

WALKER FIELD AIRPORT AUTHORITY
January 24, 1980

Members Present: Chairman Maxine Albers, Members Robert Holmes, Bill O'Dwyer, Rick Enstrom, Mike Kelly, and Louis Brach. Acting Airport Manager Paul Bowers and Deputy Clerk Mary Ann Harms. Guests: Drew DeGrassi and Shannon Morgan of Toft, DeGrassi and Co., Ken Hamon of Dalby, Wendland and Co and Joe Bestgen of Avis.

Meeting was called to order by Chairman Albers at 7:35 p.m. Minutes of the January 9, 1980 meeting were approved unanimously on a motion by Mr. Brach and second by Mr. Kelly.

The audit firms of Toft, DeGrassi and Co. and Dalby, Wendland and Co. presented their letters of intent to perform the 1979 audit for the airport. Both letters stated the scope of services and cost for performance of same. The Board discussed the disclaimer clause that had been a part of the last two audits performed and it was the concensus of the Board that the extra work necessary to remove the disclaimer should be done this year prior to the new terminal construction. The motion to engage the firm of Dalby, Wendland and Co. to perform the 1979 audit was made by Mr. Holmes, second by Mr. O'Dwyer and unanimously approved by the Board.

Mr. Bowers presented the Armstrong Engineering contract for approval. The aerial photography portion of the contract had already been done saving the Authority approximately \$12,200; the total price is \$25,400.00. Commissioner O'Dwyer moved the Board accept the Armstrong contract for the stated \$25,400, the motion was seconded by Mr. Kelly and passed unanimously by the Board.

Letter of intent from Porter/Heery and Heery was presented by Mr. Bowers. He said it would be to our advantage to wait until the end of February to sign a final contract when the Board had a better idea of the amount of funding that would be available to Walker Field through the JBC. Currently the contract is still open for negotiation with a maximum cost not to exceed \$350,000 for design and contract management fees. The preliminary design phase work will be compensated on a time spent basis, not to exceed 15% of this sum.

A letter from Mr. Kurkowski of the DOE stated acceptance of the design team change (deletion of Chambliss/Jenkins and addition of Porter/Heery and Heery). It also put forth a challenge to the design team to create a "state of the art" in solar buildings to be used as a

model for the rest of the country.

Mr. Bowers presented a letter to United Airlines asking for reconsideration of their cutback in service to Grand Junction and Walker Field's service area. Such request for reconsideration is based on the growth of the area and the current expansion plans for Walker Field facilities.

Accounts Payable were approved for payment on a motion by Mr. Kelly, second by Mr. Holmes and passed unanimously. The enplaned passenger report for 1979 was presented and showed an 11.02% increase in traffic over 1978. This 11% rate of increase is Walker Field's historic annual average enplanement growth rate, with 1978 being the exception at 19%. An update report included Frontier Airlines readjusted schedule, new signs for the terminal building are being completed, panic bar on the ramp entrance to the terminal building is now in operation, and an earlier question about condominiumizing T-hangars will be answered in part by an inquiry placed in the AAAE Report requesting that all airports that have had any experience with this type of arrangement respond to Walker Field (Mr. Bowers will in turn compile this information and summarize the results for the AAAE and the Airport Authority).

A letter to Marvin Cohen, Chairman of the CAB, had been sought by Sen. Armstrong's office to protest the use of non-pressurized aircraft for "essential air services" in Colorado. Mr. Bowers had helped draft a letter for Mesa County and City of Grand Junction as well as the Airport Authority even though the decision of the CAB does not directly affect Mesa County, it does help support other aviation interests in Colorado which are directly affected.

Commissioner Kelly asked about radar availability to Walker Field and Mr. Bowers said we are scheduled for approach control radar in 1983. This will increase the capability of Runway 11/29 allowing landings every 2½ minutes as opposed to the current 10 minutes between landings.

The last part of the meeting was a general discussion of points brought up by Mr. Brach regarding the last terminal design team meeting and some questions that the Board should be considering before the meeting on the first of February.

Chairman Albers asked the Board to consider the necessary land use planning that should be done for the airport which needs to be done with some expediency in light of the recent County approval of the extension of 29 Road as a main north/south arterial. The Authority needs to decide whether this land to the east should be purchased or turned over to the private sector for development. There is some possibility of 601 funding but that is sometime away and this plan needs to be done immediately. Discussion followed and culminated with Chairman Albers asking Mr. Bowers to contact Mr. Greg Isbill of Isbill Associates and ask what a land use plan for this area would cost. It was also the feeling of the Board that funds should be actively sought to enable the Authority to purchase as much of the parcels designated on the five year capital improvement plan as possible.

The meeting adjourned at 9:50 p.m. on a motion by Commissioner O'Dwyer, second by Mr. Brach and passed unanimously.