

WALKER FIELD AIRPORT AUTHORITY  
REGULAR MEETING MINUTIF  
April 7, 1983

MEMBERS PRESENT: Chairman Frank Dunn, Commissioners Maxine Albers, H.R. Barnett, Betsy Clark, Dick Pond, and George White. Also present Airport Manager Paul D. Bowers, Attorney Randy Pearce, and Clerk Mary Ann Harms.

GUESTS: Paul Penner, Penner, Franz and Company; Ed Chase, Ed Chase Construction Company; Terry Nichols, Ken Reedy, Maurice L. Schumann; Nichols Associates, Inc.; Joe Krabacher; Keota Burke, Great Western Tour Company; Dick Schmitz, Continental Airlines; James Bernath, Daily Sentinel; Dan L. Ward and Stephen Ward, Air Junction; Roger A. Mikkelson; John Pabst, John Caldwell, Monarch Aviation; J.P. O'Brien, Avis Rent-a-Car; Douglas Fassbinder, Sundance Builders, Inc.; Duane Phelps, Frontier Airlines; Bill Miears, Budget Rent-a-Car; Lance Hernandez, KREX; Dawn Allen, KEXO; Peg Wallace, Transwestern and United; and Dr. Gene Harrison, Service Associates of Colorado.

Chairman Dunn called the meeting to order noting all board members were present. The good news was enplanements were up over last quarter and the terminal landscaping is almost complete.

Minutes of March 17, 1983

Minutes of the March 17, 1983 meeting were unanimously approved on a motion by Commissioner Albers, seconded by Commissioner White.

Airport Art Committee

Art Committee Chairman John Brumgardt presented a Memorandum to the Board regarding "Recommendations concerning Airport Art Committee (AAC) responsibilities and request for endorsement".

Mr. Brumgardt said the Art Committee was formed in early 1982 to assist with acquisition and selection of works of art to beautify the new terminal. The AAC has tax exempt status and has an eleven member board. Mr. Brumgardt's purpose in addressing the board was to clarify the status of the AAC as to the selection and placement of art works as this is an ongoing process. He then read the Memorandum to the Board.

Chairman Dunn thanked the AAC for its fine work and asked when the sculptures would be in place. Mr. Brumgardt said the eagle will be finished in late May and the Mangold piece the last of April, early May. Mr. Brumgardt also said the AAC would like to make the art gala ball an annual airport event as it was a good source of funds.

Commissioner Clark asked if the Board had final location approval or did the AAC. Mr. Brumgardt said this was covered in his memo under Recommendations/Request, #2 and #3 where AAC selection/placement of works would be done in concert with the

airport manager and board in formulating a Master Plan.

Commissioner Barnett said the AAC is here to seek status and an ongoing guide and that the Memorandum a permanent part of the Minutes.

### Motion

Commissioner Albers made a motion to approve the Recommendations of the AAC and to make such Memorandum a permanent part of the Minutes. Commissioner Clark seconded the motion. The motion was unanimously approved.

### Management Report

#### 1) 11/29 Runway and Taxiway Project

Mr. Bowers said the FAA is requesting that the airport start immediately as the money is available as part of the federal jobs bill. Four consulting firms have been contacted: Nichols Associates, Armstrong Engineers, Isbill Associates, and CH2M Hill. Two statements of qualification had been received and reviewed during the Monday night workshop session of the Board and Isbill had been informally selected. Commissioner Pond asked if the Board could make decisions at the workshop and Attorney Pearce said any decisions made in a workshop are unofficial until approved in an official Board meeting. Commissioner Pond asked if the airport staff had preempted the Board in giving Isbill the go ahead.

Mr. Terry Nichols, of Nichols and Associates asked to address the Board. Mr. Nichols introduced Mr. Maurice Schumann and Mr. Ken Reedy.

Mr. Nichols said he had submitted his statement of qualifications the same day he received a call and letter from Mrs. Harms (3/31/83). He also presented the Board with a handout containing the airport letter, his Statement of Qualifications dated 3/31/83, and Proposal for Engineering Design Work dated 4/6/83.

Mr. Nichols made a detailed presentation of his qualifications and ability to interface with the FAA. He said his fees would be negotiated if he was selected as engineer, extra services would be negotiated on a time and materials basis. Mr. Nichols said payments to him could be deferred until the money is received by the airport.

