

AIRPORT AUTHORITY MINUTES  
March 23, 1978

Members Present: Chairman Larry Brown, Members Robert Holmes, Howard Roland, Mrs. Maxine Albers, Airport Manager Jim Spelman, Assistant Manager Paul Bowers, Monarch Aviation President John Pabst.

Minutes of the February 23rd meeting corrected last line Page 2, and to include on page 4, paragraph 3, "are expected". With these corrections the Minutes were approved as submitted.

Prescheduled guest, John Pabst, President of Monarch Aviation made a presentation to the Board concerning his plans for development of the optioned tract and the area east of the new Monarch Hangar Building; indicating that he would like to take about 50,000 yards of fill from the area to the south and pave the optioned tract and the area east of the new Monarch Hangar Building and further to take out the Authority owned T-hangars to the east of the hangar building for public tiedown and aircraft maneuvering area.

The Board discussed at length the advisability of allowing the taking of the fill from the airport property in that it might be needed for later airport projects. The second stage of the terminal ramp development or the possible future needs for filling the area from which the dirt is proposed to be taken to bring it up to grade with runway 4/22 were discussed in connection with the fill that might be needed for overrun to the threshold of 29. (The economic feasibility of the Threshold 29 project was questioned). Also, there was mentioned the fact that a new access road to the area of the Fish and Game Hangar would have to be constructed as a result of Monarch's proposed development of the optioned tract. The airport staff was directed to prepare a financial analysis of the question of the fill and the cost of the road to be presented at the next regular meeting.

It was proposed by Monarch that the Airport Authority undertake through ADAP project the rebuilding of the public tiedown and through area to the east of their hangar building which would be basically provided as a substitute for the area of tiedown adjacent to the Wagner Hnagar Building that is currently being held on a holding over under the Monarch Lease. This would be in lieu of the proposed expanded general aviation aircraft tiedown and through area which has been planned to the east of the Monarch ramp in the current ramp expansion program. Larry Kozisek moved to investigate this proposal of Monarch's and move ahead, subject to FAA approval, to include it in an ADAP project. Mrs. Albers seconded the motion which also included the above direction to the airport staff and which motion passed unanimously.

The January and February passenger boarding reports were reviewed with the comment that it is falling somewhat behind the record ski traffic year of 1976.

The Airport Payables were presented, including the payment of principal and interest for the airport refunding bond issue. Mrs. Albers moved payment of the accounts, seconded by Larry Kozisek, which motion was approved unanimously by those members present. (List of accounts paid are attached).

Airport Manager, Jim Spelman, reviewed the progress of the airline negotiations for new Use and Lease Agreements. He stated that he had offered to settle landing fees at 42¢ per thousand pounds which would be based upon an approximate \$40,000 contribution from the Terminal and Lands Cost Centers to the Airfield Cost Center which could be historically justified and justified on the basis

of retaining sufficient funds to continue to do some pay as you go terminal projects. Mr. Spelman further noted that the airlines had, to this point, made an offer to pay 34¢ per thousand pounds and that further negotiations should lead to an amicable compromise. Chairman Brown noted that 35½¢ per thousand pounds would be necessary to just stay with the inflation rate over the past three years.

Mr. Spelman again referring to the 1975-1977 Report and Summary stated that if the trend of excess revenues over expenditures can be more or less maintained, it would appear possible to him to fund from revenues a new terminal building in the early 1980s. However, if this potential was not compromised, the process could be accelerated by funding from outside sources. Assistant Manager, Paul Bowers, reported on meetings with the Department of Local Affairs relating to severance tax and impact monies that are coming available through them and noted that prospects look favorable if special care is taken with timing of request. Larry Kozisek indicated that he had some indication that FHA might have some community development funds available. It was suggested we continue to pursue all avenues and especially the importance of making a good oil shale impact statement was brought out. A summary of possible approaches should be prepared and presented in the next few months. Chairman Brown suggested that perhaps the Board might charter an airplane and look at terminal projects and that an Architect should be engaged for planning work with the understanding that he would not be the Architect for the ultimate building.

The Work Program for Expanded Parking Facilities on the Frontside, prepared by City Engineer, Ron Rish, was distributed

and it was suggested by Mr. Spelman that any modifications members though might be made could be relayed to him in the next few days. It was generally agreed that we should get the City Engineer to press forward with selection of the consultant and have a presentation of proposed scheme by the April 27th meeting.

Chairman Brown reported that he had been in contact with Mr. Dale Andrus of the BLM concerning the taxiway extension to the Fire Cache. Mr. Andrus noted that it did not appear the local BLM had available the approximately \$22,000 required to build a temporary taxiway to the area and that an available alternative would be to use the pads for helicopter operation and continue to use the Hall Ramp for the fixed wing aircraft operations this summer. The possibility of having Mr. Andrus deal with the regional FAA directly to get the project done was discussed. Mr. Spelman pointed out that this had been part of the purpose of his Washington trip, that is having the National Offices through the Department of Interior deal directly with the Department of Transportation to get them to permit going ahead with the program and that he had heard no more from the Washington people concerning this. He stated that we do have the Corn bids, at the prices of September 1976, upon which we can make an award and have the work completed in the next month or two. We could do the whole project if the FAA would agree to pay their share for the project including the amount owing for the work done so far under the Grant Agreement. However the problem is to get the FAA to recognize the existing Grant Agreement and Mr. Spelman thinks that this would

not be likely to be accomplished at the regional level. The possibility of including the about 400' of taxiway to connect to the pads in the present application for ramp expansion, either by using part of the existing Corn Contract or rebidding for this amount of work or having the Airport Authority file a new application for 400' of taxiway was discussed. It was suggested by Chairman Brown that Mr. Andrus and representatives of the FAA be brought over for the April 12th informal meeting to see what they could work out on an Administrator to Administrator basis which would allow the Authority to do the work preferably without losing monies already expended in the overall project and retain the favorable Corn bid for the entire taxiway. It was further suggested that Mr. Spelman talk with Mr. Andrus about working out such a program.

