



**REGULAR MEETING AGENDA
THURSDAY, FEBRUARY 20, 2025
3:00PM – 5:00PM**

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=5PPT3WQWWANTI9JLSXJAPKMWNINCIN.1](https://us06web.zoom.us/j/81745121465?pwd=5PPT3WQWWANTI9JLSXJAPKMWNINCIN.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](https://us06web.zoom.us/j/81745121465?pwd=5PPT3WQWWANTI9JLSXJAPKMWNINCIN.1)

CALL TO ORDER

ROLL CALL

PUBLIC COMMENT

CONSENT AGENDA

1. JANUARY 16 REGULAR MEETING MINUTES *PAGE 2*
2. JANUARY PRELIMINARY FINANCIAL STATEMENT *PAGE 5*
3. PLANNING AND DEVELOPMENT SUBCOMMITTEE (PDSC)
*FEBRUARY MEETING CANCELLED
MARCH 6, 2025, MEETING AGENDA*
 - *DEFINE DESIRED ROLE FOR 2025, SEEKING COMMISSION GUIDANCE*

APPROVAL OF CONSENT AGENDA

10 MINUTES

PULLED CONSENT AGENDA ITEMS

REGULAR AGENDA

4. AIRPORT DIRECTOR'S REPORT 25 MINUTES
*INFORMATIONAL, PAGE 6
PRESENTING: JOHN KINNEY, AIRPORT DIRECTOR*
 - *INFORMATIONAL ITEMS*
 - *DISCUSSION ITEMS*
5. SUPPLEMENTAL BUDGET APPROPRIATION FOR SPECIALTY STUDIES 20 MINUTES
*ACTION ITEM, PAGE 77
PRESENTING: JOHN KINNEY, AIRPORT DIRECTOR*
6. 2025 REVIEW OF AIRPORT COMMISSION ROLES & RESPONSIBILITIES 15 MINUTES
*INFORMATIONAL
PRESENTING: LAURIE WILSON, LOVELAND DEPUTY CITY ATTORNEY*
7. AIR TRAFFIC CONTROL TOWER PROGRAM UPDATE 20 MINUTES
*POSSIBLE EXECUTIVE SESSION AS AUTHORIZED BY COLORADO REVISED STATUTES
§ § 24-6-402(4)(E), AND (4)(B)
ACTION
PRESENTING: JOHN KINNEY, AIRPORT DIRECTOR*
8. ADDITIONAL BUSINESS FROM AIRPORT COMMISSIONERS

ADJOURN



Regular Meeting Minutes for January 16, 2025

- CALL TO ORDER** Meeting called to order at 3:04 p.m.
- ROLL CALL** Chair Arndt and Commission Members Thompson, DiMartino, Williams, Miller, and Stooksbury were present. Commissioner Marsh was absent.
- PUBLIC COMMENT** Chair Arndt opened the floor for public comment. None presented.
- CONSENT AGENDA**

Approval of the consent agenda items passed with all Commissioners present voting in favor thereof.

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

Jim Thompson, Loveland City Manager, introduced himself as the new Airport Commission member appointed by Loveland City Council.

REGULAR AGENDA

5. AIRPORT DIRECTOR'S REPORT

John Kinney, Airport Director, provided the following updates in conjunction with the January Airport Director's Report:

- RADAR was removed from the remote tower by the FAA on December 16, 2024. FNL and CDOT Aeronautics will continue working with the FAA Airport District Office, Flight Standards District Office, and congressional delegation to resolve airfield safety concerns.
- Over 1,200 vehicles utilized the airport parking areas during the holidays.
- Dibble has been selected for the on-call engineering services contract which went out to bid at the end of 2024.
- Conceptual site plans have been developed for sites B and C.
- A request for proposals for landing fee services will be posted next month.
- Dylan Swanson has accepted the position for Operations and Facilities Manager
- The Planning and Development Subcommittee has been workshopping development ideas but requires more direction from the Commission regarding the structure and function of their meetings.
- Conducting a parking and ground transportation study is recommended.



- A Commission workshop is recommended to establish a vision for the airport.

Commissioner Marsh entered the meeting at 3:11 p.m.

**6. CONSTRUCTION
MANAGER AT RISK
(CMAR) UPDATE OR
RUNWAY 15-33
WIDENING IN 2026**

John Kinney and Jared Bass, Vice President for Dibble, presented the item in accordance with the Agenda Item Summary. The FAA agreed to review the CMAR model for the Runway 15-33 widening construction which is scheduled in 2026. This model would significantly reduce the runway closure time.

Chair Arndt opened the floor for public Comment:

- Martin Lind spoke in favor of pursuing the CMAR model and minimizing runway closure time to reduce the impact on airport users.

**7. AIRPORT
GOVERNANCE
COMMITTEE UPDATE**

Ginny Sawyer, Fort Collins Project and Policy Manager, presented the item in accordance with the Agenda Item Summary. The Governance Committee held four meetings to review the airport history and governance model options. The Committee is not a decision-making body but recommend pursuing an authority model. This information will be presented during study sessions to Fort Collins City Council on January 28th and Loveland City Council on February 11th. At the direction of the Councils, a new airport authority could be in place by January 1, 2027.

**8. AIR TRAFFIC
CONTROL TOWER
PROGRAM UPDATE**

John Kinney presented this item in accordance with the Agenda Item Summary. Dave Ulane, Director of CDOT Aeronautics, addressed the FAA reauthorization bill which was passed with specific language for digital towers and details the milestones which need to be met by the project. Bill Payne, CDOT Program Manager for the Digital Tower Project, and Rachel Jackson outlined the project history, FAA approval process, and deliverables. System Design Approval could be achieved by December 2025 and no additional certification is required once it is installed at the airport. RTX recommends that a request for proposal is opened so that a formal agreement can be established with FNL.

Chair Arndt opened the floor for public comment:

- Martin Lind spoke in favor of the remote tower technology but opposes installing it at FNL.
- Scott Holst stated that Leesburg Airport built a tower for \$15M, which is significantly less than the proposed cost of a brick-and-mortar tower at FNL, after deciding to discontinue their remote tower project.



Commissioner Stooksbury moved to go into Executive Session for legal discussion regarding the air traffic control tower options. The motion, seconded by Commissioner Thompson, carried with all Commissioners present voting in favor thereof.

Public session ended at 4:36

Executive session began at 4:38 p.m.

Executive session ended at 5:07 p.m.

10. BUSINESS FROM MEMBERS None presented.

ADJOURNMENT Chair Arndt adjourned the meeting at 5:08 p.m.

Respectfully Submitted,

Airport Commission Chair, Jeni Arndt

DRAFT

City of Loveland-LIVE

Airport Monthly Statement New

For fiscal year 2025, 01/01/2025 - 1/31/2025

PRELIMINARY

	Y-T-D 2025 Actual	Y-T-D 2024 Actual	Y-T-D 2025 Budget	2025 Total Budget
Northern Colorado Regional Airport Commission				
Airport Statement of Revenues and Expenses				
From 01/01/2025 to 1/31/2025				
OPERATING REVENUES				
Hangar Rental	16,585.37	15,793.37	13,250.00	159,000.00
FBO Rent	9,234.14	7,847.63	9,234.00	110,809.00
Gas and Oil Commissions	-	-	26,250.00	315,000.00
State Aircraft Fuel Tax	12,325.86	800.24	-	-
County Aircraft Fuel Tax	-	-	13,125.00	157,500.00
Land Lease	56,705.92	52,624.79	87,415.00	1,048,974.00
Land Lease PD Training Center	-	-	-	-
Terminal Lease and Landing Fees	-	-	7,461.00	89,533.00
Concessions	-	1,784.82	-	-
Parking	-	-	16,667.00	200,000.00
Miscellaneous	5,125.00	5,521.98	4,603.00	55,230.00
TOTAL OPERATING REVENUES	99,976.29	84,372.83	178,005.00	2,136,046.00
OPERATING EXPENSES				
Personal Services	88,430.97	51,860.21	102,634.00	1,262,044.00
Supplies	565.24	1,491.44	10,812.00	129,729.00
Purchased Services	92,526.50	19,433.98	79,233.00	950,772.00
Depreciation	-	-	-	-
TOTAL OPERATING EXPENSES	181,522.71	72,785.63	192,679.00	2,342,545.00
OPERATING GAIN (LOSS)	(81,546.42)	11,587.20	(14,674.00)	(206,499.00)
NONOPERATING REVENUES (EXPENSES)				
Passenger Facility Charge	-	-	-	-
Interest Income	5,456.25	11,924.73	4,288.00	51,450.00
Contributed Asset	-	-	-	-
Gain on disposal of capital assets	-	-	-	-
Capital Expenditures	(258,126.23)	-	(1,510,117.00)	(18,121,404.00)
TOTAL NONOPERATING REVENUES (EXPENSES)	(252,669.98)	11,924.73	(1,505,829.00)	(18,069,954.00)
NET INCOME (LOSS) BEFORE CAPITAL CONTRIBUTIONS	(334,216.40)	23,511.93	(1,520,503.00)	(18,276,453.00)
Capital Contributions	-	1,740,485.18	1,203,270.00	14,439,240.00
CHANGE IN NET POSITION	(334,216.40)	1,763,997.11	(317,233.00)	(3,837,213.00)
NET POSITION, Beginning	37,502,067.85	28,274,198.00	-	-
NET POSITION, Ending	37,167,851.45	30,038,195.11	(317,233.00)	(3,837,213.00)
Investment in Capital Assets	34,843,609.00	19,843,609.00	-	-
Net Position Available for use	2,324,242.45	10,194,586.11	(317,233.00)	(3,837,213.00)

**Northern Colorado Regional Airport
Airport Commission: February 20, 2025
Airport Director's Report**

Informational Items: No presentation – possible questions from Commissioners

1. **FNL Budget Schedule:** City Council August 25th, Commissioners review in May.
2. **FNL Stakeholder's Meeting:** February 13th [Agenda attached.](#)
3. **FNL Pilot's Association Meeting:** Saturday February 15th [Power Point attached.](#)
4. **Airport Storage Yard:** Relocating from the main entrance road to minimize visual impacts.
5. **Landing Fee RFP:** Issued, bids due back to FNL March 15th. Landing fees start in ~June.
6. **FAA's Contract Tower Control Program:** The FAA's new national vendor, Robinson Aviation.
7. **FNL's FAA's annual comprehensive safety inspection:** March 3rd through March 5th
 - a. Tri-annual Full-Scale Exercise: late summer of 2025.
 - b. Tabletop Exercise: Discussion based scenario: aircraft accident with ~30 casualties
 - c. Live Burn for ARFF personnel - annual certification: Mid to late summer.

Discussion Items: Staff to provide a brief overview

1. **Air Show 2025:** Tentatively scheduled for: September 20th & 21st. Final details remain under negotiation with the event organizer as to the costs for public safety services.
2. **Parcel C & B:** Infrastructure cost under evaluation with City departments ~ 90 days before all data is collected for staff to understand the economics of the opportunities. [Maps](#)
3. **FNL Radar:** Ongoing efforts with FAA's and Congresswoman Boebert's. [Attachments.](#)
4. **Lease Management:** Airport staff is responding to reported lease compliance issues. An inspection schedule for the entire airport – phases over a year - will be developed and begin this fall in close coordination with LFRA Fire Marshall. You might receive calls as we respond to several non-complaint conditions not permitted under individual lease terms.
5. **Runway Widening Project:** CMAR vs Design Bid Build: FAA's decision. [Attachments](#)
Next steps: Staff will direct consultants to finalizing design for issuance of an RFP for contractors to bid on the runway-widening project. Bid financials due to the FAA May 1st.
6. **Establish a Procurement Process (RFP) for FNL leases:** Staff is seeking the Commissions concurrence to develop a procurement policy to award new lease for airport parcels. If approved, staff will begin crafting a policy for the Commissions review and action at a future meeting. Currently, proposed developments are reviewed absent a defined structure, leaving decisions to be made for priorities other than economics and/or safety.
7. **Air Traffic Control Tower:** Dual path 1) Traditional and 2) Virtual. [Attachment](#)



NORTHERN COLORADO REGIONAL AIRPORT COMMISSION

4900 EARHART ROAD • LOVELAND, CO 80538

STAKEHOLDER MEETING AGENDA

THURSDAY FEBRUARY 13, 2025

3:00PM – 5:00PM

WELCOME

PURPOSE & GROUND RULES

2025 CALENDAR UPDATES

10 min.

DISCUSSION TOPICS

1. Introduction of Dylan Swanson, Airport Operations & Facilities Manager 10 min.
2. Airport Overview and Perspectives 10 min.
3. Winter Operations Updates 5 min.
4. ATC Tower Updates 10 min.
5. Q&A Discussion 30 min.

FUTURE MEETING TOPICS

UPCOMING PUBLIC MEETINGS

- | | |
|-----------------------------------|---|
| February 20 th 3:00 PM | Airport Commission Meeting |
| March 6 th 3:00 PM | Planning and Development Subcommittee Meeting |
| March 20 th 3:00 PM | Airport Commission Meeting |

ADJOURN

To attend in-person:

Airport Administration Office
4900 Earhart Road
Loveland, CO 80538

To attend via Zoom:

<https://us06web.zoom.us/j/88395608958?pwd=VArb9rM6LhffmlQCaucW6zyKBPAW6H.1>

Meeting ID: 883 9560 8958

Passcode: 624868

Phone: 719 359 4580 US

Katherine Morgan

From: Northern Colorado Regional Airport <airport-cityofloveland.org@shared1.ccsend.com>
Sent: Tuesday, February 11, 2025 12:00 PM
To: Katherine Morgan
Subject: [External] CORRECTION: February Airport Stakeholder Meeting



Airport Stakeholder Meeting
CORRECTION TO THE PREVIOUS COMMUNICATION

The Airport Stakeholder meeting will be held on February 13, 2025. The meeting agenda is now available at <https://www.flynoco.com/other-public-meetings/> and location information is provided below. Whether you want to attend in-person, virtually, or just want to keep an eye on the agenda, we encourage you to stay involved and connected to the FNL community.

Thursday, February 13, 2025

3:00-5:00 p.m. MST

**4900 Earhart Road
Loveland, CO 80538**

Option to attend remotely:

<https://us06web.zoom.us/j/88395608958?pwd=VArb9rM6LhffmlQCaucW6zyKBPAW6H.1>

Meeting ID: 883 9560 8958

Passcode: 624868

Phone: 719 359 4580 US

Sincerely,

Airport Administration
Northern Colorado Regional Airport
www.flynoco.com
970-962-2850

4900 Earhart Road
Loveland, CO 80538

See what's happening on our social sites



NORTHERN COLORADO
REGIONAL AIRPORT

FNL Pilot's Association Meeting

February 15, 2025

1



NORTHERN COLORADO
REGIONAL AIRPORT

Welcome & Introductions

Dylan Swanson CM
Manager of Airport Operations Safety and Security

John Kinney CAE CM
Airport Director - Background

2

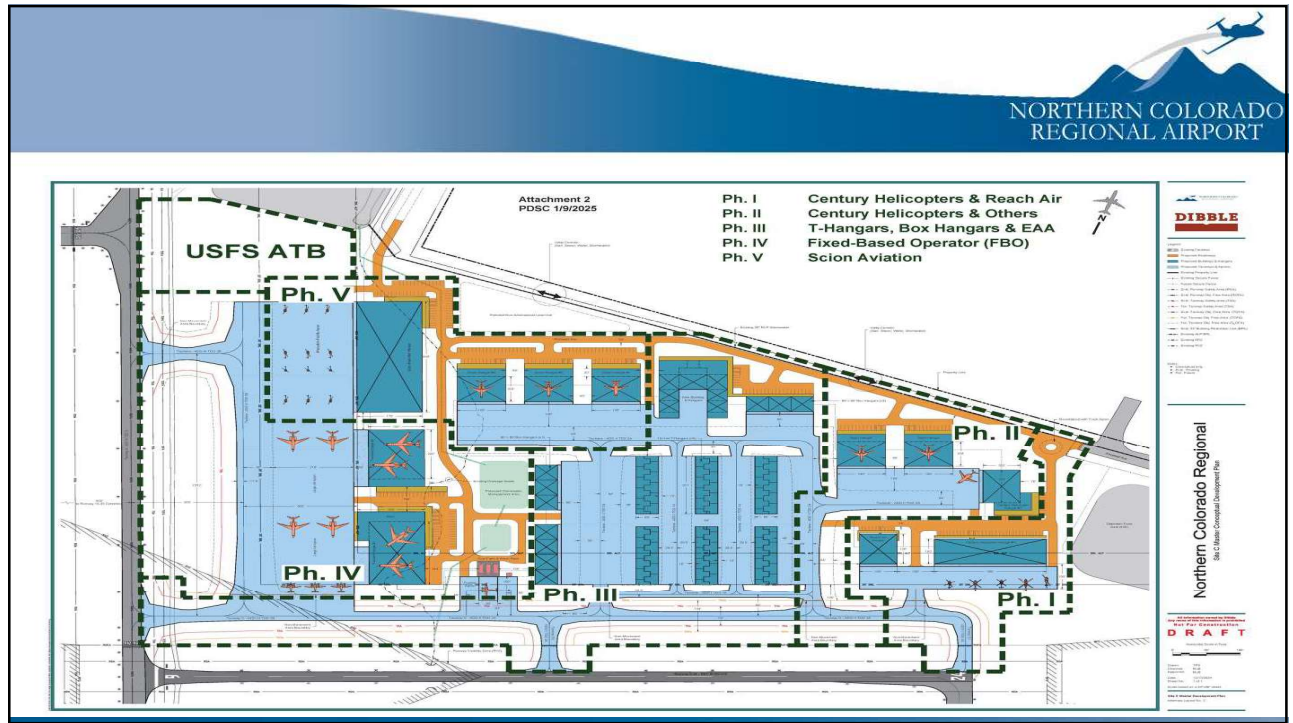
Airport Overview and Perspectives

Presenter John Kinney

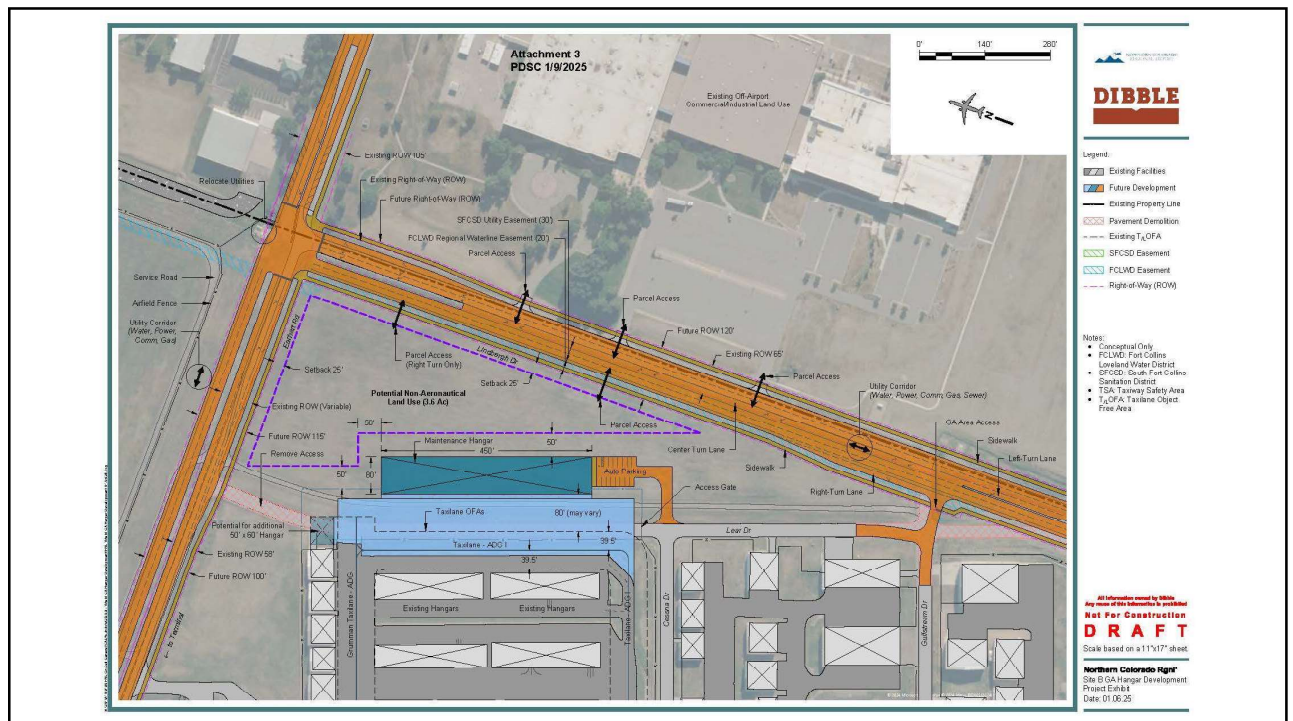
3




4



5



6




NORTHERN COLORADO
REGIONAL AIRPORT

ATC and Airspace Update...

