

WALKER FIELD AIRPORT AUTHORITY
May 22, 1980 Minutes

Members Present: Chairman Maxine Albers, Commissioners O'Dwyer, Hollingsworth, Enstrom and Kelly, Airport Manager Paul Bowers, Clerk Mary Ann Harms. Guest John Quest representing ARIX and Joe Bestgen of Avis.

Meeting was called to order. Minutes of the April 24 and May 14 meetings were approved providing the conflict between terminal architect design team members Heery & Heery and John Porter was more clearly shown in the May 14 Minutes. Commissioner Enstrom seconded the motion which passed unanimously. A rewording of the pertinent Section (Paragraph 1, Page 2) reads as follows:

Mr. Bowers said the Architect's contract is not ready for execution. Problems with the co-principal joint venture arrangement between John Porter and Heery & Heery have developed, largely as a result of differing design philosophy approaches to the existing topography of the proposed terminal site (a 12 to 15' drop in elevation off the south end of the existing ramp area): Porter opts for a multi-level design building that requires pedestrian transitioning from lower to upper level but well addresses the existing terrain, whereas Heery & Heery opts for a single level building that better addresses interior pedestrian traffic flow, but requires extensive fill. These philosophy differences, coupled with communication difficulties and geographic separation of the team members, dictates that probable restructuring of this design team makeup will be addressed and considered at the next meeting, with existing options appearing to be the retention of either Heery and Heery or Porter, or selection of a new team altogether. In this regard, a restructuring of the initial planned architect's contract (terminal building and site work) has been discussed with Airport Consultant Greg Isbill. Isbill is agreeable to doing the site work and access road package as part of the airport apron project, which will allow better financing opportunities, i.e. ADAP participation. (This would significantly alter the scope of the initially planned architect contract). It was noted during discussion that the "terminal design expertise" contribution of Heery and Heery is of the most benefit in the traffic flow/schematic development phase, which we are in, and would be less critical in the forthcoming building development phase. Final contract negotiations should be completed pending resolution of the design team makeup situation.

Mr. Bowers summarized the Authority's three architectural options at this time as using neither of the principals and starting over or using either of the co-principals, each of whom has offered to withdraw from the project. It was Mr. Bowers' suggestion that the first option not be considered due to time constraints and that one of the architects offer to withdraw be

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accepted. Jack Porter had submitted a tentative design team list (qualifications and work history for each is submitted separately with these Minutes). Commissioner Hollingsworth suggested that Commissioner O'Dwyer be used in an advisory capacity for review purposes. Commissioner O'Dwyer moved the acceptance of principal architect John Porter for the new terminal building with the Board reserving the right to review and approve the individual design team members. Commissioner Kelly seconded the motion. The motion carried with Commissioner Enstrom casting the dissenting vote.

Mr. Bowers said Dr. Kreider would still do the solar package; the final Heery/Porter settlement is being negotiated; and hopefully the new design team could be on board next week. Commissioner O'Dwyer suggested a separate traffic engineering consultant be brought in regarding traffic flow outside the terminal building and Dana, Larson, Roubal for terminal building graphics. It was also suggested that a display area be set up in the existing terminal showing the planned terminal complex.

Mr. Quest from ARIX made a brief presentation regarding his firms capabilities to compliment Porter, suggesting that Porter do the design and ARIX the backup engineering. The Board suggested Mr. Quest contact Mr. Porter.

Tamarack Aviation, a commuter airline tentatively planning business as "Air Colorado" , is planning June 15 start of service in the Aspen-Grand Junction market. They would be sharing the Transwestern Airlines facility space. Mr. Hollingsworth made a motion that Tamarack Aviation be welcomed to Walker Field. Mr. Enstrom seconded the motion, which passed unanimously. Bowers also noted that Denver based commuter airline Star Aviation is contemplating start of a Denver-Craig-Grand Junction service.

Mr. Bowers presented Continental's proposal for terminal space, in which they will, with Board approval, remodel the existing inside bag claim area to provide counter space within the terminal building adjacent to and west of the existing United Airlines space. The steel structured canopy that was formerly a rental car ski check in facility (prior to the 1978 parking lot remodel) will be used by Continental as overhead/roof area for their operations spaces (behind ticket counters, adjacent to United Airlines spaces). This area will be improved at Continental's expense, with all improvements, less a modular office structure, to revert

to the Airport Authority upon vacation of existing terminal spaces in conjunction with the new terminal. Mr. Hollingsworth made a motion that the Airport continue to work to accommodate Continental for their July 1, 1980 opening date, with the leased area reverting to the airport upon new terminal occupancy. Mr. O'Dwyer seconded the motion which passed unanimously.

F.H.A. 601 land purchase request by Walker Field received low priority status from the Governor's Human Growth and Development Committee. Regardless of the project status the Authority needs to make reapplication for these funds and at the same time express dissatisfaction with the priority placement.

The Air Show Schedule has undergone an hour advance and will begin at 2:00 p.m. in order to accommodate air carrier schedules. There is a special Blue Angels show for the State Home, Nursing Homes, etc. on Friday afternoon.

Management reported as follows: enplaned passengers are up for the month of April but still down by 6% from 1979; accounts payable approved unanimously on a motion by Commissioner Enstrom, second by Commissioner Kelly; ADAP 04, 05, 06 (taxiway, lighting, air carrier apron) will be completed by the end of the week; Treasurer's Report given and accepted.

Commissioner O'Dwyer conveyed to the Airport Board Mayor Quimby's concern regarding a seventh member on the Airport Board. The Board's immediate reaction was the loss of the current checks and balance between the City and the County. Mr. Hollingsworth was in favor of adding one member or three members and also in favor of electing these additional members. Before going any further the authority enabling legislation and the By-laws need to be reviewed and it was suggested that Attorney Ashby attend these sessions.

The information corner was a composite schedule of airlines serving Walker Field (including Continental's proposed July 1, 1980 service). Mr. Bowers will be sending copies of the schedule to various agencies for their information and use.

Meeting adjourned at 9:00 a.m.