



**REGULAR MEETING AGENDA**

**THURSDAY, MARCH 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

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**CALL TO ORDER**

**ROLL CALL**

**PUBLIC COMMENT**

**CONSENT AGENDA**

1. FEBRUARY 16 REGULAR MEETING MINUTES *PAGE 3*
2. FEBRUARY PRELIMINARY FINANCIAL STATEMENT *PAGE 7*

**APPROVAL OF CONSENT AGENDA**

10 MINUTES

**PULLED CONSENT AGENDA ITEMS**

**REGULAR AGENDA**

3. AIRPORT DIRECTOR'S REPORT 15 MINUTES  
*INFORMATIONAL, PAGE 9*  
*PRESENTING: JOHN KINNEY, AIRPORT DIRECTOR*
  - *INFORMATIONAL ITEMS*
  - *DISCUSSION ITEMS*
4. PLANNING AND DEVELOPMENT SUBCOMMITTEE (PDSC) 15 MINUTES  
*ACTION ITEM, PAGE 48*
  - *DEFINE DESIRED ROLE FOR 2025, SEEKING COMMISSION GUIDANCE*
  - *SUMMARY... SCOPE OF DESIRED ROLE... WE HAVE A TO Z AND IN BETWEEN*
5. WASHINGTON DC CONGRESSIONAL DELEGATION MEETING UPDATE 15 MINUTES  
*INFORMATIONAL*  
*PRESENTING: KELLY DIMARTINO*
6. 2025 REVIEW OF AIRPORT COMMISSION ROLES & RESPONSIBILITIES 15 MINUTES  
*INFORMATIONAL, PAGE 59*  
*PRESENTING: LAURIE WILSON, LOVELAND DEPUTY CITY ATTORNEY*
7. AIR TRAFFIC CONTROL TOWER PROGRAM UPDATE 15 MINUTES  
*POSSIBLE EXECUTIVE SESSION AS AUTHORIZED BY COLORADO REVISED STATUTES*  
*§§ 24-6-402(4)(E), AND (4)(B)*  
*ACTION, PAGE 61*  
*PRESENTING: JOHN KINNEY, AIRPORT DIRECTOR*
8. ADDITIONAL BUSINESS FROM AIRPORT COMMISSIONERS 10 MINUTES

**ADJOURN**

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## Regular Meeting Minutes for February 20, 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:
- James Aden requested that T-hangar tenants receive priority notification when new hangars are developed on Site C.

### CONSENT AGENDA

**Commissioner Stooksbury pulled consent agenda item #3, requesting a broader discussion of the role of the PDSC.**

**Commissioner Miller moved to approve the consent agenda items #1 and #2. The motion, seconded by Commissioner Williams, carried with all Commissioners present voting in favor thereof.**

Pulled Items: Item #3  
 Consent Follow up: Commissioners discussed the scope of the Planning and Development Subcommittee (PDSC) to evaluate whether they are still fulfilling duties which the Commission directed them to do when the Committee was created. John Kinney, Airport Director, stated that members of the PDSC have divided views of their role and he suggested that the PDSC revisit this at their next meeting to report back to the Commission.

**Commissioner Marsh entered the meeting at 3:13 p.m.**

Commissioners requested that members of the PDSC create and propose a work plan which the Commission can review and provide feedback on in March.

**Approval of the consent agenda item #3 passed with all Commissioners present voted in favor thereof.**

Public Comments: None

### REGULAR AGENDA

#### **4. AIRPORT DIRECTOR'S REPORT**

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

- Introduction of Dylan Swanson, Airport Operations and Facilities Manager, and Dave Smith, ATC Manager for Robinson Aviation.



- The FAA has declined the Airport’s request to use a CMAR model for the runway widening project. Staff will proceed in earnest with the design bid build model.
- All leases will be evaluated to ensure that they comply with current regulations.
- The STARS radar system was removed from FNL. Staff will continue working with the FAA and the Congressional delegation to enhance controllers’ capabilities.
- There is evidence that airfield safety infractions previously submitted to the FAA were not accurately logged in their systems, but this should now be resolved. It is recommended that pilots continue to report all incidents using the FAA systems.

Commissioners Arndt and DiMartino will be attending the National League of Cities Conference in Washington D.C. during March and requested that Mr. Kinney provide all pertinent information for them to lobby a radar installation or similar solutions.

