



NORTHERN COLORADO REGIONAL AIRPORT COMMISSION

4900 EARHART ROAD • LOVELAND, CO 80538

MEETING AGENDA THURSDAY OCTOBER 20, 2022 3:30PM – 5:00PM

CALL TO ORDER

ROLL CALL

PUBLIC COMMENT

CONSENT AGENDA

1. SEPTEMBER 15, 2022 MEETING MINUTES (P.02)
2. SEPTEMBER FINANCIAL STATEMENT (P.11)
3. SEPTEMBER AIRPORT DIRECTOR'S REPORT (P.14)

APPROVAL OF CONSENT AGENDA

AIRPORT DIRECTOR'S REPORT HIGHLIGHTS

REGULAR AGENDA

4. AVIATION TECHNOLOGY AND TRANSPORTATION INNOVATION CENTER – ACTION ITEM (40 MIN) (P.28)
5. US CUSTOMS NEGOTIATIONS WITH POSSIBLE EXECUTIVE SESSION (30 MIN) (P.44)
6. PROPOSED 5-YEAR AIRPORT CAPITAL IMPROVEMENT PLAN – ACTION ITEM (30 MIN) (P.49)
7. BUSINESS FROM MEMBERS

PULLED CONSENT AGENDA ITEMS

ADJOURN

Meeting Planning Calendar

November 10

- Airport Staffing Plan
- Hangar Redevelopment Negotiation
- Legal: Commission Roles and Responsibilities Training

December 15

- Election of Officers for 2023
- Meeting Schedule for 2023

January 15

- Strategic Planning Session for 2023 & 2024

Next Regularly Scheduled Planning & Development Subcommittee Meeting: November 3 @9:00am.

Agenda and materials available at www.flynoco.com/airport-commission/pdsc.



September 15, 2022 Meeting Minutes

Call to Order: Chair Overcash called the meeting to order at 3:33

Roll Call: Chair Overcash, Vice-Chair Fleming, Commissioners Adams, Arndt, DiMartino, and Stooksbury were present. Commissioner Burgener was absent

Public Comments:

Acting Commission Secretary Battmer read a letter that was sent to the Commission into the record: Dear Commission Members, My husband and I moved into the Centerra development in Loveland on 4/15/2022 and we love living here. We didn't have a problem with the number of flights, however, since that time, the flights have exponentially increased with the weekends being non-stop. We purchased the house from the original buyer and the airport noise was unfortunately not disclosed to us. I spoke to Aaron Ehle recently regarding the noise and he was very informative and sympathetic to my concerns. According to Aaron, there are two flight schools and the pilots in training must commit 1500 hours of training, including numerous landings and take offs right over our neighborhood. If I understood him correctly, there are 2 remote air traffic controllers that are positioned in such a way that they are directing flights over our neighborhood. Can this be changed? Considering the number of people living in this area, we can't be the only ones with concerns and there is plenty of open space that could be utilized. I was informed that your next commission meeting is August 22nd from 3-4 :30 pm, is this correct? I would appreciate it if you would consider my concerns and rethink flight patterns, even if this must be done through the FAA. Thank you so much, I do appreciate it. Sincerely, Kristine Ferguson, 3042 Booth Falls Drive, Loveland, CO 80538 (714) 623-2895.

Consent Agenda

Commissioner Stooksbury moved to approve the Consent Agenda. The motion, seconded by Vice-Chair Fleming carried with all the Commissioners present voting in favor thereof.

Pulled Items None
Consent Follow up None

Monthly Report Follow-up: Monthly Report Follow-up: Landline plans to expand their service offerings to any customer on September 19. However, the United service will still be available in parallel. They have multiple locations that the busses are operated from, one of them being Saint Paul, Minnesota, Indianapolis area, and then also in Philadelphia with American Airlines. Landline continues to grow and expand. They are a Fort Collins based company, located right at the corner of Mountain and College and they



continue to add more staff. No update yet on the TSA capability to go to secure and secure, but they are operating from a new gate at Denver. When passengers arrive at Denver, pick up occurs at the B Concourse to bring them back to FNL. This is convenient for United passengers, since United Gates are all located on the B concourse.

The commander fly-in is scheduled this weekend. Rockwell Commanders are a four-seat aircraft. Approximately 35 aircraft are expected; which will translate to busy restaurants and hotels as a result of this enthusiast groups regularly scheduled get together.

Brief update for the Remote Tower project. The FAA is evaluating the resolutions provided by SeaRidge Technologies. So we're waiting to hear back from the FAA in response to the proposed solutions.

Additionally, FAA has provided some guidance on the current air traffic patterns as a result of the remote tower project, which will require additional safety risk management panels to conduct past and current operations regarding right and left traffic when the tower is active and not active.

Commissioner Stooksbury stated the Remote Tower had improved significantly from when he last saw it over a year and half ago. Asked if a letter or other level of support could help the FAA realize the level of sophistication the Colorado Remote Tower project has achieved compared to the Leesburg system. Wondered if there is opportunity to reenforce that since it is hard to imagine a system much better than the Colorado Remote Tower system when compared to the current FAA requirements and wanted to point this out for the Commission to consider.

3:40 p.m. Commissioner Burgener arrived

Public Comments: None

Regular Agenda

4. TERMINAL REDESIGN CONTRACT AMENDMENT

The terminal design team reached the 60% design milestone in July. Since the start of the design project, inflation and supply chain issues created by the COVID-19 Pandemic have created sharp increases in cost estimates and construction price trends.



It is due to these unanticipated cost escalations that staff presented four options for the Airport Commission to consider at and at the last Commission meeting on August 22. The Airport Commission selected option four, which is a scaled down version of the original design that will provide functionality for a new airport terminal; however, is still projected to have a \$4.5 million gap with current funding sources. During the meeting staff identified potential contributions from the Cities, Airport reserves, and/or future anticipated grant funding that could be used to address the funding gap.

In addition to a reduced building size, the level four option requires additional phasing of the terminal by deferring landside improvements for automobile parking, landscaping, access roads, and signage. This new direction requires the Commission to approve an amendment to the current design contract, increasing the approved amount an additional \$245,608.72. This increased cost does take into consideration remaining amounts within the current contract that will be applied toward the project.

Public Comments: Kelly Jones, Economic Director: Asked what would change for the terminal project design if the applied grants brought forth the monies hoped for. The Airport Director answered that the goal could be shifted to complete the original design since it is 60% complete, especially since most of the items that were removed were added into phases.

Commissioner Adams moved to approve the amended design alternative within available Airport funding budget with recommendation to the City of Loveland Council for approval. The motion, seconded by Commissioner Arndt carried with all the Commissioners present voting in favor thereof.

5. US CUSTOMS AGREEMENT WITH DISCOVERY AIR

At the April 21st Airport Commission meeting, representatives from Discovery Air provided a report on their recent efforts to establish a U.S. Customs program. Airport staff was directed to investigate options for partnership with Discovery Air in support of the U.S. Customs Reimbursable Services Program (RSP). Legal staff researched how the Airport/Cities could support a Customs program in compliance with federal requirements and Airport staff drafted a letter to the Director of U.S. Customs and Border Patrol (CBP) on behalf of the Airport Commission in support of Discovery Air's RSP application.



In June, Discovery Air provided a proposal requesting an annual contribution of \$200,000 from the Airport/Cities to support the service. Under the proposal, Discovery Air would provide the administrative support and office space, including the build-out to meet CBP's requirements, and retain all revenues generated by the service. An April 2020 Airport investigation estimated the cost to build facilities for a User Fee Facility (UFF) Customs program, which has more rigorous standards than RSP, to be \$1.5-\$2.5 million (\$1-\$1.5 million to remodel an existing building). Following the proposal, Airport staff met with Discovery Air representatives to discuss the topic further and to attempt to obtain more detailed financial information.

Staff has reached out to the Cities and Larimer County Economic Development staff to discuss the potential of financial support on this item. The service as it is currently proposed would support businesses in the region that have international travel needs and may have the potential to attract new business to the region. This discussion is in the preliminary stages of investigation, with no financial or use commitments finalized.

Details:

- The \$194,488 annual financial contribution for the salary of the Customs agent would require 12.4% of the airport's \$1.57 million operating and maintenance budget
 - Direct financial return is not known
 - This would impact the Airport's ability to fund other strategic objectives, equivalent to 60% of discretionary budget (\$322,450)
- Discovery Air would fund all other costs and retain all revenues generated by the service
- Discovery Air would provide quarterly reports on usage
- The service would be able to provide Customs clearances for private general aviation aircraft
- The Customs facility would be open to the public for:
 - Immigration Services
 - I-94 Arrival/Departure Record Verification
 - Camera and Gun Registration
 - Assistance with international phone/internet scams
 - Global Entry Registration



- Foreign Trade Zones (FTZ) are not permissible under RSP. A different program would be necessary to establish an FTZ.
- The Airport is not able to legally make any direct payments to Discovery Air

The Airport/Cities can pay U.S. Customs and Border Patrol (CBP) directly for services provided.

Public Comments: Kelly Jones, COL Economic Director Agreed with the Commissioner' discussion. Voiced her support for the Customs as a regional build associated to infrastructure and the airport. However, pointed out that while this project directly impacts the five wealthiest businesses in Northern Colorado; which could be a struggle for some to come to terms with. That losing one of these businesses for lack of support of this project if they are sick of landing in Casper or wherever else that is not here then it becomes a factor. Highlighted these five businesses help all of the city services and retailers and small businesses, all the income related to those activities. And that while it is easy to view this as a potential hand out to the very large and wealthy businesses that the ramifications of not being proactive and having one loss of one of those businesses impacts thousands of the smallest businesses. Also pointed out the other side of that, because when we lost HP, the impact translated to a loss of 110 million plus in payroll overnight which killed this entire region. Stated while she did not want to over play that fear factor, but volunteered her involvement in the negotiations as there is a way forward to accommodate Discovery Air with a different offer and to gain more information since many of the facts were not provided by Discovery Air. Advised negotiations are premature. As her professional opinion was that more facts were needed or if something was done today it would need to be a smaller offer.

Diane Jones, PDSC Member: Stated in review of the materials the support for the concept of US Customs due to the variety of benefits previously brought up are valid. However, pointed out the Discovery Air RSP Customs support proposal was missing critical details to move forward with negotiations, such as a detailed budget. Their proposal assumes the need for an FTE but current estimates reflect the current need would only require staff for 1.5 events per week which is significantly less than the \$180,000-\$190,000 subsidy request. Their general budget includes the need for an admin assistant role for recordkeeping and accounting but no detail to back up the cost for that support need or the actual level needed. When no base budget is provided if that need increases later there is no detail to support their claim since the base has never been made known. For example, if this was defined as a 0.25 FTE for admin support then later the need increased to 0.5 and it's not a lump sum among maintenance grounds tenants then it gives a better idea of where those costs are changing as the operation grows. Also, if this is a true partnership then the detailed budget and revenue projections should not be an issue to share. As this operation grows and the revenues are based on the level of fees charged then those details should be provided to reflect what the income is against the balance of the subsidy requested. It is the Commission's responsibility to ask for that level of detail before providing public dollars as a subsidy, especially since this request has so many unknowns. The reimbursement agreement also needs to require an annual detailed



financial review, again so that the true expenses and revenues are known. If this is a joint partnership then there should be no issues on joint discussion with RSP and a joint decision in determining the fees since that impacts the total budget of operations. Another question that is not answered is how the impacts will be measured, as far as terms of customer attraction and retention. As a public entity when has a contractor or subcontractor been hired without delving into that level of scrutiny for not only scope of work but also on the details of the budget? If this is a partnership then there is time to work on this and that is not too much to ask before coming to an agreement. **Commissioner Arndt:** stated this level of detail would be required by the auditors as well. **Commissioner Fleming** requested the Director elaborate on the outcome of the prior requests for the level of details the Commission has been requesting. **Director Licon:** Stated that Discovery Air declined to provide the details requested by the Commission or to share in discussion on setting fees or cost sharing since their justification is that they are the only party driving this proposal and taking on the majority of the risk. Discovery Air only agreed to provide accounting and reporting on a quarterly basis which is within the drafted agreement with Discovery Air. **Commissioner Stooksbury:** Asked for clarification if the financial agreement would be with Customs and if this would still be an FTE regardless of demand or the actual costs. **Director Licon:** Confirmed this would be an agreement to Discovery Air that the Airport would directly commit with US Customs to pay for 1 FTE regardless of whether the activity is Customs clearance or some of the other activities provided by US Customs. **Commission DiMartino:** Put forth a proposal which helped shape the direction to staff and confirmed Fort Collins would not share in the cost for Customs.

Direction: Airport Staff were directed to continue negotiations with assistance from the COL Economic Development Director, Kelly Jones with strong recommendation that Economic Development share in the cost since the benefits are only approximately 50% for the airport. Staff were directed to negotiate the amount of support down but only once Discovery Air provides the budget detail, revenue projections, and share set up of fees as previously requested by the Commission otherwise the gap can be provided by the developer themselves or they could seek support from a different partner. Commissioner DiMartino and Stooksbury also provided alternative offers for staff to use as guidelines such as \$100,000 annually for three years once the details requested by the Commission are provided or \$200,00 for one year with the program having to succeed within the first year.

6. 2023 BUDGET REVIEW AND RECOMMENDATION TO COUNCILS

As a result of funding received through federal Covid-19 assistance grants, the Airport with assistance from the Cities began a qualification-based procurement process to select a team of professionals to begin design for the future airport terminal building. As a result, the Airport contracted with the most qualified team that consisted of Denver based engineering firm Dibble Engineering and Fort Collins based VFLA Architects to begin work on the design of the Airport Terminal project.



