

AIRPORT AUTHORITY MINUTES
October 25, 1979

Members Present: Chairman Maxine Albers, Commissioners Rick Enstrom, Dale Hollingsworth, Mike Kelly and Robert Holmes. Acting Airport Manager Paul Bowers, Deputy Clerk Mary Ann Harms.
Guests: Bill Andres, Western Colorado Health Systems, Drew DeGrassi, Toft, DeGrassi and Company, Charles Kohles, Horizon Aviation and Joe Bestgen, Avis.

Chairman Albers called the meeting to order at 7:30 p.m. The Minutes of the September 27, October 8 and October 10th meetings were approved as written on a motion by Commissioner Enstrom, seconded by Commissioner Kelly and passed unanimously.

Mr. Andres introduced himself as past secretary of the Airport Board and as an interested citizen with no vested interests in the airport. His first concern was the encroachment of community growth upon the airport. He suggested that a combination of zoning regulations and property owner and developer education be enacted to educate the community regarding the airport area of influence. Commissioner Kelly said avigation easements on deeds within the airport area of influence would accomplish this and Mr. Andres said that would help but such information should become a permanent part of the deed to the property. Mr. Andres' second point was the need for increasing the airport's revenue and putting any excess into an escrow account for use as matching money for future capital projects.

In answer to Mr. Andres community growth encroachment, Mr. Bowers said the protection of the airport is typically done through community planning departments and information to potential buyers and developers should come through this process. Chairman Albers felt that the Airport Board should make strong recommendations to the planners and developers regarding what happens around the airport.

Mr. Drew DeGrassi of Toft, DeGrassi and Company, the firm retained to do the Airport's 1978 audit, made his presentation. He apologized for the lateness of the report. He briefly explained the disclaimer letter and said the audit presented no real problems and that the airport management would receive a letter pointing out some administrative problem. Commissioner Kelly moved acceptance of the audit for the year ended December 21, 1978. Commissioner Enstrom seconded the motion which passed unanimously.

Mr. Charles Kohles of Horizon Aviation presented the revised sign proposal for his hangar. The letters would be approximately 7' high and would be painted on the runway side of his building. It would be larger than the sign codes for either the City or the County. Commissioner Holmes felt the granting of this size of sign, out of compliance with existing codes, would be unfair to others in the County. After brief discussion Commissioner Enstrom moved the approval of the sign proposal with 7' letters on the airfield side of the building, Commissioner Kelly seconded the motion. Enstrom and Kelly voted for the motion and Commissioners Holmes and Hollingsworth voted against the motion. Chairman Albers voted against the motion to break the tie vote. She said Mr. Kohles would need to go for a sign variance in front of the County Commissioners and that he should be able to get on the Agenda for next week and there would be only a brief time involved for the hearing.

Commissioner Hollingsworth thanked Chairman Albers for the time she spent researching and writing out the list of questions for Mr. Chambliss to answer about his draft of the Terminal Program Plan. Chairman Albers said that Mr. Chambliss had answered each of the questions.

Architect selection for the new terminal construction was next on the Agenda and Acting Manager Bowers said the response had been good both locally and nationally. Chairman Albers had visited the AIA (American Institute of Architects) while she was in Denver and they had given her two selection forms that might aid the selection committee. The AIA had referred her to a Denver architect who had given her several ideas: an outside consultant architect might be asked to sit in on the selection committee (would cost travel plus one days salary); fee might be calculated as 1% of the cost of construction plus hourly charge not to exceed 5 3/4 to 6% of the total project, or 2½ times the cost of the architect's employees; there would be no need to hire an outside liaison between the Authority and the Architect as most firms provide this service; hire a local firm, they usually affiliate with an outside firm for expertise; and last, but most important, was to choose the architect the Board was most comfortable with.

Commissioner Kelly felt that before the Board goes into the interview process the applicants should be given direction as to the amount of money involved such as in the JBC presentation. Mr. Bowers announced the JBC presentation to be November 9th, 2:30-5:00 p.m. and after that we should be able to let the architect know the status on the terminal project at that time.

Mr. Bowers had consulted with Greg Isbill of Isbill and Associates in Denver regarding the selection of an architect and Mr. Isbill said it would not be a matter of capability or incapability that everyone applying should qualify, but rather that it is a matter of personality and compatibility with the Board. The Board diversified to a discussion of terminal financing and it was again pointed out that without the JBC money it would be a very truncated version of the terminal plan

if the JBC money was not available.

The Board decided the architect selection committee would consist of the Airport Board and Paul Bowers on a motion by Commissioner Enstrom, seconded by Commissioner Hollingsworth and passed unanimously. The committee is scheduled to meet Monday November 5 at 7:00 a.m. at the Caravan. The next meeting for the interviews will be held on November 14th at 7:00 a.m. but the place has not been selected.

An August 1978 FAR 107 security violation involving a Frontier Flight when 23 people were boarded without a security officer being present was discussed. The FAA had initially levied a \$2300 fine against the Airport, however after discussion with former Manager Spelman, Mr. Dan Peterson Regional Counsel for the FAA offered an \$1150 settlement figure. The Board had previously authorized payment in settlement up to \$1,000, however the issue had not been resolved. After discussion, it was moved by Commissioner Holmes that the Authority pay the \$1150 fine with the understanding that the City reimburse the Airport for half the cost (understanding between Mr. Bowers, Mr. Ashby and Chief VanderTook). Commissioner Enstrom seconded the motion which passed unanimously.

Mr. Bowers gave an airport construction update: ADAP 04, \$1.7 Million air carrier ramp project is three weeks from completion, the ADAP 05 lighting project, \$139,000 has eight work days left; ADAP 06, \$596,559.00 should be done in two weeks: all above if the weather and material availability continues. The terminal roof recoating will be done with our own people next week. The terminal restroom remodeling will be subcontracted by the airport due to the

high cost estimate by contractor Burl Starr. The remodel should be done by Christmas. The Chamber of Commerce sign has been repainted and remounted on top of the terminal building.

The Accounts Payable were presented for payment and approved on a motion by Commissioner Hollingsworth and seconded by Commissioner Kelly and passed unanimously.

The enplanements are still up, with a 16.6% increase year to date over the previous year to date.

The Treasurer's Report was presented by Mr. Bowers with no questions.

Mr. Bowers' salary was discussed and for the six month interim period it was moved by Mr. Enstrom that the salary be \$20,000 per year with \$100 transportation allowance per month, with the pay retroactive to October 8, 1979. Commissioner Kelly seconded the motion which passed unanimously.

Chairman Albers had received notice that the 1980 ADAP apportionment to Walker Field is \$614,212.00.

Commissioner Kelly brought up the current status of the Board regarding the former airport manager and the possibility of a law suit. Chairman Albers said it was a matter of whether the Board wants to modify its position. It was the concensus of the majority of the Board members that there be no change in position.

The meeting adjourned at 10:00 p.m.