



Grand Junction Regional Airport Authority Board

Meeting Minutes

October 18, 2011

Opening:

Mr. Tom LaCroix, Board Chairman, called the regular meeting of the Grand Junction Regional Airport Authority Board to order at 5:15 PM on October 18, 2011 in Grand Junction, Colorado and in the County of Mesa.

Present:

Commissioners:

Tom LaCroix, Chairman
Doug Simons, Vice Chairman
Denny Granum
Morgan Hamon
Dave Hibberd
Bill Pitts

Other:

Shannon Kinslow, TOIL
Bill Marvel, CAF
Jerry McDonough, CAF
Wayne Clark, CAF
Collin and Marissa Fay, Colorado Flight Center
Steve Bottom, TriStar Aviation
David Shepard, Consultant – Tenant Assoc.

Airport Staff:

Rex Tippetts, Director of Aviation
Ed Storer, Deputy Clerk
Amy Jordan, Clerk
Gary Schroen
Kathie Lucas

I. Approval of Agenda

Commissioner Granum moved to approve the agenda. Commissioner Pitts seconded. Voice vote: All Ayes. The agenda was approved as distributed.

I. Commissioner Comments

Commissioner Hamon: Commented on the establishment of the airport's new quick response email and hotline, atis@gjairport.com and 970-623-8688. Commissioner Hamon stated that he would be reviewing all inquiries on both email and the hotline. Commissioner Hamon stated that since the airport created the email and hotline, there have only been two email inquiries, one from Richard Lawson and one from Tom Lambert.

Vice Chair Simons: Commented on the airport finances. Vice Chair Simons said that the airport has three primary funds; an operating fund, a capital improvement fund and Subway restaurant fund.

Vice Chair Simons said that the airport operating revenue through September 30, 2011 was \$4M compared to a budget of \$3.9M, or revenues were better than budget

by \$100K. Revenues were better in part due to higher than anticipated fuel sales to the rental car concessionaires.

Vice Chair Simons also said that airport operation expenditures through September 30, 2011 were \$2.6M compared to a budget of \$3.3M, and were under budget by \$800K. The under-run is due to a couple of reasons, personnel and maintenance; however, a few maintained items are expected to occur within the next few months, which will eliminate much of the under-run.

Vice Chair Simons said that State and Federal grants fund 97.5% of AIP Projects with the airport funding the remaining 2.5%. Capital project revenues through September 31, 2011 were \$5.3M with expenditures of \$4.4M.

Vice Chair Simons concluded by saying that, the airport is a completely self-sufficient and viable entity that does not have the funding problems that many city and county governments face. The airport has generated, and will continue to generate, enough cash to meet all current and future airport expansion projects without the need for assistance from outside local government.

Commissioner Pitts had no comment.

Commissioner Hibberd had no comment.

Chairman LaCroix said that he would like the Board to begin the process of developing leasing guidelines/policy that will assist in defining what happens with ground leases at the airport when the term expires. Chairman LaCroix said that he is aware of the concerns that tenants have regarding the end of term lease clause and that its vagueness. LaCroix said that he would like this process to be public, including public meetings and public comment periods throughout the development of the guidelines/policy. Chairman LaCroix instructed staff to begin research regard ground lease guidelines/policy, to include FAA guidelines, and what other airports in the United States have established. Chairman LaCroix said that he would be talking to the airports attorney, and having the attorney begin research as well.

II. Citizens Comments

1. Steve Bottom with TriStar Aviation

Mr. Bottom said that there is some miscommunication among the Board. Mr. Bottom said that prior to 2005, every time a hangar was sold at the airport, the ground lease was renegotiated each time and each new owner was given a new 30 year lease term. Mr. Bottom said that when he purchased his hangar, the current airport manager said not to worry about the lease term, that was standard lease verbiage, and that a new lease would be given if he ever sold his hangar. Mr. Bottom said that the airport should not take the hangars back at the end of the term, which is what the lease currently reads. Mr. Bottom said that this will stifle the growth at the airport and will decrease property values.

2. David Shepard with the Tenant Association

Mr. Shepard said that he would like to comment on purchasing policies at the airport. Mr. Shepard thanked the Board for their time. Mr. Shepard asked the Chair that under article 6 of the airport bylaws state that the board is supposed to have 3 board members serve on an audit committee and he would like to know within the next 30 days what board members serve on the audit committee. Mr. Shepard said his second question is regarding the purchasing and bidding policy. Mr. Shepard said that according to the bylaws, competitive bidding is required for all purchases over \$10,000. Mr. Shepard said that he is aware of at least one violation to this policy, regarding the painting of an aircraft. Submitted a written comment.

