



Regular Meeting Minutes for June 16, 2025

- CALL TO ORDER** Chari Arndt called the meeting to order at 3:05 p.m.
- ROLL CALL** Commissioners Arndt, Marsh, Williams, and Miller were present.
Commissioners DiMartino, Stooksbury, and Thompson were absent
- PUBLIC COMMENT** Chair Arndt opened the floor for public comment:
- Ryan Carlson, Chief Pilot at Nutrien, expressed opposition to the proposed \$250 badge deposit, describing it as an administrative burden and a potential misuse of funds. He also criticized airport staff for being unaware of the FAA's activity on the airfield related to the decommissioning of the PAPI lights. In addition, he voiced concern over the continued closure of Runway 6/24.
 - Kelly Freeland, owner of The Flying School, shared concerns about the proposed badge deposit, highlighting the financial impact on small businesses. She questioned the fairness of penalizing tenants for what she perceives as administrative shortcomings in badge management. Ms. Freeland also emphasized the importance of maintaining Runway 6/24 as a runway rather than converting it to a taxiway, and she called for improved communication regarding closures to movement surfaces.
 - Chuck Davis emphasized the importance of Runway 6/24 for small aircraft operations during high wind conditions and expressed support for developing a parallel runway on the west side of the airport. He also raised concerns about increasing costs associated with commercial service, cautioning that they could place an undue burden on general aviation users.
 - Curt Richardson questioned the Airport's long-term vision, expressing concern about investments being made without a clear strategic direction. He also noted a lack of attention to the needs of the general aviation community.
 - Jim Sampson, owner of Scion Aviation, voiced opposition to efforts aimed at attracting commercial air service. He advocated for prioritizing general aviation and suggested repurposing the new terminal building as a fixed-base operator (FBO) facility.
 - Rick Turley expressed concern about the proposed reclassification of Runway 6/24 as a taxiway, describing it as a critical asset for safety and pilot training. He urged the Commission to actively engage with stakeholders and take a more direct role, rather than deferring the decision to staff.
- PUBLIC COMMENT FOLLOW-UP**
- Commissioners acknowledged the concerns raised, particularly around the badge deposit, Runway 6/24, and the Airport's strategic vision. These were further discussed during regular agenda items.



CONSENT AGENDA

Commissioner Marsh moved to approve the consent agenda. The motion, seconded by Commissioner Miller, carried with all present Commissioners voting in favor thereof.

Pulled Items: None

Consent Follow up: None

Public Comment: None

REGULAR AGENDA

4. AIRPORT DIRECTOR'S REPORT

- Director Kinney acknowledged recent staffing challenges and expressed appreciation for the dedication and hard work demonstrated by airport staff during this period.
- Runway 6/24 Overview: Director Kinney reiterated the FAA's position against the continued use of Runway 6/24 as an active runway, citing concerns about line-of-sight limitations, its dual use as both a runway and taxiway, and noncompliance with FAA design standards. He also noted the deteriorating pavement condition and emphasized that the runway is ineligible for FAA funding, with near-term reconstruction costs estimated at over \$3.25 million.
 - Commissioners discussed the lack of maintenance on Runway 6/24 along with concerns about the loss of training opportunities and diminished crosswind capability. They also discussed the possibility of developing a grass runway as an alternative landing surface.
 - Unless otherwise directed by the Airport Commission, Airport staff will proceed with the recommended course of action and coordinate with the FAA's Airports District Office to reclassify the surface as a taxiway.
- Air Traffic Control Tower Update: Staff explored the use of modular shipping containers for an air traffic control tower but determined that this approach would duplicate existing temporary facilities and fail to meet long-term operational needs. Efforts will continue to focus on acquiring radar capabilities and developing a permanent traditional or digital tower.

5. QUARTERLY AIRPORT FINANCIAL UPDATE

City of Loveland Deputy CFO Molly Elder presented the Q1 financial summary.

- The Airport is performing ahead of budget projections, reporting an operating gain of \$104,000 and a net position increase of \$53,000.
- Commissioners expressed support for the new format of the financial update but noted that comparisons with the 2024 budget are challenging due to differences in how the budgets were developed.

6. RUNWAY 15-33 WIDENING CONSTRUCTION

Operations Manager Dylan Swanson presented the item, requesting a recommendation from the Commission for the City Councils to approve the contract.