Since this time the project team have conducted four Charrette exercises obtaining feedback from airport stakeholders at every critical design step, with the goal of creating a sustainable iconic new facility that will serve as a new gateway for Northern Colorado air travelers. Input and direction were provided by the Airport Commission at every step of the design process starting with the design charrettes and continuing through the 15% and 30% design milestones. Early this year the Commission was briefed on the status of the project and approved completion of the design and entering into a preconstruction contract for the Construction Manager at Risk (CMaR) with firm Hensel Phelps. The CMaR contractor was recommended by staff after a thorough qualifications-based procurement process aligned with federal procurement regulations.

Staff recommended the Commission select Level 4 design and construction option

- Bridge \$4.5 million gap through potential contributions from the Cities, through Airport reserves, and/or future anticipated grant funding
 - Cities: \$4 million (\$2 million from each)
 - Airport: up to \$2 million available (using this reduces ability to fund future capital project needs)
 - FAA AIP BIL: up to \$1.59 million available (90% requires 10% match or \$175K)
 - This funding was not part of the 2022 adopted Capital Improvement Plan
- Defer landside project scope that includes parking, landscaping, and loop roadways ~\$3.5 million cost savings
- Continue to seek resources to apply toward deferred facility & landside needs
 - Parking lot: \$2 million - loop road: \$1.5 million - remodel existing terminal for office support space: \$300,000

Recommended Path

1. Airport Commission will have to approve another amendment to the current design contract, increasing the approved amount for design (estimated at an additional \$250-\$300K)
 - Will require City of Loveland only City Council Approval (within current approved budget)
 - Cost savings from reducing the scale of the building for remaining contract and for other soft costs such as construction management will



likely bring the total to what was anticipated for Level 1 design (estimated reduction of \$250K)

2. Negotiate a guaranteed maximum price with Hensel Phelps 4Q 2022
3. Begin construction 1Q 2023
4. Spend CARES Act funding by July 2024 deadline
5. Continue to apply for grant resources to supplement needs on landside, or pivot to original design if able to obtain \$10+ million
 - American Rescue Plan Act (ARPA) through the State and County
 - FAA Bipartisan Infrastructure Law Terminal Funding

Public Comments: None

Vice-Chair Fleming moved to recommend the draft 2023 Airport budget and rates and fees for adoption by the City Councils. The motion, seconded by Commissioner Adams carried with all the Commissioners present voting in favor thereof.

Items 7 and 8 were deferred to the October meeting

Adjournment: Meeting adjourned at 5:25 p.m.

Respectfully Submitted,

Vice-Chair, Tom Fleming

September 15, 2022 REGULAR MEETING SIGN IN SHEET

Please Print Your:

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NORTHERN COLORADO REGIONAL AIRPORT

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ITEM NUMBER: 2

MEETING DATE: October 20, 2022

PREPARED BY: Jason R. Licon, Airport Director

TITLE

Monthly Financial Statement

RECOMMENDED AIRPORT COMMISSION ACTION

Staff recommends acceptance of the preliminary financial statement as presented

BUDGET IMPACT

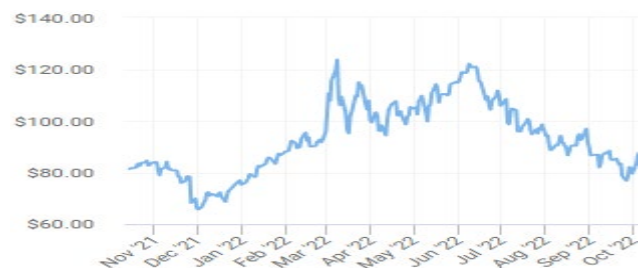
Neutral

SUMMARY

The Airport's financial highlights for the month of September include:

- Aviation business lease deferrals totaled \$165,976 for the period April 2020 – September 2022 with two companies in the program. These receivables are expected to be repaid in full with interest by the 36 month deadline of December 2024.
- Expenditures for the year are greater than those of the year prior. The cost of personnel and supplies have risen due to the recent addition of an employee to assist with administrative support and airport access badge processing and credentialing. Pavement repairs are scheduled in late October, which will impact the expenditures for repair and maintenance by a further \$125,000.
- Fuel revenues have quickly exceeded the anticipated budget due to greater prices as compared to the year prior. Petroleum prices have been dropping since peaking in early July. Oil price (barrel) trends can be seen below and in the chart to the right:

○ July 1, 2022	\$105.39
○ August 1, 2022	\$93.89
○ September 1, 2022	\$86.61
○ October 1, 2022	\$83.63



- With increased petroleum prices in 2022, the volume of fuel sales remains at a level of steady demand and slightly above previous year amounts. Wholesale fuel volumes sold at the airport were reported by jetCenter as follows:
 - Aug 2020: 103,977
 - Aug 2021: 126,997
 - Aug 2022: 135,878
 - Sept 2020: 120,242
 - Sept 2021: 130,194
 - Sept 2022: 135,883

ATTACHMENT

Preliminary monthly financial statement for Sept 2022



NORTHERN COLORADO REGIONAL AIRPORT

Airport Statement of Revenues and Expenses

From 01/01/2022 to 9/30/2022

PRELIMINARY

	Y-T-D 2022 Actual	Y-T-D 2021 Actual	Y-T-D 2022 Budget	2022 Total Budget	% of Total Budget
OPERATING REVENUES					
Hangar Rental	179,332	184,988	168,750	225,000	80%
FBO Rent	70,629	69,170	72,216	96,287	73%
Gas and Oil Commissions	253,767	146,622	135,000	180,000	141%
Aviation Fuel Tax Reimbursement	145,392	87,115	104,994	140,000	104%
Land Lease	399,077	278,228	277,497	370,000	108%
Land Lease PD Training Ctr	285,114	274,652	284,922	379,900	75%
Terminal Lease and Landing Fees	8,999	1,334	10,872	14,500	62%
Parking	0	330	56,250	75,000	0%
Miscellaneous	84,803	20,142	15,372	20,500	414%
TOTAL OPERATING REVENUES	1,427,112	1,062,580	1,125,873	1,501,187	95%
OPERATING EXPENSES					
Personal Services	539,793	478,245	620,496	827,312	65%
Supplies	77,495	50,457	75,006	100,000	77%
Purchased Services	345,667	283,553	518,116	679,869	51%
TOTAL OPERATING EXPENSES	962,956	812,255	1,213,618	1,607,181	60%
OPERATING GAIN (LOSS)	464,156	250,325	(87,745)	(105,994)	
NONOPERATING REVENUES (EXPENSES)					
Passenger Facility Charge	0	0	0	0	
Interest Income	18,040	22,525	38,250	51,000	35%
Capital Expenditures	(831,319)	(395,641)	(15,994,050)	(20,369,053)	4%
TOTAL NONOPERATING REVENUES (EXPENSES)	(813,279)	(373,116)	(15,955,800)	(20,318,053)	
NET INCOME (LOSS) BEFORE CAPITAL CONTRIBUTIONS	(349,122)	(122,791)	(16,043,545)	(20,424,047)	
Capital Contributions	637,740	343,570	12,436,029	16,581,373	4%
CHANGE IN NET POSITION	288,618	220,779	(3,607,516)	(3,842,674)	
NET POSITION, Beginning	19,864,424	16,591,600			
NET POSITION, Ending	20,153,042	16,812,379			
Investment in Capital Assets	15,805,175	13,627,746			
Net Position Available for use	4,347,867	3,184,633			



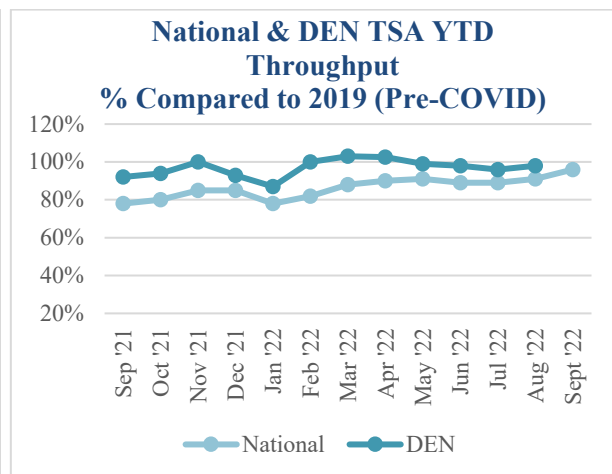
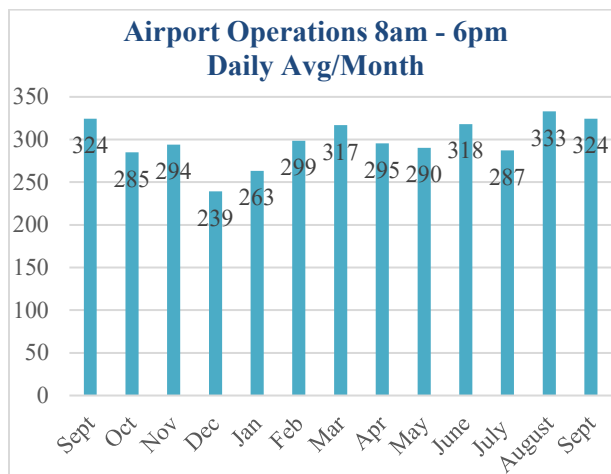
DATE: October 7, 2022
 TO: Northern Colorado Regional Airport Commission
 FROM: Jason R. Licon, Airport Director
 RE: Airport Monthly Report for August

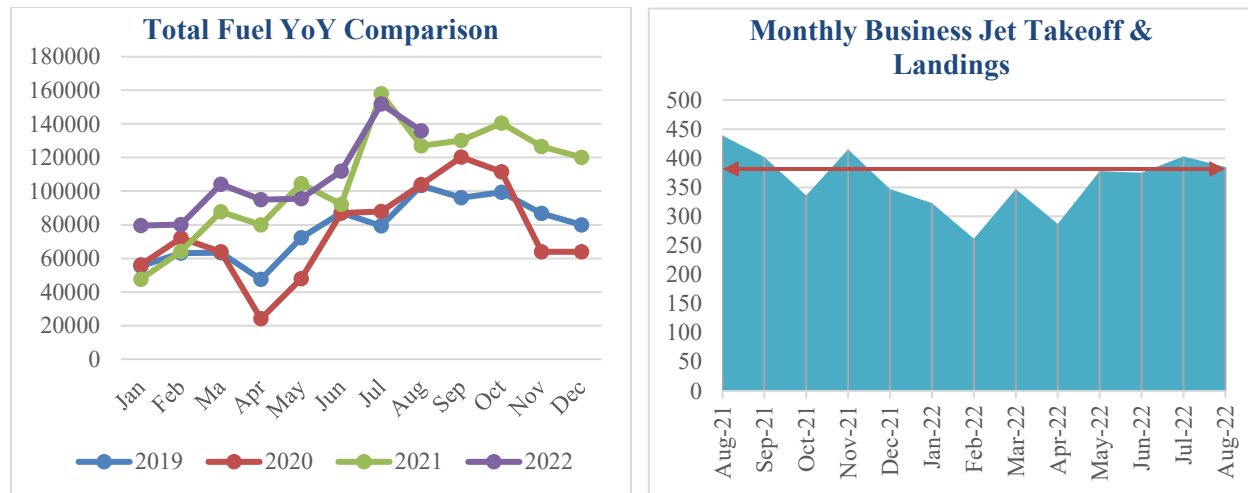
Report Highlights

- The preliminary USDOT passenger enplanement figures show that as a result of Avelo Airlines activities earlier this year, they produced 10,063 enplanements which will meet the necessary requirement for elevating the airport's classification status to a Primary Commercial Service Airport and the higher FAA guaranteed funding level for 2024. The financial impact of this is \$2 million to be used for FAA eligible federal projects.

August Airport Activity Dashboard

- September averaged 324 flight operations per day exceeding the twelve-month rolling daily average of 295
- National airline passenger throughput for September grew to 96% (vs. 2019)
- DEN Airport August throughput was at 98% throughput (vs. 2019)
- Wholesale fuel ordered by the jetCenter FBO for September was 135,883 gallons, an increase of 4.4% compared to last year's 130,194 gallons
- Business jet activity for August compared to last year decreased by 14% to 385





Strategic Plan/ Action Plan Update

The chart below will be updated monthly to provide information on work in progress or accomplished that is associated with each task within the Action Plan.

Objective	Focus	Target	Update
Enhance and Increase Airport Staffing	Organization Excellence	9/15/22 – moved 11/10/22	Further analysis and refinement of the staffing plan has moved the discussion to the November Commission meeting due to competing priorities for the Airport Commission's time.
Complete planning and design of new terminal building	Multi-modal transit & terminal	12/15/22	The terminal design amendment contract is pending approval at the City of Loveland Council meeting scheduled on October 18, 2022 to move forward with the adjusted design scope.
Complete planning relevant to the hangar proposal submitted by Jet Center, which led to the ongoing request for proposals (RFP)	Capital Projects	10/20/22	PDSC representatives continue negotiations with jetCenter. An update on the status of these negotiations is planned for the November Commission meeting.
Enhance political support for the remote tower project	Multi-modal transit & terminal	ongoing	Testing for Phase 1 was completed in April. SRMP (safety risk management panel) has been postponed until the 17 identified discrepancies are resolved. Staff is working with project managers from the State, private sector, and FAA to determine next steps.