➤ The absence of Radar.....What are you experiencing above FNL?

7



NORTHERN COLORADO
REGIONAL AIRPORT

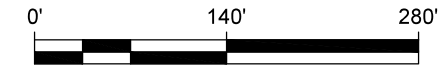
More Importantly.....

What are YOUR Questions or
Issues you would like me to be
aware of at FNL ?

8

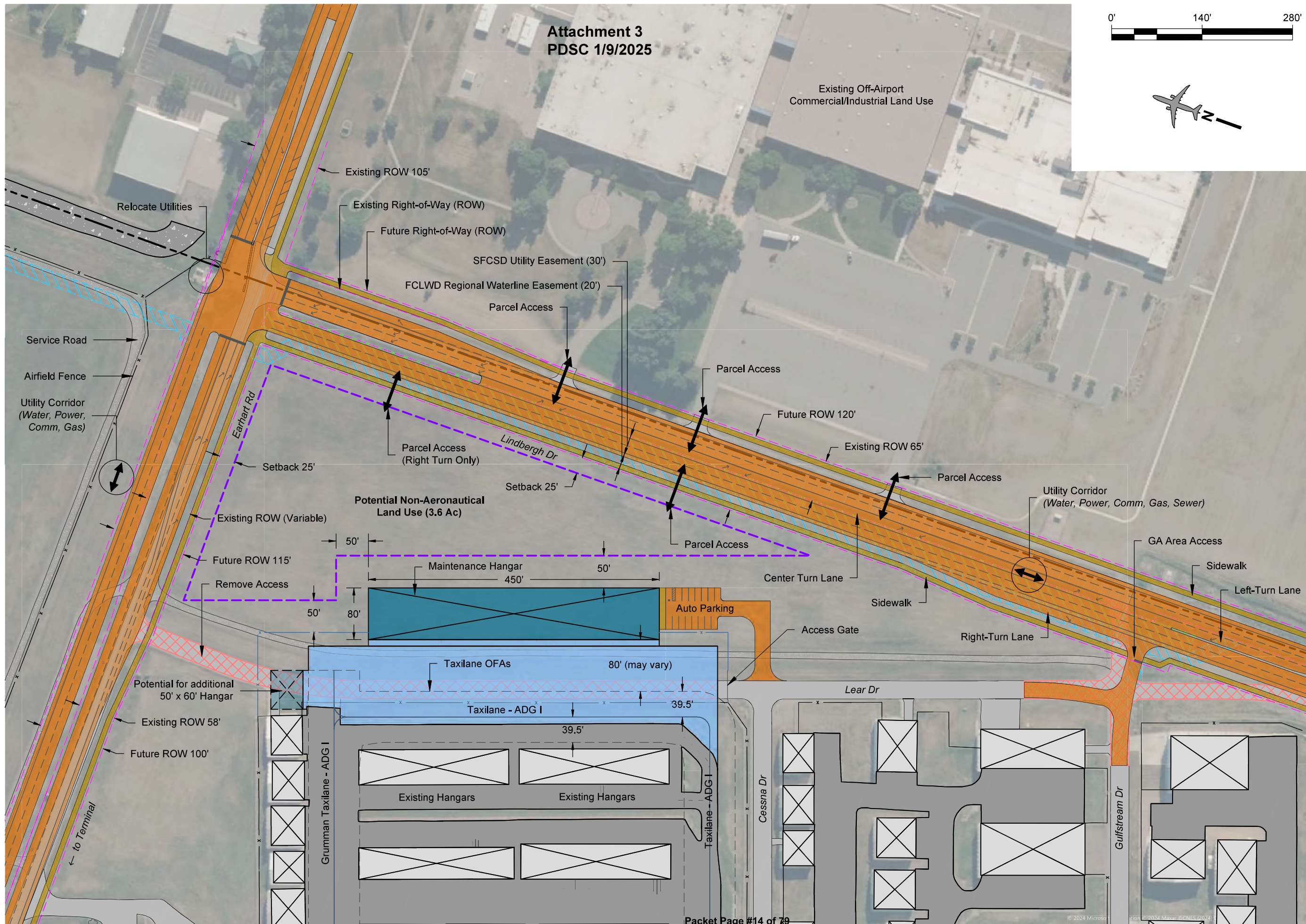


Attachment 3
PDSC 1/9/2025



- Legend:
- Existing Facilities
 - Future Development
 - Existing Property Line
 - Pavement Demolition
 - Existing T_LOFA
 - SFCSD Easement
 - FCLWD Easement
 - Right-of-Way (ROW)

- Notes:
- Conceptual Only.
 - FCLWD: Fort Collins Loveland Water District
 - SFCSD: South Fort Collins Sanitation District
 - TSA: Taxiway Safety Area
 - T_LOFA: Taxiway Object Free Area



All Information owned by Dibble
Any reuse of this information is prohibited

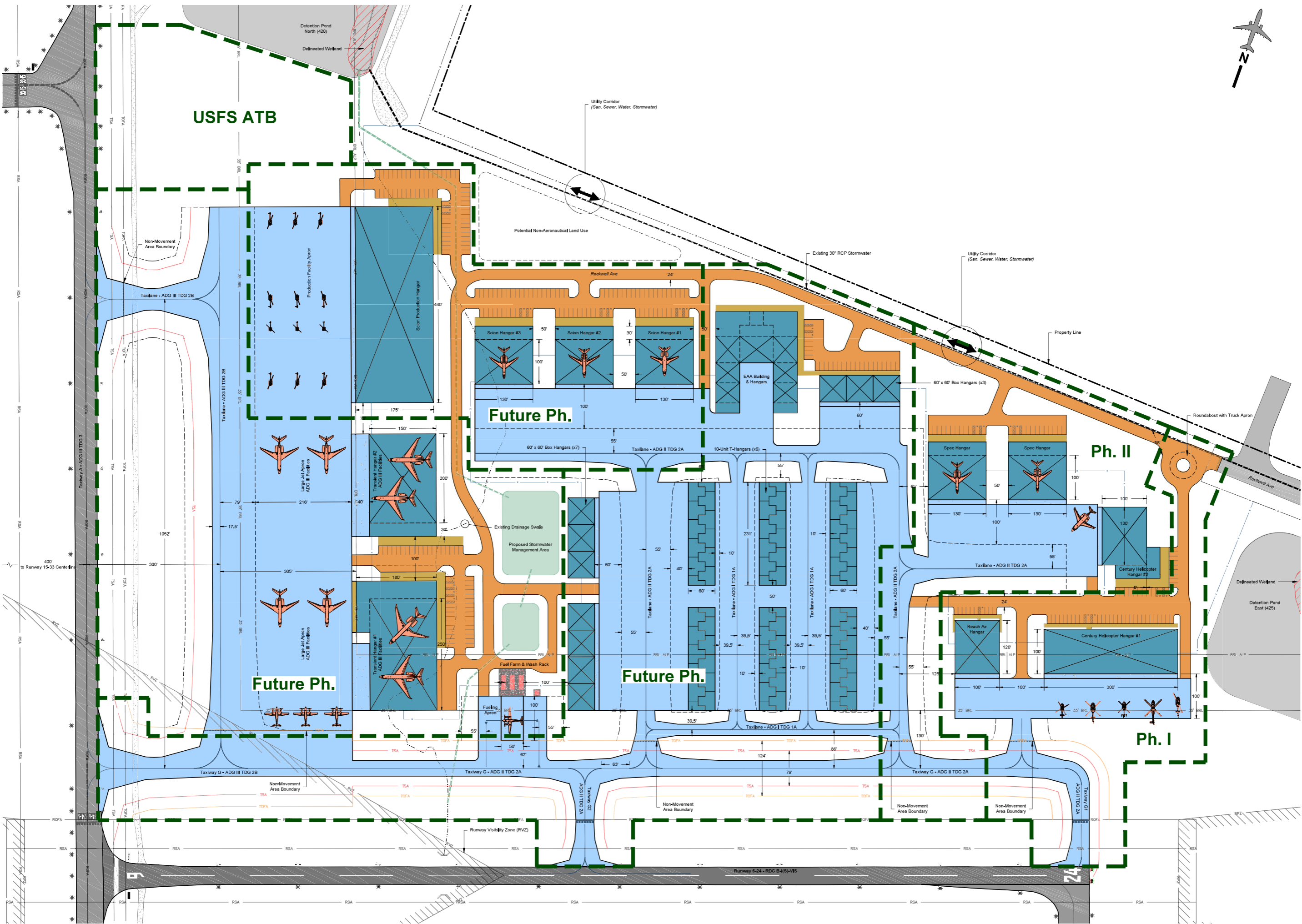
Not For Construction

DRAFT

Scale based on a 11"x17" sheet.

Northern Colorado Rgnl'
Site B GA Hangar Development
Project Exhibit
Date: 01.06.25

K:\2019\19180_FNL_On-Call_General\CAD\Exhibits\2024-3 - Site B GA Hangar Development\FNL_Site B GA Hangar Development 01.06.25.dwg



- Legend:**
- Existing Facilities
 - Proposed Roadways
 - Proposed Buildings & Hangars
 - Proposed Taxiways & Aprons
 - Existing Property Line
 - Future Secure Fence
 - Exst, Runway Safety Area (RSA)
 - Exst, Runway Obj, Free Area (ROFA)
 - Exst, Taxiway Safety Area (TSA)
 - Fut, Taxiway Safety Area (TSA)
 - Exst, Taxiway Obj, Free Area (TOFA)
 - Fut, Taxiway Obj, Free Area (TOFA)
 - Exst, 35' Building Restriction Line (BRL)
 - Existing ALP BRL
 - Existing RPZ
 - Existing RVZ
 - Delineated Wetlands 12/11/2024

- Notes:**
- Conceptual only.
 - AAC: Aircraft Approach Category
 - ADG: Airplane Design Group
 - Exst: Existing
 - Fut: Future
 - GA: General Aviation
 - Ph: Phase
 - ROFA: Runway Object Free Area
 - RPZ: Runway Protection Zone
 - TDG: Taxiway Design Group
 - TOFA: Taxiway Object Free Area
 - TSA: Taxiway Safety Area

Northern Colorado Regional

Site C Master Conceptual Development Plan

All information owned by Dibble. Any reuse of this information is prohibited.

DRAFT

Horizontal Scale in Feet
0' 90' 180'

Drawn: TPS
 Checked: MJB
 Approved: MJB
 Date: 02/14/2025
 Sheet No.: 1 of 1
 Scale based on a 24"x36" sheet.

Site C Master Development Plan
 Alternate Layout No. 2

**Congresswoman Boebert’s visit to Northern Colorado Regional Airport
(FNL)
February 3, 2025**

Attendees:

Congresswoman Boebert

John Kinney: Airport Director

Dan Betts: Chief of Staff Congresswoman
Boebert’s Office: Washington DC

Dylan Swanson: Manager of Safety

Brett Stewart: City of Loveland Assistant City
Manager

Juliet Jordan: National Air Transport
Association: Washington DC
Director of Industry Affairs & Innovation

Ryan Carlson: Chief Pilot - Nutrien Flight
Department: Loveland Colorado

Introductions and Welcoming Remarks

John Kinney

Setting - Update - FNL’s Vision

1. Northern Colorado Regional Airport Governance to become: Airport Authority 2025

Today’s model: Two City Councils and Two City Managers and One Airport Commission Govern

Northern Colorado Regional Airport is committed to developing sustained schedule airline service to the region. FNL has a market “catchment area” ~900,000. DEN is overcapacity and will struggle for decades to “catch up!” The original design was 50 Million Annual Passengers (MAP). Today DEN’s passenger level exceeds 80 MAP.

FNL will provide the region with a hassle-free alternative while reducing car volumes on I-25. Three key elements of our plan - at an investment level of ~ \$70M - include:

- 1) **Airline Terminal Building; Completed** and ready to host airline entrants,
- 2) **Widening the Primary Runway: Summer of 2026.** Design is complete allowing FNL regularly accommodate regularly B-737 / Airbus 320 series plane airlines at FNL
- 3) **Federal Air Traffic Contract Tower: Active,** via a temporary facility. The future of the remote tower remains influx. FNL’s virtual tower, we’re the sole participant in the US.

“Our Ask” of Congresswoman Boebert:

1. Return Radar to FNL’s Air Traffic Control Tower Cab: Air Safety is at Risk!

*FAA installed Radar in the “Virtual” tower, but it was not viewable to “Mobile” tower controllers. Radar was removed on December 16th ignoring CO Congressional requests not to remove and have not responded to their letter - **Handout - Communications to date:** FAA in DC, Regional FAA: ADO, ATO, FSDO, FCT, and NATA to FAA leadership in DC, regional AOPA, and *concerned FNL Flight departments ...crickets. The silence is perplexing by an Air Safety Agency created to Mitigate Risk.**

- a. The number of Near Mid-Air Collision at FNL on record: Ten in 24 months... +
- b. Complex operations - speeds -exacerbated by high volumes of training - low time pilots intermingling daily with high-performance corporate jets and weekly with B-737 charters flights. Approach speeds @ 70 mph to 200 mph.
- c. FAA sequencing aircraft from Approach Control to the Local Tower is delayed causing pilots to initiate separations. Radar empowers controllers to proactively separate planes 30 miles out versus “here we are” reactionary.
- d. The number of “near events” on the runway amplifies the need for Radar.
- e. FNL is the only towered airport in Colorado who doesn’t have radar for use by air traffic controllers to proactively separate airborne inventory.....Note the robust level of aircraft operations at FNL – **slide.**

2. Seek a Congressional “redirecting of AIP funds” for an Air Traffic Control Tower

FNL has entered the FAA’s Contract Control Tower Program, and the next steps, build a Traditional Control Tower. Targeted to be operational in 2030. During the transition, the temporary tower will continue with controllers staffed 7 days a week.

FNL’s Runway Widening project “RFP” will hit the streets next month. The FAA has “assured FNL” funding will be provided - estimated at \$18M.... We might be seeking your help if we have a substantive funding gap from the FAA grants vs Bids.

Tour FNL’s new Terminal and ATCT Facilities	10 minutes
Closing Comments	5 minutes
Escort to Discovery Air	15 minutes



NORTHERN COLORADO
REGIONAL AIRPORT



Northern Colorado Regional Airport

Congresswoman Boebert Visit

The Airport Today

- FNL - general aviation, heavy corporate jet, and commercial air service airport
- Approximately 120,000 annual operations
- 300 based aircraft
- Temporary Air Traffic Control Tower since March 2020
- Seeking a permanent Air Traffic Control Tower ~ 75 feet tall



FNL Fleet Mix



Airport	Airport Code	Tower	Runways	Annual Operations
Centennial	APA	Y	3	362,407
Rocky Mountain Metropolitan	BJC	Y	3	281,806
Pueblo Memorial	PUB	Y	3	196,074
Colorado Springs	COS	Y	3	157,414
Northern Colorado Regional**	FNL	Y	1	120,000
Greeley Weld County	GXY	N	2	110,160
Colorado Air & Space Port	CFO	Y	2	75,647
Grand Junction	GJT	Y	2	59,311
Eagle County Regional	EGE	Y	1	55,175
Aspen-Pitkin County	ASE	Y	1	47,385
Cheyenne Regional	CYS	Y	2	33,250

** FNL is the only towered airport in Colorado without radar. Radar enhances air traffic controllers' ability to separate & sequence aircraft with the highest degree of safety.



FEBRUARY 3, 2025

TABLE OF CONTENTS

- 1) **NATA LETTER TO WES MOOTY, FAA EXECUTIVE DIRECTOR OF AOV**
JANUARY 31, 2025

- 2) **NATA LETTER TO REBECCA GUY, FAA VICE PRESIDENT OF ATO**
JANUARY 31, 2025

- 3) **FNL LETTER TO JENI ARNDT, MAYOR OF FORT COLLINS, DEFINING SAFETY CONCERNS
ASSOCIATED WITH FAA REMOVING RADAR**
DECEMBER 5, 2024

- 4) **FNL LETTER TO NATA TO ENGAGE THE FAA ON RADAR**
DECEMBER 20, 2024

- 5) **FNL LETTER TO AOPA REQUESTING SUPPORT TO RETAIN RADAR AT FNL**
JANUARY 2, 2025

- 6) **CONGRESSIONAL LETTER SIGNED BY BOEBERT AND LOPEZ TO FAA ADMINISTRATOR TO
RETAIN RADAR AT FNL (NO RESPONSE)**

- 7) **EMAIL FROM RYAN CARLSON, CHIEF PILOT OF NUTRIEN (FNL'S LARGEST CORPORATE
FLIGHT DEPARTMENT), EXPRESSING SAFETY CONCERNS**
JANUARY 25, 2025

- 8) **UPDATED LETTERS AS OF FEBRUARY 14, 2025**



January 31, 2025

Wes Mooty
Executive Director
Air Traffic Safety Oversight Service (AOV)
Federal Aviation Administration
800 Independence Avenue SW
Washington, DC 20591

Re: Safety Concern to the NAS: Removal of Standard Terminal Automation Replacement System (STARS) Display - Northern Colorado Regional Airport (FNL)

Dear Mr. Mooty,

I write to you today to express the National Air Transportation Association's (NATA) grave concerns about the removal of critical safety equipment at Northern Colorado Regional Airport (FNL). In December 2024, NATA became aware of the removal of the Standard Terminal Automation Replacement System (STARS) Display at FNL, leaving it the only controlled airport in the state of Colorado without a radar safety system. NATA respectfully requests the Federal Aviation Administration's (FAA) acknowledgement of the safety concerns surrounding FNL and an opportunity for open dialog to identify solutions.

