



NORTHERN COLORADO REGIONAL AIRPORT COMMISSION

4900 EARHART ROAD • LOVELAND, CO 80538

**REGULAR MEETING AGENDA
THURSDAY, APRIL 18, 2024
3:30PM – 5:30PM**

CALL TO ORDER

ROLL CALL

PUBLIC COMMENT

CONSENT AGENDA

1. MARCH 21, 2024 MEETING MINUTES – P.2
2. MARCH PRELIMINARY FINANCIAL STATEMENT – P. 8
3. MARCH AIRPORT DIRECTOR’S REPORT – P. 10
4. AIRPORT COMMISSION RULES OF PROCEDURE – P. 40
5. 5115 GRUMMAN LEASE EXTENSION – P. 45

APPROVAL OF CONSENT AGENDA

AIRPORT DIRECTOR’S REPORT HIGHLIGHTS

REGULAR AGENDA

6. RUNWAY WIDENING DISCUSSION (Informational, 55 min.) – P. 48
7. AEROFNL LEASE AMENDMENT (Action, 20 min.) – P. 68
8. TERMINAL PUBLIC ART (Informational, 15 min.) – P. 70
9. PDSC AGENDA REVIEW (Informational, 5 min.) – P. 72
10. BUSINESS FROM MEMBERS

PULLED CONSENT AGENDA ITEMS

ADJOURN

Meeting Planning Calendar		
May 16 • Triad Business Agreement • Initial Budget Review for 2025 • Initial Rates & Fees Review for 2025 • Fuel Farm	June 27 • Final Budget Review for 2025 • Final Rates & Fees Review for 2025 • Initial CIP Review	July 18 Community Event (No Regular Meeting)

All members of the public are invited to attend this meeting in-person at 4900 Earhart Rd. Loveland, CO 80538 or observe virtually using the information below:

Join Zoom Meeting: <https://us06web.zoom.us/j/81745121465?pwd=5pPT3wqwwantI9jljsxjaPkMwNncin.1>

Meeting ID: 817 4512 1465

Passcode: 259087

Dial by your location: +1 719 359 4580 US

Find your local number: <https://us06web.zoom.us/j/kCGGEYWeg>



Regular Meeting Minutes for March 21, 2024

CALL TO ORDER Chair Arndt called the meeting to order at 2:04 p.m.

ROLL CALL Chair Arndt and Commissioners Stooksbury, DiMartino, Williams, and Marsh were present. Commissioner Krenning was absent.

PUBLIC COMMENT Rick Turley commended Airport staff and Iron Fly for the successful completion of hangar C repairs and noted that the consultant expressed that the repairs could be good for up to 10 years.

Scott Holst thanked staff for coordinating snow removal efforts during the recent storm.

CONSENT AGENDA

Commissioner Marsh moved to approve the Consent Agenda. The motion, seconded by Commissioner DiMartino, carried with all Commissioners present voting in favor thereof.

Pulled Items: None

Consent Follow up: None

Public Comments: None

AIRPORT DIRECTOR'S REPORT HIGHLIGHTS C hangar repairs are complete and six hangar units are available and six tenants have requested to lease them. Bids are due today for A and B hangar demolition.

The Digital Tower vendor is proceeding with their work at the FAA Tech Center and plan to meet with airport staff later this month.

Hensel Phelps is completing sheathing and framing on the terminal building. The roof is expected to be complete in approximately two weeks.

Bids are currently being accepted for the Taxiway B, D, and GA rehabilitation project. Work is scheduled to start at the end of June.

The potable water pipeline construction has begun at the north side of the airport property. Taxiway F will be closed for five days at the beginning of May to lay the pipe and repair the taxiway.

The next Airport Stakeholder Meeting will be held on April 2, 2024 at 3:00 p.m.

The spike in business jet activity in February may not be a consistent increase. Similar spikes have occurred in past years.

The mobile tower engineering review will provide a cost estimate for moving the trailer. Paperwork for will be submitted on April 17th to the



FAA for a Safety Risk Management Review regarding the relocation of the trailer. The review will take approximately 60 days.

REGULAR AGENDA

4. TERMINAL PROJECT UPDATE

Keith Meyer with Ditesco presented an update on the terminal project progress and budget allocation. The project is currently meeting budget and timeline expectations. It is standard to hold contingency funds which may be used to help complete items which were originally excluded from the design due to budget constraints, such as parking lot restoration. The Certificate of Occupancy is expected to be issued in September.

Chair Arndt questioned whether the FFE budget would be sufficient. Mr. Meyer stated that it should be sufficient based on the cost estimates received by suppliers.

Commissioner Williams questioned whether airside to airside bus services would be the same experience as on an airplane once security services are available. Mr. Robbins confirmed that it would be.

5. 2024 COMMISSION SCHEDULE UPDATES

Kate Morgan, Airport Executive Assistant, presented this item in accordance with the Agenda Item Summary. Commissioners discussed amending the 2024 meeting schedule during the special meeting in February. These amendments included adjusting the regular meeting time to begin at 3:30 p.m. and end at 5:30 p.m., removing the July and December regular meeting dates, and allowing flexibility to hold public meetings outside of the Airport conference room.

Chair Arndt suggested moving the June meeting date to June 27th to ensure that a quorum would be present.

Commissioner Stooksbury moved to approved the 2024 Airport Commission Schedule as amended. The motion, seconded by Commissioner Williams, carried with all Commissioners present voting in favor thereof.

6. AIR SERVICE DEVELOPMENT UPDATE

Aaron Ehle, Planning and Development Specialist, and Matt Skinner with Global Flight, LLC Services presented this item in accordance with the Agenda Item Summary. Global Flights was awarded a bid contract in the fall of 2023 to provide air service development at the airport. Mr. Skinner provided a market overview and long-term vision for air service at FNL. He also outlined the different air service options and target carriers. Focusing on smaller budget carriers to build baseline service helps increase chances of success at smaller airports.

Mr. Skinner suggested refreshing the demand study that was conducted in 2018 which would cost approximately \$7-10,000. He



stated that carriers are typically looking for financial partnership with an airport to help mitigate their risk. Concerns regarding air traffic control have been managed with the mobile tower. Growth challenges at DEN and expansion of the metro area is encouraging passengers to use other airports. Noise complaints with occasional jets are expected to be minimal but air space is controlled by the FAA.

Mr. Skinner stated that he is currently engaging airlines to draw interest, and the next step is to negotiate numbers and develop a partnership. Mr. Ruppel stated that a community task force will be started to help assist with community outreach.

Commissioner Stooksbury requested that the Airport think strategically to choose service which is most beneficial, not just the cheapest provider. Also, he suggested developing a long-term vision and plan for achieving it while working with the airlines.

Commissioner Williams stated that six to eight flights per day would be considered a huge success, but that may be years away.

Commissioner DiMartino requested updates regarding the current economic impact of having versus not having commercial air service as information becomes available.

Chair Arndt called for a break at 3:21 p.m.

Chair Arndt called the meeting back to order at 3:32 p.m.

Chair Arndt reopened the public comment portion of the meeting.

Public Comment:

- Steve McClintock expressed his appreciation for Staff's assistance with the C hangar unit lease.
- Iver Retrum with Business in Aviation provided an update on the AeroFNL hangars being developed. He is expecting to delivery three hangar buildings in April.

7. PDSC CHARTER UPDATE AND MEMBERSHIP

Aaron Ehle, Planning and Development Specialist, presented the item in accordance with the Agenda Item Summary. The Airport Commission identified multiple updates to the PDSC charter at previous meetings, so the redlined version of all corrections was provided. Also, an Airport Commission member is not currently appointed to sit on the PDSC as the Commission Liaison.

Ms. Wilson stated that a PDSC meetings could be posted as a possible Airport Commission meetings in case more than three Commissioners attend. The meeting schedule and location is available online.



Commissioner Stooksbury requested that the Liaison and Alternate present the PDSC agenda and discussion items at each Airport Commission meeting.

Commissioner Marsh volunteered to serve as the Commission Liaison on the PDSC with Commissioner Williams serving as the Alternate. The appointed Liaison and Alternate will serve a one-year term.

Commissioner Marsh moved to approved the PDSC charter as amended. The motion, seconded by Commissioner Williams, carried with all Commissioners present voting in favor thereof.

Commissioner DiMartino moved to appoint Commissioner Marsh as the Commission Liaison to the PDSC with Commissioner Williams acting as Alternate. The motion, seconded by Chair Arndt, carried with all Commissioners present voting in favor thereof.

**8. AIRPORT
DEVELOPMENT
SOLICITATIONS**

Aaron Ehle, Planning and Development Specialist, presented the item in accordance with the Agenda Item Summary. At the Commission's request during the February meeting, staff developed requests for proposals (RFPs) on sites B, C, and D. Mr. Ehle noted that having three sites and a wide range of development types may lead to similar outcomes in the past when no proposal was awarded. A request for expressions of interest (RFEI) may be more appropriate to get information to the Commission faster and simplify the process for developers. The RFEI could be a stand-alone document to enter negotiations or it can be used in conjunction with an RFP.

Public Comment:

- Rick Turley stated that he is not in favor of releasing an RFP until the scope is more clearly defined, and noted that these RFPs would not allow owner-tenants to build hangars as they have in the past.
- Steve McClintock seconded Mr. Turley's points.

Commissioner DiMartino spoke in favor of the RFEI process.

Commissioner Stooksbury commented that putting an RFEI out would help developers resolve their own business problems and speed up the process.

Mr. Ehle stated that having multiple developers collaborating with staff and the Commission to build on site C would produce the best outcome. Staff can produce an RFEI which would allow responses to be reviewed by the Commission at the June meeting.

Commissioner DiMartino moved to direct staff to proceed with the RFEI process for sites B, C, and D. The motion, seconded by Commissioner Stooksbury, carried with all Commissioners present voting in favor thereof.



**9. AIRPORT
COMMISSION RULES
OF PROCEDURE**

Laurie Wilson, Legal Counsel to the Commission, presented the item in accordance with the Agenda Item Summary. The Airport Commission has not formally adopted rules of procedure in the past, so legal counsel has proposed the adoption of “Bob’s Rules of Order” prepared by municipal attorney Robert Widner along with additional simple rules of procedure similar to those adopted by the Loveland and Fort Collins City Councils for their meetings.

Chair Arndt requested some flexibility in the three-minute limit for each public comment and suggested keeping an opening public comment section for attendees to address the Commission with items not included on the agenda.

Commissioner DiMartino suggested moving the public comment before a motion is made, after the staff presentation.

Commissioner Marsh inquired about the procedure if quorum requirements are no longer met as the result of a Commissioner recusing themselves from voting. Ms. Wilson with review scenario and provide an update at a future meeting.

Commissioner Krenning entered the meeting at 4:26 p.m.

**10. RUNWAY
WIDENING CONTRACT
AMENDMENT**

Francis Robbins, Airport Operations and Maintenance Manager, presented the item in accordance with the Agenda Item Summary. A change order and contract amendment with Dibble Engineering is required due to the FAA’s changing taxiway geometry and light standards. If approved by both City Councils, \$7,561.57 in local funds would be used to reach 100% completion of the runway widening design phase.

Mr. Ruppel stated that the negative impacts of not completing the runway widening project would include deterring some airline providers and failing to fulfill federal grant requirements, which could result in less money being awarded in the future. The two-phase plan for construction would help mitigate the impacts of a runway closure to stakeholders.

Commissioner Marsh stated that she is opposed to closing the runway for the widening project.

Commissioner Krenning stated that he is opposed to the runway widening project and requested a larger discussion outside of this contract amendment.

Commissioner DiMartino asked what would happen if no action was taken today. Mr. Robbins stated that it could push back the construction timeline and delay other funding.



Chair Arndt stated that she is in favor of completing the design phase but not deciding to proceed with subsequent phases of the widening project.

Commissioner Stooksbury Moved to recommend approval of the runway widening contract amendment for completion of the design phase. The motion, seconded by Commissioner Williams, carried with all Commissioners present voting in favor thereof.

11. BUSINESS FROM MEMBERS

Commissioner Marsh requested the fuel farm be included as a discussion item at a future meeting.

Commissioner Arndt inquired about the vacant Loveland Citizen Member position on the Commission. Three applications were received for the position before the closing date.

Commissioner Stooksbury requested a comprehensive discussion regarding the Triad Business Park.

ADJOURNMENT

Chair Arndt adjourned the meeting at 4:56 p.m.

Respectfully Submitted,

Commission Chair, Jeni Arndt

ITEM NUMBER: 2

MEETING DATE: April 18, 2024

PREPARED BY: Francis Robins, Airport Ops & Maint Manager

TITLE

Monthly Financial Statement

RECOMMENDED AIRPORT COMMISSION ACTION

Staff recommend acceptance of the preliminary financial statement as presented.

BUDGET IMPACT

Neutral

SUMMARY

Financial highlights for the month of March include:

- The monthly statement indicates just over \$9 million within the net position available for use. This amount includes \$6 million set aside by the Airport Commission and City Councils to be applied toward the terminal project. Within this amount \$2 million is from the CARES Act operations and maintenance grant, which has been fully drawn down and input in the account, \$2 million for the local matching contribution, and \$2 million in City Contributions.
 - An accurate net position available for use is \$3 million which is planned for future federal funding grant matches, specifically \$1 million for the \$14 million runway widening project in 2025, and the remainder maintaining the operational financial reserve.

ATTACHMENT

Preliminary monthly financial statement for March 2024



NORTHERN COLORADO
REGIONAL AIRPORT

Airport Statement of Revenues and Expenses
From 01/01/2024-03/31/2024

PRELIMINARY

	Y-T-D 2024 Actual	Y-T-D 2023 Actual	Y-T-D 2024 Budget	2024 Total Budget	% of Total Budget
<u>OPERATING REVENUES</u>					
Hangar Rental	47,380	60,108	53,751	215,000	22%
FBO Rent	23,543	23,543	26,253	105,008	22%
Gas and Oil Commissions	47,244	43,851	75,000	300,000	16%
Aviation Fuel Tax Reimbursement	66,547	89,051	37,500	150,000	44%
Land Lease	158,307	152,517	274,749	1,099,000	14%
Land Lease PD Training Ctr	103,043	103,043	0	0	0%
Terminal Lease and Landing Fees	6,206	3,724	18,828	75,300	8%
Parking	0	0	0	0	0%
Miscellaneous	19,279	8,533	13,149	52,600	37%
TOTAL OPERATING REVENUES	471,549	484,370	499,230	1,996,908	24%
<u>OPERATING EXPENSES</u>					
Personal Services	162,176	193,145.67	286,854.00	1,147,418	14%
Supplies	27,758	25,131.55	30,888.00	123,550	22%
Purchased Services	259,984	57,267.32	441,138.00	1,764,564	15%
TOTAL OPERATING EXPENSES	449,918	275,545	758,880	3,035,532	15%
OPERATING GAIN (LOSS)	21,631	208,825	(259,650)	(1,038,624)	
<u>NONOPERATING REVENUES (EXPENSES)</u>					
Passenger Facility Charge	0	0	0	0	
Interest Income	28,765	11,871	12,249	49,000	59%
Contributed Asset	0	0	0	0	
Capital Expenditures	(1,873,203)	(69,418)	(22,904,620)	(39,369,643)	5%
TOTAL NONOPERATING REVENUES (EXPENSES)	(1,844,438)	(57,547)	(22,892,371)	(39,320,643)	
NET INCOME (LOSS) BEFORE CAPITAL CONTRIBUTIONS	(1,822,806)	151,279	(23,152,021)	(40,359,267)	
Capital Contributions	2,414,288	1,102,505	5,489,499	21,958,000	11%
CHANGE IN NET POSITION	591,482	1,253,784	(17,662,522)	(18,401,267)	
NET POSITION, Beginning	28,274,198	21,237,480	0	0	
NET POSITION, Ending	28,865,680	22,491,264	(17,662,522)	(18,401,267)	
Investment in Capital Assets	19,843,609	15,440,026	0	0	
Net Position Available for use	9,022,071	7,051,238	(17,662,522)	(18,401,267)	



NORTHERN COLORADO REGIONAL AIRPORT

4900 Earhart Rd • Loveland, Colorado 80538

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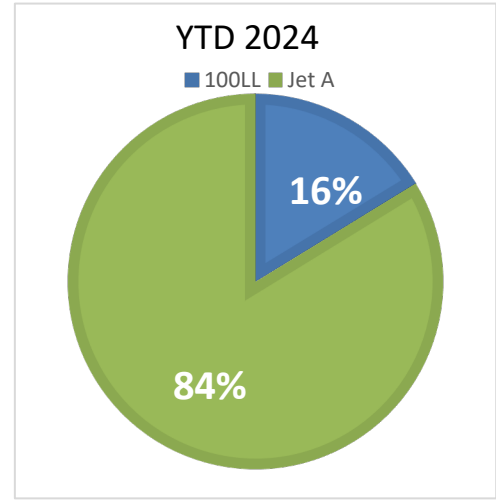
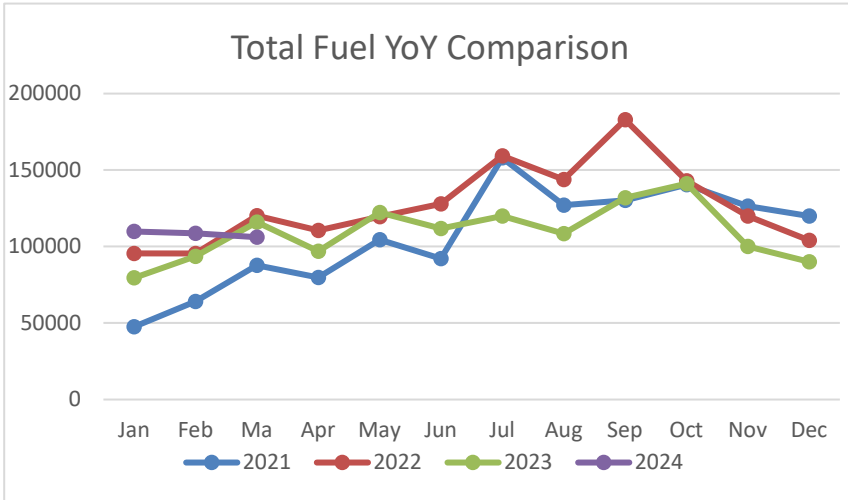
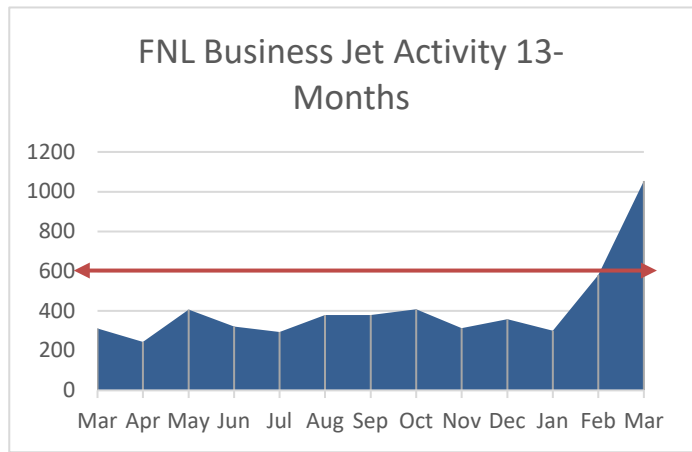
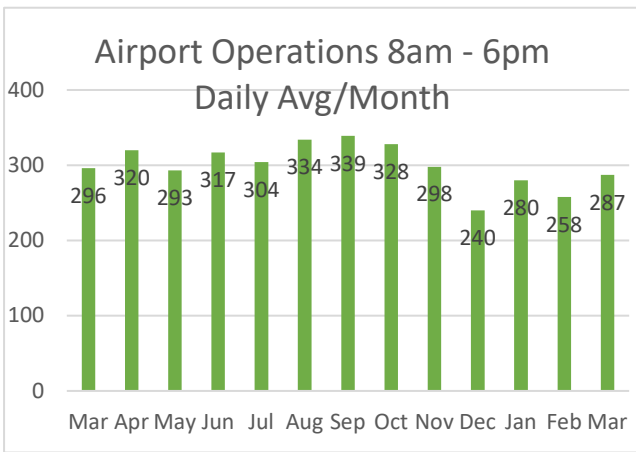
Date: April 18, 2024
To: Northern Colorado Regional Airport Commission
From: David Ruppel, Airport Director
Re: Airport Report for March 2024

Report Highlights

- Gina Gonzalez, Airport ARFF Engineer, provided an excellent briefing on the hazards of Lithium Ion battery fires and coordinated with Airport Staff to make a webinar available to tenants and staff providing in-depth information. The webinar was well attended. I strongly encourage anyone with questions on this serious hazard to contact Gina directly.
- Colorado Cleanup Corporation is the company selected for the A and B Hangar demolition and expects to take 25 days for fieldwork once permits and approvals are obtained.
- Digital Tower Vendor, RTX/Frequentis, is proceeding with their work at the FAA Tech Center in Atlantic City and met with airport staff on April 18th to begin negotiations for a future system installation.
- Hensel Phelps is continuing the exterior wall framing and sheathing on the west side. In wall mechanical, electrical, and plumbing rough in is continuing inside. Overhead fire protection installation and exterior wall air barrier application are also underway. Framing of interior walls is continuing, including blocking and utility installation. Work on the first phase of the main electrical utility connection is proceeding. The Water Tap fee has been paid.
- TAXIWAY B&D/HANGAR TAXILANES Bids due next week. Will start at the earliest on June 26th. 10 days of closure. Roughly a month total with curing and painting.
- FUEL FARM SITING Contracted April 2nd. This is a two-month project to determine location and best practice requirements for a consolidated fuel farm.
- FCLWD Potable Water Pipeline construction has commenced the trenching process this week. Taxiway F closure is scheduled for May 6-10. No runway closures required.
- Interviews for the new Commission member to replace Curt Burgener are scheduled for April 22, 2024.
- The Airport Director search process is proceeding. The search firm was selected this week and work is to begin as soon as the contract and notice to proceed are released.
- The next FNL Stakeholder meeting will be held on June 4th and will include in-person and on-line options.

Airport Activity Dashboard

- Flight operations for the month of March averaged 287 per day, and the thirteen-month rolling average is 300.
- Wholesale fuel ordered by the jetCenter FBO was 71,568 gallons for the month of March, a decrease of 19% compared to the previous March at 88,031 gallons.
 - Total year to date fuel for jetCenter is up 14% year over year.
 - Total fuel flowage through March 2024, is 210,339 gallons compared to 289,083 Gallons YTD in March 2023.
- Business jet activity for March compared to the same month in 2023 was up 70%, going from 311 to 1054 operations.



Airport Owned T-Hangars Update

All repairs are completed on the C-Hangars and have been accepted by the Airport’s Engineer. FNL will begin regular maintenance reviews to look at painting, hangar door repairs, and roof evaluation for leaks. FNL is working through the hangar waiting list and expects to be able to offer hangars to the interested parties.

All tenants must have an operational aircraft or be able to get their aircraft operational within no more than 6 months. If this cannot be achieved the tenant must provide a detailed plan for making their aircraft operational to the Airport Director.

Digital Tower

RTX/Frequesntis, is continuing its work at the FAA Tech Center in Atlantic City and the FAA has indicated that they expect System Design Approval (SDA) in 2025. FNL will continue to pursue both a traditional tower process and the digital tower to be able to take advantage of whichever is ready in the shortest amount of time.

RTX plans is scheduled to meet with airport staff later on April 18th to begin negotiations for a future system installation once their system receives approval. FNL expects to have the option of either purchasing or leasing the system as an FAA approved acceptable alternative to the traditional tower systems. Further meetings are scheduled for April 23rd. RTX is expecting to begin installation at FNL in early 2025 so that it will be able to begin airport testing as soon as the SDA is received.

Federal Contract Tower (FCT)

VISTA stands for Virtual Immersive Siting Tower Assessment and is approved for use when siting designated FAA Airport Traffic Control Towers (ATCTs) and all Federal Contract Towers/Non-Federal Towers (FCTs/NFTs). The attorneys for the two Cities are reviewing the Reimbursable Agreement (RA) for the VISTA work and we expect to start the actual study in the next couple of months once the two Cities approve the RA.

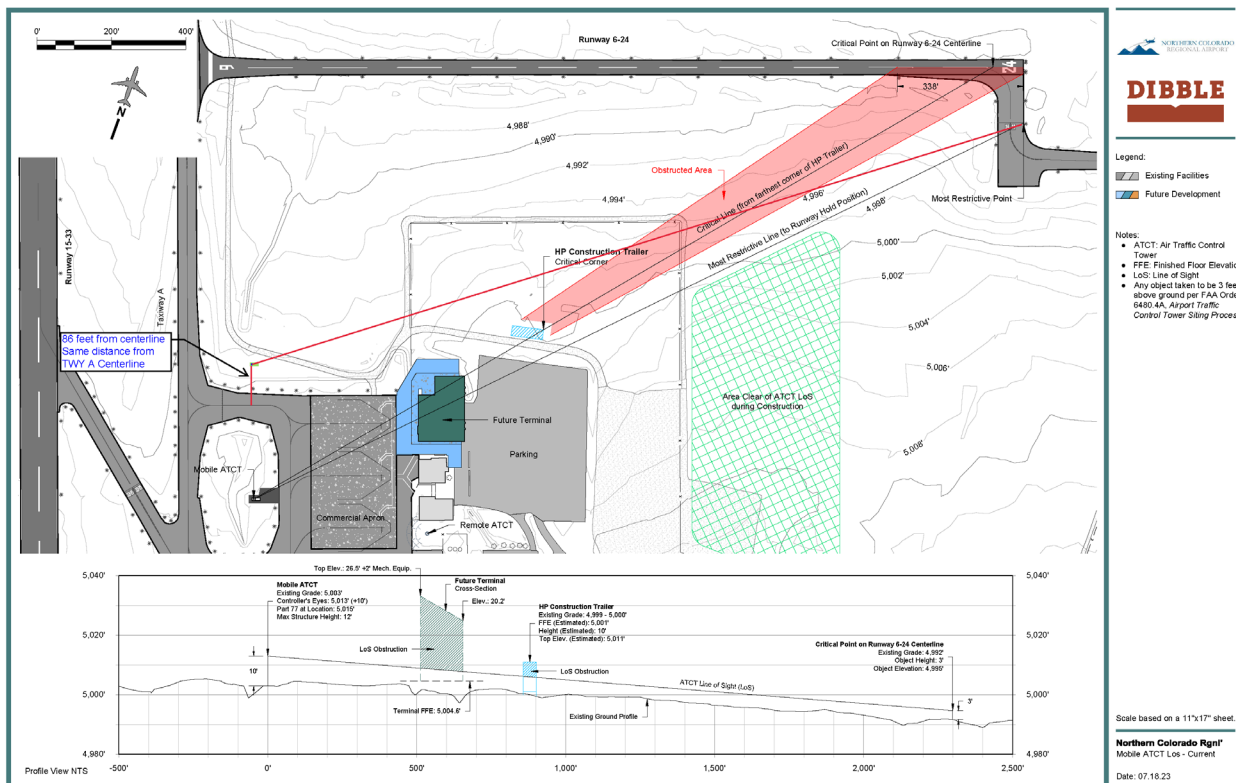
Terminal

Exterior wall framing and sheathing is progressing on the west side of the building. Overhead fire protection installation and exterior wall air barrier application are also underway. Framing of interior walls is continuing, including blocking and utility installation. Work on the first phase of the main electrical utility connection is proceeding. The Water Tap fee has been paid. Expect to have pricing for parking lot additional work next week and to start construction early next month. The parking lot work is possible due to savings on the overall project and will not require any additional funding.