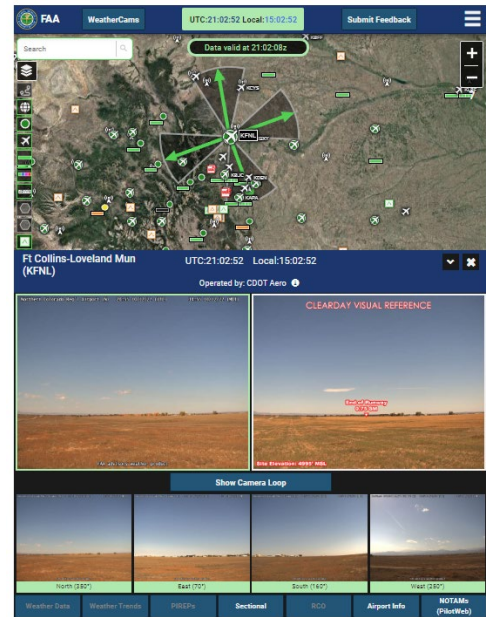
Develop local support for an education and training center/facility focused on Innovation, Technology, and Aviation	Private & Public Economic Development	7/21/22	An update on the new facility will be provided at the October Commission meeting.
Enhance commercial air service	Multi-modal transit & terminal	ongoing	At the August PDSC meeting a plan from staff was presented that would target a significant grant opportunity for next year from the USDOT. This program would secure marketing and revenue guarantee support for new air service through the Small Community Air Service Development Grant Program. Applications for the grant are due in March of 2023, and a great amount of work and support is needed for this grant request to be successful. Additionally, staff has targeted another air service development meeting in mid-October with a variety of airlines to market the Airport and the Northern Colorado Area.
Establish the airport as a true Multi-modal transportation hub, including exploration of Union Pacific Railroad opportunities	Multi-modal transit & terminal	2023	Staff continue to work with Landline and United to enhance the service offering. This month a new service offering was added by Landline providing separate non- airline specific transportation for those using other airlines at DEN.
Complete the 2022 scheduled capital improvement projects	Capital Projects	10/20/22	The updated CIP will be presented at the October Airport Commission meeting for consideration.
Develop sub-area land plans and procedures for on-airport development	Private & Public Economic Development	2023	This item is being budgeted for in 2023, and is on hold to determine prioritization for this and other identified projects.

CDOT – FAA Weather Camera Partnership

The Airport in partnership with the CDOT Aeronautics Division and the FAA have completed the installation of aviation weather cameras and have activated them. Airport staff has embedded FNL's feed on the website at www.flyFNL.com/pilots/runway-information. These cameras will provide real time visibility capabilities for pilots planning to travel to the airport. The FAA has a

website that provides access to all weather cameras across the state at <https://weathercams.faa.gov/>.

These cameras will build on the success of a 20-year-old program in Alaska that has improved safety by providing near-real-time video to pilots from a network of more than 230 cameras across the state. In 1999, the FAA determined that pilots operating under Visual Flight Rules would benefit from actual views of the current weather conditions where they were destined and the FAA Weather Camera Program was born. The new system was installed at the airport and financially supported 100% by the CDOT Division of Aeronautics.

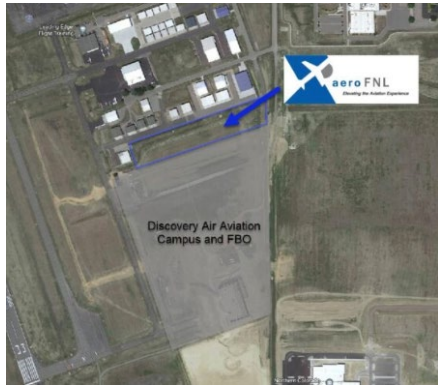


Triennial Emergency Exercise

A disaster drill and exercise simulating a large scale aircraft emergency was conducted on Tuesday, September 20 at the Airport. The drill was planned and led by the Loveland Fire and Rescue Authority and Airport staff, with participants from Thompson Valley EMS, Poudre Fire & Rescue Authority, Loveland Police Department, Windsor-Severance Fire Rescue, Fort Collins-Loveland jetCenter, AIMS Community College, and area hospitals. The drill culminates a three-year preparation process that satisfies a Federal Aviation Administration requirement that regional agencies demonstrate their capacity to respond to a major aircraft incident. Crews responded to the needs of large numbers of injured survivors, their roles played by volunteers and mock patients, addressed safety and security needs at the scene, extinguished active fires, and transported victims.

Agencies affiliated with the City of Loveland were evaluated, along with their interaction with other regional agencies responding to the scene. To minimize impact on the community, units responded to the drill's crash site were staged at the Airport and arrived at the scene with simulated response times, rather than traveling from their assigned base locations. The two-hour exercise was designed to present a no-fault, no-inspection learning opportunity for participants to examine the unique aspects of response to an aircraft accident as well as other large-scale emergencies. Feedback and specific evaluations become part of an After Action Report and Improvement Plan that is being finalized which will recommend future changes in training, equipment, and response procedures.

Homestead Hangars Under New Ownership



The Homestead Hangars project is under new ownership, and has successfully executed the required permitting to enable to project to begin construction. Now under the name of Aero FNL hangars, plans are in motion to break ground soon. Consisting of five (5) buildings and twenty-three (23) total hangars, the development will be located on the Stearman taxilane and will be directly adjacent to the future Discovery Air FBO and Aviation Campus. Hangars are available in four (4) unit types, ranging from between 2,600 SF – 5,100 SF, and incorporating doors heights of 16’

– 18’. Designed with quality, efficiency, and functionality in mind these hangars will be delivered with first-rate finishes and amenities. More details and reservations can be made at <https://bagroup.aero/projects/aerofnl>.

Maintenance and Operations

Airport staff were able to successfully apply for and receive a State grant for the Denver Airport Surplus Auction for a new to us CAT Skid Steer. This piece of equipment will help the team tremendously with medium size jobs that do not require the heavy-duty



dump trucks or full-sized loader which will also reduce wear and tear of airport surfaces.



With the snow season just around the corner, staff have been preparing for winter weather events and ensuring the fleet of equipment used to keep the airport operational and safe is ready. Airport Operations staff also upgraded the snow equipment with new high intensity light bars, which are useful for being able to see

and be seen during low visibility.

Attachments

1. WEPA Remote Tower Project Report for September
2. PDSC Draft Minutes 9-23-22



September 30, 2022

From: William E. Payne, P.E.

To: Colorado Division of Aeronautics

Section A – Remote Air Traffic Control Contract Progress Report #15

Re: Period: September 1 through September 30, 2022

Colorado Remote Tower Project Activity Status			
Activity	Status/Start Date (Projected)	Finish Date (Projected)	Remarks
Remote Tower Implementation			
STARS FTI Comm line	Complete	5/15/2022	Awaiting FTI installation of communication
Remote Tower System			
System Upgrade - Tech Refresh	In-Progress	TBD	Continuing
Remote Tower Testing			
Phase 1 - Passive Testing	3/21/2022	4/29/2022	Complete
Safety Risk Manage Panel (cancelled)	-	7/18/2022	Cancelled
Memo to Vendor Listing System Deficiencies	-	7/18/2022	Complete
Vendor Proposed Changes	-	8/24/2022	Complete
Implement System Changes	TBD	TBD	Vendor
Phase 1B - Passive Re-testing	TBD	TBD	
Safety Risk Manage Panel	TBD	TBD	FAA Forecast Schedule 1 week duration
Safety Risk Management Document Signed	TBD	TBD	FAA Forecast Schedule 6 months
Phase 2 - Active Testing	TBD	TBD	Subject to FAA Phase 1 SRMD Signatures
Safety Risk Manage Panel	TBD	TBD	
Safety Risk Management Document Signed	TBD	TBD	
Phase 3 - Validation & Verification	TBD	TBD	Subject to FAA Phase 2 SRMD Signatures
Safety Risk Manage Panel	TBD	TBD	
Safety Risk Management Document Signed	TBD	TBD	
Operational Viability Decision (OVD)	TBD	TBD	
Phase 4 - Post OVD Validation & Verification	TBD	TBD	Subject to FAA Phase 3 SRMD Signatures
Safety Risk Manage Panel	TBD	TBD	
Safety Risk Management Document Signed	TBD	TBD	
Certification/Commissioning	TBD	TBD	

Note: All dates reflect latest FAA proposed schedule and are subject to change based on FAA SME's ability to travel to FNL

Remote Tower Project Narrative:

The vendor has proposed solutions to the discrepancies identified during Phase 1 passive testing. Subsequent to review of the proposed solutions, the primary outstanding issue is visible acuity.

To restate, the visibility requirement today is that a controller must be able to detect an aircraft at 3 nm from the end of the active runway without regard for the variables involved.

1. Size of the aircraft
2. Color of the aircraft
3. Visibility
4. Aspect ratio of the aircraft to the camera array
5. Sun angle and location
6. Individual controller's abilities
7. Etc.

This requirement, while arbitrary, could still be applied provided the requirement is based on a probability of detection and not on an absolute requirement to detect an aircraft at 3 nm without consideration of the variables involved. Another complicating factor is the Operational Visibility Requirements (OVR) have not been finalized, making it almost impossible for the vendor to approach a solution with any degree of confidence. Air Traffic will be responsible for finalizing the visual requirements and to date has not signed off on probability of detection.

To address the visual acuity issue, the vendor is proposing to increase the resolution of the existing cameras to closer approximate 4K and replace the video wall displays with 4K displays. They propose to test this idea by upgrading 1 or 2 camera and 2 of the displays first.

The vendor's proposed solution to partially upgrade the system as a test will add additional time to the project with no guarantee that visual acuity will improve sufficiently to meet the requirements. An analysis of the proposed fix indicated that it indeed does not meet the visual requirements.

A better solution would be to define the video displays located at the individual controller working positions (CWP) as the primary display and the video wall as the secondary display. The significance of the distortion between the primary and secondary display is that the primary display as defined in the current OVR must present a fixed 360° view of the airfield and local airspace which forces the video wall to be the primary. Furthermore, the primary display must meet the 3 nm visual requirement.

Without getting too deep into the physics and human factors associated with video displays, simply stated the closer an observer is to the display the better one can see. The ability to see better when closer to the display is the result of reproducing a 3D out-of-the-window view on a 2D screen. In the remote tower facility, the closest video wall display to a controller in either the local or ground position is 7'±; the furthest is 13'±. In contrast the video displays on the CWP are 18"-24" ± from the controllers.

To address the visual acuity issue the cameras could be upgraded and the CWP displays replaced with 4K displays and define them as primary with the video wall as secondary. The challenge to defining the CWP display as the primary display is the requirement that it must provide a fixed 360° view. The CWP displays do, by virtue of the stitching, provide the required 360° view simply by panning the stitched image to any point of interest. When the OVR was written, it did not contemplate video stitching. It is plainly stated in the Scope of the Draft OVR that **“The RT System OVRs is a living document that will continue to be updated, improved, and validated.”** With this in mind, the vendor should have the flexibility to make this change.

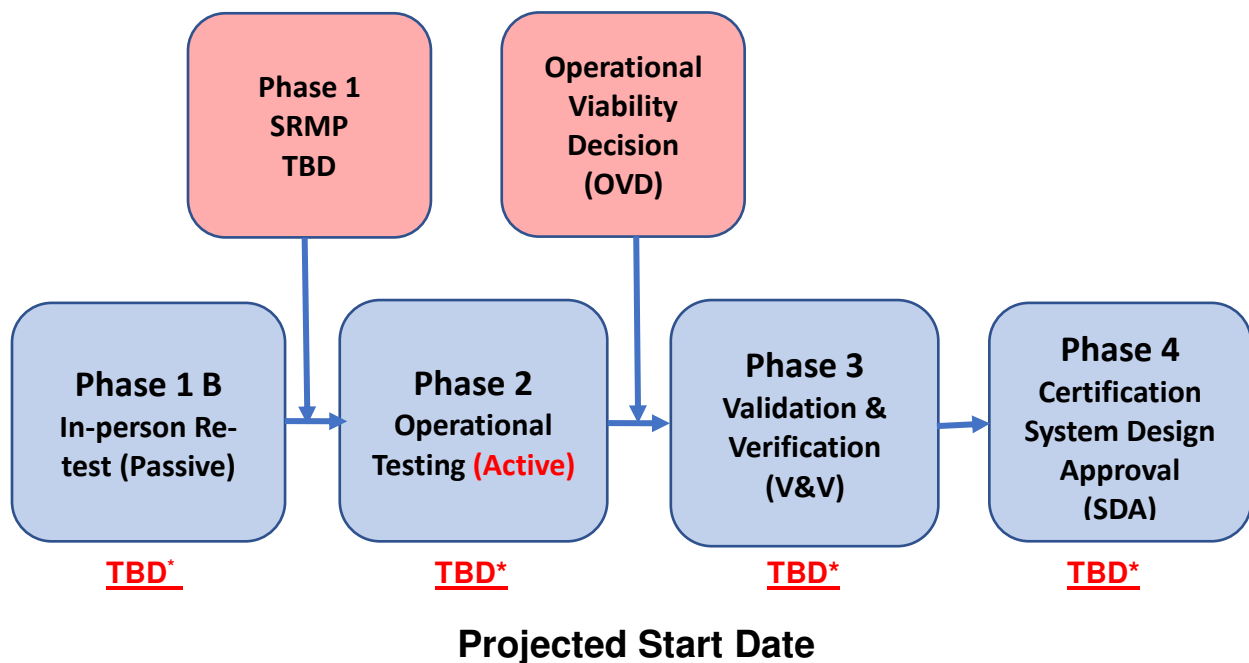
Another advantage of defining the CWP display as the primary display with the video wall as secondary is that the pan-tilt-zoom and approach camera views could be displayed on the video wall as a picture-in-picture. These views could be inserted in an area such as the parking lot that would not interfere with air traffic operations.