In March 2020, the State of Colorado and the FAA established the Colorado Digital Tower Program, a collaborative initiative designed to create and implement an innovative digital tower system at the airport. A key component of this program was the installation of STARS to provide increased situational awareness, enhance operational safety, and improve overall air traffic control efficiency at FNL.

The State of Colorado also made a critical financial investment of \$8,800,000 to the FAA for the development and implementation of the digital tower initiative, providing the direct funding for STARS. The state's contribution represented a strategic commitment to enhancing airport infrastructure, technological capabilities, and air traffic management safety. The STARS equipment, purchased indirectly with state funds, is undeniably a tangible asset that should have remained available to support FNL's operational needs and secure the safety of the National Airspace System (NAS).

Flights around FNL airspace range from a diverse mix of small trainers to scheduled charters utilizing Boeing 737 aircraft. Throughout the program's implementation, the State of Colorado and airport stakeholders consistently advocated for relocating one of the STARS displays to FNL's mobile Air Traffic Control Tower due to this mix of aircraft. This request stemmed from a critical need to provide air traffic controllers the comprehensive situational awareness essential for maintaining safe and efficient airport operations.

Despite repeated requests, the FAA persistently declined to accommodate this operational necessity and removed the STARS system in December 2024. This removal was predicated on the FAA's assertion that the STARS equipment was a part of the digital tower project, that a program pause allowed for removal of the safety system, and that the radar itself was not being used. NATA is concerned that the removal of the radar was based on incorrect assumptions surrounding FNL airspace.

In the span of 24 months from the program's start, the airport has experienced over 20 near midair collisions (NMACs). Per the control tower operators, all NMACs would have been mitigated had the controllers: 1) had access to the radar during the testing period, and 2) had the radar remained on site. Nonetheless, despite the removal of this critical piece of safety equipment ATC continues to manage the diverse and unique array of aircraft found at FNL, mitigating these conflicts to the very best of their ability.

NATA is also aware that removal of the system may have been carried out without the complete knowledge of the airport and management. Further, we are unaware of any Safety Risk Management (SRM) assessment conducted by the FAA prior to removal of the system, which would be incongruent with established safety procedures. Dialog from the airport director who oversaw operations during the testing period, as well as the tower manager, indicate that no SRM was performed, nor were either of them made aware of an SRM being accomplished at the airport. If an SRM was completed, NATA would appreciate receiving validation of a copy to ensure consistency with safety and risk management practices.

NATA, much like the FAA, is committed to the safe and efficient use of the NAS, yet the removal of STARS raises significant questions about potential negative impacts on airport safety and operational efficiency. The lack of access to the radar during the testing program and the eventual removal of the radar resulted in a multitude of NMACs. The airspace around FNL is now compromised due to the removal of STARS and the lack of subsequent risk mitigation measures.

We are committed to working with you to find viable solutions to this issue and to foster an environment for open and transparent dialog between all stakeholders.

Sincerely,



President and CEO



January 31, 2025

Rebecca Guy
Vice President
Air Traffic Organization (ATO)
Federal Aviation Administration
800 Independence Avenue SW
Washington, DC 20591

Re: Safety Concern to the NAS: Removal of Standard Terminal Automation Replacement System (STARS) Display - Northern Colorado Regional Airport (FNL)

Dear Ms. Guy,

I write to you today to express the National Air Transportation Association's (NATA) grave concerns about the removal of critical safety equipment at Northern Colorado Regional Airport (FNL). In December 2024, NATA became aware of the removal of the Standard Terminal Automation Replacement System (STARS) Display at FNL, leaving it the only controlled airport in the state of Colorado without a radar safety system. NATA respectfully requests the Federal Aviation Administration's (FAA) acknowledgement of the safety concerns surrounding FNL and an opportunity for open dialog to identify solutions.

In March 2020, the State of Colorado and the FAA established the Colorado Digital Tower Program, a collaborative initiative designed to create and implement an innovative digital tower system at the airport. A key component of this program was the installation of STARS to provide increased situational awareness, enhance operational safety, and improve overall air traffic control efficiency at FNL.

The State of Colorado also made a critical financial investment of \$8,800,000 to the FAA for the development and implementation of the digital tower initiative, providing the direct funding for STARS. The state's contribution represented a strategic commitment to enhancing airport infrastructure, technological capabilities, and air traffic management safety. The STARS equipment, purchased indirectly with state funds, is undeniably a tangible asset that should have remained available to support FNL's operational needs and secure the safety of the National Airspace System (NAS).

Flights around FNL airspace range from a diverse mix of small trainers to scheduled charters utilizing Boeing 737 aircraft. Throughout the program's implementation, the State of Colorado and airport stakeholders consistently advocated for relocating one of the



STARS displays to FNL's mobile Air Traffic Control Tower due to this mix of aircraft. This request stemmed from a critical need to provide air traffic controllers the comprehensive situational awareness essential for maintaining safe and efficient airport operations.

Despite repeated requests, the FAA persistently declined to accommodate this operational necessity and removed the STARS system in December 2024. This removal was predicated on the FAA's assertion that the STARS equipment was a part of the digital tower project, that a program pause allowed for removal of the safety system, and that the radar itself was not being used. NATA is concerned that the removal of the radar was based on incorrect assumptions surrounding FNL airspace.

In the span of 24 months from the program's start, the airport has experienced over 20 near midair collisions (NMACs). Per the control tower operators, all NMACs would have been mitigated had the controllers: 1) had access to the radar during the testing period, and 2) had the radar remained on site. Nonetheless, despite the removal of this critical piece of safety equipment continues to manage the diverse and unique array of aircraft found at FNL, mitigating these conflicts to the very best of their ability.

NATA is also aware that removal of the system may have been carried out without the complete knowledge of the airport and management. Further, we are unaware of any Safety Risk Management (SRM) assessment conducted by the FAA prior to removal of the system, which would be incongruent with established safety procedures. Dialog from the airport director who oversaw operations during the testing period, as well as the tower manager, indicate that no SRM was performed, nor were either of them made aware of an SRM being accomplished at the airport. If and SRM was completed, NATA would appreciate receiving validation of a copy to ensure consistency with safety and risk management practices.

NATA, much like the FAA, is committed to the safe and efficient use of the NAS, yet the removal of STARS raises significant questions about potential negative impacts on airport safety and operational efficiency. The lack of access to the radar during the testing program and the eventual removal of the radar resulted in a multitude of NMACs. The airspace around FNL is now compromised due to the removal of STARS and the lack of subsequent risk mitigation measures.

We are committed to working with you to find viable solutions to this issue and to foster an environment for open and transparent dialog between all stakeholders.

Sincerely,

John Kinney

From: John Kinney
Sent: Thursday, December 5, 2024 2:40 PM
To: David Ulane; William Payne
Subject: FNL Radar - Retain for controllers

Dave and Bill,,

My FNL email account is back upI sent this email earlier to you Dave via my personal email but here it is from FNL.

Feel free to include in its entirety or in part with your letter.

Thank you for your help!

Best

Mayor Arndt,

Kelly shared you are in DC this week. In case you have time to knock on “congressional delegation” doors or hear of this issue we did not want you to “blindsided” or surprised.

Heads up; We have an issue we are working through Congressman Lopez’s office with engagement – as of yesterday – with Senator Hickenlooper’s office and CDOT Aeronautics regarding our control tower equipment. The FAA notified CDOT they plan to remove the control tower radar feed and monitor before Christmas. Congressman Lopez is engaging the entire congressional delegation to push the FAA to stop the effort to remove the radar feed and monitor and move this critical equipment into the room where controllers are located – the mobile tower. Currently the radar feed and monitor are in the virtual tower room 200’ away from controllers.

The issue: the FAA is planning in the next few weeks to remove the radar feed and display for another airport. We have been trying to move the monitors into the mobile tower providing controllers with a tool enhancing safety! Removing this radar display located makes FNL the only controlled tower in Colorado without radar. Controllers use radar as an extension of their eyes beyond their 5 mile limit to an expanded range of 20 to 30 miles of “positive control of aircraft”. Radar allows a controller to exponentially enhance the level of safety in sequencing and separating arriving aircraft.

Talking points:

1. Removal of the radar feed and monitor will make FNL the only control tower in the state of Colorado without radar.
2. FNL operational levels and the varying level of pilot proficiencies make the need even greater for radar at FNL.
 - o Annual operations at FNL are ~ 110,000 operations from a single runway during a mere 10-hour period – that is very busy.
 - o Centennial Airport – APA – conducts ~ 350,000 operations from ~ two runways with a control tower over a 24-hour period.

These aircraft operational numbers illustrate the complexity of and the density of FNL air traffic when compared to one of the nation’s busiest airports – APA. Radar provides a critical tool for controllers enhancing safety.

3. FNL tower controllers have filed numerous “near mid airs” from a controller’s standards as separation between planes was too close.
4. FNL unfortunately experienced a mid-air collision between a landing twin engine aircraft and a landing helicopter.
5. FNL traffic is complex as aircraft speeds and pilot proficiencies widely with robust training flights. Compare FNL to DIA where larger aircraft are separated and sequenced symmetrically 50 plus

miles out by regional controllers (TRACON) then handed off to the local control tower staff organized for landing. Radar would allow this same level of safety and organization and systematical sequence and separation for the varied performance characteristic of corporate jets to that of the smallest general aviation training with an enhanced level of safety radar provides controllers.

I shared several of these point in yesterday's call with Congressman Lopez, his staff and Senator Hickenlooper's staff and CDOT Aeronautics for inclusion into a "pending" letter from CDOT to Congressman Lopez who will generate a letter containing all parties perspectives to the FAA for a Monday delivery.

I am available to discuss further or answer questions when it is convenient for your schedule. My cell number is best.

Respectfully
John

John S. Kinney CAE CM
Airport Director
Northern Colorado Regional Airport
970.962.2853
970.699.2893 cell
John.Kinney@cityofloveland.org



NORTHERN COLORADO
REGIONAL AIRPORT

John Kinney

From: Curt Castagna <ccastagna@nata.aero>
Sent: Friday, December 20, 2024 3:50 PM
To: John Kinney
Cc: jarndt@fcgov.com; Jacki Marsh - Mayor; Kelly DiMartino (kdimartino@fcgov.com); Rod Wensing; Keith Deberry; Juliet Jordan; Jenny Ann Urban
Subject: [External] RE: Pending removal of FNL's FAA Radar - STARS

John

Good to speak with you today. Thank you for raising this safety related concern to our attention. I have cc'd members of NATA's team so they can review and best support the airport and constituent users at FNL so to maximize safety by retaining the STAR's Radar. I understand three SRMs have been conducted, which may not be directly tied to the radar's use, but that the airport and ATC have identified several safety related issues where radar service would mitigate risk. We appreciate your interest to engage and support this effort locally too.

I will circle back with staff on Monday, and as you can imagine the holidays may slow us down a bit, but we will follow up asap.

Thanks again John for reaching out, and for your support of aviation safety...

Regards

Curt Castagna
President/ CEO



AVIATION BUSINESS ADVOCATES

M: +1 562.824.8554 / NATA.AERO
818 Connecticut Ave. NW, Ste 900 / Washington, DC 20006

From: John Kinney <John.Kinney@cityofloveland.org>
Sent: Friday, December 20, 2024 12:54 PM
To: Curt Castagna <ccastagna@nata.aero>
Cc: jarndt@fcgov.com; Jacki Marsh - Mayor <Jacki.Marsh@cityofloveland.org>; Kelly DiMartino (kdimartino@fcgov.com) <kdimartino@fcgov.com>; Rod Wensing <Rod.Wensing@cityofloveland.org>
Subject: Pending removal of FNL's FAA Radar - STARS

Mr. Curt Castagna
President and CEO NATA
Aviation Business Advocates
818 Connecticut Ave. NW, Ste 900

Washington, DC 20006

RE: Pending Removal of Radar from FNL Control Tower

Mr. Castagna,

I am writing you today on behalf of the Northern Colorado Regional Airport (FNL) leadership seeking the National Air Transportation Association's (NATA) assistance in addressing a time sensitive safety issue with our FAA Contract Air Traffic Control Tower. The FAA ATO group notified this office of their plans to remove the STARS Radar monitors this month from FNL. The radar originally was installed to serve the test bed Virtual Tower at FNL. The ATC STARS Radar is live and fully operational as of this writing.

Traffic volumes and complexity of FNL's fleet mix makes radar mandatory at FNL to ensure the safe separation and sequencing of departing and arriving aircraft. FNL's operational Indicators driving our request to address immediate safety issues include:

- ✓ FAA Contract Air Traffic Controllers have filed at least 7 near midair collisions at FNL – access to radar would have prevented each incident.
- ✓ FNL Control Tower is the only control tower in the state that does not have radar for air traffic controllers to manage airborne inventory.
- ✓ FNL host over 115,000 annual operations with approximately 500 monthly turbine operations. Add to this mix regular charters flights with B-737 and A-320 series planes and robust training operations from flight schools.

FAA Contract Air Traffic Controller require Radar at FNL to level the playing field of safety afforded to other controlled airports within the State of Colorado. FNL cannot be a "One Off" when it comes to safety especially with aircraft inflight.

Northern Colorado's Regional Airport leadership and users have two asks of the FAA:

- 1) Retain the existing Radar Monitor at FNL.
- 2) Relocate the two Radar Monitors from the Virtual Control Tower room to the Mobile Air Traffic Control Tower Contract Tower where controllers provide air borne traffic management. Existing fiber connects the two-building span of ~ 300 feet.

Northern Colorado's Regional Airport Leadership and all our Stakeholders appreciate any support and advocacy NATA can bring to this immediate safety issues with the decision makers within the Federal Aviation Administration.

Respectfully

John S. Kinney

CC:
Mayor Arndt, City of Fort Collins
Mayor Marsh City of Loveland
City Manager City of Fort Collins
City Manager City of Loveland
Airport Commissioners - Northern Colorados Regional Airport

*John S. Kinney CAE CM
Airport Director*

John Kinney

From: John Kinney
Sent: Thursday, January 2, 2025 8:05 AM
To: "brad.schuster@aopa.org"
Cc: Brett Stewart
Subject: Radar at FNL

Brad,
Happy New Year.

Can AOPA assist FNL in our quest to receive radar for our contract control tower / controllers? FNL is in between vendors seeking certification for their Virtual Tower Program Equipment from the FAA. In the meantime, the FAA installed STARS radar in the virtual tower room, located ~ 200' from the controllers located in a mobile tower which is part of the contract tower program. Controllers do not have access to the radar monitors or data. The FAA notified us of their intention to remove the radar system completely shipping it to PHL. This has become a safety issue, the absence of radar for controllers at FNL.

This pending removal action would make FNL's tower the only ATCT facility in Colorado who does not have radar for use by controllers managing airborne inventory. FNL's operational complexity (student pilots, robust corporate aviation large charters weekly using B-737 and Airbus size planes) solidifies the immediate need for radar to be installed for use by controllers in the mobile cab.

We have connectivity via fiber cable between the virtual tower room housing the two live feed monitors and the mobile tower cab which houses the controllers managing the ~120,000 annual operations at FNL.

Happy to discuss further with additional details. I look forward to hearing from you Brad.

Best
John

John S. Kinney CAE CM
Airport Director
Northern Colorado Regional Airport
303 882 9605: cell
John.Kinney@cityofloveland.org



NORTHERN COLORADO
REGIONAL AIRPORT

Next Page →

John Kinney

Subject: FW: Radar at FNL

From: Schuster, Brad <brad.schuster@aopa.org>
Sent: Thursday, January 2, 2025 9:50 AM
To: John Kinney <John.Kinney@cityofloveland.org>
Subject: [External] RE: Radar at FNL

Happy new year to you as well John.

Unfortunately, we quickly reach the limits of our advocacy when it comes to circumstances such as this. With many of over 500 towered airports in the country...many NOT currently possessing radar (but would also like to have the capability), obtaining radar in my experience is all about a) getting on the list then b) waiting.

Thoughts that occur to me (which you may have already done) include asking your FSDO to come down and do a "safety assessment" of the airport with your air traffic manager (ATM) in tow; some of the rationale you provide below looks like a good start. With the FSDO rep, get a sense for the process of obtaining radar and what you could do to improve your chances/move further forward in the line

Once you have obtained what the FAA considers the most stout justification, you can consider asking your commissioners to escalate the justification package to Colorado US Reps/Senators and ask them for assistance obtaining "set aside" preference for FAA prioritization and funding. This approach was recently successful in Washington state (see press release [here](#))

Hope this helps somewhat. Best wishes for a pleasant and productive 2025 and I will look forward to our paths crossing again in the coming year.

Brad

Brad Schuster | Northwest Mountain Regional Manager, AOPA | Tel: 202.851.7502

From: John Kinney <John.Kinney@cityofloveland.org>
Sent: Thursday, January 2, 2025 7:05 AM
To: Schuster, Brad <brad.schuster@aopa.org>
Cc: Brett Stewart <Brett.Stewart@cityofloveland.org>
Subject: Radar at FNL

You don't often get email from john.kinney@cityofloveland.org. [Learn why this is important](#)

CAUTION: This email originated from outside the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Brad,
Happy New Year.

Can AOPA assist FNL in our quest to receive radar for our contract tower / controllers? FNL is in between vendors seeking certification for their Virtual Tower Program Equipment from the FAA. In the meantime, the FAA installed STARs radar in the virtual tower room, located ~ 200' from the controllers located in a mobile tower which is part of the contract tower program. Controllers do not have access to the radar monitors or data. The FAA notified us of their intention to remove the radar system completely shipping it to PHL. This has become a safety issue, the absence of radar for controllers at FNL.

This pending removal action would make FNL's tower the only ATCT facility in Colorado who does not have radar for use by controllers managing airborne inventory. FNL's operational complexity (student pilots, robust corporate aviation large charters weekly using B-737 and Airbus size planes) solidifies the immediate need for radar to be installed for use by controllers in the mobile cab.