**5. SUPPLEMENTAL  
BUDGET  
APPROPRIATION FOR  
SPECIALTY STUDIES**

John Kinney, Airport Director, presented the item in accordance with the Agenda Item Summary. The appropriation would draw \$579,000 from the Airport’s operational reserve to procure consultant services for nine separate projects. The operational reserve currently holds \$2.3 million.

Commissioner Williams expressed concern for revenue losses in 2026 related to the runway widening project and requested that more forecasting be conducted when dipping into operational reserves.

Commissioner DiMartino suggested holding off on the branding RFP since the scope of the project may shift based on discussion at the Commission’s workshop.

**Commissioner DiMartino moved to approve the supplemental budget appropriation as presented. The motion, seconded by Commissioner Stooksbury, carried with all Commissioners present voting in favor thereof.**

**6. REVIEW OF AIRPORT  
COMMISSION ROLES &  
RESPONSIBILITIES**

Item tabled until the March meeting.

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

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





**Public Session ended at 4:07**

**Executive Session began at 4:09 p.m.**

**Executive Session ended at 4:55 p.m.**

**Public Session began at 4:55 p.m.**

**8. BUSINESS FROM**      None presented.  
**MEMBERS**

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

**Respectfully Submitted,**

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**Airport Commission Chair, Jeni Arndt**

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**City of Loveland-LIVE**

**Airport Monthly Statement New**

For fiscal year 2025, 01/01/2025 - 2/28/2025

PRELIMINARY

Please disregard the financial sheet sent on 3/14/2025 as it erroneously showed depreciation and FAA grant spending in excess of revenues in 2025

Since the Y-T-D Budget is equally allocated as 1/12 of the total budget each month, it will not align with the actual monthly activity

	Y-T-D 2025 Actual	Y-T-D 2024 Actual	1/12th of Total Budget Y-T-D 2025 Budget	2025 Total Budget	
<b>Northern Colorado Regional Airport Commission</b>					
<b>Airport Statement of Revenues and Expenses</b>					
From 01/01/2025 to 2/28/2025					
<b>OPERATING REVENUES</b>					
Hangar Rental	32,482.74	31,586.74	26,500.00	159,000.00	
FBO Rent	18,468.28	15,695.26	18,468.00	110,809.00	
Gas and Oil Commissions	14,559.98	22,405.00	52,500.00	315,000.00	
State Aircraft Fuel Tax	23,088.18	11,560.68	-	-	
County Aircraft Fuel Tax	41,831.12	41,608.17	26,250.00	157,500.00	
Land Lease	117,087.92	105,465.74	174,830.00	1,048,974.00	
Land Lease PD Training Center	-	-	-	-	- Revenue recognized Qtrly
Terminal Lease and Landing Fees	896.10	509.33	14,922.00	89,533.00	
Concessions	2,285.62	2,351.47	-	-	
Parking	-	-	33,334.00	200,000.00	Parking fees are not yet in place
Miscellaneous	17,599.00	10,919.13	9,206.00	55,230.00	
<b>TOTAL OPERATING REVENUES</b>	<b>268,298.94</b>	<b>242,101.52</b>	<b>356,010.00</b>	<b>2,136,046.00</b>	
<b>OPERATING EXPENSES</b>					
Personal Services	167,793.60	106,527.90	205,268.00	1,231,592.00	
Supplies	9,135.93	6,600.63	21,624.00	129,729.00	
Purchased Services	68,405.55	168,483.35	158,466.00	950,772.00	
Depreciation	-	-	-	-	
<b>TOTAL OPERATING EXPENSES</b>	<b>245,335.08</b>	<b>281,611.88</b>	<b>385,358.00</b>	<b>2,312,093.00</b>	
<b>OPERATING GAIN (LOSS)</b>	<b>22,963.86</b>	<b>(39,510.36)</b>	<b>(29,348.00)</b>	<b>(176,047.00)</b>	
<b>NONOPERATING REVENUES (EXPENSES)</b>					
Passenger Facility Charge	-	-	-	-	
Interest Income	13,958.29	20,434.72	8,576.00	51,450.00	
Contributed Asset	-	-	-	-	
Gain on disposal of capital assets	7,029.00	-	-	-	
Capital Expenditures	(36,230.00)	(964,890.52)	(3,020,234.00)	(18,121,404.00)	
<b>TOTAL NONOPERATING REVENUES (EXPENSES)</b>	<b>(15,242.71)</b>	<b>(944,455.80)</b>	<b>(3,011,658.00)</b>	<b>(18,069,954.00)</b>	
<b>NET INCOME (LOSS) BEFORE CAPITAL CONTRIBUTIONS</b>	<b>7,721.15</b>	<b>(983,966.16)</b>	<b>(3,041,006.00)</b>	<b>(18,246,001.00)</b>	
Capital Contributions	-	1,740,485.18	2,406,540.00	14,439,240.00	
<b>CHANGE IN NET POSITION</b>	<b>7,721.15</b>	<b>756,519.02</b>	<b>(634,466.00)</b>	<b>(3,806,761.00)</b>	
NET POSITION, Beginning	36,891,348.00	28,274,198.00	-	-	
NET POSITION, Ending	36,899,069.15	29,030,717.02	(634,466.00)	(3,806,761.00)	
Investment in Capital Assets	34,654,453.00	19,843,609.00	-	-	
Net Position Available for use	2,244,616.15	9,187,108.02	(634,466.00)	(3,806,761.00)	