The vendor must move quickly to address the visual acuity issue not in months as proposed but in days or, at most, weeks. The proposal to use the CWP displays as primary could be implemented and tested quickly. The vendor should make the necessary modifications and test them with the help of an air traffic controller before having FAA evaluate the changes.

Remote Tower Approval Phases:

- ❖ Operational Testing
 - Phase 1 - Passive Op Evals (Mobile ATCT staffed controlling traffic, passive data collection from Remote Tower (RT)) – **Complete**.
 - Phase 1B – Retest to Validate system modifications/upgrades - **TBD**
 - Phase 2 - Active Op Evals (RT staffed controlling traffic, Mobile ATCT staffed as safety back up); operating under an AOV (Aviation Safety) approved Phase 2 test plan - **TBD**
 - Phase 3 – Validation and Verification (V&V) (RT staffed controlling traffic; Mobile ATCT unstaffed) operating under an AOV approved V&V test plan - **TBD**
- ❖ Operational Viability Decision
 - Phase 3 - Extended Monitoring (RT staffed controlling traffic, existing ATCT can be deactivated or MATCT can be removed); operating under an AOV approved extended monitoring plan - **TBD**
- ❖ System Design Approval (SDA) - **TBD**
- ❖ Remote Tower System/Facility Commissioning - **TBD**

Proposed Remote Tower Testing Phases:

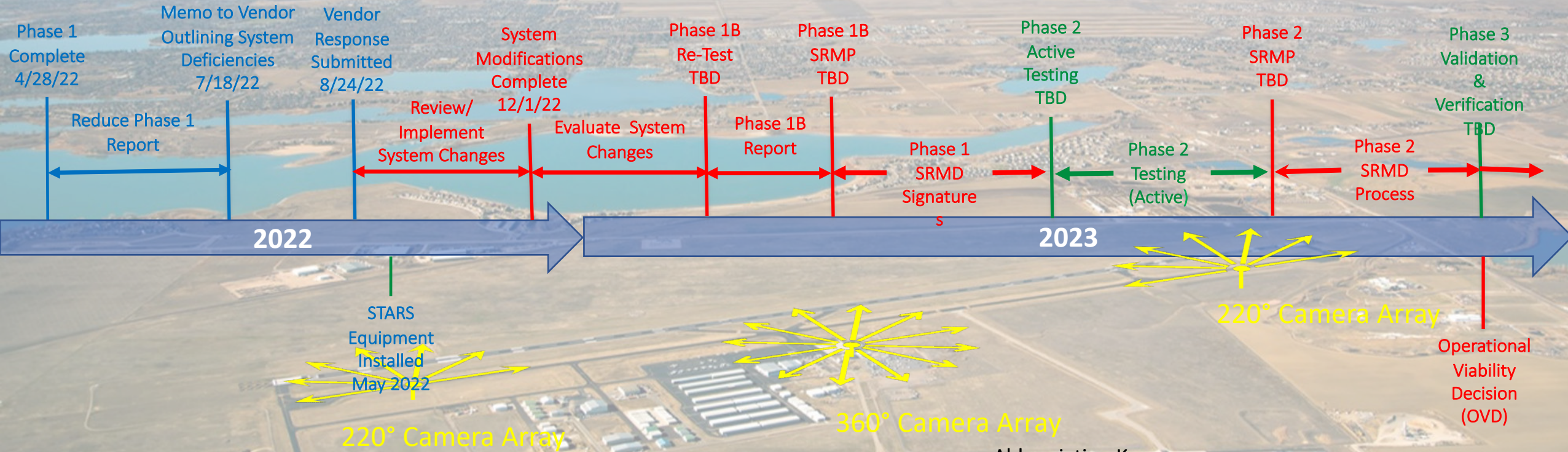


***Dependent on local resources' ability to travel to FNL and COVID status**

Schedule Note: This status is based on the latest proposed schedule and is dependent upon availability of FAA resources to staff the remote tower and support the Phase 1 SRMP.

Note: The FAA has replaced the term Initial Operating Capability (IOC) with Operational Viability Decision (OVD). This may change again as the terminology of remote tower certification is in flux.

Colorado Remote Tower Timeline (Draft)



Upcoming activity

Complete

Critical Path Item

Abbreviation Key

SRMP - Safety Risk Management Panel

SRMD - Safety Risk Management Document

STARS - Standard Terminal Automation Replacement System

SDA - System Design Approval (System Type Certification)

Ops - Operations

TBD - To Be Determined

OVD - Operational Viability Decision

V&V - Validation & Verification

MEETING RECORD

Page 1

DATE: 9/28/2022
TIME: 3:31-5:20 PM
RE: Planning and Development Subcommittee Meeting (PDSC)
ATTENDEES: Tom Fleming, Jason Licon, Aaron Ehle, Troy Bliss, James Hays, Scott Schorling, Josh Birks, John Karamanlis – EDF Renewables, Matthew Beecher – Beecher Development Services, Evan Falivene – Beecher Development Services, John Layton – Bow River Capital

Begin Meeting Record 8/24/2022

Agenda Item #1: Meeting Minutes – August 24th, 2022

- Tom requested that the new hangar development plan and air service development plan be added to the unresolved/pending topics list.
- **Tom moved to approve the minutes. The motion, seconded by Troy, passed unanimously.**

Agenda Item #2: Potential Cellular Tower Lease

- AT&T is proposing to lease 2,500 square feet of Airport property for the construction and operation of a cellular data tower.
 - The duration of the lease would be 25 years.
 - The proposed tower would be 70 feet tall.
 - Initial investigation by staff determined that 80 feet is the approximate maximum height at that location. Height compatibility will need to be confirmed by the FAA.
 - The City of Loveland Unified Development Code limits towers in industrial zones to 50 feet tall. The Planning Commission can grant a height exemption to this limit.
 - A height exemption was recently approved for the Amazon building, which is over 100 feet tall.
 - The proposed rent is \$26,400 per year (\$10.56 per square foot annually). The national average ground lease rate for cellular towers is approximately \$15,000 per year.
 - This is a typical cellular tower which is not expected to interfere with avionics or nav aids.
 - When 5G C-band was rolled out by the cellular companies earlier this year, a potential conflict with radio altimeters used in some aircraft was identified. The FAA and Federal Communication Commission have been working to resolve this issue. In June, the FAA released a statement saying “We believe we have identified a path that will continue to enable aviation and 5G C-band wireless to safely co-exist.”
 - Other sites in proximity are being considered. If this tower isn’t built on Airport property, it will likely be built nearby.
 - Special measures may be required or requested to ensure that the tower is highly visible to aircraft.
 - The setback from roads and other structures should exceed the height of the tower.
 - No official action was taken, but there was general consensus that this potential lease could benefit the Airport. Staff will continue to investigate the opportunity.

MEETING RECORD

Page 2

Agenda Item #3: Potential Solar Lease

- EDF Renewables has submitted a proposal to lease up to 60 acres of Airport land for solar power distribution project.
 - The proposal is related to a request for proposals (RFP) from Platte River Power Authority (PRPA). The Airport site was included in EDF's response to the RFP.
 - The proposed site is in the south and southwest area of the Airport. Most of the proposed solar array is located in areas that have poor access and/or are unable to support vertical building development due to proximity to the current and future runways.
 - EDF is proposing a one-time payment of \$500,000 and an annual rent of \$2,000 per acre.
 - If approved, the project will be tied into Loveland's distribution network. EDF is discussions with PRPA and Loveland Power to determine if the interconnection with the substation on the west side of the Airport is a good option.
 - EDF's proposal has been shortlisted and they are working to firm up financial and design details so that they can negotiate a contract with PRPA.
 - EDF must be able to demonstrate site control to move forward with the negotiations.
 - The project is anticipated to generate approximately 7 Megawatts of AC power. This amount of electricity can power approximately 2,500 homes per year.
 - EDF would be responsible for completing a glint and glare analysis prior to installation and mitigation of any unforeseen issues. Modern photovoltaic panels have about the same reflectivity and a body of water.
 - The Airport Layout Plan (ALP) shows a future road through the proposed site. The layout of the solar array would preserve space for the road.
 - This is a front-of-meter project, meaning the energy produced will feed the grid, and PRPA would be the offtaker (purchaser) of the energy. The electricity would not directly power Airport facilities, but the Airport get's its power from the City of Loveland, which gets its power from PRPA. The \$500,000 upfront payment could be used by the Airport to install a separate system to directly power Airport facilities.
 - Preserving the ability to connect to the rail line that runs along the southwest area of the Airport needs to be a consideration.
 - The Airport could choose to go through a competitive process to lease land for solar projects. This is a unique situation, because PRPA is the only potential offtaker of energy from a large-scale Airport solar project, so the only way for a project to be viable is if PRPA agrees to buy the energy from the producer. PRPA has gone through a competitive process with this RFP.
 - The estimated lifespan of the system is 35-40 years. When the system is decommissioned, the equipment would be removed from the site.
 - **Tom moved to recommend approval to the Airport Commission of a 40-year land lease with the terms that were presented. The motion seconded by Josh, passed unanimously. Airport staff will work with EDF to refine the site plan based on feedback from the PDSC.**

Agenda Item #4: Potential Rockwell Avenue Extension

MEETING RECORD

Page 3

- Earlier this year, Airport staff participated in a concept review meeting for a potential development consisting of four warehouse/industrial buildings in the area west of Rickenbacker Rd, adjacent to the Airport. The development team and staff discussed the possibility of a joint effort to further extend Rockwell Ave in to provide access to private development on the northern side and Airport development on the southern side. The development team has submitted a proposal to Airport Staff for an 880 ft extension of Rockwell Ave on Airport property.
 - They are proposing to evenly split the design and construction costs of the road. In return for the Airport contributing the land for the road, the development team is offering to maintain the road.
 - The design team estimates a cost of approximately \$1 million for design and construction, which includes water and storm utilities, backfill/compaction, asphalt, curb & gutter, sidewalk, and landscaping/irrigation.
 - The Airport is also working with Fort Collins-Loveland Water District (FCLWD) on an easement for a 30-inch water line that will likely traverse this area. Based on preliminary coordination, the water line could run under this road extension.
 - City of Loveland Transportation Development staff have indicated that Rockwell Ave will be a private road west of Rickenbacker Rd.
 - Staff will investigate this to see if there is a possibility of it being public.
 - A traffic impact study has not been completed yet, but will be included in the Site Development Plan (SDP) submittal to the City.
 - The PDSC supports the construction of the road on Airport property and sees clear benefit to the Airport, but the cost-sharing request does not fit into the Airport's current budget.
 - The Airport has multiple competing priorities and the need for this road is not immediate.
 - The PDSC would like to see alternative designs that might not cost as much.

Agenda Item #5: Aims Innovation Center Potential Location

- The Airport, Aims Community College, and Larimer County have been in discussions to establish an innovation center at the Airport to provide aeronautical-based training programs.
 - An American Rescue Plan Act (ARPA) grant request to support the initiative will be submitted later this year.
 - A permanent location for remote tower control activities could be incorporated in the facility
 - Three potential sites have been identified.
 - The site between Lear Dr and Lindbergh Dr appears to be the best location.
 - It is along the entrance to the Airport and this facility would be something to showcase.
 - All utilities are nearby
 - Taxiway access is available
 - There were concerns about the amount of traffic that would be added to the taxiways if we built general aviation hangars in the area. This facility would generate much less traffic.

MEETING RECORD

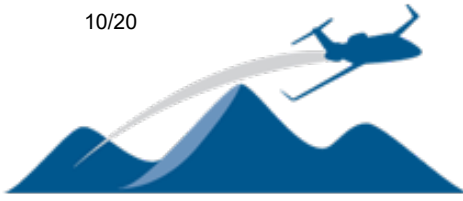
Page 4

- It's possible to connect a taxiway without closing Lear Dr. An aircraft gate could be installed.

Agenda Item #: Updates/Planning/Open Discussion

- Josh Birks has been promoted to Deputy Sustainability Director for the City of Fort Collins and will no longer be a member of the PDSC. SeonAh Kendall, who has been promoted to Economic Health Director, will take over the role.
- We will have a special meeting on October 12th to discuss the Capital Improvement Plan (CIP)
- The PDSC will have a strategic planning session with Stacey Pearson from 9:00-12:00 on November 3rd.
- The Homestead Hangars will be moving forward. Business Aviation Group has assumed ownership of the project and will pay the past due rent. The project has been rebranded as Aero FNL and construction is anticipated to begin in October.

End Meeting Record

**ITEM NUMBER:** 4**MEETING DATE:** October 20, 2022**PREPARED BY:** Jason Licon, Airport Director**PRESENTED BY:** Eric Himler, Aviation Program Director, Aims Community College
Alex Wernsman, Chief Flight Instructor, Aims Community College

TITLE

Aviation Technology and Transportation Innovation Center

RECOMMENDED AIRPORT COMMISSION ACTION

Make a motion to approve the letter of support for Aims Community College's Aviation Technical Training and Innovation Center and the recommendation from the Planning and Development Subcommittee for the identified site

BUDGET IMPACT

Neutral

SUMMARY

The American Rescue Plan Act (ARPA) was signed into law on March 11, 2021 by the President, and the Colorado state government received \$3.8 billion from the Coronavirus State Fiscal Recovery Fund. These funds may be used for purposes outlined in federal law and are subject to appropriation by the General Assembly. These funds must be obligated for authorized purposes by December 31, 2024, and expended by December 31, 2026.

