

WALKER FIELD AIRPORT AUTHORITY
MINUTES OF MARCH 12, 1980 REGULAR MEETING

Members Present: Chairman Maxine Albers, Commissioners O'Dwyer Holmes, Enstrom, and Hollingsworth. Acting Airport Manager Paul Bowers, Deputy Clerk Mary Ann Harms. Guests: Louis Brach, City Councilman, Steve Ausmus, Civil Defense Director

The minutes of the February 28, 1980 meeting were approved as mailed on a motion by Mr. O'Dwyer, second by Mr. Enstrom. Mr. Hollingsworth officially resumed his role as an airport board member. Mr. Steve Ausmus was introduced as the recently appointed Civil Defense Director.

The new land use code and airport subdistricts were explained by Mr. Bowers. The subdistricts are numbered according to degree of airport influence; Subdistrict 1 (also defined as the FAA F.A.R. Part '77 "clear zone") is limited to ground level height agricultural uses and the area as shown includes all future runway extension possibilities. Subdistrict 2 is the critical zone which is directly impacted by aircraft activities; and Subdistrict 3 is called the airport area of influence, where avigation easements would be required, but otherwise development would be relatively unrestricted.

A brief discussion regarding the status, continued use, and extension of 4/22 noted that the runway is essential as a crosswind runway and in times of emergency; the master planned southerly extension of this runway would require a reservation of some land for future clear zone (it was noted the city council had already requested this for the "Bookcliff Orchard" area); and that this runway is planned for reconstruction at its existing length as part of the current five year capital improvement plan. Commissioner Hollingsworth and other Board Members concurred that 4/22 is necessary and its options for future extensions need to be protected.

Mr. Bowers concluded by saying Development Code Subdistricts will serve the airport as well as protect the public, by having the public recognize its existence. The purpose of the Airport Authority accepting the plan as proposed is that it enables the Development Department to be aware of the airports plans and future needs. It also places avigation easements on property titles within these subdistricts for new developments and on existing "grandfathered" real estate property sales when the code is accepted.

Mr. Bowers also asked that the airport be officially included as a review agency for development within subdistrict 3, as well as all aviation activities in the county, including helipads and their placement. After reviewing parts of the proposed code that affect the airport, the Board's consensus opinion was that the Land Use Code as it applied to the airport was reasonable. Commissioner O'Dwyer made a motion that the airport subdistrict boundaries recommended by Isbill & Associates as adopted in the Airport Master Plan be officially recommended by the Airport Authority to the City/County Development Department for incorporation in the Land Use Development Code. Commissioner Enstrom seconded the motion which passed unanimously.

The Porter/Heery & Heery contract status was discussed, as the design team has now reached the point where a decision needs to be made on the overall program status. Chairman Albers said the design program should continue on a "full steam ahead" status until the J.B.C. decides on the airports Oil Shale Trust Fund request.

Commissioner Hollingsworth discussed the Air Show scheduled for May 31 and June 1, saying Walker Field would need to be closed for 3 hours each day and the Board informally gave their unanimous approval.

The May 5-8 C/F/R School was again announced with an invitation to all Board Members to participate. The last day of the school will be a county-wide disaster drill exercise complete with aircraft, "disaster" victims, transportation, triage, etc. Mr. Bowers said he was trying to have this drill filmed for subsequent development into a small airport disaster training film, but that as yet he had been unable to arrange a film or video tape crew.

Mr. Hollingsworth publicly thanked Mr. Brach for helping out during his illness. He also would like to look at restructuring the Airport Board at a meeting in the future.

The meeting was adjourned at 1:30 p.m.