Mr. Spelman made a presentation concerning the situation with the land trade, noting that Albin Anderson, Attorney for the Curriers, had rejected the language in the FAA offered Deed of Release to the Airport Authority which would require the Airport Authority to deed the parcel E to the Curriers under the condition that the Authority enter upon the land and cut down or remove obstructions to navigation. The Attorney's objection is that this action could be done without notice or order from a Court of appropriate jurisdiction. Mr. Spelman presented a form of the Deed of Release which was given to him by FAA Counsel Dan Peterson last spring which does not contain this requirement for entering upon the land and suggested that the Board transmit this form to FAA Chief Mensing with a letter explaining the situation, giving reasons why this extra condition might not be necessary and re-

requesting their approval; if no such approval were given by the FAA, then requesting a copy of the regulation which requires the inclusion of the provision of reentry so the Board could proceed from there.

Mr. Spelman further gave the Board a copy of the special Act of Congress which permitted the Secretary of Transportation to in turn permit the Authority to convey the land, without automatic reversion to the federal government, and also copy of the referenced Section of the Surplus Property Act of 1944, which provides that the FAA can add any conditions deemed necessary to protect or advance civil aviation. Mr. Spelman stated that he felt the statements of Attorney Anderson about going into federal court on the matter were particularly dangerous because of this broad discretion that the FAA appears to have in this situation (as distinguished from the limited discretion they have in the matter currently in suit.) Mr. Spelman stated that he believed in a Court contest, there was a high probability of loosing and that if the Regional FAA still insisted upon the condition to which the Grantees object, other possible courses to follow might be to go back to the Congress for an amendment eliminating the added condition or give the Curriers back all of the land we had taken from them which would be to everybodys disadvantage and negate seven years work.

Mr. Brown suggested that the letter and other forms of the Deed of Release not be sent to the Regional FAA but that rather we undertake to get all the parties together to work it out among themselves. Chairman Brown moved that we attempt to get for the

April 12th meeting; Mr. Bard for the FAA together with Regional Counsel Peterson to meet with Attorney Anderson and the Curriers and to also have present City Attorney Ashby. The motion was seconded by Mr. Holmes and was passed on the voice vote of the Board.

Mr. Spelman presented for approval by the Board a Notice of Cancellation of a Department of the Army Lease for a tract of ground along Horizon Drive that the Airport Authority had proposed to give in 1972. Commissioner Roland moved the acceptance of the notice which was seconded by Mrs. Albers and was unanimously passed by the Board members present.

Proposal for the 1978 audit by Toft and DeGrassi was presented to the Board who informally agreed to take it up for consideration at the April 27th meeting.

Mr. Spelman presented the Treasurer's Report which included the revised Cash, Receivables and Investment Reports for December, January and February and requested informal approval for making a book transfer of the 1977 unrestricted revenues carryover of \$70,113.48 to the restricted for construction fund. The purpose of this is for funding the frontside and other projects out of capital reserves. The Board unanimously gave its consent to the book transfer.

The meeting adjourned at 10:58 p.m.

## WALKER FIELD AIRPORT

ACCOUNTS PAYABLE  
MARCH 1978

Check No.	Description	Amount
1984	Plateau Equipment	\$ 13.86
1985	Arrow Glass (Tower & National)	205.88
1986	Denning Lumber	23.70
1987	Mtn Bell (Feb. Bill less credit)	2.06
1988	Mtn Bell (Frontier)	36.94
1989	Miller's Answering Service	35.00
1990	West-Col	23.50
1991	City of Grand Junction (Rescue Squad)	15.00
1992	Brinkley Electric	382.00
1993	Meridian Security (February + extra hrs.)	116.00
1994	Central Bank of Denver	58,655.00
1995	Aluminum Specialties	24.00
1996	U.S. Welding	2.05
1997	Slope Auto	70.02
1998	Public Service	899.24
1999	Petro-Chem Inc.	128.00
2000	Simmons Lock & Key	96.10
2001	CED	43.57
2002	City of Grand Junction - sewer	5.20
2003	APCOA	80.70
2004	Grand Valley Rural Electric	1,862.75
2005	Temporary Services	236.26
2006	Mesa Sanitary	163.95
2007	Cordray	214.50
2008	IBM	32.49
2009	Xerox	152.48
2010	Mason Shoes (Custodial Boots)	49.95
2011	Valley Refuse	68.65
2012	Sir Speedy (Airline negotiation printing)	215.50
2013	Ratliff's	6.67
2014	City of Grand Junction - February Bill	16,581.53
2015	Eastgate Vacuum	14.40
2016	Spelman - Transportation Allowance	100.00
2017	Valley Federal Bond Reserve	833.33
2018	First National Bank - Petty Cash Account	221.88
2019	Munro Pump	90.80
2020	Len's Rent All	5.00
2021	Central Bank of Denver (bond fee)	75.00
2022	Bynums	30.50
2023	Steiner Corporation (American Linen)	265.88
2024	AAE Regional Membership for Paul Bowers	7.50
2025	Simmons Lock and Key	13.65
2026	Ute Water	188.93
		<u>\$82,290.39</u>