As part of the Larimer County's State ARPA grant requests, Aims Community College is poised to submit for a grant to support the "Aviation Technology and Transportation Innovation Center" which includes an education space that Aims would build and provide the programming for which would include an Aircraft Maintenance Technician School (also referred to as and Aircraft and Powerplant Mechanic, or A&P Program). The demand for aircraft mechanics exceeds that of pilots (133,000 aircraft mechanics needed over the next 20 years in North America). Denver and Northern Colorado have an incredible career outlook for this segment of the aviation industry. This project, along with other Larimer County projects, were highlighted by the visit by Governor Polis and Congressman Neguse to the Aims Flight Training Center earlier this year.

The Larimer County Board of County Commissioners (BOCC) recently gave staff the green light to proceed with county contributions to support several of the exciting capital projects that have been in the works since late last year. The BOCC earmarked and approved \$1.5M to support the local match (Aims match is up to 25% of \$24 million facility) for the Technology and Transportation Innovation Hub proposal! It is expected that the grant submission process will occur in QTR 1 of FY23, with the award notification to occur shortly after this process. Larimer County Staff have identified that the projects they are actively supporting started in late 2021 with approximately 50 projects, which has been short listed down to eight (8).

This project is also part of another request of State of Colorado ARPA funding that is to be applied to the completion of the new Airport Terminal. The Terminal funding will be requested through a different state grant program that is focused on economic recovery, where the Aims CC request will be derived through the workforce development allocations.

The objectives of this educational space include:

- Expand aviation training and educational offerings to its students; complete the aviation education ecosystem to compliment existing Professional Pilot, UAS & Drone Training, and Air Traffic Control educational programs
- Attract and retain talent through career and technical education, workforce development, and connection to employment in Northern Colorado
- Drive investment in a targeted, high-growth sector of the economy and position Northern Colorado as a leader in aviation technologies, transportation, and other related services
- Supports high-demand and well-paying careers, compliments other aviation programs, veterans, HS pathway program, supports innovation and future technologies, supports Northern Colorado economic development
- Career opportunities in Colorado are exceptional: United Airlines, Frontier Airlines, Southwest Airlines, Sierra Nevada, Ball Aerospace, Lockheed Martin, Pilatus, plus numerous fixed-based operators (FBO) at Centennial Airport, Rocky Mountain Metropolitan Airport, Greeley Airport, and Northern Colorado Regional Airport

The Educational Program overview includes:

- Aims educational facility would initially host an A&P A.A.S. degree (2-year)
 - The only other similar program on the front range is Spartan, a for profit institution
 - Aims would provide the programming a reduced and great value to the student
 - Enrollment numbers planned at 75 students within 3 years
 - Create the space to grow and accommodate 150 students
- Education space includes:
 - 33,900 sq/ft of classroom/lab space, which includes hangar bay and test cell spaces
 - Highly specialized lab and aircraft equipment that will be state-of-the-art

- Discussion on including a space for the Remote Air Traffic Control Tower within the new facility
- Must become a FAA part 147 certified A&P Program (takes about 2 years to achieve certification)
- The ARPA grant for Aims falls under “Workforce Development”

ATTACHMENT

Presentation: Technology and Transportation Innovation Hub
Aims AMT Program Support Letter

Technology and Transportation Innovation Hub



Background Information

- Airframe and Powerplant program (A&P), also referred to as an Aircraft Maintenance Technician School (AMTS), has been part of the department's long term strategic plan – ARPA opportunity came up in early 2022
- New educational facility dedicated to careers in technology and transportation, with the flexibility to integrate future technologies
 - Aircraft Mechanic (A&P A.A.S. Degree and Certificates)
 - Future Technologies (Drone Maintenance – Autonomous/ Robotic/Electronic Vehicle technology)

Feasibility & Peer Review

- In North America over the next 20 years: 132,000 pilots are needed, with **133,000 aircraft mechanics needed**
 - A&P career opportunities in Colorado are exceptional: United Airlines, Frontier Airlines, Southwest Airlines, Delta Airlines, Sierra Nevada, Ball Aerospace, Lockheed Martin, Pilatus, plus numerous fixed-based operators (FBO) at Centennial Airport, Rocky Mountain Metropolitan Airport, and Northern Colorado Regional Airport
- Letters of support for an A&P Program in Northern Colorado have been received by Frontier Airlines
 - Pending letters from United Airlines and SkyWest
 - Pending letters include most area school districts

Feasibility & Peer Review - continued

- Student size of 75 students is “definitely achievable” and based upon aviation maintenance technician demand should be the “very minimum goal”
 - Program maturity of 75 students is feasible within 3 years
 - The first student entering the program should complete their training in 2 years, making the program fully feasible upon their program completion
- Through Aims internal feasibility study and this report (Peer Review)... “one area is very clear, which is the need to develop more aviation maintenance technicians”

Program Objectives

- Expand aviation offerings to its students; complete **aviation ecosystem**
- Attract and retain talent through career and technical education, workforce development, and connection to employment in NoCo
- Drive investment in a targeted, high-growth sector of the economy and position NoCo as a leader in aviation technologies, transportation, and other related services
 - Supports high-demand and well paying careers, compliments other aviation programs (aviation ecosystem), veterans, HS pathway program, supports innovation and future technologies, supports Northern Colorado economic development

Aviation Ecosystem



This aviation ecosystem includes design, creation, testing, operations, and maintenance, all of which will dynamically evolve and provide unique learning and hands-on job training in leading edge aviation technology innovation for years to come.

Educational Facility & ARPA

- The ARPA grant submission for an Aims educational facility would be **separate and not dependent** on the supplemental funding for the airport terminal
- The ARPA grant for Aims falls under “**Workforce Development**”
 - The ARPA grant for the airport falls under “Economic Recovery”
- 33,900 sq/ft of classroom & hangar spaces (peer review)
 - **Aims would own the academic building (not the land)**
 - Leasing the land will be required. Cost TBD
 - Allows space for in-house maintenance

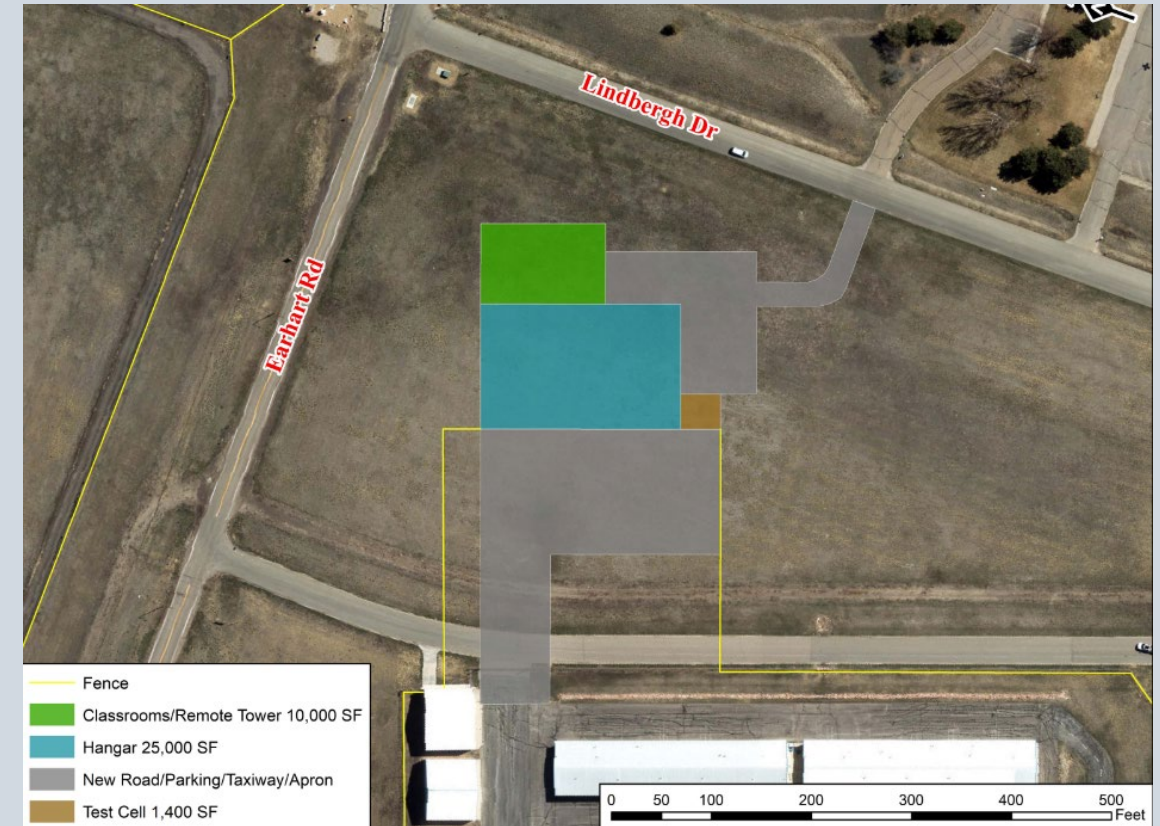
Educational Program Overview

- Aims educational facility would initially host an **A&P A.A.S. degree program (2-year)**
 - Only other similar program on the front range is Spartan
 - Cost for Spartan for students is approximately \$55,000
- Cost to Aims students estimated at **\$30,000 - \$35,000**
- Enrollment numbers planned at **75 students w/in 3 years**
 - Create the space to grow and **accommodate 150 students**
- Faculty to support 75 students (FAA req. 1:20 ratio)
 - 4 FT faculty/staff and 2 FT lab assistants (Peer Review)

Cost for Aims

- 25% match = up to \$6M
 - Equipment \$5M – Aircraft and educational/lab equipment (included in the total project cost – **not additional**)
- Facility O&M = Aims \$6.25 sq/ft – \$211,875 annually
- Operating Supplies & Consumables = \$75,000 annually
- Airport Land Leasing cost = TBD
- A&P Certified = 4 FT Faculty/Staff (\$280,000), 2 FT Lab Assistants (\$110,000/yr), and 1 Maint. Chief (\$90,000)
 - Anticipated personnel costs (**Peer Review**) = \$480,000 annually

Proposed Location at NoCo Regional Airport



A&P Program Timeline

- CY 23: ARPA submission and award announced
- CY 24: ARPA money must be encumbered
- AY 23-24: Aims F&O process begins
- AY 24-25: FAA part 147 certification process begins, hire Aviation Maintenance Chief
- CY 26 (Dec 31) : Money must be spent
- **AY 26-27 Grand Opening, course instruction begins**
 - Classes start in Fall 2026 or Spring 2027

Questions?





NORTHERN COLORADO REGIONAL AIRPORT

4900 Earhart Road • Loveland, Colorado 80538
(970) 962-2850 • FAX (970) 962-2855 • TDD (970) 962-2620

October 14, 2022

Eric Himler
Director of Aviation
Aims Community College

RE: Letter of Support for Aims Technology and Transportation Innovation Hub at NOCO Airport

Dear Mr. Himler,

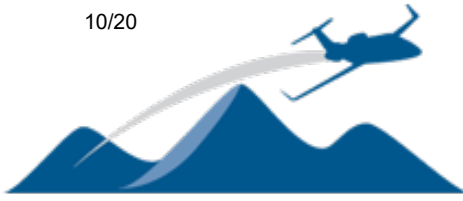
The Northern Colorado Regional Airport Commission has reviewed your proposal for a Technology and Transportation Innovation Hub at the Airport. The data reflects that many airframe and powerplant (A&P) mechanics have retired or left the industry either to pursue other opportunities. Over half of the remaining mechanics are also nearing retirement. The need for increased training in this field is very evident. Colorado is home to many aviation and aerospace companies. A highly skilled workforce is essential to support these ever-evolving industries.

We fully support your efforts as they align with our strategic objectives of innovation and regional collaboration. The Airport and Aims Community College already have a strong partnership. The training programs envisioned for this facility will complement your flight training program, which is helping to address the national pilot shortage. This facility and the programs it will support will create numerous opportunities and provide pathways for excellent, well-paying careers.

We look forward to working with you to make the Aims Technology and Transportation Innovation Hub a reality. The workforce development potential of this initiative is immense and we are excited about the many positive impacts it will have in the region.

Sincerely,

On Behalf of the Northern Colorado Regional Airport Commission
Don Overcash
NCRA Commission Chair



ITEM NUMBER: 5
MEETING DATE: October 20, 2022
PREPARED BY: Jason Licon, Airport Director

TITLE

US Customs Status Update with Possible Executive Session to Consider Options Regarding Responses to Negotiations Consistent with C.R.S. §§ 24-6-402(4)(b) and (4)(e)(I),

RECOMMENDED AIRPORT COMMISSION ACTION

Make a motion to reconvene into executive session to discuss and consider options regarding the US Customs Discovery Air negotiations

BUDGET IMPACT

Unknown

SUMMARY

At the April 21 Airport Commission Meeting, representatives from Discovery Air provided a report on their efforts to establish a U.S. Customs and Border Protection (CBP) program. Following that meeting at the June 16 Airport Commission Meeting, Discovery Air provided a proposal requesting a \$200,000 annual financial contribution from the Airport/Cities to support the service. Under the proposal, Discovery Air would provide the administrative support and office space, including the build-out to meet CBP's requirements, and retain all revenues generated. The services proposed would support businesses and individuals with international travel needs traveling on general aviation aircraft through their newly constructed facilities.