3. Marissa Fay with Colorado Flight Center
Ms. Fay read her submitted written statement. Please refer to the attached written statement.
4. Collin Fay with Colorado Flight Center
Mr. Fay read his submitted written statement. Please refer to the attached written statement.

III. Consent Agenda

- A. Minutes: June 2011 Regular Board Meeting**
- B. Minutes: July 2011 Regular Board Meeting**
- C. Minutes: August 2011 Regular Board Meeting**
- D. Minutes: September 2011 Regular Board Meeting**
- E. Financials: September 2011**

Discussion: Commissioner Pitts said that he did not see his requested changes to the July 2011 minutes, asking that a section of the minutes from the executive session in July 2011, be removed from the minutes of the executive session and placed in the public minutes. Chairman LaCroix asked if there was any further discussion, and suggested that the minutes be approved, with Commissioners Pitts requested changes to the July minutes, after the airports attorney is consulted to the legality of his request.

Commissioner Simons moved to approve the consent agenda, with the requested corrections to the July minutes, if permissible. Commissioner Granum seconded. Voice vote: All Ayes. The consent agenda was approved, with a possible correction to the July minutes. The airports attorney will be consulted.

IV. Action Items

A. Resolution 2011-008: 2011 Budget Amendment

Director of Aviation, Rex Tippetts presented the 2011 budget amendment. Mr. Tippetts said that the 2011 incremental revenues and expenditures have been identified that were unanticipated at the start of 2011.

The additional revenue and expenditures are:

1. Painting of Ramp and Taxiway A as well as Runway and taxiway (\$140,792 revenue from state grants and \$220,000 expenditure).

2. Custodial revenue for cleaning TSA offices 6/1/11 to 9/15/11 - \$3,500.
3. Lease of former Grand Junction Regional Airport terminal office space to GSA (TSA) between 9/15/11 and 12/31/11 - \$70,000.
4. Incremental revenue (\$180,000) and incremental expenditure (\$175,000) for rental car fuel.
5. GJRAA office move expense and lease expense to Horizon Plaza Park due to TSA moving into former offices - (\$40,000 office move and \$30,000 office rent).
6. Small loader to remove snow in public parking lot \$87,000.
7. Utilities in control tower due to FAA moving out \$7,000.

Total incremental revenues: \$394,292

Total incremental expenditures: \$559,000

Commissioner Simons moved to approve Resolution 2011-008: 2011 Budget Amendment. Commissioner Granum seconded. Roll call vote: All Ayes. The Resolution 2011-008: 2011 Budget Amendment was approved as distributed.

B. Master Plan, Terminal Area Plan

Director Tippetts stated that the Federal Aviation Administration Airport Improvement Project (AIP) #03-08-0027-48, Airport Master Plan Study (Terminal Area Plan) is complete and that Mr. Ryk Dunkelberg, of Barnard Dunkelberg and Company is here to present the final draft of the plan.

Mr. Dunkelberg gave a brief presentation of the plan and explained that the intent of the Terminal Area Plan was to build upon the recently completed 2009 Airport Master Plan Update. The purpose of this plan was to prepare detailed facilities layout “concept” for the development within the terminal area at Grand Junction Regional Airport. Mr. Dunkelberg also explained that the focus of this study was to make recommendations on the appropriate use of all land parcels in the terminal area, and includes programming to determine appropriate sizes for terminal building components, roadway capacities, and terminal curb frontage, aircraft and automobile parking, and other airport facility needs that are quantifiable, in consideration of aviation demand forecasts.

Director Tippetts said that once the Board has approved and adopted the study, it would be submitted to the Federal Aviation Administration for review.

Commissioner Granum moved to approve the Master Plan, Terminal Area Plan. Commissioner Hibberd seconded. Voice vote: All Ayes. The Master Plan, Terminal Area Plan was approved as distributed.

C. TSA Access Requirements

Director Tippetts explained to the Board that the fence project is nearing completion and the access control gates will be ready to place in operation beginning November 7, 2011. Mr. Tippetts stated that these gates would bring the airport into compliance with TSA Security Regulations. Mr. Tippetts asked the

Board to approve the timeline associated with placing the access gates into operation, which will begin November 7, 2011.

Discussion: Commissioner Hamon asked where people would go to get problems resolved associated with their security badges. Mr. Tippetts explained that the airport security office, located into the terminal building, will be staffed and people can call or visit the office if there are any problems.

Mr. LaCroix stated that presented alternatives are still being looked into. Mr. Tippetts stated that the gates on Aviators and Navigators would have “free outs” which will allow vehicles to exit without swiping a security badge.

Mr. Simons said Eddie Clements approached him the other day and Mr. Clements told him that he asked the airport to get a badge, and was told that he did not have an operational need for a security badge. Kathie Lucas, the airport’s operations director said she would look into the problem.

