

MINUTES OF REGULAR MEETING

July, 24, 1980

Members Present: Chairman pro-tem Louis Brach, Commissioners Enstrom, Hollingsworth, Kelly and O'Dwyer. Also Airport Manager Paul Bowers and Clerk Mary Ann Harms

Mr. Brach called the meeting to order. The Minutes of the July 9 meeting were amended and approved on a motion by Mr. O'Dwyer, second by Mr. Enstrom. Copy of the amended Minutes is attached.

Mr. Bowers presented the Accounts Payable and Accounts Receivable Reports. Accounts Payable were approved by motion of Commissioner Brach, second by Commissioner Kelly and passed unanimously. Delinquent accounts on the receivable report were discussed and Mr. Bowers will report to the Board action taken to resolve the long standing \$2,435.28 rental portion of the Monarch accounts receivable by the next meeting.

The Treasurer's Report was presented and explained in detail. The Board requested that this report be dropped in its present form and that the computer report be used and presented on a quarterly basis. The next report would be given at the Thursday night meeting in September.

The enplaned passengers are down nearly 4% for the year, but Mr. Bowers said the national average is also down and that we should have a busy ski season forthcoming, as Stapleton has reached additional ski charter capacity and more ski charters should be coming here.

A revised Transwestern Airlines of Utah contract for existing terminal space was presented for the Chairman's signature and motion to that effect was made by Commissioner Kelly, second by Commissioner Hollingsworth and unanimously approved.

Manager Bowers, in presenting the ADAP 07 application for signature, gave a project status report and its relationship to the terminal development; Walker Field currently has \$612,000 available in ADAP enplanement funds and \$643,000 additional in discretionary monies. Site work for additional air carrier ramp, terminal building area, access roads and utilities will be started this year; no paving of these areas is planned with ADAP funds during 1980. Next year these graded

areas and roadways will become terminal access and part of the next request for ADAP funding. The new ADAP bill (subsequent to the soon to expire existing bill) has not yet been approved, and may not be until Spring/Summer of 1981, however it appears probable that Walker Field will receive additional ADAP funds next year. In conjunction with these ADAP monies, a Minority Business Enterprise program must be developed for Walker Field and submitted to the FAA for approval.

A preliminary contract for distribution of the \$3.96 million Oil Shale Trust Fund monies will be ready soon, but needs to be approved by the State Attorney General office prior to Airport Authority consideration of same. It will probably be set up in drawdown increments of \$500,000 with a final 10% State retainage until project completion. There are currently no plans for seeking further Oil Shale Trust Fund monies, but a request for Mineral Severance Fund monies is anticipated.

The current airline leases expired in January 1980 and negotiations with the airlines are in progress. Anticipated lease term is for two years, with landing fees increased from 39¢ to 49-50¢/1,000 pounds gross landing weights; non-contractual air carriers (those not coming in on an annual basis) would be charged $1\frac{1}{2}$ times the contractual (year round) carrier 49-50¢ landing fee rate; with existing terminal rates to be increased from \$6 and \$8/square foot to \$8 and \$10.50/square foot space respectively. In conjunction with this next negotiation session, Terminal Architect Porter will accompany Mr. Bowers to Denver July 29 and make a requisite terminal design presentation to the airlines.

Recent meetings with Coughlin & Co. representative George Thompson and Manager Bowers regarding the upcoming \$4.2 million revenue bond issue produced the following items: Coughlin would like 25 year airline agreements for debt service obligations, with separate 2-3 year Operations and Maintenance contracts, which would hold the airlines jointly and severally liable for the Walker Field 25 year debt service. This revenue issue would refund the existing debt service and reamortize this debt with the new issue. New terminal lease arrangements will also be discussed with the airlines in addition to existing lease negotiations.

The question was raised regarding a valorem taxes collected from air carriers by the State and given to the County. The Board asked Mr. Bowers to report on the County disposition of these monies.

It was decided upon and announced that a Special Meeting is scheduled for Thursday, July 31, at 7:00 a.m. This meeting, to be held at Two Rivers Plaza to accommodate the public anticipated, will be held to accept the new terminal design, officially completing the design development phase. In discussion of the design, Commissioner Enstrom voiced opposition to the proposed new terminal parking and traffic flow plan, specifically the ticket spitters for the passenger loading/unloading area immediately in front of the terminal and the concept of paid parking for this area. During lengthy discussion, it was noted that the "free time" within this timed loading/unloading zone would be flexible and the five minute limit initially suggested could be raised or lowered to meet traffic demands. Mr. Enstrom concurred that this would alleviate most of his concerns and other members present informally agreed with the proposed traffic/parking plan.

Mr. Bowers stated that the land appraisals, which are critical to airport land acquisition, are again not ready. Appraisors Lucero and Schilling, hired October 1979, have still not completed their assigned tasks. The third appraisal cannot be started until the first two are complete. These delinquent appraisals should be done by the August 13th Board meeting.

