

WALKER FIELD AIRPORT AUTHORITY MINUTES
September 12, 1979

Members Present: Chairman Maxine Albers, Commissioners Rick Enstrom, Mike Kelly, Dale Hollingsworth, and Robert Holmes. Assistant Manager Paul Bowers, Deputy Clerk Mary Ann Harms.
Guests: Mike Ferris, Western Slope Ford, Charles Kohles, Floyd Keller, and Bill Bennet, Horizon Aviation; John Pabst, Monarch Aviation; Joe Bestgen, Avis.

Meeting was called to order by the Chairman at 12:10. The Chairman asked that a number three be added to the Agenda for Monarch Aviation. The approval of the August 23 minutes was postponed until the September 27 meeting.

Mr. Ferris of Western Slope Ford made a request that he be given space in the terminal building for a rent a car concession and that he was willing to put up the time, money and people to run a competitive business. He presented three terminal building locations where he felt there would be room for such an operation and said he felt he would make \$350,000 the first year and \$1½ Million or more the second year. Commissioner Kelly asked if the Key Airline space Mr. Ferris had mentioned as the first location was open and was told that Monarch was on the Agenda to lease this space for air operation purposes. Commissioner Enstrom said this space problem should be researched by the Staff. John Pabst commented that the Key space would be used only about 5% of the time but the entire space would have to be utilized at that time and it would cause a conflict. There was further discussion and Commissioner Enstrom asked that the Staff research the minutes and the available space. Commissioner Holmes said there was no basis for a policy decision at this time regarding existing terminal expansion space or for determining new terminal space requirements and that this decision should be deferred at least

until the next meeting. Commissioner Hollingsworth moved that the request of Western Slope Ford be analyzed for terminal space availability; the background data prompting the decision regarding Dollar-Rent-A-Car denial be researched; and all relationships with rent-a-car firms with off field positions be analyzed for the Board at the next meeting. Commissioner Holmes seconded the motion which passed unanimously.

Horizon Aviation presented their plans for future construction and beautification of their site and a discussion regarding their 20' high letters on the roof of their hangar was discussed and the final informal decision was to deny the request for the roof sign. Bill Bennett asked about a building permit since all airport land is zoned AFT and that he had conferred with the planning department and they had suggested that the Airport Authority go in as petitioner. Chairman Albers told him not to be concerned that the Board would take care of the zoning.

Monarch Aviation President John Pabst presented the First Amendatory Agreement which would include the lease of a narrow strip of land between two other Tracts already under lease to Monarch. Commissioner Kelly moved that the Board adopt the First Amendatory Agreement between Walker Field and Monarch Aviation and the Chairman be authorized to sign it. Commissioner Hollingsworth seconded the motion which passed unanimously. The second agreement between Monarch and the Authority involved the Key Airline space in the terminal building. It is rescheduled for the October 10th luncheon meeting.

Chairman Albers lead the discussion of the Isbill letter written by Jim Spelman. The intent of the letter was to take advantage of any discretionary funds which might become available

by being prepared to act on a number of ADAP projects. After some discussion, the Board members set a tentative list of priorities as follows: (1) parallel taxiway completion (2) terminal ramp construction (3) 4/22 overlay (4) 11/29 overlay (5) parallel taxiway leveling course, plus purchase of land as it and financing becomes available, and within the five year plan building, some general aviation ramp. Commissioner Hollingsworth asked why we haven't used our money and why haven't we received any discretionary funds (looking at the top 17 airports in the western region and comparing them to Grand Junction). Chairman Albers said that first we must spend all of our apportioned monies and we haven't made application for spending these, so we haven't qualified for discretionary funds. Commissioner Enstrom said we have lost out on over \$3 million dollars in discretionary funds and Chairman Albers said Denver had turned back \$1½ million in discretionary monies and we didn't even know they were there. Chairman Albers went on to explain the double meaning for the word "lost": we lost them because we did not apply for them. Commissioner Kelly said we should correct the situation as best we can and we should commit to the parallel taxiway project right now as a start toward that end. Commissioner Hollingsworth said he had received lots of flack over his criticism of the airport's progress, however he still contends we did not utilize opportunities available to us in the past. Commissioner Enstrom said this was not an internal problem within the Board, but the problem stemmed from reliance on the management to accurately relate information. Commissioner Kelly said he felt the Board had been deprived of valuable information. Commissioner Hollingsworth said he felt the community had been deprived and it was time to act.