We have connectivity via fiber cable between the virtual tower room housing the two live feed monitors and the mobile tower cab which houses the controllers managing the ~120,000 annual operations at FNL.

Happy to discuss further with additional details. I look forward to hearing from you Brad.

Best
John

John S. Kinney CAE CM
Airport Director
Northern Colorado Regional Airport
303 882 9605: cell
John.Kinney@cityofloveland.org



Congress of the United States
House of Representatives
Washington, DC 20515-0604

The Honorable Michael Whitaker, Administrator
Federal Aviation Administration
800 Independence Avenue SW
Washington, DC 20591

Re: Standard Terminal Automation Replacement System (STARS) Display - Northern Colorado
Regional Airport (FNL)

Dear Administrator Whitaker,

The undersigned members of the Colorado Congressional Delegation are requesting that you intervene immediately on behalf of the State of Colorado ("State") and the Northern Colorado Regional Airport ("Airport") to allow the Standard Terminal Automation Replacement (STARS) radar system currently installed at the Northern Colorado Regional Airport to be retained as a critical situational awareness tool at the Airport's Federal Contract Tower.

The STARS radar system at FNL is indispensable, not only because the airport is a reliever for a nearby international airport but also as an emergency response hub for wildfire operations and other crises. Its removal would compromise safety, efficiency, and the ability of air traffic controllers to maintain situational awareness in a high-stakes environment, undermining the FAA's mission and the FAA Reauthorization Act of 2024.

As you may be aware, the Northern Colorado Regional Airport in Loveland, Colorado, experiences a high level of annual operations, over 110,000 per year. These operations are generated by three on-airport flight schools, based and transient general aviation aircraft, air taxi, commercial charter, medical flights, corporate turbojet, transient military, and seasonal firefighting aircraft. Additionally, the Airport is frequently a diversion and/or reliever airport that serves commercial service aircraft from Denver International Airport. As a result of being in the Colorado Digital Tower Program and this traffic mix and level of annual operations, the Airport is now included in the Federal Contract Tower (FCT) Program.

In March 2020, the mobile airport traffic control tower (ATCT) began operating as part of the Colorado Digital Tower Program, a cooperative effort between the State of Colorado and the FAA to develop and deploy a digital tower system at the Airport. A key component of the digital tower was the installation of the STARS to provide enhanced situational awareness, operational safety, and improved efficiency.

The State of Colorado and the airport have repeatedly requested that the FAA move one of the STARS displays to the mobile ATCT to provide the controllers with much-needed situational awareness to support safety and efficiency. The FAA has continued to refuse to honor this request. Now the Agency intends to remove the STARS entirely in December 2024, asserting that the STARS system was part of the digital tower project and could therefore be removed if the project paused. The FAA also contends that it is not currently used, although we and the FAA's contract controllers at the Airport have repeatedly requested that one of the displays be relocated to the mobile tower. To date, that request has been steadfastly refused by the FAA.

The interspersed of VFR training aircraft with high-performance turboprop and turbojet IFR aircraft presents a significant challenge to the Airport's controllers. There have been several recent Near Midair Collision (NMAC) reports filed by the ATCT. These incidents could have likely been avoided if the controllers had the situational awareness afforded by the radar display that they have but cannot use.

Furthermore, it is the contention of the State of Colorado that as state funding in the amount of \$8,800,000 was provided to the FAA for the digital tower project, the STARS was paid for out of those funds, and the equipment should be retained to support the safe and efficient operations at the Airport.

Situational awareness is paramount in Aviation Safety. Real-Time Data for Controllers: Radar systems provide air traffic controllers with the real-time data needed to monitor aircraft positions, weather patterns, and airspace conditions. Without this radar, controllers lose a vital tool for maintaining situational awareness, increasing the risk of mid-air collisions and other accidents.

Denying the air traffic controllers the ability to utilize the radar system erodes the safety margins necessary for effective air traffic management, making controllers more reliant on less precise tools and increasing the likelihood of human error. It is imperative that the FAA reconsiders its decision for removal and simply allows FN to transfer STARS to the mobile tower for use by the air traffic controllers. Not making this important tool available to controllers potentially puts the health and safety of our constituents needlessly at risk, as air traffic will only continue to grow. The Reauthorization Act mandates the FAA to install the STARS system in Federal Contract Towers such as FNL in the near future.

Legal and Ethical Obligations

- **Commerce Clause (Article I, Section 8, Clause 3):**
 - The airport's roles as a reliever and emergency response hub directly support interstate commerce. Removing the radar system would disrupt these operations, undermining the FAA's constitutional duty to regulate and protect commerce.
- **General Welfare Clause (Article I, Section 8, Clause 1):**
 - Retaining the radar system is essential for public safety, ensuring that emergency operations, routine flights, and diverted aircraft are managed safely and efficiently.
- **FAA's Own Safety Mandate:**
 - The FAA's mission prioritizes the safest, most efficient aerospace system. Removing a functioning radar system contradicts this mandate and increases risks unnecessarily

Federal Contract Towers was recognized by Congress when it passed the 2024 FAA Reauthorization Act. Section 620 of the Act makes it plain that the FAA should take steps to implement radar displays, naming STARS as a suitable way to achieve this goal:

SEC. 620. CONTRACT TOWER PROGRAM.

“(f) IMPROVING CONTROLLER SITUATIONAL AWARENESS. –

“(1) IN GENERAL. –Not later than 1 year after the date of enactment of this subsection, the Secretary shall allow air traffic controllers at towers operated under the Contract Tower Program to use approved advanced equipment and technologies to improve operational situational awareness, including Standard Terminal Automation Replacement System radar displays, Automatic Dependent Surveillance- Broadcast, Flight Data Input/Output, and Automatic Terminal Information System.

“(2) INSTALLATION AND MAINTENANCE. –Not later than 2 years after the date of enactment of this subsection, the Secretary shall allow airports to–

“(A) procure a Standard Terminal Automation Replacement System or any equivalent 25 system through the Federal Aviation Administration, and install and maintain such system using Administration services: or

“(B) purchase a Standard Terminal Automation Replacement System, or any equivalent system, and install and maintain such system using services directly from an original equipment manufacturer.

Colorado’s undersigned congressional delegation asks that you give immediate favorable consideration to the State and Airport requests to keep the STARS at FNL, and immediately begin the process to relocate one of the displays to the mobile ATCT until such time as the RTX/Frequentis digital tower system is implemented at the airport in 2025.

We appreciate your immediate consideration and action on this request.

Signed,



Greg Lopez
United States Representative



Lauren Boebert
United States Representative

John Kinney

From: Ryan Carlson <Ryan.Carlson@nutrien.com>
Sent: Tuesday, January 28, 2025 11:50 AM
To: John Kinney
Cc: ecarlson@businessaviation.com
Subject: [External] Re: [EXT] ATC Concerns
Attachments: processed-40E5A42F-FA73-46E3-9878-FF1BA5CF9A0B.jpeg

This occurred last Thursday Jan 23 2025 at 1611.

One of the departing planes from KFNL (either 3300 below us or 5600 below us) became our traffic alert in the cockpit shortly after the picture. (I have been taking pictures on our arrivals to KFNL because of the issues we are having with aircraft conflicts on a regular basis). We had to deviate course with approach control and enter NoCo airspace without their knowledge.

Ryan

Get Outlook for iOS

From: John Kinney <John.Kinney@cityofloveland.org>
Sent: Tuesday, January 28, 2025 10:50:34 AM
To: Ryan Carlson <Ryan.Carlson@nutrien.com>
Cc: ecarlson@businessaviation.com <ecarlson@businessaviation.com>
Subject: [EXT] ATC Concerns

This Message Is From an External Sender

! CAUTION: This email originated outside the organization. Do not open attachments or click on links unless you recognize the sender and know the content is safe.

Ryan

Enclosed is the letter we discussed. Do you have an ETA on memorizing your experiences with "hand offs" from Approach to Tower or the lack thereof as you enter the ATA?

Thanks gents!

Best

John

John S. Kinney CAE CM
Airport Director
Northern Colorado Regional Airport
303 882 9605: cell
John.Kinney@cityofloveland.org



NORTHERN COLORADO
REGIONAL AIRPORT



U.S. Department
of Transportation
**Federal Aviation
Administration**

Office of the Administrator

800 Independence Ave., S.W.
Washington, DC 20591

January 2, 2025

The Honorable Greg Lopez
U.S. House of Representatives
Washington, DC 20515

Dear Representative Lopez:

Thank you for your October 9, 2024, letter regarding the Standard Terminal Automation Replacement System (STARS) display at Northern Colorado Regional Airport (FNL).

The Federal Aviation Administration's (FAA) mission is to ensure the safest, most efficient national airspace system in the world. In line with this mission, the STARS equipment was delivered to FNL as part of testing associated with the FAA's Remote Tower Pilot Program. Having concluded that testing, the FAA disconnected the STARS equipment from the remote tower testing location.

The contract tower vendor for FNL is required to provide safe and efficient air traffic control services under the conditions of their contract using the equipment required on the FAA Minimum Equipment List, which does not include STARS equipment. The FAA is actively evaluating potential hardware and software applications that could enhance controllers' situational awareness. While these technologies are not required, the airport sponsor may purchase them for installation at FNL once available.

If I can provide further information or assistance, please contact me or Kate Howard, Acting Assistant Administrator for Government and Industry Affairs, at (202) 267-3277.

Sincerely,

A handwritten signature in black ink, appearing to read "M. Whitaker".

Michael G. Whitaker
Administrator

GREG LOPEZ
4TH DISTRICT, COLORADO

HOUSE COMMITTEE ON SCIENCE,
SPACE, AND TECHNOLOGY
HOUSE COMMITTEE ON BUDGET

2155 RAYBURN HOUSE OFFICE BUILDING
WASHINGTON, DC 20515-0604
(202) 225-4676

271 S ELM AVE.
SUITE 1A
EATON, CO 80615
(970) 702-2136

900 CASTLETON RD.
SUITE 112
CASTLE ROCK, CO 80109
(720) 639-9165

Congress of the United States
House of Representatives
Washington, DC 20515-0604

The Honorable Michael Whitaker, Administrator
Federal Aviation Administration
800 Independence Avenue SW
Washington, DC 20591

Re: Standard Terminal Automation Replacement System (STARS) Display - Northern Colorado
Regional Airport (FNL)

Dear Administrator Whitaker,

The undersigned members of the Colorado Congressional Delegation are requesting that you intervene immediately on behalf of the State of Colorado ("State") and the Northern Colorado Regional Airport ("Airport") to allow the Standard Terminal Automation Replacement (STARS) radar system currently installed at the Northern Colorado Regional Airport to be retained as a critical situational awareness tool at the Airport's Federal Contract Tower.

The STARS radar system at FNL is indispensable, not only because the airport is a reliever for a nearby international airport but also as an emergency response hub for wildfire operations and other crises. Its removal would compromise safety, efficiency, and the ability of air traffic controllers to maintain situational awareness in a high-stakes environment, undermining the FAA's mission and the FAA Reauthorization Act of 2024.

As you may be aware, the Northern Colorado Regional Airport in Loveland, Colorado, experiences a high level of annual operations, over 110,000 per year. These operations are generated by three on-airport flight schools, based and transient general aviation aircraft, air taxi, commercial charter, medical flights, corporate turbojet, transient military, and seasonal firefighting aircraft. Additionally, the Airport is frequently a diversion and/or reliever airport that serves commercial service aircraft from Denver International Airport. As a result of being in the Colorado Digital Tower Program and this traffic mix and level of annual operations, the Airport is now included in the Federal Contract Tower (FCT) Program.

In March 2020, the mobile airport traffic control tower (ATCT) began operating as part of the Colorado Digital Tower Program, a cooperative effort between the State of Colorado and the FAA to develop and deploy a digital tower system at the Airport. A key component of the digital tower was the installation of the STARS to provide enhanced situational awareness, operational safety, and improved efficiency.

The State of Colorado and the airport have repeatedly requested that the FAA move one of the STARS displays to the mobile ATCT to provide the controllers with much-needed situational awareness to support safety and efficiency. The FAA has continued to refuse to honor this request. Now the Agency intends to remove the STARS entirely in December 2024, asserting that the STARS system was part of the digital tower project and could therefore be removed if the project paused. The FAA also contends that it is not currently used, although we and the FAA's contract controllers at the Airport have repeatedly requested that one of the displays be relocated to the mobile tower. To date, that request has been steadfastly refused by the FAA.

Federal Contract Towers was recognized by Congress when it passed the 2024 FAA Reauthorization Act. Section 620 of the Act makes it plain that the FAA should take steps to implement radar displays, naming STARS as a suitable way to achieve this goal:

SEC. 620. CONTRACT TOWER PROGRAM.

“(f) IMPROVING CONTROLLER SITUATIONAL AWARENESS. –

“(1) IN GENERAL. –Not later than 1 year after the date of enactment of this subsection; the Secretary shall allow air traffic controllers at towers operated under the Contract Tower Program to use approved advanced equipment and technologies to improve operational situational awareness, including Standard Terminal Automation Replacement System radar displays, Automatic Dependent Surveillance- Broadcast, Flight Data Input/Output, and Automatic Terminal Information System.

“(2) INSTALLATION AND MAINTENANCE. –Not later than 2 years after the date of enactment of this subsection, the Secretary shall allow airports to–

“(A) procure a Standard Terminal Automation Replacement System or any equivalent 25 system through the Federal Aviation Administration, and install and maintain such system using Administration services: or

“(B) purchase a Standard Terminal Automation Replacement System, or any equivalent system, and install and maintain such system using services directly from an original equipment manufacturer.

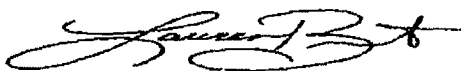
Colorado’s undersigned congressional delegation asks that you give immediate favorable consideration to the State and Airport requests to keep the STARS at FNL, and immediately begin the process to relocate one of the displays to the mobile ATCT until such time as the RTX/Frequentis digital tower system is implemented at the airport in 2025.

We appreciate your immediate consideration and action on this request.

Signed,



Greg Lopez
United States Representative



Lauren Boebert
United States Representative

Katherine Morgan

From: John Kinney
Sent: Friday, February 14, 2025 4:26 PM
To: Katherine Morgan
Subject: FW: STARS Radar Removal at FNL
Attachments: FAA Response to Rep Lopez 2 Jan 2025.pdf

Please attach this email and the attachment to the new letters from the FAA as of today.

John S. Kinney CAE CM
Airport Director
Northern Colorado Regional Airport
303 882 9605: cell
John.Kinney@cityofloveland.org



NORTHERN COLORADO
REGIONAL AIRPORT

From: Mueller, Andrew M (FAA) <Andrew.M.Mueller@faa.gov>
Sent: Thursday, February 13, 2025 1:48 PM
To: Jenny Ann Urban <jurban@nata.aero>; John Kinney <John.Kinney@cityofloveland.org>
Cc: Juliet Jordan <jjordan@nata.aero>; Young, Steve (FAA) <steve.young@faa.gov>; Florio, Joe (FAA) <Joe.Florio@faa.gov>
Subject: [External] RE: STARS Radar Removal at FNL

Jenny Ann and John,

Thanks again for the time today

Below is a link to an FAA site that describes many of the voluntary safety reporting program. Reporting is an important part of an SMS. This site is a little outdated – but the programs all are working and the Confidential Information Sharing Program is described as well.

[Aviation Voluntary Reporting Programs | Federal Aviation Administration](#)

NASA ASRS program

[ASRS Database Online - Aviation Safety Reporting System](#)

NATCAs site for air traffic controller reporting - there is a Tab for FCTs at the bottom – and the program is entitled SAFER-FCT

[ATSAP - NATCA](#)

Finally, I attached the Administrator's response to Representative Lopez from 2 Jan 2025. It mentions the situational awareness tools which should become available for purchase.

I will follow-up with John with a POC on the remote tower program.

Andy
Andrew Mueller
Director, Air Traffic Safety Standards
Oversight Division
800 Independence AVE SW
Suite 1026
Washington DC 20591

Tell Us How We're Doing

https://www.faa.gov/about/office_org/headquarters_offices/avs/stakeholder_feedback/aov/

From: Jenny Ann Urban <jurban@nata.aero>
Sent: Wednesday, February 12, 2025 4:06 PM
To: Mueller, Andrew M (FAA) <Andrew.M.Mueller@faa.gov>
Cc: John Kinney <John.Kinney@cityofloveland.org>; Juliet Jordan <jjordan@nata.aero>; Jenny Ann Urban <jurban@nata.aero>
Subject: Re: STARS Radar Removal at FNL

CAUTION: This email originated from outside of the Federal Aviation Administration (FAA). Do not click on links or open attachments unless you recognize the sender and know the content is safe.

Hi Andy,

1300 EST works for John and me, thank you. I will send a calendar invite with a Teams link. We look forward to speaking with you.

Sincerely, Jenny Ann

Jenny Ann Urban
Vice President of Regulatory Affairs



AVIATION BUSINESS ADVOCATES

[+1 800.808.6282](tel:+18008086282) / M: 202.604.8950 / NATA.AERO
818 Connecticut Ave. NW, Ste. 900 / Washington, DC 20006

[NATA's 135 SMS Roundup](#) February 19 | Fort Worth, TX

From: Mueller, Andrew M (FAA) <Andrew.M.Mueller@faa.gov>
Date: Wednesday, February 12, 2025 at 3:00 PM
To: Jenny Ann Urban <jurban@nata.aero>
Cc: John Kinney <John.Kinney@cityofloveland.org>, Juliet Jordan <jjordan@nata.aero>
Subject: RE: STARS Radar Removal at FNL

Hello Jenny,

Thanks for reaching out – apologize for not contacting you sooner. Yes, I am in the office both tomorrow and Friday. I can propose 1300 EST or 1600 EST on Thursday – Or Friday afternoon as well.

Thank you

Andy

Andrew Mueller
Director, Air Traffic Safety Standards
Oversight Division
800 Independence AVE SW
Suite 1026
Washington DC 2059

Tell Us How We're Doing

https://www.faa.gov/about/office_org/headquarters_offices/avs/stakeholder_feedback/aov/

From: Jenny Ann Urban <jurban@nata.aero>
Sent: Wednesday, February 12, 2025 3:48 PM
To: Mueller, Andrew M (FAA) <Andrew.M.Mueller@faa.gov>
Cc: John Kinney <John.Kinney@cityofloveland.org>; Jenny Ann Urban <jurban@nata.aero>; Juliet Jordan <jjordan@nata.aero>
Subject: Re: STARS Radar Removal at FNL

CAUTION: This email originated from outside of the Federal Aviation Administration (FAA). Do not click on links or open attachments unless you recognize the sender and know the content is safe.

