NORTHERN COLORADO
REGIONAL AIRPORT COMMISSION
4900 EARHART ROAD • LOVELAND, CO 80538

REGULAR MEETING AGENDA
THURSDAY, JANUARY 16, 2025
3:00PM – 5:00PM

CALL TO ORDER
ROLL CALL
POSTHUMOUS COMMEMORATION OF CIVIL AIR PATROL MEMBERS SUE WOLBER AND JAY RHOTEN
PUBLIC COMMENT

CONSENT AGENDA

1. NOVEMBER 21 REGULAR MEETING MINUTES *PAGE 3*
2. DECEMBER PRELIMINARY FINANCIAL STATEMENT *PAGE 7*
3. FORT COLLINS LOVELAND WATER DISTRICT WATER LINE EASEMENT *PAGE 9*
4. PLANNING AND DEVELOPMENT SUBCOMMITTEE (PDSC) AGENDA *PAGE 18*

APPROVAL OF CONSENT AGENDA 5 MINUTES

PULLED CONSENT AGENDA ITEMS

REGULAR AGENDA

5. AIRPORT DIRECTOR'S REPORT 20 MINUTES
   INFORMATIONAL, PAGE 21
   PRESENTING: JOHN KINNEY, AIRPORT DIRECTOR
   PRIMARY UPDATES INCLUDE BUT ARE NOT LIMITED TO:
   - *2025 COMMISSION WORKSHOP - PROPOSED WORKPLAN TO ESTABLISH PRIORITIES*
   - *AIRPORT PARKING AND GROUND TRANSPORTATION*
   - *RADAR FOR FNL'S AIR TRAFFIC CONTROL TOWER*

6. CONSTRUCTION MANAGER AT RISK (CMAR) CONSTRUCTION UPDATE FOR RUNWAY 15-33 WIDENING IN 2026 15 MINUTES
   INFORMATIONAL, PAGE 25
   PRESENTING: 1. JOHN KINNEY, AIRPORT DIRECTOR
   2. JARED BASS, DIBBLE ENGINEERING

7. AIRPORT GOVERNANCE COMMITTEE UPDATE 15 MINUTES
   INFORMATIONAL, PAGE 41
   PRESENTING: 1. FORT COLLINS MAYOR ARNDT, COMMISSION CHAIR
   2. GINNY SAWYER, FORT COLLINS PROJECT AND POLICY MANAGER

8. AIR TRAFFIC CONTROL TOWER PROGRAM UPDATE 35 MINUTES
   POSSIBLE EXECUTIVE SESSION AS AUTHORIZED BY COLORADO REVISED STATUTES §§ 24-6-402(4)(e), and (4)(b)
   INFORMATIONAL, PAGE 48
   PRESENTING: 1. JOHN KINNEY, AIRPORT DIRECTOR
   2. DAVID ULANE & BILL PAYNE, CDOT AERONAUTICS
   3. RACHEL JACKSON, RTX

9. ADDITIONAL BUSINESS FROM AIRPORT COMMISSIONERS

ADJOURN

NORTHERN COLORADO
REGIONAL AIRPORT COMMISSION

FUTURE MEETING TOPICS

AIRPORT COMMISSION ROLES & RESPONSIBILITIES

All members of the public are invited to attend this meeting in-person at 4900 Earhart Road 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/u/kCGGEYWeg

Regular Meeting Minutes for November 21, 2024

CALL TO ORDER Meeting called to order at 3:31 p.m.

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

PUBLIC COMMENT Chair Arndt opened the floor for public comment. None presented.

CONSENT AGENDA

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

Pulled Items: None
Consent Follow up: None
Public Comments: None

REGULAR AGENDA

5. AIRPORT DIRECTOR'S REPORT

John Kinney introduced himself as the new Airport Director.

Francis Robbins, Airport Operations and Maintenance Manager, provided the following updates:

- Air Traffic Control has returned to regular hours of operation as posted, seven days per week.
- Over 1,600 people attended the Terminal Grand Opening event on November 7th, demonstrating high public interest in airport activities. Other recent community outreach events include a public meeting with the Chamber of Commerce which featured the airport.
- A solar system has been designed for the new terminal building, which allows space for creative placement of the solar panels. The consensus of the Commission is to have the panels spell "FNL".

6. LANDING FEE POLICY

Aaron Ehle, Airport Planning and Development Specialist, presented the item in accordance with the Agenda Item Summary. During the September meeting, Commissioners directed staff to bring back an updated list of exemptions for aircraft landing fees. Staff recommends adopting a list of exemptions with the following changes which meet FAA grant assurance requirements:

- Addition of an exemption for "federal, state, and local government" aircraft

- Removal of an exemption for aircraft that depart and land at FNL without stopping at another airport, except in the case of a declared emergency
- Removal of an exemption exemption for businesses and organizations managing fleets or other non-based aircraft

Public Comment:

Ted Rogers expressed concern for pilots turning off their ADS-B transponder to avoid paying a landing fee, which presents a safety risk to other pilots.

John Howell requested that staff research the Aircraft Owners and Pilots Association (AOPA) and Experimental Aircraft Association (EAA) positions on this topic before implementing the fee.

Ryan Carlson spoke in opposition of the landing fee due to all of the other fees that Nutrien is already paying at FNL, including hangar space and fuel.

Tim Smith with Loveland Fire and Rescue Authority requested that the ARFF fee be assessed since it seems low and he is unsure of the last time that it was adjusted.

Chair Arndt requested that staff respond to public comment.

- Mr. Kinney stated that AOPA has provided their position to other airports stating that implementing a landing fee is within the airport's authority. Turning off an ADS-B transponder is enforceable by the FAA.
- Dan Reimer, Airport Legal Consultant, stated that the airport is obligated to adopt a fair and reasonable policy which does not discriminate but can differentiate between aircraft. The FAA provides a list of acceptable differentiating factors, which includes tenant versus non-tenant aircraft. Mr. Reimer spoke in favor of the policy as presented so that the same airplanes landing are not charged differently depending on the scenario, which is viewed as unjust economic discrimination.
- Laurie Wilson, Deputy City Attorney for Loveland, stated that the policy could be amended at any time if the exemptions need to be changed based on further research by staff regarding AOPA, EAA, or FAA positions.

Commissioner Marsh moved to approve the Landing Fee Policy. The motion, seconded by Commissioner DiMartino, carried with Commissioners DiMartino, Williams, Marsh, Miller, and Arndt voting in favor thereof. Commissioner Krenning voted in opposition of the motion.

7. GROUND TRANSPORTATION POLICY UPDATE

Item tabled until later in the meeting.

8. 2025 PUBLIC MEETING SCHEDULES

Kate Morgan, Airport Executive Assistant, presented this item in accordance with the Agenda Item Summary. Airport Commission meetings, Planning and Development Subcommittee, and Stakeholder meetings are generally scheduled monthly on Thursdays from 3:00-5:00 p.m. unless otherwise noted due to calendar conflicts.

Commissioners requested:

- A September meeting for the Airport Commission to review and approve annual items, including budget and CIP. Staff suggests September 11, 2025 as being the least impactful date for a Commission meeting in September.
- Removal of the June Commission meeting date so that it is only scheduled if needed.
- Quarterly budget updates throughout the year.
- A workshop to allow deeper discussion into policy and budget.

Commissioner Williams moved to approve the public meeting schedules as amended with a Commission meeting on September 11th and removal of the June Commission meeting date so that it can be scheduled as-needed. The motion, seconded by Commissioner Krenning, carried with all Commissioners present voting in favor thereof.

7. GROUND TRANSPORTATION POLICY UPDATE

Francis Robbins, Airport Operations and Maintenance Manager, presented this item in accordance with the Agenda Item Summary. Groome's lease expires at the end of the year but can be renewed for another year with the same terms, or could be mutually amended to allow for new terms through the City Managers. The Landline operating agreement automatically renews unless one of the parties decides to end it with a 90-day termination clause.

Additional considerations include:

- Per passenger fees are difficult for the airport to audit since the passenger numbers are self-reported by the shuttle companies and are not overseen by a regulatory body.
- TSA is willing to discuss the possibility of secure-to-secure airport service between FNL and Denver Airport.
- A private company could potentially maintain and manage the public parking area.

Commissioner Stooksbury entered the meeting.

9. ELECTION OF 2025 COMMISSION OFFICERS

Chair Arndt opened the floor for nominations of the Commission Chairperson in 2025.

Commissioner Marsh moved to nominate Commissioner Arndt as Chair. The motion, seconded by Commissioner Williams, carried with all Commissioners present voting in favor thereof.

Chair Arndt opened the floor for nominations of the Commission Vice Chairperson in 2025.

Commissioner Marsh moved to nominate Commissioner Stooksbury as Chair. The motion, seconded by Commissioner Miller, carried with all Commissioners present voting in favor thereof.

10. BUSINESS FROM MEMBERS

Commissioner Marsh requested that staff research the ARFF fee as requested by Tim Smith in agenda item #6.

ADJOURNMENT

Chair Arndt adjourned the meeting at 4:57 p.m.

Respectfully Submitted,

_____

Airport Commission Chair, Jeni Arndt

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

ITEM NUMBER: 2

MEETING DATE: January 16, 2025

PREPARED BY: Jeff Miller, Senior Accountant

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 October

- **Net Position:**
  The monthly statement reflects a net position of $2.7 million available for use.
- **Operational Status for 2024:**
  The operational status currently shows a net loss of $185,237. This loss is attributed to construction costs budgeted under the capital category but charged to operational budgets. These expenses include:
  - **Control Tower O&M $81,484**
  - **Demolition of Hangars 4910 and 4920 Grumman:** $228,859.

ATTACHMENT

Preliminary monthly financial statement for December 2024

NORTHERN COLORADO REGIONAL AIRPORT

Airport Statement of Revenues and Expenses
From 01/01/2024-12/31/2024
PRELIMINARY

	Y-T-D 2024 Actual	Y-T-D 2023 Actual	Y-T-D 2024 Budget	2024 Total Budget	% of Total Budget
OPERATING REVENUES					
Hangar Rental	192,650	207,083	215,000	215,000	90%
FBO Rent	106,650	94,172	105,008	105,008	102%
Gas and Oil Commissions	255,040	318,433	300,000	300,000	85%
Aviation Fuel Tax Reimbursement	182,971	331,237	150,000	150,000	122%
Land Lease	695,770	628,609	1,099,000	1,099,000	63%
Land Lease PD Training Ctr	433,666	412,171	0	0	0%
Terminal Lease and Landing Fees	63,464	47,463	75,300	75,300	84%
Parking	0	0	0	0	0%
Miscellaneous	96,887	73,833	52,600	52,600	184%
TOTAL OPERATING REVENUES	**2,027,097**	**2,113,002**	**1,996,908**	**1,996,908**	**102%**
OPERATING EXPENSES					
Personal Services	784,555	753,879.38	1,147,418.00	1,147,418	68%
Supplies	110,907	107,263.30	123,550.00	123,550	90%
Purchased Services	1,316,872	708,333.30	2,084,222.00	2,084,222	63%
Depreciation	TBD	1,460,176.00			
TOTAL OPERATING EXPENSES	**2,212,334**	**3,029,652**	**3,355,190**	**3,355,190**	**66%**
OPERATING GAIN (LOSS)	**(185,237)**	**(916,650)**	**(1,358,282)**	**(1,358,282)**	
NONOPERATING REVENUES (EXPENSES)					
Passenger Facility Charge	0	0	0	0	
Interest Income	77,670	90,147	49,000	49,000	159%
Contributed Asset	0				
Gain on Disposal of Capital Assets	2,905	0			
Capital Expenditures	**(16,360,427)**	**(5,863,759)**	**(39,412,604)**	**(39,412,604)**	42%
TOTAL NONOPERATING REVENUES (EXPENSES)	**(16,279,852)**	**(3,773,613)**	**(39,363,604)**	**(39,363,604)**	
NET INCOME (LOSS) BEFORE CAPITAL CONTRIBUTIONS	**(16,465,089)**	**(4,690,263)**	**(40,721,886)**	**(40,721,886)**	
Capital Contributions	10,692,959	5,513,222	21,958,000	21,958,000	49%
CHANGE IN NET POSITION	**(5,772,130)**	**822,960**	**(18,763,886)**	**(18,763,886)**	
NET POSITION, Beginning	28,274,198	21,237,480	0	0	
NET POSITION, Ending	22,502,068	22,060,440	(18,763,886)	(18,763,886)	
Investment in Capital Assets	19,843,609	15,440,026	0	0	
Net Position Available for use	2,658,459	6,620,414	(18,763,886)	(18,763,886)	

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ITEM NUMBER: 3

MEETING DATE: January 16, 2025

PREPARED BY: Aaron Ehle, Airport Planning & Development Specialist

TITLE

Fort Collins-Loveland Water District Water Line Easement

RECOMMENDED AIRPORT COMMISSION ACTION

Recommend approval of the water line easement by the City Councils

BUDGET IMPACT

Positive – The Airport will receive $3,654 in compensation for the easement

SUMMARY

Fort Collins-Loveland Water District (FCLWD) has requested an easement in the northwest area of the Airport to install a water line. This new line will connect to an existing one and extend north under County Road 30. The proposed easement covers 3,032 square feet (0.0696 acres) and is located within the Runway Protection Zone (RPZ), an area where vertical development is not allowed.

In 2024, the Airport/Cities granted FCLWD a 6.2-acre easement for a 24-inch water line that will support new development in the northeastern part of the Airport. During negotiations, the Airport engaged CBRE Valuation & Advisory Services to conduct an appraisal of the easement area. This appraisal was used to establish the compensation for the new easement, which will amount to $3,654 upon approval.

Airport staff has reviewed the easement request and determined it poses no potential negative impacts. Both Cities' Legal Departments have reviewed the proposed easement. On January 9, 2025, the Planning & Development Subcommittee discussed the easement and recommended approval to the Airport Commission and City Councils by a 6-0 vote, with Mayor Marsh abstaining.

ATTACHMENT

Vicinity Map
Easement Agreement


FCLWD Easement
N
Additional Easement Area
.07 acres
County Road 30
Existing Easement
6.233 acres
Boyd Lake Ave

EASEMENT AGREEMENT

THIS AGREEMENT, made and entered into as of the _____ day of _____, 2025, by and between the City of Fort Collins, Colorado, a municipal corporation, and the City of Loveland, Colorado, a municipal corporation, hereinafter referred to jointly as "the Grantors",
and Fort Collins-Loveland Water District, a Political Subdivision of the State of Colorado, hereinafter referred to as "the District".

WHEREAS, Grantors jointly own and operate the Northern Colorado Regional Airport (the "Airport") located in Loveland, Colorado, on a parcel of property legally described in "Exhibit A" attached hereto and incorporated herein (hereinafter the "Grantors' Property"); and

WHEREAS, the Grantors previously granted an easement for a regional waterline under and through Grantors' Property through an Easement Agreement dated February 16, 2024 (the "Waterline Easement"); and

WHEREAS, the Easement granted herein relates to the Waterline Easement and is necessary to connect a suction line to the regional waterline installed in the area of the Waterline Easement.

WITNESSETH:

For and in consideration of the mutual promises and covenants herein contained and the sum of three thousand six hundred fifty-four Dollars ($3,654.00) and other good and valuable consideration, the receipt and adequacy of which is hereby confessed and acknowledged, the Grantors have granted and conveyed and by these presents does grant and convey unto the District, its successors and assigns, a permanent non-exclusive easement for the installation, construction, maintenance, inspection, operation, replacement, or removal of one (1) or more domestic waterlines for the transmission and distribution of domestic water, and all underground and surface appurtenances thereto, including metering stations and other fixtures (collectively, the "Facilities"), in, over, across, and upon that portion of the Grantors' Property described and depicted below (the "Easement Area"):

See "Exhibit B" – Legal Description of Easement Area
See "Exhibit C" – Easement Area Depiction

In addition to the foregoing grant of Easement by the Grantors to the District, the Grantors further grant and convey to the District the following rights and privileges:

A. The right to grade the Easement for the full width thereof in such manner as the District may reasonably determine to be necessary or advisable.

B. The right to support pipelines located within the Easement across ravines and watercourses with such structures as the District shall reasonably determine to be necessary or advisable.

C. Subject to Airport security requirements and prior written consent of Airport staff which shall not be unreasonably withheld, the right of ingress and egress to and from the Easement by means of existing roads (whether public or private) located on the Grantors' Property, if any, or in the absence of such roads, by such other routes as the District shall determine to be reasonably necessary taking into consideration the minimization of damage to the Grantor's Property. For purposes of this Agreement, the term "Airport staff" shall mean the individual(s) designated and authorized by Grantors to make the decisions and take the actions described and directed herein. The District may rely on the information and direction given by Airport staff pursuant to this Agreement and shall have no obligation to verify that any particular individual has been duly authorized by the Grantors to provide such information and/or direction.

D. The right to grade, construct, maintain, and use any access roads upon the Grantor's Property within the Easement Area for such purposes of initial construction and ongoing maintenance with prior written consent of Airport staff in the exercise of its right of ingress and egress to and from the Easement. For any construction or alteration on the Easement or Grantors' Property, the District will be required to complete and submit the Federal Aviation Administration a Form 7460-1 "Notice of Proposed Construction or Alteration."

F. To mark the location of the Easement Area and/or the waterline with markers set in the ground provided that any such markers remaining after the period of construction of the domestic waterline and

appurtenances shall be placed in locations which will minimize interference with any reasonable use of the Easement Area by the Grantors.

G. For all of the District's access needs to the Easement Area or any other portion of Grantors' Property, such access is subject to the prior written consent of Airport staff pursuant to the Airport's security requirements and other applicable laws, plans, policies, and rules and regulations. It is the parties' intent to provide the District with as much access as possible to the Easement Area while complying with the various rules and regulations associated with operating the Airport.

H. All other rights necessary and incident to the full and complete use and enjoyment of the Easement for the purposes herein granted.

I. Other public utilities, such as sanitary sewer, storm sewer, gas, electric, and cable lines may be installed in the Easement Area as long as they do not interfere with the District's rights hereunder and meet the District's requirements for separation and crossing of utilities.

The Grantor hereby covenants and agrees to and with the District, its successors and assigns that:

A. Except as otherwise provided in subparagraph A, the Grantors, their heirs, personal representatives, administrators, successors, and assigns shall not erect or place any permanent building, structure, improvement, fence, tree, or other landscaping on the Easement Area, excluding the installation of permanent paved surfaces, including but not limited to roadways and taxiways needed for Airport purposes over the Easement Area by the Grantors. In the event of the placement of such obstacles within the Easement Area contrary to the provisions of this subparagraph A, the District shall have the right to require the Grantors to remove such disallowed obstacles from the Easement Area and, in the event the Grantors fail to do so upon request, the District may remove such obstacles at the Grantors' expense and without any liability for repair or replacement thereof. Notwithstanding the foregoing, the Grantors, their heirs, personal representatives, administrators, successors, and assigns shall have the right, without the consent of the District, to plant grasses and other groundcover and small shrubs upon the Easement Area which are usual and customary for the full use and enjoyment of the Grantors' Property. However, the District shall be responsible at its sole cost and expense for repair or replacement of any permanent paved surfaces and associated landscaping damaged or removed by the District.

B. The Grantors do hereby covenant and agree to and with the District that the Grantors are lawfully seized of the Easement Area and the Grantors' Property, and that the Grantors has a good and lawful right to convey the Easement Area to the District and that the Grantors warrant the title thereto.

C. The District shall have the right of subjacent and lateral support to whatever extent is necessary or desirable for the full, complete and undisturbed enjoyment of the rights described in this Agreement. The Grantors shall take no action that would impair the earth cover over, or the lateral or subjacent support for, any of the Facilities within the Easement Area.

The District does hereby covenant and agree to and with the Grantors as follows:

A. The District shall not fence or otherwise enclose the Easement Area, except during periods of construction and repair.

