laws 1974, codified Title 24, Article 65 of C.R.S. '73) relating to the airport zones of influence, which had been adopted by the County (Resolution April 14, 1976) and approved by the State Land Use Planning Commission, was inconsistent with the Airport Master Plan (Dated December 10, 1975), which Master Plan had been adopted by the Airport Authority, the County of Mesa, and the City of Grand Junction.

As later pointed out by Mr. Spelman, the inconsistencies as they compared between the recommendations of the Master Plan (Exhibit IX) and the Land Use Plan of April 14, 1976 (3.3.6 Land Use Schedule & last page of exhibits) was that the general Area of Influence (as recommended in the State Guidelines) is landing pattern space drawn one mile equal distance from the runways, while the adopted Land Use Plan cut this Area of Influence off at the Highline Canal close to the south of the airport property, and on

the other hand designated a large area in the B.L.M. properties to the north of the airport, most of which is not used regularly for the flight of aircraft; "Critical Zone rectangles" at the end of each runway (corresponding to F.A.R. Part 77 Approach Zone cones) are shown in the Master Plan to the recommended distances from the ends of the runway as glide slope approaches for air carrier jets or general aviation aircraft, while the "Critical Zone" of the adopted Land Use Plan severely limits the size of these rectangles to avoid going beyond the Highline Canal as aircraft approaches; Noise Zone 3 of the Master Plan and the Zone 3 of the Land Use Plan may correspond to each other; and it should also be noted in the first exhibit to the Land Use Plan that so far as the height limitations go with respect to the approach zones, these may be taken directly from the Airport Master Plan (Exhibit III).

Ms. Albers moves and it is seconded to reaffirm the Airport Master Plan for the purpose of making it clear that it is the intention of the Airport Board as a whole to stand behind the Master Plan. The motion passed unanimously.

Larry Kozisek suggested further that the city and the county governing bodies also be recommended to consider the Areas of Influence outside of the areas now in the Land Use Plan. After discussion, it was decided no formal action should be taken.

Ms. McDonough further requested the Board's advice and consent as to whether the Board and its management wish to take an active part in the re-evaluation of the Land Use Plan. The Board informally directed that they be fully informed through the Manager and also through the Manager be given the opportunity to make input

into the proceedings.

Ms. McDonough further requested the Board's advice concerning the possibility of re-zoning the immediate environs of the Airport for commercial development. The Board suggested that any such plans be brought through the management to their attention and they be given an opportunity to comment.

It was also requested by members of the Board, to which Ms. McDonough concurred that the Board be advised of any permit or zoning requests relating to the Land Use Plan or in the vicinity of the Airport and be given the opportunity to comment.

Mr. Spelman stated that before the Board go off of the subject of controlling land use, that he had been asked to request the advice and consent of the Board in relationship to taking an avigation easement to a couple of partials of properties that a private developer is requesting the subdivision for in the flight path to one of the runways of the Airport but outside of the Areas of Influence as designated in the Airport Land Use Plan. This is a matter which is being negotiated by Mr. Ashby with the subdivider and over which there may or may not be any way to legally require an avigation easement. A limiting stipulation which was being put on this plan by the subdivider was that the Airport Board, to whom the easement would run, would agree to remove the easement in the event it caused any limitations in financing development of the property. After some discussion which included comments by Mr. Brown to the effect that he felt there should be an absolute requirement for such an easement and also comments that requiring an easement of one subdivider might lead to problems with areas

that have not given this easement; the Board decided to request further explanation from Mr. Ashby before they took action one way or the other.

Mr. Spelman introduced to the Board Mr. Paul Bowers as the new Assistant Manager to Walker Field Airport. He explained that Mr. Bowers was formerly with the Civil Aeronautics Board and would be working on C.A.B. matters in addition to his other duties. The Board formally welcomed Mr. Bowers.

Accounts Payable were considered by the Board including the final payment to the fire bay contract and engineering and architectural expenses for fencing and the fire bay (lists of all such Accounts Payable are attached). The Board unanimously voted to pay these accounts.

A Contract Relative to Remedial Action by the Colorado Department of Health to remove the mill tailings from under the Tower Building was presented and the program was discussed. Mr. Spelman explained that the Airport Authority, as the owner of the building, and also the tenants were required to execute this document, and that the Weather Bureau had executed this document but the F.A.A. had not yet done so. The Board voted unanimously to accept the agreement on the behalf of the owner and authorize the execution of the agreement.

The Joint Agreement between the Airport and the Grand Junction Police Department relative to providing the anti-hijacking police security for the Airport during 1978 was presented for approval, which approval the Board gave unanimously and authorized the Chairman to execute.

Mr. Spelman reported on his recent Washington trip. With reference to the Colorado Ski Points Investigation, he stated that the Airport Authority had been formally granted intervention into the case and the Mr. Bowers would be preparing the information responses and developing the information for the brief and the hearing would be held in August possibly in Aspen. Mr. Bowers stated that although the name of the case only refers to Ski Points, its significance extends to all air route traffic for western Colorado.