Good afternoon Andy,

I wanted to follow up on this matter and would like to see if we could set up a call for tomorrow or Friday to discuss? We received additional information that is safety critical regarding TA/RA reports where there has been at least about 5 reports filed in the last few years. It is our understanding that the FAA database has zero filings of near midair collisions or TA/RA reports for FNL. As you can see, this discrepancy is quite concerning for the safety of the NAS.

Are you able to discuss this matter this week with John and me? Thank you.

Sincerely, Jenny Ann

Jenny Ann Urban
Vice President of Regulatory Affairs



AVIATION BUSINESS ADVOCATES

[+1 800.808.6282](tel:+18008086282) / M: 202.604.8950 / NATA.AERO
818 Connecticut Ave. NW, Ste. 900 / Washington, DC 20006

From: Mueller, Andrew M (FAA) <Andrew.M.Mueller@faa.gov>
Date: Friday, February 7, 2025 at 1:45 PM
To: Juliet Jordan <jjordan@nata.aero>
Cc: Jenny Ann Urban <jurban@nata.aero>, John Kinney <John.Kinney@cityofloveland.org>
Subject: RE: STARS Radar Removal at FNL

Thank you Juliet,

I will reach out to Jenny next week,

Appreciate the introduction for sure.

Andy

From: Juliet Jordan <jjordan@nata.aero>
Sent: Thursday, February 6, 2025 9:44 PM
To: Mueller, Andrew M (FAA) <Andrew.M.Mueller@faa.gov>
Cc: Jenny Ann Urban <jurban@nata.aero>; John Kinney <John.Kinney@cityofloveland.org>
Subject: Re: STARS Radar Removal at FNL

CAUTION: This email originated from outside of the Federal Aviation Administration (FAA). Do not click on links or open attachments unless you recognize the sender and know the content is safe.

Hi Andrew,

Thank you for reaching out. I have copied in Jenny Ann Urban, VP of Regulatory Affairs at NATA as the point of contact for a follow up discussion. I have also included John Kinney, Airport Director of Northern Colorado Regional Airport.

We look forward to speaking further.

Best,
Juliet Jordan
Managing Director of Industry Affairs and Innovation



AVIATION BUSINESS ADVOCATES

+1 800.808.6282 / M: 607.372.8693 / **NATA.AERO**
818 Connecticut Ave. NW, Ste 900 / Washington, DC 20006

From: Mueller, Andrew M (FAA) <Andrew.M.Mueller@faa.gov>
Date: Thursday, February 6, 2025 at 2:17 PM

To: Juliet Jordan <jjordan@nata.aero>
Subject: FW: STARS Radar Removal at FNL

Hello Juliet,

My name is Andy Mueller and I work for Mr. Mooty within the Air Traffic Safety Oversight Service in the FAA. Thank you for reaching out on this issue at FNL. I was looking for a Point of Contact to follow-up with.

Thank you

Andy

Andrew Mueller
Director, Air Traffic Safety Standards
Oversight Division
800 Independence AVE SW
Suite 1026
Washington DC 20591
202 322 3822

Tell Us How We're Doing

https://www.faa.gov/about/office_org/headquarters_offices/avs/stakeholder_feedback/aov/

From: Juliet Jordan <jjordan@nata.aero>
Sent: Sunday, February 2, 2025 11:53 PM
To: Mooty, Wes (FAA) <wes.mooty@faa.gov>
Subject: STARS Radar Removal at FNL

CAUTION: This email originated from outside of the Federal Aviation Administration (FAA). Do not click on links or open attachments unless you recognize the sender and know the content is safe.

Dear Mr. Mooty,

Please find a letter attached detailing a current safety disruption at Northern Colorado Regional Airport (FNL) airport, where a STARS system has been abruptly removed from the location. Due to the diverse and unique traffic at FNL, NATA is requesting the opportunity to discuss alternative options for the airport to maintain the integrity of the national airspace surrounding FNL. Thank you for your review and we look forward to future dialogue.

Best,
Juliet Jordan
Managing Director of Industry Affairs and Innovation



AVIATION BUSINESS ADVOCATES

+1 800.808.6282 / M: 607.372.8693 / **NATA.AERO**
818 Connecticut Ave. NW, Ste 900 / Washington, DC 20006

John Kinney

From: Minnich, Todd E (FAA) <Todd.E.Minnich@faa.gov>
Sent: Friday, February 7, 2025 2:07 PM
To: John Kinney
Cc: Jared Bass; Lyman, Jesse A (FAA)
Subject: [External] RE: Runway Widening at FNL - CMAR
Attachments: FNL-043 CMAR Response Letter.pdf

Hi John,

Please find our CMAR Response Letter for your records. Once you have an opportunity to review it, let's setup a meeting to plan out the next steps for the project. Thank you, have a pleasant weekend.

Regards,

Todd E Minnich

Civil Engineer
FAA Denver Airports District Office
26805 E. 68th Ave., Suite 224
Denver, CO 80249
(303) 342-1279



From: John Kinney <John.Kinney@cityofloveland.org>
Sent: Friday, January 10, 2025 4:51 PM
To: Minnich, Todd E (FAA) <Todd.E.Minnich@faa.gov>
Cc: Jared Bass <jared.bass@dibblecorp.com>
Subject: Runway Widening at FNL - CMAR

CAUTION: This email originated from outside of the Federal Aviation Administration (FAA). Do not click on links or open attachments unless you recognize the sender and know the content is safe.

Todd,

Please find the attached letter outlining Northern Colorado's Regional Airport's (FNL) request to deliver the runway widening project via the Construction Manager at Risk (CMAR) deliver method. The scope and duration of the project and resulting operational impacts to FNL's tenant base could be exponentially reduced if the FAA allowed FNL to leverage the CMAR project deliver method. A proven model used at other airports including FNL for its recent terminal project delivered on time and within budget.

Please review our detail explanation and we look forward to further discussions and your favorable reply to FNL's request to use the CMAR deliver method for the widening of our primary runway over the summer of 2026.

Thank you for your support and continued partnership

Regards
John

John S. Kinney CAE CM
Airport Director
Northern Colorado Regional Airport
303 882 9605; cell
John.Kinney@cityofloveland.org



NORTHERN COLORADO
REGIONAL AIRPORT



NORTHERN COLORADO REGIONAL AIRPORT

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

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 Statute §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 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.



NORTHERN COLORADO REGIONAL AIRPORT

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

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.



NORTHERN COLORADO REGIONAL AIRPORT

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

- 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:



NORTHERN COLORADO REGIONAL AIRPORT

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

PHASING SUMMARY

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.	PHASE DURATION 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) RUNWAY SAW-CUT GROOVING (P-621)	30 CALENDAR NIGHTS - NIGHT WORK ONLY (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.



NORTHERN COLORADO REGIONAL AIRPORT

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

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.



NORTHERN COLORADO REGIONAL AIRPORT

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

CMAR Process Advantages over Design-Bid-Build:

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

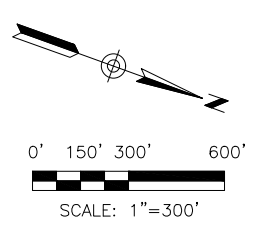
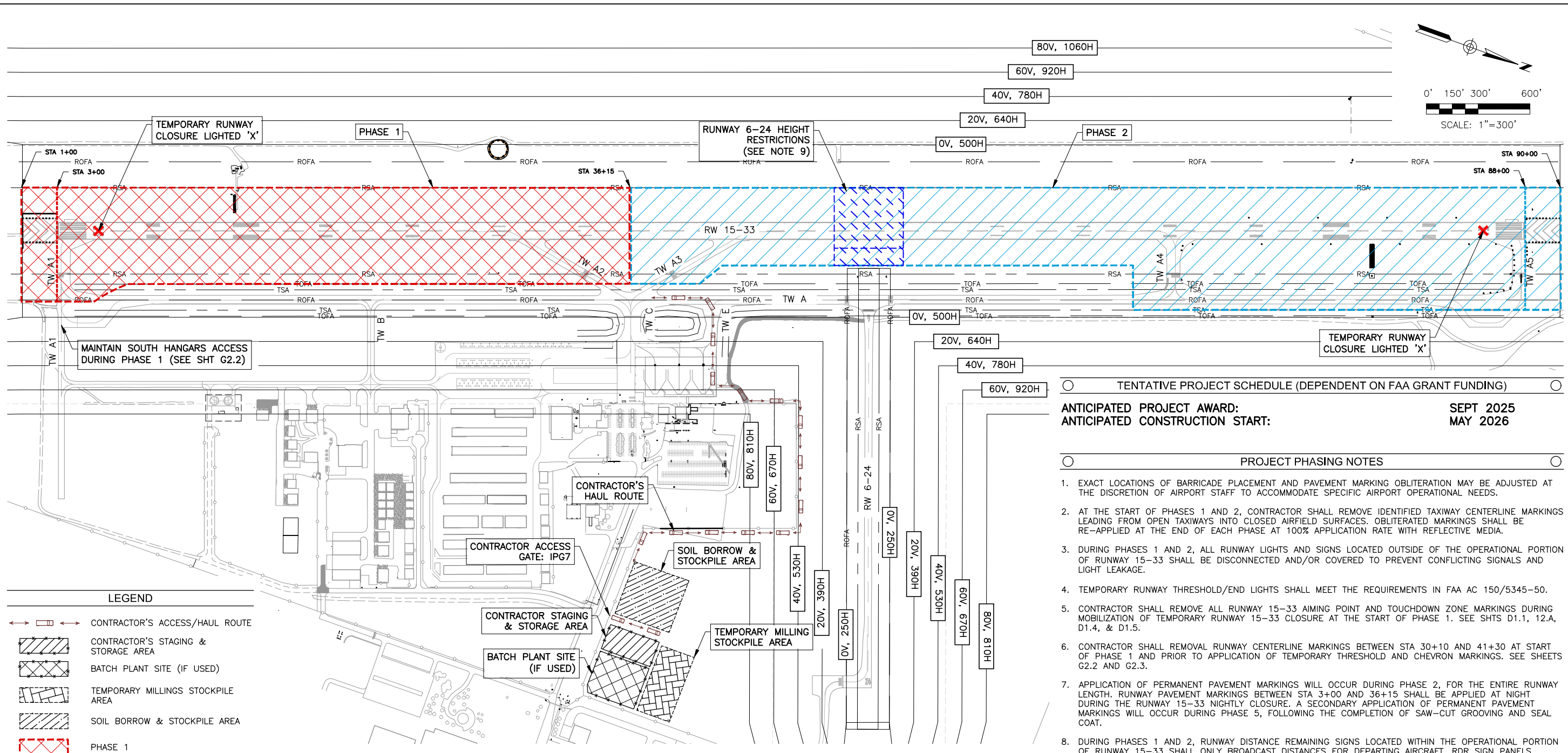
- The CMAR process brings the contractor's expertise to the construction phasing and scheduling which sets the collaboration to ensure the most successful project delivery (time and costs). Input from the contractor provides valuable information related to the best means for project execution including 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
- 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

<p>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.</p> <p>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.</p> <p>STOP PERIOD: ASPHALT CURE PERIOD</p> <p>PHASE 3 (STA 3+00 TO 88+00) RUNWAY SAW-CUT GROOVING (P-621)</p> <p>PHASE 4 (STA 1+00 TO 90+00) EMULSIFIED SEAL COAT (P-608), TEMPORARY PAVEMENT MARKINGS (P-620)</p> <p>SUBSTANTIAL COMPLETION</p> <p>STOP PERIOD*: BETWEEN TEMPORARY AND PERMANENT MARKINGS</p> <p>PHASE 5 (STA 1+00 TO 90+00) RUNWAY 15-33 PERMANENT PAVEMENT MARKINGS (P-620)</p> <p>FINAL COMPLETION - PROJECT TOTAL:</p>	<p>PHASE DURATION</p> <p>70 CALENDAR DAYS</p> <p>91 CALENDAR DAYS</p> <p>30 CALENDAR DAYS</p> <p>30 CALENDAR NIGHTS - NIGHT WORK ONLY (10:00 PM TO 5:00 AM MST)</p> <p>5 CALENDAR NIGHTS - NIGHT WORK ONLY (10:00 PM TO 5:00 AM MST)</p> <p>196 CALENDAR DAYS</p> <p>24 CALENDAR DAYS *PUNCHLIST WORK AUTHORIZED</p> <p>7 CALENDAR NIGHTS - NIGHT WORK ONLY (10:00 PM TO 5:00 AM MST)</p> <p>203 CALENDAR DAYS</p>
--	---

○ TENTATIVE PROJECT SCHEDULE (DEPENDENT ON FAA GRANT FUNDING) ○

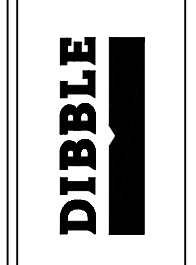
ANTICIPATED PROJECT AWARD: SEPT 2025
ANTICIPATED CONSTRUCTION START: MAY 2026

○ 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 REMOVE 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.

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.

REV	DATE	DESCRIPTION



PRELIMINARY SUBMITTAL
90%
 NOT FOR CONSTRUCTION OR RECORDING

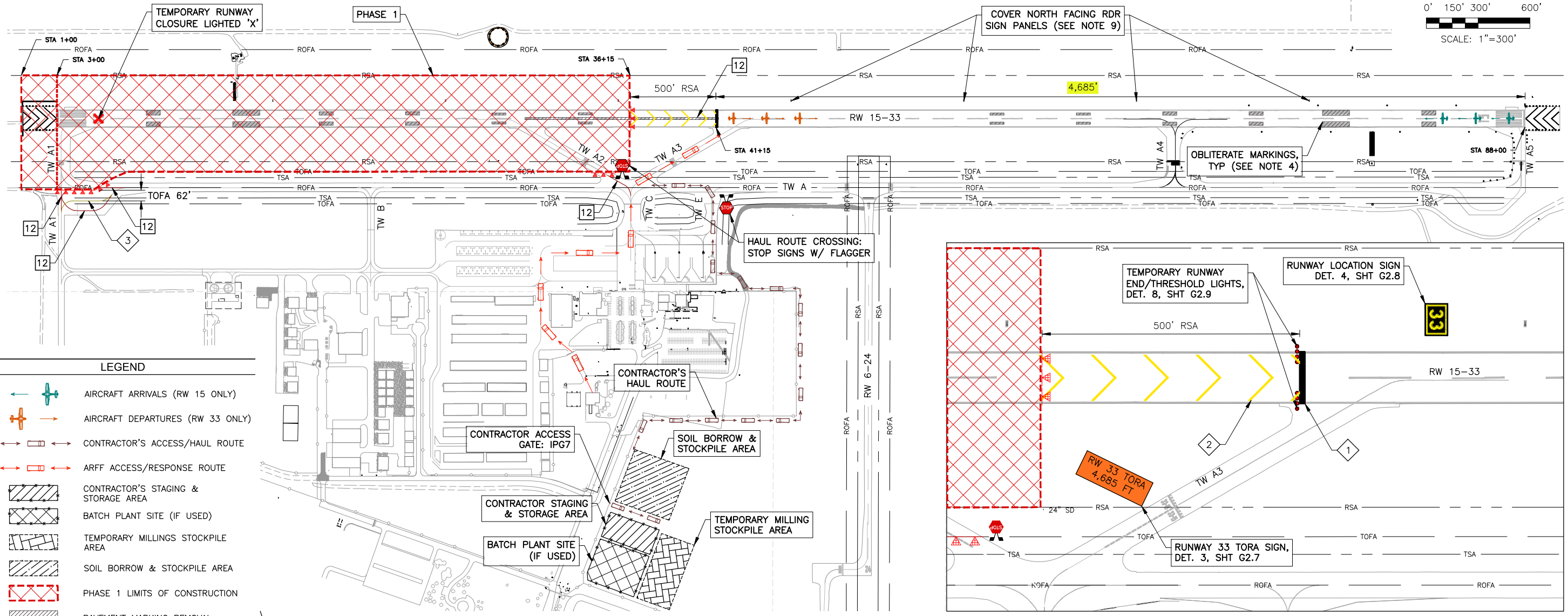
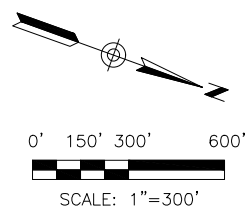
DATE:	07.11.24	DESIGNED BY:	TCW	DRAWN BY:	DTW	REVIEWED BY:	KLS	FILE NAME:	19180_06-G2_X-PHAS
-------	----------	--------------	-----	-----------	-----	--------------	-----	------------	--------------------



NORTHERN COLORADO REGIONAL AIRPORT
 RUNWAY 15-33 WIDENING
 OVERALL PHASING & ACCESS PLAN



K:\2019\1019180.06.FNL.RW.15-33.WIDENING.DESIGN\CAD\19180_06-G2_X-PHAS.DWG Jul. 11. 2024 10:20 AM



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
 RUNWAY 15-33 (SOUTH) STRUCTURAL & BLAST PAD PAVEMENT WIDENING, CONNECTOR TAXIWAY REALIGNMENT, GRADING & DRAINAGE, ELECTRICAL IMPROVEMENTS.

PHASE DURATION
 70 CALENDAR DAYS

- PHASE 1 NOTES**
- 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.
 - 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.
 - THE CONTRACTOR SHALL INSTALL TEMPORARY BI-DIRECTIONAL RED RUNWAY THRESHOLD LIGHTS AT STA 41+05 PRIOR TO THE START OF PHASE 1.
 - 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.
 - 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.
 - 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.
 - 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 CENTERLINE WILL BE APPLIED TO MAINTAIN ACCESS TO SOUTH HANGARS. TEMPORARY MARKINGS WILL BE APPLIED AT 50% APPLICATION RATE WITH NO REFLECTIVE MEDIA.
 - 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.
 - 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.
 - 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 BE COMPLETE BY THE END OF PHASE 1.