B. All trenches and excavations made in the laying or repairing of the domestic waterline shall be properly backfilled and as much of the original surface soil as reasonably possible shall be placed on top. All large gravel, stones, and clods will be removed from the finished backfill. The District will finish the backfill after normal settling of the soil so that the use and enjoyment of said Easement by the Grantors shall be suitable for the purpose now used. The District will maintain the trench area and the domestic waterline.

C. The District may not use the Easement Area of any of Grantors' Property for any purpose other than to transport, serve and distribute potable water. If the Easement Area is used by the District for any purpose other than stated herein, the Easement may be terminated at the Grantors' sole discretion and all of the right, title and interest of District (and District's successors or assigns) in and to the Easement become null and void, and the Easement shall absolutely revert to and revest in Grantors as fully and completely as if this instrument had not been executed, without the necessity for suit or re-entry and District shall remove improvements. No act or omission on the part of any beneficiary of this paragraph shall be a waiver of the operation or enforcement of this paragraph.

D. Grantors reserve the right to use the Easement Area and Grantors' Property for any purposes that will not interfere with District's full enjoyment of the rights granted herein.

F. To the extent allowed by law, District agrees to indemnify and hold harmless the Grantors, their officers, employees, and agents, from and against all liability, claims, and demands on account of any injury, loss, or damage arising out of or connected with District's use of the Easement Area, if such injury, loss, or

damage, or any portion thereof, is caused by, or claimed to be caused by, the act, omission, or other fault of the District or any officer, employee, agent, or contractor of the District, or any other person for whom the District is responsible. The District shall notify Grantors and provide a copy of any and all written claims or demands within two business days of receipt. The District's indemnification obligation shall not be construed to extend to any injury, loss, or damage caused by the negligent act or omission of the Grantors.

Written notices shall be directed as follows and shall be deemed received when hand-delivered or emailed to the then-current email address for the addressee, or three days after being sent by certified mail, return receipt requested:

If to Grantors:

City of Fort Collins
Attn: City Manager
City Hall West
300 LaPorte Avenue
Fort Collins, CO 80521

With a copy to:

City Attorney
City of Fort Collins
City Hall West
300 LaPorte Avenue
Fort Collins, CO 8 0521

City of Loveland
Attn: City Manager
500 E. Third Street
Loveland, CO 80537

With a copy to:

City Attorney
City of Loveland
500 E. Third Street
Loveland, CO 80537

If to District:

District Engineer
Fort Collins-Loveland Water District
5150 Snead Drive
Fort Collins, CO 80525

It is mutually agreed between the parties hereto that:

A. Except to the extent that such rights may be inconsistent with or interfere with the rights and privileges herein granted to the District, the Grantors shall retain the right to use and enjoy the Easement Area.

B. The benefit and burdens of this Agreement shall inure to and be binding upon the respective heirs, personal representatives, successors, or assigns of the parties hereto.

C. Whenever used herein, the singular shall include the plural and the plural the singular and the use of any gender shall apply to all genders.

D. This Easement is and shall be subordinate to the provisions of existing and future agreements between the Grantors and the United States relative to the operation or maintenance of the Airport, the execution of which has been or may be required as a condition precedent to the obtaining or expenditure of federal funds for the benefit of the Airport. Grantors shall give the District adequate written notice of any future agreements that may impair any grant contained in this Agreement.

E. This Agreement contains the entire agreement of the parties relating to the subject matter hereof and, except as provided herein, may not be modified or amended except by written agreement of the parties. In the event a court of competent jurisdiction holds any provision of this Agreement invalid or unenforceable, such holding shall not invalidate or render unenforceable any other provision of this Easement. This Agreement shall be governed by the laws of the State of Colorado, and venue shall be in the County of Larimer, State of Colorado.

F. This Agreement may be executed in separate counterparts, and the counterparts taken together shall constitute the whole of this Agreement. Facsimile, scanned and other electronic signatures permitted by law, for purposes of this Agreement, shall be deemed as original signatures.

G. This Agreement shall be recorded in the real property records of the Clerk and Recorder of Larimer County, Colorado.

IN WITNESS WHEREOF, the parties have executed this Agreement the day and year first above written.

GRANTORS:

City of Fort Collins, Colorado
A municipal corporation,

By: _____
Jeni Arndt, Mayor

ATTEST:

_____
City Clerk Date

APPROVED AS TO FORM:

_____
Senior Assistant City Attorney

City of Loveland, Colorado
A municipal corporation,

By: _____
Jim Thompson, City Manager

ATTEST:

_____
City Clerk Date

APPROVED AS TO FORM:

_____
Deputy City Attorney

GRANTEE:

FORT COLLINS LOVELAND – WATER DISTRICT,
a Political Subdivision of the State of Colorado

By: _____
District Engineer

STATE OF COLORADO)
) ss.
COUNTY OF LARIMER)

The foregoing instrument was acknowledged before me this __ day of _____, 20__ by _____.

Witness my hand and official seal.

My Commission Expires:

_____
Notary Public

EXHIBIT "A"

EASEMENT DESCRIPTION

PARCEL ONE

Being a portion of Tract B of Barnstorm Second Addition to the City of Loveland, Colorado, as recorded August 12, 1986 at Reception No. 86044345 in the Larimer County Clerk and Recorder's Office, located in Section 28, Township 6 North, Range 68 West of the Sixth Principal Meridian, City of Loveland, County of Larimer, State of Colorado, being more particularly described as follows:

COMMENCING at the Northwest Corner of said Section 28, as monumented by a 3/4" rebar with 2–1/2" aluminum cap, LS29407, 2009, which bears North 00° 05' 42" East, a distance of 2692.36 feet from the West Quarter Corner of said Section 28, as monumented by a 2–1/2" aluminum cap on 3/4" rebar, LS5028, 2005, with all bearings herein relative thereto;

Thence South 61°32'42" East a distance of 115.95 feet to a point on the Southerly Right–of–Way of East Larimer County Road 30 as recorded at Reception No. 86044332 in the Larimer County Clerk and Recorder's Office, the POINT OF BEGINNING;

Thence continuing on said southerly right–of–way, South 87°05'27" East a distance of 30.01 feet, parallel with and 50.00 feet south of the North line of said Section 28;

Thence departing said Southerly Right–of–Way, South 04°38'20" West a distance of 32.99 feet;

Thence South 27°37'02" West a distance of 68.65 feet to the North line of that easement to Fort Collins–Loveland Water District recorded at Reception No. 20240018146 in the Larimer County Clerk and Recorder's Office;

Thence along said North line, North 87°05'52" West a distance of 27.71 feet to the Northwest corner of said easement to Fort Collins–Loveland Water District;

Thence departing said North line, North 00°05'42" East a distance of 10.45 feet, parallel with and 70.00 feet east of the West line of said Section 28;

Thence North 27°37'02" East a distance of 64.86 feet;

Thence North 04°38'20" East a distance of 25.99 to the POINT OF BEGINNING.

The above–described parcel contains 3,032 square feet or 0.0696 acres, more or less, and is subject to any rights–of–way or other easements of record now existing on said described parcel of land.

Basis of Bearings: The West line of the Northwest Quarter of Section 28, Township 6 North, Range 68 West, of the 6th/ Principal Meridian bears North 00°05'42"East 2692.36 feet from the West Quarter Corner, being marked by a 2 1/2" Aluminum Cap on 3/4" rebar, LS5028, 2005, to the Northwest Corner, being marked by a 3/4"rebar with 3 1/4" Aluminum Cap, LS29407, 2009, based upon G.P.S. observations and modified Colorado North Zone State Plane Coordinates with a combined scale factor of 1.00027973, with all bearings herein relative thereto.

SURVEYOR'S CERTIFICATION STATEMENT

I, Peter E. Paulus, a Professional Licensed Land Surveyor in the State of Colorado, do hereby certify that this Property Description was prepared by me or under my direct personal supervision and that it is correct based upon my knowledge, information, and belief.

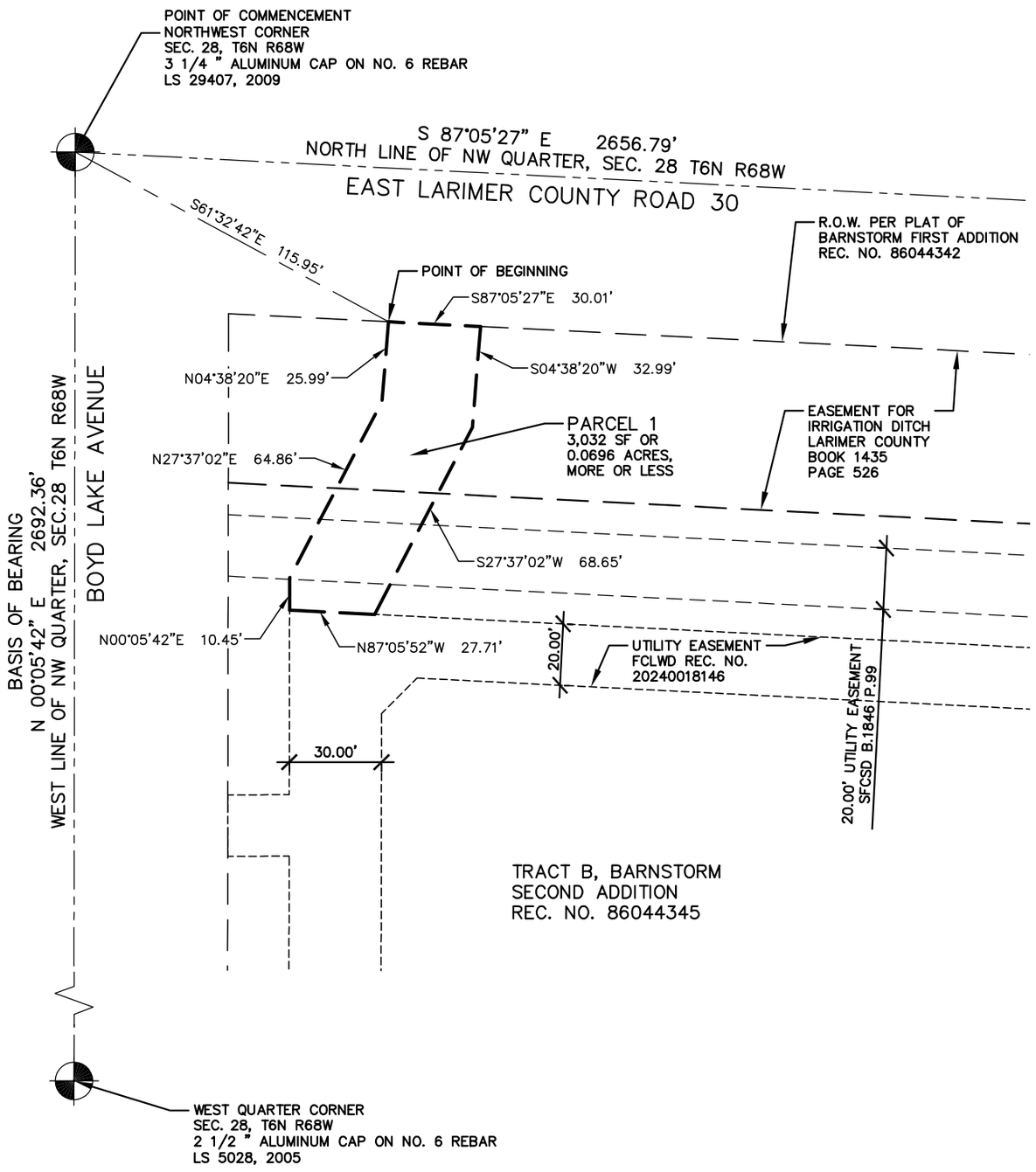
PAGE 1 OF 2

24075_UTILITY EASEMENT.DWG 24075 10/09/2024 PEP

EXHIBIT A-1

EASEMENT MAP

PARCEL ONE



COLORADO LICENSED
PETER ELLIOTT PAGELS
38318
10-10-2024
PROFESSIONAL LAND SURVEYOR

NOTE: THIS EXHIBIT DRAWING IS NOT INTENDED TO BE A MONUMENTED LAND SURVEY. ITS SOLE PURPOSE IS AS A GRAPHIC REPRESENTATION TO AID IN THE VISUALIZATION OF THE WRITTEN PROPERTY DESCRIPTION WHICH IT ACCOMPANIES. THE WRITTEN PROPERTY DESCRIPTION SUPERSEDES THE EXHIBIT DRAWING.

NOTICE: ACCORDING TO COLORADO LAW YOU MUST COMMENCE ANY LEGAL ACTION BASED UPON ANY DEFECT IN THIS SURVEY WITHIN THREE YEARS AFTER YOU FIRST DISCOVER SUCH DEFECT. IN NO EVENT MAY ANY ACTION BASED UPON ANY DEFECT IN THIS SURVEY BE COMMENCED MORE THAN TEN YEARS FROM THE DATE OF THE CERTIFICATION SHOWN HEREON. (13–80–105 C.R.S. 2012)

NORTH

25 0 25 50

SCALE:1" = 50'

PAGE 2 OF 2

24075_UTILITY EASEMENT.DWG 24075 10/09/2024 LJM, PEP

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ITEM NUMBER: 4

MEETING DATE: November 21, 2024

PREPARED BY: Aaron Ehle, Airport Planning & Development Specialist

---

TITLE

PDSC Agenda

RECOMMENDED AIRPORT COMMISSION ACTION

Informational – The Airport Commission may provide direction on upcoming PDSC agenda items

BUDGET IMPACT

Neutral

SUMMARY

Previous meeting: The agenda for the January 9th PDSC Meeting is attached. The full packet can be accessed at:
https://www.flynoco.com/wp-content/uploads/2025/01/PDSC-Packet-1-9-2025.pdf

Upcoming meeting: The next meeting will be on February 6th. The PDSC will continue collaborating with Dibble Engineering on land and utility planning, and with potential developers on hangar projects for Site B&C.

ATTACHMENT

January 9, 2025, PDSC Agenda

NORTHERN COLORADO
REGIONAL AIRPORT

PDSC MEETING AGENDA

Date: January 9, 2025
Time: 3:00 pm to 4:30 pm
Location: Airport Administration Conference Room (Virtual via Zoom)

The PDSC Chair will give anyone in the audience time to speak, limited to 3 minutes per person, to any item on the agenda. General public comment should relate to items not on the agenda.

PDSC Agenda

1) **Public Comment:** 3 minutes per person **10 minutes**

2) **Approve Minutes** from December 11, 2024, meeting **5 minutes**

3) **Fort Collins-Loveland Water District Easement:** Action to Commission **10 minutes**
   - Draft easement (Attachment 1)
   - Recommendation to Airport Commission

4) **Staff's Decision-Making Matrix:** An overview and discussion **15 minutes**
   Ensure decisions are made complimentary to the greater context of staff's decision matrix
   Enhancing Safety *Improve the FNL Experience* *Perpetuates Affordability*

5) **Airport Development:** Update and Discussion **20 minutes**
   - Parcel C: "Draft" site plan review (Attachment 2)
   - Parcel B: "Draft" site plan review (Attachment 3)
   - West Side of Airport: Phase III approach (Attachment 4)

6) **Vehicle Parking: Update**
   - Operational Indicators from the holiday travel season **5 Minutes**

7) **Terminal Area Plan:** Discussion **20 Minutes**
   Requires a holistic view encompassing FNL users of today and tomorrow
   - Shuttle Bus Operators
     - Improved & unimproved facilities
   - Car Rental Operators
     - Ready/Return Lot Facility via customer facility charges (CFCs) knowl
   - Transportation Network Companies (TNCs)
   - Vehicle parking for in support of airline flights
   - Roadway Plan (Attachment 5)
   - Pending terminal area master plan study – to include improvements, rates & fees, …

NORTHERN COLORADO
REGIONAL AIRPORT

PDSC MEETING AGENDA

8) Items from the PDSC Members **5 Minutes**

- Today's Discussion
- Future Meetings / Agenda Items

Join Zoom Meeting
Thursday January 9, 2024 – 3:00 p.m.
https://us06web.zoom.us/j/97011482750?pwd=V1pVVHdrMXZibzlyZ3RFanpRK2NIZz09

Meeting ID: 970 1148 2750
Passcode: 465261
One tap mobile
+17193594580,,97011482750#,,,,*465261# US
+12532050468,,97011482750#,,,,*465261# US

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Airport Directors Report – Airport Commission Meeting January 16, 2025

1. **Airport Commission Workshop** Spring of 2025 – Attachment.

2. **Radar for FNLs' Air Traffic Control Tower**: Congressional delegation has been engaged with the FAA including the FAA's: FCTP, ADO, FSDO and head of ATO. Industry groups have been contacted or engaged including: AOPA and NATA. The latter group has been the most responsive and engaging today – More to follow as coordination continues.

3. **Holiday parking volumes:** Peak volumes reached 1,202 cars.
    a. Thanksgiving holiday parking volumes were 20% over the previous year
    b. Christmas & New Year's parking was 20% over the Thanksgiving holiday.
    c. Security efforts are mitigating the level of police responses

4. **Parking and Ground Transportation Study and Resulting Action Plan ***
    a. Rental Car Lease Renewals
        i. Implementation of CFCs - Construct "Ready Return" Facility
    b. Shuttle Bus – Groome - Lease renewals
        i. Initial discussions regarding parking lot improvements
    c. Shuttle Bus - UAL / Landline Lease renewal
    d. Integration of TNC – Uber, Lyft, etc.
    e. Meet and Greet – Cell Phone lot
    f. Airline passenger needs
    g. Employee parking

*****_Pending GT strategic review to holistically plan for demand, fees, allowable uses and layouts. Leases will be formatted Month to Month to Month to create predictability for operators and staff actions in mid-year 2025._

5. **Engineering services** Contract Selection for the Airport "*On Call*" Engineering firm complete: Dibble and Associates was selected for the next 5 years.

6. **Airport Development Parcel C and B:** Site plans continue to be refined with input from stakeholders. Next steps include the cost estimate for infrastructure improvements: Attachment and display boards - - Maps

7. **RFP for Landing Fees** for Non-Based Aircraft at FNL will be on the street this month.

8. ***Airshow 2025 Planning*** *underway.* USAF Thunderbirds: September 20th & 21st

9. **FNL's Triennial Full Scale Exercise** Planning to begin this month. Required of airports certificated under Part 139 (allows an airport to accommodate schedule airline service)

10. **Recruitment** of FNL's Airport Operations & Facilities Manager: Mr. Dylan Swanson has accepted the job offer a will be joining the organization January 27th.

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Creating an Action Plan for Realizing the Vision for Northern Colorado Regional Airport

Vision:
Become a premier corporate, general aviation and commercial service airport to help drive the Northern Colorado Economy and better serve our collective communities.

Current Status:
The airport has received several grants that support an improved infrastructure to serve air traffic. Parallel to this, the immediate region has witnessed tremendous population and economic growth, and DEN the nearest commercial airport is at capacity. Nationally, regions with similar market conditions to Northern Colorado have seen significant growth in secondary or mid-size airports, such as Colorado Springs.

Issue Statement:
FNL is presented with a rare opportunity to capitalize on the current environment, recent infrastructure investments, and the evolving needs of the community. This moment offers a limited window to transform into the airport the community both wants and needs, by expanding commercial services while simultaneously supporting and growing existing corporate and general aviation operations. To seize upon these time sensitive opportunities, it is critical that we adopt a disciplined approach, prioritize initiatives, and develop a comprehensive strategic work plan. Failing to do so will likely result in a reactive approach to a vision, potentially causing us to miss out on key opportunities to generate consistent, forward-looking progress in support of our desired outcomes.

Given the many competing priorities, a thorough analysis at the outset is essential to align strategies and establish a clear, sequential course of action. Short-term initiatives must be laddered up and support long-term objectives, ensuring that every step taken contributes to sustained growth and success. Taking proactive action now proactively establishes our desired trajectory for FNL.