Commissioner Hibberd moved to approve the closure timeline and place the access gates into operation beginning November 7, 2011. Commissioner Simons seconded. Voice vote: All Ayes. The timeline for placing the gates in operation and complaining with the TSA Access Requirement was approved.

V. Discussion Items

A. Airport Open House

Chairman LaCroix said that the airport would be holding an open house on November 8, 2011. This open house will allow the public and tenants to come and learn about projects and meet the airport board and staff. Chairman LaCroix said that more information will be emailed and he encouraged and invited everyone to attend.

B. Managers Update

Director Rex Tippetts said that the airport staff is working on collecting information regarding the leasing guidelines/policy, as directed by the Board. Mr. Tippetts said that staff would have a timeline developed for review at next month’s meeting. Mr. Tippetts also explained that staff has been expended with a recent open records request, and has not had much time to work on other projects. Mr. Tippetts also wanted to make a statement that he has received numerous complaints from frontline airport staff that, while out working, they have received numerous obscene gestures, and have felt harassed and threatened while working in the C1A area. Mr. Tippetts just wanted to remind everyone that although there may be conflict, that the frontline staff does not deserve ill treatment, and he would appreciate if everyone please treat them with the professionalism and respect that they would expect to be treated.

C. Construction Update

Construction Manager Storer updated the Board on the fence project. Storer stated that the project has gone beyond the contract date, which was October 11, 2011

and is now in liquidated damages. Storer said that a few punch list items remain, including looking into acquiring back-up parts for the access gates.

VI. Adjournment

The Board adjourned at 6:30P.M. The next meeting of the Airport Authority Board will be at 5:15 P.M. on November 15, 2011.

Tom LaCroix, Board Chairman

ATTEST:

Amy Jordan, Clerk to the Board

ATTACHMENTS

Statement to Grand Junction Regional Airport Authority
October 18, 2011

Marisa Fay, Colorado Flight Center

I applaud the airport's stated new interest in effective communication with their tenant constituents. Along those lines, Collin and I have had productive conversations with many members of the GJ airport community, including Board Members, airport staff, and the airport's PR representative. However, I am reluctant to believe that this new philosophy of teamwork and open communication has been truly adopted. Less than a week ago, one Board member warned Collin publicly that if he "kept playing in the mud with the pigs, he was going to get dirty." So forgive me when I say that slanderous statements like that coming from a member of this board and, according to the mayor, a "pillar of the community," leave me pessimistic about the this Board's commitment to teamwork and cooperation. This is not dredging up ancient history here, this happened less than one week ago.

While it is true that many airports are seeing changes with respect to fencing and security, Mr. LaCroix's statement about Centennial being a virtual lock-down despite NOT having commercial service is incorrect. The public can freely drive around to businesses, as evidenced by the ever-popular Landings Restaurant frequented as much by Denver area locals as it is pilots. Any one of us can find an airport example that supports our position, but we all need to be careful not to exaggerate the realities of general aviation to the non-flying public, as happened yesterday.

Finally, I would also like to speak to the comparison often drawn between what is happening, for instance, to Monument Aircraft and what is happening at Enstroms Candy. True, new stringent rules have been put in place in both instances in the name of homeland security, but it is a specious claim that the impacts are similar. The public can still freely drive up to the front doors and purchase products at their discretion, 7 days a week at Enstroms. Not true for Dana Brewer. It is such a clear distinction in my mind, that I find it troublesome the Board cannot see it as such. Colorado Flight Center, like Enstroms, still enjoys public access to the front door, to our Pilot Shop, to our front office where they can purchase gift certificates for others, or sit down with a flight instructor to discuss the possibility of getting a private pilot certificate. Our relationship and co-location with West Star has been of great benefit to us. I am not like some who feel that West Star is the favored child of this airport Board. Mike being housed within West Star for a variety of reasons; I would not want to move to another location on the airport nor do I have any desire to move our operations to Mack Mesa or Rifle. But it is prejudicial and unfair that CFC (and Gateway Canyons and West Star, for example) still enjoy this freedom of public access when other businesses and civic organizations do not.

Written Statement to the GJRAA Board, Tuesday, October 18, 2011

Dear GJRAA Board Members:

I appreciate the recent outreach from the GJRAA Board and Staff to the GA community at the airport. As mentioned at the City Council meeting yesterday, the animosity between the Airport Authority and their GA tenants is counterproductive to a functioning airport community.

I would like to clarify, for the record, the truth in regard to some factors in development of the airport fence project, and respectfully request that board members, airport staff, and GA tenants cease the furtherance of untruths in this regard. A good working relationship between stakeholders can only be attained with frank, open, honest, and truthful communications on both sides.