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

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.DWG

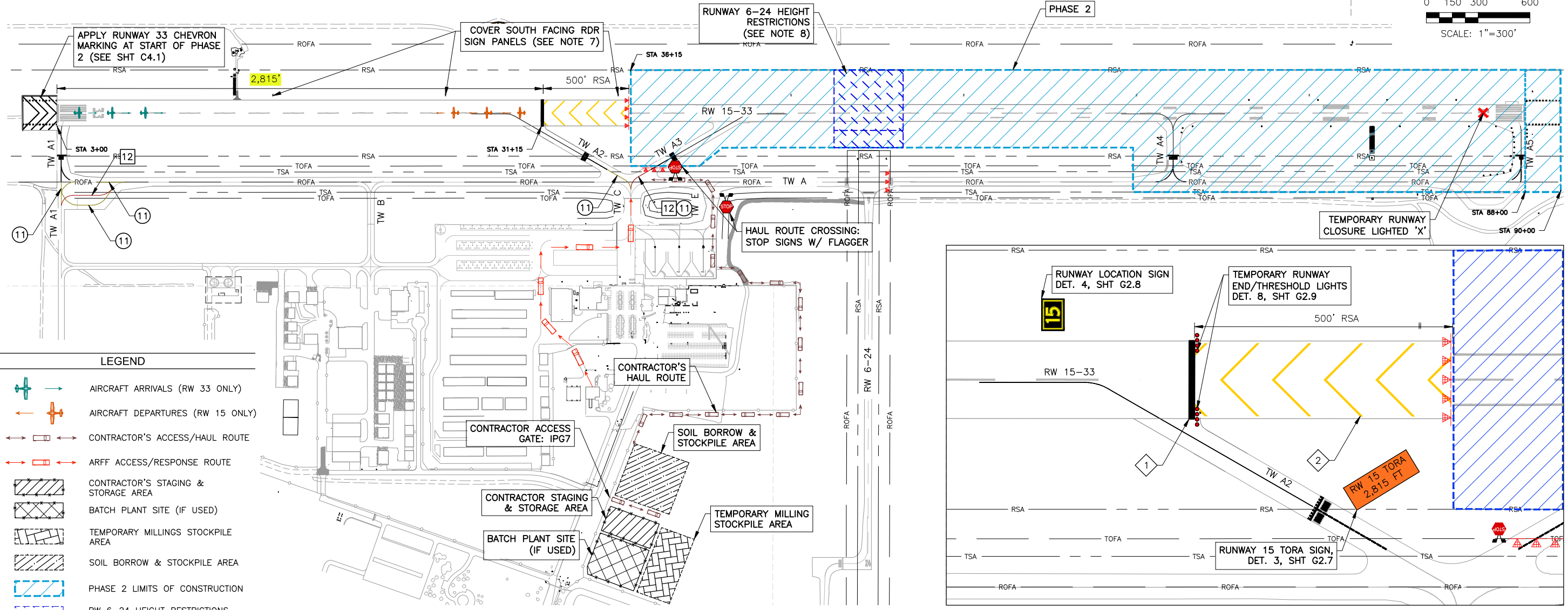
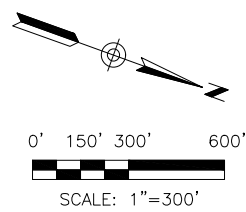
NORTHERN COLORADO REGIONAL AIRPORT

**NORTHERN COLORADO REGIONAL AIRPORT
 RUNWAY 15-33 WIDENING**

PHASING & ACCESS PLAN - PHASE 1



K:\2019_1019180.06.FNL.RW.15-33.WIDENING.DESIGN\CAD\19180_06-G2_X-PHAS.DWG Jul. 11. 2024 10:20 AM



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

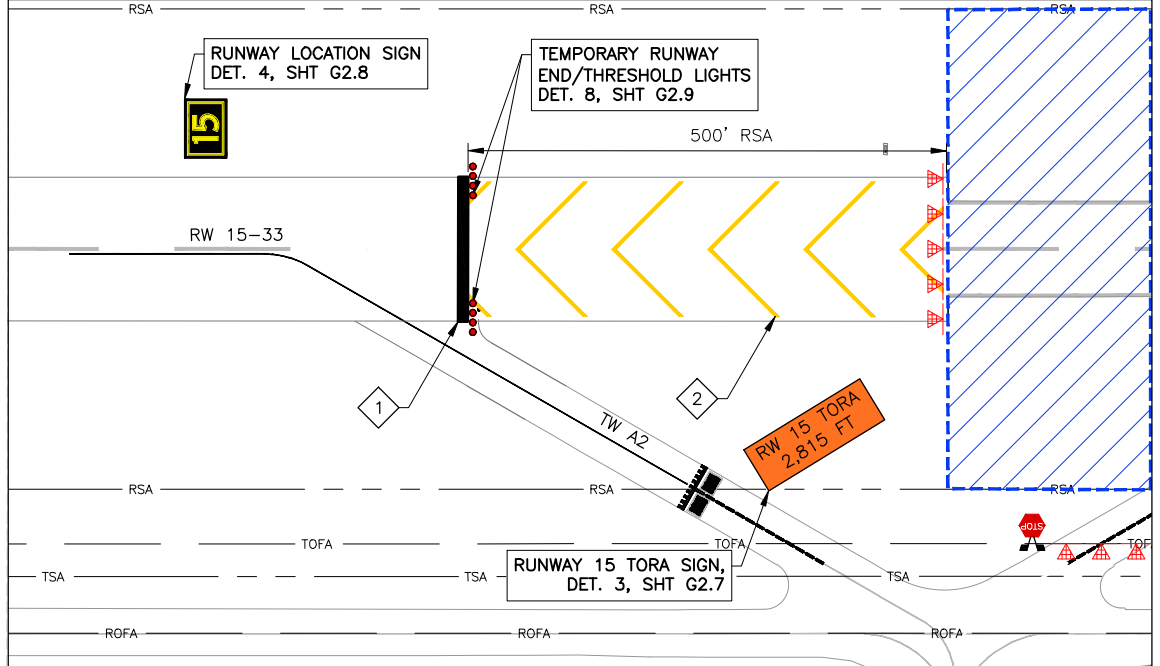
PHASE 2 SUMMARY

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'

REV	DATE	DESCRIPTION

DIBBLE

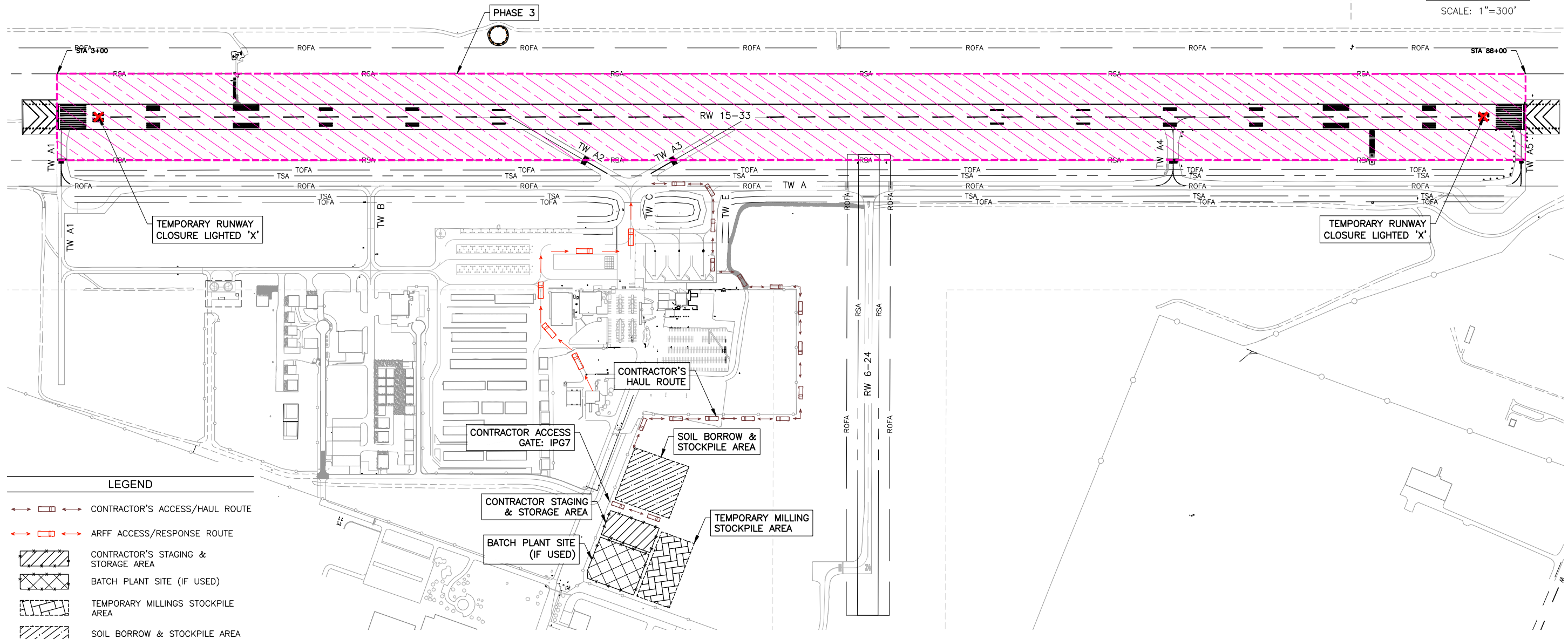
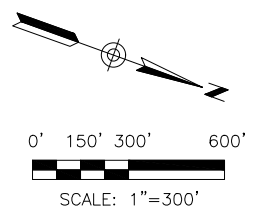
PRELIMINARY SUBMITTAL
90%
 NOT FOR CONSTRUCTION OR RECORDING

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 & ACCESS PLAN - PHASE 2





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

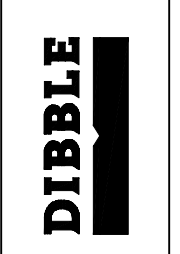
PHASE 3 (STA 3+00 TO 88+00)
 RUNWAY SAW-CUT GROOVING (P-621)

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.

REV	DATE	DESCRIPTION



PRELIMINARY SUBMITTAL
90%
 NOT FOR CONSTRUCTION OR RECORDING

DATE:	07.11.24
DESIGNED BY:	TCW
DRAWN BY:	DTW
REVIEWED BY:	KLS
FILE NAME:	19180_06-02_X-PHAS

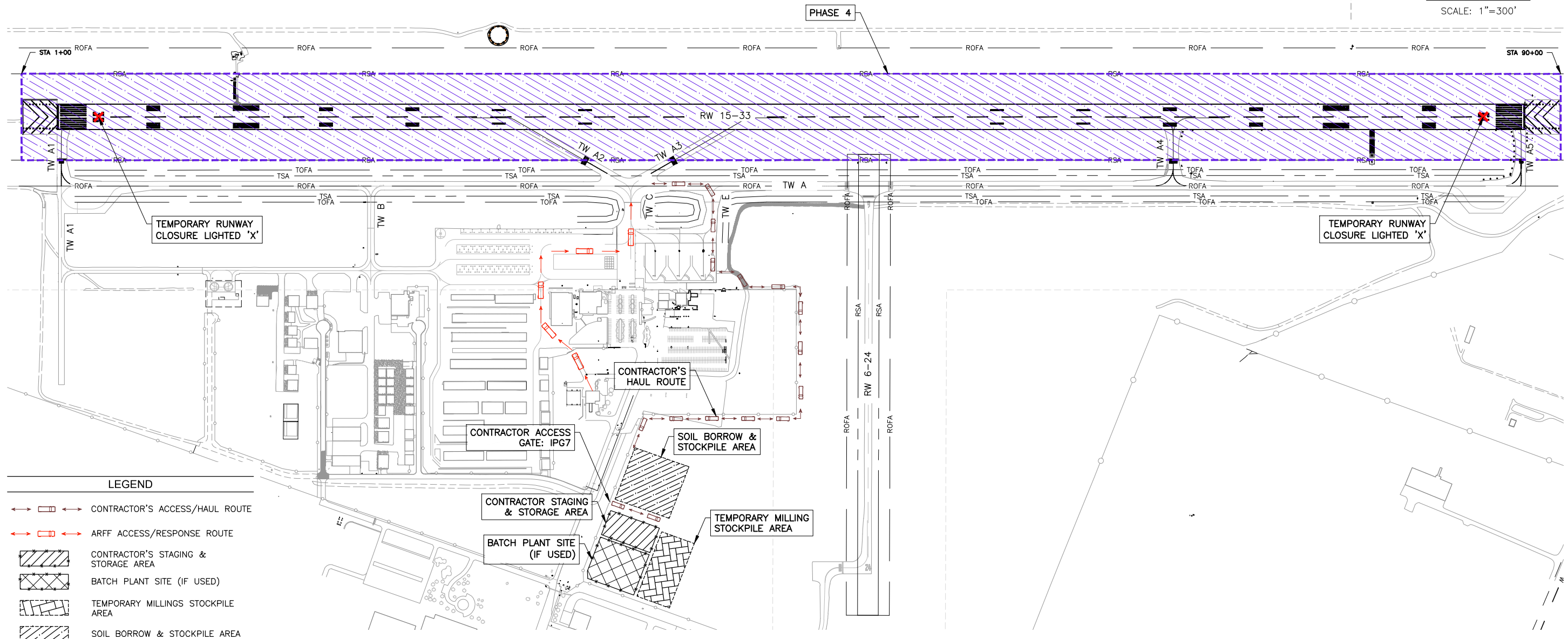
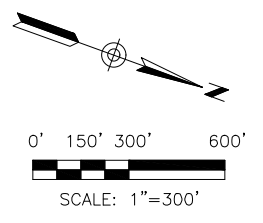


NORTHERN COLORADO REGIONAL AIRPORT
 RUNWAY 15-33 WIDENING
 PHASING & ACCESS PLAN - PHASE 3

G2.4
 SHEET #
 12 OF 126



K:\2019\1019180.06.FNL.RW.15-33.WIDENING (DESIGN)\CAD\19180_06-C2_X-PHAS.DWG Jul. 11. 2024 10:20 AM



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

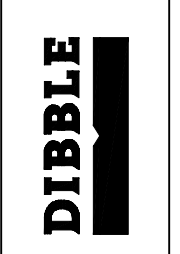
PHASE 4 (STA 1+00 TO 90+00)
 EMULSIFIED SEAL COAT (P-608), TEMPORARY PAVEMENT MARKINGS (P-620)

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.

REV	DATE	DESCRIPTION



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

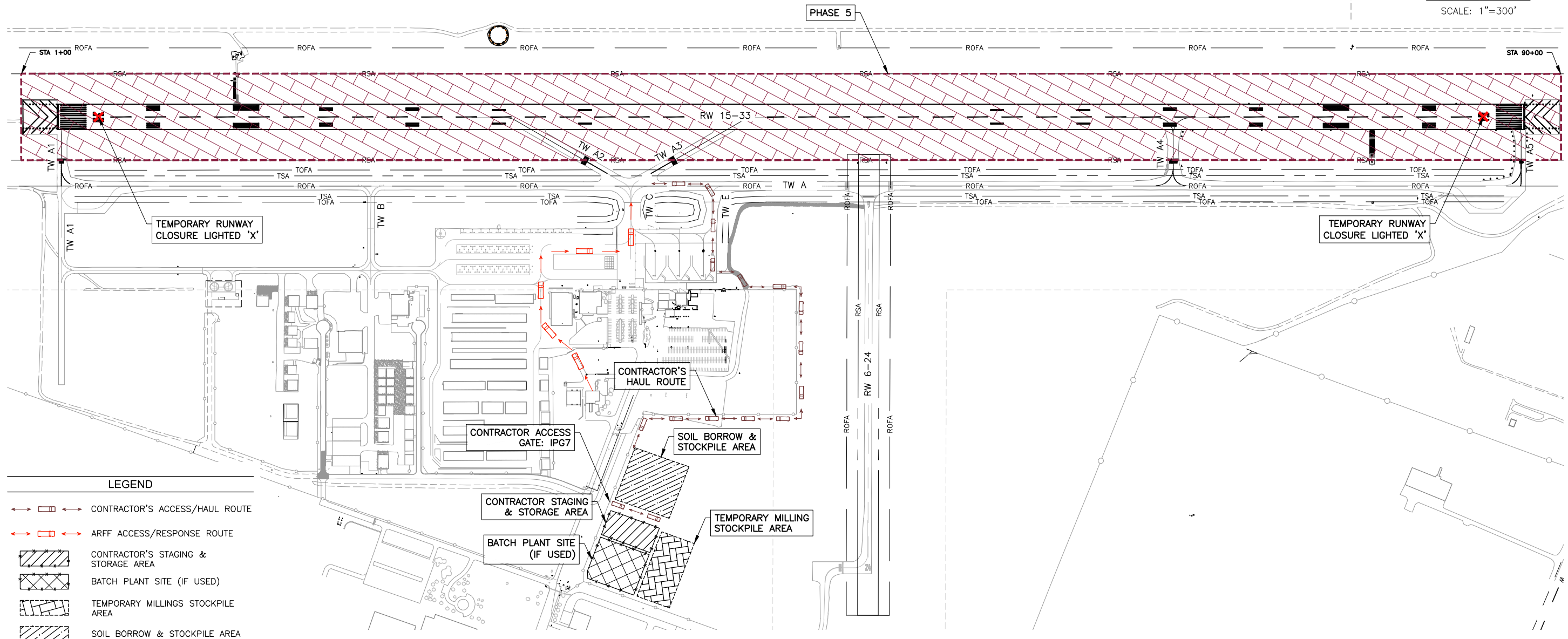
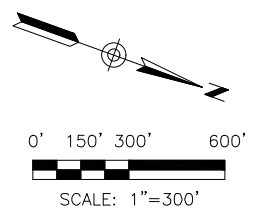


NORTHERN COLORADO REGIONAL AIRPORT
 RUNWAY 15-33 WIDENING
 PHASING & ACCESS PLAN - PHASE 4

G2.5
 SHEET #
 13 OF 126



K:\2019\1019180.06.FNL.RW.15-33.WIDENING (DESIGN)\CAD\19180_06-G2_X-PHAS.DWG Jul. 11. 2024 10:20 AM



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

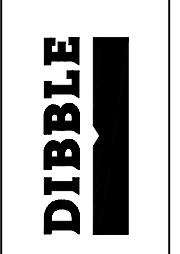
PHASE 5 (STA 1+00 TO 90+00)
 RUNWAY 15-33 PERMANENT PAVEMENT MARKINGS (P-620)
FINAL COMPLETION - PROJECT TOTAL: 203 CALENDAR DAYS

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

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.