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

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**Informational Items: No presentation: Possible questions from Commissioners:**

1. **FAA's Annual Safety Review:** FAR 139 Certification.
  - a. Triannual Full-Scale Exercise in partnership with LFRA: September
  - b. Live Burn for ARFF personnel annual certification: September
  - c. Annual Emergency Exercise: Aircraft accident: ~30 casualty - June
2. **Air Show 2025:** Tentative date is September 20th & 21st. Final expense negotiations meeting for municipality services support scheduled late March.
3. **Lease Management:** Compliance actions underway for a non-permitted use, and non-aeronautical activities, and a zoning use violation in the County.
4. **Parcel C & B:** Infrastructure cost under evaluation. Next Update: May
5. **City Council Action:** Budget adjustments for several Professional Services: April 1<sup>st</sup> and 14<sup>th</sup>.

**Discussion Items: Brief overview by staff:**

1. **Developments/ Parcels:**
  - a. A request for "Through the Fence" access request denied: **Attachments.**
  - b. A lone airport parcel remains within the County boundaries. The current use is not permitted under Larimer County's zoning laws. A termination notice was issued. Staff will seek Commission support to annex to the City of Loveland: April.
  - c. City of Loveland Economic Development: In initial stages of conducting an opportunity & constraints analysis for West side parcels: Update in June
2. **FAA's annual Part 139 Safety Inspection of FNL:** March 3·4 and 5 - Complete.
3. **Runway Widening Project:**
  - a. Request for Proposals:
    - 1) Advertisement starts March 26<sup>th</sup> with bids due April 24<sup>th</sup>
    - 2) Bid financial to the FAA May 1st.
  - b. Initial projection of revenue loss from the runway construction project: **Attachment.**
4. **Radar:** FNL's ongoing efforts to acquire additional equipment for controllers: **Attachments.**

**From:** [Aaron Ehle](#)  
**To:** [Ingrid McMillan-Ernst](#)  
**Cc:** [John Kinney](#)  
**Subject:** RE: Secondary Fire Access for Scion Aviation  
**Date:** Wednesday, March 12, 2025 9:12:00 PM  
**Attachments:** [image001.png](#)  
[image002.png](#)

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Thanks Ingrid. That's helpful.

Aaron M. Ehle  
Planning & Business Development Specialist



NORTHERN COLORADO  
REGIONAL AIRPORT

4900 Earhart Road Loveland, CO 80538

Tel 970-962-2856 • Fax 970-962-2855

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**From:** Ingrid McMillan-Ernst <[Ingrid.McMillan-Ernst@lfra.org](mailto:Ingrid.McMillan-Ernst@lfra.org)>  
**Sent:** Wednesday, March 12, 2025 4:28 PM  
**To:** Aaron Ehle <[Aaron.Ehle@cityofloveland.org](mailto:Aaron.Ehle@cityofloveland.org)>  
**Cc:** John Kinney <[John.Kinney@cityofloveland.org](mailto:John.Kinney@cityofloveland.org)>  
**Subject:** RE: Secondary Fire Access for Scion Aviation

Hello! I am sorry for the delay; I thought I responded to you!

Our requirement was not for the owner to provide access through the airport. That was what was proposed by Scion. We did say the airport would need to agree. There are other options for the owner for providing the second access (via adjacent properties, etc.).

I hope this helps.

Thanks for checking!