The schedule would start as soon as the airport manager and FAA are ready to go and he said the FAA would waive the contract negotiations and allow the work to begin immediately. On 4/8/83 Nichols is prepared to start to research the as-builts, start the survey, photo work, etc.; 4/11 - 5/31 prepare documents to have bid opening on May 31, 1983; 6/1/83 proceed according to schedule.

Chairman Dunn said in the workshop discussion it was noted that the time was very short and Isbill was up to date on current projects and would be able to do a quicker job. Mr. Nichols said according to FAA representative Nanc Earley, the survey work for this project had not been completed and would be subbed out and that Nichols and Associates has their own survey crew and photogrammetry.

Commissioner White asked how long it had been since Nichols had worked with the FAA staff and Mr. Nichols said quite awhile but he had attended an FAA seminar and had gone to scholl with Mr. Earley and was a friend of Mr. Ken Hardesty, who is currently in charge of eastern Colorado for the FAA. Mr. Nichols said he also had been a sub-sub contractor on runway 11/29 extention done in 1971. Chairman Dunn commented that Mr. Isbill has more airport experience than any other engineering firm in this region and Mr. Nichols agreed.

Mr. Bowers said the survey work had been done in January of 1981 when the Authority was seeking funding for 11/29 and 4/22. Commissioner Pond asked if Isbill's fees were comparable to other firms and Mr. Bowers said they were 4% on runway 4/22 and Mr. Pond asked about the contract on 11/20 he was looking at and Mr. Bowers said Isbill's fees were about 9 1/2%. Commissioner Albers asked if we have to ay Isbill for the work he has alreedy done and would we have to pay to have it done again.

Commissioner Clark asked Mr. Nichols if we could get additional funds for 4/22 and Mr. Nichols said yes. Commissioner Clark asked what their current workload is and Mr. Nichols said about 50% of capacity. Commissioner Clark asked if Nichols had applied for the Delta Airport Master Plan and Mr. Nichols said no they are not airport planners. Commissioner Clark then asked if the Authority could go with Isbill and just add this to their current contract and Mr. Bowers said no a separate contract is needed for each item.

Chairman Dunn said he hoped Nichols understood the leaning of the Board toward Isbill as time was short and they had the survey work done. Mr. Bowers said Isbill would be ready for bid by the end of this month. Chairman Dunn thanked Mr. Nichols for his time.

John Pabst from Monarch asked if when 11/29 is shut down during construction can weight restrictions on 4/22 be lifted. Chairman Dunn said first the west end then east end of 11/29 would be shutdown, then the middle which would close the runway and it was anticipated the taxiway be used. John Caldwell from Monarch asked if for a week or ten days could 4/22 weight restrictions be changed from 8,000 lbs. to 11,000 lbs. Mr. Bowers said ti could on a permissive package at their own risk.

Commissioner Albers said she didn't know in 1980-81 we had local firms qualified to do this work and how do we stand on what Isbill has done as we are in no position to spend extra money. Mr. Nichols said no charge would be made by his firm for work that did not have to be done over. Commissioner Albers said if we stay with a local firm we need to take a good look at the other proposal. Commissioner Barnett asked if it is possible to list classification of the engineers on an hourly basis that we need some criteria and is there a problem in delaying this decision a week. The Board put off further discussion to the end of the meeting due to time constraints.

#### Monarch Contract

Commissioner Pond asked where the exhibits to the contract are and Attorney Pearce apologized for their absence from the contract given the Board.

Attorney Pearce said the contract negotiations are currently at a standoff. The sticking point is the problem where the Board stands when the old terminal is gone. The airport has asked Monarch to place \$250,000 in the bank with Authority approval for Monarch to make withdrawals. Monarch has said this is not reasonable and suggested \$50,000. This morning Mr. Pabst said he would agree not to tear down the old building until Monarch and the Authority agree on terms and Mr. Pabst said he understands the Authority's need for security. Several things could take place at that time the contracts could be out and signed, the loan documents in place and then can go to an escrow.

Commissioner Barnett said then Monarch tear down the building until its secured to the airports satisfaction. Commissioner Pond said he was opposed to a package liquor store and Mr. Pabst said he's not interested in selling packaged liquor or food. Commissioner Pond asked about car rentals and Mr. Pabst said that is precluded in the old contract. Mr. Pond then asked about the air freight operations and Mr. Bowers said no firm decision has been made. Mr. Caldwell said Monarch will charge the airlines while they are in the old terminal and Monarch also will impose ramp rules to control activities.