Forward Vector:
Organize a planning summit in the spring, bringing together the Airport Commission and key community leaders, facilitated by aviation experts and staff. The goal will be to collaboratively develop, prioritize, and commit to an actionable plan that will serve as the foundation for realizing FNL vision of tomorrow.

The decision tree will focus on three test points:
1. Enhance Safety
2. Improve FNL Experience
3. Drive Revenues and Affordability

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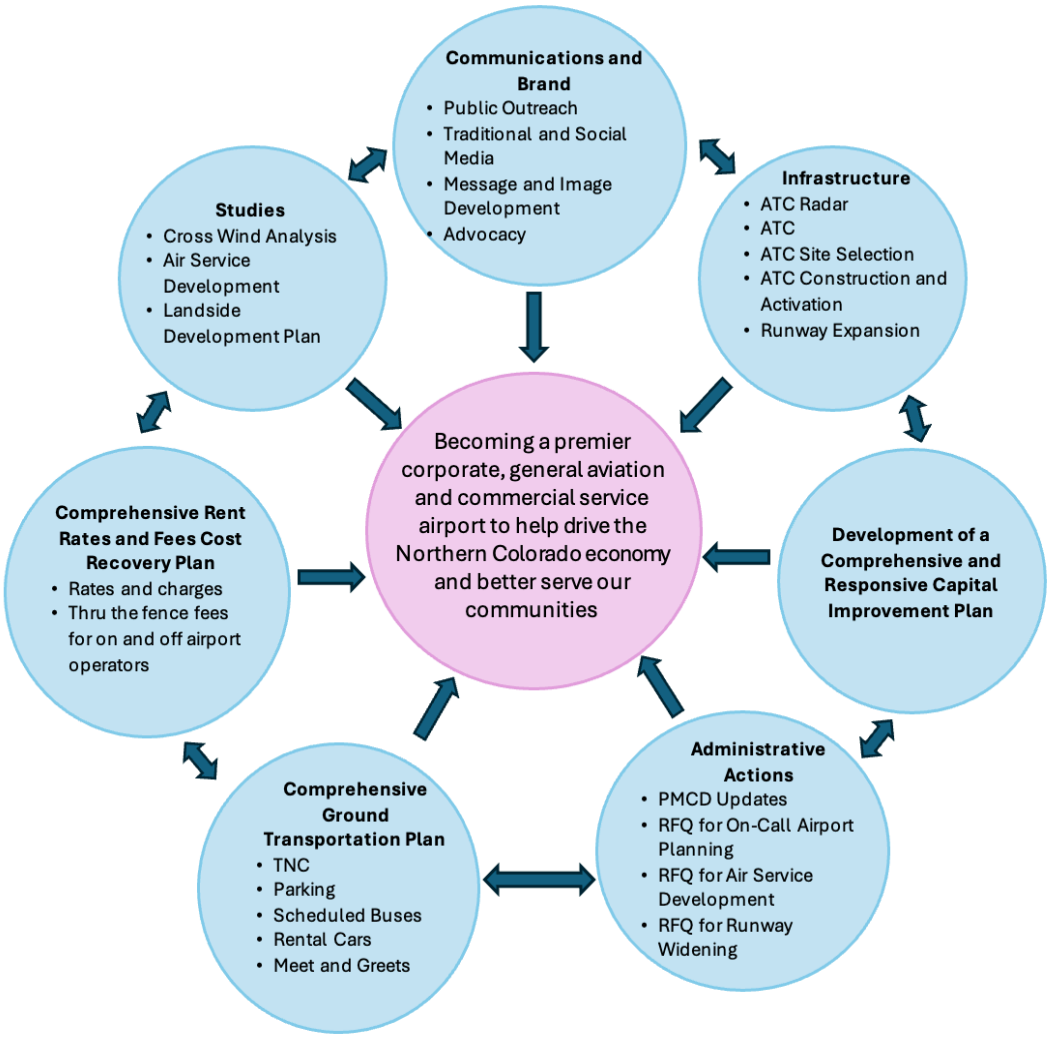
Actions Needing to be Prioritized to Accomplish the Vision



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ITEM NUMBER: 6
MEETING DATE: January 16, 2025
PREPARED BY: John S. Kinney, Airport Director
Aaron Ehle, Airport Planning & Development Specialist

TITLE

Construction Manager at Risk (CMAR) Construction Update for Runway 15-33 Widening

RECOMMENDED AIRPORT COMMISSION ACTION

Informational

BUDGET IMPACT

Unknown

SUMMARY

Northern Colorado Regional Airport (FNL) has requested FAA approval to use the Construction Manager at Risk (CMAR) delivery method for its Runway 15-33 widening project. This project will expand the runway from 100 to 150 feet to meet FAA standards for accommodating larger aircraft, such as the Airbus A320, and includes additional upgrades to connector taxiways, blast pads, lighting, and drainage. The CMAR method enables early contractor involvement to improve construction phasing, reduce risks, and minimize operational disruptions.

By adopting CMAR, FNL aims to significantly shorten the construction timeline, reducing total project time from 203 to 140 days and full-runway downtime from 161 to 98 days. This approach will also enhance cost control, ensuring realistic Guaranteed Maximum Price (GMP) estimates through collaboration with contractors during the pre-construction phase. The method's flexibility supports phased funding and has been successfully used at FNL for the terminal project, highlighting the airport's experience and capacity to manage complex projects.

The proposal complies with FAA and state requirements, including a fair and competitive contractor selection process based on qualifications, pricing, and adherence to federal guidelines. The CMAR approach balances cost, efficiency, and safety, while addressing stakeholder concerns about minimizing runway downtime.

If the FAA denies the request to use CMAR, the bid documents will be revised to follow a traditional Design-Bid-Build (DBB) delivery method by the FAA's May 1 deadline for providing project cost estimates based on bids. Please note that using the DBB delivery method will result in a runway impact duration to 161 days, effectively preventing turbine aircraft operations at FNL during this time.

Delivery Method Timelines

<table>
<tr><th>CMAR PATH</th><th>D-B-B Path</th></tr>
<tr><td>Meet with the City and start drafting a new RFQ – Jan 13-24</td><td rowspan="8">Finalize Plans and Specs to 100%</td></tr>
<tr><td>Issue RFQ – Jan 27</td></tr>
<tr><td>Hold Pre-Submittal Meeting – Feb 10</td></tr>
<tr><td>SOQ submittals – Feb 24</td></tr>
<tr><td>Shortlist of Potential Companies – Feb 28</td></tr>
<tr><td>Interviews - March 6</td></tr>
<tr><td>Selection of Contractor – March 7</td></tr>
<tr><td>Development of GMP and Finalize Project Files (90% to 100%) – March 10-28</td></tr>
<tr><td>Final GMP (budget and schedule) Submittal to FAA – March 31</td><td>Issue for Bid April 1</td></tr>
<tr><td></td><td>Bids Due April 30 – Submit Letter of recommendation to FAA</td></tr>
</table>

ATTACHMENT

FNL Letter to FAA

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January 10, 2025

Mr. Todd Minich
Civil Engineer
FAA Denver Airports District Office
26805 E. 68th Ave., Suite 224
Denver, CO 80249

SUBJECT: FNL Request for Alternative Project Delivery Method – RW 15-33 Widening Project

Dear Mr. Minich:

The Northern CO Regional Airport, on behalf of the Cities of Loveland and Fort Collins, respectfully requests your concurrence to use the alternative delivery method of Construction Manager at Risk (CMAR) with Guaranteed Maximum Price (GMP) component as permitted under the State of Colorado Revised Statue §24-93-101, and consistent with 150/5100-14E and FAA Order 5100.38D for the construction of the Runway 15-33 Widening project at the Northern CO Regional Airport (FNL).

1. A description of the project together with the general sketches of the proposed work, including phasing and sequencing of the project:

Per FAA AC 150/5300-13B, Airport Design, Runway 15-33 does not meet current design standards for minimum runway width for C/D-III Aircraft. During the development of the 2020 Airport Master Plan, an evaluation of the need to widen Runway 15-33 from 100-feet to 150-feet for existing and future aircraft operations was performed. This evaluation documented that FNL has a history of servicing various commercial service aircraft including Allegiant Airlines (MD-83 and A319/320) until 2012 and Avelo (Boeing 737-800) in 2021-2022. In addition, the evaluation showed that FNL receives multiple operations annually (i.e. business jets, sports charters, etc.) from other Design Group C/D-III aircraft as well as larger regional jets that have C- or D- approach speeds and ADG III wingspans. The 2020 Master Plan, which was approved by the FAA, determined that that the Critical Design Aircraft for FNL and Runway 15-33 is the Airbus A319/320 (Aircraft and Runway Design Code C-III), with a maximum take-off weight in excess of 150,000 lbs. Per FAA Advisory Circular (AC) 150/5300-13B, Table G-9 (including footnote 12), the minimum runway width required for Aircraft Design Code (ARC) C-III, with aircraft operations having a Maximum Certificated Takeoff Weight (MTOW) greater than 150,000 lbs, is 150-feet. Therefore, it was recommended that FNL Runway 15-33 needs to be widened to 150-feet.

On February 16th, 2024, the FAA determined that the project should also include the reconstruction of the existing connector taxiways and the widening of the existing blast pads to meet current geometric standards. A change order was approved on May 15, 2024 to include these revisions.

New structural runway pavement will be constructed adjacent to the existing runway pavement section, with a key-in section. It will also include new runway lighting, signage, and stormwater edge drains. The five existing connector taxiways adjacent to the east side of the runway will be reconstructed to meet geometric standards and to tie into the new runway edge. The blast pads on each end of the runway will be widened to 200-feet. The widening of the runway will also include the following items:

- Remove existing edge drain system (both sides of runway)
- Remove existing runway lighting and signage and associated electrical infrastructure
- Demolition of existing connector taxiway pavement to widened runway limit and FAA standards
- Removal and/or relocation of the existing 4-box PAPIs (two sets)
- Installation of new edge drains and associated drainage infrastructure (both sides of runway)
- Installation of new LED HIRL and runway signage, including updating electrical infrastructure and circuitry as needed.
- Re-grading of the existing infields within the existing and future Runway Safety Area (RSA) to meet current FAA Standards (FAA AC 150/5300-13B, Airport Design)
- Seal coat of entire runway
- Seal coat of the connector taxiways (up to the runway holding position markings)
- New pavement markings on entire runway

Please reference Construction Phase Exhibits attached to this letter.

2. Description of the contracting process to be utilized:

The Northern Colorado Regional Airport will manage the contracting and procurement processes with assistance from the City of Loveland and their selected Engineering team (Dibble and Ditesco). The Request for Proposals will be advertised in the Loveland Reporter Herald and on the Rocky Mountain E-Purchasing System, i.e., BidNet Direct. The Airport and Cities will also engage the community to encourage participation in opportunities at the Airport at the monthly Airport Commission meeting.

In addition to the advertisement, a mandatory pre-submittal conference will be held, allowing prospective construction companies to discuss the project scope/schedule/budget, ask questions, and be informed regarding the FAA requirements, DBE requirements, labor compliance requirements, as well as discussion of the submission process. The Statements of Qualifications received will be evaluated by a diverse selection committee to determine the most qualified contractor to perform the scope of this project. The following items will be part of the selection criteria (at a minimum):

- Contractor's history of performing work on airports and on other FAA funded projects.
- Contractor's experience on other recent and relevant CMAR projects.
- Contractor's demonstrated ability to meet schedule requirements.
- Contractor's ability to meet the budget requirements.
- Contractor's means and methods on meeting construction phasing timelines.
- Contractor's markets for subcontracted work.

- Contractor's anticipated Guaranteed Maximum Pricing (initial GMP).
- The RFQ will include the 90% Plans, Technical Specifications, and Estimated Quantities so that the contractors can provide more realistic initial GMP's with their submittals.
- It should also be noted that FNL will state the maximum time that will be allowed for each construction phase. The contractors will be required to demonstrate how they will be able to meet those requirements.

After selection of the most qualified contractor (CMAR) that meets the required elements, the CMAR will begin the competitive bidding by soliciting multiple subcontractors. The FNL and Dibble team will actively monitor the process to ensure all Federal and Local requirements are met, including the FAA contracting requirements (i.e. DBE, wages and rates, etc.). The subcontractors will be required to competitively bid work by the best value approach, (a combination of qualifications and price through a sealed bidding process). The self-performed bid work by the CMAR is negotiated and validated by independent estimates or actual bids to ensure market value of the work being performed. Those bid tabulations are included in the Guaranteed Maximum Price (GMP) contract. The independent bid estimates are used to negotiate the selected contractor's bid items if those prices appear high.

3. Description of the steps to be taken to assure that 3 or more companies will bid on the project:

The Northern Colorado Regional Airport will manage the contracting and procurement processes with assistance from the City of Loveland and their selected Engineering team (Dibble and Ditesco). The Request for Proposals will be advertised in the Loveland Reporter Herald and on the Rocky Mountain E-Purchasing System, i.e., BidNet Direct. The Airport and Cities will also engage the community to encourage participation in opportunities at the Airport at the monthly Airport Commission meeting.

In addition to the advertisement, a mandatory pre-submittal conference will be held, allowing prospective construction companies to discuss the project scope/schedule/budget, ask questions, and be informed regarding the FAA requirements, DBE requirements, labor compliance requirements, as well as discussion of the submission process.

The FNL and Dibble team will also send communications out to multiple contractors in the industry region capable of performing the work, including those that have previously bid work at FNL.

5. An analysis of the cost and time savings that will be gained by the Construction Manager at Risk project delivery method:

The current estimated construction timeline (Design-Bid-Build) is 203 Calendar Days. The full runway length will not be usable for 161 Calendar Days of the total 203 Calendar days. See full schedule below:

PHASING SUMMARY

	PHASE DURATION
PHASE 1 (STA 1+00 TO 36+15) RUNWAY 15-33 (SOUTH) STRUCTURAL & BLAST PAD PAVEMENT WIDENING, CONNECTOR TAXIWAY GEOMETRY, GRADING & DRAINAGE, ELECTRICAL IMPROVEMENTS, PAPI RELOCATION.	70 CALENDAR DAYS
PHASE 2 (STA 36+15 TO 90+00) RUNWAY 15-33 (NORTH) STRUCTURAL & BLAST PAD PAVEMENT WIDENING, CONNECTOR TAXIWAY GEOMETRY, GRADING & DRAINAGE, ELECTRICAL IMPROVEMENTS, PAPI ADJUSTMENT, PAVEMENT MARKINGS.	91 CALENDAR DAYS
STOP PERIOD: ASPHALT CURE PERIOD	30 CALENDAR DAYS
PHASE 3 (STA 3+00 TO 88+00)	30 CALENDAR NIGHTS – NIGHT WORK ONLY
RUNWAY SAW-CUT GROOVING (P-621)	(10:00 PM TO 5:00 AM MST)
PHASE 4 (STA 1+00 TO 90+00) EMULSIFIED SEAL COAT (P-608), TEMPORARY PAVEMENT MARKINGS (P-620)	5 CALENDAR NIGHTS – NIGHT WORK ONLY (10:00 PM TO 5:00 AM MST)
SUBSTANTIAL COMPLETION	196 CALENDAR DAYS
STOP PERIOD*: BETWEEN TEMPORARY AND PERMANENT MARKINGS	24 CALENDAR DAYS *PUNCHLIST WORK AUTHORIZED
PHASE 5 (STA 1+00 TO 90+00) RUNWAY 15-33 PERMANENT PAVEMENT MARKINGS (P-620)	7 CALENDAR NIGHTS – NIGHT WORK ONLY (10:00 PM TO 5:00 AM MST)
FINAL COMPLETION – PROJECT TOTAL:	203 CALENDAR DAYS

The anticipated construction cost, (Design-Bid-Build, with construction in 2026 and per the above construction schedule and phasing), is approximately $15.6M. We believe that the cost to use CMAR vs. DBB will be very comparable, but potentially less as the contractors will be required to submit their capability to perform the project is less time. The goal will be to reduce the full runway downtime from 161 to approximately 98, and reduce the total construction time from 203 Calendar days to 140. Reduced construction time should equate to reduced construction costs overall.

The contractors will be required to submit an initial GMP cost with the SOQ's. This will be reviewed and evaluated as part of the selection process. The contractors will be given all the material specifications and quantities to help those initial GMP estimates to be as realistic as possible when the SOQ's are submitted.

6. Safeguards that will be in place to prevent conflicts of interest and that the process will be as open, fair, and objective as the normal contracting process:

The requirements for advertisement and selection of CMAR contractor are prescribed by State of Colorado Revised Statue §24-93-101, and consistent with 150/5100-14E and FAA Order 5100.38D. The following requirements will also be in place to ensure an open, fair and objective implementation of contracting process within the City:

- The selection panel will consist of 4-6 diversified, multi-departmental employees staff.
- At least one member of the panel can be independent representative from contracting community.
- At least one member can be an independent, registered engineer or architect.
- At least one member can be from a different department or airport.

7. Other pertinent information as applicable such as the level of complexity, urgency, etc.

Airport Specific Circumstances:

FNL recently completed a very successful CMAR Terminal project, funded with multiple FAA grants. This demonstrates that the FNL-Dibble-Ditesco team is well versed in CMAR capabilities and can manage this project via the CMAR delivery method. Additionally, the Dibble-Ditesco has vast experience delivering many other CMAR projects at airports and the City of Loveland.

Although there is overall support and understanding of the project, the community has continually asked FNL to reduce the amount of full-runway downtime and expressed the severity of the impact to the airport's tenants. There are major concerns regarding the ability of tenants' businesses being able to survive a lengthy full-runway shutdown.

The complexity, safety risk, and coordination of work adjacent to an active runway, as well as multiple stakeholders that are operating in/around the multiple project areas, requires skilled contractors experienced in working in an active airfield environment. A skilled contractor is required to ensure that risk can be appropriately identified, accounted for, and adjusted to meet airport and user needs. CMAR selection process allows for selection of more qualified contractors with higher demonstrated abilities of safety.

There is an inherent risk in competitive sealed bid pricing as competitive bids may not reflect the actual cost to perform the work, due to the real potential that a contractor could incorrectly price the risk to perform the work. From our experience with a competitive sealed bid environment on a very complex project like this one, contractors make mistakes in properly evaluating the risk of the project or could undervalue the risk to perform the work as a "bidding strategy" to win the project. In either case, the competitive sealed bid may not reflect the actual cost to perform the work, thus incentivizing the contractor to recover the loss for the improperly low bid, by aggressively pursuing change orders during construction.

Management of Quality Assurance Testing and Coordination on Quality Control Coordination:

The Dibble and Ditesco teams will be managing the project, utilizing Terracon as the Quality Assurance Materials Testing subcontractor. All teams are local with the staff capacity needed to provide full-time management, observations, inspections, and testing for this project. They are all highly experienced in these construction phase services on projects that have multiple contractors with multiple materials being construction concurrently. They have the internal processes in place to ensure consistent testing and results that meet the FAA standards and material specifications.