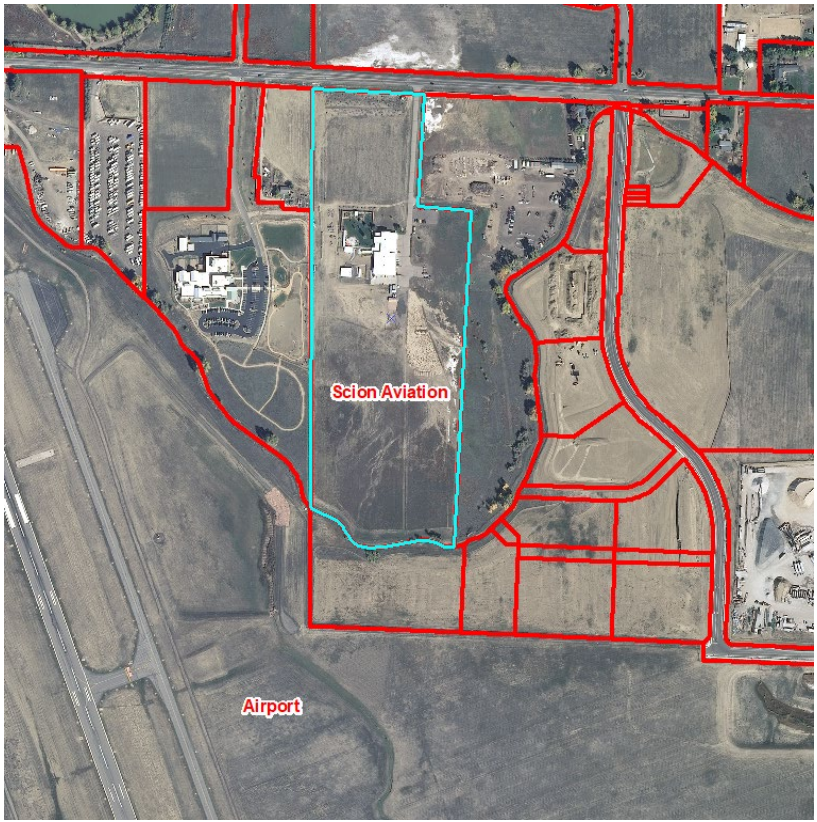
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**From:** Aaron Ehle <[Aaron.Ehle@cityofloveland.org](mailto:Aaron.Ehle@cityofloveland.org)>  
**Sent:** Wednesday, March 5, 2025 10:54 AM  
**To:** Ingrid McMillan-Ernst <[Ingrid.McMillan-Ernst@lfra.org](mailto:Ingrid.McMillan-Ernst@lfra.org)>  
**Cc:** John Kinney <[John.Kinney@cityofloveland.org](mailto:John.Kinney@cityofloveland.org)>  
**Subject:** Secondary Fire Access for Scion Aviation

Hi Ingrid,

Jim Sampson, the owner of Scion Aviation, is requesting a roadway connection to airport property to establish a secondary fire access route in order to develop the southern

portion of his parcel.



He has obtained an access easement from the owner of the parcel to the south to facilitate this connection. However, the airport has not granted any access rights, and FAA approval is unlikely. While this connection would clearly benefit his development, there don't appear to be any clear advantages for the airport—unless we're overlooking something.

Here are our key questions:

- Are there alternative options for him to build a secondary access road without involving the airport?
- Could the airport's planned buildout (as shown in the second attachment) proceed without connecting to his property? The taxiways would function as secondary access routes as they do for many existing hangars.

Thanks,  
Aaron M. Ehle  
Planning & Business Development Specialist



Tel 970-962-2856 • Fax 970-962-2855

[Website](#) | [Facebook](#) | [Twitter](#) | [Instagram](#) | [YouTube Channel](#)

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**From:** John Kinney <[John.Kinney@cityofloveland.org](mailto:John.Kinney@cityofloveland.org)>  
**Sent:** Wednesday, February 26, 2025 8:39 AM  
**To:** Aaron Ehle <[Aaron.Ehle@cityofloveland.org](mailto:Aaron.Ehle@cityofloveland.org)>  
**Subject:** FW: [External] Scion Aviation Letter For FAA

Aaron

Could you please coordinate with the fire marshal and validate that this is real – required 2<sup>nd</sup> access and if so is this the only design from this large parcel that accommodate that – if it is a – requirement.