Commissioner White asked if there are provisions that the Authority has the right to approve what contracts are let in the building and Attorney Pearce said that provision is included. Attorney Pearce said details also need to be worked out regarding the FAA parkign space easement. It was informally agreed that Attorney Pearce and Mr. Bowers resolve this.

#### Motion on Monarch Contract

Commissioner Barnett made a motion to accept the contract with the amendments. Commissioner Clark seconded the motion which passed unanimously.

Chairman Dunn said Monarch needs to pay \$2,000 and Mr. Pabst said he would make the payment.

### Horizon Aviation

Mr. Bowers said Chuck Kohles had proposed a new financing package and had asked for a 25 year lease extension, his current fifteen year lease expires in April of 1984. Chairman Dunn suggested we not enter into a contract at this time and Commissioner Pond said no decision should be made at this time and the requested extension be denied.

### Proposed Hangar Development

Mr. Bowers said this project is by Steve and Dan Ward. This development is west of Horizon Aviation and immediately adjacent to and east of the Bendix pad and involves eight acres with initial development on 1 - 3 acres.

Steve Ward said they had sent out a survey and had not expected to exceed the national response average of 1 - 2% but instead had received a 15 - 25% response which means the project is very viable. Dan Ward said they initially are planning two different hangars; a T-hangar for single engine and light twin aircraft and a free span hangar for heavier aircraft.

Chairman Dunn said the Authority needs to encourage new development. The initial development on 1 - 3 acres starts at \$250/acre and the optioned acres at \$12.50/acre per month. This could tie up 8 acres for 12 years with very little cash outlay.

Dan Ward said the T-hangar and clear span would be built immediately. The optioned part is for project viability and will be used as needed. The lease is for six years with option to renew for an additional 6. Mr. Ward assured the Board development would be done on demand and no lag is anticipated. Commissioner Pond said again there are no exhibits, and no costs, expenses or schematic to look at and Mr. Ward said the exhibits will be made up when we know how much is involved and that the location is just east of the Bendix pads and alot of fill is needed to bring this area up to taxiway level. Commissioner Albers asked if the Authority is to approve the lease or the concept and Mr. Bowers said only the concept. Commissioner Barnett said he is acquainted with Mr. Ward and is aware of the elevation problems and is in favor of the concept but not long leases. Dan Ward said after 30 years the hangars belong to the airport but a long term lease is necessary to get people to buy them and that 30 year leases are not uncommon and are currently in use at Daytona, Lakeland and Clearwater, Florida and Rifle, Colorado.

Mr. Bowers said this fits with the long term Master Plan development and there are eighteen acres between Horizon and Bendix. With the 8 acre hangar development this leaves 10 acres to go to Horizon for FBO expansion. The land is not being used

at this time and there is additional land available on field.

Commissioner Clark asked what kind of aviation background Mr. Dan Ward had and Mr. Ward said he was a naval pilot, has a son in Florida in the aviation business, two family members here in marketing and a son-in-law who is an attorney. They all feel this is a viable project and will be a quality project.

Chairman Dunn said the Board does informally approve the basic concept and to continue to pursue and refine it. Attorney Pearce asked the Board to think about the terms and prices and he will have a rough lease draft at the next meeting. Commissioner White said he didn't want to tie up eight acres for the price of one.

#### Penner Franz Hotel Development

Mr. Paul Penner said he had met with the Board about six weeks ago and had agreed to a financial commitment on the current lease by March 31, 1983. This commitment was based on a strong letter of intent and verbal conversations from a lending institution in California. He had hoped to have a firm letter of commitment by the 31st but didn't get it and is still working on it. After meeting with the Authority Mr. Penner was concerned about meeting the March 31 deadline so he sought after other sources and at this time has another letter of intent from the same firm financing the Horizon Towers. He anticipates final funding and signing by April 18 and believes this letter is a firm one and should produce a letter of commitment in several weeks but he still is proceeding with other sources.

Mr. Penner said he is not standing before the Board with anything firm at this time but he understands the Boards concerns and commitments. In order to regain some credibility he will give the Board \$50,000 with the Board committing to a 60 day extension starting from March 31, 1983.