The DiTesco construction summary is attached.

Mobile Tower Line-of-Sight

FNL has requested that the FAA schedule the required SRM Panel to evaluate that potential move. Once the results of this study are provided, FNL will evaluate the cost and timeline to reposition the MATCT.



The FAA requires 60 days to respond to the scheduling request and is then 6 months out for scheduling the SRM Panel.

STARS

FNL and the Digital Tower Project Team are still working to get approval for a STARS repeater display in

the Mobile ATCT. Both FNL and CDOT Aeronautics received negative responses from the FAA Administrator and continue to seek additional involvement from our Congressional Representatives and the Governor's Office. FNL is continuing to work with the VISTA program team to establish the need for the STARS unit for any ultimate ATC solution at FNL.

FCLWD Potable Water Line Construction

Commencing trenching process this week. Taxiway F closure scheduled for May 6-10. No runway closures required.



Governance Study

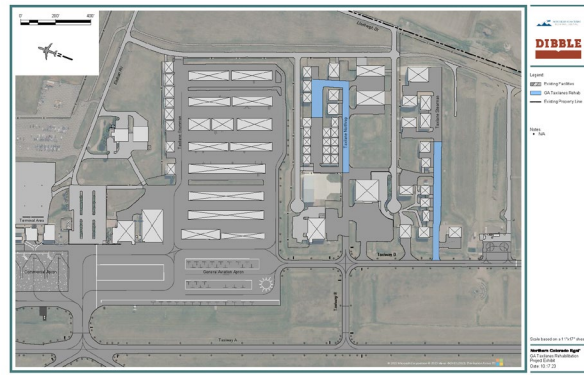
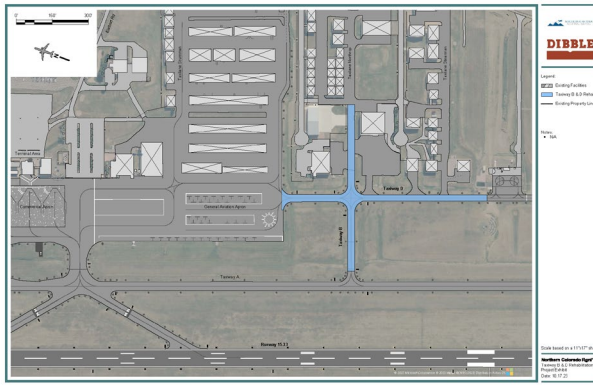
Negotiations are ongoing between the two Cities concerning future meetings of the full Board. The study is available on the FNL website at, [2023-12-26-Airport-Governance.pdf \(flynoco.com\)](https://www.flynoco.com/2023-12-26-Airport-Governance.pdf).

Runway Widening Project

This topic will be addressed at the Commission meeting. FAA requirements for bringing taxiway fillets and blast pads into compliance have been added to the project and approved by the Commission. The FAA is expecting that grant funding delays will push this project into 2026.

Taxiway B&D/Hangar Taxilanes

RFP Issued and bids will be opened April 18th. Contracting and Grant Processing April-May. Construction will start at the earliest June 26th (after air race classic). 10 calendar days for construction (Full closure), 24 Calendar Days for asphalt cure (Pavements open), and 2 days for painting (rolling closure).



PDSC Meeting

The most recent meeting of the PDSC was held on 4-3-2024. The following items were addressed,

- Meeting Minutes for 3-13-2024 meeting were reviewed and approved.
- The Airport Development RFEI requested by the Airport Commission for Site B, Site C, and Site D or west side development was reviewed and discussed, and final recommendations for release incorporated. RFEI was released publicly on April 17th with responses due June 13, 2024.

Airport Scheduled Events

- May 3-6 Cirrus Pilot Proficiency Program
- May 6-10 closure of Taxiway F for FCLWD waterline crossing
- Jun 20-24 Air Race Classic Terminus Airport
- June Crack Seal Dates TBD
- July Runway Painting Dates TBD
- Sep 14 Aims Aviation Day
- Oct 9 Terminal Target Completion
- Oct 12-18 NIFA SAFECON Event

Attachments

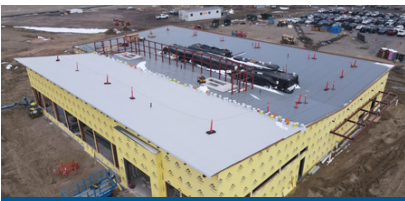
1. Northern Colorado Regional Airport Terminal Construction Report
2. Loveland Fire and Rescue Authority ARFF monthly report
3. Remote Air Traffic Control Contract Progress Report #31
4. Airports United Legislative Priorities Letter from February 23, 2024
5. Remote Tower Testing on the Horiz—FAA Daily Broadcast
6. Provo is American's Future – Cranky Flier



Northern Colorado Regional Airport Terminal



Exterior wall framing and sheathing



Roof installation



Terminal construction progress

MAJOR MILESTONES

- Building steel detailing and reinforcing work is complete.
- Roofing installation activities are underway.
- Electrical, plumbing, and mechanical rough in is underway.
- Exterior wall framing and sheathing is complete.
- Interior Partition wall framing is underway.

WORK UPCOMING

- Storefront/glazing installation.
- Site utilities (electrical/communications).
- Site improvements prep/paving.
- Exterior finishes.



EXPENDITURE TO DATE

\$6,053,816

CONTRACT VALUE: \$15,106,969

CHANGE ORDER PERCENTAGE

1.63%

DAYS CHARGED TO DATE

258

ORIGINAL CONTRACT: 422 DAYS

LOOK AHEAD SCHEDULE

	MARCH	APRIL	MAY	JUNE
Exterior wall framing and sheathing	█			
Interior wall framing	█	█		
Roof system installation	█			
Overhead plumbing rough in			█	
Storefront/glazing installation	█	█		
Site utilities (electrical/communications)		█	█	
Site surface improvements prep		█	█	
Interior/exterior finishes				█





Weekly Report

4/12/24

Northern Colorado Regional Airport Terminal (FNL)

Owner: Northern Colorado Regional Airport
Engineer: Dibble
Contractor: Hensel Phelps

Owner's Project No.: AP2004
Engineer's Project No.: 2019-129

Tasks completed/underway 04/08/24 – 04/12/24:

Roofing insulation and membrane installation is underway. In wall rough in of electrical, mechanical, and plumbing is underway. Overhead fire protection installation is underway. Air barrier application is underway. Interior wall framing is underway.

Work scheduled for 04/15/24 - 04/18/24:

Continued in wall mechanical, electrical, and plumbing rough in. Overhead fire protection, HVAC, and plumbing installation. Roofing insulation and membrane installation. Exterior wall air barrier application. Framing interior partition walls. Main electrical utility installation.

Upcoming Activity Schedule	4/08/24-4/12/24	4/15/24-4/19/24	4/22/24-4/26/24
Exterior Wall Blocking/Backing			
Exterior Wall Sheathing			
Exterior Wall Mechanical/Electrical Penetrations			
Air Barrier			
Roofing Activities			
Plumbing/Mechanical/Electrical Rough In			
Interior Wall Framing			
Storefront/Glazing/Sun Shades			
Electrical/Communications Utility Installation			

Weekly Report Northern Colorado Regional Airport Terminal (FNL)

Photos

[Weekly Report](#)

Taken On
04/11/2024

Description
Installation of TPO
membrane around
RTU curbs.



[Weekly Report](#)

Taken On
04/11/2024

Description
Installation of TPO
membrane around
RTU curbs.



Weekly Report

Taken On
04/11/2024

Description
Power and communication utility installation.



Weekly Report

Taken On
04/11/2024

Description
Glazing frame and glass installation.



Weekly Report

Taken On
04/11/2024

Description
Glazing frame and
glass installation.



Weekly Report

Taken On
04/11/2024

Description
Insulation and
sheathing
installation.



Weekly Report

Taken On
04/11/2024

Description
Insulation and sheathing installation.



Weekly Report

Taken On
04/11/2024

Description
Excavation for placement of power utility vault.



Happy April!

ARFF:

- ARF40 cell phone number is now 970-217-8342
- ARF40 will be on vacation from April 3-9th.
- ****The upper card access at gate #3 is still inoperable but will be worked on next week. The lower reader works fine. The other card readers for lift gates #1-5 work fine. **NOTE: hold only that prox card up to the lower reader. If there is another fob close to it, the reader will try to read all fobs and won't open the gate.**

Flights for April:

- High Plains Honor Flights - Chief Ward will have staff assignments set
 - 4/28 Departure at 10:15
 - 4/29 Arrival at 19:45
- CDFPC has two SEATs based at NoCo Regional!

Airport - Important Meetings:

- Airport Stakeholder meeting **April 2nd at 15:00** at the Fire Station conference room
- FEMA webinar on Lithium-ion battery fires **April 10th at 11am**. Will be streamed online at the Fire Station conference room for anyone to attend. Here's the registration link if you are interested.
 - [https://urldefense.com/v3/_https://www.usfa.fema.gov/about/usfa-events/2024-04-10-battery-fires-webinar/;!!HxSnvVm2WdNPEuU!oB5Llo_rFe6NtN6SDKHeM3wUEx5gEp_7qyn1LtpVG5uzHvmXfD99d_YNbTReEBMXzauOQUO7C66NsLBDzDtS_k_hvrOPSg\\$](https://urldefense.com/v3/_https://www.usfa.fema.gov/about/usfa-events/2024-04-10-battery-fires-webinar/;!!HxSnvVm2WdNPEuU!oB5Llo_rFe6NtN6SDKHeM3wUEx5gEp_7qyn1LtpVG5uzHvmXfD99d_YNbTReEBMXzauOQUO7C66NsLBDzDtS_k_hvrOPSg$)
- Airport Commission meeting will be held on **April 18th, 3:30-5:00pm** at the Fire Station conference room

Other Airport News:

- Airport terminal construction is on schedule and well underway! The walls are filling in! Please see the www.flynoco.com website for updates on the terminal construction!
- Get connected to Denver flights through Landline! You can search your favorite travel site (ie. [Priceline](#), [Expedia](#)) and enter Loveland/Fort Collins (FNL) as your departure airport.
 - Kids ride free and parking at NoCo Regional is free! There are over 8 trips a day to Denver International!
 - <https://landline.com/>
-

Have a wonderful month!

Gina Gonzales

ARFF Engineer

Loveland Fire Rescue Authority

LFRA Fire Station 4, Northern Colorado Regional Airport



970-568-6026

– business cell – for messages as well

gina.gonzales@lfra.org - email

www.lfra.org



NORTHERN COLORADO
REGIONAL AIRPORT

www.flynoco.com

*** Like the flight attendant says, "First put the oxygen mask on yourself... only then can you help someone else with theirs"*



March 31, 2024

From: William E. Payne, P.E.
 To: Colorado Division of Aeronautics

Section A – Remote Air Traffic Control Contract Progress Report #33

Re: Period: March 1 through March 31, 2024

**Colorado Digital Tower Project
 Activity Status**

Activity	Status/Start Date (Projected)	Finish Date (Projected)	Remarks
Digital Tower Implementation			
STARS Operational at FNL	11/25/2022	12/15/2022	Complete
Move STARS Slave Display to Mobile ATCT	8/2/2023	TBD	FAA withholds approval
Digital Tower System			
FNL Non-Binding Letter of Agreement	1/18/2024	2/2/2024	Raytheon to Create Proposal
Raytheon/Frequentis Digital Tower Proposal	TBD	TBD	
Digital Tower Testing			
Meeting with sucesor vendor - Site Survey	11/14/2023	12/13/2023	Complete
FCT Tower Operting Agreement (TOA)	11/14/2023	12/19/2023	Complete
ORI of the Mobile ATCT	11/28/2023	11/28/2023	Complete
NextGen Equipment Inventory and final ORI	12/11/2023	12/14/2023	Complete
Searidge Transfer MEL to FNL	12/14/2023	2/5/2024	Estimated completion date
FNL Executes Agreement with Aegis for Mobile ATCT	12/15/2023	2/5/2024	Estimated completion date
Raytheon-Frequentis Completes System Design Approval	2/1/2024	TBD	
Raytheon-Frequentis to FNL	TBD	TBD	
Functional Acceptance Decision	TBD	TBD	

Remote Tower Project Narrative:

We have been working with the FAA's project closeout letter and recapitulation of the funding detailing which organization paid for what. In particular, we want to ensure that none of the equipment or infrastructure that will be needed by the RTX/Frequentis team will be removed. It is also important that equipment critical to the operation of the mobile ATCT remains at FNL, particularly the items on the Federal Contract Tower (FCT) minimum equipment list (MEL) such as radios, voice switch, lighting control panel, digital altimeter setting instrument (DASI), etc. Additionally, it is important that the FAA leave certain Federal equipment, particularly the Flight Data Input/Output (FDIO) and the AWOS monitors and STARS.

As we are all aware, the STARS is a bone of contention, with Air Traffic saying they want to remove it. The CAB and FNL have written letters requesting that the STARS be allowed to stay, as it will be a key component for the Digital Tower Program going forward. STARS is also a key situational awareness tool for controllers in a legacy ATCT. The NextGen accounting spreadsheets do not indicate that the STARS was funded using CDOT dollars, although it shows that the Federal Telecommunications Infrastructure (FTI) communication lines that support the FDIO and STARS were funded by CDOT. This completely ignores our contention that the funds furnished the FAA for the project are fungible and could be applied differently to include the STARS instead of the FAA contractors.

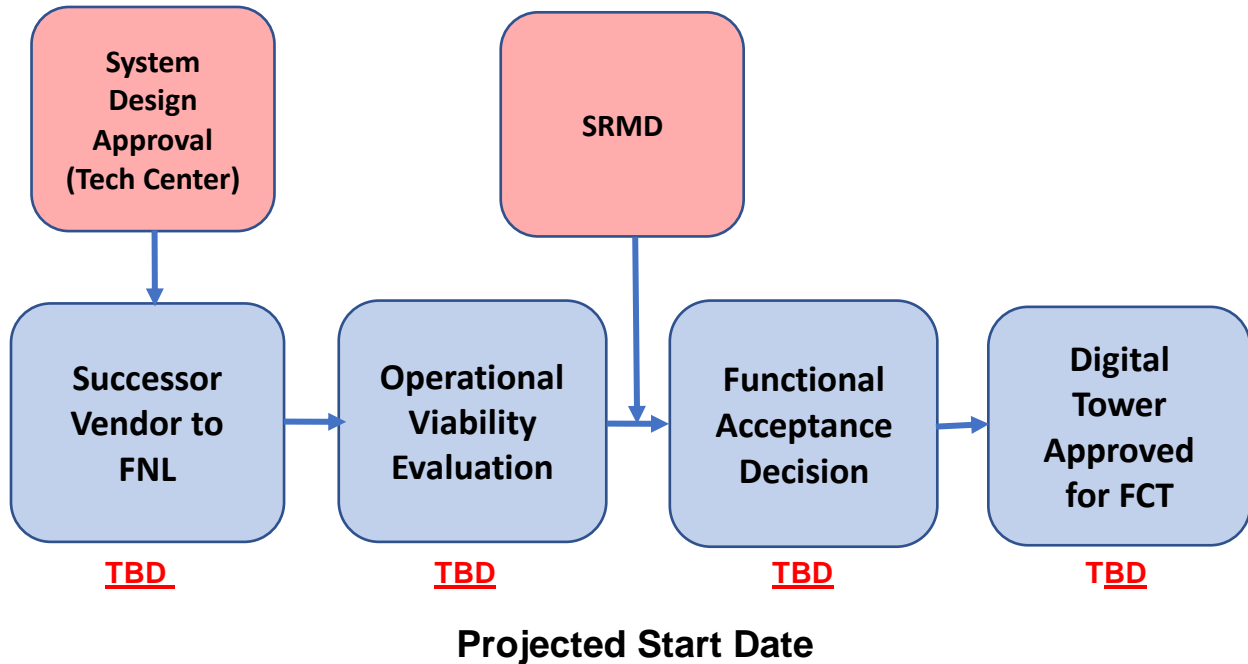
We have suggested a couple of changes be added to the final letter which should be sent next week.

Separately, I have been asked to write an Op Ed piece for Aviation Week on radar display as a situational awareness tool in FCT. The paper has been submitted and is being reviewed by the editors. Not sure when it will be published.

FNL continues the siting process using the Visual Immersive Siting Tower Assessment (VISTA) process that is rapidly replacing Airway Facilities Tower Integration Laboratory (AFTIL) protocol, which requires the airport to go to the FAA Tech Center and is a far more expensive process. The airport has received a draft Reimbursable Agreement for this effort.

RTX/Frequentis has been able to overcome the supply chain issue that affected delivery of the displays for the digital tower to be tested at the National Aerospace Research and Technology Park (NARTP) adjacent to the FAA's Technical Center. It is anticipated that testing will begin in late May or June. The FAA has indicated that they expect System Design Approval (SDA) in 2025.

Proposed Digital Tower Process Moving Forward:



Schedule Note: This status is based on the latest proposed schedule and is dependent upon System Design Approval at the Tech Center

REMOTE TOWER PROJECT PROGRAM MANAGEMENT

Program Description/Background

The Program Manager for this project, William E. Payne, will serve as a technical subject matter expert to represent the Division's investment and interest in the Remote Tower and facilitate the project's forward progress to FAA certification and deployment. The Program Manager will participate in and assist with the development of all evaluation, testing, and certification activities, as well as attend all project meetings, and will serve as the technical representative for the Division of Aeronautics during all phases of the project as enumerated below.

Tasks:

1. Provide Technical Representation and Oversight of the Project

Effort this Period: Completed.

2. Participate in Development of the FAA’s Operational Safety Assessment (OSA) Basis for Evaluation of Non-Federal Remote Tower Equipment

Effort this Period: The OSA is still in draft form and is continuing to be developed as the project proceeds toward System Design Approval.

3. Participate in Development of the Operational Visual Requirements (OVR)

Effort this Period: The OVR Version 2.1 has been issued.

4. Participate in Development of the Requirements/Specifications for Non-Federal Tower Equipment

Effort this Period: Participated in the FAA TechOps review and commented on the Remote Tower Requirements Document and prepared comments on OVR 2.1. Completed.

5. Assist with Development of System Configuration

Effort this Period: The system configuration will be modified based on lessons learned 4K cameras and displays for demonstration on March 27, 2023.

6. Modify System Configuration Based on Testing Phase Comments

Effort this Period: Completed by Searidge.

7. Run Periodic Tests of the Remote Air Traffic Control Tower System During Periods of Evaluation/Testing Inactivity

Effort this Period: Complete.

8. Attend System FAA Technical Interchange Meetings (TIM)

Effort this Period: Provided SME representation in the recent FAA discussion of OVR 2.1. Completed.

9. Participate in FAA Configuration Review Board (CRB) Activities

Effort this Period: NextGen has yet to establish the CRB. This effort may be rolled into development of the Remote Tower AC.

10. Evaluate an Air Situation Display in Preparation for Testing Against Standard Terminal Automation Replacement System Radar Equipment (STARS).

Effort this Period: Complete.

11. Collaborate with FAA on Alternate Phase 1 Virtual/Remote Testing

Effort this Period: Complete

12. Work with FAA to develop and Implement Phase 1 Passive Remote Tower Testing

Effort this Period: Complete

13. Work with FAA to Develop and Implement Phase 2 Active Remote Tower Testing

Effort this Period: There has been no activity on this task this period.

14. Work with FAA and FNL on Phase 3 Industry-Led Initial Operational Capability (IOC)

Effort this Period: This task has been renamed Validation & Verification (V&V.) There has been no activity on this task this period. Phase 3 Active Remote Tower Testing will begin after Phase 2 Active Remote Tower testing is complete and the SRMD has been signed.

15. Work with FAA on Phase 4 Remote Tower System Certification and Commissioning

Effort this Period: There has been no activity on this task this period. Phase 4 System Design Approval and Commissioning will begin after the conclusion of Phase 3 V&V and the SRMD has been signed.

16. Participate in Development of the FAA's Advisory Circular (AC) for Remote Tower Systems for Non-Federal Applications

Effort this Period: Continue participation in the FAA TechOps TIM to review and comment on the Remote Tower Advisory Circular.

17. Provision of Regular Written Reports, Presentations and Updates on the Project's Progress to Internal and External Stakeholders

Effort this Period: Preparation of the monthly Program status report.

18. Travel as Needed (In-State and Out of State) for Meetings with FAA, Airport and Division Personnel

Effort this Period: Travel to FNL for meetings with Airport Board and the Cities of Fort Collins and Loveland.

DEVELOPMENT OF POTENTIAL ENHANCED SITUATIONAL AWARENESS TOOLS FOR NON-TOWERED AIRPORTS

Tasks:

- 1. Explore the Potential Development of a System Consisting of Existing and New Surveillance Sources that can be Deployed, Owned and Operated by Non-Towered Airports to Provide Airport Staff with Improved Visibility into the Local Airspace and on the Airport Surface, with the Ultimate Goal of Improving Aviation Safety and System Efficiency.**

Effort this Period: No activity this period.

- 2. Prepare System Requirements to be Used by Airports and/or the Division when Seeking Vendor Proposals to Implement a Situational Awareness System.**

Effort this Period: No activity this period.

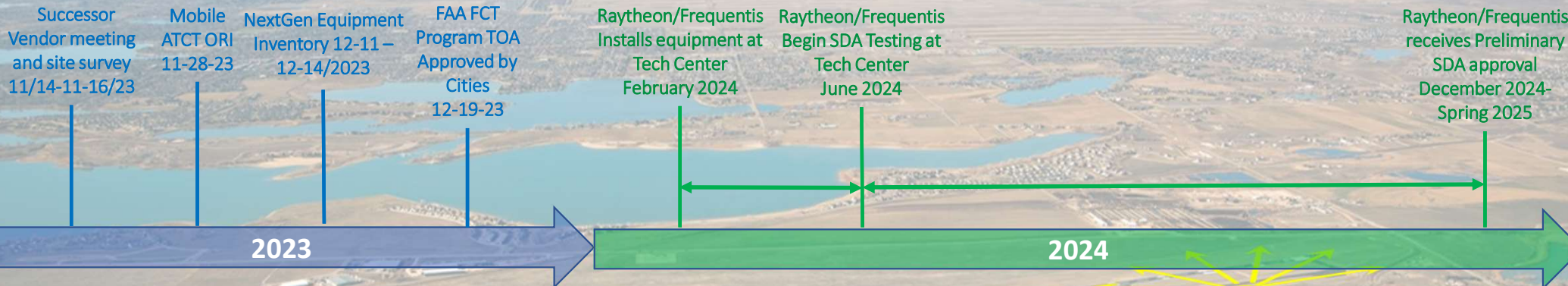
Glossary of Project Technical Acronyms

ADS-B	Automatic Dependent Surveillance – Broadcast
AGL	Above Ground Level
ARTCC	Air Route Traffic Control Center
ASDE-X	Airport Surface Detection Equipment – Model X
ASOS	Automatic Surface Observation System
ASR-9	Airport Surveillance Radar – Model 9
AWOS	Automatic Weather Observation System
ATC	Air Traffic Control
ATIS	Automatic Terminal Information System
AJT	Air Traffic Services
AJI	Safety Technical Training Services
AJV	Mission Support Policies and Procedures
CTAF	Common Traffic Advisory Frequency
ERAM	En Route Automation Modernization
FAA	Federal Aviation Administration
FAT	Factory Acceptance Test (alternately - First Article Test)
FDIO	Flight Data Input/Output
FTI	Federal Communications Infrastructure (Harris Corp.)
GA	General Aviation
HITL	Human In the Loop
HMI	Human Machine Interface
ILS	Instrument Landing System
IOC	Initial Operating Capability
IMC	Instrument Meteorological Condition
LOA	Letter of Agreement
MLAT	Multilateration
MSL	Mean Sea Level (above)
NAS	National Air Space
NATCA	National Air Traffic Controllers Association
NESG	NAS Enterprise Security Gateway
NextGen	Next Generation Air Transportation System
NORDO	No Radio
OSA	Operational Safety Assessment
OTW	Out of the Window
OVD	Operational Viability Decision
RSA	Runway Safety Area
SAT	Site Acceptance Test
SDA	System Design Approval
SMR	Surface Movement Radar
SMS	Safety Management System
SRA	Safety Risk Assessment
SRMD	Safety Risk Management Document
SRMDM	Safety Risk Management Document Memorandum
SRMP	Safety Risk Management Panel
SHA	System Hazard Analysis
SSHA	Sub-System Hazard Analysis
STARS	Standard Terminal Automation Replacement System
SWIM	System Wide Information Management
TAMR	Terminal Automation Modernization and Replacement
TRACON	Terminal Radar Control Facility
UHF	Ultra High Frequency
VFR	Visual Flight Rules
VHF	Very High Frequency
VMC	Visual Meteorological Condition

ATTACHMENTS

1. FNL "Draft Graphic Remote Tower Timeline" as of March 31, 2024.

Colorado Digital Tower Timeline (Draft)



- Abbreviation Key**
- FCT – Federal Contract Tower Program
 - SRMP - Safety Risk Management Panel
 - SRMD – Safety Risk Management Document
 - STARS – Standard Terminal Automation Replacement System
 - SDA – System Design Approval
 - MOU – Memorandum of Understanding
 - Ops – Operations
 - TBD – To Be Determined
 - OVD – Operational Viability Decision
 - ORI - Operational Readiness Inspection (Mobile ATCT)
 - V&V – Validation & Verification

- Upcoming activity
- Complete
- Critical Path Task



February 23, 2024

The Honorable Sam Graves
Chair
Committee on Transportation & Infrastructure
U.S. House of Representatives
Washington, DC 20515

The Honorable Rick Larsen
Ranking Member
Committee on Transportation & Infrastructure
U.S. House of Representatives
Washington, DC 20515

The Honorable Maria Cantwell
Chair
Committee on Commerce, Science, and
Transportation
United States Senate
Washington, DC 20510

The Honorable Ted Cruz
Ranking Member
Committee on Commerce, Science, and
Transportation
United States Senate
Washington, DC 20510

Dear Chair Graves, Ranking Member Larsen, Chair Cantwell, and Ranking Member Cruz:

On behalf of airports around the country, we would like to thank you for working in a bipartisan way to advance legislation to reauthorize the Federal Aviation Administration and to ensure that we continue to have a safe and efficient aviation system. We are particularly grateful for provisions in the House and Senate versions of the bill that call for increasing federal support to help airports upgrade their facilities and infrastructure to keep up with rising passenger demand.