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CMAR Process Advantages over Design-Bid-Build:

The CMAR process brings many advantages to the project which includes:

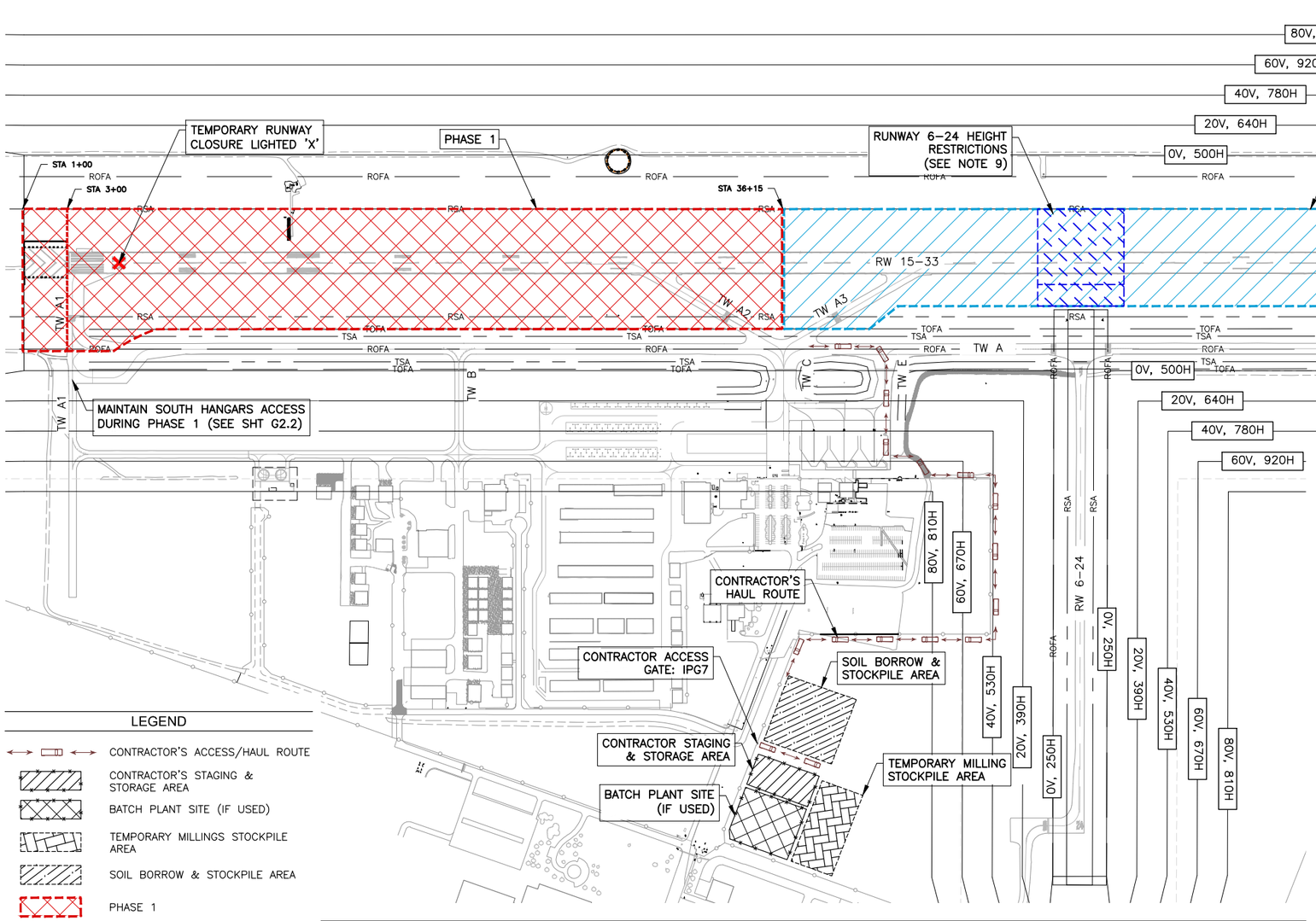
- The CMAR process brings the contractor's expertise to the construction phasing and scheduling which sets the collaboration to ensure the most successful project delivery (time and costs). Input from the contractor provides valuable information related to the best means for project execution including value engineering, complex phasing, constructability issues, and how they can most efficiently construct in an environment which operations must continue.
- CMAR ensures increased owner control and involvement to deliver a high-quality project with greater owner control of the budget with stronger checks and balances.
- Fewer warranty problems are experienced after the project is completed and is in operation.
- The FAA can award multiple grants at different times. The City can contract with a single contractor, awarding portions of work over different times, without having to award a full contract without full funding upfront.
- The Contractor will have the ability to maximize resources and produce the best combination of construction cost and time.

We appreciate your continued assistance with the development of the Northern Colorado Regional Airport. If you have any questions, please feel free to contact me at 303-882-9605.

Sincerely,

John S. Kinney, CAE CM
Airport Director
Northern CO Regional Airport
4900 Earhart Road
Loveland, CO 80538

Cc:



LEGEND

- CONTRACTOR'S ACCESS/HAUL ROUTE
- CONTRACTOR'S STAGING & STORAGE AREA
- BATCH PLANT SITE (IF USED)
- TEMPORARY MILLINGS STOCKPILE AREA
- SOIL BORROW & STOCKPILE AREA
- PHASE 1
- PHASE 2
- RW 6–24 HEIGHT RESTRICTIONS (PHASE 2, SEE NOTE 9)
- PHASE 3 (NOT SHOWN)
- PHASE 4 (NOT SHOWN)
- PHASE 5 (NOT SHOWN)
- RSA — RUNWAY SAFETY AREA
- TSA — TAXIWAY SAFETY AREA
- ROFA — RUNWAY OBJECT FREE AREA
- TOFA — TAXIWAY OBJECT FREE AREA
- BARRICADES (DET 1, SHT G2.7)
- RUNWAY CLOSURE LIGHTED 'X' (DET 2, SHT G2.7)

PHASING SUMMARY

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FINAL COMPLETION – PROJECT TOTAL:	203 CALENDAR DAYS

TENTATIVE PROJECT SCHEDULE (DEPENDENT ON FAA GRANT FUNDING)

ANTICIPATED PROJECT AWARD: SEPT 2025
ANTICIPATED CONSTRUCTION START: MAY 2026

PROJECT PHASING NOTES

1. EXACT LOCATIONS OF BARRICADE PLACEMENT AND PAVEMENT MARKING OBLITERATION MAY BE ADJUSTED AT THE DISCRETION OF AIRPORT STAFF TO ACCOMMODATE SPECIFIC AIRPORT OPERATIONAL NEEDS.
2. AT THE START OF PHASES 1 AND 2, CONTRACTOR SHALL REMOVE IDENTIFIED TAXIWAY CENTERLINE MARKINGS LEADING FROM OPEN TAXIWAYS INTO CLOSED AIRFIELD SURFACES. OBLITERATED MARKINGS SHALL BE RE–APPLIED AT THE END OF EACH PHASE AT 100% APPLICATION RATE WITH REFLECTIVE MEDIA.
3. DURING PHASES 1 AND 2, ALL RUNWAY LIGHTS AND SIGNS LOCATED OUTSIDE OF THE OPERATIONAL PORTION OF RUNWAY 15–33 SHALL BE DISCONNECTED AND/OR COVERED TO PREVENT CONFLICTING SIGNALS AND LIGHT LEAKAGE.
4. TEMPORARY RUNWAY THRESHOLD/END LIGHTS SHALL MEET THE REQUIREMENTS IN FAA AC 150/5345–50.
5. CONTRACTOR SHALL REMOVE ALL RUNWAY 15–33 AIMING POINT AND TOUCHDOWN ZONE MARKINGS DURING MOBILIZATION OF TEMPORARY RUNWAY 15–33 CLOSURE AT THE START OF PHASE 1. SEE SHTS D1.1, 12.A, D1.4, & D1.5.
6. CONTRACTOR SHALL REMOVAL RUNWAY CENTERLINE MARKINGS BETWEEN STA 30+10 AND 41+30 AT START OF PHASE 1 AND PRIOR TO APPLICATION OF TEMPORARY THRESHOLD AND CHEVRON MARKINGS. SEE SHEETS G2.2 AND G2.3.
7. APPLICATION OF PERMANENT PAVEMENT MARKINGS WILL OCCUR DURING PHASE 2, FOR THE ENTIRE RUNWAY LENGTH. RUNWAY PAVEMENT MARKINGS BETWEEN STA 3+00 AND 36+15 SHALL BE APPLIED AT NIGHT DURING THE RUNWAY 15–33 NIGHTLY CLOSURE. A SECONDARY APPLICATION OF PERMANENT PAVEMENT MARKINGS WILL OCCUR DURING PHASE 5, FOLLOWING THE COMPLETION OF SAW–CUT GROOVING AND SEAL COAT.
8. DURING PHASES 1 AND 2, RUNWAY DISTANCE REMAINING SIGNS LOCATED WITHIN THE OPERATIONAL PORTION OF RUNWAY 15–33 SHALL ONLY BROADCAST DISTANCES FOR DEPARTING AIRCRAFT. RDR SIGN PANELS FACING LANDING TRAFFIC SHALL BE COVERED TO PREVENT CONFLICTING SIGNALS AND LIGHT LEAKAGE.
9. EQUIPMENT HEIGHT LIMITATIONS: IF EQUIPMENT EXCEEDS THE HEIGHTS WITHIN THE FOLLOWING STATIONS AND OFFSETS, WORK MUST BE COMPLETED AT NIGHT BETWEEN 10:00 PM AND 5:00 AM MST WHEN RUNWAY 6–24 IS CLOSED (PHASE 2).
   STA 48+00 – 52+00, 100' RT: 18'
   STA 48+00 – 52+00, 200' RT: 13'
10. UNLESS OTHERWISE NOTED, CONSTRUCTION PHASING ITEMS ARE CONSIDERED INCIDENTAL TO PROJECT MOBILIZATION, FEDERAL TECHNICAL SPECIFICATION ITEM C–105.
11. REMOVAL OF PAVEMENT MARKINGS ARE QUANTIFIED IN LINE ITEM 20. TEMPORARY PAVEMENT MARKINGS FOR PHASING ARE QUANTIFIED IN LINE ITEM 34.

0V, 500H — THE 14 CFR PART 77 SAFE, EFFICIENT USE, AND PRESERVATION OF NAVIGABLE AIRSPACE ESTABLISHES SEVERAL IMAGINARY SURFACES THAT ARE USED AS A GUIDE TO PROVIDE A SAFE AND UNOBSTRUCTED OPERATING ENVIRONMENT FOR AVIATION. THE CFR PART 77 CONTOURS SHOWN ARE FOR INFORMATION PURPOSES ONLY AND DEPICT THE MAXIMUM ALLOWABLE VERTICAL HEIGHT (IN FEET, LABEL V) OF CONSTRUCTION EQUIPMENT ABOVE RUNWAY CENTERLINE ELEVATIONS AND HORIZONTAL DISTANCE (IN FEET, LABEL H) FROM THE RUNWAY CENTERLINES FOR RUNWAY 15–33 AND RUNWAY 6–24. THE CONTRACTOR'S EQUIPMENT SHALL REMAIN BELOW ALL CFR PART 77 SURFACES AT ALL TIMES, UNLESS NOTED OTHERWISE BY THE ENGINEER.

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NORTHERN COLORADO REGIONAL AIRPORT

NORTHERN COLORADO REGIONAL AIRPORT
RUNWAY 15-33 WIDENING

OVERALL PHASING & ACCESS PLAN

G2.1

SHEET #
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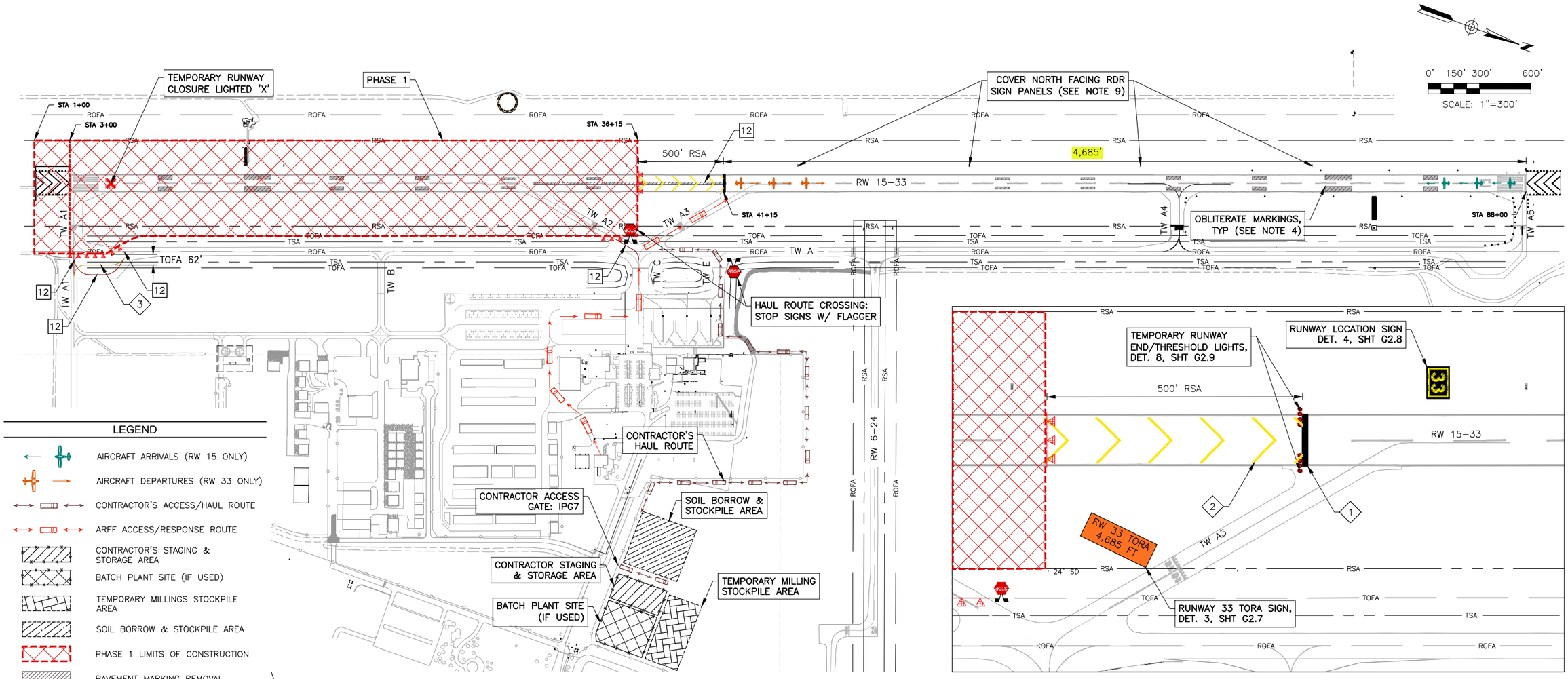

LEGEND

- AIRCRAFT ARRIVALS (RW 15 ONLY)
- AIRCRAFT DEPARTURES (RW 33 ONLY)
- CONTRACTOR'S ACCESS/HAUL ROUTE
- ARFF ACCESS/RESPONSE ROUTE
- CONTRACTOR'S STAGING & STORAGE AREA
- BATCH PLANT SITE (IF USED)
- TEMPORARY MILLINGS STOCKPILE AREA
- SOIL BORROW & STOCKPILE AREA
- PHASE 1 LIMITS OF CONSTRUCTION
- PAVEMENT MARKING REMOVAL
- RSA — RUNWAY SAFETY AREA
- TSA — TAXIWAY SAFETY AREA
- ROFA — RUNWAY OBJECT FREE AREA
- TOFA — TAXIWAY OBJECT FREE AREA
- BARRICADES (DET 1, SHT G2.7)
- RUNWAY CLOSURE LIGHTED 'X' (DET 2, SHT G2.7)

PHASE 1 QUANTITIES

12	OBLITERATE PAVEMENT MARKINGS	2,630 SF
1	TEMP RUNWAY THRESHOLD BAR DET 5, SHT G2.8	1,000 SF
2	TEMP RUNWAY BLAST PAD MARKING DET 6, SHT G2.8	1,955 SF
3	TEMP TAXIWAY CENTERLINE MARKING DET 7, SHT G2.8	168 SF

PHASE 1 SUMMARY

PHASE 1 (STA 1+00 TO 36+15)
RUNWAY 15–33 (SOUTH) STRUCTURAL & BLAST PAD PAVEMENT WIDENING, CONNECTOR TAXIWAY REALIGNMENT, GRADING & DRAINAGE, ELECTRICAL IMPROVEMENTS.

PHASE DURATION
70 CALENDAR DAYS

PHASE 1 NOTES

1. THE OPERATIONAL PORTION OF RUNWAY 15–33 (STA 41+15 TO 88+00) WILL BE OPEN DAILY FROM 08:00 MST TO 18:00 MST, AND WILL BE AVAILABLE FOR CERTAIN OPERATIONS 24–HOURS WITH PRIOR APPROVAL BY AIRPORT MANAGEMENT.
2. PRIOR TO THE START OF PHASE 1, ALL RUNWAY LIGHTS AND SIGNS LOCATED BETWEEN STA 3+00 AND 41+15 SHALL BE DISCONNECTED AND/OR COVERED TO PREVENT CONFLICTING SIGNALS AND LIGHT LEAKAGE.
3. THE CONTRACTOR SHALL INSTALL TEMPORARY BI–DIRECTIONAL RED RUNWAY THRESHOLD LIGHTS AT STA 41+05 PRIOR TO THE START OF PHASE 1.
4. CONTRACTOR SHALL REMOVE ALL RUNWAY 15–33 AIMING POINT AND TOUCHDOWN ZONE MARKINGS DURING MOBILIZATION OF TEMPORARY RUNWAY 15–33 CLOSURE AT THE START OF PHASE 1. SEE SHTS D1.1, D1.2A, D1.4, & D1.5.
5. CONTRACTOR SHALL APPLY TEMPORARY RUNWAY THRESHOLD AND CHEVRON MARKINGS AT THE START OF PHASE 1. SEE SHT G2.8. TEMPORARY RUNWAY THRESHOLD AND CHEVRON MARKINGS WILL BE OBLITERATED DURING PHASE CHANGE BETWEEN PHASE 1 AND PHASE 2.
6. CONTRACTOR SHALL REMOVE RUNWAY CENTERLINE MARKINGS BETWEEN STA 36+10 AND 41+30 AT BEGINNING OF PHASE 1, AND PRIOR TO APPLICATION OF TEMPORARY RUNWAY MARKINGS.
7. AT THE START OF PHASE 1, THE CONTRACTOR SHALL OBLITERATE IDENTIFIED TAXIWAY CENTERLINE MARKINGS LEADING FROM OPEN TAXIWAYS INTO CLOSED AIRFIELD SURFACES. A TEMPORARY TAXIWAY A CENTERLINE WILL BE APPLIED TO MAINTAIN ACCESS TO SOUTH HANGARS. TEMPORARY MARKINGS WILL BE APPLIED AT 50% APPLICATION RATE WITH NO REFLECTIVE MEDIA.
8. DURING THE PHASE CHANGE BETWEEN PHASES 1 AND 2, OBLITERATED TAXIWAY CENTERLINES WILL BE REAPPLIED AT THE INTERSECTION OF TAXIWAY A AND A1, AS WELL AS TAXIWAY A2. REPLACED MARKINGS WILL BE APPLIED AT 100% APPLICATION RATE, WITH REFLECTIVE MEDIA. SEE SHT DET 15, SHT C4.7.
9. CONTRACTOR SHALL COVER NORTH FACING RDR SIGN PANELS BETWEEN STA 36+15 AND 88+00 TO PREVENT CONFLICTING SIGNALS AND LIGHT LEAKAGE TO LANDING AIRCRAFT.
10. THE CONTRACTOR, AIRPORT, AND RPR WILL CONDUCT A SUBSTANTIAL COMPLETION INSPECTION AT THE END OF PHASE 1, PRIOR TO OPENING SOUTH PORTION (STA 3+00 TO 31+15) DURING PHASE 2. A PUNCHLIST WILL BE DEVELOPED DURING THE SUBSTANTIAL COMPLETION INSPECTION, AND SHALL DICTATE WHEN PHASE 2 WILL BEGIN.