Staff conducted a thorough investigation of the proposal, and hired specialized legal consultants to assist with navigating legal review and identify options for the request. Federal laws dictate how Airport generated revenues can be used, which made the request challenging to find solutions to provide. One option was identified that would provide Airport funding directly to the US Government through a separate agreement with CBP. The costs as estimated by Discovery Air and the CBP service is \$195,000 annually. This option was presented to the Airport Commission at the September 15 meeting in addition to a drafted agreement that could be used between the Cities and Discovery Air for the provision of CBP services.

As a result of the previous month's meeting the Airport Commission directed staff to continue negotiations with Discovery Air on the service. The Commission also directed Loveland's Economic Director to engage in the efforts to find a resolution to the financial request. This item is to provide a briefing to the Airport Commission on the status of the negotiations and the status of the application between Discovery Air and CBP.

It was announced on Wednesday October 12 that the application was selected tentatively for the CBP program.

ATTACHMENTS

CBP Announces Additional Partnerships for New and Expanded Services

CBP Announces Additional Partnerships for New and Expanded Services

Release Date: Wed, 10/12/2022 - 12:00

WASHINGTON — U.S. Customs and Border Protection announced today 24 tentative selections for new reimbursable services agreements that will promote cross-border trade and facilitate essential travel to the United States.

These public-private partnerships will allow approved private sector and state and local government entities to reimburse CBP for expanded services for incoming commercial and cargo traffic and international traveler arrivals in Arkansas; California; Colorado; Connecticut; Delaware; Florida; Georgia; Idaho; Illinois; Louisiana; Maryland; Nevada; New Jersey; New York; North Carolina; Oklahoma; Pennsylvania; Rhode Island; South Carolina; Texas; the U.S. Virgin Islands; Utah; and Washington.

Since the Reimbursable Services Program began in 2013, CBP has expanded it to include 316 stakeholders. The program has provided more than 1.1 million additional processing hours at the request of CBP's partners—accounting for the processing of more than 16.7 million travelers and more than 2 million personal and commercial vehicles.

Authorized by Section 481 of the Homeland Security Act of 2002, reimbursable services agreements increase CBP's ability to provide new or enhanced services on a reimbursable basis by creating partnerships with private sector and government entities. Reimbursable services under this authority include customs, agricultural processing, border security services, immigration inspections and support services at ports of entry.

The statute includes several limitations at CBP-serviced airports. Reimbursable services are limited to overtime costs and support services for airports with 100,000 or more arriving international passengers annually. Airports with fewer than 100,000 arriving international passengers annually may offset CBP for the salaries and expenses of not more than five full-time equivalent CBP officers. Reimbursable services agreements will not replace existing services.

The entities selected for reimbursable services agreements in the air environment were:

- AEG Fuels, LLC (Charleston International Airport; Bradley International Airport; Austin–Bergstrom International Airport; Will Rogers World Airport; Teterboro Airport; Reno-Tahoe International Airport; Salt Lake City International Airport; and Tampa International Airport);
- Allegheny County Airport Authority (Allegheny County Airport; and

Pittsburgh International Airport);

- Austin FBO LLC, dba Million Air Austin (Austin–Bergstrom International Airport);
- Aviation Consultants Inc dba ACI Jet (Palm Beach International Airport; Oakland International Airport; and San Francisco International Airport);
- Discovery Air – The Water Valley Company (Northern Colorado Regional Airport);
- Exxon Mobil Corporation (George Bush Intercontinental Airport);
- Gilead Sciences, Inc. (San Francisco International Airport; and San Jose International Airport);
- Google, LLC (San Jose International Airport);
- Hallmark Jet Center, Inc dba Million Air San Antonio (San Antonio International Airport);
- Jackson Jet Center LLC (Boise International Airport);
- Lowe’s Companies LLC (Charlotte Douglas International Airport);
- Mente LLC (Midway International Airport; Palm Beach International Airport; and King County International Airport - Boeing Field);
- Netflix, Inc. (Los Angeles International Airport; Teterboro Airport; San Francisco International Airport; and San Jose International Airport);
- Pivotal Ventures, LLC (Midway International Airport; Palm Beach International Airport; and King County International Airport - Boeing Field);
- Pronto LLC (Wiley Post Airport);
- Signature STT, LLC (Cyril E. King International Airport);
- Space Exploration Technologies Corp. (Austin–Bergstrom International Airport; and Los Angeles International Airport);
- Stephens Investments Holdings LLC (Clinton National Airport);
- TSMC Leasing, LLC (Baton Rouge Metropolitan Airport); and
- White Plains Aviation Partners LLC, dba Million Air (Westchester County Airport).

The entities selected for reimbursable services agreements in the sea environment were:

- Alaska Marine Lines, Inc (Seattle, WA).

10/20

- Alaska Marine Lines, Inc. (Seattle, WA);
- John S. Connor, Inc. (Charleston, SC; Savannah, GA; Wilmington, NC; Baltimore, MD; Philadelphia, PA; Wilmington, DE; Providence, RI; and Port of New York and New Jersey);
- Magical Cruise Company Ltd. dba Disney Cruise Line (San Diego, CA); and
- The Port of Vancouver (Vancouver, WA).

CBP used a rigorous, multi-layered process to evaluate selectees' proposals and ensure compatibility with CBP's mission priorities.

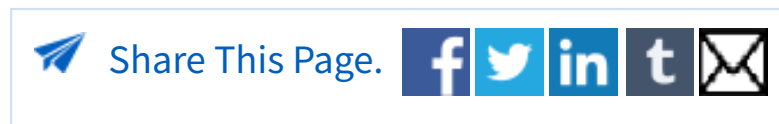
The reimbursable services authority is a key component of CBP's **Resource Optimization Strategy**, and will allow CBP to provide new or expanded services at domestic ports of entry reimbursed by the partner entity.

U.S. Customs and Border Protection is the unified border agency within the Department of Homeland Security charged with the comprehensive management, control, and protection of our nation's borders, combining customs, immigration, border security, and agricultural protection at and between official ports of entry.

Tags: Border Security, Cargo Security, Port Security, Reimbursable Services Program (RSP), Trade, Travel

Last Modified: October 12, 2022

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CBP Public Affairs

Contact Information for Media:

Phone: (202) 344-1780

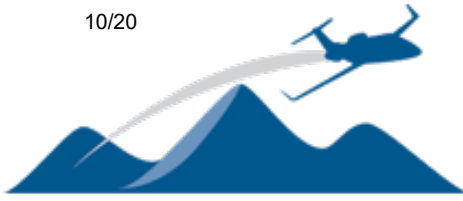
Email: CBPMEDIARELATIONS@cbp.dhs.gov

All Other Inquiries: (202) 325-8000

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Travel Trade Border Security Newsroom About CBP Careers

Employee Resources

**ITEM NUMBER:** 6**MEETING DATE:** October 20, 2022**PREPARED BY:** Jason Licon, Airport Director**TITLE**

Proposed 5-Year Airport Capital Improvement Plan

RECOMMENDED AIRPORT COMMISSION ACTION

Adopt Resolution R-06-2022 approving the 2023-2027 Airport Capital Improvement Plan as presented

BUDGET IMPACT

None – but will highly influence future budgets

SUMMARY

The Capital Improvement Plan (CIP) is a critical planning tool that is used to identify the Airport's priority list for projects for the next five (5) years. It is updated annually to keep current with project costs and the status of available resources.

At the end of 2020, the Airport Commission and the City Councils approved the 2020 Airport Master Plan, which included the recommended capital projects and a 20-year financial plan for implementation.

In 2020 and 2021, the CIP was modified and updated multiple times to support competing priorities as a result of the CARES Act funding and the anticipated airport reclassification.

The projects in this updated Capital Improvement Plan are primarily those that are listed in the 2020 Master Plan and are predominantly eligible for aviation related federal (FAA) and state funds. The CIP does not include all of the capital projects and equipment that are necessary of continued operations and maintenance of the Airport—particularly those that are not eligible for aviation related federal and state funding. This updated Capital Improvement Plan has been discussed with and affirmed by FAA and state officials in meetings held on October 4.

Due to the number of enplanements from Avelo Airlines' operations in 2022, we are on track to received approximately \$2 million of additional guaranteed FAA funding in 2024.

While all of the projects on our updated CIP list are important to the vision and operation of the Airport, two are particularly significant to mention over the next two years.

One is the new Airport Terminal. This year's update reflects the work done on the Terminal Design and includes current estimated costs of construction and notes some of the additional funding we are seeking for construction. Our design of the terminal and related infrastructure needs (i.e., the associated road and parking network) has been impacted by the pandemic (supply chain and labor issues) and inflation (driving up early estimates). However, we continue to work on securing the necessary resources to construct an attractive and well-functioning terminal.

The other large scale federally funded project is the Runway Widening Project. This is scheduled for construction in 2023-2024 for a total cost of \$14.5 million. This is an FAA supported project to satisfy related airfield design requirements for the Airport's type of critical design aircraft—the Airbus A320 and Boeing 737 series aircraft.

The attached “2023-2027 Proposed Airport Capital Improvement Plan” spreadsheet provides a wide range of information about the variety of funding resources—both available and sought—for each project listed.

The purpose of this agenda item is to request adoption by the Airport Commission of this updated 2023-2027 Airport Capital Improvement Plan. Per the Intergovernmental Agreement, this annual update is does not need to be approved by the City Councils.

ATTACHMENTS

ACIP Presentation

2023-2027 Capital Improvement Plan

Resolution R-06-2022



NORTHERN COLORADO REGIONAL AIRPORT COMMISSION

Regularly Scheduled Meeting

October 20, 2022





AIRPORT CAPITAL IMPROVEMENT PLAN

FIVE YEAR UPDATE

2023-2027

Airport Capital Improvement Plan (ACIP)

- Updated capital plan derived from:
 - Airport Master Plan
 - FAA safety standards
 - Projected capacity demands for future aeronautical use
 - Existing conditions of airport assets including runways, taxiways, aprons, navigational aids, lighting, etc.
 - Aircraft demand
 - Engineering cost estimates
 - Current understanding of future FAA & CDOT funding
 - Regular meetings with FAA Airport District Office & CDOT Aeronautics Grant Managers



Pandemic Impacts to Grant Funding

- Airport grant funding derived from federal and state sources

- Federal Aviation Administration (NPIAS)

- Airport and Airway Trust Fund
 - Funded through aviation related excise taxes on passengers, cargo, and fuel
- Airport Improvement Program (AIP)
 - Traditional airport funding source and has been funded at a static \$3.35 billion level for 22 years
- Bipartisan Infrastructure Law
 - Provides a \$20 billion resource over the next 5 years to airports for high priority projects

- Colorado

- Department of Transportation Division of Aeronautics Aviation Grant Program
 - Funded through aviation fuel tax revenues and disbursement (2.9% sales tax on fuel)
 - Recent fuel pricing has significantly driven the fuel tax
- Colorado directed American Rescue Plan Act



- National Plan of Integrated Airport Systems
 - Newly released September 30, 2022
 - Shares funding needs for federally eligible projects over next 5 years
 - Approximately 3,300 total airports in the plan
 - Focus is planning & capacity
 - Updated every other year
 - Report shows \$27,491,229 in estimated funding need for FNL
 - Increase of \$10 million from previous NPIAS
 - Ranked 9th in Colorado
 - Updated Airport Role: Regional to National



<https://www.faa.gov/sites/faa.gov/files/npias-2023-2027-narrative.pdf>

NPIAS Federal Funding Development Estimate 2023-2027

State	City	Airport	LocID	Owner-ship	Svc Lvl (FY23)	Hub (FY23)	Role (FY23)	Enplaned (CY21)	Based Aircraft (CY21)	Development Estimate 2023-2027
CO	Denver	Denver International	DEN	PU	P	L		28,645,527	1	\$1,011,007,241
CO	Colorado Springs	City of Colorado Springs Municipal	COS	PU	P	S		941,917	227	\$120,785,546
CO	Grand Junction	Grand Junction Regional	GJT	PU	P	N		252,290	126	\$88,560,620
CO	Denver	Centennial	APA	PU	R		National	496	747	\$44,816,668
CO	Durango	Durango-La Plata County	DRO	PU	P	N		200,245	68	\$44,815,268
CO	Eagle	Eagle County Regional	EGE	PU	P	N		201,752	89	\$43,154,413
CO	Montrose	Montrose Regional	MTJ	PU	P	N		188,355	81	\$28,484,708
CO	Aspen	Aspen-Pitkin County/Sardy Field	ASE	PU	P	N		248,781	95	\$27,626,405
CO	Fort Collins/Loveland	Northern Colorado Regional	FNL	PU	CS		National	5,248	244	\$27,491,229
CO	Pueblo	Pueblo Memorial	PUB	PU	CS		Regional	9,624	120	\$26,031,580
CO	Hayden	Yampa Valley	HDN	PU	P	N		150,142	9	\$18,756,112
CO	Pagosa Springs	Stevens Field	PSO	PU	GA		Local	2	37	\$10,222,222
CO	Greeley	Greeley-Weld County	GXY	PU	GA		Regional	0	146	\$9,695,693
CO	Akron	Colorado Plains Regional	AKO	PU	GA		Basic	0	7	\$9,061,111
CO	Gunnison	Gunnison-Crested Butte Regional	GUC	PU	P	N		38,783	30	\$8,688,889
CO	Denver	Rocky Mountain Metro	BJC	PU	R		National	670	471	\$7,957,000
CO	Denver	Colorado Air and Space Port	CFO	PU	R		Regional	0	282	\$7,730,410