As you prepare to finalize legislation reauthorizing FAA programs for the next five years, we respectfully ask for your favorable consideration of important reforms included in both bills that would benefit airports of all sizes across the country, as well as the passengers and local communities they serve. The priorities for the airport industry outlined below and in more detail with your staff would ensure sustained infrastructure investment, reduce regulatory burdens for America’s airports, support and create good-paying jobs, stimulate the economy, advance important environmental goals, and improve the passenger experience for millions of travelers.

AIRPORT INFRASTRUCTURE FUNDING

According to the FAA’s most recent National Plan of Integrated Airport Systems, airports have \$62.4 billion in AIP- and BIL-eligible projects over the 2023-2027 period – nearly \$12.5 billion annually. In recent years, though, airports have received less than half that amount in annual AIP grants. Furthermore, ACI-NA’s

latest Airport Infrastructure Needs Study estimates commercial service and general aviation airports have nearly \$151 billion in capital needs through 2028, for AIP-eligible, PFC-eligible, and other necessary projects. Securing additional AIP funding with expanded project eligibility, combined with important reforms to local PFCs, would help all airports close the significant annual gap in infrastructure funding.

Increase Funding and Reform the Airport Improvement Program. As our top priority, airports strongly support provisions in both bills to increase funding for the traditional AIP to \$4 billion annually. We also endorse language in the House-passed bill that would provide \$100 million annually for supplemental discretionary grants. Funding for both would help airports with their enormous infrastructure needs.

Moreover, a package of interrelated AIP reforms in the House bill – including extending eligibility to more capital projects and adjusting funding formulas for both commercial service and general aviation airports – would recalibrate the program to meet the present and future needs of all airports. Additionally, airports support provisions included in the Senate bill that would expand AIP eligibility to projects involving electrical power demand and natural disaster recovery.

Modernize the Passenger Facility Charge Program. Airports support much-needed reforms to the PFC program, including proposals to reduce outdated regulatory requirements on PFC projects. We are also pleased that both bills would take steps toward directing the FAA to fully implement a streamlined implementation process, as called for in Section 121 of the last FAA bill. We look forward to working with you on the final legislation to ensure that we resolve this issue once and for all.

REGULATORY REFORMS

Airports need help cutting through unnecessary red tape and regulatory burdens imposed by the FAA that are time consuming, delay critical infrastructure projects, and increase costs. As inherently public institutions with a primary goal of serving communities and travelers, airports have every incentive to use federal and local dollars responsibly and to pursue important policy objectives without the need for heavy-handed federal regulation.

Airport Land Use and the Need for More Flexibility. We strongly support provisions in both bills (with a preference for the House version) that call on the FAA to correct its misinterpretation of the airport land use streamlining provisions (section 163) included in the last FAA bill, which has resulted in overly burdensome processes and inhibited airport development. We also support provisions in both bills that would provide additional flexibility for airports to accommodate alternative-delivery and advance-construction methods that can expedite infrastructure projects and reduce costs.

Unfunded Federal Mandates and Civil Penalties. We continue to oppose any new burdensome federal requirements or additional grant assurances on airports – which lead to costly, unfunded federal mandates – as well as any increase in federal penalties on airport operators. We are pleased that the Senate Commerce Committee adopted an amendment earlier this month to eliminate two unnecessary grant assurances in the underlying bill related to general aviation. And we urge you to exclude a Senate proposal from the final bill that would require the TSA and ultimately airports to provide security escorts to lawmakers, other federal officials, and their families and staff when requested.

ENVIRONMENTAL ISSUES

Help Airports Make Transition to Fluorine-Free Firefighting Foam. Airport operators have long prioritized environmental stewardship and back several provisions in both bills. We strongly support provisions in the Senate bill that would help airports transition to fluorine-free firefighting foam (F3) by creating a new grant program for airports to buy new foam and dispose of old foam. The bill also includes a requirement for the FAA to regularly update its national transition plan for airports. We hope you will provide that airports making the transition to F3 now are eligible for funding provided by a final bill to ensure those that are moving expeditiously in this area are not effectively penalized for taking quick action to address PFAS-related concerns in their communities.

Expand Programs to Help Airports Reduce Emissions. We support provisions that help airports address community concerns regarding aircraft noise and emissions, in part, by reforming the Voluntary Low Emissions Program; continuing the Zero Emissions Vehicle Infrastructure Pilot Program; and updating noise standards to reflect all relevant laws and regulations. We also support forward-looking plans to develop electric capability and natural disaster resiliency projects at airports.

WORKFORCE AND SMALL COMMUNITY PROGRAMS

Considering the enormous air service challenges facing small communities today, we reaffirm our support for modernizing the Essential Air Service and the Small Community Air Service Development programs, which help small communities retain and attract commercial air service. Proposals in both bills to bolster the pipeline of aviation workers will also help increase the number of pilots, mechanics, and aerospace workers that our industry needs.

We also strongly support provisions in the House and Senate bills that would improve the FAA Contract Tower Program by addressing staffing challenges at contract towers and ensuring that controllers have the equipment they need to increase situational awareness and enhance aviation safety.

Thank you for your consideration of these requests. Having a new FAA reauthorization bill completed soon will ensure continuity for our industry. ACI-NA, AAAE, and our member airports look forward to working with you and your staff to implement these and other policies that will greatly benefit the entire airport industry, along with our passengers and local communities.

Sincerely,



Kevin M. Burke
President and CEO
Airports Council International – North America



Todd Hauptli
President and CEO
American Association of Airport Executives

Remote Tower Testing on the Horizon

Tech Center, ACY optimum setting for high tech testbed



A Remote Tower Testbed is the latest piece of the Remote Tower Pilot Program at the William J. Hughes Technical Center to go online. The testing of Remote Tower Systems (RTS) is expected to start this summer. The genesis of the program was written into the 2018 FAA Reauthorization Bill, with Congress directing the FAA to assess the utility and feasibility of RTS in the NAS.

While an air traffic control tower (ATCT) provides an out-the-window view of an airfield and nearby airspace for on-site controllers, an RTS uses sophisticated, elevated airfield cameras transmitting to state-of-the-art wraparound displays to air traffic controllers, located on-site on remotely.

The FAA selected the Atlantic City International Airport (ACY) and the FAA laboratory space at the National Aerospace Research and Technology Park (NARTP) as the optimum site for a

centralized RTS Testbed. Manufacturers will submit proposed designs through an intake and evaluation process before the technology is field tested at the new testbed.

During testing, systems will passively collect data from the RTS, while the ACY tower maintains control of airfield traffic. These evaluations aim to independently assess respective RTS capabilities in a robust operational environment. If a tested RTS meets FAA criteria and passes operational evaluation, the FAA will place the system on a Qualified Vendor System List, enabling the vendor to market its RTS to airports.

[Read more about the Remote Tower Testbed at WJHTC on FocusFAA.](#)

Provo is American's Future

CF on Apr 16, 2024 - 15 Comments

■ American

American has decided to add a new dot to its route map. The winner is... Provo, Utah. This might sound like it's coming from left field, but this is exactly the kind of market that American is trying to serve with its small-city strategy. And regardless of whether this is the right strategy to pursue or not, American is the right network airline to serve a market like this.

Provo might seem like an odd decision. After all, the city lies less than an hour south of Salt Lake City's airport where there is ample service. Further, Provo is a college town — hello, BYU — which means it's not exactly known for high-dollar revenue opportunities. But that's missing the bigger picture.



First and most importantly, the gates between Salt Lake and Provo erected to keep the heathens out just really slow things down. Plus, when you get to SLC, it's another 17-hour walk to get to the gate if your flight is on the B concourse.

The main issue, however, is that Salt Lake City is a big Delta hub, and so for another airline to make a dent, it needs to offer something unique. Flying to Provo is most definitely unique and gives people a reason to fly American if they live in that region.

The area south of the heathen gates is apparently known as Silicon Slopes. I first heard the term when Breeze CEO David Neeleman said that to me when he was talking about his airline's expanding presence at the airport. It does appear to be a real thing with several tech companies setting up shop in the area.

With all of this coming together, you'd think airlines would have taken a swing at Provo in the past — and some have, sort of — but it's only been ultra low-cost operators until now. The big issue had been the airport's tiny and inadequate terminal. In July 2022, a brand new 4-gate terminal opened — expandable to 10 gates — which really opened up the opportunity to any interested airline.

Frontier had flown a daily flight in from Denver until Jan 2013, and then Allegiant took over and slowly increased flying to around 2x daily. In 2021 it ramped up to more than 3x daily but that was it only until the new terminal opened.

Once the terminal opened, service boomed. Allegiant decided to base airplanes there and grew to 5-6x daily flights going to about a dozen destinations. Most of those are 2x weekly, but Orange County flies 1x daily while Phoenix/Mesa is at 12x weekly. Both have strong Mormon connections.

Breeze moved in as well at that point. It now flies 2x weekly to both Phoenix and Dallas/Fort Worth along with 4-5x weekly to San Francisco and 2x daily to Orange County. As you can tell, Orange County is the place to be.

That has been the extent of the service so far, but now American will enter the market with 2x daily to Dallas/Fort Worth and 1x daily to Phoenix. These are markets that are served already, but that's not the point. These are American's hubs, so connectivity is the key here. Allegiant and Breeze don't have that, but American sure does.

American will serve the market with its secret weapon, the 65-seat CRJ-700. As I wrote previously, American has the ability to put a nearly unlimited number of 65-seaters into its fleet. That is not the case for Delta and United thanks to pilot scope clause restrictions. It makes all too much sense for American to take these airplanes and put them in untested markets like Provo, because it might actually work.

If the market works well, then American can upgauge. If it doesn't, well, it didn't hurt to give it a try. It has the regional fleet to be able to experiment like that while others don't.

I honestly don't know how well this market will do, but it does give people south of Salt Lake a reason to fly American if they normally would have just flown Delta from SLC. There is some money there with the tech companies in the region, and American can connect those people around the world.

It's a small market, and the impact on American's bottom line will not be large, but as long as it contributes anything to the bottom line, American will presumably be happy.

Get Cranky in Your Inbox!

ITEM NUMBER: 4

MEETING DATE: 4/18/24

PREPARED BY: LAURIE WILSON, LEGAL COUNSEL TO THE COMMISSION

TITLE

Northern Colorado Regional Airport Commission Rules of Procedure

RECOMMENDED AIRPORT COMMISSION ACTION

Move to approve the draft Rules of Procedure.

BUDGET IMPACT

Neutral.

SUMMARY

The Northern Colorado Regional Airport Commission (“Commission”) has not previously formally adopted its own rules of procedure for its meetings. The Commission has indicated interest in having such rules of procedure to follow going forward and provided feedback at the Commission’s March regular meeting. Legal counsel has updated the proposed rules of procedure based on such feedback and requests a motion for adoption by the Commission.

HISTORY

The Cities of Loveland and Fort Collins formed the Commission through intergovernmental agreement in 2015. The Commission operates pursuant to such IGA and the Bylaws approved by the two City Councils. However, neither the Bylaws nor the IGA proscribe any particular rules of procedure for the Commission, and the Commission has historically and generally followed Robert’s Rules of Order. The Commission has expressed interest in adopting specific rules of procedure that will guide the Commission and inform the public of what to expect in Commission meetings.

ATTACHMENTS

Att 1 - Draft Rules of Procedure – Redline version

Att 2 - Draft Rules of Procedure – Clean version

Northern Colorado Regional Airport Commission

Rules of Procedure

1. **Bob's Rules of Order.** Bob's Rules of Order (~~attached hereto as Exhibit 1~~) are adopted as the rules guiding the conduct of business at meetings of the Northern Colorado Airport Commission (the "Commission").
2. **Public Meeting Format.**
 - a. Opening of the meeting. The Chair shall call the meeting to order and the Secretary shall call role of the Commission members in attendance.
 - b. Recording of the meeting. The Secretary shall record the audio of the meeting.
 - c. Public comment. Public comment shall occur during the general Public Comment portion of the meeting held at the beginning of each regular or special meeting. Public comment during the Public Comment portion of the meeting may address any topic other than those listed on the regular agenda. No person shall be allowed to provide public comment more than once on the same matter during the same meeting. Members of the public will be asked to make comments in a manner that promotes civil discourse.
 - d. Members of the audience are not entitled to speak except as provided in these Rules of Procedure, or as expressly requested by the Chair or City staff.
 - e. Only a Commission member may remove a matter from the consent agenda to the regular agenda. Matters moved from the consent agenda will be taken up in the order in which they originally appeared on the consent agenda immediately after completion of the consent agenda.
 - f. It is the policy of the Commission to consider all matters on the agenda prior to the conclusion of a regular or special meeting. Some matters may be postponed to later meetings in the interest of time, but all will be addressed in some manner.
 - g. The Chair is free to limit the physical conduct or activity of any person or Commission member if such conduct or activity impairs the efficient function of the Commission. The Chair shall ask those participating in disruptive private conversations to discontinue their conversations or to leave the room.
 - h. Agenda items.
 - i. Consistent with these rules, the Airport Director shall, in consultation with the Chair and Vice-Chair, set and publish an agenda for each Commission meeting.
 - ii. A majority of the members of the Commission, by motion at a meeting, may direct the Airport Director to place a particular item on an upcoming Commission regular meeting agenda.
3. **Order of Business for Commission Meetings.**
 - a. Commission meetings shall be conducted in the following order:
 - i. Call the meeting to order.
 - ii. Roll call.
 - iii. Proclamations and presentations.
 - iv. Public comment.
 - v. Adoption of consent agenda.
 - vi. Airport Director's Report follow-up.

- vii. Regular agenda.
- viii. Consideration of consent agenda items removed.
- ix. Other business.
- x. Adjournment.

4. Length of regular meetings.

- a. Regular Commission meetings shall begin at 3:30PM and will end at approximately 5:30PM unless the Commission votes to extend the meeting.

5. Public Comment.

- a. A member of the public must appear in-person at a regular or special Commission meeting in order to provide public comment during the meeting.
- b. Members of the public will be treated with respect at all times. The Commission encourages all persons making public comments to maintain a sense of decorum, and conduct themselves in a manner respectful of the rights and feelings of others.
- c. Public comments ~~shall be limited to three minutes per person. Persons representing at least five other persons in attendance shall be allowed a maximum of ten minutes to speak to an item on the regular agenda during the regular agenda portion of the meeting. In the interest of time, the Commission shall have the discretion to further limit the time for public comment. may be limited by the Commission Chair in their discretion.~~
- d. Any person or Commission member wanting to speak shall do so only after being recognized by the Chair.
- ~~e. The Chair shall limit the comments of any person or Commission member to the topic under Commission consideration.~~
- f.e. When a member of the public raises specific concerns during the Public Comment portion of the meeting, the Commission may ask questions only for clarification purposes and may refer the matter to the Airport Director for follow up. The Commission will not try to “solve” the problem at the meeting.
- g.f. Public comment shall not be permitted on Commission procedural changes or for information-only items unless the Commission by majority vote allows such comment.

6. Motions

- a. Any motion made by a Commission member during the regular agenda shall be read ~~prior following to accepting the staff presentation and~~ public comment on the matter ~~and then read again immediately prior to a vote by Commission members when, in the judgment of the Chair, there is a significant lapse of time between the time the initial motion is made and the vote by the Commission occurs.~~
- b. No motion shall be permitted during the Public Comment portion of the agenda.

7. Procedural Decisions Subject to Modification by the Commission.

- a. Decisions by the Chair regarding procedures and procedural issues, including but not limited to time limits for public comment, may be overridden by a majority vote of the Commission.

8. Commission Questions and Debate.

- a. Commission questions and debate regarding an agenda item during a regular or special Commission meeting will occur immediately following public input and prior to voting on any main motion related to the item.

Northern Colorado Regional Airport Commission

Rules of Procedure

1. **Bob's Rules of Order.** Bob's Rules of Order are adopted as the rules guiding the conduct of business at meetings of the Northern Colorado Airport Commission (the "Commission").
2. **Public Meeting Format.**
 - a. Opening of the meeting. The Chair shall call the meeting to order and the Secretary shall call role of the Commission members in attendance.
 - b. Recording of the meeting. The Secretary shall record the audio of the meeting.
 - c. Public comment. Public comment shall occur during the general Public Comment portion of the meeting held at the beginning of each regular or special meeting. Public comment during the Public Comment portion of the meeting may address any topic other than those listed on the regular agenda. No person shall be allowed to provide public comment more than once on the same matter during the same meeting. Members of the public will be asked to make comments in a manner that promotes civil discourse.
 - d. Members of the audience are not entitled to speak except as provided in these Rules of Procedure, or as expressly requested by the Chair or City staff.
 - e. Only a Commission member may remove a matter from the consent agenda to the regular agenda. Matters moved from the consent agenda will be taken up in the order in which they originally appeared on the consent agenda immediately after completion of the consent agenda.
 - f. It is the policy of the Commission to consider all matters on the agenda prior to the conclusion of a regular or special meeting. Some matters may be postponed to later meetings in the interest of time, but all will be addressed in some manner.
 - g. The Chair is free to limit the physical conduct or activity of any person or Commission member if such conduct or activity impairs the efficient function of the Commission. The Chair shall ask those participating in disruptive private conversations to discontinue their conversations or to leave the room.
 - h. Agenda items.
 - i. Consistent with these rules, the Airport Director shall, in consultation with the Chair and Vice-Chair, set and publish an agenda for each Commission meeting.
 - ii. A majority of the members of the Commission, by motion at a meeting, may direct the Airport Director to place a particular item on an upcoming Commission regular meeting agenda.
3. **Order of Business for Commission Meetings.**
 - a. Commission meetings shall be conducted in the following order:
 - i. Call the meeting to order.
 - ii. Roll call.
 - iii. Proclamations and presentations.
 - iv. Public comment.
 - v. Adoption of consent agenda.
 - vi. Airport Director's Report follow-up.
 - vii. Regular agenda.

- viii. Consideration of consent agenda items removed.
- ix. Other business.
- x. Adjournment.

4. Length of regular meetings.

- a. Regular Commission meetings shall begin at 3:30PM and will end at approximately 5:30PM unless the Commission votes to extend the meeting.

5. Public Comment.

- a. A member of the public must appear in-person at a regular or special Commission meeting in order to provide public comment during the meeting.
- b. Members of the public will be treated with respect at all times. The Commission encourages all persons making public comments to maintain a sense of decorum, and conduct themselves in a manner respectful of the rights and feelings of others.
- c. Public comments may be limited by the Commission Chair in their discretion.
- d. Any person or Commission member wanting to speak shall do so only after being recognized by the Chair.
- e. When a member of the public raises specific concerns during the Public Comment portion of the meeting, the Commission may ask questions only for clarification purposes and may refer the matter to the Airport Director for follow up. The Commission will not try to “solve” the problem at the meeting.
- f. Public comment shall not be permitted on Commission procedural changes or for information-only items unless the Commission by majority vote allows such comment.

6. Motions

- a. Any motion made by a Commission member during the regular agenda shall be read following the staff presentation and public comment on the matter
- b. No motion shall be permitted during the Public Comment portion of the agenda.

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- a. Decisions by the Chair regarding procedures and procedural issues, including but not limited to time limits for public comment, may be overridden by a majority vote of the Commission.

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- a. Commission questions and debate regarding an agenda item during a regular or special Commission meeting will occur immediately following public input and prior to voting on any main motion related to the item.

ITEM NUMBER: 5
MEETING DATE: April 18, 2024
PREPARED BY: Kate Morgan, Airport Executive Assistant

TITLE

Lease Option Extension Request - 5115 Grumman

RECOMMENDED AIRPORT COMMISSION ACTION

Approve the lease extension request.

BUDGET IMPACT

Neutral, the lease rates will remain unchanged

SUMMARY

This is an administrative item. The Airport's standard land lease terms are an initial twenty-five-year lease with three five-year extension options for a total of forty years. The initial agreement was entered on May 28, 1999, and will expire on May 27, 2024. The lessee notified the Airport (as required by the lease agreement) of their intent to exercise the option of extending their land lease agreement. This is the first of three five-year extensions. This extension request requires the approval of the Airport Commission as authorized by the Intergovernmental Agreement between the Cities of Fort Collins and Loveland. Staff have reviewed the request and found the associated account to be in good standing, and the lessee's N-number and Certificate of Liability Insurance have been verified in compliance with their agreement.



ATTACHMENT

Lease Option Request: Mike Arensmeyer, 5115 Grumman
Certificate of Insurance

Katherine Morgan

From: Mike Arensmeyer <arensmeyerm1@hotmail.com>
Sent: Monday, April 1, 2024 12:57 PM
To: Katherine Morgan
Subject: [External] Formal request for hanger lease extension

Follow Up Flag: Follow up
Flag Status: Completed

Katherine,
Please consider this as my formal request for the first of three 5 year extensions on my hanger lease at 5115 Grumman.
If there is an option to request a full 15 year extension at this time please let me know.

Thank you!

Mike Arensmeyer
970.308.6864

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CERTIFICATE OF AIRCRAFT INSURANCE

DATE (MM/DD/YYYY)
08/01/2023

THIS CERTIFICATE IS ISSUED AS A MATTER OF INFORMATION ONLY AND CONFERS NO RIGHTS UPON THE CERTIFICATE HOLDER. THIS CERTIFICATE DOES NOT AFFIRMATIVELY OR NEGATIVELY AMEND, EXTEND OR ALTER THE COVERAGE AFFORDED BY THE POLICIES BELOW. THIS CERTIFICATE OF INSURANCE DOES NOT CONSTITUTE A CONTRACT BETWEEN THE ISSUING INSURER(S), AUTHORIZED REPRESENTATIVE OR PRODUCER, AND THE CERTIFICATE HOLDER.

IMPORTANT: If the certificate holder is an ADDITIONAL INSURED, the policy(ies) must have ADDITIONAL INSURED provisions or be endorsed. If SUBROGATION IS WAIVED, subject to the terms and conditions of the policy, certain policies may require an endorsement. A statement on this certificate does not confer rights to the certificate holder in lieu of such endorsement(s).

PRODUCER LI Johns & Associates, Inc. 6515 Highland Road Suite 220 Waterford, MI 48327	CONTACT NAME:	
	PHONE (A/C, No, Ext):	FAX (A/C, No):
	E-MAIL ADDRESS:	
	PRODUCER CUSTOMER ID#:	

INSURED Michael Arensmeyer James Grenfell 330 High Point Dr. B102 Longmont, CO 80504	INSURER(S) AFFORDING COVERAGE		%	NAIC #
	INSURER A: U.S. SPECIALTY INSURANCE COMPANY		100%	
	INSURER B:			
	INSURER C:			
	INSURER D:			
	INSURER E:			

THIS IS TO CERTIFY THAT THE POLICIES OF INSURANCE LISTED BELOW HAVE BEEN ISSUED TO THE INSURED NAMED ABOVE FOR THE POLICY PERIOD INDICATED. NOTWITHSTANDING ANY REQUIREMENT, TERM OR CONDITION OF ANY CONTRACT OR OTHER DOCUMENT WITH RESPECT TO WHICH THIS CERTIFICATE MAY BE ISSUED OR MAY PERTAIN, THE INSURANCE AFFORDED BY THE POLICIES DESCRIBED HEREIN IS SUBJECT TO ALL THE TERMS, EXCLUSIONS AND CONDITIONS OF SUCH POLICIES. LIMITS SHOWN MAY HAVE BEEN REDUCED BY PAID CLAIMS.

POLICY INFORMATION		CERTIFICATE NUMBER:		REVISION NUMBER:	
POLICY TYPE			LINE OF BUSINESS SUBCODE		
INDUSTRIAL AID	<input checked="" type="checkbox"/>	PLEASURE & BUS	<input type="checkbox"/>	COMMERCIAL	<input checked="" type="checkbox"/>
NON-OWNED	<input type="checkbox"/>	AIRPLANE	<input type="checkbox"/>	HELICOPTER	<input type="checkbox"/>
		LIABILITY ONLY	<input checked="" type="checkbox"/>	MIXED FLEET	<input type="checkbox"/>
				HULL & LIABILITY	<input type="checkbox"/>
				HULL ONLY	<input type="checkbox"/>
				EXCESS	<input type="checkbox"/>
				QUOTA SHARE	<input type="checkbox"/>

AIRCRAFT INFORMATION		ACORD 333, Aircraft Schedule attached			
YEAR	MAKE	MODEL	SERIAL NUMBER	REGISTRATION NUMBER	
2007	Deturck Philip	G-200 (Experimental)		N200PD	

TERRITORY:

AIRCRAFT COVERAGES									
INSURER LETTER	POLICY NUMBER		EFFECTIVE DATE	EXPIRATION DATE	ADDITIONAL INSURED? (Y/N)		SUBROGATION WAIVED? (Y/N)		
	AC3021920-02		8/27/2023	8/27/2024	Y		N		
COVERAGE	OPTIONS			LIMIT	APPLIES TO	LIMIT	APPLIES TO		
AIRCRAFT HULL	<input checked="" type="checkbox"/>	ALL RISK GROUND AND FLIGHT		\$ 100,000	AGREED VALUE	\$ 250	Ded. - Not in motion		
						\$ 2,500	Ded. - In motion		
AIRCRAFT LIABILITY	<input checked="" type="checkbox"/>	LIABILITY		\$ 1,000,000	EA OCC	\$	EA PER		
				\$ 100,000	EA PASS	\$	AGGR		
MEDICAL PAYMENTS	<input checked="" type="checkbox"/>	INCLUDING CREW		\$ 5,000	EA PER	\$ 5,000	EA OCC		
		EXCLUDING CREW							
COVERAGE	OPTIONS			LIMIT	APPLIES TO	LIMIT	APPLIES TO		
CODE	DESCRIPTION			\$		\$			
				\$		\$			
				\$		\$			
				\$		\$			
				\$		\$			
				\$		\$			

DESCRIPTION OF OPERATIONS / REMARKS (ACORD 101, Additional Remarks Schedule, may be attached if more space is required)
Certificate Holder is included as an Additional Insured.

