

MINUTES OF REGULAR MEETING  
November 12, 1980

Members Present: Chairman Maxine Albers, Commissioners Louis Brach, Rick Enstrom, Dale Hollingsworth, Mike Kelly and Bill O'Dwyer. Airport Manager Paul Bowers, Clerk Mary Ann Harms, Guests W. Carson Kuhnert, V.P. Telluride Air Charter; Randy Hunt and Peggy Wallace of Transwestern Airlines; Dick Pond, Pond Bros.; Doc McNeely from Civil Constructors; Keith Lindsey representing Horizon View Properties; and Glen McClellan from Benchmark Realty.

The meeting convened at 7:08 a.m. and the Minutes of the October 23, 1980 regular meeting were unanimously approved as mailed on a motion by Commissioner O'Dwyer and second by Mike Kelly.

Mr. Carson Kuhnert, V.P. Telluride Air Charters asked permission of the Board to sub-lease space in the terminal building from Transwestern Airlines to operate a non-scheduled carrier between Telluride, Montrose and Grand Junction, with emphasis on ski season operations. Commissioner Brach made a motion to permit such operation on a trial basis for six months from this date of approval. Commissioner O'Dwyer seconded the motion which passed unanimously.

Management reports were approved unanimously as follows: Accounts Payable on motion by Commissioner Kelly, second by Commissioner Brach; Accounts Receivable on motion by Commissioner Enstrom seconded by Commissioner O'Dwyer. Enplaned passengers are down 7% from the same period last year and third quarter Treasurer's report showed expenditures down and revenues up compared to budget figures.

The ADAP-07 project, Grading & Drainage for New Terminal Development, was bid on November 5, 1980. The engineer's estimate was \$1,233,000 and low bid out of eight submitted was \$1,115,092 by Kirkland Trenching and Excavating from Rye, Colorado (high bid at \$1,590,102). The company was given a thorough background check and meets minority requirements and

stands ready to begin as soon as the Notice of Award and Notice to Proceed are approved for execution. Commissioner Hollingsworth made a motion that the Airport Manager or Chairman be authorized to sign all necessary documents for the 07 project; Commissioner Brach seconded the motion, which unanimously passed.

The Resolution to appoint a seventh Board member was discussed, along with applicant for that position. Chairman Albers reported on the seventh member selection committee action of reducing the thirteen applicants to three finalists; Mr. Dave Leonard (Armstrong Engineers); Mr. Sherwood Snyder (Snyder Memorials); and Mr. Harold (Barney) Barnett (Valley Agency), all local business men. Following discussion, Mr. Barnett was chosen on the second vote by ballot. The Resolution to appoint a seventh Board member and the appointment of Mr. Barnett as that member passed by unanimous vote on motion by Commissioner Hollingsworth and second by Mr. Brach. A Resolution will be submitted at the November 20, 1980 meeting to make the appointment effective as of that date.

Manager Bowers proposed a joint venture Terminal Design contract settlement with Heery & Heery in the amount of \$15,865.04, which is a compromise split of the difference between the airports offer of settlement and Heery's demand of payment. The amount was unanimously agreed to on a motion by Commissioner Hollingsworth, seconded by Commissioner Enstrom.

An all day workshop session is planned on November 20, 1980, to follow the regular meeting and will discuss land use planning, lease and airport policies.

A draft copy of the Fuel Flow Agreement was distributed. The Board asked that staff research current rates at Denver, Casper and Salt Lake City or other comparable airports, and present findings at the workshop session.

New terminal restaurant development had been discussed, at the request of the Board design committee, with restaurateur Danny Williams acting on a consultant basis. Chairman Albers said this meeting needed to address two questions; do we want a restaurant and should it be placed on the third floor. The Board agreed it did want a restaurant and that the success of the third floor restaurant was dependent on the operator.

Mr. Williams concurred that a quality third level restaurants success was dependent on the operator. He emphasized the need to secure assurance (surety bond) from the restaurant operator before development, engage an operator with a proven track record; and he indicated a percent of gross with a monthly minimum was desired. (In this regard he noted the proposed \$300,000 surety and existing 8-9-10% of gross was appropriate. Current restaurant owner and operator Dick Pond said he was not opposed to a third level operation and, when asked, said he could operate a first class restaurant. Further decisions or considerations regarding the new terminal restaurant will be discussed at the workshop session. Chairman Albers asked Mr. Pond if he would be available on November 20th should some questions arise and Mr. Pond said anytime except 10:00-11:00 a.m.

Civil Constructors representative Mr. McNeely asked about land use planning off the northwest end of Runway 11/29. The development in question was previously presented by Robert Bray and the airport had reviewed this development and sent comments back to the planning department. With the recent City/County self-imposed zoning moratorium within the airport area of influence this project has been tabled. Chairman Albers said land use was planned for next Thursdays workshop and policies set during the workshop session would be implemented expeditiously.

Mrs. Peggy Wallace, Transwestern Airlines station manager, asked that the commuter airlines be consulted as the terminal design progresses so they may begin formulating operational procedures. Mr. Bowers assured them they would be accommodated and consulted on an ongoing basis.

Meeting adjourned at 8:50 a.m.