REV	DATE	DESCRIPTION



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

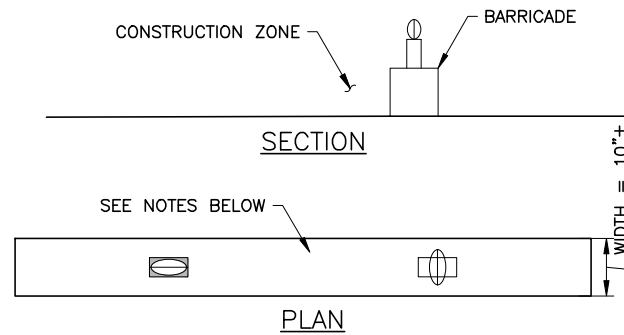
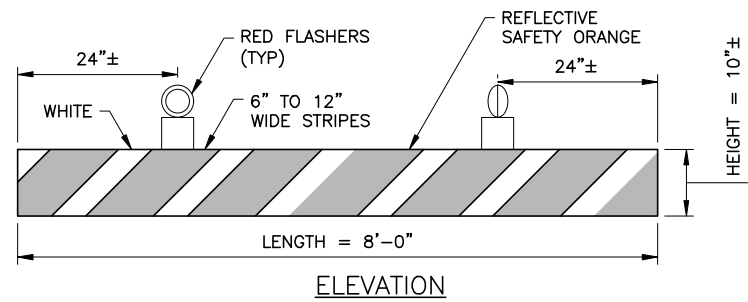


NORTHERN COLORADO REGIONAL AIRPORT
 RUNWAY 15-33 WIDENING
 PHASING & ACCESS PLAN - PHASE 5

G2.6
 SHEET #
 14 OF 126



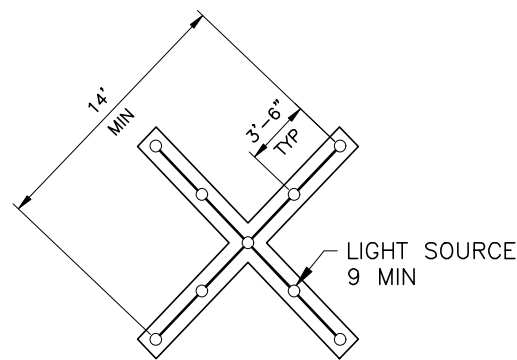
K:\2019_1019180.06.FNL.RW.15-33.WIDENING_(DESIGN)\CAD\19180_06-G2_X-PHAS.DWG Jul. 11. 2024 10:20 AM



BARRICADE NOTES:

- 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.
- FLASHERS SHALL BE SECURED TO THE BARRICADES, AS APPROVED BY AIRPORT OPERATIONS.
- LOW PROFILE BARRICADES AND LIGHTS SHALL BE PROVIDED AND MAINTAINED (DAY AND NIGHT) BY THE CONTRACTOR (NPI).
- THE OWNER MAY DIRECT THE CONTRACTOR TO RELOCATE ANY BARRICADES AT THEIR DISCRETION.

1 LOW-PROFILE BARRICADE DETAIL
NTS



TEMPORARY RUNWAY CLOSURE LIGHTED 'X'

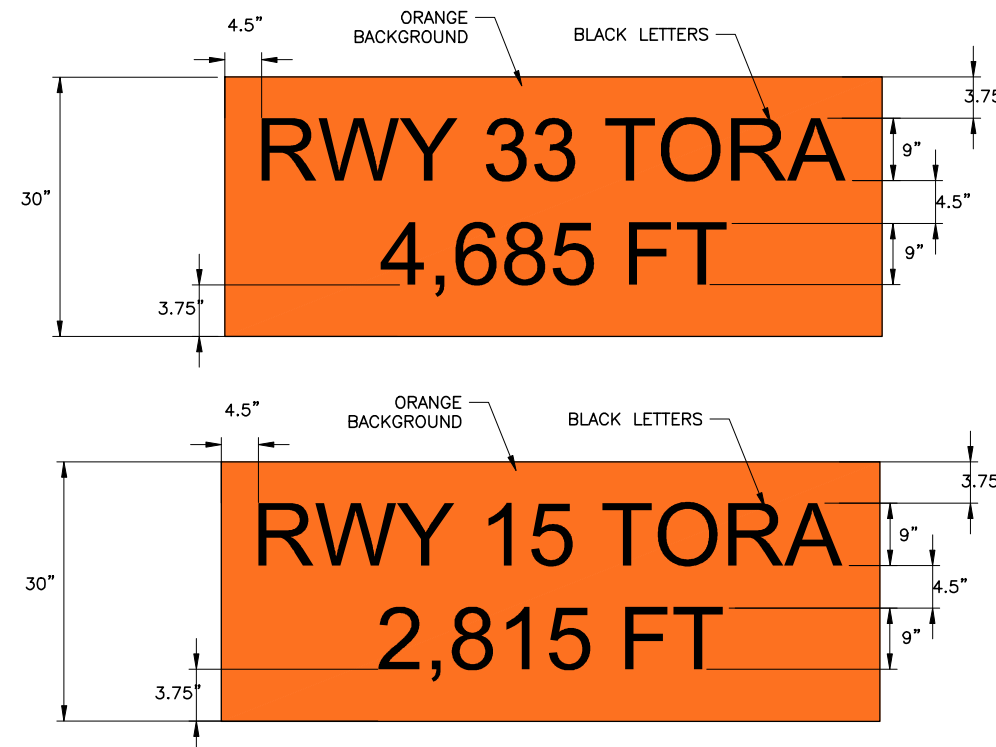
TEMPORARY RUNWAY CLOSURE LIGHTED 'X' NOTES:

- TYPICAL DIMENSIONING FOR THE TEMPORARY RUNWAY CLOSURE LIGHTED 'X' ARE PROVIDED PER THIS DETAIL.
- 'X'S SHALL BE LIGHTED PER FAA AC 150/5345-55 (CURRENT EDITION), NPI.
- ARMS OF 'X'S SHALL BE PAINTED YELLOW PER FAA AC 150/5345-55 (CURRENT EDITION), NPI.
- 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).
- LIGHTED 'X' WILL HAVE A MINIMUM OF 9 LIGHT SOURCES EQUALLY SPACED.
- 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).
- CONTRACTOR SHALL PROVIDE THE NECESSARY MEANS TO SECURE THE 'X'S IN A MANNER THAT ENSURES AIRPORT SAFETY, (ANCHORING, SAND BAGS, ETC.), NPI.
- 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:

- THE CONTRACTOR SHALL BE REQUIRED TO STAY WITHIN THE PROJECT CONSTRUCTION AREAS AS DEFINED BY AIRPORT MANAGEMENT AND THE RESIDENT ENGINEER
- 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.
- MAXIMUM SPEED LIMIT OF ALL VEHICLES AND EQUIPMENT WITHIN THE AIRFIELD OR AOA SHALL BE 15 MPH.
- THE CONTRACTOR SHALL COMPLY WITH ALL MARKING, LIGHTING AND PRECAUTIONARY PROVISIONS ESTABLISHED BY FAA ADVISORY CIRCULAR AC 150/5370-2, CURRENT EDITION.
- 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.
- ALL WASTE MATERIAL PRODUCED AS A RESULT OF THE CONTRACTOR'S OPERATIONS SHALL BE DISPOSED OF OFF-SITE, UNLESS NOTED OTHERWISE ON THE PLANS.
- 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).
- 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.
- 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:

- THE CONTRACTOR SHALL PROVIDE SHOP DRAWINGS FOR SIGN AND MOUNTING HARDWARE FOR APPROVAL BY THE ENGINEER.
- SIGNS SHALL MEET TYPE III (ASTM 4956) HIGH PRISMATIC REFLECTIVITY, ALUMINUM PANEL WITH MINIMUM THICKNESS 0.080-INCHES.
- REFER TO FAA ENGINEERING BRIEF 93 FOR SPECIFICATIONS ON SIGN CONSTRUCTION AND PLACEMENT.
- MAXIMUM SIGN HEIGHT WILL NOT EXCEED 30-INCHES.
- 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).
- 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



PRELIMINARY SUBMITTAL
90%
NOT FOR CONSTRUCTION OR RECORDING

DATE:	07.11.24
DESIGNED BY:	TCW
DRAWN BY:	DTW
REVIEWED BY:	KLS
FILE NAME:	19180_06-02_X-PHAS

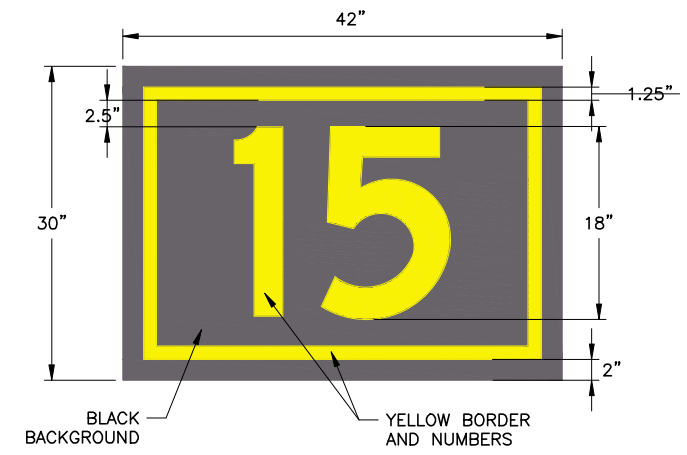
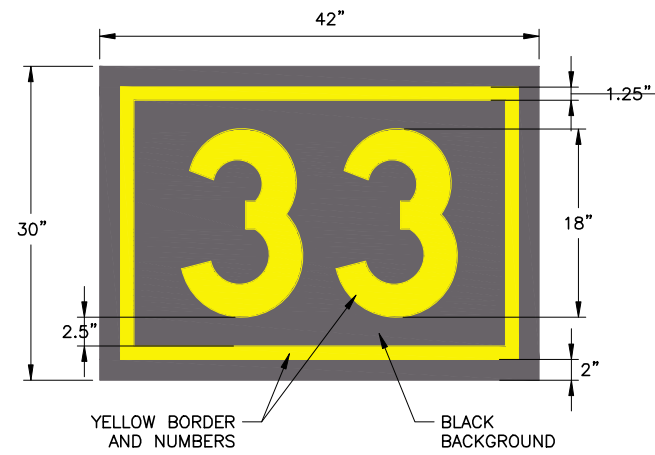


NORTHERN COLORADO REGIONAL AIRPORT
RUNWAY 15-33 WIDENING
PHASING DETAILS

G2.7
SHEET #
15 OF 126



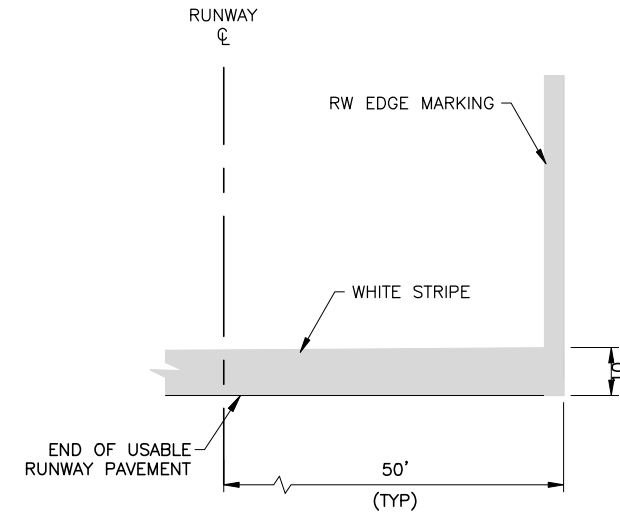
K:\2019\1019180.06.FNL.RW.15-33.WIDENING.DESIGN\CAD\19180_06-02_X-PHAS.DWG Jul. 11. 2024 10:20 AM



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 BE 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.

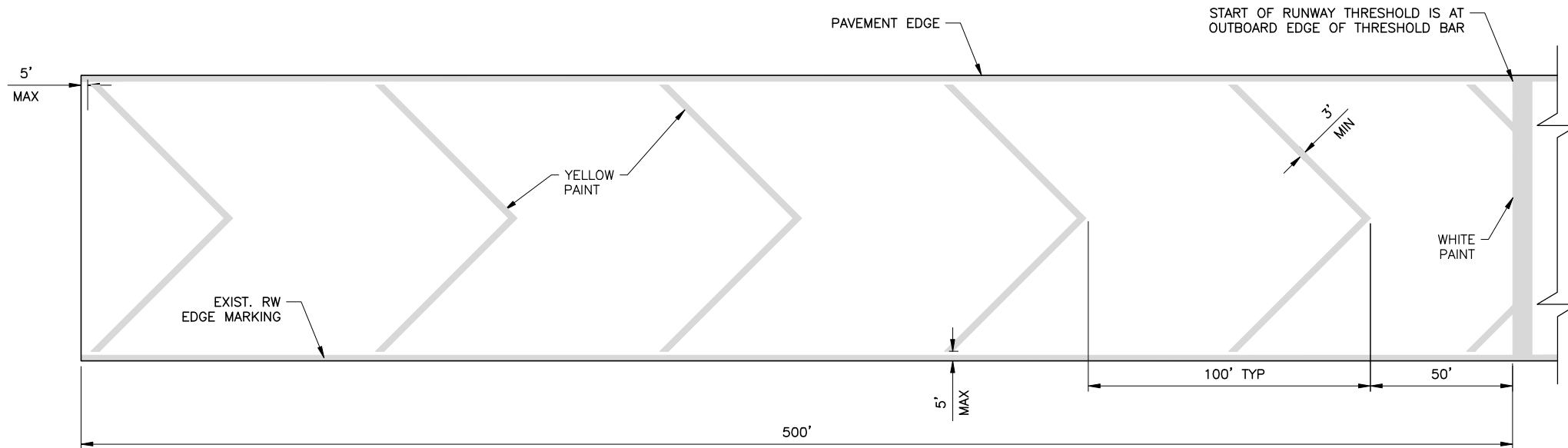
4 RUNWAY LOCATION SIGN
NTS



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



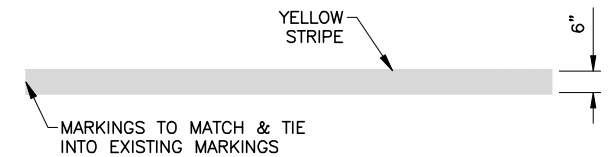
NOTE:

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.

6 TEMPORARY RUNWAY CHEVRON MARKINGS
NTS

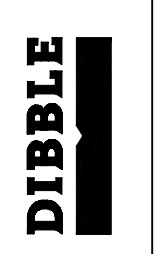
NOTE:

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



PRELIMINARY SUBMITTAL
90%
NOT FOR CONSTRUCTION OR RECORDING

DATE:	07.11.24
DESIGNED BY:	TCW
DRAWN BY:	DTW
REVIEWED BY:	KLS
FILE NAME:	19180_06-02_X-PHAS



NORTHERN COLORADO REGIONAL AIRPORT
RUNWAY 15-33 WIDENING
PHASING DETAILS



K:\2019\1019180.06.FNL.RW.15-33.WIDENING.DESIGN\CAD\19180_06-02_X-PHAS.DWG Jul. 11. 2024 10:21 AM



U.S. Department
of Transportation
**Federal Aviation
Administration**

Northwest Mountain Region
Colorado · Idaho · Montana · Oregon · Utah
Washington · Wyoming

Denver Airports District Office
26805 E. 68th Ave., Suite 224
Denver, CO 80249

February 7, 2025

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

Northern Colorado Regional Airport
Loveland, Colorado
AIP: 3-08-0014-043-2023
Widen Runway 15/33 (Design Only)
FNL Request for Alternative Project Delivery Method –
RW 15-33 Widening Project

Dear Mr. Kinney:

This letter is in response to your letter requesting the use of Construction Manager at Risk (CMAR) Alternative Project Delivery Method for RW 15-33 Widening Project on January 10, 2025. After review of your letter and the funding requirements for the Widening Project it is our determination that alternative project delivery method (CMAR) is not approved and that the original/traditional plan of Design-Bid-Build is to be implemented for the project.

There are several reasons for this determination, they are as follows:

- 1) Risk of the project not having the final cost known by May 1, 2025. For a CMAR this would be the Final Guaranteed Maximum Price (FGMP), not only the Initial GMP. The time required between advertising for selection, selection determination, Initial GMP, review, and FGMP review/approval based off experience with other recent projects has taken 6-9 months, which is well beyond the current available time of 3 months. If the project costs are not known per the required deadline it puts the project at risk of being passed over for potential discretionary funding in FY2025 and without that funding the project could fail to move forward.
- 2) Project has been designed per the Design-Bid-Build Method. The allowance of a competitive proposal, such as CMAR, is only allowed when the use of sealed bids alone is not appropriate. One of the reasons for utilizing the CMAR method is to enable the Contractor to be a part of the project team early in the design phase (i.e., 30%) to allow for constructability and phasing reviews, and to provide input throughout the project design. Since the project is at 95% design the contractor would be entering the project too late in design per the normal process, and any recommended changes would have an impact on the bid package and further extend the timeline for FGMP, or would not provide any value because of the time restriction. In addition, any design rework due to the CMAR method at the 95% design stage would be considered ineligible for AIP participation.

Overall the risk concern is great for FNL. The Airport Layout Plan conditionally approved by the



U.S. Department
of Transportation
**Federal Aviation
Administration**

Northwest Mountain Region
Colorado · Idaho · Montana · Oregon · Utah
Washington · Wyoming

Denver Airports District Office
26805 E. 68th Ave., Suite 224
Denver, CO 80249

FAA on July 16, 2020 shows RW 15-33 having a non-standard condition based on the airport's critical aircraft, A320, even without existing commercial there is enough justification to require the airport to widen runway 15-33 from 100 foot to 150 foot to meet standards. During several meetings in the last couple years the FAA has informed FNL of their plan to use the discretionary program in FY2025 and FY2026 to support the airport in the widening of the RW 15-33.

While discretionary funding is not guaranteed, it is imperative that the airport be in the best possible position to receive discretionary funds. If the airport is not able to meet the deadline of having final costs known by May 1, 2025 that discretionary plan will most likely be lost, not only for FY2025, but also in FY2026 as there will be other airports and projects ready to proceed. If this happens, FNL's runway widening project will move to the back of a long line of airport discretionary requests and have a uncertain future as to when, if ever, the airport will be able to compete for discretionary.

FNL has expressed a three method approach to bring commercial service back to the airport. The FAA has been active in supporting all three elements, and it would be a major impact to the airport if any one of the three fails: Terminal (FAA granted \$15,903,373), Air Traffic Control Tower (ongoing support including acceptance into the FCT Program in 2023), and Runway Widening (FAA granted \$241,650 for design, and has repeatedly expressed intent to support construction).

The Airport has a unique opportunity today to make this project happen. As such, it is our determination that the design-bid-build method that is at 95% design is the best path forward to achieve the May 1, 2025 deadline for final costs. Once the final costs are known we intend to move forward with the Capital Improvement Plan we all collaborated on:

- **FY2025 AIP Entitlements & Discretionary** (est. Aug/Sep 2025)
 - o This will enable to provide notice to proceed for long lead items
 - o Enough funding to allow construction to start in 2026
- **FY2026 AIG Entitlements** (est. Jan/Feb 2026)
 - o Combination of FY25/26 AIG funds, into one grant
 - o Grant in place to support construction start in 2026
- **FY2026 AIP Entitlements & Discretionary** (est. May/Jun 2026)
 - o Balance of funding for project completion

If you have questions, please call me at (303) 342-1279.

