

MINUTES OF REGULAR MEETING
January 22, 1981

Members Present: Chairman Maxine Albers, Commissioners Barney Barnett, Louis Brach, Rick Enstrom, Dale Hollingsworth, George White. Airport Manager Paul Bowers and Clerk Mary Ann Harms

The meeting was called to order by the Chairman and the Minutes of the January 14, 1981 meeting were approved unanimously on a motion by Commissioner Enstrom and second by Commissioner Hollingsworth.

Walker Field's land use plan was presented by Manager Bowers for the Board to recommend this plan for further action by the City and County planning commissions. This plan would require an avigation easement within the airport area of influence for all new construction. It also provided height restrictions and prohibited medium or high density developments within the critical zones. The Board questioned height restrictions within the various zones and Bowers explained such restriction is set up by an 8:1 ratio (8 feet horizontally to one foot vertically) from the edge of the nearest runway (this would allow a 6 - 8 story building on the three airport parcels currently under consideration for development.

A developer within this area of influence has encountered a problem with financing if the avigation easement is attached. This was discussed and it was noted avigation easements are commonly used and do not restrict use of the land nor prohibit financing; the Board discussed the need for better education of lending institutions and noted coordination with these entities would help resolve possible misunderstandings. Mr. Bowers pointed out that only nuisance suits were covered by an avigation easement; not crash claims. Commissioner Hollingsworth made a motion that the Airport

Authority recommend to the City/County Planning Commission, for public hearing and final adoption, the Land Use Proposal as presented. The motion was seconded by Commissioner Enstrom and unanimously passed by the Board.

Mr. Bowers reported that Ute Water will follow a roadway or boundary line in crossing airport property. Ute will pay an easement fee to the airport of \$22,050 and the airport will pay a tap fee for the four inch line of \$22,050. Ute will also participate by providing engineering for the 18" line relocation. Commissioner Brach questioned the 4" line to the new terminal building as being adequate. It was his understanding that there must be an 8" - 10" line within 300' of the new terminal and, if this was the case, then charges for the easement should be adjusted accordingly. Commissioner Barnett said that, subject to clarification of the line size, the above terms (as explained in a Ute letter of 1/12/81) were acceptable; the Board informally agreed.

Management reports of Accounts Payable, Accounts Receivable and Enplaned Passengers were reviewed. Commissioner Brach moved to pay the bills as presented, Commissioner Enstrom seconded the motion which passed unanimously. As of December 31, 1980, the final enplaned passenger report showed Walker Field down approximately 5% over 1979. This prompted a discussion of the current high air fares as a contributing factor in the decline of non-business air travelers, however no formal action was taken.

Bowers noted there is a potential Professional Air Traffic Controller union (PATCO) strike tentatively scheduled for March 15. If this strike takes place, small hub airports (like Grand Junction) would have no air service, probably for the duration of the strike. Negotiations are still taking place to avert such action.

Commissioner Barnett reported that he was unsuccessful in retaining Attorney Rich Livingston to represent the Airport Authority. The name of Attorney Dan Griffin was mentioned and Mr. Barnett said he would follow up. The Airpark

Committee reported they had been going over the five year capital plan with the new terminal building financing. They had discussed eliminating the third floor which would cut approximately \$500,000 of the building cost and, though this would be backtracking, it was a possible route. Mr. Barnett also voiced some concern about the "pseudo" passive solar system and that dropping it might also be an option. He did note he had discussed this with Architect Porter at length and was now more confident than previously that there was some benefit resulting from the solar design. The financial short fall is an estimated \$2.5 million dollars based on a \$75/sq. ft. terminal cost (the report from the New York estimating firm Dodge was \$62/sq. ft. \pm 20%).

The problems arising from the Section 16 patent governing the use of certain Walker Field land were being pursued. The FAA should have an answer back within two weeks and Airport Attorney Ashby estimated an Act of Congress would take approximately six months. Even with this type of delay, Commissioner White suggested the Authority start through the proposed acceptance process as it is time consuming in and of itself.

Mr. Jim Guthrie, representing a future FBO operator, had been in touch with Mr. Bowers regarding the cost of developing the area along Runway 4/22 for an FBO operation. Bowers said an estimated average 6,000 cubic yard of dirt needed to be moved per 100' section (@ 650' depth), plus additional grading for access roadway. It was noted that because of the 4/22 runway condition there would be limited exposure at this time for a new operator. The Board will be meeting in committees with these developers to work out the various problems.

The meeting adjourned at 8:30 a.m.