

MINUTES OF REGULAR MEETING

June 11, 1980

Members Present: Chairman Maxine Albers, Commissioners Enstrom, Kelly, Hollingsworth, O'Dwyer, Brach. Airport Manager Paul Bowers, Clerk Mary Ann Harms. Guests: Dick Schmitz, Continental Airlines Station Manager; Chuck Kohles and Ken Lavory, Horizon Aviation; Joe Bestgen, Avis

Chairman Albers called the meeting to order at 12:05 p.m. The minutes of the May 22 meeting were approved on a motion by Mr. Enstrom, second by Mr. Kelly with unanimous passage. Mr. Bowers made an Agenda addition to include Horizon Aviation's expansion plans.

Mr. Dick Schmitz, Continental Airlines Station Manager, was introduced to the Board by Manager Bowers. The Board extended a warm welcome to Mr. Schmitz, offering their help if needed.

Mr. Chuck Kohles, Horizon Aviation co-owner, presented the expansion layout plan. A 7240 sq. ft. two-story addition to the southeast side of the existing hangar is planned to be constructed of pre-cast concrete. A proposed fuel farm will be southwest of the hangar and underground, with two new 51,000 gallon capacity epoxy lined tanks for jet fuel. Fuel flow contract negotiations currently in progress with Horizon and Monarch Aviation were reflected in the motion by Mr. O'Dwyer to approve the Horizon Aviation building addition and fuel farm subject to a fuel flow agreement. The motion was seconded by Commissioner Kelly and passed unanimously. Informally the Board authorized the obtaining of a building permit and construction start.

Mr. Bowers submitted a negotiations letter to Heery President, Ennis Parker, outlining a proposed settlement of the Heery/Porter joint venture billing through the schematic phase of new terminal development. The Board did not wish to intervene in the actual Heery/Porter split of the \$67,500.00 fee but did informally approve the letter being sent.

Transwestern Airlines contract was presented for Board information and also as a proto-type and model for future airline contracts. Mr. Bowers also gave a brief narrative on Air Colorado which will be starting service between Grand Junction and Aspen Saturday, June 14. They will share the Transwestern space and

will use Grand Junction as their base of operations. They anticipate expansion into the Craig and Steamboat Springs markets from Grand Junction and, possibly Grand Junction/Las Vegas markets.

Bowers outlined meetings with the County Road Department and the Grand Junction Fire Department regarding on airport site locations. The most desirable site for the road department would be off I-70 with 29 Road and Horizon Drive access. This land is part of the current appraisal package not yet completed by appraisers Lucero & Schilling. Armstrong Engineers estimate it would cost \$1 - 1½ million to relocate the facility not counting the land. The airport could assist in the land purchase using ADAP funds available for land acquisition. Also there would be a possible recoup of money if the land is opened for industrial use. It was informally decided that Mr. Bowers pursue with Isbill a site plan for the airport and also land acquisition.

The Fire Station location would be at Horizon Drive and H Road access point. This location would also give quick access to Runway 11/29. If the station is designated as the primary Crash/Fire/Rescue response for the airport, ADAP funds could be used, utilizing the Walker Field Volunteers as a secondary crew. Concern was voiced regarding primary use for the City and only secondary airport response. Mr. Bowers pointed out the economic benefits and cooperative personnel benefits. The Board was in general agreement on the Fire Station site. In conjunction with the use of ADAP funds, Senator Hart's office had contacted Mr. Bowers regarding the seeking of additional funds for the Rocky Mountain Region in general and specifically for Walker Field. Mr. Bowers is currently preparing a response to Senator Hart's inquiry.

Commissioner Brach brought up a recent request for a commercial zone located south and east of Paradise Hills, within the Airport Area of influence. Mr. Bowers felt a land intensive smoke and dust restricted use would be best suited here. This brought up the question of the County-wide land use plan and the airport's role in it. Commissioner Enstrom said that local government needs to be directly involved and closely in touch with the airport and its plans and needs. Mr. Bowers said he would contact the Planning Department and work closely with them in incorporating the airport

and its land use plan into the system. Commissioner Hollingsworth suggested the BLM be contacted regarding land on the North side of the airport being donated to the airport. Mr. Bowers said such lands had been already designated but he would contact them again stating airport intent.

Airline negotiations will begin June 12 between Bill Hundt from Continental; George Niemeyer from United; and Pappy O'Drain from Frontier. Mr. Bowers was anticipating an increase in landing fees and discussion regarding the new terminal development.

The new design team (per attached), excluding Interiors and Furnishings, was approved on a motion by Commissioner Brach. The motion was seconded by Commissioner Hollingsworth and passed unanimously. Traffic consultant Bob Leigh will be under the Isbill portion of the contract. The interiors and furnishings team member will be selected from six firms to be interviewed and final selection made by June 23. Board members are encouraged to respond to design team cost arrangement and to scope of interior design criteria.

A representation of the Board by members O'Dwyer, Brach and Kelly will be meeting on a frequent basis with the Architect and taking the information back to the other members. The first meeting is scheduled Tuesday June 17.

Mr. Bowers said a joint venture with the Fire Department to provide an adequate and safe training area at the airport is being considered. This area is estimated to cost about \$2,000 and would include underground fuel storage, permanent fire pits with supply lines and water supply. It would be for joint airport-city training use. The Board informally approved.

The meeting was adjourned at 1:40 p.m.