Assistant Manager Paul Bowers said that a combined Fiscal Year 79 and Fiscal Year 80 total allocation of \$1.096 Million Dollars was due to Walker Field, on an 80/20 matching basis. If we use up fiscal year 1979 monies of \$477,247 to complete the parallel taxiway (at least \$450,000 and tie up in another construction project any remaining FY 1979 enplanement monies) we would become eligible for discretionary monies, but to date nothing has been applied for. There followed a discussion regarding non application for these monies over the past several years with the collective opinion that the airport must progress from where it is now and not dwell on what might have been. There was a question from Commissioner Hollingsworth regarding the ability of the Airport to apply for these funds and get the full \$477,000 committed before September 30 and Mr. Bowers said it would be next to impossible to complete the necessary paperwork and receive the grant by Sept. 30 (prior to end of FY 1979). Commissioner Kelly moved that Paul Bowers research and renew the contract with Corn Construction for the taxiway completion, contact Isbill to update the necessary paper work and immediately make Preapplication. Commissioner Enstrom seconded the motion which passed unanimously.

Chairman Albers said she would contact Isbill by phone and then send a followup letter to clarify the desired order of the priorities of the Board which are: (1) Parallel Taxiway (2) New Terminal Ramp (3) 4/22 overlay (4) 11/29 overlay (5) parallel taxiway leveling course (6) General Aviation Ramp (7) constantly looking to acquire land for acquisition simultaneous with the first six priorities.

The 601 fund request letter sent to Steve Schmitz was discussed.

Chairman Albers said some land offered by Marchun had been brought to her attention and that there was money available in the 601 fund for such land acquisition. However the letter Mr. Spelman had sent had not contained the information Mr. Schmitz had requested. It was suggested another letter be sent clarifying the Airport Authority's position and that the Chairman would also call Mr. Schmitz to clarify any misunderstanding.

Mr. Bowers mentioned to the Board the rent a car proposal of locating the service areas on the west side of Horizon Drive in the proposed long term parking area. Discussion of this agenda item was postponed until the next meeting.

Mr. Bowers distributed several drawings of the proposed restroom for the handicapped and Commissioner Enstrom instructed Mr. Bowers to pursue the unisex restroom in conjunction with the terminal remodeling which was already scheduled. This was done in the form of a motion which was seconded by Commissioner Kelly and passed unanimously. It was also mentioned that adequate signing would have to be up during the remodel to make sure the public knew where the restrooms outside were located. Mr. Bowers said he would check on the economic feasibility of incorporating handicapped facilities with the existing restrooms compared to constructing a separate facility at the west end of the lobby area. Mr. Enstrom said to pursue it with contractor Burl Starr, within previously agreed financial constraints. Terminal roof repair/reseal was briefly discussed and Mr. Bowers indicated he would pursue this.

The first two financial reviews on Hertz and the Aeroplane Restaurant have been completed by C.P.A. Doug Williams. The restaurant was within the 2% compliance limits with minor problems

and Hertz was fine except for a \$600 overpayment in favor of the airport. The Board directed that a check for \$600 be prepared for signature at the September 27 meeting to be given to Hertz, along with letters of appreciation for their cooperation on the financial reviews.

Commissioner Enstrom, after reviewing a brief report on the 1½% to be charged on accounts over 60 days past due made a motion that this become a part of the billing procedure for the airport. Commissioner Kelly seconded the motion which passed unanimously. The Board instructed that a letter of explanation be sent to all tenants prior to the 1½% being billed and that this not go into effect until after November. 1.

The regular meeting adjourned to executive session at 2:00 p.m.