Commissioner Barnett asked if Penner intended to pay interest on our money during this extension and Mr. Penner said yes. Attorney Pearce asked Mr. Penner if the Board granted an extension would all partners sign and agree to all monies due to this point and due in the future and Mr. Penner said all partners are willing to sign this agreement.

Commissioner Clark asked if this letter is to come by the middle of this month why the 60 day extension. Mr. Penner said without having the land and only having the lease obtaining financing has been difficult. Commissioner White said we have worked with Mr. Penner and he understands his problems and is willing to grant the 60 day extension but without any question this must be brought current by June 1, 1983 with no further extensions.

Attorney Pearce said Attorney Bill Nelson had called and recommended the Board accept the Penner offer and take the \$50,000 at this time. Commissioner White added with all parties involved to sign it. Attorney Pearce said we need the \$50,000 now and Mr. Penner said he would have the funds here Monday. Chairman Dunn informally polled the Board regarding the extension. Commissioner White moved that the Board allow Air-Travel Center additional time to make the rental payment due January 1, 1983, which previously extended to March 31, 1983, and the rental payment due April 1, 1983. The new due date for the delayed rental payments is to be June 1, 1983 provided that Air Travel Center pays \$50,000 immediately, that they agree to pay interest at 12% per annum on the unpaid rental payments, and that a letter of agreement prepared by the Authority's attorney be signed by all the general partners of Air Travel Center. Commissioner Albers seconded the motion which passed unanimously.

### Financial Report

Mr. Bowers said we have three options available:

- 1) Mesa United Bank loan line of credit.
- 2) Sale and leaseback from three parties.
- 3) Refunding through Coughlin and Kirchner. This would be at 1.7 debt service coverage, reduce current debt service by \$50,000 per year free up approximately \$190,000 in the reserve accounts and get \$225,000 in new money. Interest rates would be 9 1/2 - 10% and puts everything together. The greatest benefit of refunding the old bonds is to reduce the debt service and free up the bond reserve account.

Chairman Dunn suggested the Finance Committee meet and report to the Board. Mr. Bowers needs to get with them so we have something ready by the 21st of the month.

### Other Matters

Attorney Pearce said the makeup of the Board under Senator Bishop's bill would force the Airport Authority to change the makeup of the Board by the legislature. However, we need to take a vote of the Authority to repeal our existing By-Laws and adopt the new ones and if Senator Bishop's bill is adopted we will be forced to redo them at a later date. The Resolution to this affect, attached hereto and made a part of this permanent record as Resolution 2-83, was presented for adoption on a motion by Commissioner White, seconded by Commissioner Clark and unanimously adopted on the following voice vote: Commissioner Barnett, yes; Commissioner Pond, yes; Commissioners Albers, yes; Commissioner White, yes.

Commissioner Albers said the Board needed to respond to Senator Bishop's bill. Commissioner Barnett said the bill is superfluous to our Board and we need to go on record at this time. Chairman Dunn said he would contact Mr. Robb today. Commissioner Albers said we need to write a letter and that this is a local problem trying to be solved at the state level and she had talked with Senator Bishop at Club 20 and he had changed his original bill to this and she perceived his bill as a vote of no confidence on the elected officials. Commissioner White said it seems the state is getting away with governing airport authorities and this should be a very strong letter. Commissioner Barnett said the letter should be drafted and signed by Chairman Dunn.

Letter of Resignation by Manager Paul Bowers

Chairman Dunn read the letter, which was addressed to him, as follows:

"Dear Chairman Dunn: I hereby submit my resignation as Walker Field Airport Manager, effective when a permanent replacement airport manager is hired. Sincerely, Paul D. Bowers." A copy of the letter was given to Board members and Attorney Pearce.

Commissioner Albers made a motion that the Airport Authority accept Mr. Bowers resignation and that he continue to serve as Manager at the pleasure of the Board until a new manager is hired. Commissioner White seconded the motion which was unanimously approved.

Chairman Dunn said a selection committee needed to be appointed and the procedure started immediately. The selection committee is Commissioners Clark, White and Barnett. Commissioner Albers suggested that they may wish to also use an appointed citizens committee as has been used in the City and County.

Commissioner Albers said she would like to thank Mr. Bowers for the work he has done, that he has worked very hard. Chairman Dunn said no one is perfect and Mr. Bowers is an important part of the new terminal and that things don't work out like we would like them to and the Board does appreciate all the good things Mr. Bowers has done; we need to remember the good and forget the controversy.