**MANAGEMENT
CONTRACT AWARD**

- The \$1,287,785 contract will engage Dibble Engineering to manage construction of the runway widening project, which will be carried out by Holcim-WCR.
- Dibble has completed the project design.
- Earlier this year, Dibble was selected as the Airport's on-call engineering firm through a competitive selection process.

Commissioner Marsh moved to approve resolution #R-7-2025, recommending approval of the contract with Dibble Engineering to the City Councils. The motion was seconded by Commissioner Miller and passed unanimously.

**7. CAPITAL
IMPROVEMENT
PLAN 2026-2030**

Director Kinney pulled the item, which will be brought back at the next meeting with updated numbers.

**8. REVISED 2026
BUDGET
RECOMMENDATION**

Director Kinney presented the revised 2026 Airport budget as a follow-up to the May meeting, at which the Commission voted unanimously to approve spending authority associated with the budget and requested additional information.

- An updated comparison chart with other commercial service airports in the region was presented.
- A deficit of approximately \$258,000 is projected for 2025. This includes some unanticipated carryover items from 2024.
- A list of proposed line-item reductions totaling \$286,835 was presented.
- The airport fund balance is currently projected to be negative by approximately \$31,700 going into 2026. This includes the assumption of \$330,000 in annual support services to be paid to Loveland, which is approximately 10 times what is required by the IGA.
- Commissioner Arndt requested information on property and sales tax generated by Loveland to be presented at a future meeting.
- The delay in implementing a daily fee for vehicle parking is having a negative impact on 2025 revenue.
 - A proposal to start charging \$2 per day for vehicle parking will be presented at the July meeting.
- Key changes 2026 budget include updated revenue assumptions and reduced operational costs.
- The Commission directed staff to reduce the 2025 expenditures on consulting services and purchase carbon credits instead of installing a solar photovoltaic system on the terminal to help balance the budget.

Commissioner Marsh moved to approve Resolution #R-8-2025, adopting the revised 2026 Airport Budget, with a reduction of \$99,000 in consulting expenditures and the replacement of the \$170,000 terminal solar project with \$7,000 of carbon offsets and recommending approval by the City Councils. The motion was seconded by Commissioner Miller and carried unanimously, with all Commissioners present voting in favor.



**9. EXECUTIVE
SESSION ON
AIRPORT
SECURITY**

The Commission entered executive session pursuant to C.R.S. § 24-6-402(4)(d) to discuss specialized details of security arrangements or investigations regarding airport access control.

**10. AIRPORT
BADGING FEE
UPDATE**

Operations Manager Dylan Swanson presented the revised badging fee and security modernization proposal.

- FNL operates under FAA Part 139 and TSA TSR 1542, which enforce stringent access-control and security measures similar to those at Grand Junction and Colorado Springs and significantly more rigorous than at general aviation airports like Rocky Mountain Metropolitan and Centennial.
- Staff is proposing to update the system used for badging and access control to streamline the application process, improve record keeping and automation, and increase security.
- The current annual cost associated with badging are approximately \$113,000. The badging fees do not recoup the full cost.
- Staff is proposing to phase the rate escalation over two years, with the AOA badge fee increasing to \$50 next year and \$75 in 2027.
- Rick Turley, Ryan Carlson, and others expressed opposition to the increased badge fees as well as the proposed deposit/unreturned badge fee.
- Stakeholders and Commissioners preferred imposing a \$250 penalty for failure to return badges when they are lost or no longer needed instead of collecting a \$250 deposit when the badge is issued. Companies with employees or students will be responsible for paying the fee for unreturned badges. Failure to pay the unreturned badge penalty will result in the loss of airfield privileges for the individual or signatory company.

Commissioner Marsh moved to approve the proposed badging fees with an unreturned badge penalty as opposed to a deposit. The motion, seconded by Commissioner Miller, carried with a vote of 3-1. Commissioner Williams voted no on the motion.

**11. BUSINESS
FROM MEMBERS**

Commissioners confirmed the next regular meeting will be held on July 17, 2025, at 3:00 p.m.

ADJOURNMENT

Chair Arndt adjourned the meeting at 5:17 p.m.

Respectfully Submitted,

Airport Commission Chair, Jeni Arndt