Sincerely,

TODD E. MINNICH Digitally signed by TODD E. MINNICH
Date: 2025.02.07 14:02:13 -07'00'

Todd E. Minnich
Civil Engineer, DEN-625
Denver ADO

cc: Jared Bass, Dibble

Northern Colorado Regional Airport's Runway Widening Overview – Next Steps

FNL RW Widening Summary:

- **Nov 2023** – Phasing Analysis sent to public and tenants. Online survey poll conducted and multiple public meetings held. Two-Phase approach was the recommended option.
- **Jan 2024** – FAA supports project and agrees to 2-phase construction approach (in lieu of shutting down the RW).
- **March and April 2024** – Full presentations of the RW Widening, Schedule, and Construction Phasing Presented to Public and Airport Commission.
- **July 2024** - 90% Submittal to FNL and FAA, here is a link to those submittal files for your review: [FNL RW Widening 90% Submittal](#)
- **Jan 2025** – FNL discusses RW Widening, seeks CMAR option from FAA.
- **Feb 2025** – FAA denies CMAR, instructs FNL to move forward with D-B-B option, with Bids in hand no later than 1st week of May.

The following link contains the supporting documents noted below for reference: [FNL RW Widening Supporting Files](#)

1. FNL Commission Meeting – March 2024 Minutes (see item 10)
2. FNL RW Widening Presentation to FAA (January 2024)
3. RW Widening Construction Phasing Analysis sent to public and tenants prior to online survey (Nov 2023)
4. RW Widening Overall Construction Phasing (see *tentative* dates below)

Remaining Schedule of RW Widening:

- 100% Submittal to FAA and FNL – April 3, 2025 (*tentative*)
 - Critical Item that FNL is responsible for is the PAPI Ownership Transition from FAA. We can re-start this process after Feb 20th Commission Meeting.
- Bid Phase – April 7 - May 5, 2025 (***180 Calendar Day Bid Hold***)
- Letter of Recommendation of Award to FAA – May 6, 2025
- 1st round of FAA Grants (AIP and BIL) Issued by end of September 2025
- FNL Issues Construction Notice of Award in October 2025, authorizing the Contractor to start mobilizing and ordering long-lead items (i.e. RW lights and signs).
- Construction NTP issued between Oct 2025 and May 2026. Construction Breaks ground on May 4th, 2026 (*tentative*). See attached overall construction Phasing attached (also in Link provided above).
- 2nd round of FAA Grants (AIP and BIL) issued around June 2026 (pending FAA Authorizations)

Anticipated RW Widening Costs: The Contractor will accrue Mobilization and Material Costs as early as November 2025, but the majority of costs will come in May 2026.

FNL RW Widening Project Costs	
Construction Estimate	\$15,544,813.00
Constr. Manag. Estimate	\$650,000.00
Total Estimated Costs	\$16,194,813.00

FNL RW Widening Funding Participation (FFY 2025 - 2026)	
FAA Entitlement	\$1,870,000.00
FAA BIL	\$2,160,254.00
FAA Discretionary	\$11,354,818.35
CDOT Match (25 & 26)	\$250,000.00
Local Match (25 & 26)	\$559,740.65
Total	\$16,194,813.00

Katherine Morgan

Subject: FW: Re: Candidate Digital Tower Airports
Attachments: Digital Tower Candidate Airports.pdf

From: William Payne <bill@wepayne.com>
Sent: Wednesday, February 12, 2025 1:56 PM
To: Dave Ulane <David.Ulane@state.co.us>; Tony Vicari <tony.vicari@durangogov.org>; Kevin Booth <kbooth@co.routt.co.us>; Cooper Anderson <canderson@gxy.net>; Kenneth Maenpa <kenny@tellurideairport.com>; Sam Carver <scarver@garfield-county.com>; Lloyd Arnold <larnold@montrosecounty.net>; Rick Lamport <rlamport@gunnisoncounty.org>; John Kinney <John.Kinney@cityofloveland.org>
Subject: [External] Re: Candidate Digital Tower Airports

Everyone,

Since our meeting at CAO A I put together this power point of the candidate airports in preparation for our meeting next month.

If each of you could help with some idea of the operational numbers, understanding that it will not be precise.

My initial thought is to consider two digital tower centers:

1. Ski Country to accommodate DRO, MTJ, GUC, HDN, RIL and TEX which will be served by Denver Center (ZDV).
2. Front range to accommodate FNL and GXY as they are geographically close and would both be served by Denver Tracon.

Let me know if you can help with ops and if you have any questions or comments.

Bill

William E. Payne, PE
Program Manager
Colorado Digital Tower Project
303-790-9019
303-648-0040
bill@wepayne.com



Digital Tower Candidate Airports

Yampa Valley
Airport(HDN)

Northern Colorado
Regional Airport (FNL)

Greeley Weld County
Airport (GXY)

Rifle Garfield County
Airport (RIL)

Montrose Regional Airport (MTJ)

Gunnison-Crested Butte Regional Airport (GUC)

Telluride Regional Airport (TEX)

Durango-La Plata County Airport (DRO)

En Route

Terminal

Northern Colorado Regional Airport (KFNL)

FCT Staffed Towered Airport

- Surveillance Source - Terminal Radar – ASR-9, ADS-B
- Airport Type - Commercial Service
- Total Operations - 94,850
 - Air Carrier - 0
 - Air Taxi - 3,500
 - GA Local - 56,000
 - GA Itinerant - 35,150
 - Military – 200
- Radar Facility – Denver TRACON
- Instrument Approach Procedures:
 - ILS or LOC RWY 33
 - RNAV (GPS) RWY 15
 - RNAV (GPS) RWY 33
 - VOR-A



Runway	Length (feet)	Width (feet)	Surface	Lights	VGSI	Approach Lighting
15/33	8,500	100	Asphalt	HIRL	P4L/P4L	MALSR/REIL
6/24	2,273	40	Asphalt	NONE	NONE	NONE

Durango-La Plata County (KDRO)

Non-Towered Airport

- **Surveillance Source -** En Route – WAM/ADS-B
- **Airport Type -** Commercial Service
- **Total Operations -** 29,020
 - Air Carrier - 2,248
 - Air Taxi - 6,272
 - GA Local - 10,000
 - GA Itinerant - 10,000
 - Military – 500
- **Radar Facility –** Denver Air Route Traffic Control Center
- **Instrument Approach Procedures:**
 - ILS or LOC/DME RWY 03
 - RNAV (GPS) RWY 03
 - VOR/DME RWY 03

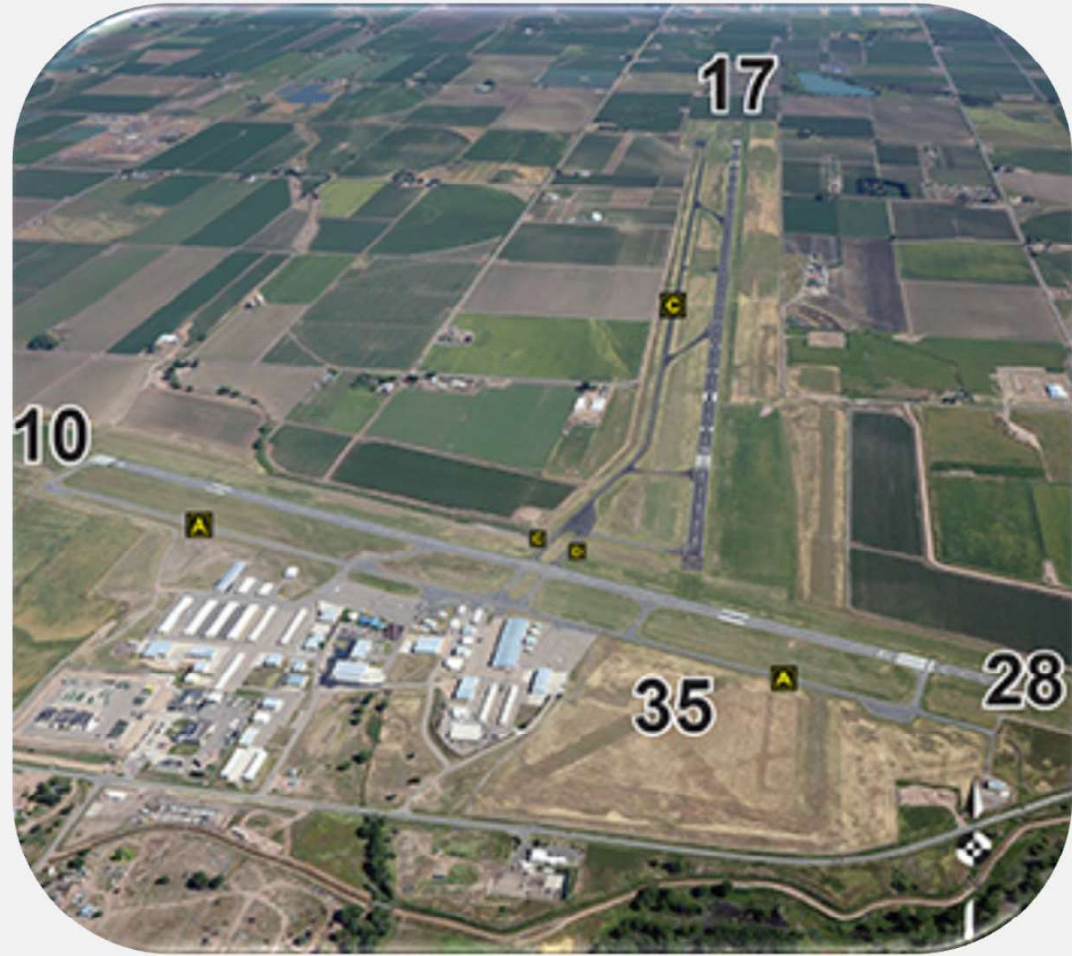


Runway	Length (feet)	Width (feet)	Surface	Lights	VGSI	Approach Lighting
03/21	9,201	150	Asphalt	HIRL	P4L/V4L	MALSR/REIL

Greeley-Weld County (KGXY)

Non-Towered Airport

- Surveillance Source - Terminal Radar – ASR-9
- Airport Type - General Aviation
- Total Operations - 143,000
 - Air Carrier - 0
 - Air Taxi - 0
 - GA Local - 84,500
 - GA Itinerant - 57,500
 - Military – 1,000
- Radar Facility – Denver TRACON
- Instrument Approach Procedures:
 - ILS or LOC RWY 35
 - RNAV (GPS) RWY 10
 - RNAV (GPS) RWY 17
 - RNAV (GPS) RWY 28
 - RNAV (GPS) RWY 35
 - VOR-A



Runway	Length (feet)	Width (feet)	Surface	Lights	VGSI	Approach Lighting
10/28	5,801	100	Asphalt	MIRL	P2L/V4L	REIL
17/35	10,000	100	Asphalt	MIRL	P2L/P2L	REIL

Gunnison-Crested Butte Regional Airport (KGUC)

Non-Towered Airport

8

- Surveillance Source - En Route – WAM/ADS-B
- Airport Type - Commercial Service
- Total Operations - ?
 - Air Carrier - ?
 - Air Taxi - ?
 - GA Local - ?
 - GA Itinerant - ?
 - Military – ?
- Radar Facility – Denver Center
- Instrument Approach Procedures:
 - ILS or LOC RWY 6
 - RNAV (RNP) RWY 6
 - RNAV (RNP) RWY 24
 - GPS-B
 - VOR or GPS-A



Runway	Length (feet)	Width (feet)	Surface	Lights	VGSI	Approach Lighting
6/24	9,400	150	Asphalt	HIRL	P2L/V4L	MALSF/REIL
17/35	2,981	150	TURF/GRVL	NONE	NONE	NONE

Montrose Regional (KMTJ) Non-Towered Airport

- Surveillance Source – En Route - WAM/ADS-B
- Airport Type - Commercial Service
- Total Operations - 27,680
 - Air Carrier - 5,360
 - Air Taxi - 20
 - GA Local - 10,000
 - GA Itinerant - 11,500
 - Military – 800
- Radar Facility – Denver Air Route Traffic Control Center
- Instrument Approach Procedures:
 - ILS or LOC/DME RWY 17
 - RNAV (GPS) RWY 13
 - RNAV (GPS) RWY 35
 - RNAV (GPS) Y RWY 17
 - RNAV (GPS) Z RWY 17
 - VOR/DME RWY 13



Runway	Length (feet)	Width (feet)	Surface	Lights	VGSI	Approach Lighting
17/35	10,000	150	Asphalt	HIRL	P4L/P4L	MALSR/REIL
13/31	7,510	100	Asphalt	HIRL	V4L/V4L	REIL

Rifle Garfield County Airport (KRIL) Non-Towered Airport

8



Rifle Garfield County Airport (RIL) | September 25, 2024 | Shawn G. Seaman

- Surveillance Source - En Route – WAM/ADS-B
- Airport Type - General Aviation
- Total Operations - ?
 - Air Carrier - ?
 - Air Taxi - ?
 - GA Local - ?
 - GA Itinerant - ?
 - Military – ?
- Radar Facility – Denver Center
- Instrument Approach Procedures:
 - ILS or LOC RWY 10
 - RNAV (RNP) Z RWY 10
 - RNAV (GPS) Y RWY 10
 - RNAV (GPS)/DME RWY 28

Runway	Length (feet)	Width (feet)	Surface	Lights	VGSI	Approach Lighting
8/26	7,000	100	Asphalt	HIRL	P4L/P4L	REIL/ODALS

Telluride Regional Airport (KTEX) Non-Towered Airport

8

- Surveillance Source - En Route – WAM/ADS-B

- Airport Type - Commercial Service

- Total Operations - ?
 - Air Carrier - ?
 - Air Taxi - ?
 - GA Local - ?
 - GA Itinerant - ?
 - Military – ?

- Radar Facility – Denver Center

- Instrument Approach Procedures:
 - RNAV (GPS) Y RWY 9
 - RNAV (GPS) Z RWY 9
 - LOC RWY 9
 - VOR/DME-A



Runway	Length (feet)	Width (feet)	Surface	Lights	VGSI	Approach Lighting
9/27	7,111	100	Asphalt	HIRL	P4L/P4L	REIL

Yampa Valley Regional Airport (KHDN)

Non-Towered Airport

8

- Surveillance Source - En Route – WAM/ADS-B
- Airport Type - Commercial Service
- Total Operations - ?
 - Air Carrier - ?
 - Air Taxi - ?
 - GA Local - ?
 - GA Itinerant - ?
 - Military – ?
- Radar Facility – Denver Center
- Instrument Approach Procedures:
 - ILS or LOC RWY 10
 - RNAV (RNP) Z RWY 10
 - RNAV (GPS) Y RWY 10
 - RNAV (GPS) RWY 28
 - VOR-B



Runway	Length (feet)	Width (feet)	Surface	Lights	VGSI	Approach Lighting
10/28	10,00	150	Asphalt	HIRL	P4L/P4L	MALSF/REIL



NORTHERN COLORADO REGIONAL AIRPORT

4900 Earhart Rd • Loveland, Colorado 80538

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

ITEM NUMBER: 5
MEETING DATE: February 20, 2025
PREPARED BY: John S. Kinney, Airport Director
Aaron Ehle, Planning & Development Specialist

TITLE

Airport Budget Supplemental Appropriation from the Airport's fund balance

RECOMMENDED AIRPORT COMMISSION ACTION

Recommend approval of the supplemental appropriation to the Loveland City Council drawing against the airport fund balance

BUDGET IMPACT

The appropriation will draw from the operational reserve fund balance by \$579,000. The current fund balance is \$2.3 million.

SUMMARY

Airport staff is requesting a supplemental budget appropriation to:

- 1) Improve conditions/facilities for air traffic controllers, enhancing retention of staff.
- 2) Address FAA expectations for equitable between "On and Off" airport users.
- 3) Engage consultants to assess market conditions, develop strategies for enhancing revenue through new developments and design a cost recovery model commensurate to facility use - wear and tear. The consultant's in-depth analysis and resulting data collection will drive solutions making implementation of our CIP timely and affordable. Airport staff currently lacks baseline or recent data to make fully informed decisions and/or recommendations for potential developments, including rates, rents, fees, market conditions, and other influencing factors, to achieve our financial autonomy.

The "group of consultants" each specializing in their respective disciplines will develop critical data, metrics, and rates resulting in an "informed" strategic policies and procedures enhancing efficiency, improving financial stability, and support the long-term success of the airport and its priorities.

The funds will be used to engage multiple consultants for each project: B thru I.

- A) **Air Traffic Control Restroom Facility:** Install four-seasons lavatory facilities for the Air Traffic Controllers. The current construction site style “porta potty” conditions are inappropriate, absent HVAC for winter or summer conditions.
- B) **Through-the-Fence Framework:** Development of a plan regarding through-the-fence compliance.
- C) **Airport Commission Workshop:** Design, external facilitation, and development of Airport Vision, staff work plan/priorities and a Commission after-action plan.
- D) **Capital Improvement Plan:** Design a responsive CIP reflective of priorities and needs funded with FAA, state and local dollars and/or a combination thereof.
- E) **Comprehensive Financial Plan:** Develop operating agreements, rates, rents, and charges reflective of facilities and market conditions resulting in making the CIP affordable and implementation timely. Develop Cost Centers to account for rates, charge and fees commensurate to the capacity used and recover cost to provide service levels by user groups.
- F) **Ground Transportation System Plan:** Review and identify the market and it’s elasticity to modify fees and rates commensurate to service levels provided. Implement fees which include Customer Facility Charges (CFCs), Passenger Facility Charges (PFCs), Transportation Network Companies (TNCs), Rental Cars, along with daily parking charges formatted to encourage long-term capital improvements making parking lots a positive all-season customer experience.
- G) **Airport Development Plan for Aeronautical and Non-Aeronautical Uses:** Leverage on airport development revenues complimentary to the Brand and Vision for FNL that embraces all users while allowing timely delivery of the CIP Plan and achieve sustained financial autonomy from general fund subsidies.
- H) **Air Service Development Plan:** Develop a comprehensive Brand / Marketing Plan as a pre-amble to recruit airlines while simultaneously establishing FNL’s market identity within the region with business, potential travelers and tourism.
- I) **Brand & Experience Marketing Plan:** Develop a comprehensive approach which includes social media, web page modernization and marketing pieces as a preamble to approaching airlines to serve FNL targeted for 2027.

A breakdown of costs for each project is provided on the following page.

Breakdown of costs:

A) Air Traffic Control Restroom Facility	\$55,000
B) Through-the-Fence Framework	\$80,000*
C) Airport Commission Workshop	\$18,000
D) Capital Improvement Plan	\$23,000
E) Comprehensive Financial Plan	\$90,000*
F) Ground Transportation System Plan	\$91,000
G) Airport Development Plan	\$80,000*
H) Air Service Development Plan	\$82,000
I) Brand & Experience Marketing Plan	\$65,000*
J) Subtotal	\$584,000
K) Contingency – 10%	\$58,400
L) Total	\$642,400
* Staff is in the Process of obtaining bids	

If the total amount of the bids exceeds \$642,400, staff will request a new recommendation from the Commission before taking the request to both City Councils.