CERTIFICATE HOLDER	CANCELLATION
City of Fort Collins and City of Loveland 4900 Earhart Road Loveland, CO 80538	SHOULD ANY OF THE ABOVE DESCRIBED POLICIES BE CANCELLED BEFORE THE EXPIRATION DATE THEREOF, NOTICE WILL BE DELIVERED IN ACCORDANCE WITH THE POLICY PROVISIONS. AUTHORIZED REPRESENTATIVE

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ITEM NUMBER: 6

MEETING DATE: April 18, 2024

PREPARED BY: Francis Robbins, Airport Operations & Maintenance Manager

TITLE

Runway 15-33 Widening Project Discussion

RECOMMENDED AIRPORT COMMISSION ACTION

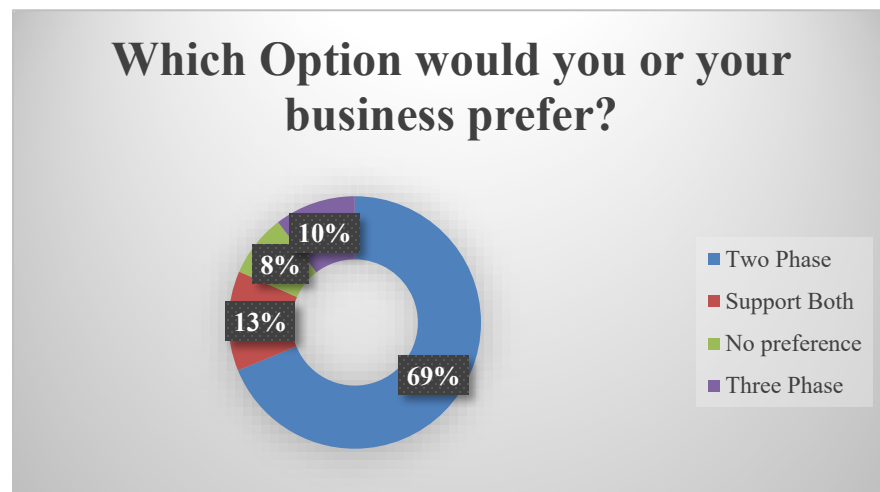
Informational Item. No action requested.

BUDGET IMPACT

No Additional spending

SUMMARY

This is an informational item requested by Commission Members to understand the potential impacts of widening Runway 15-33 construction phase on the Airport, its stakeholders, and based businesses. Airport impacts are based off forecasted construction costs, and lost revenue as compared with the same time period in 2023. On November 6, 2023, airport staff held two stakeholder meetings to communicate the project scope and understand phasing impacts. This was then followed with a survey that 67% of based stakeholders responded. The full results are attached to this item and the 82% of survey responses preferred or supported the two-phase approach listed as “Option 1” in the survey. The survey feedback was incorporated in the construction planning and a two-phase construction phasing plan was selected.



Construction Impacts

By moving forward with construction in the 2026 calendar year identified impacts include:

- Reduced Fuel Revenue up to \$183,000 (estimated)
- Anticipated local match for grant spent from airport reserves \$2.2 million (no additional city contribution)
- Runway 15-33 non-standard condition resolved as planned with FAA
- Airport liability reduced
- Negative tenant impacts were quantified in the stakeholder outreach survey. Based on the survey results a two phased approach was selected to minimize the major and relocation impacts to the tenant community. Based on this information it is anticipated up to 18 aircraft will relocate for part or all of the construction phase and 30 aircraft or companies will experience major negative impacts.

Option 1:				
The Runway 15-33 Widening project would be accomplished in Two Phases totaling approximately 165 Calendar Days for the total project. The first phase would see Runway 15-33 partially closed with 4,684 feet of remaining runway length available, for a duration of 70 Calendar Days (estimated). The second phase would see Runway 15-33 partially closed with 2,814 feet of remaining runway length available, for a duration of 95 Calendar Days (estimated). How would this impact your operations?				
No Impact	Minor Negative Impact	Major Negative Impact	Closed/Relocated for the duration of Phase 1 or Phase 2	Closed/Relocated for the duration of the Entire Project
22	57	27	8	10
17.6%	45.6%	21.6%	6.4%	8.0%

Alternatives

Shelve the Project for future use and notify the FAA FNL will not immediately construct the project.

Impacts:

- Postpone airport expenditure and revenue loss a value of up to \$1.3 million
- Future construction may have increased costs due to inflation amount unknown
- Runway design standard not met on the agreed remedy schedule. Possible increase in liability to the Airport and Sponsor for not making planned upgrade to meet FAA standards.
- Degraded trust between Airport Sponsor, FAA, and CDOT. Creates risk to receiving future discretionary grant funds from state or federal sources.

- FAA may determine airport sponsors fail to maintain grant assurances 16 Conformity to Plans and Specifications and/or 19 Operation and Maintenance. Potential FAA recourse may include:
 - FAA withholding grants with a value of \$5 million planed in CIP through 2028 pending resolution of non-standard condition
 - Requiring repayment of all grant funds not fully depreciated \$13.2 million
- Design update and refresh cost \$100,000 estimated (actions to refresh include check FAA standards at time of construction, new obstruction analysis, and other changeable considerations). This cost would not be FAA grant eligible.

ATTACHMENTS

Phasing Analysis

Phasing Survey Results

Legend:

N/A

Proposed Construction Phasing

Option 1 - Full Runway Closure

Primary work completed in a single phase
Runway 6-24 remains open for Visual operations
Runway 15-33 length remaining: None

Option 2 - Partial Runway Closure, No Back-Taxi

Primary work completed in two phases
Runway 6-24 remains open for visual operations
Runway 15-33 length remaining: 4,684 feet (Phase 1), 2,814 feet (Phase 2)
No overfly of Work Areas

Option 3 - Partial Equidistant Runway Closure, Back-Taxi Required

Primary work completed in two phases
Runway 6-24 remains open for visual operations
Runway 15-33 length remaining: 3,749 feet (Phases 1 & 2)
No overfly of Work Areas

Option 4 - Combination of Partial Runway Closure with No Back-Taxi and Full Runway Closure

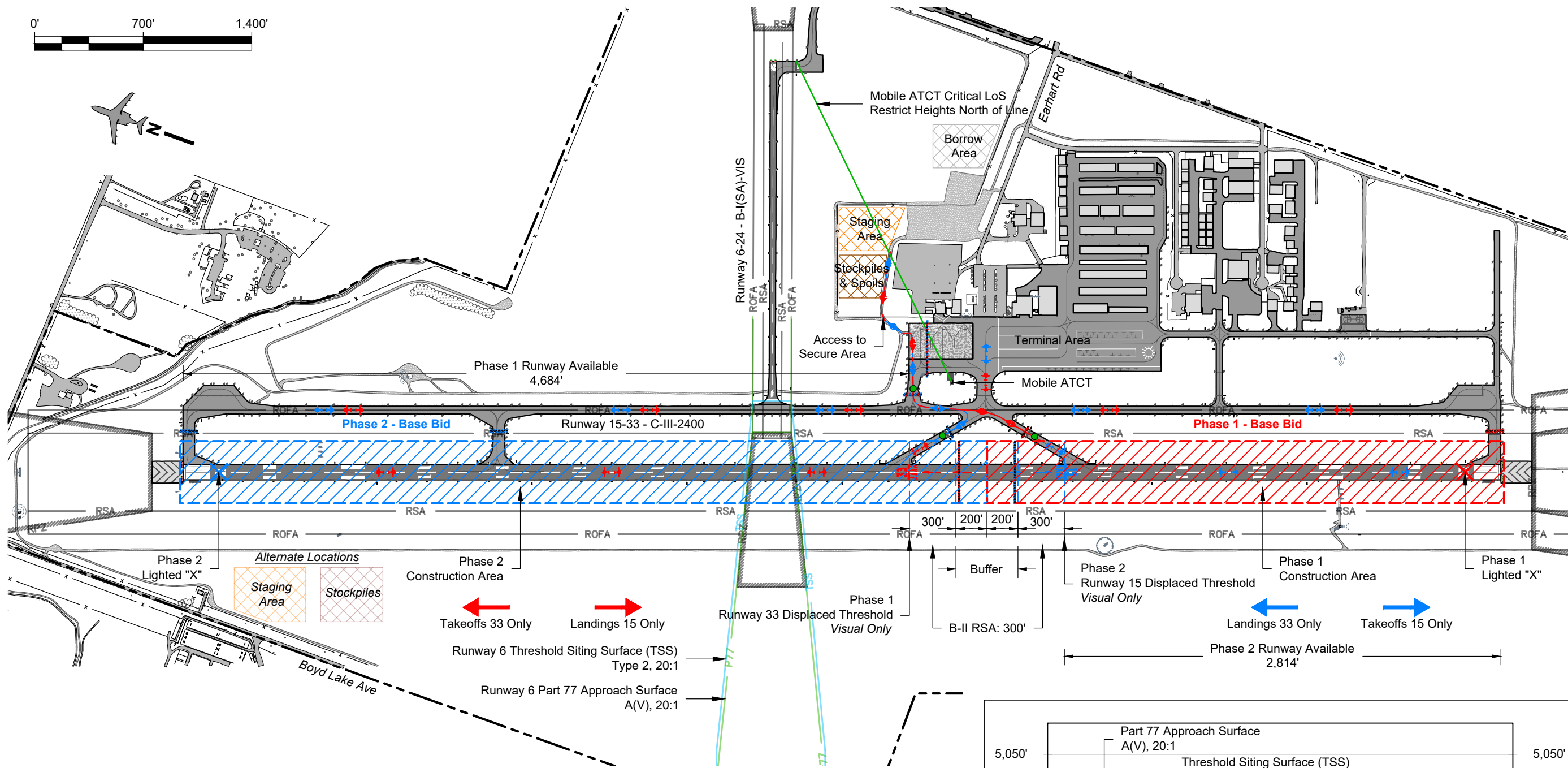
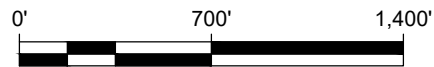
Primary work completed in three phases
Runway 6-24 remains open for visual operations
Runway 15-33 length remaining: 5,800 feet (Phase 1) None (Phase 2) 5,000 feet (Phase 3)
No overfly of Work Areas

Aircraft Performance Data

Runway takeoff and landing performance for the most commonly used aircraft in the United States Aircraft Registry, courtesy of the Small Aircraft Runway Length Analysis Tool (SARLAT) Computed for Options 2, 3 & 4.

Scale based on a 11"x17" sheet.

Northern Colorado Rgnl'
Runway 15-33 Widening
Construction Phasing - Cover
Date: 11.09.23



Legend:

- Existing Facilities
- Phase 1 Work Area
- Phase 2 Work Area
- Contractor Staging Area
- Stockpiles & Spoils
- Borrow Area
- Phase 1 Haul Route
- Phase 2 Haul Route
- Phase 1 Aircraft Route
- Phase 2 Aircraft Route
- Phase 1 Aircraft Ops
- Phase 2 Aircraft Ops
- Phase 1 Barricades
- Phase 2 Barricades
- Flagger Post
- Staging Area (Alt.)
- Stockpiles & Spoils (Alt.)

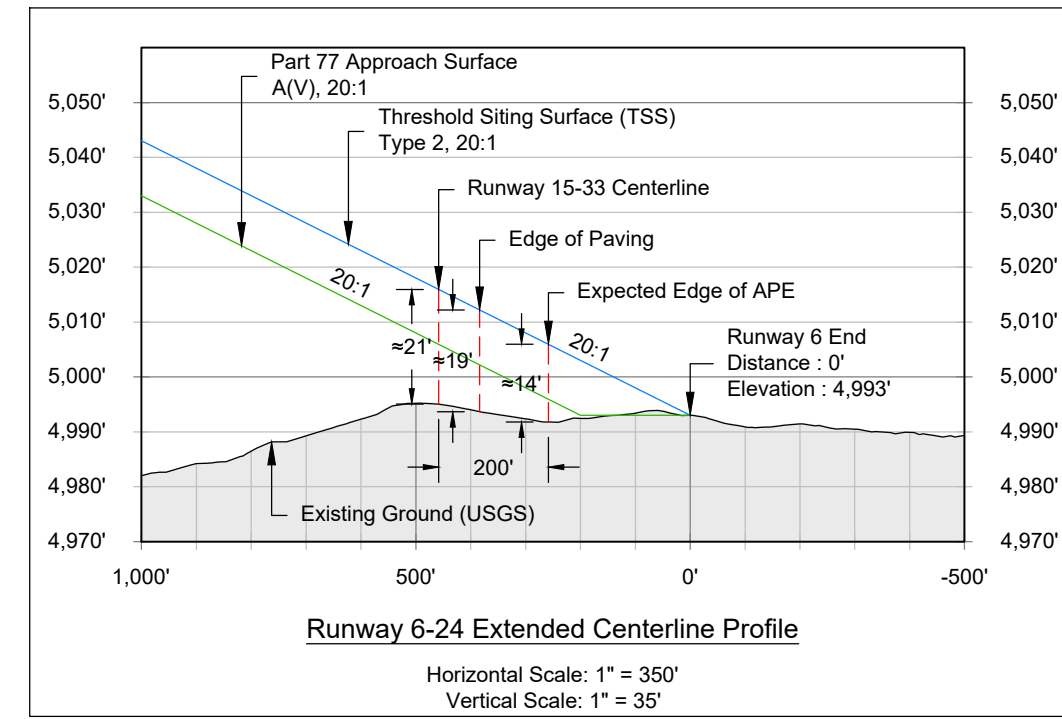
Notes:

- APE: Area of Potential Effects
- ATCT: Air Traffic Control Tower
- ASDA: Acceleration-Stop Distance Available
- LDA: Landing Distance Available
- LoS: Line-of-Sight
- TODA: Takeoff Distance Available
- TORA: Takeoff Runway Available
- TSS: Threshold Siting Surface
- USGS: U.S. Geological Survey
- Existing ground from USGS 3D Elevation Program, 1/3 Arc Second, Published 2023.

Scale based on a 11"x17" sheet.

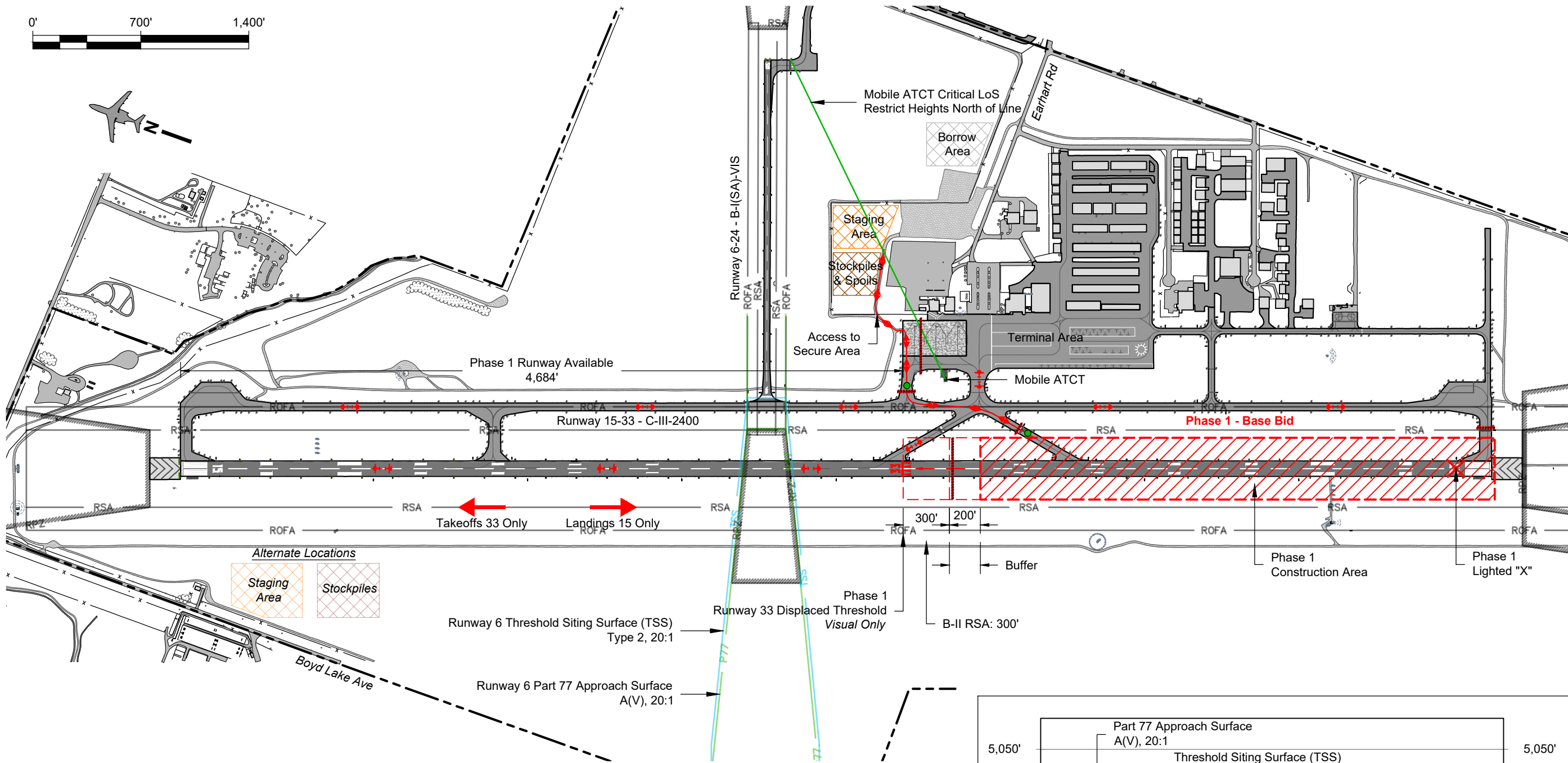
Option 2 - Partial Runway Closure, No Back-Taxi

- **Phase 1 - Base Bid - Civil & Electrical, South End**
 Maximum equipment height below temporary Runway 33 TSS (Type 3, 20:1) : 25' and up within Work Area, 15' and up within Buffer
 Remaining Available Runway:
 Code: B-II-VIS (during construction)
 Length: 4,684' (TORA, TODA, ASDA, LDA).
 Landing and Departing of aircraft opposite of Work Area only, based on wind direction. No overfly of Work Area.
 RSA & ROFA beyond Runway End: 300'
 See *Aircraft Performance Data Sheet* for information pertaining to aircraft operational data for this length
 200-foot buffer for barricades and maneuvering equipment between Work Area and temporary end of RSA
- **Phase 2 - Base Bid - Civil & Electrical, North End**
 Maximum equipment height below temporary Runway 15 TSS (Type 3, 20:1) : 25' and up within Work Area, 15' and up within Buffer
 Maximum equipment height below Runway 6 TSS (Type 2, 20:1): Pavers 21' to 19', Graders 21' to 14' (preliminary, see profile view)
 Remaining Available Runway:
 Code: B-II-VIS (during construction)
 Length: 2,814' (TORA, TODA, ASDA, LDA)
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- **Phase 3 - Base Bid - Runway Grooving** (not depicted, night work only)
- **Phase 4 - Base Bid - Permanent Runway Markings** (not depicted, night work only)



Runway 6-24 Extended Centerline Profile

Horizontal Scale: 1" = 350'
 Vertical Scale: 1" = 35'



Legend:

- Existing Facilities
- Phase 1 Work Area
- Phase 2 Work Area
- Contractor Staging Area
- Stockpiles & Spoils
- Borrow Area
- Phase 1 Haul Route
- Phase 2 Haul Route
- Phase 1 Aircraft Route
- Phase 2 Aircraft Route
- Phase 1 Aircraft Ops
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- Phase 2 Barricades
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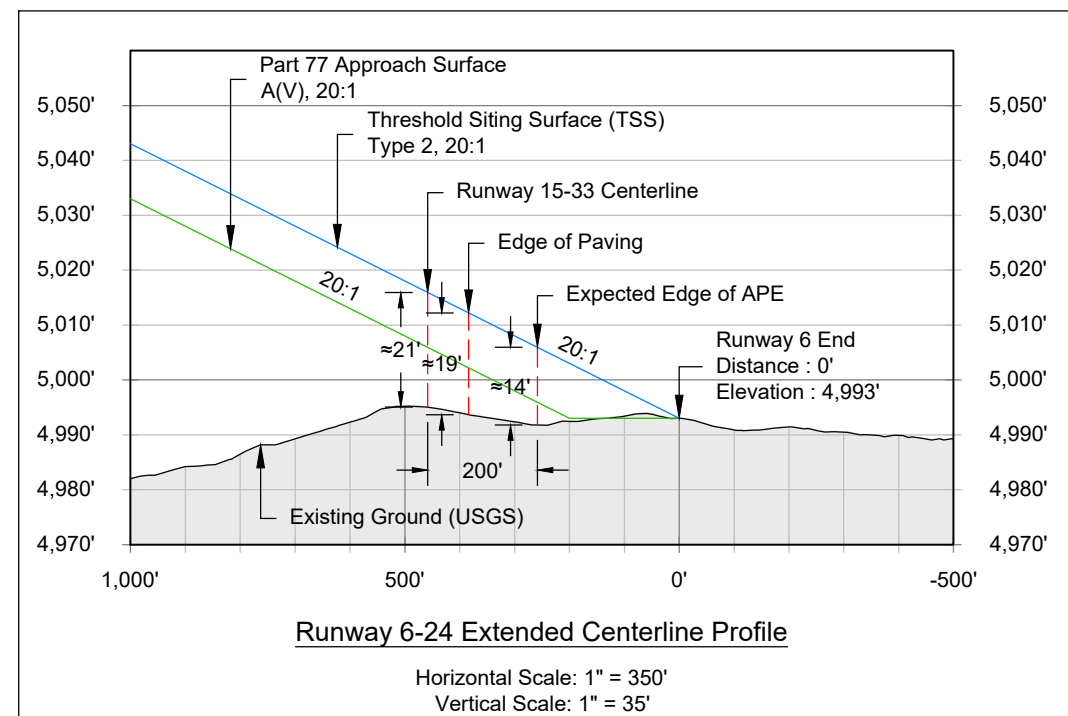
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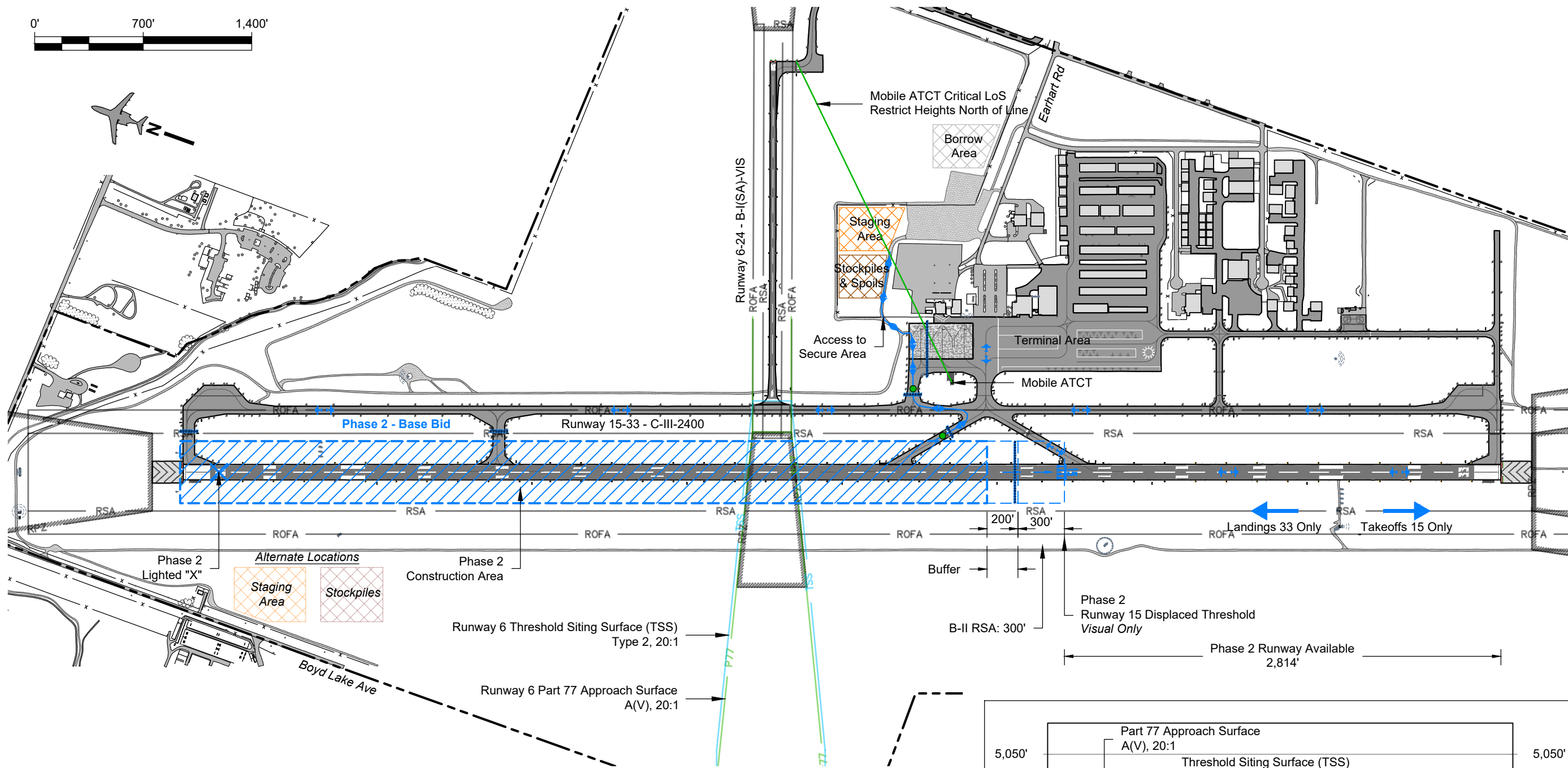
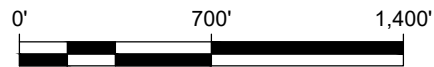
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- ATCT: Air Traffic Control Tower
- ASDA: Acceleration-Stop Distance Available
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Scale based on a 11"x17" sheet.