Proposed 2023-2027 ACIP Highlights

- **Aligned with recommended ACIP in Airport Master Plan**
 - Updated cost figures using financial analysis from Master Plan and estimates from Consultant Dibble Engineering
 - Total five- year capital investment \$55.8 million
 - \$44.8 million federal eligible funding
 - \$24.9 million AIP
 - \$19.9 million of federal special funding (CARES Act & BIL)
 - \$8.9 million local funding
 - \$2.1 million state funding
 - Two major projects planned include new terminal building and runway widening and rehabilitation
 - Terminal Project 2022- 2024: \$22 million (\$24.5 million including 2021 Apron)
 - Additional funding being sought from BIL & ARPA sources
 - Runway Widening Project 2023- 2024: \$14.5 million
 - New high efficiency LED lighting system

Airport Capital Improvement Plan Summary (2023-2027)

	FY 23	FY 24	FY 25	FY 26	FY 27	Total Five Year Cost Estimate
Federal	\$14,522,527	\$13,469,475	\$1,400,000	\$2,000,000	\$7,840,890	\$44,775,784
State	\$487,833	\$430,555	\$455,555	\$500,000	\$250,000	\$2,123,943
Local	\$4,147,833	\$3,561,052	\$195,555	\$189,043	\$621,210	\$8,859,778
Total	\$19,158,193	\$17,461,082	\$2,051,110	\$2,689,043	\$8,712,100	\$55,759,505

2023-2027 ACIP Detail

Funding Source	FAA Airport Imp. Program AIP	FAA Airport Imp. Program AIP	FAA Managed Federal Special Funding	State	Local	Other	Total Project Costs
Financial Resource Program	FAA Entitlement	FAA Discretionary	Cares Act	Colorado Division of Aeronautics	Grant Match	Additional Funding	
Funding Programming Method	Formulary \$150K - \$1M	Discretionary	Formulary	Formulary	Formulary	Discretionary	
Grant Match Requirement	<10K - >10K Enplanements						
Previous Year 2021	90/10	90/10	N/A	90/10	95/5		
Commercial Apron Expansion & Twy E							
Totals 2021	\$ 1,675,087	\$ 784,534	\$ 492,663				
Funding Balance Remaining	\$ 1,675,087	\$ 784,534	\$ 492,663				
Current Year 2022			\$ 16,373,135				\$ 2,952,284
Terminal Design Total to 100%							\$ 2,952,284
Sealcoat T-Hangar Taxiways			\$ 2,590,608				
Repair Terminal Parking Lot							
Repair Taxiways Stearman & Northrop							
Totals 2022			\$ 2,590,608			\$ 25,085	\$ 2,590,608
Funding Balance Remaining			\$ 13,782,527	\$ 295,000		\$ 50,000	\$ 25,085
023						\$ 70,000	\$ 50,000
New Terminal Construction						\$ 145,085	\$ 70,000
Runway 15-33 Widening Design			\$ 13,782,527	\$ 590,000			\$ 2,735,693
General Aviation Hangar Area Environmental Review	\$ 150,000				\$ 29,500	\$ 29,500	\$ 18,431,527
Equipment Replacement: Operations Vehicle					\$ 458,333	\$ 58,333	\$ 666,666
Technology & Transportation Hub (ARPA & AIMS)						\$ 20,000	\$ 20,000
ARPA Terminal Funding Request						\$ 40,000	\$ 40,000
BIL Terminal Funding Request							\$ 30,000,000
Totals 2023	\$ 150,000		\$ 13,782,527	\$ 590,000	\$ 7,000,000	\$ 15,000,000	\$ 15,000,000
Funding Balance Remaining				TBD	\$ 7,000,000		
024					\$ 487,833	\$ 87,833	\$ 4,060,000
New Terminal Construction							\$ 45,000,000
Runway 15-33 Widening Construction	\$ 1,000,000	\$ 11,469,475		\$ 1,000,000			\$ 19,158,193
Sealcoat Stearman Upgrades					\$ 55,555	\$ 55,555	\$ 1,111,110
Fuel Farm Capacity Expansion Environmental & Design					\$ 250,000	\$ 1,135,497	\$ 13,854,972
Runway B & D Reconstruct					\$ 125,000	\$ 125,000	\$ 300,000
Room Truck SRE							\$ 250,000
General Aviation Hangar Area Design & Construction						\$ 600,000	\$ 600,000
Totals 2024	\$ 13	\$ 11,469,475		\$ 1,000,000		\$ 400,000	\$ 600,000
Funding Balance Remaining					\$ 430,555	\$ 1,316,052	\$ 945,000
025						\$ 2,245,000	\$ 17,461,082
Runway D/A1 realignment & reposition with private ramp	\$ 1,000,000						
Fuel Farm Capacity Expansion Construction					\$ 55,555	\$ 55,555	\$ 1,111,110
Totals 2025	\$ 1,000,000			\$ 400,000	\$ 400,000	\$ 140,000	\$ 940,000
Funding Balance Remaining	\$ -			\$ 400,000	\$ 455,555	\$ 195,555	\$ 2,051,110
026							
Runway A Rehab, Lighting & Signage Design	\$ 600,000				\$ 33,333	\$ 33,333	\$ 666,666
RE Building Pavement Expansion Design & Construct	\$ 400,000				\$ 22,222	\$ 22,222	\$ 444,444
Runway A Apron Reconstruct					\$ 55,555	\$ 55,555	\$ 1,111,110
General Aviation Apron & Taxiway Sealcoat and Restripe			\$ 1,000,000		\$ 388,890	\$ 77,933	\$ 466,823
Totals 2026	\$ 1,000,000			\$ 1,000,000	\$ 500,000	\$ 189,043	\$ 2,689,043
Funding Balance Remaining	\$ -						
027							
Runway A Rehab, Lighting & Signage Construction	\$ 1,000,000	\$ 6,840,890			\$ 250,000	\$ 621,210	\$ 8,712,100
Totals 2027	\$ 1,000,000	\$ 6,840,890			\$ 250,000	\$ 621,210	\$ 8,712,100
Funding Balance Remaining	\$ -						

The ACIP spreadsheet is included separately as part of the meeting packet

2021 ACIP Projects



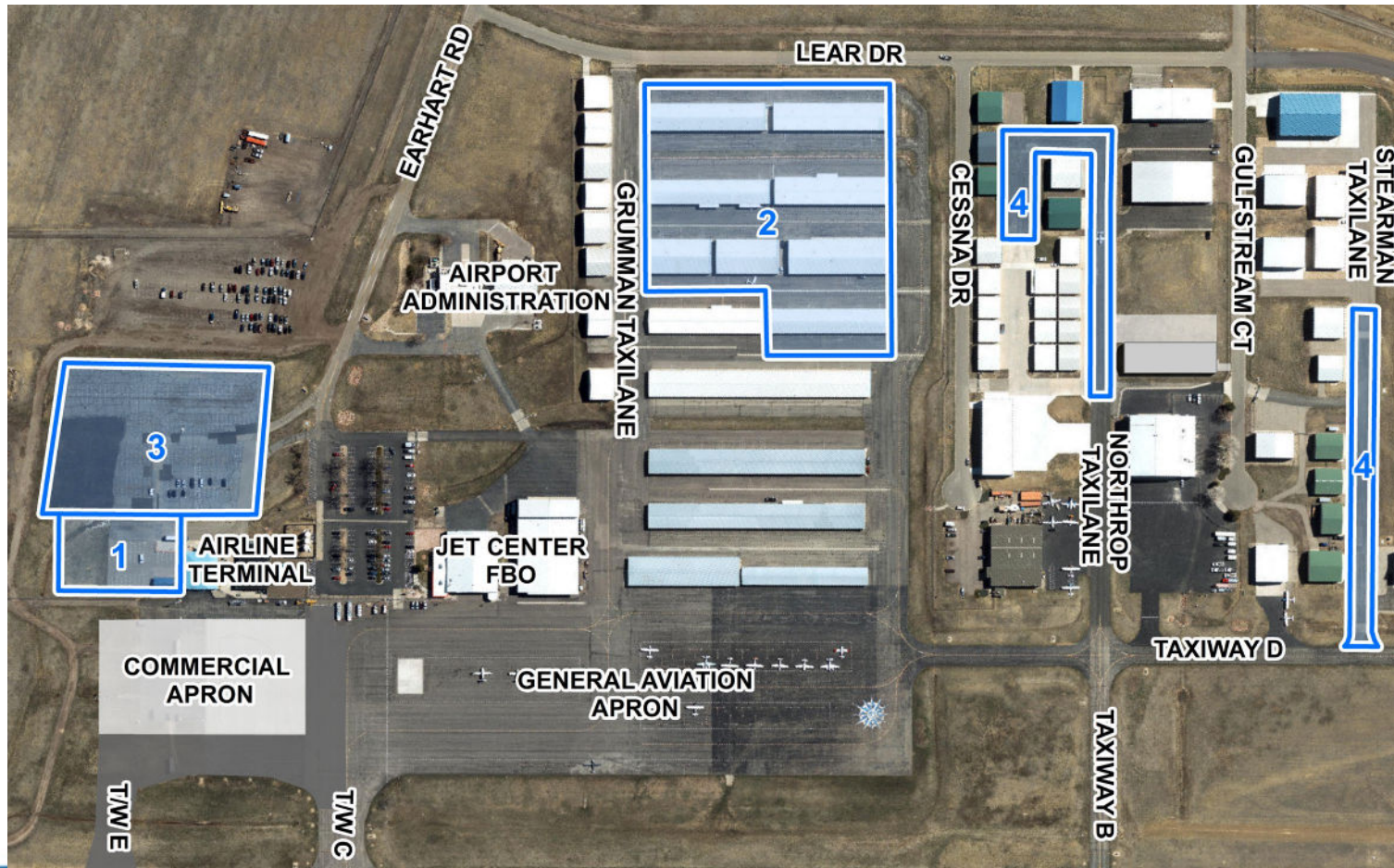
2021

1

Commercial Apron Expansion and Taxiway E Construction

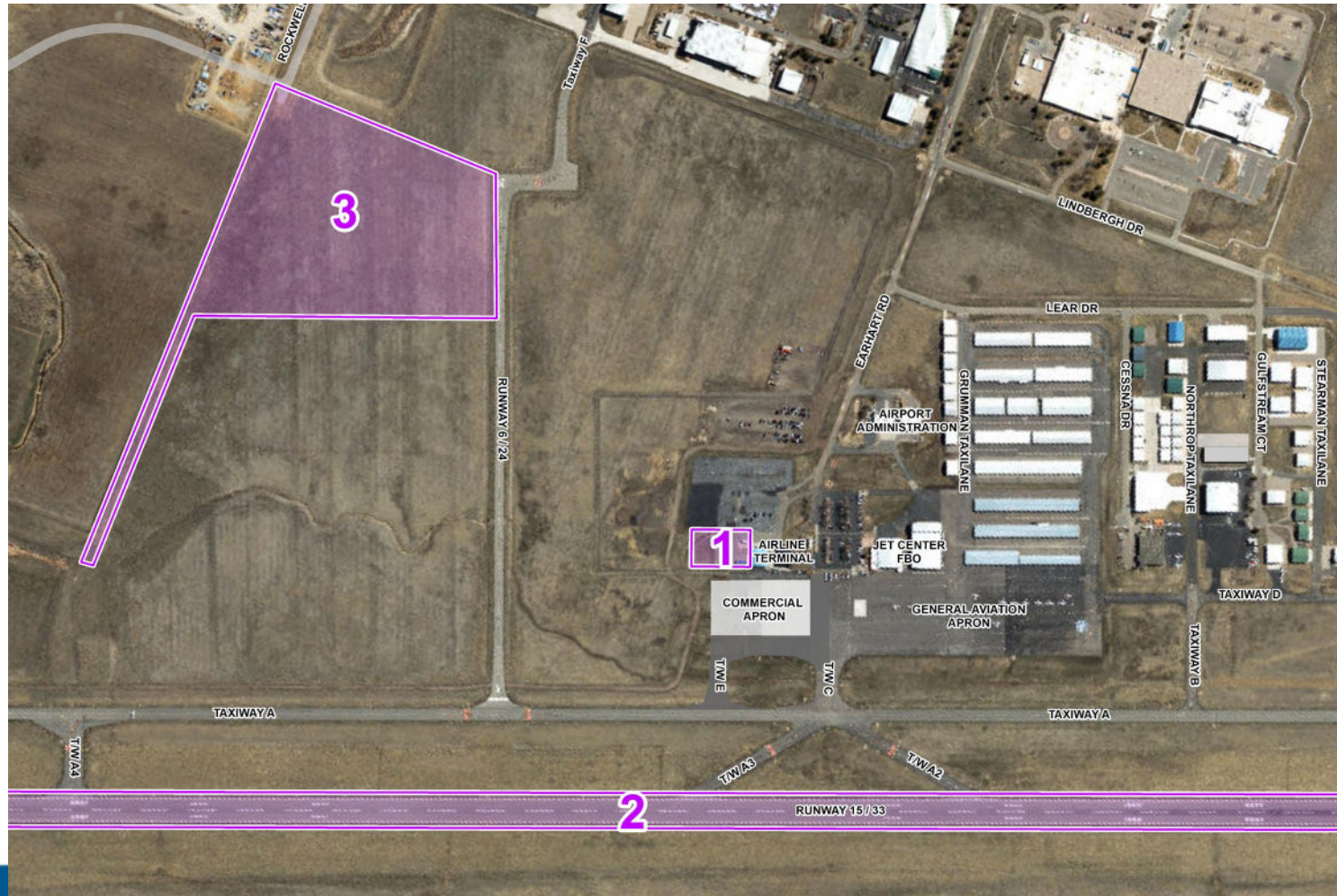
- Cost: \$2,952,284
- Funding Sources
 - Federal – AIP & CARES