PHASE 1 – RUNWAY 15 TEMPORARY DECLARED DISTANCES	
RW 15 TAKEOFF RUN AVAILABLE (TORA)	N/A
RW 15 TAKEOFF DISTANCE AVAILABLE (TODA)	N/A
RW 15 ACCELERATED STOPPING DISTANCE AVAILABLE (ASDA)	N/A
RW 15 LANDING DISTANCE AVAILABLE (LDA)	4,685'
PHASE 1 – RUNWAY 33 TEMPORARY DECLARED DISTANCES	
RW 33 TAKEOFF RUN AVAILABLE (TORA)	4,685'
RW 33 TAKEOFF DISTANCE AVAILABLE (TODA)	4,685'
RW 33 ACCELERATED STOPPING DISTANCE AVAILABLE (ASDA)	4,685'
RW 33 LANDING DISTANCE AVAILABLE (LDA)	N/A

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RUNWAY 15-33 WIDENING

PHASING & ACCESS PLAN - PHASE 1

G2.2

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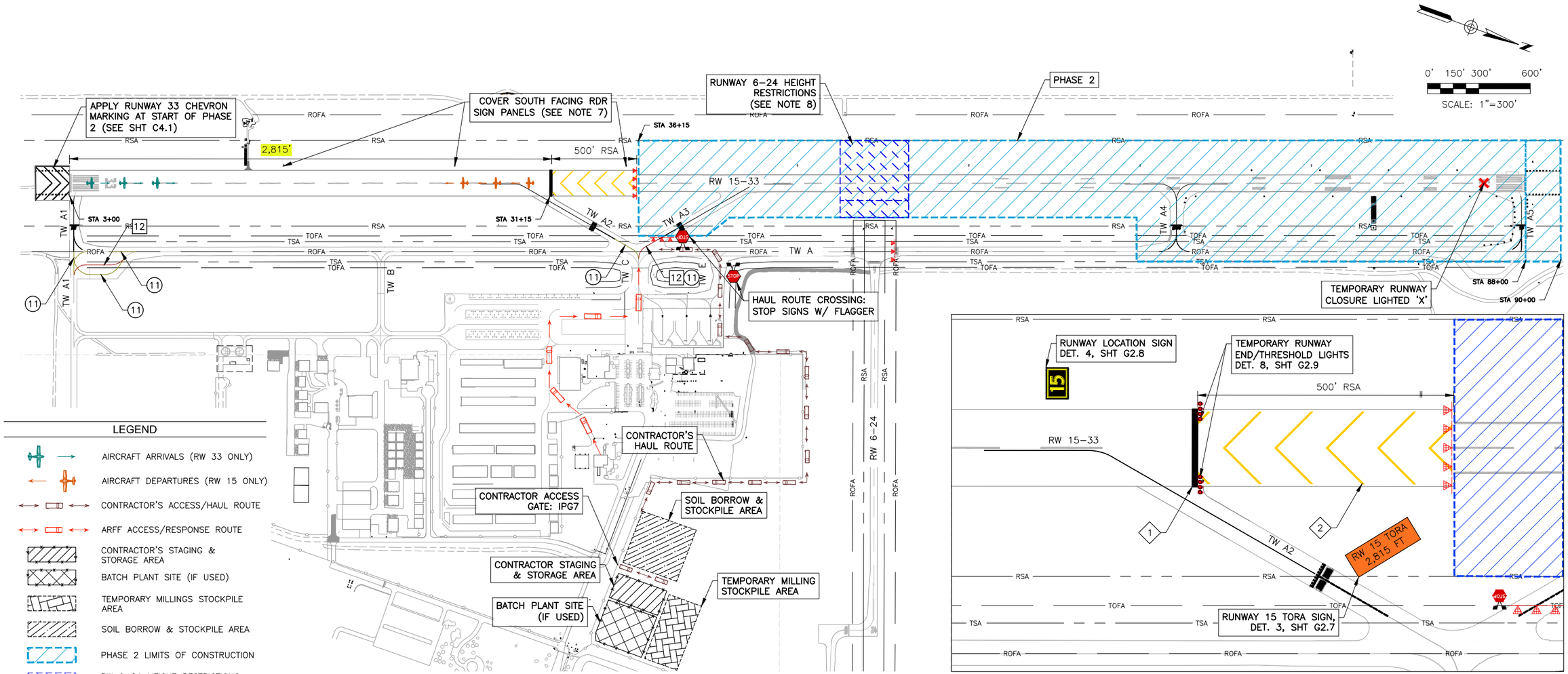

LEGEND

- AIRCRAFT ARRIVALS (RW 33 ONLY)
- AIRCRAFT DEPARTURES (RW 15 ONLY)
- CONTRACTOR'S ACCESS/HAUL ROUTE
- ARFF ACCESS/RESPONSE ROUTE
- CONTRACTOR'S STAGING & STORAGE AREA
- BATCH PLANT SITE (IF USED)
- TEMPORARY MILLINGS STOCKPILE AREA
- SOIL BORROW & STOCKPILE AREA
- PHASE 2 LIMITS OF CONSTRUCTION
- RW 6–24 HEIGHT RESTRICTIONS SEE NOTE 8
- RSA — RUNWAY SAFETY AREA
- TSA — TAXIWAY SAFETY AREA
- ROFA — RUNWAY OBJECT FREE AREA
- TOFA — TAXIWAY OBJECT FREE AREA
- BARRICADES (DET 1, SHT G2.7)
- RUNWAY CLOSURE LIGHTED 'X' (DET 2, SHT G2.7)

START OF PHASE 2 QUANTITIES

12	OBLITERATE PAVEMENT MARKINGS	3,211 SF
1	TEMP RUNWAY THRESHOLD BAR DET 2, SHT C4.6	1,500 SF
2	TEMP RUNWAY BLAST PAD MARKING DET 6, SHT G2.8	3,164 SF
11	TAXIWAY CENTERLINE/LEAD–IN MARKING DETS 8&15, SHT C4.7	470 SF

END OF PHASE 2 QUANTITIES

12	OBLITERATE PAVEMENT MARKINGS	4,664 SF
11	TAXIWAY CENTERLINE/LEAD–IN MARKING DETS 8&15, SHT C4.7	88 SF

PHASE 2 SUMMARY

PHASE 2 (STA 36+15 TO 90+00)
RUNWAY 15–33 (NORTH) STRUCTURAL & BLAST PAD PAVEMENT WIDENING, CONNECTOR TAXIWAY REALIGNMENT, GRADING & DRAINAGE, ELECTRICAL IMPROVEMENTS, PAVEMENT MARKINGS.

PHASE DURATION
91 CALENDAR DAYS

PHASE 2 NOTES

1. THE OPERATIONAL PORTION OF RUNWAY 15–33 (STA 3+00 TO 31+15) WILL BE OPEN DAILY FROM 08:00 MST TO 18:00 MST, AND WILL BE AVAILABLE FOR CERTAIN OPERATIONS 24–HOURS WITH PRIOR APPROVAL BY AIRPORT MANAGEMENT.
2. PRIOR TO THE START OF PHASE 2, ALL RUNWAY LIGHTS AND SIGNS LOCATED BETWEEN STA 31+15 AND 88+00 SHALL BE DISCONNECTED TO PREVENT CONFLICTING SIGNALS AND LIGHT LEAKAGE.
3. THE CONTRACTOR SHALL INSTALL TEMPORARY BI–DIRECTIONAL RED RUNWAY THRESHOLD LIGHTS AT STA 31+25 PRIOR TO THE START OF PHASE 2.
4. CONTRACTOR SHALL APPLY TEMPORARY RUNWAY THRESHOLD AND CHEVRON MARKINGS DURING MOBILIZATION OF TEMPORARY RUNWAY 15–33 CLOSURE AT THE START OF PHASE 2. SEE SHT G2.8. TEMPORARY RUNWAY THRESHOLD AND CHEVRON MARKINGS WILL BE OBLITERATED PRIOR TO THE APPLICATION OF PERMANENT RUNWAY MARKINGS AT THE END OF PHASE 2.
5. AT THE START OF PHASE 2, THE CONTRACTOR SHALL REMOVE IDENTIFIED TAXIWAY CENTERLINE MARKINGS LEADING FROM OPEN TAXIWAYS INTO CLOSED AIRFIELD SURFACES.
6. AT THE END OF PHASE 2, ALL TAXIWAY CENTERLINES REMOVED AT THE START OF PHASE 2 SHALL BE RE–APPLIED AT THE END OF EACH PHASE AT 100% APPLICATION RATE, WITH REFLECTIVE MEDIA. SEE SHT C4.7, DET 15.
7. CONTRACTOR SHALL COVER SOUTH FACING RDR SIGN PANELS BETWEEN STA 3+00 AND 36+15 TO PREVENT CONFLICTING SIGNALS AND LIGHT LEAKAGE TO LANDING AIRCRAFT.
8. EQUIPMENT HEIGHT LIMITATIONS: IF EQUIPMENT EXCEEDS THE HEIGHTS WITHIN THE FOLLOWING STATIONS AND OFFSETS, WORK MUST BE COMPLETED AT NIGHT BETWEEN 10:00 PM AND 5:00 AM MST WHEN RUNWAY 6–24 IS CLOSED (PHASE 2).
   STA 48+00 – 52+00, 100' RT: 18'
   STA 48+00 – 52+00, 200' RT: 13'
9. THE CONTRACTOR, AIRPORT, AND RPR WILL CONDUCT A SUBSTANTIAL COMPLETION INSPECTION AT THE END OF PHASE 2, PRIOR TO OPENING RUNWAY 15–33, FULL LENGTH (STA 3+00 TO 88+00). A PUNCHLIST WILL BE DEVELOPED DURING THE SUBSTANTIAL COMPLETION INSPECTION, AND SHALL DICTATE WHEN RUNWAY 15–33 CAN BE OPENED TO FULL LENGTH OPERATIONS.

PHASE 2 – RUNWAY 15 TEMPORARY DECLARED DISTANCES

RW 15 TAKEOFF RUN AVAILABLE (TORA)	2,815'
RW 15 TAKEOFF DISTANCE AVAILABLE (TODA)	2,815'
RW 15 ACCELERATED STOPPING DISTANCE AVAILABLE (ASDA)	2,815'
RW 15 LANDING DISTANCE AVAILABLE (LDA)	N/A

PHASE 2 – RUNWAY 33 TEMPORARY DECLARED DISTANCES

RW 33 TAKEOFF RUN AVAILABLE (TORA)	N/A
RW 33 TAKEOFF DISTANCE AVAILABLE (TODA)	N/A
RW 33 ACCELERATED STOPPING DISTANCE AVAILABLE (ASDA)	N/A
RW 33 LANDING DISTANCE AVAILABLE (LDA)	2,815'

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RUNWAY 15-33 WIDENING

PHASING & ACCESS PLAN - PHASE 2

G2.3

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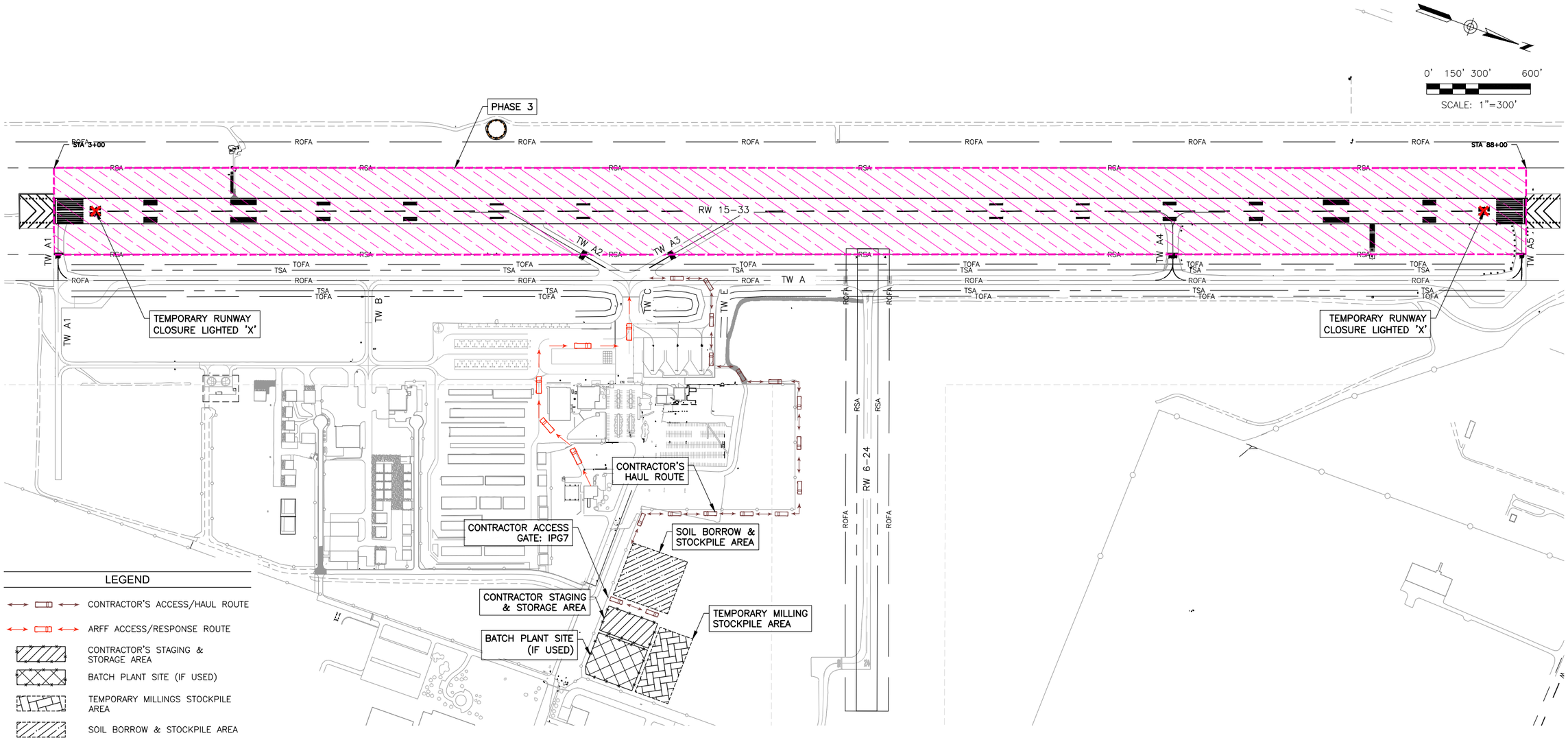

LEGEND

- CONTRACTOR'S ACCESS/HAUL ROUTE
- ARFF ACCESS/RESPONSE ROUTE
- CONTRACTOR'S STAGING & STORAGE AREA
- BATCH PLANT SITE (IF USED)
- TEMPORARY MILLINGS STOCKPILE AREA
- SOIL BORROW & STOCKPILE AREA
- PHASE 3 LIMITS OF CONSTRUCTION
- RSA — RUNWAY SAFETY AREA
- TSA — TAXIWAY SAFETY AREA
- ROFA — RUNWAY OBJECT FREE AREA
- TOFA — TAXIWAY OBJECT FREE AREA
- BARRICADES (DET 1, SHT G2.7)
- RUNWAY CLOSURE LIGHTED 'X' (DET 2, SHT G2.7)

PHASE 3 SUMMARY

PHASE 3 (STA 3+00 TO 88+00)
RUNWAY SAW-CUT GROOVING (P-621)

PHASE DURATION
30 CALENDAR NIGHTS – NIGHT WORK ONLY
(10:00 PM TO 5:00 AM MST)

PHASE 3 NOTES

1. RUNWAY 15-33 WILL REMAIN OPEN FOR OPERATIONS, DAILY, FROM 5:00 AM TO 10:00 PM MST.
2. CONTRACTOR TO PLACE LIGHTED X'S ON BOTH ENDS OF RUNWAY 15-33. TWO LIGHTED X'S WILL BE PROVIDED BY THE AIRPORT. CONTRACTOR TO SHALL MAINTAIN LIGHTED X'S FOR THE DURATION OF THE PROJECT.
3. GROOVING LOCATION AND ALIGNMENT SHALL BE CONTROLLED BY CONTRACTOR SURVEY.
4. CONTRACTOR SHALL USE APPROPRIATE GROOVING EQUIPMENT FOR CONDITIONS AT TIME OF GROOVING APPLICATION. CONTRACTOR SHALL CONFIRM APPROPRIATE CURE OF PAVEMENT PRIOR TO START OF GROOVING OPERATIONS, EVEN IF 30 CALENDAR DAYS HAS ELAPSED.
5. REFER TO FEDERAL TECHNICAL SPECIFICATION P-621 SAW-CUT GROOVES FOR DETAILS ON GROOVING APPLICATION AND TOLERANCES.
6. AIRPORT WILL COORDINATE WITH FAA TECHNICAL OPERATIONS FOR NAVAID SHUTDOWNS ONCE CLOSURE DATES ARE FINALIZED.

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RUNWAY 15-33 WIDENING

PHASING & ACCESS PLAN - PHASE 3

G2.4

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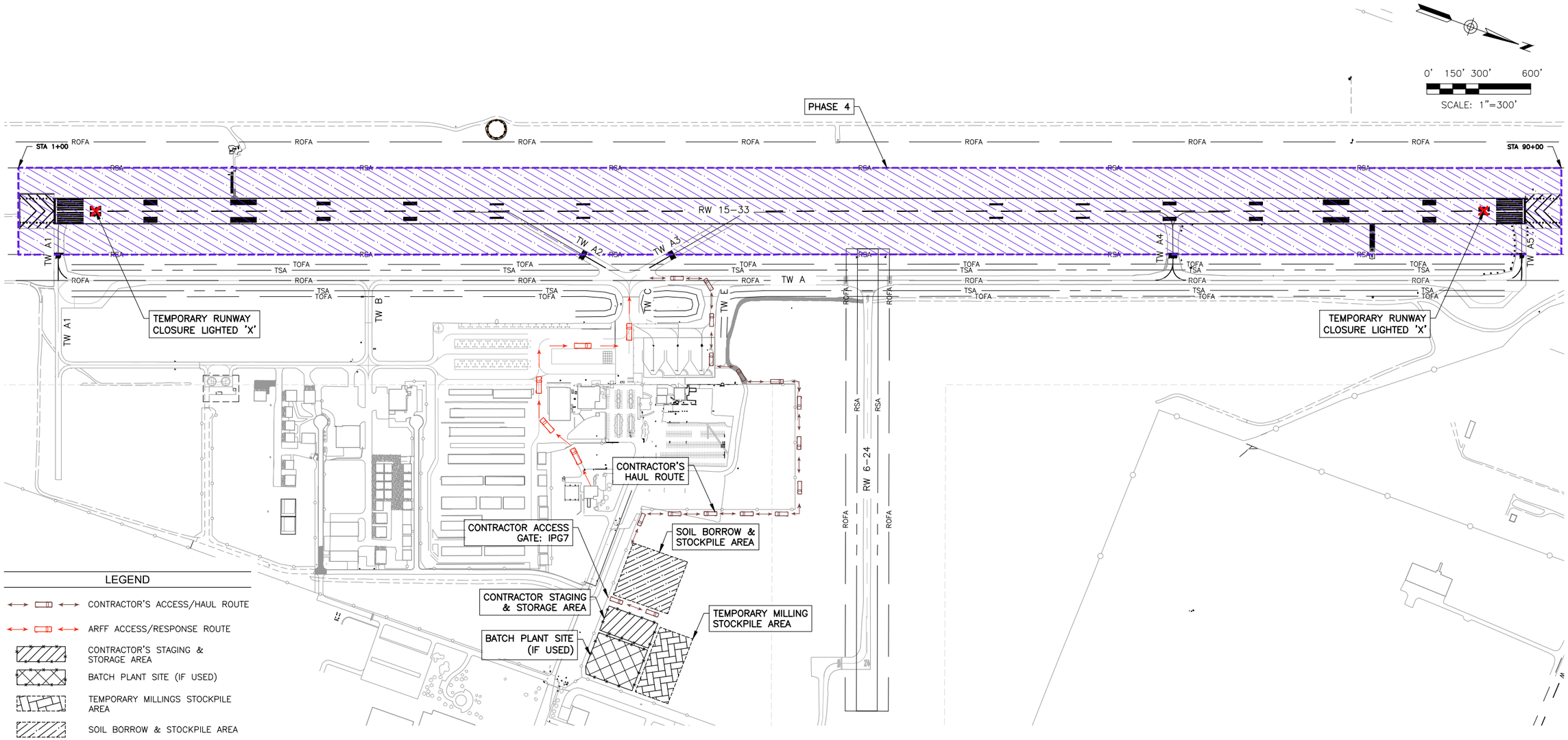

LEGEND

- CONTRACTOR'S ACCESS/HAUL ROUTE
- ARFF ACCESS/RESPONSE ROUTE
- CONTRACTOR'S STAGING & STORAGE AREA
- BATCH PLANT SITE (IF USED)
- TEMPORARY MILLINGS STOCKPILE AREA
- SOIL BORROW & STOCKPILE AREA
- PHASE 4 LIMITS OF CONSTRUCTION
- RSA — RUNWAY SAFETY AREA
- TSA — TAXIWAY SAFETY AREA
- ROFA — RUNWAY OBJECT FREE AREA
- TOFA — TAXIWAY OBJECT FREE AREA
- BARRICADES (DET 1, SHT G2.7)
- RUNWAY CLOSURE LIGHTED 'X' (DET 2, SHT G2.7)

PHASE 4 SUMMARY

PHASE 4 (STA 1+00 TO 90+00)
EMULSIFIED SEAL COAT (P-608), TEMPORARY PAVEMENT MARKINGS (P-620)

PHASE DURATION
5 CALENDAR NIGHTS – NIGHT WORK ONLY
(10:00 PM TO 5:00 AM MST)

PHASE 4 NOTES

1. RUNWAY 15-33 WILL REMAIN OPEN FOR OPERATIONS, DAILY, FROM 5:00 AM TO 10:00 PM MST.
2. CONTRACTOR TO PLACE LIGHTED X'S ON BOTH ENDS OF RUNWAY 15-33. TWO LIGHTED X'S WILL BE PROVIDED BY THE AIRPORT. CONTRACTOR TO SHALL MAINTAIN LIGHTED X'S FOR THE DURATION OF THE PROJECT.
3. CONTRACTOR WILL APPLY TEMPORARY RUNWAY MARKINGS EACH NIGHT FOR MARKINGS THAT ARE COVERED BY THE SEAL COAT APPLICATION.
4. AIRPORT WILL COORDINATE WITH FAA TECHNICAL OPERATIONS FOR NAVAID SHUTDOWNS ONCE CLOSURE DATES ARE FINALIZED.