Option 2 - Partial Runway Closure, No Back-Taxi

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- **Phase 3 - Base Bid - Runway Grooving** (not depicted, night work only)
- **Phase 4 - Base Bid - Permanent Runway Markings** (not depicted, night work only)





Legend:

- Existing Facilities
- Phase 1 Work Area
- Phase 2 Work Area
- Contractor Staging Area
- Stockpiles & Spoils
- Borrow Area
- Phase 1 Haul Route
- Phase 2 Haul Route
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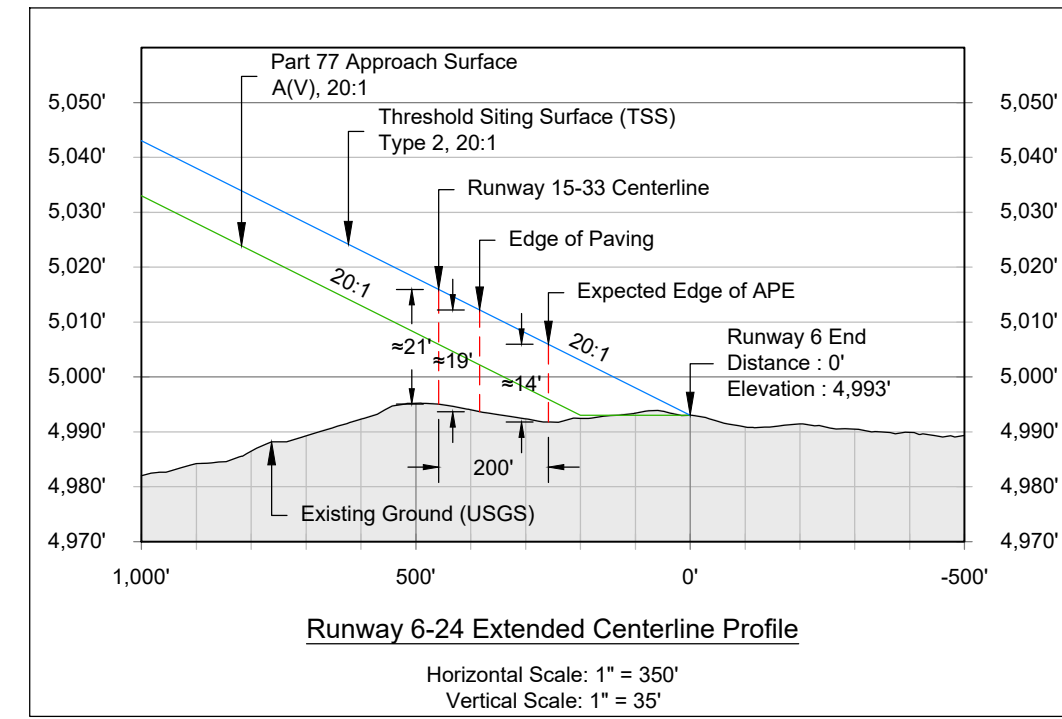
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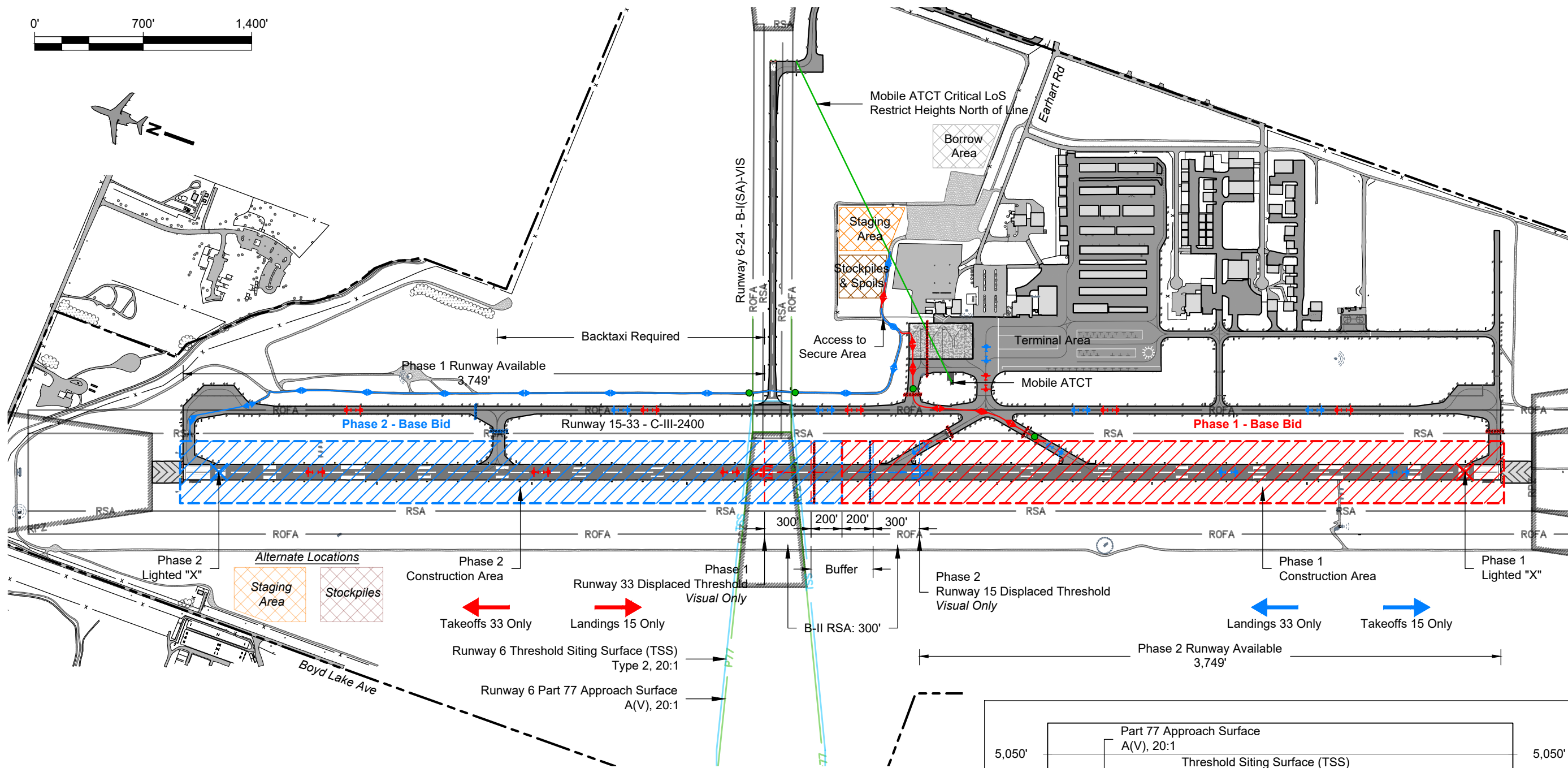
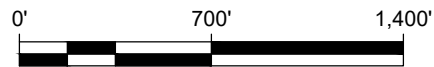
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Runway 6-24 Extended Centerline Profile
 Horizontal Scale: 1" = 350'
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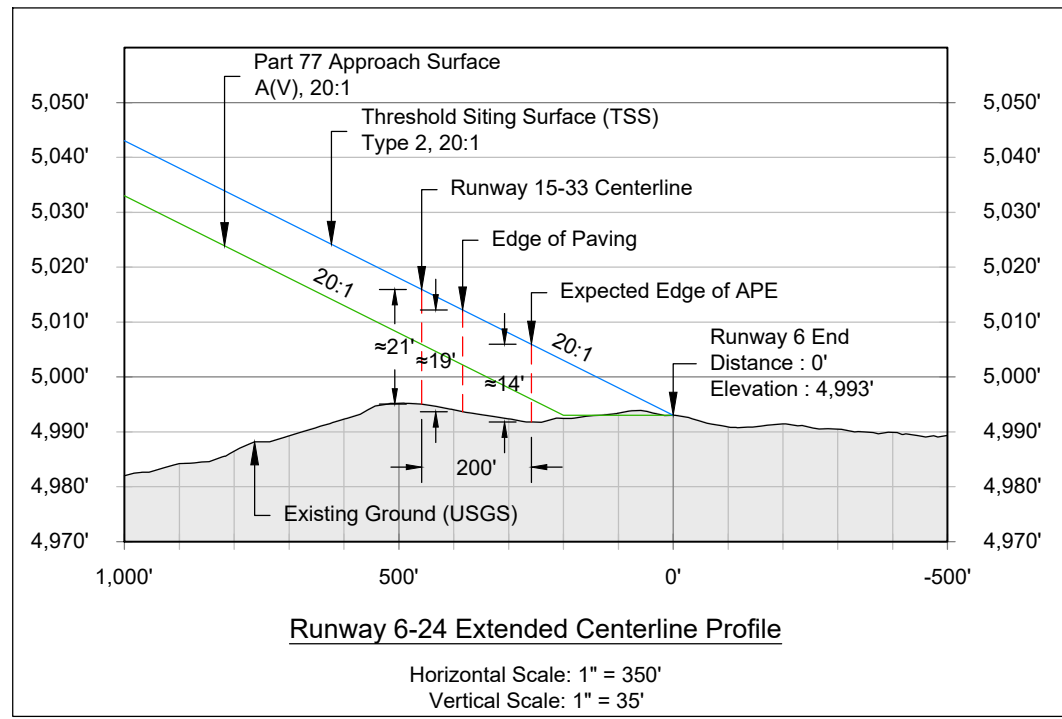
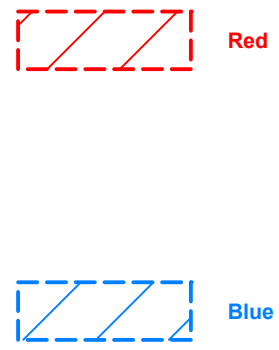


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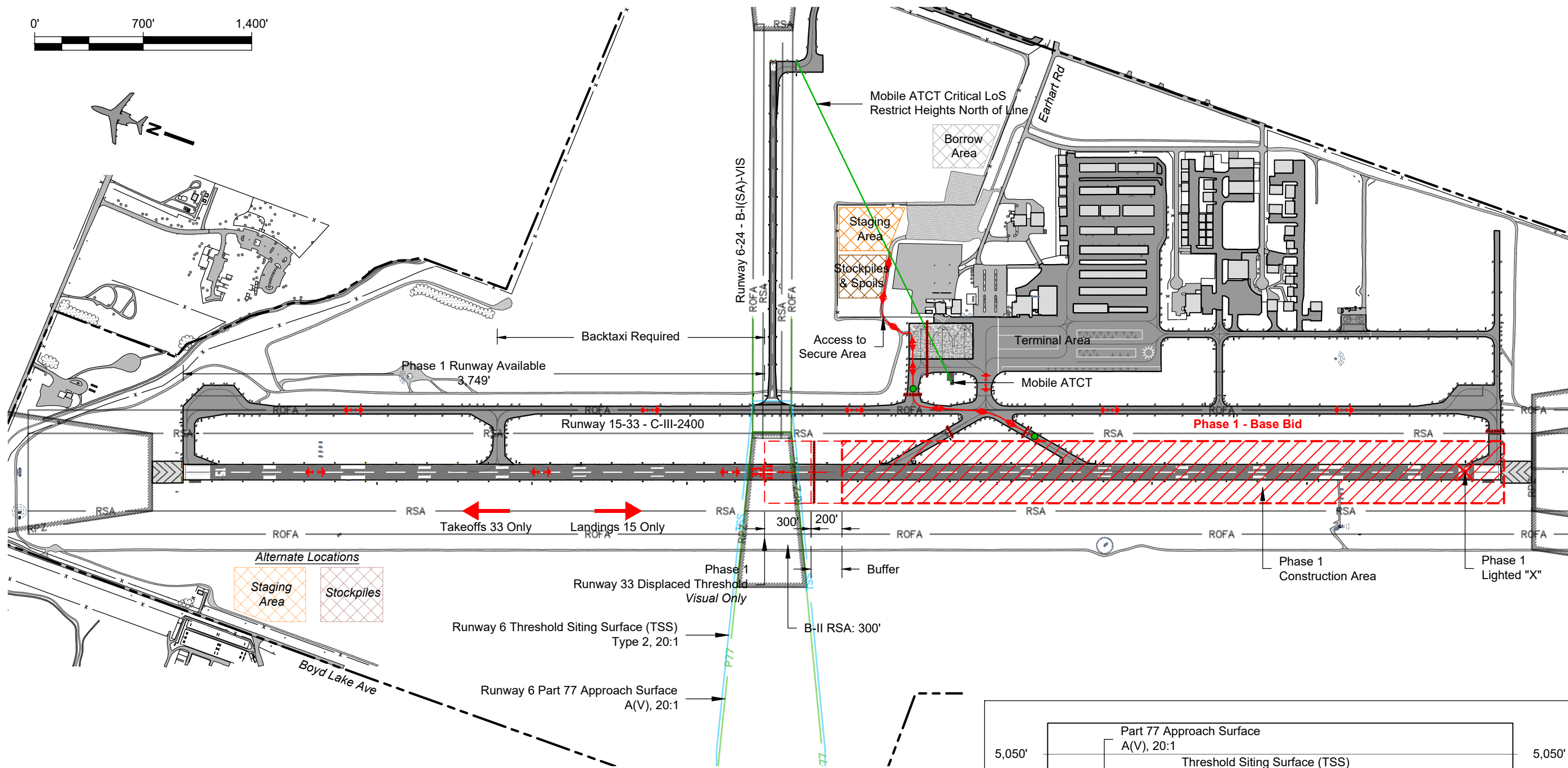
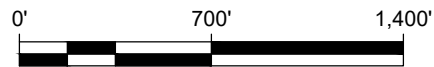
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 - TSS: Threshold Siting Surface
 - USGS: U.S. Geological Survey
 - Existing ground from USGS 3D Elevation Program, 1/3 Arc Second, Published 2023.

Option 3 - Partial Equidistant Runway Closure, Backtaxi Required

- **Phase 1 - Base Bid - Civil & Electrical, South End**
 Maximum equipment height below temporary Runway 33 TSS (Type 3, 20:1) : 25' and up within Work Area, 15' and up within Buffer
 Remaining Available Runway:
 Code: B-II-VIS (during construction)
 Length: 3,749' (TORA, TODA, ASDA, LDA)
 Landing and Departing of aircraft opposite of Work Area only, based on wind direction. No overfly of Work Area.
 RSA & ROFA beyond Runway End: 300'
 See *Aircraft Performance Data Sheet* for information pertaining to aircraft operational data for this length
 200-foot buffer for barricades and maneuvering equipment between Work Area and temporary end of RSA
- **Phase 2 - Base Bid - Civil & Electrical, North End**
 Maximum equipment height below temporary Runway 15 TSS (Type 3, 20:1) : 25' and up within Work Area, 15' and up within Buffer
 Maximum equipment height below Runway 6 TSS (Type 2, 20:1): Pavers 21' to 19', Graders 21' to 14' (preliminary, see profile view)
 Remaining Available Runway:
 Code: B-II-VIS (during construction)
 Length: 3,749' (TORA, TODA, ASDA, LDA)
 Landing and Departing of aircraft opposite of Work Area only, based on wind direction. No overfly of Work Area.
 RSA & ROFA beyond Runway End: 300'
 See *Aircraft Performance Data Sheet* for information pertaining to aircraft operational data for this length
 200-foot buffer for barricades and maneuvering equipment between Work Area and temporary end of RSA
- **Phase 3 - Base Bid - Runway Grooving** (not depicted, night work only)
- **Phase 4 - Base Bid - Permanent Runway Markings** (not depicted, night work only)



Scale based on a 11"x17" sheet.



Legend:

- Existing Facilities
- Phase 1 Work Area
- Phase 2 Work Area
- Contractor Staging Area
- Stockpiles & Spoils
- Borrow Area
- Phase 1 Haul Route
- Phase 2 Haul Route
- Phase 1 Aircraft Route
- Phase 2 Aircraft Route
- Phase 1 Aircraft Ops
- Phase 2 Aircraft Ops
- Phase 1 Barricades
- Phase 2 Barricades
- Flagger Post
- Staging Area (Alt.)
- Stockpiles & Spoils (Alt.)

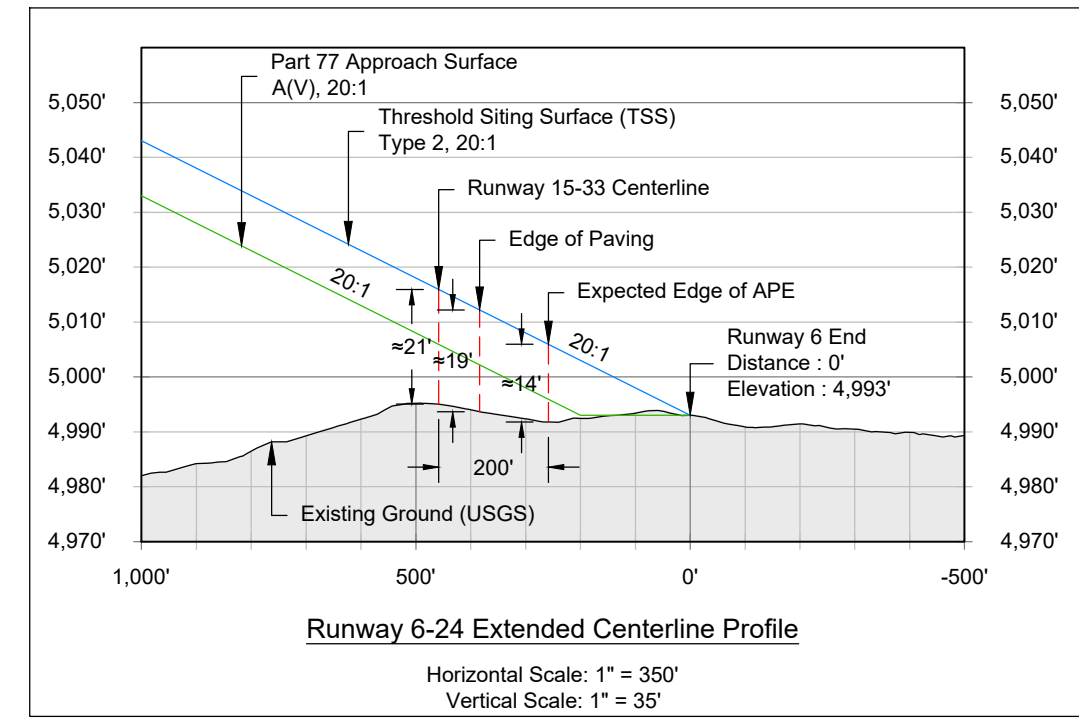
Notes:

- APE: Area of Potential Effects
- ATCT: Air Traffic Control Tower
- ASDA: Acceleration-Stop Distance Available
- LDA: Landing Distance Available
- LoS: Line-of-Sight
- TODA: Takeoff Distance Available
- TORA: Takeoff Runway Available
- TSS: Threshold Siting Surface
- USGS: U.S. Geological Survey
- Existing ground from USGS 3D Elevation Program, 1/3 Arc Second, Published 2023.

Scale based on a 11"x17" sheet.

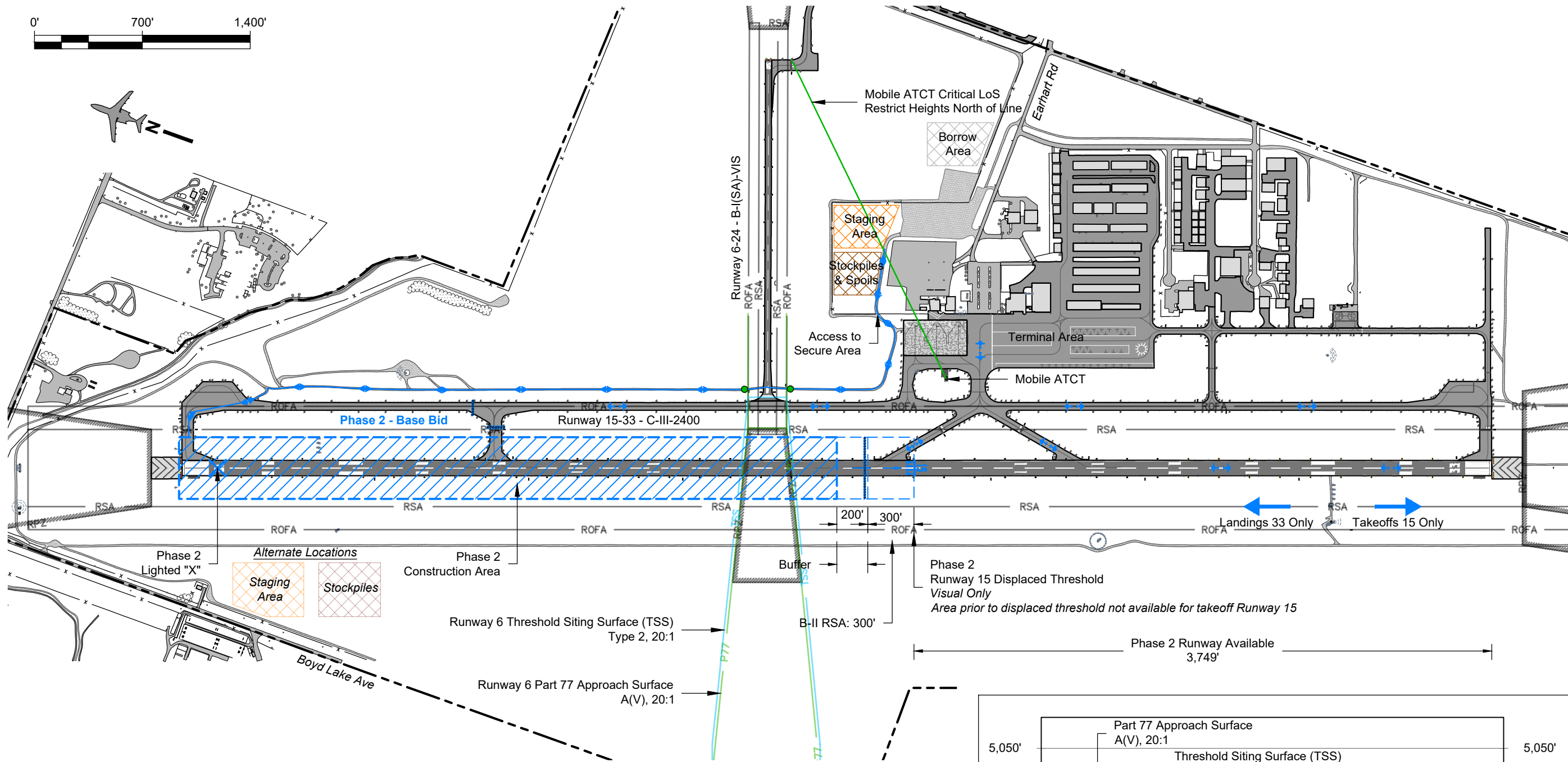
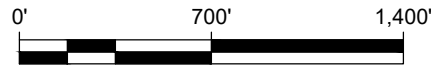
Option 3 - Partial Equidistant Runway Closure, Backtaxi Required

- **Phase 1 - Base Bid - Civil & Electrical, South End**
 Maximum equipment height below temporary Runway 33 TSS (Type 3, 20:1) : 25' and up within Work Area, 15' and up within Buffer
 Remaining Available Runway:
 Code: B-II-VIS (during construction)
 Length: 3,749' (TORA, TODA, ASDA, LDA)
 Landing and Departing of aircraft opposite of Work Area only, based on wind direction. No overfly of Work Area.
 RSA & ROFA beyond Runway End: 300'
 See *Aircraft Performance Data Sheet* for information pertaining to aircraft operational data for this length
 200-foot buffer for barricades and maneuvering equipment between Work Area and temporary end of RSA
- **Phase 2 - Base Bid - Civil & Electrical, North End**
 Maximum equipment height below temporary Runway 15 TSS (Type 3, 20:1) : 25' and up within Work Area, 15' and up within Buffer
 Maximum equipment height below Runway 6 TSS (Type 2, 20:1): Pavers 21' to 19', Graders 21' to 14' (preliminary, see profile view)
 Remaining Available Runway:
 Code: B-II-VIS (during construction)
 Length: 3,749' (TORA, TODA, ASDA, LDA)
 Landing and Departing of aircraft opposite of Work Area only, based on wind direction. No overfly of Work Area.
 RSA & ROFA beyond Runway End: 300'
 See *Aircraft Performance Data Sheet* for information pertaining to aircraft operational data for this length
 200-foot buffer for barricades and maneuvering equipment between Work Area and temporary end of RSA
- **Phase 3 - Base Bid - Runway Grooving** (not depicted, night work only)
- **Phase 4 - Base Bid - Permanent Runway Markings** (not depicted, night work only)



Runway 6-24 Extended Centerline Profile

Horizontal Scale: 1" = 350'
 Vertical Scale: 1" = 35'



Legend:

- Existing Facilities
- Phase 1 Work Area
- Phase 2 Work Area
- Contractor Staging Area
- Stockpiles & Spoils
- Borrow Area
- Phase 1 Haul Route
- Phase 2 Haul Route
- Phase 1 Aircraft Route
- Phase 2 Aircraft Route
- Phase 1 Aircraft Ops
- Phase 2 Aircraft Ops
- Phase 1 Barricades
- Phase 2 Barricades
- Flagger Post
- Staging Area (Alt.)
- Stockpiles & Spoils (Alt.)

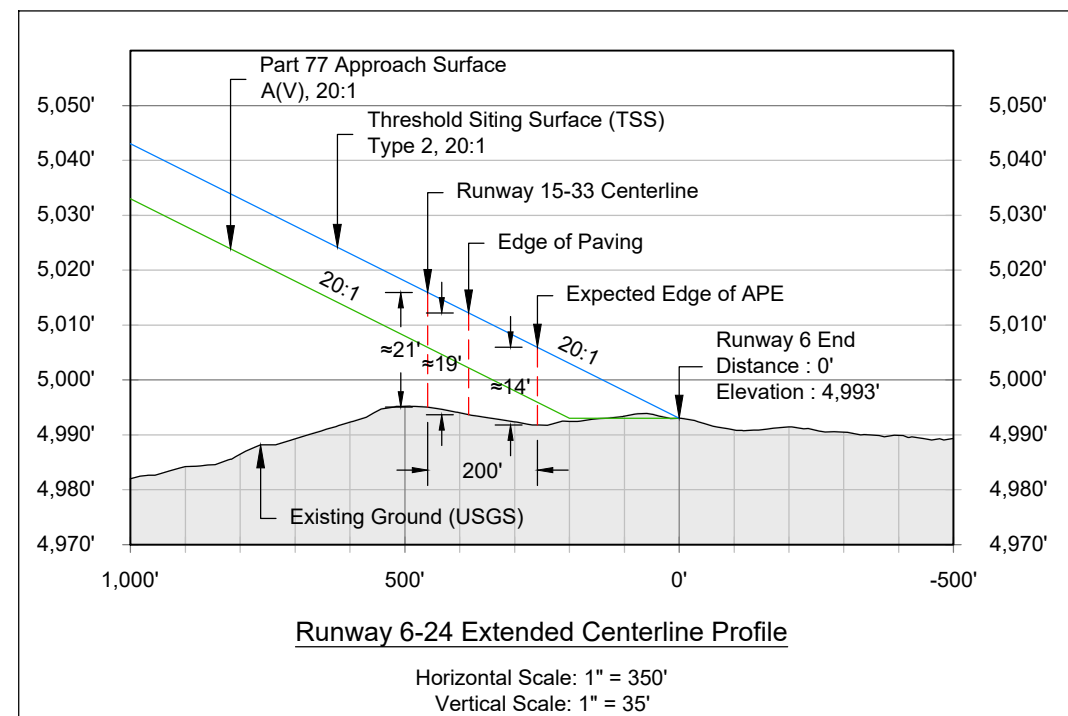
Notes:

- APE: Area of Potential Effects
- ATCT: Air Traffic Control Tower
- ASDA: Acceleration-Stop Distance Available
- LDA: Landing Distance Available
- LoS: Line-of-Sight
- TODA: Takeoff Distance Available
- TORA: Takeoff Runway Available
- TSS: Threshold Siting Surface
- USGS: U.S. Geological Survey
- Existing ground from USGS 3D Elevation Program, 1/3 Arc Second, Published 2023.

Scale based on a 11"x17" sheet.