2022 ACIP Projects



2022

- 1 Terminal Design Total to 100% Level 4**
 - Cost: \$2,590,608
 - Funding Sources: Federal – CARES
- 2 Sealcoat T-Hangar Taxilanes**
 - Cost: \$25,085
 - Funding Sources: Local – Discretionary
- 3 Repair Terminal Parking Lot**
 - Cost: \$50,000
 - Funding Sources: Local – Discretionary
- 4 Repair Taxiways Stearman & Northrop**
 - Cost: \$70,000
 - Funding Sources : Local



2023

1 New Terminal Construction

- Cost: \$18,431,527

- Funding Sources: Federal – CARES/BIL, State, Local

2 Runway 15-33 Widening Design

- Cost: \$666,666

- Funding Sources: Federal – AIP, State, Local

3 General Aviation Hangar Area Environmental Review

- Cost: \$20,000
 - Funding Sources: Local
- Equipment Replacement: Operations**

- Cost: \$40,000

- Funding Sources : Local

2023 ACIP Projects



2023 Pending Funding Requests

1

Technology & Transportation Innovation Hub

- Pending Funding Sources:
 - \$30,000,000 – ARPA & Aims



2

Terminal Funding

- Pending Funding Sources:
 - \$7,000,000 - Federal BIL Airport Terminals Program
 - \$15,000,000 - ARPA

1

- Cost: \$1,111,110
- Funding Sources: Federal – BIL, State, Local

2

- Cost: \$13,854,972
- Funding Sources: Federal – AIP, State, Local

3

- Funding Sources: Local



2024 ACIP Projects



2024

4 Fuel Farm Capacity Expansion Environmental & Design

- Cost: \$250,000
- Funding Sources: State, Local

5 Taxiway B & D Reconstruct

- Cost: \$600,000
- Funding Sources: Local

6 General Aviation Hangar Area Design & Construction

- Cost: \$945,000
- Funding Sources: Local

Broom Truck SRE

- Cost: \$400,000
- Funding Sources: Local

2025 ACIP Projects



2025

1

Taxiway D/A1 Realignment & Reposition with Private Ramp

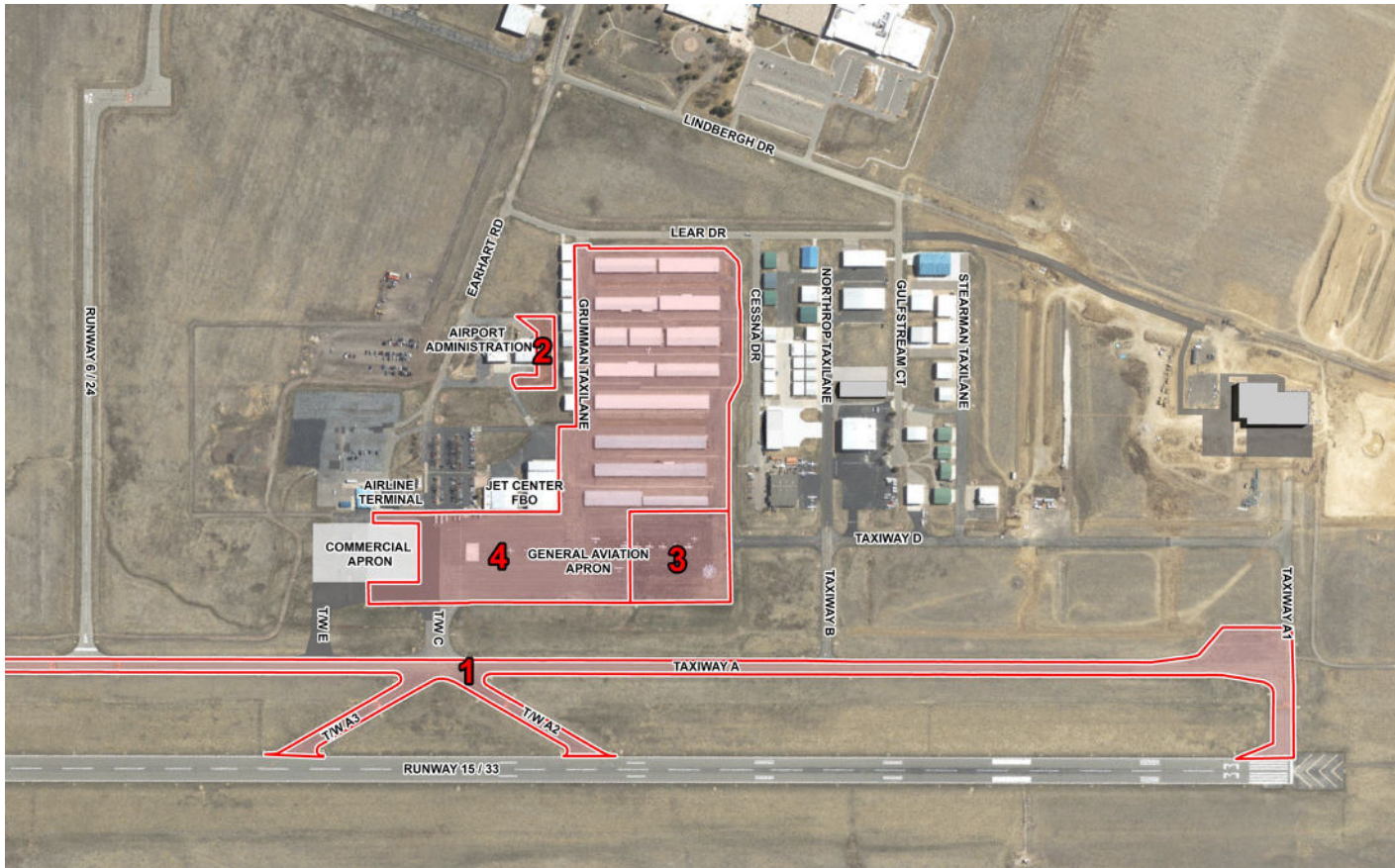
- Cost: \$1,111,110
- Funding Sources: Federal – AIP, State, Local

2

Fuel Farm Capacity Expansion Construction

- Cost: \$940,000
- Funding Sources: Federal – BIL, State, Local

2026 ACIP Projects



2026

- 1 Taxiway A Rehab, Lighting & Signage Design**
 - Cost: \$666,666
 - Funding Sources: Federal – AIP, State, Local
- 2 SRE Building Pavement Expansion Design & Construct**
 - Cost: \$444,444
 - Funding Sources: Federal – AIP, State, Local
- 3 GA Apron Reconstruct**
 - Cost: \$1,111,110
 - Funding Sources: Federal – BIL, State, Local
- 4 General Aviation Apron & Taxiway Sealcoat and Restripe**
 - Cost: \$466,823
 - Funding Sources: State, Local

2027

1

Taxiway A Rehab, Lighting & Signage Construction

- Cost: \$8,712,100
- Funding Sources: Federal – AIP, State, Local



Recommendation & Next Steps

- Staff & PDSC recommend adoption of the updated ACIP
 - Staff will request project funding from FAA & State resources
- Recently passed Federal Infrastructure Bill will be providing additional funding opportunities for project funding:
 - 5 year program ~\$20 Billion, or an additional \$4 Billion each year (just over twice the typical FAA AIP amounts)
 - Obtained the needed 10,000 enplanements in 2022 unlocking an estimated \$2 million in 2024 (to be confirmed by the FAA in August of 2023)
- ACIP is due to be uploaded into the CDOT systems by October 31

2023-2027 Proposed Airport Capital Improvement Plan										
<div><div></div><div>NORTHERN COLORADO REGIONAL AIRPORT</div></div>										
Funding Source	FAA Airport Imp. Program AIP		FAA Managed Federal Special Funding			State	Local		Other	Total Project Costs
Financial Resource Program	FAA Entitlement	FAA Discretionary	Cares Act	BIL Airport Improvement Grants	BIL Airport Terminals Program	Colorado Division of Aeronautics	Grant Match	Additional Funding	Special & Unique Resources	
Funding Programming Method	Formulary \$150K - \$1M <10K - >10K Enplanements	Discretionary	Formulary	Formulary	Discretionary	Formulary for FAA Grant Matches & Remainder Discretionary	Formulary	Discretionary	TBD	
Grant Match Requirement	90/10	90/10	N/A	90/10	95/5	80/20	N/A	N/A	N/A	
Previous Year 2021										
Commercial Apron Expansion & Twy E	\$ 1,675,087	\$ 784,534	\$ 492,663							\$ 2,952,284
Totals 2021	\$ 1,675,087	\$ 784,534	\$ 492,663							\$ 2,952,284
Funding Balance Remainaig			\$ 16,373,135							
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Terminal Design Total to 100% Level 4			\$ 2,590,608							\$ 2,590,608
Sealcoat T-Hangar Taxilanes								\$ 25,085		\$ 25,085
Repair Terminal Parking Lot								\$ 50,000		\$ 50,000
Repair Taxiways Stearman & Northrop								\$ 70,000		\$ 70,000
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Funding Balance Remainaig				TBD						
2024										
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Runway 15-33 Widening Construction	\$ 1,000,000	\$ 11,469,475				\$ 250,000	\$ 1,135,497			\$ 13,854,972
Taxilane Stearman Upgrades								\$ 300,000		\$ 300,000
Fuel Farm Capacity Expansion Environmental & Design						\$ 125,000	\$ 125,000			\$ 250,000
Taxiway B & D Reconstruct								\$ 600,000		\$ 600,000
Broom Truck SRE								\$ 400,000		\$ 400,000
General Aviation Hangar Area Design & Construction								\$ 945,000		\$ 945,000
Totals 2024	\$ 1,000,000	\$ 11,469,475		\$ 1,000,000		\$ 430,555	\$ 1,316,052	\$ 2,245,000		\$ 17,461,082
Funding Balance Remainaig										
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Funding Balance Remainaig	\$ -									
2026										
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SRE Building Pavement Expansion Design & Construct	\$ 400,000					\$ 22,222	\$ 22,222			\$ 444,444
GA Apron Reconstruct				\$ 1,000,000		\$ 55,555	\$ 55,555			\$ 1,111,110
General Aviation Apron & Taxiway Sealcoat and Restripe						\$ 388,890	\$ 77,933			\$ 466,823
Totals 2026	\$ 1,000,000			\$ 1,000,000		\$ 500,000	\$ 189,043			\$ 2,689,043
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2027										
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Totals 2027	\$ 1,000,000	\$ 6,840,890				\$ 250,000	\$ 621,210			\$ 8,712,100
Funding Balance Remainaig	\$ -									
Totals	\$ 5,825,087	\$ 19,094,899	\$ 16,865,798	\$ 2,990,000	\$ 7,000,000	\$ 2,123,943	\$ 2,409,693	\$ 6,450,085	\$ 45,000,000	\$ 55,759,505

RESOLUTION #R-06-2022

A RESOLUTION APPROVING THE 2023-2027 CAPITAL IMPROVEMENT PLAN OF THE NORTHERN COLORADO REGIONAL AIRPORT

WHEREAS, the Northern Colorado Regional Airport Commission (“Commission”) was established by the City of Loveland (“Loveland”) and the City of Fort Collins (“Fort Collins”) pursuant to that certain Amended and Restated Intergovernmental Agreement for the Joint Operation of the Fort Collins-Loveland Municipal Airport dated January 22, 2015 (“2015 IGA”), to effectuate changes to the governance structure and pursue development of the Fort Collins-Loveland Airport (now known as the Northern Colorado Regional Airport) as a regional airport. The IGA was amended in 2016 and 2019; and

WHEREAS, pursuant to the 2015 IGA, as amended, the Cities granted certain authority to the Commission, including the authority to “develop budgets, establish capital and operations reserve policies and propose capital projects consistent with Approved Airport Budget;” and

WHEREAS, the Federal Aviation Administration (“FAA”) requires the Airport to prepare a five-year capital improvement plan on an annual basis; and

WHEREAS, Airport staff has prepared the 2023-2027 Capital Improvement Plan (“CIP”), attached hereto as “Exhibit A.” The CIP is based upon the Airport’s anticipated budget for such future years, subject to approval and appropriations by the two Cities; and

WHEREAS, the Commission has reviewed the CIP and desires to approve the CIP as the Airport’s required five-year capital improvement plan.

NOW, THEREFORE, BE IT RESOLVED BY THE NORTHERN COLORADO REGIONAL AIRPORT COMMISSION:

Section 1. That the 2023-2027 Capital Improvement Plan, attached hereto as “Exhibit A,” is hereby approved, subject to annual appropriations by the City of Fort Collins and City of Loveland.

Section 2. That this Resolution shall be effective as of the date and time of its adoption.


ADOPTED this 20th day of October, 2022.

Don Overcash, Chair of the
Northern Colorado Regional Airport Commission

ATTEST:

Secretary

APPROVED AS TO FORM:


Senior Assistant City Attorney