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RUNWAY 15-33 WIDENING

PHASING & ACCESS PLAN - PHASE 4

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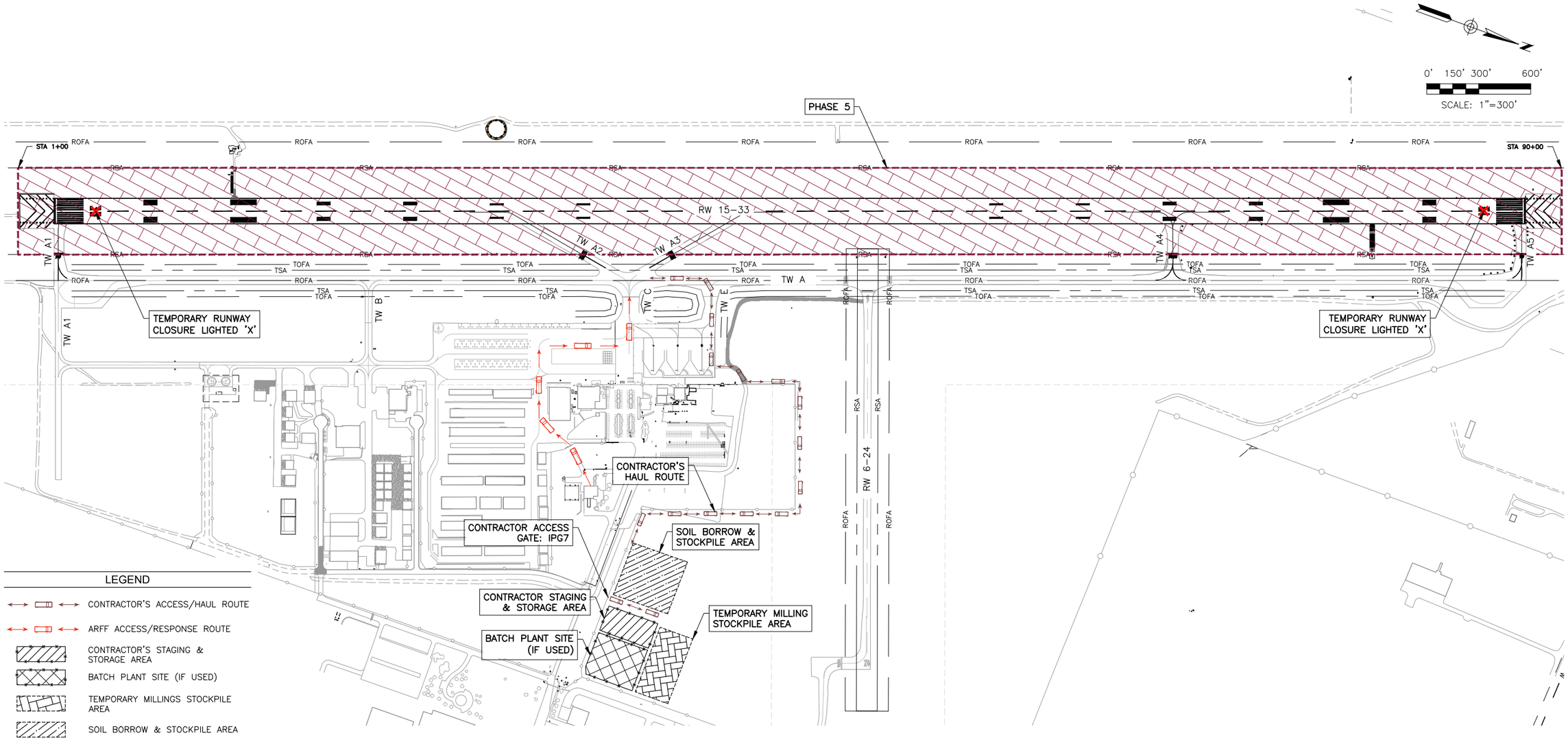

LEGEND

- CONTRACTOR'S ACCESS/HAUL ROUTE
- ARFF ACCESS/RESPONSE ROUTE
- CONTRACTOR'S STAGING & STORAGE AREA
- BATCH PLANT SITE (IF USED)
- TEMPORARY MILLINGS STOCKPILE AREA
- SOIL BORROW & STOCKPILE AREA
- PHASE 3 LIMITS OF CONSTRUCTION
- RSA — RUNWAY SAFETY AREA
- TSA — TAXIWAY SAFETY AREA
- ROFA — RUNWAY OBJECT FREE AREA
- TOFA — TAXIWAY OBJECT FREE AREA
- BARRICADES (DET 1, SHT G2.7)
- RUNWAY CLOSURE LIGHTED 'X' (DET 2, SHT G2.7)

PHASE 5 SUMMARY

PHASE 5 (STA 1+00 TO 90+00)
RUNWAY 15–33 PERMANENT PAVEMENT MARKINGS (P–620)

PHASE DURATION
7 CALENDAR NIGHTS – NIGHT WORK ONLY
(10:00 PM TO 5:00 AM MST)

FINAL COMPLETION – PROJECT TOTAL: 203 CALENDAR DAYS

PHASE 5 NOTES

1. RUNWAY 15–33 WILL REMAIN OPEN FOR OPERATIONS, DAILY, FROM 5:00 AM TO 10:00 PM MST.
2. CONTRACTOR TO PLACE LIGHTED X'S ON BOTH ENDS OF RUNWAY 15–33. TWO LIGHTED X'S WILL BE PROVIDED BY THE AIRPORT. CONTRACTOR TO SHALL MAINTAIN LIGHTED X'S FOR THE DURATION OF THE PROJECT.
3. AIRPORT WILL COORDINATE WITH FAA TECHNICAL OPERATIONS FOR NAVAID SHUTDOWNS ONCE CLOSURE DATES ARE FINALIZED.

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RUNWAY 15-33 WIDENING

PHASING & ACCESS PLAN - PHASE 5

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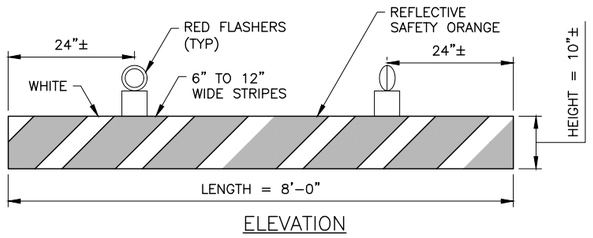

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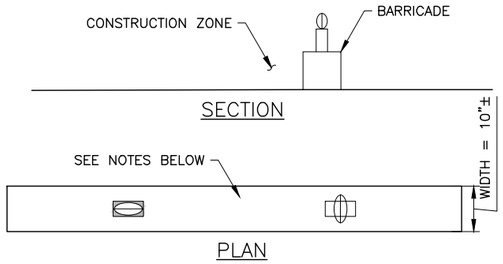
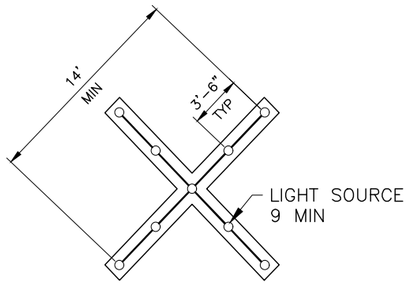


PLAN

BARRICADE NOTES:

1. BARRICADES TO BE PLACED SIDE BY SIDE WITH NO GAPS ALONG OPERATIONAL PAVEMENT ADJACENT TO CONSTRUCTION AS DIRECTED BY THE AIRPORT (ADJACENT TO OPEN MOVEMENT AREA). ALTERNATE FLASHER LENSES SO THAT EVERY OTHER LENS IS ROTATED 90° OR INSTALL 360° FLASHERS.
2. FLASHERS SHALL BE SECURED TO THE BARRICADES, AS APPROVED BY AIRPORT OPERATIONS.
3. LOW PROFILE BARRICADES AND LIGHTS SHALL BE PROVIDED AND MAINTAINED (DAY AND NIGHT) BY THE CONTRACTOR (NPI).
4. THE OWNER MAY DIRECT THE CONTRACTOR TO RELOCATE ANY BARRICADES AT THEIR DISCRETION.

1 LOW–PROFILE BARRICADE DETAIL
NTS



TEMPORARY RUNWAY CLOSURE LIGHTED 'X'

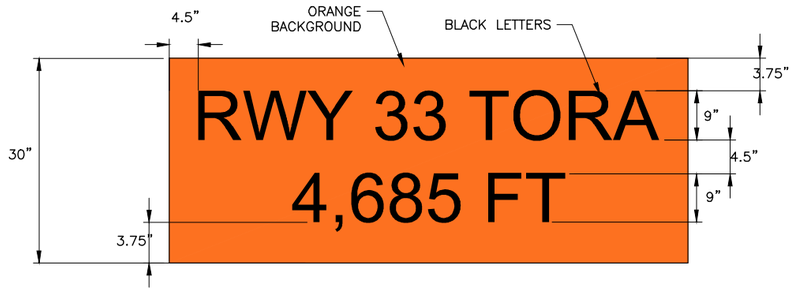
TEMPORARY RUNWAY CLOSURE LIGHTED 'X' NOTES:

1. TYPICAL DIMENSIONING FOR THE TEMPORARY RUNWAY CLOSURE LIGHTED 'X' ARE PROVIDED PER THIS DETAIL.
2. 'X'S SHALL BE LIGHTED PER FAA AC 150/5345–55 (CURRENT EDITION), NPI.
3. ARMS OF 'X'S SHALL BE PAINTED YELLOW PER FAA AC 150/5345–55 (CURRENT EDITION), NPI.
4. THE USE AND APPLICATION OF A LIGHTED VISUAL AID FOR RUNWAY CLOSURE IS THE SUBJECT OF FAA AC 150/5340–1 AND AC 150/5370–2 (CURRENT EDITIONS).
5. LIGHTED 'X' WILL HAVE A MINIMUM OF 9 LIGHT SOURCES EQUALLY SPACED.
6. AIRPORT WILL PROVIDE TWO LIGHTED X UNITS. CONTRACTOR TO PROVIDE ANY ADDITIONAL LIGHTED X'S IF NECESSARY. CONTRACTOR IS REQUIRED TO MAINTAIN ALL LIGHTED X'S DAY AND NIGHT (LIGHTS AND FUEL).
7. CONTRACTOR SHALL PROVIDE THE NECESSARY MEANS TO SECURE THE 'X'S IN A MANNER THAT ENSURES AIRPORT SAFETY, (ANCHORING, SAND BAGS, ETC.), NPI.
8. CONTRACTOR SHALL COORDINATE WITH AIRPORT MANAGEMENT TO ENSURE RUNWAY LIGHTS ARE TURNED OFF DURING NIGHT–TIME CLOSURES AND NOTAMS ARE ISSUED.

2 TEMPORARY RUNWAY CLOSURE LIGHTED 'X' DETAIL
NTS

GENERAL PHASING NOTES:

1. THE CONTRACTOR SHALL BE REQUIRED TO STAY WITHIN THE PROJECT CONSTRUCTION AREAS AS DEFINED BY AIRPORT MANAGEMENT AND THE RESIDENT ENGINEER
2. THE AIRPORT WILL REMAIN IN OPERATION DURING CONSTRUCTION. AIRCRAFT WILL HAVE THE RIGHT OF WAY AT ALL TIMES. CONTRACTOR SHALL ONLY TRAVEL ON DESIGNATED ACCESS/HAUL ROUTES.
3. MAXIMUM SPEED LIMIT OF ALL VEHICLES AND EQUIPMENT WITHIN THE AIRFIELD OR AOA SHALL BE 15 MPH.
4. THE CONTRACTOR SHALL COMPLY WITH ALL MARKING, LIGHTING AND PRECAUTIONARY PROVISIONS ESTABLISHED BY FAA ADVISORY CIRCULAR AC 150/5370–2, CURRENT EDITION.
5. ALL REQUIRED UTILITIES FOR THE CONTRACTOR'S STAGING AREA SHALL BE ARRANGED AND PAID FOR BY THE CONTRACTOR DIRECTLY WITH THE APPROPRIATE UTILITY AGENCY. IT IS THE CONTRACTOR'S RESPONSIBILITY TO DETERMINE THE AVAILABILITY OF UTILITIES AND TO ENCLOSE, SECURE AND SET UP HIS OPERATION AREA. ADDITIONALLY, THE CONTRACTOR SHALL RESTORE THE SITE TO ITS ORIGINAL CONDITION TO THE SATISFACTION OF THE ENGINEER UPON COMPLETION OF THE CONTRACT WORK. ANY DAMAGE TO EXISTING PAVEMENT, AIRFIELD LIGHTING OR OTHER EXISTING FACILITIES CAUSED BY THE CONTRACTOR SHALL BE REPLACED BY THE CONTRACTOR AT THE CONTRACTOR'S SOLE EXPENSE IN A TIMELY MANNER.
6. ALL WASTE MATERIAL PRODUCED AS A RESULT OF THE CONTRACTOR'S OPERATIONS SHALL BE DISPOSED OF OFF–SITE, UNLESS NOTED OTHERWISE ON THE PLANS.
7. THE CONTRACTOR SHALL CONTROL DUST FROM HIS OPERATION TO A LEVEL ACCEPTABLE TO LOCAL REQUIREMENTS AT ALL TIMES. THE CONTRACTOR SHALL HAVE AVAILABLE VACUUM BROOMS, WATERING TRUCKS AND OTHER EQUIPMENT NECESSARY TO CONTROL DUST AND DEBRIS AT ALL TIMES. ALL METHODS FOR CONTROLLING DUST AND DEBRIS SHALL BE SUBJECT TO THE ENGINEER'S APPROVAL. DUST AND DEBRIS CONTROL SHALL BE STRICTLY MONITORED DUE TO ITS IMPACT ON AIRCRAFT SAFETY. FAILURE TO PROPERLY CONTROL DUST AND DEBRIS OR TO RESPOND TO ANY REQUESTS TO DO SO WILL RESULT IN CONSTRUCTION ACTIVITIES BEING STOPPED, AT THE CONTRACTOR'S EXPENSE (NPI).
8. THE MAXIMUM ALLOWABLE HEIGHT OF CONSTRUCTION EQUIPMENT OPERATING IN THE AOA AND LIMITATIONS REGARDING STOCKPILED MATERIALS IS GOVERNED BY FAA ADVISORY CIRCULAR (AC) 150/5370–2 (CURRENT EDITION). WHEN EQUIPMENT IS EXPECTED TO PENETRATE THE FAR PART 77 SURFACES (FOR ANY RUNWAY IN OPERATION) OR WHEN CRANES WILL BE USED ON SITE, THE CONTRACTOR SHALL NOTIFY THE ENGINEER AT LEAST FORTY–FIVE (45) DAYS PRIOR TO START OF CONSTRUCTION TO COORDINATE THE SUBMITTAL OF FAA FORM 7460–1 TO THE FAA AIRPORT DISTRICT OFFICE. PERMISSION TO USE CRANES SHALL BE ISSUED BY THE AIRPORT AFTER EVALUATION BY THE FAA. BOOMS SHALL BE LOWERED OR LIGHTED WITH A 360 DEGREE OBSTRUCTION LIGHT WHEN NOT IN OPERATION OR WHEN WORKING AT NIGHT.
9. THE CONTRACTOR IS ADVISED THAT ALL EMPLOYEES WORKING INSIDE THE SECURE FENCE MUST CONFORM WITH ALL AIRFIELD SECURITY REQUIREMENTS. THE CONTRACTOR SHALL CONTACT AIRPORT OPERATIONS FOR ALL REQUIREMENTS. ANY CONTRACTOR EMPLOYEE NOT CONFORMING TO AIRFIELD, FAA, OR TRANSPORTATION SECURITY ADMINISTRATION REQUIREMENTS WILL BE ASKED TO LEAVE THE PROJECT AND NOT RETURN FOR THE REMAINDER OF THE PROJECT.



NOTE:
1. THE CONTRACTOR SHALL PROVIDE SHOP DRAWINGS FOR SIGN AND MOUNTING HARDWARE FOR APPROVAL BY THE ENGINEER.
2. SIGNS SHALL MEET TYPE III (ASTM 4956) HIGH PRISMATIC REFLECTIVITY, ALUMINUM PANEL WITH MINIMUM THICKNESS 0.080–INCHES.
3. REFER TO FAA ENGINEERING BRIEF 93 FOR SPECIFICATIONS ON SIGN CONSTRUCTION AND PLACEMENT.
4. MAXIMUM SIGN HEIGHT WILL NOT EXCEED 30–INCHES.
5. SIGNS SHALL INSTALLED WITH FRANGIBLE COUPLINGS MOUNTED NO HIGHER THAN 3–INCHES FROM FINISHED GRADE, IN ACCORDANCE WITH FRANGIBILITY REQUIREMENTS IN FAA AC 150/5340–18 AND 150/5220–23 (CURRENT EDITIONS).
6. SIGNS SHALL BE PLACED ON THE WEST SIDE OF TAXIWAY A3 (RWY 33 TORA) DURING PHASE 1, AND TAXIWAY A2 (RWY 15 TORA) DURING PHASE 2. SIGNS SHALL BE INSTALLED 62–FEET FROM THE TAXIWAY CENTERLINE, AND 250–FEET FROM THE RUNWAY 15–33 CENTERLINE.