Mr. Spelman further reported that he had met with officials of the national office of the Bureau of Land Management and one of their solicitors relating to the building of the taxiway to connect to the aerial fire support ramp B.L.M. had built. It was noted that the national people apparently concurred in the Authority's view that the owning and operating Authority for the Airport was solely the Airport Authority (i.e. their Easement Agreement was made after investigation only with the Airport Authority) and that no other political subdivision's concurrence should be made a condition of whether the Airport Authority built the taxiway. In this regard, they agreed to look into the possibility of approaching the secretary of Interior to in turn approach the secretary of Transportation to make inquiry with the national F.A.A. as to why the Airport Authority could not go ahead under the ADAP 03 Project with the building of the taxiway. Mr. Spelman also noted that the original contract as bid by Corn was still being voluntarily held for award to them at the same price.

In relationship to the application for the ramp expansion, the ADAP 04 Project, Mr. Spelman reported that he with representation from Senator Hart's office (which had been arranged by Mayor Kozisek)

approached the national Airport officials of the F.A.A. with an inquiry as to whether the refusal to consider the application without financial guarantees by the city and county was a violation of the national policy. Mr. Spelman indicated that the F.A.A.'s response was sympathetic and that the technical issues involved would be referred to the national F.A.A. Council. Mr. Spelman stated that since his return, the Regional F.A.A. Airport Chief has indicated verbally that with reference to this one issue they would not require the financial guarantees if they were guaranteed that these would be assumed in the event the Airport Authority dissolved. Since this would be the law anyway, Mr. Spelman suggested there would be no objection to the latter condition, but that there might be other conditions which the county and city would want to look at carefully.

The Enplanement Passenger report was presented noting that the final 1977 total of 133,903 enplanement passengers exceeded 1976 by 1,988 passengers and is again an all time record.

The Treasurer's Report was presented and it was noted that the final 1977 adjustments relating to the transfer of unrestricted funds for construction had not been made. Also it was pointed out that the total unrestricted revenues for 1977 appeared to be \$455,502.42 as opposed to the \$442,000.00 estimate of last October.

The commissioners pointed out a couple of apparent errors in the Accounts Receivable report involving the fact that the Cash Flow report indicates an increase in the Accounts Receivable where the Accounts Receivable report itself indicates a decrease when at the same time the capital of Accounts Receivable appear to be

constant. Further, they stated there should be no Accounts Receivable for the ADAP 02 Project, which was closed out a couple of years ago. Mr. Spelman said he would have these corrected and report back to the Commission.

Mr. Spelman requested permission to write off the disallowed amount of the ADAP 01 claim. Commissioner Roland so moved, seconded by Commissioner Holmes, which motion passed.

It was proposed by Chairman Brown that the Board consider meeting at the Airport on the third floor of the Tower Building for its regular meetings in the future. The Board unanimously decided to hold the February meeting at this new location and to then consider amending the By-laws and change the notices to make the Airport a permanent meeting place. This would be the Regular Meeting for February 23, 1978.

It was also decided to hold a work session to consider capital projects and long range plans for the Airport and such other current matters of Airport concern as the Board might decide would require investigation on the scene at the Airport, third floor Tower Building on Saturday, February 18th, from 12 noon to about 5:00 p.m. The Manager was directed to send a notice to all members of the Board to this effect.

The meeting was adjourned at 9:45 p.m.

WALKER FIELD AIRPORT
ACCOUNTS PAYABLE
January 1978

Check No.	Description.	Amount
1888	Custom Music (Annual Charge)	\$ 360.00
1889	Ute Water	239.61
1890	Grand Junction Steel	16.82
1891	National Airport Equipment	503.20
1892	West-Col Radio Paging	23.50
1893	Brinkley Electric	21.25
1894	Hanson Equipment Inc.	22.00
1895	Sir Speedy	54.60
1896	Valley Refuse	60.60
1897	Temporary Services	98.00
1898	Elam Construction	500.00
1899	Meridian Security	58.50
1900	Daily Sentinel	42.96
1901	APCOA	114.15
1902	Dalby-Wendland-Jensen	468.00
1903	Ratliff's Office Supply	16.75
1904	Simmons Lock and Key	1.50
1905	City of Grand Junction - Sewer Charge	104.90
1906	Xerox (November and December)	350.00
1907	Millers Answering Service	30.00
1908	Monarch Aviation	2.89
1909	Gibson's Products Company	12.18
1910	Mountain Bell (December)	167.82
1911	Public Service	958.86
1912	Mount Garfield	32.28
1913	Dover Elevator	68.00
1914	Arrow Glass	3.78
1915	0-N-C Freight System	81.67
1916	Independent Lumber	69.80
1917	U-Rent-It Inc.	4.77
1918	VOID	
1919	Grand Valley Rural	1,557.83
1920	American Linen Supply	201.35
1921	Bond Reserve	833.33
1922	Beckner-Power Insurance	1,076.00
1923	Aluminum Specialties	20.00
1924	Roberts Electric Motor Service	39.53
1925	Petty Cash Account	616.60
1926	City of Grand Junction (December Bill)	17,301.19
1927	State of Colorado - Department of Law	2,000.00
1928	Jim Spelman	100.00
1929	Arrow Refrigeration	640.00
1930	Miracle Roofing and Insulation	580.00
1931	VOID	
1932	State Compensation Insurance Fund	195.00
1933	PPG Industries	59.30
1934	Sperber-Gray Contractors (ADAP-03 Final)	15,701.87
1935	Isbill Associates (Fencing and Fire Bays)	2,742.29
		<u>\$ 48,152.68</u>