

MINUTES OF REGULAR MEETING
August 28, 1980

Members Present: Chairman Maxine Albers, Commissioners Louis Brach, Rick Enstrom, Mike Kelly, Dale Hollingsworth, Bill O'Dwyer. Also Airport Manager Paul Bowers, Clerk Mary Ann Harms. Guests Ray Broady of United Airlines, Joe Bestgen of Avis, Architect Jack Porter, Dick Pond of Aeroplane Restaurant

The meeting was called to order and the Minutes of the August 13 meeting were unanimously approved on a motion by Commissioner O'Dwyer, second by Rick Enstrom.

Accounts Receivable were unanimously approved on a motion by Commissioner Hollingsworth, second Commissioner O'Dwyer; Accounts Payable were approved on motion by Commissioner Kelly, second by Commissioner Enstrom; and the Enplaned Passenger Report was accepted as presented.

Manager Bowers reported that Continental Airlines will begin construction of their terminal space on Tuesday, September 2 with an anticipated October 26 occupancy. He noted additional signing and a possible stanchion setup to guide passengers to the outside bag claim around the baggage cart area may be necessary.

The Monarch Aviation outstanding receivable collection was discussed and Bowers reported Monarch President Pabst refused to discuss the August 1 letter defining the Airport position. The matter has been referred to Attorney Ashby for disposition.

The Airport/Pond Bros. (dba Aeroplane Restaurant) contract was brought before the Board. This contract followed the format of earlier workshop directives, with changes being percentages charged and a clause requiring the restaurateur to furnish the restaurant facility in the new terminal and surety coverage for same within a specific time frame; should he fail to do so, the agreement would be cancelled and up for bid. Mr. Pond indicated he had agreed to the above changes, but had interpreted the old agreement to grant a 25 year term rather than a 20 year term. Mr. Bowers disagreed and had asked Attorney Ashby to interpret the 1973 lease; Ashby upheld the 20 year term with the last

option expiring in 1983. After discussion, Commissioner Kelly's motion requested the contract be accepted with additional language to be added that the lease term be extended if construction delays occupancy of the new terminal building. Commissioner O'Dwyer seconded the motion which passed unanimously.

The By-Law changes enabling appointment of a seventh member were discussed. The Board changed a previous motion to preclude the seventh member from being Chairman and struck the listing of members and their term expiration dates. In the same By-Law Article III, Commissioner Brach requested the meeting times be changed to 7:00 a.m. and the days remain the same (second Wednesday and fourth Thursday of each month). The Board informally agreed to the change and agreed to start this 7:00 a.m. to 9:00 a.m. schedule with the next meeting, advertising the scheduled change as necessary until the By-laws are officially changed.

Mr. Ray Broady, Facilities Planner with United Airlines, explained the airlines position regarding the interior ramp versus escalator problem. After lengthy discussion regarding pros, cons and esthetics, Commissioner Enstrom made a motion to change the scope of the airport terminal project to exchange the ramp for an escalator; Commissioner Hollingsworth seconded the motion. The vote split with Commissioners Enstrom, Kelly and Hollingsworth for the escalator; Commissioners Albers, Brach and O'Dwyer against. Commissioner Kelly made a motion that in the bid the escalator be an alternate and the decision be made at that time. Commissioner Brach seconded the motion, which passed with Commissioner Enstrom voting negative. Discussion of the outside ramp noted that the airlines had accepted a 5% grade for a ramp package, providing snow and ice are kept from accumulating.

The parking rates, fees and time discussion was indefinitely tabled. However, Manager Bowers indicated new terminal parking charges would be in line with existing rates, except for a probable 10¢ per minute overtime charge for the pick up/drop off lanes directly in front of the terminal.

Mr. Schilling's appraisal had been received so Mr. Nisley can proceed. Commissioner Hollingsworth reiterated the need to make it absolutely clear where the airport area of influence is located so the public purchasing property is aware of the airport and appropriate easements and restrictions on various properties. He noted it is probably impossible for the airport to buy all of the appraised land, so the City and County must work closely together on all land use planning and developing. Manager Bowers added that the existing airport land use and master plan is being emphasized; that runways are not being replotted, and that this land use planning effort is directed toward land use and planning for the benefit of the community, as well as the airport.

The questions of heliports and helipads has been discussed with the FAA and a letter is forthcoming. Mr. Bowers said continuing interest in additional heliports and pads was evident in the community and inquiry also had been made for space in the new terminal building.

An off-road motocross group headed by Mr. Ernie Johnson had proposed a racetrack/future recreation site northwest of the airport and off the west end of the runway on BLM land (which is part of the BLM land the airport is looking at for acquisition). The airport had initially responded to the BLM with three areas of concern: (1) security, (2) vandalism of the I.L.S. system, and (3) dust control. The FAA had voiced these same concerns, plus possible interference with the Localizer. It was informally agreed that this item be studied further and brought back to the Board following FAA and BLM comments.

The Information Corner was a review of the requirements for security under Federal Air Regulation Part 107, particularly for the air operations area (AOA) and airline boarding procedures. It was suggested that all of the Board members have airport ID badges made and that they wear these while in the AOA. It was noted that such a badged person is responsible for his guests and all must abide by the airport rules and regulations; also that an ID does not circumvent airline boarding procedures; all U.S. certificated air carriers enplaning passengers must go through the screening process.

The meeting adjourned on a motion by Commissioner Enstrom, second by Commissioner Kelly and unanimously passed.