3 TEMPORARY ORANGE CONSTRUCTION SIGNS
NTS

REV	DATE	DESCRIPTION

DIBBLE

PRELIMINARY SUBMITTAL

90%

NOT FOR CONSTRUCTION OR RECORDING

DATE:	07.11.24
DESIGNED BY:	TCW
DRAWN BY:	DTW
REVIEWED BY:	KLS
FILE NAME:	19180_06-G2_X-PHAS

NORTHERN COLORADO REGIONAL AIRPORT

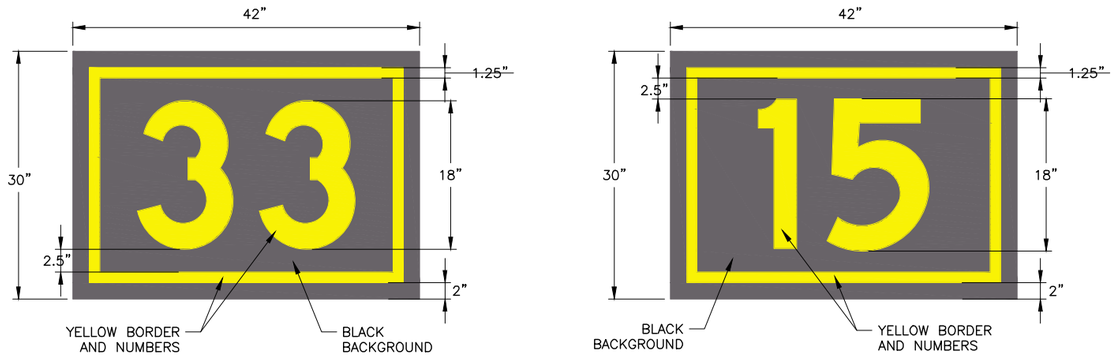
NORTHERN COLORADO REGIONAL AIRPORT
RUNWAY 15-33 WIDENING

PHASING DETAILS

G2.7

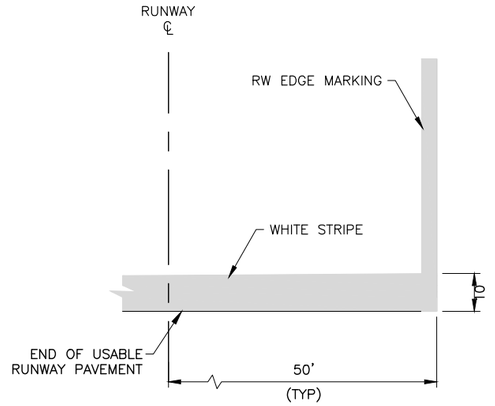
SHEET #
15 OF 126

COLORADO 811
KNOW WHAT'S BELOW. CALL BEFORE YOU DIG.



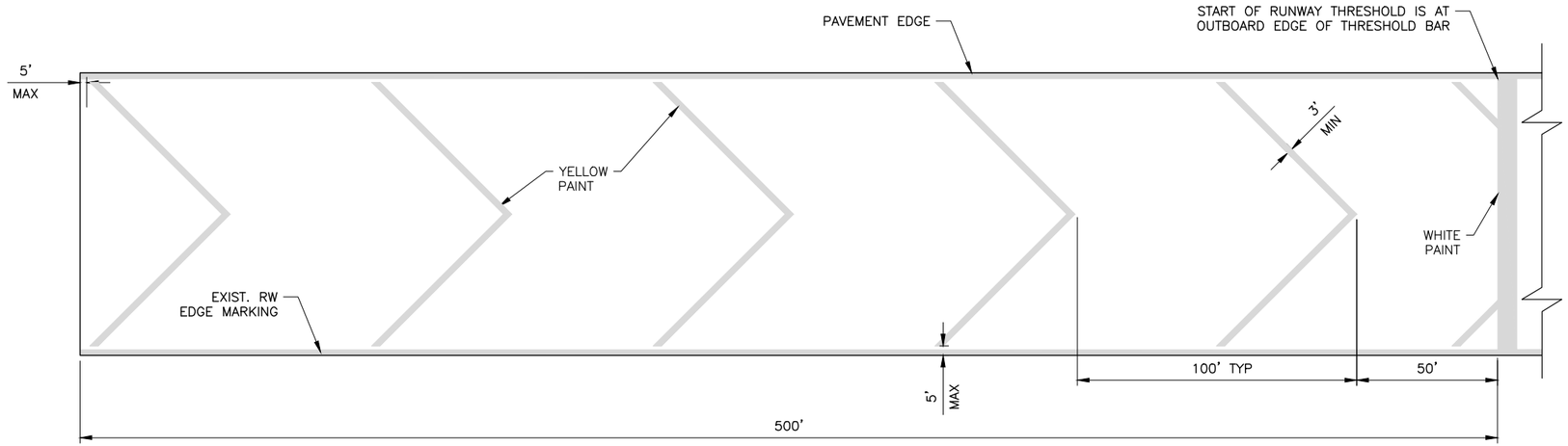
NOTE:
1. THE CONTRACTOR SHALL PROVIDE SHOP DRAWINGS FOR SIGN AND MOUNTING HARDWARE FOR APPROVAL BY THE ENGINEER.
2. RUNWAY LOCATION SIGNS WILL BE STYLE 4, SIZE 3 PER FAA AC 150/4345-44 (CURRENT EDITION).
3. RUNWAY LOCATION SIGNS SHALL BE UNLIGHTED AND CONSTRUCTED OF ALUMINUM, PER FAA AC 150/5345-44 (CURRENT EDITION).
4. YELLOW CHARACTERS AND BORDER SHALL BE REFLECTIVE AND MEET RETROREFLECTIVE REQUIREMENTS OF ASTM D4956.
5. SIGN HEIGHT SHALL BE 30-INCHES, AND WIDTH SHALL BE 42-INCHES.
6. SIGNS SHALL BE PLACED ON THE WEST SIDE OF THE TEMPORARY RUNWAY THRESHOLD FOR RUNWAY 33 DURING PHASE 1, AND RUNWAY 15 DURING PHASE 2.
7. SIGNS SHALL INSTALLED WITH FRANGIBLE COUPLINGS MOUNTED NO HIGHER THAN 3-INCHES FROM FINISHED GRADE, IN ACCORDANCE WITH FRANGIBILITY REQUIREMENTS IN FAA AC 150/5340-18 AND 150/5220-23 (CURRENT EDITIONS).
8. RW 33 LOCATION SIGN SHALL BE PLACED A MINIMUM OF 82 FEET FROM RUNWAY 15-33 CENTERLINE DURING PHASE 1.
9. RW 15 LOCATION SIGN SHALL BE PLACED A MINIMUM OF 107 FEET FROM RUNWAY 15-33 CENTERLINE DURING PHASE 2.

4 RUNWAY LOCATION SIGN
NTS



NOTE:
1. TEMPORARY RUNWAY MARKINGS SHALL BE APPLIED AT A 50% APPLICATION RATE WITH NO REFLECTIVE MEDIA PER FEDERAL TECHNICAL SPECIFICATION, ITEM P-620.
2. EXISTING MARKINGS THAT INTERFERE WITH PLACEMENT OF TEMPORARY RUNWAY MARKINGS FOR PHASE 1 AND PHASE 2 SHALL BE REMOVED PRIOR TO APPLICATION OF TEMPORARY MARKINGS.
3. PHASE 1 TEMPORARY MARKINGS ARE CALCULATED FOR A RUNWAY WIDTH OF 100-FEET. PHASE 2 TEMPORARY MARKINGS ARE CALCULATED FOR A RUNWAY WIDTH OF 150-FEET.

5 TEMPORARY RUNWAY THRESHOLD BAR
NTS



NOTE:
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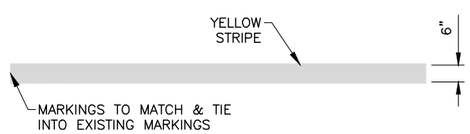
2. EXISTING MARKINGS THAT INTERFERE WITH PLACEMENT OF TEMPORARY RUNWAY MARKINGS FOR PHASE1 AND PHASE 2 SHALL BE REMOVED PRIOR TO APPLICATION OF TEMPORARY MARKINGS.
3. PHASE 1 TEMPORARY MARKINGS ARE CALCULATED FOR A RUNWAY WIDTH OF 100-FEET. PHASE 2 TEMPORARY MARKINGS ARE CALCULATED FOR A RUNWAY WIDTH OF 150-FEET.

6 TEMPORARY RUNWAY CHEVRON MARKINGS
NTS

NOTE:
1. TEMPORARY RUNWAY MARKINGS SHALL BE APPLIED AT A 50% APPLICATION RATE WITH NO REFLECTIVE MEDIA PER FEDERAL TECHNICAL SPECIFICATION, ITEM P-620.



7 TEMPORARY TAXIWAY CENTERLINE MARKING
NTS

REV	DATE	DESCRIPTION

DIBBLE

PRELIMINARY SUBMITTAL
90%
NOT FOR CONSTRUCTION OR RECORDING

DATE:	07.11.24
DESIGNED BY:	TCW
DRAWN BY:	DTW
REVIEWED BY:	KLS
FILE NAME:	19180_06-G2_X-PHAS

NORTHERN COLORADO REGIONAL AIRPORT

NORTHERN COLORADO REGIONAL AIRPORT
RUNWAY 15-33 WIDENING

PHASING DETAILS

G2.8

SHEET #
16 OF 126

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

ITEM NUMBER: 7
MEETING DATE: January 16, 2025
PREPARED BY: Ginny Sawyer, City of Fort Collins Project and Policy Manager

TITLE
Airport Governance Committee Update and Recommendation

RECOMMENDED AIRPORT COMMISSION ACTION
Informational item, no action requested

BUDGET IMPACT
None

SUMMARY
The purpose of this item is to update the Commission on the Airport Governance Committee meetings and recommendation.

HISTORY
The airport is jointly owned and operated by the cities of Loveland and Fort Collins; full control and decision-making authority is placed with the City Councils of both cities. Under the current governance structure, updated in 2015, the Northern Colorado regional Airport Commission is charged with facilitating communication between the cities and advising the Councils concerning Airport issues such as general policies, land use, budget, capital improvements and strategic planning. The Commission is comprised of two members each from Fort Collins and Loveland Council and staff and three resident members.

Historical Context

The Cities of Fort Collins and Loveland agreed in 1963 to jointly build and operate a regional airport. It opened in 1964 under joint agreement and ownership and serves as an important niche in our transportation infrastructure. In addition to its many benefits the airport has faced challenges over the years, both financially and in the governance structure which has challenged the ability of the airport to function at its greatest potential.
The airport is jointly owned and operated by the cities of Loveland and Fort Collins; full control and decision-making authority is placed with the City Councils of both cities. Under the current governance structure, updated in 2015, the Northern Colorado regional Airport Commission is charged with facilitating communication between the cities and advising the Councils concerning Airport issues such as general policies, land use, budget, capital improvements and strategic planning. The Commission is comprised of two members each from Fort Collins and Loveland Council and staff and three resident members.

Airport Governance Report

In 2023, a new effort was initiated to identify and evaluate the full array of governance options available to the airport and the Cities. As part of this work staff worked with Dam Reimer, joint special legal counsel, who prepared a report (the Report) identifying and summarizing options. Following the release of the Report, an Airport Governance Committee was formed consisting of two Councilmembers from each city to review, discuss, and make recommendations.

The Airport Governance Committee (Committee) met four times in 2024. The Committee reviewed and discussed numerous options in consideration of the following goals:

- Good steward for regional asset FNL infrastructure.
- Limit liability of airport sponsors to acceptable level.
- Consistency for staff and stakeholders (community) /Clarity to stakeholders on policy direction, day to day operations, etc.

Streamlining of operation decision making was also considered.

At the fourth meeting the Commission was in agreement to recommend to each Council moving forward with the creation of an Airport Authority (AA). The greatest benefits expressed were getting the needed skill sets in place to run an airport and de-politicizing the decision-making. The greatest risks and considerations expressed were avoiding financial burdens to the Cities; working to ensure AA success; and maintaining ability to decommission if necessary.

Next Steps

In outlining a high-level roadmap to AA creation, the following steps have been identified:

- Work sessions with each Council to confirm support in moving towards AA creation.
- Regular meeting to formalize support (Resolution)
- 2025 dedicated work in creating an IGA which would define and determine responsibilities, obligations, financial support, bylaws, Conflict of interest standards, and Board member eligibility and selection process.
- Anticipate multiple touchpoints with Committee and Councils in 2025 while negotiating IGA.
- 2026 work would include Board recruitment and selection and all paperwork details for a 2027 start.

City Council Work Session dates currently scheduled:
January 28, 2025 in Fort Collins
February 11, 2025 in Loveland

ATTACHMENTS

Airport Governance PowerPoint

NORTHERN COLORADO REGIONAL AIRPORT

Jointly owned and operated by City of Fort Collins, City of Loveland

Airport Governance Special Committee

Follow-Up and Recommendation

January 16, 2025

1

Airport Governance

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- 2023 effort to identify and evaluate alternatives to Airport Governance.
- Worked with special legal counsel, Dan Reimer, an expert in airport matters.
- Following release of summary memo on alternatives and trade-offs Cities created Joint Governance Committee.
- Committee charged with meeting to discuss and refine alternatives and, if practicable, provide recommendations about Airport governance.

2

2

Governance Meetings-July/August

July

Grounding in task

Review of memo and options

Talk of including other jurisdictions

Request for information from other regional airports

August

Focus on 3 goals:

- Good steward for regional asset FNL infrastructure
- Limit liability of airport sponsors to acceptable level
- Consistency for staff and stakeholders (community) /Clarity to stakeholders on policy direction, day to day operations, etc.

Discussion on formation of Airport Authority and further amending the IGA

3

3

Governance Meetings - October

IGA: Current - Amended and Restated in 2015

- Cities agreed to continue to jointly own and operate the Northern Colorado Regional Airport
- Created the Northern Colorado Regional Airport Commission ("Commission")
- Delegated certain authority to the Commission with the goal of easing administration

Amended in 2016 to further expand Commission authority

- Amended in 2019 to stagger citizen Commissioner terms

Current Commission Authority ***(cannot legally give Commission more authority than it currently has)***

- Enter into Airport agreements (leases, service/construction contracts)
- Adopt/revise Airport rules and regulations, including Minimum Standards
- Develop budgets, reserve policies, propose capital projects
- Establish Airport service levels, rates, charges and fees
- Develop Airport operating plan, including security and emergency plans
- Sign grant agreements, with certain limitations
- Provide recommendations to the Cities regarding Airport policy issues

4

4

Decision-Making Comparison

Necessary Approval	Status Quo	Amended IGA	Authority
Daily Operation	D	D	D
Budget	AC, CC	CC	AA
Leases	D, AC, CC	D, CM or CC	D, AA
Capital Procurement	D, P, CM, AC, CC	D, P, CM or CC	D, AA
Land Acquisition & Disposal (including utility Easements)	AC, CC	CC	CC
IGA and Grant Agreements	AC, CM, CC	CM, CC	AA
D = Airport Director AC = Airport Commission CM = City Mangers CC = City Council P = Purchasing Body AA = Airport Authority	5 entities	4 entities	3 entities

5

5

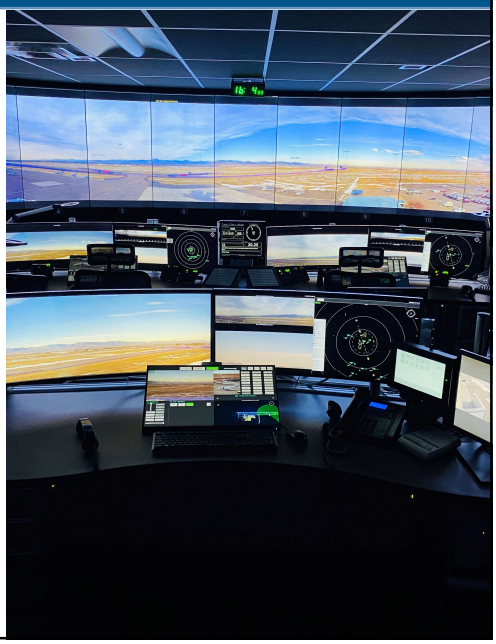
6

Forming an Authority

6

Airport Authority

1. **Create Airport Authority**
   - Resolution/Ordinance, IGA, Certificate, Bylaws
2. **Transfer Airport assets and liabilities**
   - Assignment and Assumption Agreement
   - AOC and ASP
   - Transfer contracts, real property, and personal property
3. **Airport Authority start-up**
   - Financial systems and controls
   - Employees
   - Required services
4. **Adopt Key Documents**
   - Recycle existing policies and adopt new policies
   - New contracts



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Timeline: 2025 - 2026

2025
Creation & Negotiations

Resolution/Ordinance by both Councils expressing support to pursue an Authority.

Continued financial analysis to determine Authority needs short to midterm.

Begin creation of an IGA that would outline responsibilities, obligations, timelines for financial support, and Board member eligibility and selection process.

Creation of draft bylaws, including conflict of interest standards.

2026
Approvals, Transfers, Board Selection

Review and approval of key documents including IGA

Applications for Authority Board appointments made available.

Appointment of Authority Board.

Transfer of real estate, leases, etc. January 1, 2027 (designed to align with calendar budgets)

8

8


NORTHERN COLORADO
REGIONAL AIRPORT
City of
Fort Collins
City of Loveland
THANK YOU!

9

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

ITEM NUMBER: 8
MEETING DATE: January 16, 2025
PREPARED BY: John S. Kinney, Airport Director
Aaron Ehle, Planning & Development Specialist

TITLE

Air Traffic Control Tower Program Update with Possible Executive Session as Authorized by Colorado Revised Statutes §§ 24-6-402(4)(e) and (4)(b)

RECOMMENDED AIRPORT COMMISSION ACTION

Motion 1:
Move to recess into executive session for the purpose of discussing air traffic control options in order to:

(A) determine a position relative to issues subject to negotiation, to receive reports on negotiation progress and status, to develop negotiation strategy, and to instruct negotiators as authorized by CRS § 24-6-402 (4)(e), and

(B) discuss matters of attorney-client privilege, to receive legal advice from an attorney representing the Cities and/or Commission, and for matters required by law to be kept confidential as authorized by CRS § 24-6-402(4)(b).

Motion 2:
Provide direction to airport staff and recommendations to the City Managers and/or City Councils regarding next steps for air traffic control options.

BUDGET IMPACT

Unknown

SUMMARY

Air traffic control (ATC) services at Northern Colorado Regional Airport (FNL) are currently conducted from a Mobile Air Traffic Control Tower (MATCT), a temporary solution initially implemented in 2020 for the Remote Tower (RT) Pilot Program under the FAA's NextGen initiative. After several delays and the suspension of the RT Pilot Program activities in 2022, the FAA admitted FNL into its Federal Contract Tower (FCT) Program in December 2023. The program provides operational funding at ATC towers

that are staffed by employees of private companies rather than by FAA employees. ATC services will continue to be provided from the MATCT under the FCT program until a permanent ATC solution is implemented.

In 2017, the FAA selected FNL as one of two test sites for the RT Pilot Program. However, the program has faced multiple delays and challenges due to technical deficiencies, evolving FAA requirements, and a shift to centralized RT system testing at the National Aerospace Research and Technology Park (NARTP) in New Jersey. In 2023, Searidge Technologies, the RT system vendor for FNL, withdrew from the program, leaving the airport without an approved RT system. Currently, the FAA is evaluating a RT system developed by RTX-Frequentis, but its certification timeline remains uncertain.

To meet the FCT program requirements, FNL must have a permanent ACT solution that meets the Minimum Equipment List (MEL) by December of 2028 or risk having to reapply to the program. The attached memo outlines steps for both traditional and remote tower development, noting that while RT systems may be eligible for future funding, they are not yet approved for operational use. Both paths involve significant timelines and costs, making strategic planning critical for FNL's ATC infrastructure.

Representatives from CDOT Aeronautics and RTX-Frequentis will be in attendance to discuss the project and answer questions.