Attorney Pearce said the Board needs to formulate a policy for recommendations for Mr. Bowers. This would save questions to individual Board members and present a balanced view.

Commissioner Pond suggested it might be appropriate to get someone to help get the finances in line and Commissioner Barnett said we need to look at a comptroller type in the future.



Commissioner Barnett said we are losing one of the most able airport managers we've ever had due to influence by outside political forces and we'll miss Paul. Commissioner White said its been a traumatic year and if there is any criticism of Mr. Bowers its that he cut it too thin and that he did a hell of a job and is sorry it came to this.

Mr. J.P. O'Brien from Avis asked, as a private citizen, why public comment is always the last thing on the agenda. Commissioner Albers said anyone can ask to be recognized and Commissioner Barnett said the meeting is flexible and informal.

Due to time constraints the meeting was recessed to reconvene Tuesday at 7:00 a.m. to continue the discussion on the selection of an engineering firm. It was informally decided to call in Armstrong, Isbill and Nichols for 30 minute presentations at that time.

Meeting reconvened Tuesday, April 12, 1983 at 7:10 a.m.

Members Present: Chairman Frank Dunn; Commissioners Maxine Albers, H.R. Barnett, Betsy Clark, Dick Pond, and George White. Also present Airport Manager Paul D. Bowers, Attorney Randy Pearce, Clerk Mary Ann Harms.

Guests: Gene Harrison; Joe Bestgen, Avis Rent-a-Car.

Chairman Dunn reconvened the 4/7/83 meeting. He said Nichols would be given a fifteen minute presentation as he had previously talked to the Board. Chairman Dunn asked only those engineers making a presentation for Nichols to remain in the room and all other firms wait outside.

Mr. Nichols introduced Maurice Schumann, Ken Reedy and Dennis Lambert of Fox and Associates. Mr. Nichols reviewed the project scheduling, data collection, plans, specifications, and construction phases. He did a graphic presentation depicting a leveling course and keel section.

Commissioner Clark asked if Mr. Nichols would be willing to work with any of the other engineers and he responded yes. Commissioner Albers asked how close they are on estimates and Mr. Nichols answered 8 - 10%.

Armstrong Engineers

Mr. Al Hottovey introduced Al Robinson and Dave Leonard.

Mr. Leonard addressed experience and qualifications saying Armstrong has done substantial work for the airport in a subcontract position and his firm also has done master planning, terminals, overlays and keel sections. Mr. Leonard personally had been project manager ten years ago on a similar project for

the Quad City Airport. Has experienced staff and through the time schedule is tight they can make the June 1, 1983 deadline.

Mr. Al Robinson reviewed his personal airport background experience and said this design is straight forward and Armstrong has the geotechnical and design teams to put it together on the spot.

Commissioner Pond asked if this was a difficult job and Mr. Robinson said the geotechnical is the most difficult but you need pavement section design and good specifications. Commissioner Albers asked if we risk quality by haste and Mr. Leonard said job specifications addressed quality. Commissioner Clark asked if they were opposed to working with someone else and Mr. Leonard said no. Mr. Leonard said Armstrong had a reputation in "heavy" construction basically done on the western slope but Armstrong does do work in other areas and currently have a project in Alaska.

Commissioner Albers asked how their bids come in and Mr. Leonard said overruns are functions of the contractor and they have never had a project overrun where they did not anticipate it and they don't see a substantial chance for an overrun on this project.

Mr. Hottovey submitted the fees and asked that the numbers remain confidential. He also cautioned that these are only estimated lump sum figures.

Commissioner Barnett asked if Armstrong anticipated outside contractors and they said they anticipated Flat Iron, Kiewit, United, Corn, Elam and Schmitt.

#### Banner Associates

Banner Vice President Ken Brotsky introduced himself as manager of the Grand Junction office and also as a pilot with multi-engine and instrument rated. Banner Associates was founded in 1947 in Laramie, Wyoming and is employee owned. They currently have 130 employees and offices in Grand Junction, 3 in Wyoming, 1 in Rapid City and Brookings, S.D.

Mr. Brotsky said Banner does airport design work and master plans. He personally was project manager on all jobs done in South Dakota. He is familiar with Mr. Earley of the FAA as quite a few of the jobs listed in the Banner Transportation brochure were done with Mr. Earley, he also knows Mr. Bill Moore of the FAA who used to work for Banner.