The Information Corner was a land use/planning presentation by Mr. Bowers. This started with a definition and illustration of F.A.R. Part 77 Clear Zone, Critical Zones and Airport Area of Influence. The "Clear Zone" is a conical shaped area extending from the arrival/departure ends of both runways which is clear of all obstructions and above ground structures. The "Critical Zone" is a larger area. For Runway 4/22, this extends from the end of the runway pavement out 5,000 feet (in line with the runway), 2,000 feet wide (1,000 feet either side of an "extended" runway centerline). (The critical zone for Runway 11/29 is double this size, 10,000' long x 4,000' wide, 2,000' either side of centerline.) The critical zone is recommended for light industrial/agricultural uses, but not for residential use.

The airport "area of influence" is an envelope surrounding the airport which is "influenced" by airport/aircraft operations, either by noise, overflight, vibrations, emissions or ground vehicle use/traffic congestion.

Bowers noted the aforementioned land acquisition program and where these parcels were located relative to these zones: The Book-cliff Orchard property, currently under sales contract for \$21,500/acre, is within the critical zone of Runway 22. The Singh property, is also in this critical zone and, if the Airport Master Plan is followed and 4/22 is extended south 1,000 feet, would be almost entirely in the clear zone. (A rezone request for the Singh property to allow single family dwellings and townhouse/condominiums is now before the planning commission.) It was noted these parcels, as well as all other being appraised, are within the airport area of influence and are all eligible for ADAP funding. Mr. Bowers suggested the Airport Authority should adopt a land use plan that requires avigation easements for lands within the airport area of influence which would specifically apply to new construction and should apply to sales of existing properties. The purpose of an avigation easement is to acknowledge the airport presence and, for new owners, this would ensure their awareness of proximity to the airport before purchase; an avigation easement would not preclude any development. Bowers also suggested that residential development be discouraged within critical zones and be precluded in existing as well as the Airport Master Plan defined future clear zones.

Commissioner Hollingsworth agreed on the necessity to establish planning guidelines and also of the necessity to make people aware of their proximity to the airport. Mr. Hollingsworth also went on record as having always been and still is opposed to extending runway 4/22 1,000 feet to the south. Mr. Bowers explained the need for 4/22 to be kept viable for general aircraft use, noted this runway is not planned, built, or anticipated for air carrier runway use.

Commissioner Enstrom made a motion that the Authority adopt the Land Use Plan as presented (this is the same as when it was earlier proposed for the County-wide Land Use Plan and is the same as defined for these zones within the adopted airport master plan) and that it be distributed to the City/County Planning Department for their disposition. The motion was seconded by Commissioner Kelly and passed unanimously.

The meeting adjourned on motion by Mr. Enstrom, second by Mr. Kelly, at 9:35 p.m.

Paragraph 2, Page 2 of the Minutes of the July 9, 1980 meeting are amended to read as follows:

Commissioner Enstrom had requested that the Airport Authority Board Reorganization question be again placed on the Agenda and to facilitate the discussion made a motion that under Article IX of the By-Laws, the Walker Field Airport Authority Board be expanded to include one member from the aviation community to be appointed or elected to serve a two year term and that the person not be allowed to act as Chairman (Commissioner Kelly second). A discussion ensued regarding the ability to "elect" such member and a definition of "aviation community" and "aviation oriented". Commissioner Brach moved to amend the above motion to appoint three new members to the Board from the community at large (Commissioner Hollingsworth second). Commissioner Hollingsworth reviewed the history of the four governing boards of the airport and questioned the decision to establish the Airport Authority in 1971. He outlined various proposals discussed over many years to alter the make-up and selection process of Board members to provide continuity and broaden the balance of the Board. Included in the proposals was the plan he suggested in a May 1979 meeting and a recent combination phase-in appointed and elected proposal of the Grand Junction Area Chamber of Commerce Board of Directors. He stated adding three members now through an appointed process would accomplish the goals he has long proposed. One additional member being offered was tokenism; that a combination appointed and/or elected Board could be accomplished through a phased plan over a six year period to broaden the Board's base and provide continuity. Commissioner Kelly opposed three additional members, but thought they could be added at a later date. Commissioner O'Dwyer also opposed three additional members as creating an unwieldy Board; considered "aviation" qualification of members as too restrictive; and that the additional member must not be an interest holder at the airport. Chairman Albers called for a vote on the motion amendment to expand the Board by three members. The motion was defeated.

Last paragraph of Page 3 of the Minutes of the July 9, 1980 meeting are amended to read as follows:

The regular meeting adjourned into a presentation by Architect John Porter at 1:30 p.m. Due to a previously scheduled 2:00 p.m. meeting, the County Commissioners departed part-way through the presentation. Mr. Porter presented an updated terminal design and site plan to bring the audience current and he then asked for suggestions and questions. There was overall approval of the latest plan, including the site/traffic scheme, with the understanding that further modifications will be made with a final plan anticipated by the end of July.