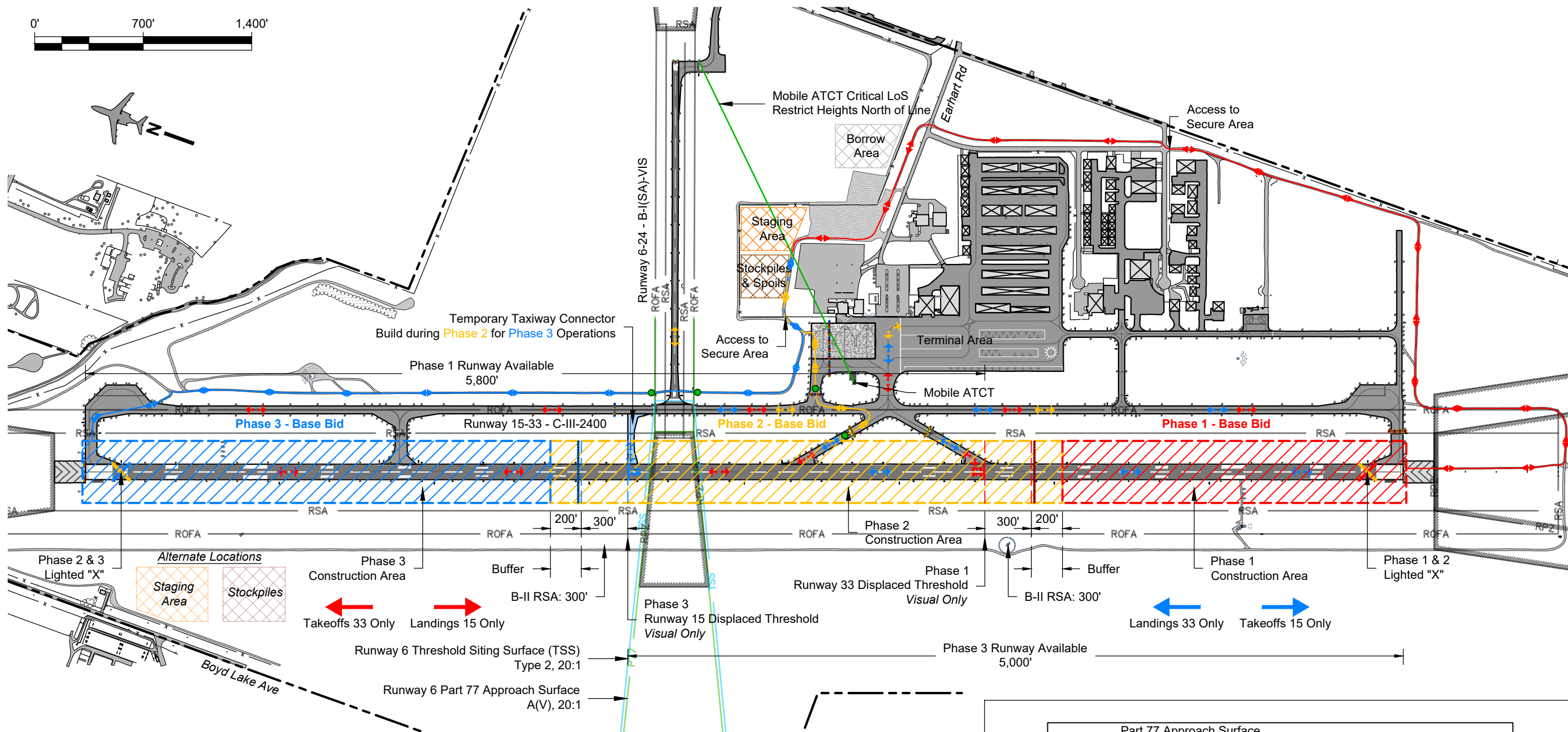
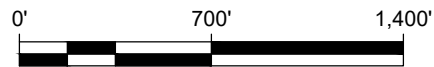
Option 3 - Partial Equidistant Runway Closure, Backtaxi Required

- **Phase 1 - Base Bid - Civil & Electrical, South End**
 Maximum equipment height below temporary Runway 33 TSS (Type 3, 20:1) : 25' and up within Work Area, 15' and up within Buffer
 Remaining Available Runway:
 Code: B-II-VIS (during construction)
 Length: 3,749' (TORA, TODA, ASDA, LDA)
 Landing and Departing of aircraft opposite of Work Area only, based on wind direction. No overfly of Work Area.
 RSA & ROFA beyond Runway End: 300'
 See *Aircraft Performance Data Sheet* for information pertaining to aircraft operational data for this length
 200-foot buffer for barricades and maneuvering equipment between Work Area and temporary end of RSA
- **Phase 2 - Base Bid - Civil & Electrical, North End**
 Maximum equipment height below temporary Runway 15 TSS (Type 3, 20:1) : 25' and up within Work Area, 15' and up within Buffer
 Maximum equipment height below Runway 6 TSS (Type 2, 20:1): Pavers 21' to 19', Graders 21' to 14' (preliminary, see profile view)
 Remaining Available Runway:
 Code: B-II-VIS (during construction)
 Length: 3,749' (TORA, TODA, ASDA, LDA)
 Landing and Departing of aircraft opposite of Work Area only, based on wind direction. No overfly of Work Area.
 RSA & ROFA beyond Runway End: 300'
 See *Aircraft Performance Data Sheet* for information pertaining to aircraft operational data for this length
 200-foot buffer for barricades and maneuvering equipment between Work Area and temporary end of RSA
- **Phase 3 - Base Bid - Runway Grooving** (not depicted, night work only)
- **Phase 4 - Base Bid - Permanent Runway Markings** (not depicted, night work only)



Runway 6-24 Extended Centerline Profile

Horizontal Scale: 1" = 350'
 Vertical Scale: 1" = 35'

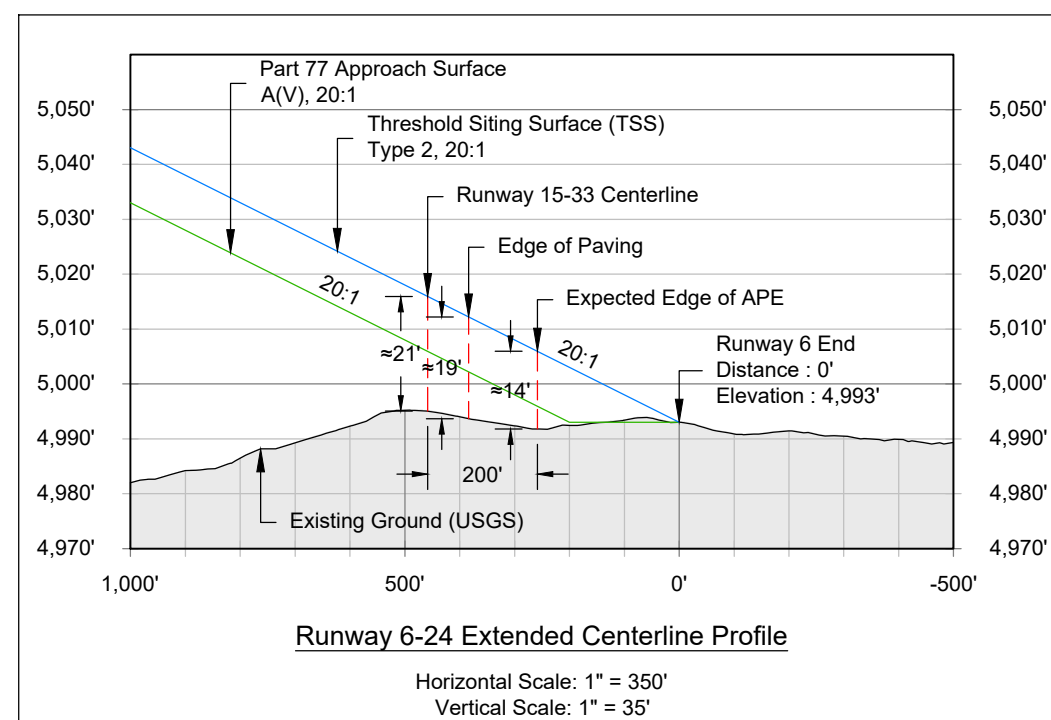
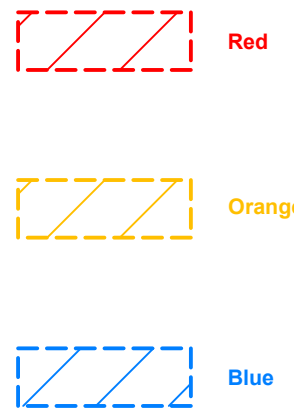


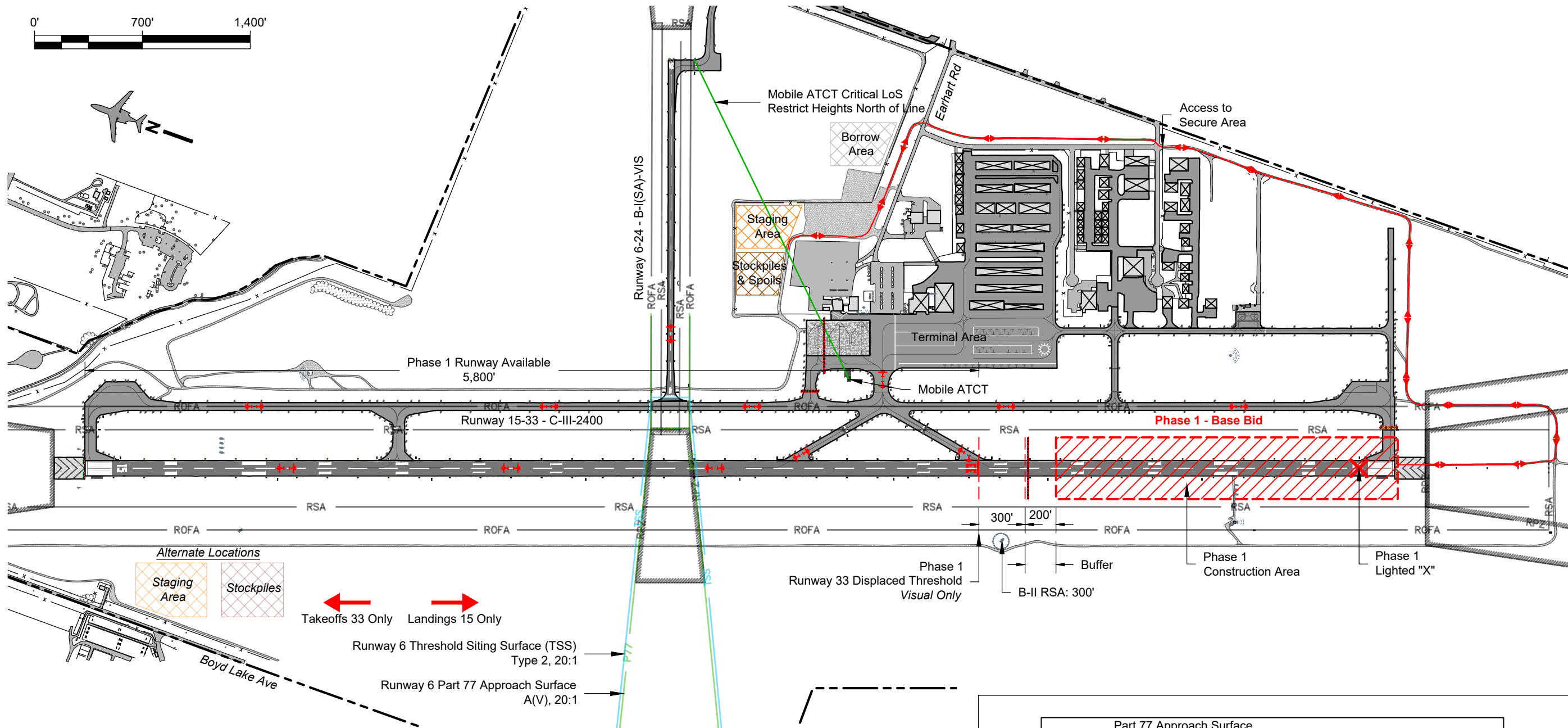
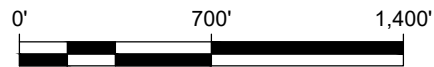
- Legend:**
- Existing Facilities
 - Phase 1 Work Area
 - Phase 2 Work Area
 - Phase 3 Work Area
 - Contractor Staging Area
 - Stockpiles & Spoils
 - Borrow Area
 - Phase 1, 2 & 3 Haul Routes
 - Phase 1, 2 & 3 Taxi Routes
 - Phase 1 Aircraft Ops
 - Phase 3 Aircraft Ops
 - Phase 1 Barricades
 - Phase 2 Barricades
 - Phase 3 Barricades
 - Flagger Post
 - Staging Area (Alt.)
 - Stockpiles & Spoils (Alt.)

- Notes:**
- APE: Area of Potential Effects
 - ATCT: Air Traffic Control Tower
 - ASDA: Acceleration-Stop Distance Available
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 - LoS: Line-of-Sight
 - TODA: Takeoff Distance Available
 - TORA: Takeoff Runway Available
 - TSS: Threshold Siting Surface
 - USGS: U.S. Geological Survey
 - Existing ground from USGS 3D Elevation Program, 1/3 Arc Second, Published 2023.

Option 4 - Phase 1 & 3 Partial Runway Closure with No Back-Taxi, Phase 2 Full Runway Closure

- **Phase 1 - Base Bid - Civil & Electrical, South End**
 Maximum equipment height below temporary Runway 33 TSS (Type 3, 20:1) : 25' and up within Work Area, 15' and up within Buffer
 Remaining Available Runway:
 Code: B-II-VIS (during construction)
 Length: 5,800' (TORA, TODA, ASDA, LDA).
 Landing and Departing of aircraft opposite of Work Area only, based on wind direction. No overfly of Work Area.
 RSA & ROFA beyond Runway End: 300'
 See *Aircraft Performance Data Sheet* for information pertaining to aircraft operational data for this length
 200-foot buffer for barricades and maneuvering equipment between Work Area and temporary end of RSA
- **Phase 2 - Base Bid - Civil & Electrical, Middle - Full Runway Closure**
 Maximum equipment height below Runway 6 TSS (Type 2, 20:1): Pavers 21' to 19', Graders 21' to 14' (preliminary, see profile view)
 Remaining Available Runway: None
 Crosswind Runway 6-24 to remain open
- **Phase 3 - Base Bid - Civil & Electrical, North End**
 Maximum equipment height below temporary Runway 15 TSS (Type 3, 20:1) : 25' and up within Work Area, 15' and up within Buffer
 Remaining Available Runway:
 Code: B-II-VIS (during construction)
 Length: 5,000' (TORA, TODA, ASDA, LDA)
 Landing and Departing of aircraft opposite of Work Area only, based on wind direction. No overfly of Work Area.
 RSA & ROFA beyond Runway End: 300'
 See *Aircraft Performance Data Sheet* for information pertaining to aircraft operational data for this length
 200-foot buffer for barricades and maneuvering equipment between Work Area and temporary end of RSA
- **Phase 4 - Base Bid - Runway Grooving** (not depicted, night work only)
- **Phase 5 - Base Bid - Permanent Runway Markings** (not depicted, night work only)





Legend:

- Existing Facilities
- Phase 1 Work Area
- Contractor Staging Area
- Stockpiles & Spoils
- Borrow Area
- Phase 1 Haul Routes
- Phase 1 Taxi Routes
- Phase 1 Aircraft Ops
- Phase 1 Barricades
- Flagger Post
- Staging Area (Alt.)
- Stockpiles & Spoils (Alt.)

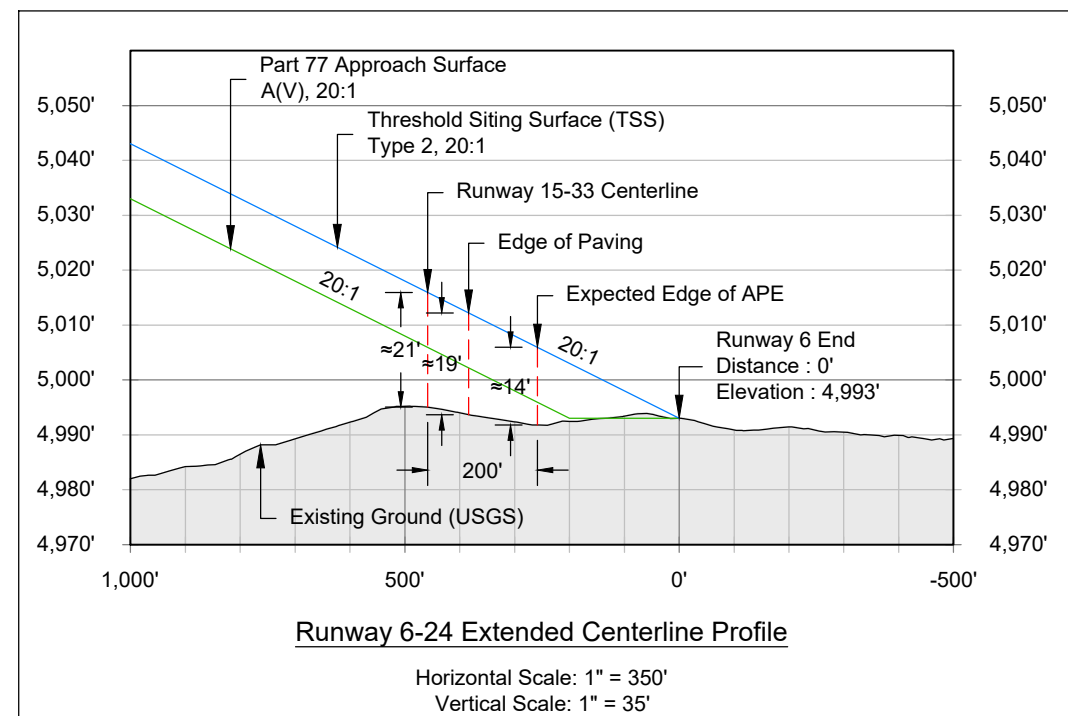
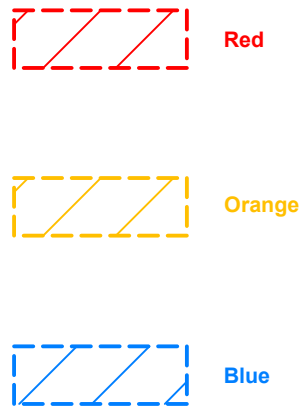
Notes:

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- ATCT: Air Traffic Control Tower
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- LDA: Landing Distance Available
- LoS: Line-of-Sight
- TODA: Takeoff Distance Available
- TORA: Takeoff Runway Available
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- USGS: U.S. Geological Survey
- Existing ground from USGS 3D Elevation Program, 1/3 Arc Second, Published 2023.

Scale based on a 11"x17" sheet.

Option 4 - Phase 1 & 3 Partial Runway Closure with No Back-Taxi, Phase 2 Full Runway Closure

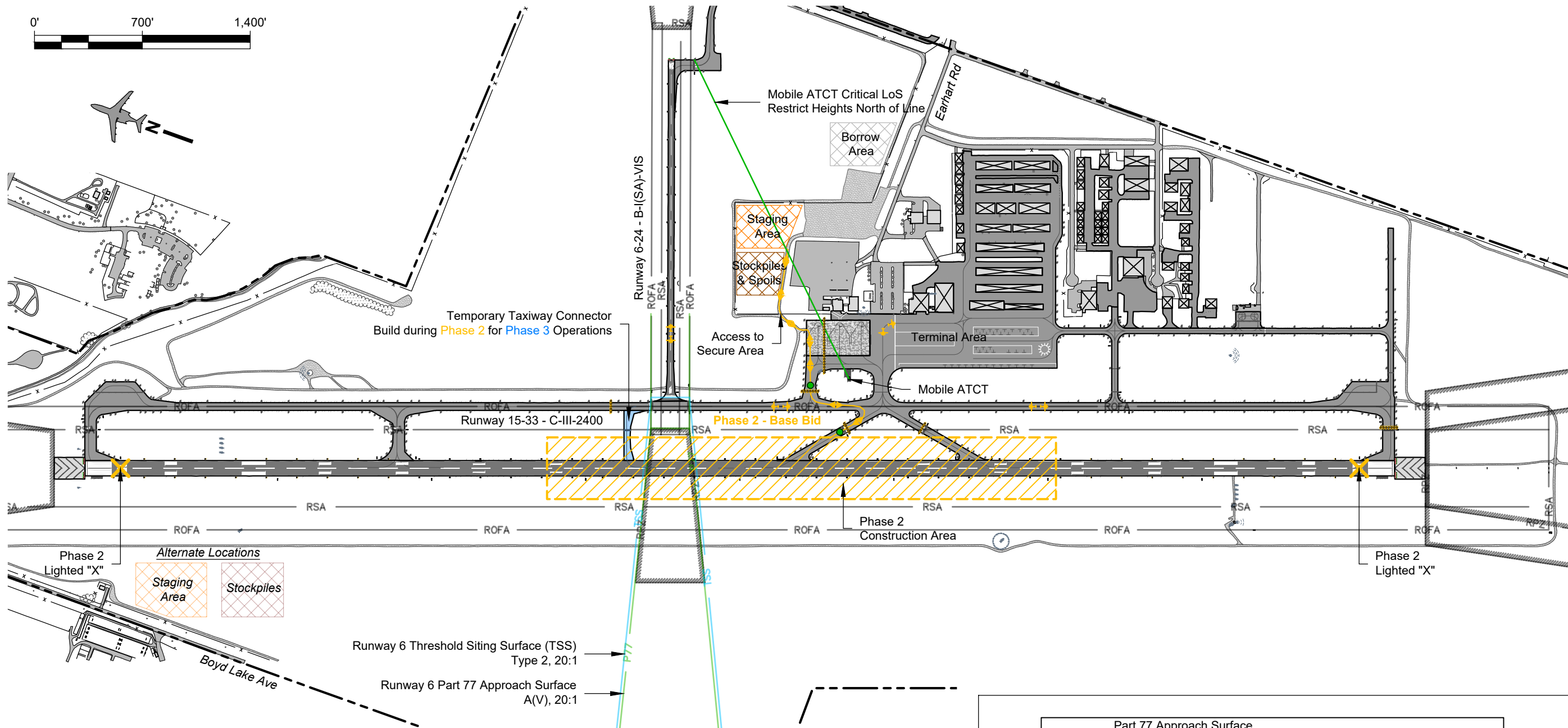
- **Phase 1 - Base Bid - Civil & Electrical, South End**
 Maximum equipment height below temporary Runway 33 TSS (Type 3, 20:1) : 25' and up within Work Area, 15' and up within Buffer
 Remaining Available Runway:
 Code: B-II-VIS (during construction)
 Length: 5,800' (TORA, TODA, ASDA, LDA).
 Landing and Departing of aircraft opposite of Work Area only, based on wind direction. No overfly of Work Area.
 RSA & ROFA beyond Runway End: 300'
 See *Aircraft Performance Data Sheet* for information pertaining to aircraft operational data for this length
 200-foot buffer for barricades and maneuvering equipment between Work Area and temporary end of RSA
- **Phase 2 - Base Bid - Civil & Electrical, Middle - Full Runway Closure**
 Maximum equipment height below Runway 6 TSS (Type 2, 20:1): Pavers 21' to 19', Graders 21' to 14' (preliminary, see profile view)
 Remaining Available Runway: None
 Crosswind Runway 6-24 to remain open
- **Phase 3 - Base Bid - Civil & Electrical, North End**
 Maximum equipment height below temporary Runway 15 TSS (Type 3, 20:1) : 25' and up within Work Area, 15' and up within Buffer
 Remaining Available Runway:
 Code: B-II-VIS (during construction)
 Length: 5,000' (TORA, TODA, ASDA, LDA)
 Landing and Departing of aircraft opposite of Work Area only, based on wind direction. No overfly of Work Area.
 RSA & ROFA beyond Runway End: 300'
 See *Aircraft Performance Data Sheet* for information pertaining to aircraft operational data for this length
 200-foot buffer for barricades and maneuvering equipment between Work Area and temporary end of RSA
- **Phase 4 - Base Bid - Runway Grooving** (not depicted, night work only)
- **Phase 5 - Base Bid - Permanent Runway Markings** (not depicted, night work only)





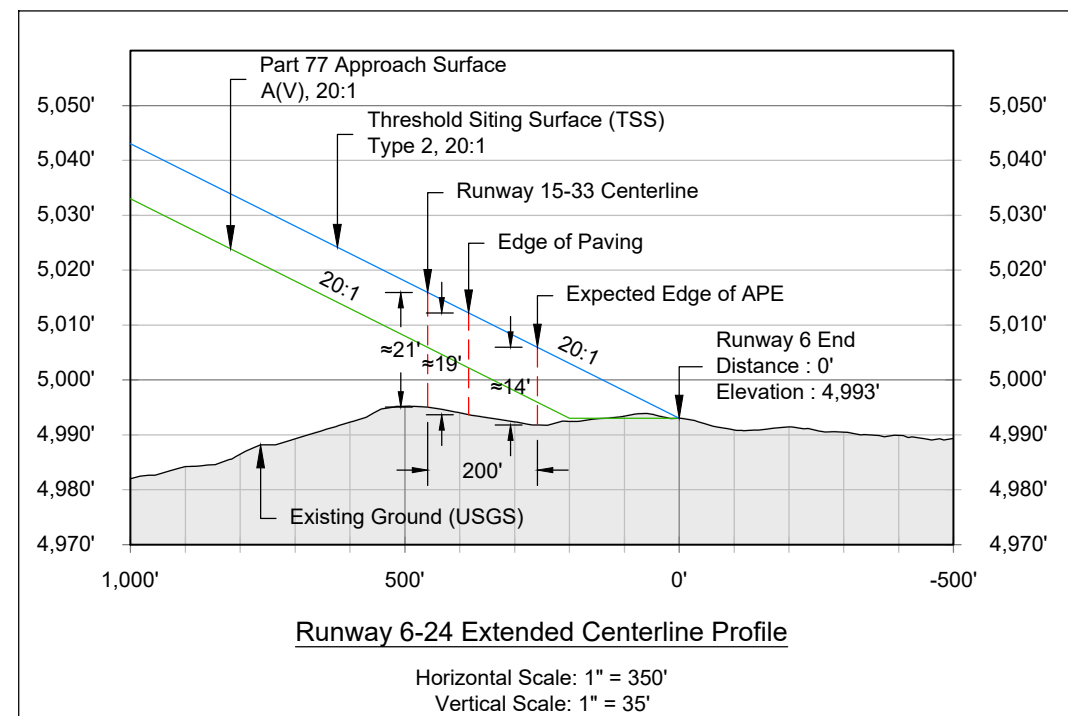
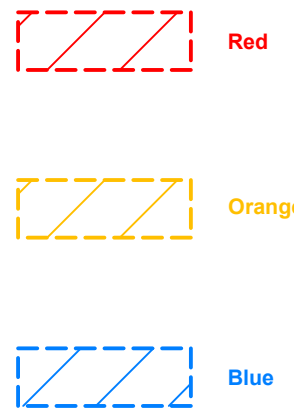
Legend:

- Existing Facilities
- Phase 2 Work Area
- Contractor Staging Area
- Stockpiles & Spoils
- Borrow Area
- Phase 2 Haul Routes
- Phase 2 Taxi Routes
- Phase 2 Barricades
- Flagger Post
- Staging Area (Alt.)
- Stockpiles & Spoils (Alt.)