Commissioner Dunn asked how important is airport experience to this job and Mr. Brotsky said the equipment and materials are the same as for roads but the application is different as is the lighting systems and drainage. Commissioner Barnett asked about

the cost and Mr. Brotsky said 7 1/2% of construction cost plus 4% on staking and survey based on past projects. Commissioner Albers asked how many people are in the Grand Junction office and Mr. Brotsky said six people and all work would be done in house and they would bring people in from their other offices and hire two locally.

Mr. Brotsky said he hadn't approached the Board previously because he didn't want to interfere with the existing engineer/client relationship. He had approached the other firms and proposed joint venture but wasn't too well received; he said joint venture offers the client better services. If selected, Mr. Brotsky said Banner would go back to these firms and again offer a subcontract. Banner is located in the Harry M building.

#### Isbill Associates

Mr. Isbill thanked the Board for having him over and said he had been doing business at Walker Field for sixteen years and his firm is expert in airport engineering: runways, taxiways, aprons, etc. This is his 20th year in business in the rocky mountain area, Seattle and Wyoming.

In 1979 a preapplication for 11/29 and 4/22 rehabilitation was prepared by Isbill, in 1981 his firm was selected to do those contracts and contracted to do 4/22 and access road work but contracts can be cancelled. In 1980 he started surveying, and you can't work on runway 4/22 without surveying 11/29. He has done six months of work on 11/29 and was informally notified about the FAA change of funding from 4/22 to 11/29 about the same time as the Authority.

Regarding the project: do the taxiway first so we will have 7500' to fly off of, don't know answer yet on runway 11/29 regarding service. There would be a four day shutdown to do the turn radius (have to change ducts, lights, etc.). Have worked six months on this and still don't have it done so this is a tight schedule.

This is not a simple project and this is April 12th and we have three weeks to do a major project. We have a commitment to you to have this designed and on the street in May; start construction in mid-June. We'll do the taxiway in June and after July 4th work from the west end east on 11/29. I will try to use as many local people as we can, we'll use Western Technology for the survey work. Gene Murphy will be here on construction with Don Schroeder, Brad McCann, and Ron Niehof assigned to the project and if the job goes correctly the fee schedule will be between 7 - 8% of construction cost, that fee includes everything.

Western Technology representative said he had worked with Isbill on three different projects and his firm has done

materials testing here and at other airports and airports are very complicated. Commissioner Barnett asked what techniques would be used to keep moisture out of the soil and they said lime is used in clays and cement treated sublease in silt.

### Board Discussion

Commissioner Barnett said this has been an educational process and he is in favor of Isbill. Commissioner Pond said Isbill's contract is open ended. Mr. Bowers said each contracted project is separate and has different costs. Chairman Dunn polled the Board as follows: Commissioners Albers and Barnett for Isbill; Commissioner Pond for Nichols; Commissioner White for Nichols commenting if we're ever going to change, this is the time; Commissioner Clark, in favor of Isbill but negotiate price; Chairman Dunn commented this is an important project and we can't take chances and said he was in favor of Isbill. Mr. Bowers said of the four firms Isbill was the most experienced in runway work.

Commissioner Clark moved that the Authority retain Isbill Associates, scrutinize their contract, negotiate their fee, and encourage them to hire local firms as much as possible. commissioner Barnett seconded the motion. The motion passed with Commissioner Albers, Barnett, Clark and Dunn in favor and Commissioners Pond and White against.

Commissioner Barnett asked that all resumes for the airport manager position be mailed to: H.R.Barnett, Chairman Selection Committee, P.O. Box 1509, Grand Junction, CO 81502.

Mr. Bowers reported on the Energy Impact Assistanct funds. Due to the time frame, the local team will unilaterally give the Authority \$350,000 up front so they can proceed with the runway work by June 1st. This would still be a two phase request with Phase One, Runway 11/29 and Phase II, Runway 4/22. Phase I would be funded this year. Commissioner Pond commended Commissioner White on his excellent work securing these funds.

Commissioner Clark said she would like to meet with the FAA when they are here this Friday.

The meeting adjourned at 9:20a.m.

Approved as set forth this \_\_\_\_\_ day of \_\_\_\_\_,  
1983.

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Mary Ann Harms, Clerk

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Frank Dunn, Chairman