Specifically:

- There have been only 3 tenant meetings since the implementation of SD 1542-04-08G at the beginning of June 2009, specifically on August 11, 2009, July 12, 2010, and March 22, 2011. I do not consider 3 tenant meetings over the course of 29 months "numerous" as has been characterized at several recent public meetings. My recollection is that the design of the fence and gates was first presented to the tenants at the meeting held in August 2009, and the airport did invite the tenants to propose alternatives at that time. However, staff indicated that the tenants "need not worry" about implementation of the fence project, as it "will never get funded." At later meetings, once funding was being secured, the staff reiterated that, while the fence and gates will be built, the gates will stay open, so there is no need to worry about the impacts on GA operations at the airport, nor any impetus for alternatives to be provided. Not until March of this year were the tenants informed that the gates would be closed, which, of course, raised the ire of the GA tenants and led to the current situation faced by all of us at the airport.
- As acknowledged at last night's meeting, the previous actions of the board and airport staff have caused a rift in the relationship between airport management and their constituents. Damage to the airport's image and operations has already occurred. With the departure of at least one business and at least one aviation organization, the health of general aviation at the airport is declining. Tenants are literally giving away their hangars in order to escape the negative environment that has developed here at the airport. My business, Colorado Flight Center, currently accounts for over half of the GA "operations" at GJT, over 10% of the total operations. Without a suitable GA infrastructure here, we, too, will need to consider leaving the airport, resulting in a further decline in operations. This leads to a downward spiral, with the eventual complete demise of the GA economic activity generated by the airport. I believe the airport board and staff realize that they must do whatever it takes to maintain the current GA activity level, and additionally, attract new GA constituents to the airport.
- Last week, at the urging of a board member, I resubmitted a suggested alternative which would allow the airport to keep the gates open and still meet the security requirements of the TSA. This was not my suggestion, but one identified by the GA Access Options Committee convened by the board in May. The committee's final report, including this suggested option, was submitted in July, with little to no consideration given to any of the alternatives. Once resubmitted, I received an almost immediate reply from the airport staff requesting additional information. That information was provided, and I respectfully request a timeline for which to expect evaluation, and hopefully, implementation of this option.

over...

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- At last night's meeting, the staff indicated that one option, fencing out the C1A area from the AOA was not feasible due to the requirements that aircraft operators shut down their aircraft in order to "swipe their badge" to gain access to the runways. This, again, is not truthful, as the GA Access Options Committee identified that the technology exists for aircraft to pass through these gates seamlessly, given the proper credentials. These types of gates are used successfully at several airports across the country. So, while perhaps it is not appropriate to implement this type of system at this juncture, it is a viable option and could have been used as a way to avoid the current negative impacts on the tenants.
 - Public statements have been made that most airports in the US are implementing increased security measures, and, of course, "commercial service airports" like ours are subject to the requirements of SD 1542-04-08G and 49 CFR Part 1542. While correct, I have seen no airport implementing the kind of restrictive security measures being implemented at GJT. I fly to many airports across the country, but have yet to witness these types of restrictions, causing undue hardship on General Aviation operators, being implemented elsewhere. Our airport has become the laughing stock of the flying community due to these unrealistic restrictions, and many small aircraft operators are avoiding this airport due to the negative publicity. I am often embarrassed to admit that I am based at GJT. The TSA has recommended less restrictive measures, which are being implemented at other, similar airports. I have repeatedly urged the board and staff to implement these less restrictive measures in order to maintain a viable general aviation community at the airport.
 - I question the continued statements that federal funds cannot be used to benefit individual leaseholds. I see that at least 3 individual drive-through gates have been constructed to access the P & L Properties leaseholds exclusively. Similarly, individual gates have been constructed to access individual leaseholds at the BLM, Twin Otter, and Mesa Airlines. While the statement is undoubtedly true, the funds for the security fence system can obviously be allocated so that we have a functioning system that works for all airport users.
 - Finally, last night there was a somewhat disparaging remark made that the CAF had not even picked up the 10 security badges that had been provided through the generosity of West Star Aviation. While I was aware that West Star had made this offer for both the CAF and CAP, I was not aware that it had been implemented until last Friday when, as an aside to another communication, the airport staff informed me that they were available. I spoke to CAP representatives earlier today and they, too, had not been informed that these badges are available. The staff at the CAF wants to utilize these badges sparingly, as they are not transferrable amongst members, so we will proceed cautiously in their allocation.

Again, I applaud the GJRAA board and staff in their recent outreach to tenants in order to resolve the disputes over security, land lease policy, and other issues. I urge all members of the Grand Junction Regional Airport community – tenants, users, and management – to work together, civilly and constructively, in order to maintain viable general aviation activity at our airport.

Respectfully submitted,

Collin R. Fay