Option 4 - Phase 1 & 3 Partial Runway Closure with No Back-Taxi, Phase 2 Full Runway Closure

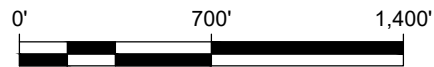
- Phase 1 - Base Bid - Civil & Electrical, South End**
 Maximum equipment height below temporary Runway 33 TSS (Type 3, 20:1) : 25' and up within Work Area, 15' and up within Buffer
 Remaining Available Runway:
 Code: B-II-VIS (during construction)
 Length: 5,800' (TORA, TODA, ASDA, LDA).
 Landing and Departing of aircraft opposite of Work Area only, based on wind direction. No overfly of Work Area.
 RSA & ROFA beyond Runway End: 300'
 See *Aircraft Performance Data Sheet* for information pertaining to aircraft operational data for this length
 200-foot buffer for barricades and maneuvering equipment between Work Area and temporary end of RSA
- Phase 2 - Base Bid - Civil & Electrical, Middle - Full Runway Closure**
 Maximum equipment height below Runway 6 TSS (Type 2, 20:1): Pavers 21' to 19', Graders 21' to 14' (preliminary, see profile view)
 Remaining Available Runway: None
 Crosswind Runway 6-24 to remain open
- Phase 3 - Base Bid - Civil & Electrical, North End**
 Maximum equipment height below temporary Runway 15 TSS (Type 3, 20:1) : 25' and up within Work Area, 15' and up within Buffer
 Remaining Available Runway:
 Code: B-II-VIS (during construction)
 Length: 5,000' (TORA, TODA, ASDA, LDA)
 Landing and Departing of aircraft opposite of Work Area only, based on wind direction. No overfly of Work Area.
 RSA & ROFA beyond Runway End: 300'
 See *Aircraft Performance Data Sheet* for information pertaining to aircraft operational data for this length
 200-foot buffer for barricades and maneuvering equipment between Work Area and temporary end of RSA
- Phase 4 - Base Bid - Runway Grooving** (not depicted, night work only)
- Phase 5 - Base Bid - Permanent Runway Markings** (not depicted, night work only)



Notes:

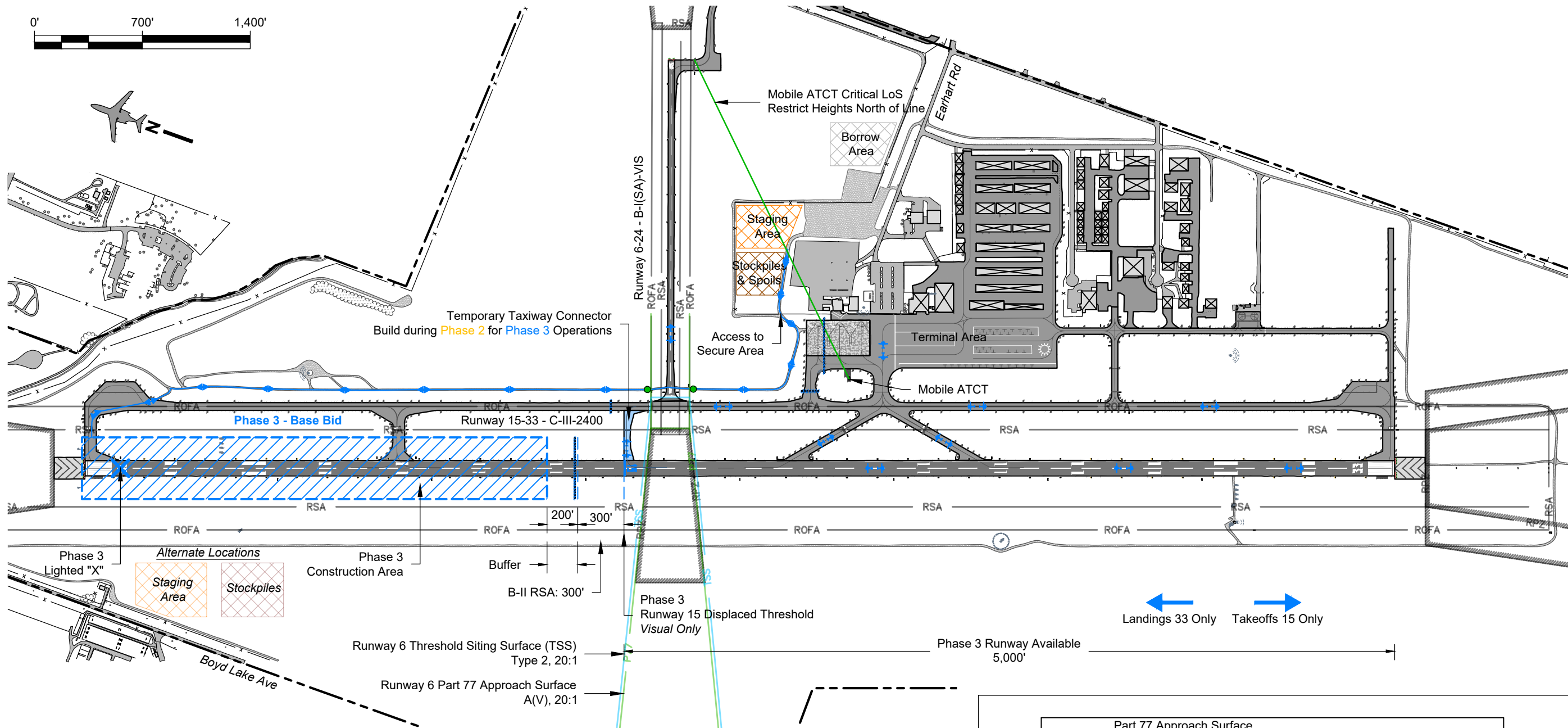
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- TSS: Threshold Siting Surface
- USGS: U.S. Geological Survey
- Existing ground from USGS 3D Elevation Program, 1/3 Arc Second, Published 2023.

Scale based on a 11"x17" sheet.



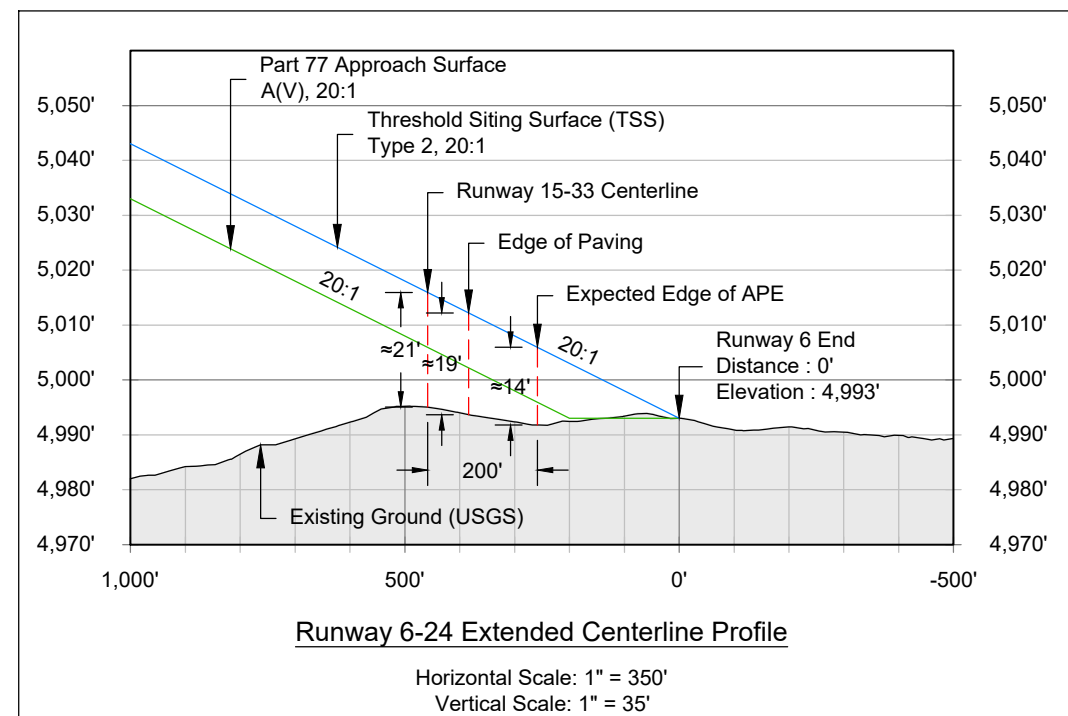
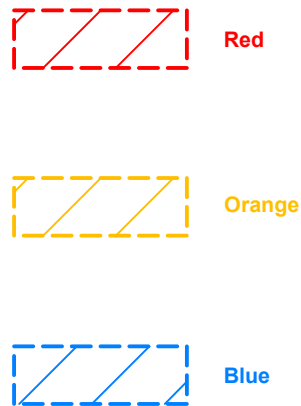
Legend:

- Existing Facilities
- Phase 3 Work Area
- Contractor Staging Area
- Stockpiles & Spoils
- Borrow Area
- Phase 3 Haul Routes
- Phase 3 Taxi Routes
- Phase 3 Aircraft Ops
- Phase 3 Barricades
- Flagger Post
- Staging Area (Alt.)
- Stockpiles & Spoils (Alt.)



Option 4 - Phase 1 & 3 Partial Runway Closure with No Back-Taxi, Phase 2 Full Runway Closure

- Phase 1 - Base Bid - Civil & Electrical, South End**
 Maximum equipment height below temporary Runway 33 TSS (Type 3, 20:1) : 25' and up within Work Area, 15' and up within Buffer
 Remaining Available Runway:
 Code: B-II-VIS (during construction)
 Length: 5,800' (TORA, TODA, ASDA, LDA).
 Landing and Departing of aircraft opposite of Work Area only, based on wind direction. No overfly of Work Area.
 RSA & ROFA beyond Runway End: 300'
 See *Aircraft Performance Data Sheet* for information pertaining to aircraft operational data for this length
 200-foot buffer for barricades and maneuvering equipment between Work Area and temporary end of RSA
- Phase 2 - Base Bid - Civil & Electrical, Middle - Full Runway Closure**
 Maximum equipment height below Runway 6 TSS (Type 2, 20:1): Pavers 21' to 19', Graders 21' to 14' (preliminary, see profile view)
 Remaining Available Runway: None
 Crosswind Runway 6-24 to remain open
- Phase 3 - Base Bid - Civil & Electrical, North End**
 Maximum equipment height below temporary Runway 15 TSS (Type 3, 20:1) : 25' and up within Work Area, 15' and up within Buffer
 Remaining Available Runway:
 Code: B-II-VIS (during construction)
 Length: 5,000' (TORA, TODA, ASDA, LDA)
 Landing and Departing of aircraft opposite of Work Area only, based on wind direction. No overfly of Work Area.
 RSA & ROFA beyond Runway End: 300'
 See *Aircraft Performance Data Sheet* for information pertaining to aircraft operational data for this length
 200-foot buffer for barricades and maneuvering equipment between Work Area and temporary end of RSA
- Phase 4 - Base Bid - Runway Grooving** (not depicted, night work only)
- Phase 5 - Base Bid - Permanent Runway Markings** (not depicted, night work only)



Notes:

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- ATCT: Air Traffic Control Tower
- ASDA: Acceleration-Stop Distance Available
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- TSS: Threshold Siting Surface
- USGS: U.S. Geological Survey
- Existing ground from USGS 3D Elevation Program, 1/3 Arc Second, Published 2023.

Scale based on a 11"x17" sheet.



Legend:

N/A

Notes:

- Runway length evaluation performed using the Small Aircraft Runway Length Analysis Tool (SARLAT) from the Transportation Research Board (TRB) Airport Cooperative Research Program (ACRP) Web-Only Document 54: *Development of a Small Aircraft Runway Length Analysis Tool*.
- Airport Elevation: 5,020' MSL
- Effective Gradient: 0.5%
- Wind Calm.
- Air Temperature (80 °F) is the Mean Daily Maximum Temperature of the Month, Average though July, August, September and October. NCEI, Summary of Monthly Normals, 1991-2020, Station LOVELAND 2N, CO US USC00055236
- July, August, September and October represent the anticipated timeframe for construction.
- Aircraft Mix arbitrary.

Scale based on a 11"x17" sheet.

Northern Colorado Rgnl' Runway 15-33 Widening Aircraft Performance Data Date: 11.09.23

FNL Runway Widening - Option 2 Phase 1

Runway Takeoff and Landing Restrictions

Pressure Altitude: 5020 ft | Air Temperature: 80 F | Wind Speed: 0 kts | Runway Length: 4884 ft | Gradient: 0.5 % | Surface Type: Paved

Aircraft Name	Aircraft Mix	Takeoff Weight (Useful Load)		Landing at Maximum Landing Weight			
		Dry	Wet	No Correction	Part 135 Eligible	Part 135	
				Dry	Wet	Dry	Wet
Piston							
Beechcraft 55 Baron	5%	4299 lbs (95%)	4648 lbs (98%)	✓	✓		
Beechcraft 58 Baron	5%	4999 lbs (91%)	5370 lbs (94%)	✓	✓		
Cessna 150	2%	1600 lbs (100%)	1670 lbs (100%)	✓	✓		
Cessna 152	2%	1670 lbs (100%)	1779 lbs (100%)	✓	✓		
Cessna 172 Skyhawk	5%	2300 lbs (100%)	2500 lbs (100%)	✓	✓		
Cessna 177 Cardinal	2%	2500 lbs (100%)	2601 lbs (100%)	✓	✓		
Cessna 180 Skywagon	2%	2800 lbs (100%)	2950 lbs (100%)	✓	✓		
Cessna 182 Skylane	5%	2950 lbs (100%)	3100 lbs (100%)	✓	✓		
Cessna 310	2%	4905 lbs (92%)	5210 lbs (96%)	✓	✓		
Cessna 340	2%	5700 lbs (86%)	6039 lbs (91%)	✓	✓		
Cessna 402B	2%	6236 lbs (87%)	6609 lbs (91%)	✓	✓		
Cessna 421 Golden Eagle	2%	6904 lbs (81%)	7319 lbs (86%)	✓	✓		
Cessna Columbia 400	2%	3600 lbs (100%)	3600 lbs (100%)	✓	✓		
Cessna T206 Turbo Stationair	2%	3600 lbs (100%)	3600 lbs (100%)	✓	✓		
Cessna T210 Turbo Centurion	5%	4000 lbs (100%)	4000 lbs (100%)	✓	✓		
Cirrus SR 20	2%	3054 lbs (87%)	3239 lbs (91%)	✓	✓		
Cirrus SR 22	5%	3600 lbs (100%)	3600 lbs (100%)	✓	✓		
Cirrus SR 22 Turbo	2%	3600 lbs (100%)	3600 lbs (100%)	✓	✓		
Diamond 40 Star	2%	2646 lbs (100%)	2646 lbs (100%)	✓	✓		
Diamond 42 Twin Star	2%	3748 lbs (100%)	3748 lbs (100%)	✓	✓		
Flight Design CTLS	2%	1320 lbs (100%)	1320 lbs (100%)	✓	✓		
Mooney M20i	5%	2759 lbs (88%)	2829 lbs (91%)	✓	✓		
Mooney M20V Acclaim Ultra	2%	3368 lbs (100%)	3368 lbs (100%)	✓	✓		
Piper 24 Comanche	2%	2411 lbs (87%)	2529 lbs (91%)	✓	✓		
Piper 28B Dakota	2%	3000 lbs (100%)	3000 lbs (100%)	✓	✓		
Piper 30 Twin Comanche	2%	3600 lbs (100%)	3600 lbs (100%)	✓	✓		
Teconan P200GT	2%	2601 lbs (100%)	2601 lbs (100%)	✓	✓		
Vans RV 12	2%	1320 lbs (100%)	1320 lbs (100%)	✓	✓		
Turboprop							
Beechcraft King Air 350ER	2%	12500 lbs (100%)	12500 lbs (100%)	✓	✓	✓	✓
Beechcraft King Air B200GT	2%	10485 lbs (100%)	10485 lbs (100%)	✓	✓	✓	✓
Beechcraft King Air C90	2%	8000 lbs (100%)	8000 lbs (100%)	✓	✓	✓	✓
Cessna 208 Caravan	2%	8000 lbs (100%)	8000 lbs (100%)	✓	✓	✓	✓
Pilatus PC 12 NG	2%	10334 lbs (97%)	10662 lbs (100%)	✓	✓	✓	✓
Piper 46 Malibu Meridian	2%	5092 lbs (100%)	5092 lbs (100%)	✓	✓	✓	✓
Rockwell Commander 690B	2%	8327 lbs (92%)	8681 lbs (96%)	✓	✓	✓	✓
Socata TBM 700	2%	6579 lbs (100%)	6579 lbs (100%)	✓	✓	✓	✓
Socata TBM 850	2%	7394 lbs (100%)	7394 lbs (100%)	✓	✓	✓	✓
Jet							
Cessna 560 XL	1%	17669 lbs (86%)	18382 lbs (90%)	✓	✓	✓	✓
Cessna CitationJet 1	1%	9130 lbs (81%)	9592 lbs (86%)	✓	✓	✓	✓
Cessna CitationJet 3	1%	11306 lbs (81%)	11842 lbs (86%)	✓	✓	✓	✓
Honda Jet 420 Elite	1%	8127 lbs (87%)	8529 lbs (91%)	✓	✓	✓	✓
Phenom 300	1%	16407 lbs (79%)	17119 lbs (84%)	✓	✓	✓	✓

FNL Runway Widening - Option 4 Phase 1

Runway Takeoff and Landing Restrictions

Pressure Altitude: 5020 ft | Air Temperature: 80 F | Wind Speed: 0 kts | Runway Length: 5800 ft | Gradient: 0.5 % | Surface Type: Paved

Aircraft Name	Aircraft Mix	Takeoff Weight (Useful Load)		Landing at Maximum Landing Weight			
		Dry	Wet	No Correction	Part 135 Eligible	Part 135	
				Dry	Wet	Dry	Wet
Piston							
Beechcraft 55 Baron	5%	5100 lbs (100%)	5095 lbs (100%)	✓	✓		
Beechcraft 58 Baron	5%	5400 lbs (100%)	5400 lbs (100%)	✓	✓		
Cessna 150	2%	1600 lbs (100%)	1600 lbs (100%)	✓	✓		
Cessna 152	2%	1670 lbs (100%)	1670 lbs (100%)	✓	✓		
Cessna 172 Skyhawk	5%	2300 lbs (100%)	2300 lbs (100%)	✓	✓		
Cessna 177 Cardinal	2%	2500 lbs (100%)	2500 lbs (100%)	✓	✓		
Cessna 180 Skywagon	2%	2800 lbs (100%)	2800 lbs (100%)	✓	✓		
Cessna 182 Skylane	5%	2950 lbs (100%)	2950 lbs (100%)	✓	✓		
Cessna 310	2%	5347 lbs (91%)	5051 lbs (89%)	✓	✓		
Cessna 340	2%	5990 lbs (90%)	5889 lbs (88%)	✓	✓		
Cessna 402B	2%	6300 lbs (90%)	6300 lbs (90%)	✓	✓		
Cessna 421 Golden Eagle	2%	7450 lbs (88%)	7119 lbs (84%)	✓	✓		
Cessna Columbia 400	2%	3600 lbs (100%)	3600 lbs (100%)	✓	✓		
Cessna T206 Turbo Stationair	2%	3600 lbs (100%)	3600 lbs (100%)	✓	✓		
Cessna T210 Turbo Centurion	5%	4000 lbs (100%)	4000 lbs (100%)	✓	✓		
Cirrus SR 20	2%	3150 lbs (93%)	3150 lbs (93%)	✓	✓		
Cirrus SR 22	5%	3600 lbs (100%)	3600 lbs (100%)	✓	✓		
Cirrus SR 22 Turbo	2%	3600 lbs (100%)	3600 lbs (100%)	✓	✓		
Diamond 40 Star	2%	2646 lbs (100%)	2646 lbs (100%)	✓	✓		
Diamond 42 Twin Star	2%	3748 lbs (100%)	3748 lbs (100%)	✓	✓		
Flight Design CTLS	2%	1320 lbs (100%)	1320 lbs (100%)	✓	✓		
Mooney M20i	5%	2900 lbs (88%)	2829 lbs (91%)	✓	✓		
Mooney M20V Acclaim Ultra	2%	3368 lbs (100%)	3368 lbs (100%)	✓	✓		
Piper 24 Comanche	2%	2550 lbs (86%)	2518 lbs (86%)	✓	✓		
Piper 28B Dakota	2%	3000 lbs (100%)	3000 lbs (100%)	✓	✓		
Piper 30 Twin Comanche	2%	3600 lbs (100%)	3600 lbs (100%)	✓	✓		
Teconan P200GT	2%	2601 lbs (100%)	2601 lbs (100%)	✓	✓		
Vans RV 12	2%	1320 lbs (100%)	1320 lbs (100%)	✓	✓		
Turboprop							
Beechcraft King Air 350ER	2%	12912 lbs (91%)	11071 lbs (81%)	✓	✓	✓	✓
Beechcraft King Air B200GT	2%	12500 lbs (100%)	12500 lbs (100%)	✓	✓	✓	✓
Beechcraft King Air C90	2%	10485 lbs (100%)	10485 lbs (100%)	✓	✓	✓	✓
Cessna 208 Caravan	2%	8000 lbs (100%)	8000 lbs (100%)	✓	✓	✓	✓
Pilatus PC 12 NG	2%	10450 lbs (100%)	10450 lbs (100%)	✓	✓	✓	✓
Piper 46 Malibu Meridian	2%	5092 lbs (100%)	5092 lbs (100%)	✓	✓	✓	✓
Rockwell Commander 690B	2%	10325 lbs (90%)	9880 lbs (86%)	✓	✓	✓	✓
Socata TBM 700	2%	6579 lbs (100%)	6579 lbs (100%)	✓	✓	✓	✓
Socata TBM 850	2%	7394 lbs (100%)	7394 lbs (100%)	✓	✓	✓	✓
Jet							
Cessna 560 XL	1%	19623 lbs (90%)	18382 lbs (84%)	✓	✓	✓	✓
Cessna CitationJet 1	1%	9943 lbs (89%)	9392 lbs (84%)	✓	✓	✓	✓
Cessna CitationJet 3	1%	13870 lbs (90%)	13542 lbs (86%)	✓	✓	✓	✓
Honda Jet 420 Elite	1%	10700 lbs (100%)	9120 lbs (85%)	✓	✓	✓	✓
Phenom 300	1%	17968 lbs (83%)	16910 lbs (77%)	✓	✓	✓	✓

FNL Runway Widening - Option 2 Phase 2

Runway Takeoff and Landing Restrictions

Pressure Altitude: 5020 ft | Air Temperature: 80 F | Wind Speed: 0 kts | Runway Length: 2014 ft | Gradient: 0.5 % | Surface Type: Paved

Aircraft Name	Aircraft Mix	Takeoff Weight (Useful Load)		Landing at Maximum Landing Weight			
		Dry	Wet	No Correction	Part 135 Eligible	Part 135	
				Dry	Wet	Dry	Wet
Piston							
Beechcraft 55 Baron	5%	✗	✗	✓	✗		
Beechcraft 58 Baron	5%	✗	✗	✓	✗		
Cessna 150	2%	1600 lbs (100%)	1670 lbs (100%)	✓	✓		
Cessna 152	2%	1670 lbs (100%)	1779 lbs (100%)	✓	✓		
Cessna 172 Skyhawk	5%	2300 lbs (100%)	2172 lbs (94%)	✓	✓		
Cessna 177 Cardinal	2%	2500 lbs (100%)	2389 lbs (95%)	✓	✓		
Cessna 180 Skywagon	2%	2800 lbs (100%)	2800 lbs (100%)	✓	✓		
Cessna 182 Skylane	5%	2950 lbs (100%)	2857 lbs (97%)	✓	✓		
Cessna 310	2%	✗	✗	✓	✓		
Cessna 340	2%	✗	✗	✓	✓		
Cessna 402B	2%	5031 lbs (79%)	✗	✓	✓		
Cessna 421 Golden Eagle	2%	✗	✗	✓	✗		
Cessna Columbia 400	2%	3600 lbs (100%)	3366 lbs (93%)	✓	✗		
Cessna T206 Turbo Stationair	2%	3600 lbs (100%)	3381 lbs (94%)	✓	✓		
Cessna T210 Turbo Centurion	5%	3614 lbs (90%)	3417 lbs (85%)	✓	✓		
Cirrus SR 20	2%	✗	✗	✓	✗		
Cirrus SR 22	5%	3183 lbs (88%)	3019 lbs (84%)	✓	✗		
Cirrus SR 22 Turbo	2%	3362 lbs (90%)	3239 lbs (87%)	✓	✗		
Diamond 40 Star	2%	2522 lbs (95%)	2395 lbs (91%)	✓	✗		
Diamond 42 Twin Star	2%	3748 lbs (100%)	3456 lbs (92%)	✓	✓		
Flight Design CTLS	2%	1320 lbs (100%)	1320 lbs (100%)	✓	✓		
Mooney M20i	5%	2366 lbs (86%)	✗	✓	✗		
Mooney M20V Acclaim Ultra	2%	3093 lbs (91%)	2882 lbs (86%)	✓	✗		
Piper 24 Comanche	2%	✗	✗	✓	✗		
Piper 28B Dakota	2%	2999 lbs (93%)	2758 lbs (82%)	✓	✓		
Piper 30 Twin Comanche	2%	✗	✗	✓	✗		
Teconan P200GT	2%	2601 lbs (100%)	2601 lbs (100%)	✓	✓		
Vans RV 12	2%	1320 lbs (100%)	1176 lbs (89%)	✓	✓		
Turboprop							
Beechcraft King Air 350ER	2%	✗	✗	✓	✗	✗	✗
Beechcraft King Air B200GT	2%	✗	✗	✓	✗	✗	✗
Beechcraft King Air C90	2%	6547 lbs (81%)	7631 lbs (93%)	✓	✗	✗	✗
Cessna 208 Caravan	2%	7558 lbs (94%)	7161 lbs (89%)	✓	✓	✓	✓
Pilatus PC 12 NG	2%	8524 lbs (81%)	8070 lbs (77%)	✓	✗	✗	✗
Piper 46 Malibu Meridian	2%	✗	✗	✓	✗	✗	✗
Rockwell Commander 690B	2%	✗	✗	✓	✗	✗	✗
Socata TBM 700	2%	5787 lbs (88%)	✗	✓	✗	✗	✗
Socata TBM 850	2%	5787 lbs (78%)	✗	✓	✗	✗	✗
Jet							
Cessna 560 XL	1%	✗	✗	✓	✗	✗	✗
Cessna CitationJet 1	1%	7450 lbs (67%)	✗	✓	✗	✗	✗
Cessna CitationJet 3	1%	✗	✗	✓	✗	✗	✗
Honda Jet 420 Elite	1%	✗	✗	✓	✗	✗	✗
Phenom 300	1%	✗	✗	✓	✗	✗	✗

FNL Runway Widening - Option 4 Phase 2

Runway Takeoff and Landing Restrictions

Pressure Altitude: 5020 ft | Air Temperature: 80 F | Wind Speed: 0 kts | Runway Length: 5000 ft | Gradient: 0.5 % | Surface Type: Paved

Aircraft Name	Aircraft Mix	Takeoff Weight (Useful Load)		Landing at Maximum Landing Weight			
		Dry	Wet	No Correction	Part 135 Eligible	Part 135	
				Dry	Wet	Dry	Wet
Piston							
Beechcraft 55 Baron	5%	4995 lbs (95%)	✗	✓	✓		
Beechcraft 58 Baron	5%	5400 lbs (100%)	4171 lbs (77%)	✓	✓		
Cessna 150	2%	1600 lbs (100%)	1600 lbs (100%)	✓	✓		
Cessna 152	2%	1670 lbs (100%)	1670 lbs (100%)	✓	✓		
Cessna 172 Skyhawk	5%	2300 lbs (100%)	2300 lbs (100%)	✓	✓		
Cessna 177 Cardinal	2%	2500 lbs (100%)	2500 lbs (100%)	✓	✓		
Cessna 180 Skywagon	2%	2800 lbs (100%)	2800 lbs (100%)	✓	✓		
Cessna 182 Skylane	5%	2950 lbs (100%)	2950 lbs (100%)	✓	✓		
Cessna 310	2%	5033 lbs (86%)	4769 lbs (83%)	✓	✓		
Cessna 340	2%	5866 lbs (86%)	5524 lbs (81%)	✓	✓		
Cessna 402B	2%	6300 lbs (90%)	6039 lbs (78%)	✓	✓		
Cessna 421 Golden Eagle	2%	7093 lbs (83%)	6689 lbs (78%)	✓	✓		
Cessna Columbia 400	2%	3600 lbs (100%)	3600 lbs (100%)	✓	✓		
Cessna T206 Turbo Stationair	2%	3600 lbs (100%)	3600 lbs (100%)	✓	✓		
Cessna T210 Turbo Centurion	5%	4000 lbs (100%)	4000 lbs (100%)	✓	✓		
Cirrus SR 20	2%	3145 lbs (92%)	2959 lbs (83%)	✓	✓		
Cirrus SR 22	5%	3600 lbs (100%)	3600 lbs (100%)	✓	✓		
Cirrus SR 22 Turbo	2%	3600 lbs (100%)	3600 lbs (100%)	✓	✓		

CONSTRUCTION PHASING QUESTIONNAIRE
Northern Colorado Regional Airport
Runway 15-33 Widening

Airport User Outreach
Construction Phasing Questionnaire Results

Prepared For: Northern Colorado Regional Airport

November 28, 2023



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1. GENERAL CONSIDERATIONS

1.1. User Outreach

The Runway 15-33 Widening project will consist of the full-length excavation and construction of 25-feet of new pavement on each side of the existing Runway 15-33 pavement. An online questionnaire was developed to solicit input from airport users to assist the airport with the ultimate decision on construction phasing for this project. Two options were included in the questionnaire.