ATTACHMENT

DRAFT History and Overview of Air Traffic Control Facilities Memorandum

Memorandum
Northern Colorado Regional Airport
History and Overview of Air Traffic Control Facilities

Introduction

This memorandum provides a summary of the history of air traffic control tower facilities at the Northern Colorado Regional Airport (FNL), as well as a brief description of the path to an operational Air Traffic Control Tower (ATCT) at FNL. Hundreds of ATCTs and thousands of air traffic controllers provide Air Traffic Control (ATC) services at busy airports in the National Airspace System (NAS) ensuring safe, secure, and efficient operations. Those controllers typically coordinate the movement of aircraft in the air and on the ground from a bird's eye view in a traditional, "brick-and-mortar" tower, a tall, windowed structure that can and often exceed 100 or 200 feet.

Background

The situation at FNL; however, is quite unique. All ATC services are currently provided from a small trailer-like Mobile ATCT (MATCT) located on the airfield - a temporary situation that was a means to bridge the gap between an uncontrolled airfield and the FAA's Remote Tower (RT) Program under the Next Generation Air Transportation System (NexGen) initiative. In 2017 FNL was selected as a RT pilot program test site. After several delays, the FAA suspended and eventually cancelled the RT pilot program in November 2022. The Airport was then admitted in the Federal Aviation Administration (FAA) Contract Tower (FCT) Program in December 2023. As part of the switch from NexGen to the FCT, FNL may now provide a traditional, brick-and-mortar ATCT and equipment meeting the FCT Program requirements within a specified timeframe. In the meantime, the MATCT will continue to be operated and staffed under the FCT.

The FAA has now centralized testing and evaluation of the RT Program at a single location in Atlantic City, NJ and an RT system may not be deployed at a public airport until it has obtained System Design Approval (SDA) and has been approved for use in the NAS. As of today, no RT systems are approved for use in the NAS, and testing is regularly delayed. However, if approved, RT systems should be eligible for funding under the FCT program similarly to traditional towers.

Possible Next Steps

Two paths are then offered to FNL: 1. wait for RT system vendors to obtain a SDA and approval for use in the NAS, build and test a Remote Tower Center (RTC) and facilities at FNL, and commission facilities, or 2. construct, equip, and operate a traditional ATCT.

The general information contained herein was gathered by Dibble from various sources including but not limited to FAA and Colorado Department of Transportation, Division of Aeronautics (CDOT) materials, reports, and presentations, as well as other readily available studies and projects. The remaining information was provided by FNL Airport staff in support of this memorandum. Therefore, this memorandum is intended as a general guide only, and timeline and/or cost information contained herein may change as development progresses.

History of the RT Pilot Program at FNL

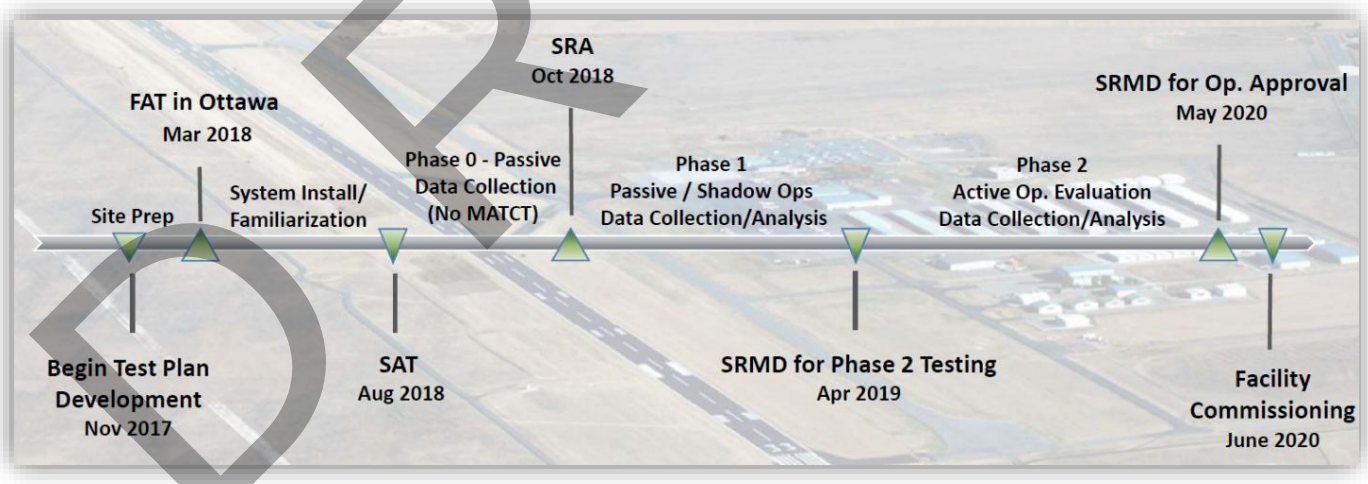
According to the FAA, RT systems are a conceptual, proposed ATC solution that consist of several optical sensors (such as day/night cameras and infrared/thermal cameras) located on the airfield that relay visual information to air traffic controllers. A radar system and radar display can also be installed to further enhance ATC services. Since RT system technology does not require air traffic controllers to look out of a window overlooking the airport, the display monitor and control equipment could be sited and operated from a room at a location that may be off airport, hence reducing construction and maintenance costs of ATCTs.

In 2017, FNL was selected by the FAA as one of two test sites (along with Leesburg Executive Airport, JYO in Leesburg, VA) for the RT Pilot Program to demonstrate the viability of the system. Searidge Technologies, a Canadian firm that has deployed their remote tower system in multiple countries in Europe, Asia, and North America, was then selected by the CDOT and the FAA for the joint state and federally funded research project under NexGen, initially named the Colorado Digital Tower Program. FNL was selected by the FAA and CDOT for a variety of factors including diversity of operations and the need to increase safety through air traffic control. A Benefit/Cost Analysis (BCA) resulting in a BCA ratio greater than 1.0 (1.18) had been conducted in 2015 to support the selection of FNL as a test site for the RT Pilot Program.

Test plan development started in 2017, and airfield equipment was installed over the Summer 2018. A central mast with 360° panoramic cameras and two cameras with Pan-Tilt-Zoom (PTZ) capabilities was installed near the center of the airfield, and two secondary masts with 220° panoramic cameras were installed near each of the runway ends. Installation of the Remote Tower Center (RTC) occurred through 2018 and 2019 in a building located near the old passenger terminal. Overall, three separate phases of testing were to occur:

- Phase 0: Preliminary installation, evaluation and passive testing of the RTC. FAA Site Acceptance (SA) would occur after system optimization based on Phase 0 findings.
- Phase 1: Airspace is controlled by MATCT, and RTC systems are evaluated through passive testing.
- Phase 2: Airspace is controlled by the RTC, and MATCT provides safety redundancies.

Below is one of the early timelines reported for the project before significant delays occurred.



The project was delayed from the original timeline several times. Site Acceptance of the RTC was initially scheduled in the Fall of 2018, then Fall of 2019, then Spring of 2020, and finally occurred in early 2022 after delays related to travel restrictions during the COVID-19 pandemic. A MATCT with traditional ATC communications, visual displays equipment, and visual 360-degree views of the airfield was installed in March 2020 during SA testing and started ATC services under a contract with ATC service provider Serco. The MATCT was installed prior to SA and ahead of Phase 1 where it was to serve as the primary control facility during RTC SA testing. In the MATCT, air traffic

controllers can still look out of the window from the mobile cab while providing ATC services. Phase 1 data collection finally started in March 2022 after Site Acceptance was obtained. Weeks of testing of the RTC were conducted, and multiple system deficiencies were identified.

In the Summer and Fall of 2022, the FAA changed its strategy for the RT Pilot Program: instead of conducting evaluations at selected test site airports, the FAA would centralize all testing and evaluation at the RT testbed located at the National Aerospace Research and Technology Park (NARTP) near the William J. Hughes Technical Center in Atlantic City, NJ, and the Atlantic City International Airport (ACY). Vendors must now pass the FAA Intake Process after which the FAA will install and fully evaluate the system at the testbed. After testing is adequately and satisfactorily completed, the FAA will issue a System Design Approval (SDA) and approve the use of the system in the NAS under certain conditions. Additionally, the FAA changed some of the design specifications for the RT systems (see table below).

Original Specification	New Specification
Identify aircraft visually at 2 miles from tower	Identify aircraft at 3 miles from tower
360 camera stationary array on center mast	360 camera stationary array on center mast with fully redundant second array on same mast
Secondary camera masts can be used to meet visibility minimums	All visibility requirements must be met with central mast equipment. Additional masts allowable as supplementary awareness only.
Radar data tags displayed on screen for pilots	Reserve data tags as separate approval process
Contractor select airport for site specific deployment and system design approval	Central system design approval at the FAA tech center

As a consequence of the shift in strategy, the FAA suspended Pilot Program activities at FNL in November 2022. The FAA provided Searidge with six months to demonstrate that those system deficiencies that were identified during Phase 1 testing had been addressed. Additionally, Searidge was to complete the intake process at the new NARTP/ACY RT testbed and go through the new certification process. In October 2023, Searidge withdrew from the RT Pilot Program, citing the new FAA requirements.

As of December 2024, one vendor is seeking an SDA for a digital tower system: RTX, a Raytheon & Frequentis partnership. Both of these companies have a long legacy of delivering on government contracts and specialized technical solutions. Of note, RTX successfully obtained Site Acceptance at the NARTP/ACY RT testbed and is set to begin batch testing in February. The FAA estimates that it will take approximately 1 year to complete the batch tests. As of today, there is no estimate for the full timeline to completion and a final SDA - and given the continuous project delays, a path to a certified system may take a few more years. In February 2024, RTX issued a letter of intent to FNL to install testing equipment and conduct evaluations once the RT system obtains the SDA and the FAA places the system on the Qualified Vendor System List (QVSL).

Following the suspension of the FNL Pilot Program in November 2022, the MATCT continued to provide ATC services at the Airport, and continues as of today, ensuring continued safety and efficiency. On January 1, 2024 FNL was admitted into the Federal Aviation Administration (FAA) Contract Tower (FCT) Program. The cost of staffing the MATCT (i.e., the cost of contracted air traffic controllers) was shifted from NexGen and CDOT to the FCT, and the cost of Equipment as well as Operation and Maintenance (O&M) costs were shifted from NexGen and CDOT to FNL. Starting February 2025, ATC services will be provided by Robertson Aviation (RVA).

The RT Pilot Program at JYO

As previously mentioned, FNL was selected as the second test site for the RT Pilot Program. The first test site, selected in 2014, was Leesburg Executive Airport (JYO) in Leesburg, VA. The vendor of the RT system for the JYO

test site was Saab, who had adopted slightly different equipment and redundancies than Searidge. Similar to FNL, the RT system from Saab underwent a series of testing that included the use of a MATCT. Saab's system gained Site Acceptance in December 2020, and in September 2021 the FAA declared the RTC "operationally viable," following intensive ATC operations. But in 2022, before Saab could conclude testing and obtain RT system certification at JYO, the FAA changed technical requirements and moved all testing and evaluation of new RT systems at the centralized RT testbed located at the NARTP/ACY. Moreover, the FAA expected Saab to go through the new testing and approval process at the NARTP/ACY RT testbed using the updated technical requirements and specifications. Saab decided not to pursue approval, effectively ensuring the system's removal from JYO in June 2023.

Similar to FNL, a temporary MATCT was installed at JYO and started providing ATC services in June 2023 when the RTC was shut down. The temporary MATCT is expected to remain until a permanent, brick-and-mortar ATCT is constructed. According to JYO's FY25 Capital Improvement Program (CIP), the Airport started a siting study in May 2024 and the new permanent, 67-foot-high cab floor traditional ATCT is expected to be completed by Spring 2029 at a cost of $19M (construction cost only).

The FAA's Contract Tower (FCT) Program

The FCT Program was established in 1982 to allow the FAA to contract out the operation of ATC services at certain towers. The program allows safe, efficient, and cost-effective ATC services at airports throughout the United States. Minimum requirements for entry into the program stipulate that a BCA needs to be conducted by the FAA to determine the eligibility for ATC services prior to acceptance into the program, and that a sponsor-provided ATCT that meets certain minimum requirements is available or will be made available. Sponsors are granted a five-year period from the BCA determination to complete all necessary actions including siting analyses, environmental clearance, design and construction of an ATCT that passes an Operational Readiness Inspection (ORI). Section 620 of the FAA Reauthorization Bill of 2024 extended the five-year period to seven years. While ATCT facilities have to be provided by the Sponsor, some FAA grants are available under the Airport Improvement Program (AIP) or the Bipartisan Infrastructure Law (BIL) FCT Competitive Grant Program for siting, environmental clearance, design, and construction of the facilities.

The following steps typically need to be completed by any airport that expresses interest in the FCT program:

- Sponsor expresses interest in the FCT Program to the Air Traffic Organization (ATO) Service Area FCT Program Implementation Manager (PIM).
- Sponsor submits a completed New Start Application Package to the appropriate FCT PIM along with a signed Memorandum of Understanding (MOU), valid for five years (now seven), and supporting data and documentation.
- ATO Forecast & Performance Analysis Division conducts a BCA and returns a BCA Ratio:
  - If the BCA Ratio is < 1.0, the Airport is considered ineligible for the FCT Program.
  - If the BCA Ratio is ≥ 1.0, the Airport is considered a Candidate for the FCT Program.

In 2019, the FAA conducted a BCA in preparation for transitioning FNL into the FCT Program. The BCA resulted in a BCA ratio greater than 1.0 (1.61) and the FAA issued a Candidate Acceptance Letter on October 14, 2020, formally accepting FNL into the FCT Program. After the RT Pilot Program was suspended in November 2022, the FAA issued an Exception Letter in October 30, 2023 that addressed the special case of FNL, and resetting the clock on the five-year period of the FCT Program. On December 20, 2023 the FAA entered into a Tower Operations Agreement (TOA) with the Airport (which typically occurs at a later stage after construction of a traditional brick-and-mortar tower) and took over funding of contract staff in the MATCT. The TOA states; however, that the Sponsor must provide a tower that meets the Minimum Equipment List (MEL) and passes an ORI within five years of the

date of the TOA. The FAA is expected to retroactively allow the extension of the five-year period to seven years consistent with Section 620 of the FAA Reauthorization Bill of 2024.

The following are the steps that those airports that have been accepted into the FCT Program (aka, Candidates) need to complete to construct a traditional brick-and-mortar tower under the FCT program:

- **ATCT Siting Analysis** in accordance with FAA Order 6480.4, *ATCT Siting Criteri*a and in coordination with AFTIL & VISTA. Usually consists of a preliminary analysis where several alternate sites are evaluated, then detailed analyses by FAA labs that include preliminary design and architectural for no more than three sites. Based on preliminary computation of angle of incidence and distance to runway ends for preliminary locations at FNL, a controller's eyes may need to be approximately 70 to 90 feet above the runway end elevations. Depending on ground elevation at the site location, and accounting for cab roof height and structure cap, a tower structure height at FNL could need to be in the 100 to 150 feet range.
- **Airport Layout Plan (ALP) Update** to incorporate the preferred ATCT location and obtain conditional ALP approval from the FAA.
- **Environmental Assessment (EA)** in accordance with FAA Order 1050.1F, *Environmental Impacts: Policies and Procedures*. The FAA Order specifically requires the federal environmental review to be an EA for new ATCTs. This can be a lengthy process and could impact the overall schedule depending on the level of analysis required to satisfy the National Environmental Policy Act (NEPA).
- **Design Phase**. Conceptual design (up to 25 percent) may begin during the EA process to support NEPA.
- **Construction Phase** that includes equipment of the ATCT in compliance with the FCT MEL, as well as any required airfield equipment.
- **Sign a Tower Operations Agreement (TOA)** with the FAA if funding is available for staffing and operation of the facility under the FCT Program at that time.
- **Commissioning Phase**, have the facility pass an Operational Readiness Inspection (ORI).
- **Start ATC Services** in operational ATCT.

A potential timeline of those steps for FNL is presented below.

If no ORI is completed within five (seven) years of acceptance in the FCT program (i.e., January 2029 for FNL, or January 2031 with the new rules) Sponsors are usually required to sign a new MOU with the FAA and complete a new BCA. Since FNL was directly promoted into the FCT program due to its unique conditions, it is unclear whether the FAA would allow additional time past the five-year (now seven-year) deadline without reapplication into the program, as specified in the TOA. If delayed beyond the five (seven) year period, FNL will need to enter into a new TOA with the FAA (if allowed) that extends the timeline and use of MATCT, or FNL will have to re-apply into the FCT Program from the start of the process, complete a new BCA, and sign a new MOU. Given the fleet mix and levels of current and future aircraft operations at FNL, with return of commercial service expected, it is reasonable to expect that a new BCA at FNL would result in a BCA ratio greater than 1.0.

As a note, the FAA has indicated that RTs will ultimately be eligible for funding under the FCT Program if and when RT systems are certified by the FAA and fully approved for use in the NAS. The FAA proactively updated the FCT BCA model for RT applicants in September 2021. Similar to traditional brick-and-mortar ATCTs, FAA funding under the FCT only applies to staffing and tech ops inspections of the non-federally owned systems. The FAA has indicated; however, that RTCs and other related equipment would be eligible for funding under the AIP and BIL FCT Competitive Grant Program similar to traditional brick-and-mortar ATCT. No discretionary funding from CDOT is available for either traditional ATCTs beyond State matches to any federal grants.

Steps that would be needed to construct an RT would be similar to those of a traditional ATCT. Of notable difference, the FAA Order that would outline the RT siting process is still under draft development. Additionally, the construction of an RTC and ancillary facilities would likely only require a documented Categorical Exclusion (CATEX) similar to a regular maintenance building or hangar on an airport, instead of an EA.

Side by Side Comparison between Traditional and Remote Towers

The following table provides a side-by-side comparison of the next steps for a traditional tower and a remote tower.

Item	Traditional Tower (ATCT)		Remote Tower (RTC)	
	Timeline	OOM Cost[1]	Timeline	OOM Cost[1]
System Approved and Available for use in NAS	Yes	-	No - 24 Months[2]	-
Siting Analysis	6/12 Months	$200k + FAA	12 Months	$200k + FAA
ALP Update	3 Month	$20K	3 Months	$20K
Environmental (NEPA)	EA - 12/18 Months	$350K	CATEX - 4 Months	$40K
Design Phase	12 Months	$2M	12 Months	$1M
Facility Construction (Bldg.)	18 Months	$15M[3]	18 Months	$5M
ATCT/RTC Equipment				$10M
Airfield Equipment	N/A	N/A		
Commissioning	2 Months	-	12 Months	-
Training	-	-	12 Months	$200K
Building Maintenance	-	$200K / year	-	$50K / year
Equipment Maintenance	-	$100K / year	-	$800K / year
Utilities	-	$100K / year	-	$100K / year
Time to Live ATC Facility	**5.5 Years Minimum - ETC[4] 2030**		**8 Years with SDA - ETC[4] 2033**	
Total Capital Cost	**$17.5M - $1.5M Local Share[5]**		**$16.5M - $1.1M Local Share[5]**	
Total Cost over 20 Years	**$25.5M - $9.5M Local Share[5]**		**$35.5M - $20.1M Local Share[5]**	

Notes: [1]: These costs are very rough Order-of-Magnitude (OOM) costs and are to be used for comparison purposes within this table only. Those costs are not to be construed as costs of professional services and are not an engineer's opinion of probable construction costs. Some estimates provided by third parties and/or vendors.
[2]: Per CO Digital Tower Project Report No. 42 to CDOT dated 12/31/24, no estimate is currently available for completion of SDA by RTX. **If RTX withdraws from the FAA RT cert. process, there are no more vendors available.**
[3]: Estimate based on the preferred location of the proposed ATCT at the time of writing, near the passenger terminal and the main apron. Estimated ATCT height at that location is 75/80-foot-high cab floor and total height of approximately 110 feet. Other proposed locations on the west side of the Airport would require a taller structure to compensate for the lower ground elevation in the area.
[4]: Estimated Time to Completion (ETC) if started in January 2025.
[5]: Assuming 90/5/5 FAA Grants (Federal/State/Local shares) available for design and construction, eligibility allowing.