Option 1:

The Runway 15-33 Widening project would be accomplished in Two Phases totaling approximately 165 Calendar Days for the total project. The first phase would see Runway 15-33 partially closed with 4,684 feet of remaining runway length available, for a duration of 70 Calendar Days (estimated). The second phase would see Runway 15-33 partially closed with 2,814 feet of remaining runway length available, for a duration of 95 Calendar Days (estimated).

Option 2:

The Runway 15-33 Widening project would be accomplished in Three Phases totaling approximately 224 Calendar Days. The first phase would see Runway 15-33 partially closed with 5,800 feet of remaining runway length available, for a duration of 56 Calendar Days (estimated). The second phase would see Runway 15-33 fully closed for a duration of 84 Calendar Days (estimated). The third phase would see Runway 15-33 partially closed with 5,000 feet of remaining runway length available, for a duration of 84 Calendar Days (estimated).

Users were asked to provide information regarding impact to their operations, and a preference for Phasing option (1 or 2). Please refer to the next page for questionnaire results.

Only one questionnaire response was counted for each organization that submitted multiple responses (includes businesses, education institutes, and flight schools). In the case of multiple responses, the response from the leading member of the organization (Manager, Chief Flight Instructor, etc.) were counted.

Total Responses	125
Private Pilots/Operators	102
Businesses and Education/Flight Schools	23

Option 1:
 The Runway 15-33 Widening project would be accomplished in Two Phases totaling approximately 165 Calendar Days for the total project. The first phase would see Runway 15-33 partially closed with 4,684 feet of remaining runway length available, for a duration of 70 Calendar Days (estimated). The second phase would see Runway 15-33 partially closed with 2,814 feet of remaining runway length available, for a duration of 95 Calendar Days (estimated). How would this impact your operations?

No Impact	Minor Negative Impact	Major Negative Impact	Closed/Relocated for the duration of Phase 1 or Phase 2	Closed/Relocated for the duration of the Entire Project
22	57	27	8	10
17.6%	45.6%	21.6%	6.4%	8.0%

Option 2:
 The Runway 15-33 Widening project would be accomplished in Three Phases totaling approximately 224 Calendar Days. The first phase would see Runway 15-33 partially closed with 5,800 feet of remaining runway length available, for a duration of 56 Calendar Days (estimated). The second phase would see Runway 15-33 fully closed for a duration of 84 Calendar Days (estimated). The third phase would see Runway 15-33 partially closed with 5,000 feet of remaining runway length available, for a duration of 84 Calendar Days (estimated). How would this impact your operations?

No Impact	Minor Negative Impact	Major Negative Impact	Closed/Relocated for the duration of Phase 1 or Phase 3	Closed/Relocated for the duration of the Entire Project
9	20	65	20	6
7.2%	16.0%	52.0%	16.0%	4.8%

Which option would you or your business prefer?			
Option 1: Two-Phase Partial Closure	Option 2: Three-Phase Closure including two Partial Closures (Phase 1 & 3), and one Full Closure (Phase 2)	I support both options.	No preference selected and/or relocated for duration of project (regardless of Phasing Option)
86	13	16	10
68.8%	10.4%	12.8%	8.0%

ITEM NUMBER: 7

MEETING DATE: April 18, 2024

PREPARED BY: Aaron Ehle, Airport Planning & Development Specialist

TITLE

Lease Amendment for 5232, 5240, 5250, 5260, & 5270 Stearman Street

RECOMMENDED AIRPORT COMMISSION ACTION

Make a motion to recommend approval of the lease amendment to the City Councils

BUDGET IMPACT

Neutral – The monetary lease terms will remain the same

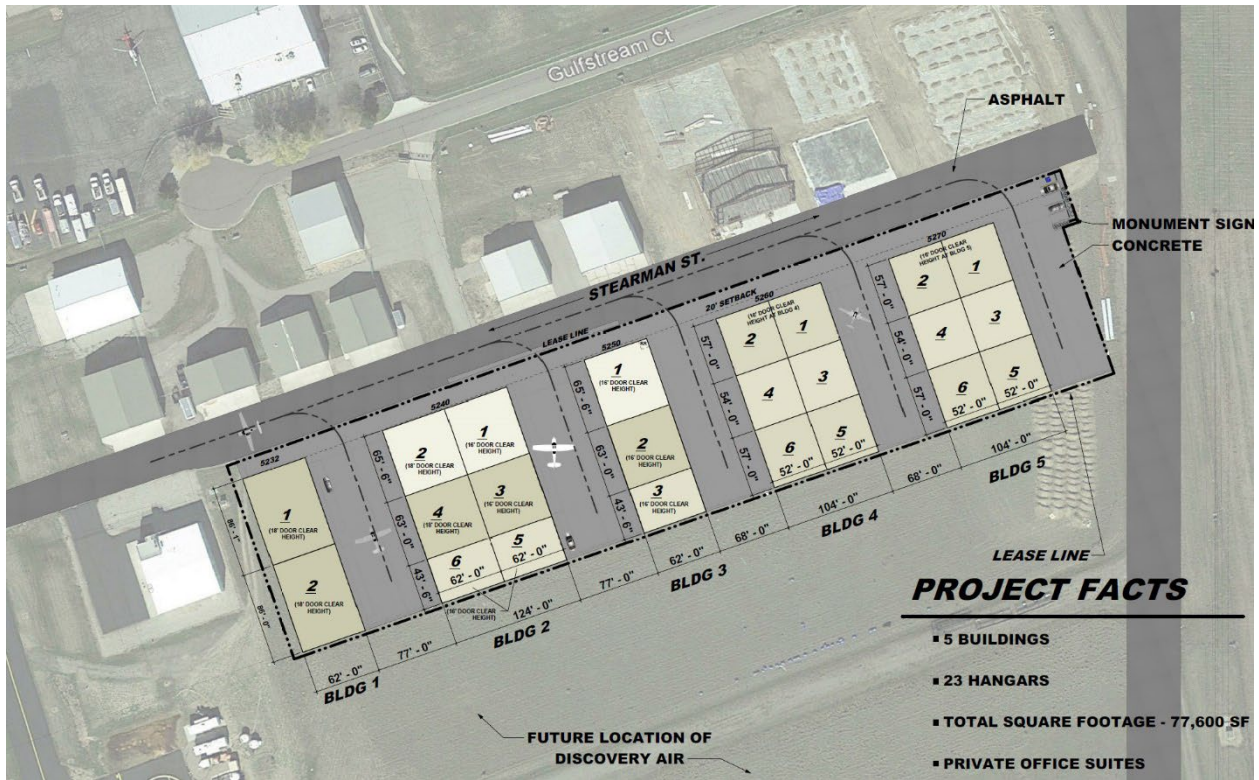
SUMMARY

Aero FNL is a large hangar project that is currently under construction. The project will add 23 hangar units with over 77,000 square feet of hangar space to the Airport. Three of the buildings will be completed in May, with the other two buildings following closely behind.

Traditionally at FNL, management of multi-unit hangar developments has been done through condominium associations utilizing a standard condominium lease form that the Commission is authorized to approve and sign. IC Loveland Investors, the owner of the project, is requesting an amendment to their lease to allow them to sublease and sell units within their various buildings. This is similar to the condominium structure but will be done through subleasing and fractionalized ownership of the individual building entities themselves. IC Loveland Investors will continue to retain the master lease and manage the common areas. This is a typical structure for operating master developments at other airports. It allows the developer to retain control over the campus and common areas. An example that is very successful is Centennial InterPort campus at Centennial Airport.

Airport and legal staff have reviewed the proposed structure and amendment and recommend approval of the lease amendment. As the amendment will create a non-standard lease agreement, the Airport Commission does not have the authority to approve it. The amendment must be approved by both City Councils.

Project Exhibit



ATTACHMENTS

Lease Amendment: 5232, 5240, 5250, 5260, & 5270 Stearman Street (Document to be added on 4/17)

FIRST AMENDMENT TO HANGAR GROUND LEASE AGREEMENT

(5232, 5240, 5250, 5260, 5270 Stearman Street)

THIS FIRST AMENDMENT TO HANGAR GROUND LEASE AGREEMENT (this “*Amendment*”) is entered into as of _____, 2024 (the “*Effective Date*”), by and between the CITY OF LOVELAND, COLORADO AND THE CITY OF FORT COLLINS, COLORADO (the “*Cities*”), and IC LOVELAND INVESTORS, LLC, a Colorado limited liability company (“*Lessee*”).

RECITALS

WHEREAS, the Cities, the Commission, and Lessee (as assignee) are parties to that certain Amended and Restated Hangar Ground Agreement dated as of August 22, 2022 (the “*Original Agreement*,” and as amended hereby, the “*Agreement*”) whereby Lessee leases from the Cities the parcel of land consisting of approximately 3.665 acres located at the Northern Colorado Regional Airport (the “*Airport*”) described in Exhibit A to the Original Agreement (the “*Leased Premises*”); and

WHEREAS, the Commission does not have authority under that certain Amended and Restated Intergovernmental Agreement for the Joint Operation of the Fort Collins-Loveland Municipal Airport dated January 22, 2015 due to the substantive changes made in this Amendment to the Original Agreement;

WHEREAS, Lessee has requested the Cities amend the Original Agreement to remove the condominium structure set forth in the Original Agreement and replace it with a subleasing structure; and

WHEREAS, the Cities and Lessee have agreed to amend certain terms, covenants, and conditions of the Original Agreement as set forth in this Amendment.

AGREEMENT

In consideration of the following terms and conditions, the Cities and Lessee agree as follows:

1. **Capitalized Terms.** All capitalized terms contained in this Amendment, unless specifically defined herein, shall have the meaning ascribed to them in the Original Agreement.

2. **Fourth Recital.** The fourth Recital of the Original Agreement is hereby deleted in its entirety and is amended and restated as follows in its entirety to remove reference to a condominium structure:

WHEREAS, Lessee is a Colorado limited liability company and desires to construct a hangar building or buildings and other improvements installed or constructed on the Leased Premises in accordance with the terms and conditions hereof (“*Hangars*”); and

3. **New Recital.** After the amended and restated fourth Recital set forth in Section 2 above, a new Recital is hereby added to Agreement:

WHEREAS, Lessee desires to sublease to tenants (“*Tenants*”) all or portions of the Hangars (as defined below) pursuant to subleases for the use or occupancy of such Hangars (“*Tenant Subleases*”); and

4. **Defined Terms.** Throughout the Original Agreement, including, but not limited to, paragraphs 3.1, 5.2, 6.1, 6.3, 6.10, 15.3, and 18.5 of the Original Agreement:

4.1 the term “*Condominium Declaration*” shall be replaced by the term “*Tenant Subleases*;”

4.2 the terms “*Condominium Unit*” and “*Hangar Condominium Unit*” shall be replaced by the term “*Hangar*;”

4.3 the terms “*Unit Owners*” and “*hangar tenants*” shall be replaced by the term “*Tenants*;”

4.4 the term “*Act*”, referring to the Condominium Ownership Act, is hereby deleted; and

4.5 the term “*Condominium Association*” is hereby deleted.

5. **Use of Leased Premises.** The words “operation of a hangar building (the “Hangers”)...” in the first sentence of paragraph 3.1.1 shall be replaced by the words “operation of Hangars...”

6. **Assignment and Subletting.** Article 13: Assignment and Sublease of the Original Agreement is hereby deleted and is amended and restated in its entirety as follows:

ARTICLE 13: ASSIGNMENT AND TENANT SUBLEASES

13.1 Consent to Assignment. The prior written consent of the Cities shall be required for any assignment or transfer of this Agreement and of the leasehold estate created hereby, except in connection with a leasehold mortgage. Consent to assignment of this Agreement may be withheld by the Cities in the event (a) Lessee is in default of any of the terms or conditions of this Agreement, (b) the assignee or transferee (the “*Assignee*”) does not deliver to the Cities its written agreement to be bound by all of the provisions of this Agreement in a form satisfactory to the Cities, or (c) the Assignee does not submit proof of insurance as required in Articles 8 and 9. Consent to assignment shall not otherwise be unreasonably withheld. Upon the granting of written consent by the Cities and assignment of this Agreement, Lessee shall be released by the Cities from its obligations under this Agreement.

13.2.2 Conditions of Assignment. Each assignment of this Agreement shall, among other terms, conditions, and restrictions, require the Assignee to comply with all terms and conditions of this Agreement. Lessee and any Assignee shall be jointly and severally responsible for compliance with the terms and conditions of this Agreement; provided, that, notwithstanding the foregoing, or any other provision of this Agreement to the contrary (including by way of example and not in limitation, the provisions of Articles 9, 18, and 21), the person above identified as Lessee (“*Initial Lessee*”) shall not be responsible for noncompliance of any Assignee, and Initial Lessee’s obligations under this Agreement shall terminate at such time that Initial Lessee (i) assigns this Agreement to an Assignee and the consent of the Cities is obtained pursuant to paragraph 13.1, or (ii) holds no ownership interest in any Hangar, whichever event first occurs (“*Initial Lessee Termination*”) and all obligations of Lessee under this Agreement shall thereupon be the responsibility of the Assignee of this Agreement. Following Initial Lessee Termination,

except as the context otherwise indicates, the Assignee of this Agreement shall exercise the rights and fulfill the responsibilities of Lessee hereunder as Lessee.

13.3 Tenant Subleases.

13.3.1 Other than in the manner set forth in in this Article 13, Lessee shall not subdivide, sublease, or fractionalize either its ownership of the Improvements or leasehold interest in the Leased Premises.

13.3.2 Lessee shall have the right and obligation to construct Improvements and sublease Hangars on the Leased Premises in accordance with applicable law, without the prior consent of the Cities, except that Lessee shall not have the right to subdivide, sublease or fractionalize either its ownership of the Improvements or its interest in the Leased Premises, except in accordance with a map of the Leased Premises previously approved by the Cities. By way of clarification, and not by limitation, the restrictions on assignment contained in paragraph 13.1 shall not apply to subleasing by Lessee of an individual Hangar to a Tenant pursuant to a Tenant Sublease that is in compliance with the terms and conditions of this Agreement.

13.3.3 Any such Tenant Sublease shall be subject and subordinate to this Agreement. Lessee shall cause any future Tenant Sublease, entered into by Lessee or any Tenant of Lessee, to contain provisions substantially similar to the following provision:

If at any time during the term of this lease the leasehold estate of lessor shall terminate or be terminated for any reason, lessee agrees, at the election and upon demand of any owner or overlessor of the Leased Premises or Improvements, or of any mortgagee in possession thereof, or of any holder of a leasehold now or hereafter affecting premises which include the Leased Premises, to attorn, from time to time, to any such owner, overlessor, mortgagee, or holder, upon the terms and conditions set forth herein for the remainder of the term demised in this lease. The foregoing provisions shall inure to the benefit of any such owner, overlessor, mortgagee, or holder, and shall apply to the tenancy of the lessee notwithstanding that this lease may terminate upon the termination of any such leasehold estate and shall be self-operative upon any such demand, without requiring any further instrument to give effect to said provisions. Lessee, however, upon demand of any such owner, overlessor, mortgagee, or holder, agrees to execute, from time to time, an instrument in confirmation of the foregoing, in which lessee shall acknowledge such attornment and shall set forth the terms and conditions of its tenancy, which shall be the same as those set forth herein and shall apply for the remainder of the term originally demised in this lease. Nothing contained in this Section shall be construed to impair any right, privilege or option of any such owner, overlessor, mortgagee, or holder.

13.3.3 Upon the sublease or the assignment of a Tenant Sublease of any Hangar, Lessor or Tenant (as applicable) shall provide the Cities with notification of the Tenant Sublease, providing the Cities with the name, address, and other

contact information for the Tenant and a description of the aircraft to be regularly stored in such Hangar.

13.3.4 At all times during the term of this Agreement, the Tenant Subleases shall provide the following: the date on which this Agreement is scheduled to expire; a legal description of the Leased Premises; a statement that the Tenants have no right to redeem any reversion in the Leased Premises or this Agreement; a statement that Tenants have no right to remove any Improvements on the Leased Premises, including at or after termination of this Agreement; and a statement that Tenants have no right to renew this Agreement at or after termination, other than the contingent right of Lessee to do so under paragraph 1.3 above.

13.3.5 The Tenant Subleases shall require that with respect to Hangars and the Tenant's use thereof, and activities of Tenants on the Airport, each Tenant shall comply with applicable terms of this Agreement and shall take no action which is in violation of any term or condition of an applicable term of this Agreement. The Tenant Subleases shall provide that any act or omission of a Tenant which is contrary to or violates an applicable term of this Agreement, or of any Airport rule or regulation, shall be a violation of the terms of the Tenant Sublease, and shall contain adequate provisions for Lessee's enforcement of such requirements. Before or at the closing of any sublease or assignment of a Tenant Sublease with respect to a Hangar, the prospective Tenant of the Hangar shall be required to sign and deliver to the Cities, on a form acceptable to the Cities, a declaration providing the prospective Tenant's name, address and contact information, and acknowledging that such prospective Tenant has been provided with a copy of this Agreement and the Tenant Sublease, has read this paragraph 13.3, and understands the prospective Tenant's obligations to comply with the applicable terms of this Agreement.

7. **Requirements for Condominiumization.** Article 31 of the Original Agreement is hereby deleted in its entirety.

8. **Notice Address of Lessee.** Paragraph 23.2 of the Original Agreement is hereby amended to provide that all notices to Lessee shall be addressed as follows:

IC Loveland Investors, LLC
8084 S Wallace Ct. Ste A
Englewood, CO 80112
Gary.roffe@cypress16.com

9. **Counterparts/Electronic Signatures.** This Amendment may be executed in multiple counterparts, each of which shall be effective upon delivery and, thereafter, shall be deemed to be an original, and all of which shall be taken as one and the same instrument with the same effect as if each party had signed on the same signature page. This Amendment may be transmitted by DocuSign or by electronic mail in portable document format ("pdf") and signatures appearing on DocuSigned and/or electronic mail instruments shall be treated as original signatures.

10. **Interpretation of Amendment.** In the event of any conflict between the Original Agreement and this Amendment, the terms of this Amendment shall control. Except as expressly amended,

supplemented, or modified by this Amendment, the Agreement shall continue in full force and effect with respect to the Premises, as amended hereby.

11. **Binding Effect.** This Amendment shall bind and inure to the benefit of the parties hereto and their respective successors and assigns.

12. **Submission.** Submission of this Amendment by the Cities to Lessee for examination and/or execution shall not in any manner bind the Cities and no obligations on the Cities shall arise under this Amendment unless and until this Amendment is fully signed and delivered by the Cities and Lessee.

13. **Modification.** A modification of any provision herein contained, or any other amendment to this Amendment, shall be effective only if the modification or amendment is in writing and signed by both the Cities and Lessee.

14. **No Third Party Beneficiaries.** Except as otherwise provided herein, no person or entity shall be deemed to be a third party beneficiary hereof, and nothing in this Amendment (either expressed or implied) is intended to confer upon any person or entity, other than the Cities and/or Lessee (and their respective nominees, successors and assigns), any rights, remedies, obligations, or liabilities under or by reason of this Amendment.

15. **Construction.** This Amendment shall not be construed as if it had been prepared by only the Cities or Lessee, but rather as if both the Cities and Lessee had prepared the same.

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NORTHERN COLORADO REGIONAL AIRPORT

4900 Earhart Rd • Loveland, Colorado 80538

(970) 962-2850 • FAX (970) 962-2855 • TDD (970) 962-2620

ITEM NUMBER: 8
MEETING DATE: April 18, 2024
PREPARED BY: Kate Morgan, Airport Executive Assistant

TITLE

Terminal Public Art

RECOMMENDED AIRPORT COMMISSION ACTION

No action requested; this is an informational item.

BUDGET IMPACT

No new budgetary impacts. A negative budget impact of \$60,600 is already allocated for the project.

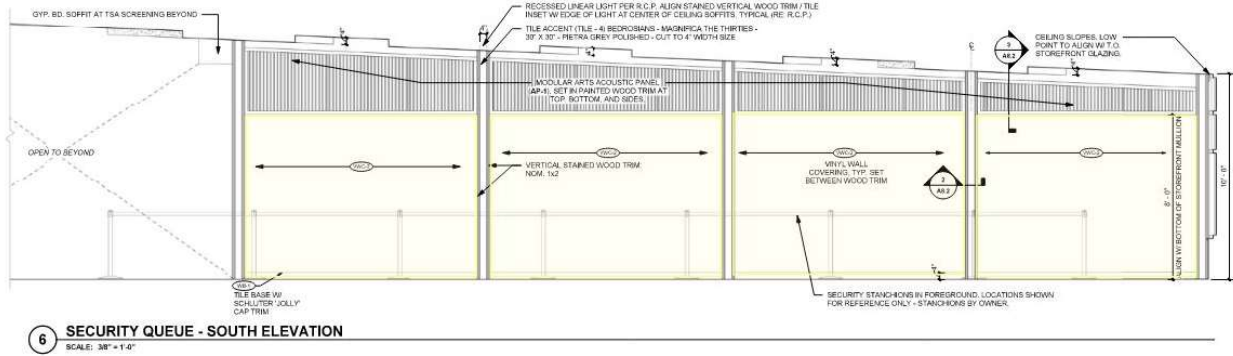
SUMMARY

Chapter 12.60 of the Loveland Municipal Code states:

Section 12.60.030 - Funds for works of art

There shall be included in all estimates of necessary expenditures and all requests for authorizations or appropriations for construction projects an amount for works of art equal to at least one percent of the construction cost. If any project is partially funded from any source which precludes art as an object of expenditure of funds, then this section shall apply only to the amount of funds not so restricted. All funds set aside for works of art shall be paid into the reserve account. (Ord. 3214 § 1 (part), 1985)

One percent of the new terminal construction costs financed through local funds is equal to \$60,597.62. Airport staff, in coordination with the City of Loveland Cultural Services and the contracted design firm, have identified an ideal location for a mural in the terminal which would fulfill approximately \$11,000 of the project's public art obligation. The installation will cover approximately 372 square feet of space on the south wall of the security queue area, which is visible from the main lobby and ticketing desks, and provides an opportunity to create a unique piece of art which represents our airport and local culture. The piece will be designed to welcome all visitors and add character to the space. It should also compliment the other design elements of the terminal, which was constructed to be a modern space which promotes exploration, education, and innovation within the community.



Staff is requesting feedback from the Commission on any specific design elements to be incorporated in the mural. Some questions for the Commission’s consideration include:

- What type of objects or theme would you like to see depicted?
- Do you prefer abstract or representational art style for this location?
- Which styles and paint application methods should be considered?
- Which colors should or be included or excluded?

Representative(s) from the Airport Commission are invited to sit on the artist selection panel. Other installations are still being considered to fulfill the remainder of the public art obligation for the new terminal building.

ATTACHMENTS

None

ITEM NUMBER: 9

MEETING DATE: April 18, 2024

PREPARED BY: Aaron Ehle, Airport Planning & Development Specialist

TITLE

PDSC Agenda Review

RECOMMENDED AIRPORT COMMISSION ACTION

Provide Guidance to the Planning & Development Subcommittee on upcoming agenda topics.

BUDGET IMPACT

Neutral

SUMMARY

April 3rd meeting – The PDSC discussed the Airport development Request for Expressions of Interest

Upcoming meeting on May 1st - Suggested topics:

- Update development documents
 - o Development Guide
https://www.flynoco.com/wp-content/uploads/2020/12/FNL-DevelopmentGuide_2020-10-5.pdf
 - o Airport Land Use & Design Standards
<https://www.flynoco.com/wp-content/uploads/2020/12/Airport-Land-Use-Design-Standards.pdf>