Let me know, thank you

John

*John S. Kinney CAE CM*

*Airport Director*

*Northern Colorado Regional Airport*

*303 882 9605: cell*

*[John.Kinney@cityofloveland.org](mailto:John.Kinney@cityofloveland.org)*



NORTHERN COLORADO  
REGIONAL AIRPORT

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**From:** Jaden Rink <[jaden@scionaviation.com](mailto:jaden@scionaviation.com)>  
**Sent:** Tuesday, February 25, 2025 1:24 PM  
**To:** John Kinney <[John.Kinney@cityofloveland.org](mailto:John.Kinney@cityofloveland.org)>  
**Subject:** [External] Scion Aviation Letter For FAA

John,

I hope this message finds you well.

Thank you again for agreeing to pass our letter along to the FAA. We truly appreciate you taking the time to assist with this.

Additionally, we'd like to extend a formal invitation to both you and Aaron Ehle to visit Scion Aviation and Scion Helicopters for a tour. We're available next Wednesday, the 5th, at any time that works for you. Alternatively, we can also arrange a visit the following week on Thursday, any time after 1 PM.

Looking forward to hearing from you, and thank you again for your help with the FAA letter.

--



Cheers,  
Jaden Rink  
Property Development Supervisor  
EJS Holdings, LLC  
970-829-2745  
6393 E County Road 30  
Fort Collins, CO 80528

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**From:** [John Kinney](#)  
**To:** [Jaden Rink](#)  
**Cc:** [Laurie Wilson](#); [Dianne Criswell](#); [Aaron Ehle](#)  
**Subject:** RE: [External] Follow Up OF FAA letter  
**Date:** Wednesday, March 12, 2025 3:00:46 PM

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Jaden,

Thank you for circling back. I have placed a few calls to the FAA, no word back yet. They are absolutely buried in expediting grant disbursements – before they’re pulled back by the White House Administration compounded by surprise layoffs within the FAA offices...turmoil would be an accurate descriptor.

I have tried to convey as clearly as I can to you and Jim each time during our meetings, this project – the request to provide through the fence access – causes major concern for this office high risk low reward, is not a direction we seek to embrace and is not supported by the FAA. If Jim is looking for a more definitive answer from the airport administration I will share, this office does not support granting additional access – through the fence - to off airport property owners. The FAA has deep concerns as does both City Attorneys Offices.

Hopefully, this letter assists Jim in his contemplative coordination efforts, by this office stating definitively: The City of Loveland and Fort Collins as the airport sponsors of FNL, is unable to accommodate your request today nor in the future for through the fence access from your private parcel onto the Northern Colorado Regional Airport.

If you have any questions, please do not hesitate to reach out to discuss.

Best

John

*John S. Kinney CAE CM*  
*Airport Director*  
*Northern Colorado Regional Airport*  
*303 882 9605: cell*  
[John.Kinney@cityofloveland.org](mailto:John.Kinney@cityofloveland.org)



NORTHERN COLORADO  
REGIONAL AIRPORT

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**From:** Jaden Rink <jaden@scionaviation.com>  
**Sent:** Wednesday, March 12, 2025 10:02 AM  
**To:** John Kinney <John.Kinney@cityofloveland.org>  
**Subject:** [External] Follow Up OF FAA letter

Hi John,

I wanted to follow up on the letter we sent to the FAA and check if you have received it. Additionally, I wanted to see if there are any updates on a response.

Thank you for your help in forwarding our letter. We also look forward to welcoming you for a tour of the Scion Aviation facilities soon.

--

Cheers,

Jaden Rink

Property Development Supervisor

EJS Holdings, LLC

970-829-2745

6393 E County Road 30

Fort Collins, CO 80528

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February 28, 2025

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

**Section A – Digital Air Traffic Control Contract Progress Report #44**

Re: Period: February 1 through February 28, 2025

<b>Colorado Digital Tower Project Activity Status</b>			
Activity	Status/Start Date (Projected)	Finish Date (Projected)	Remarks
<b>Digital Tower Implementation</b>			
<b>Digital Tower System</b>			
FNL Non-Binding Letter of Intent to RTX/Frequentis	1/18/2024	2/2/2024	Complete
RTX/Frequentis Letter of Intent to FNL	2/15/2024	2/15/2024	Complete
RTX/Frequentis Digital Tower Proposal	4/18/2024	4/18/2024	Being Reviewed
Response Letter to RTX/Frequentis Proposal	5/1/2024	5/1/2024	Complete
<b>Digital Tower Testing</b>			
RTX/Frequentis Installs Equipment at Tech Center	4/21/2024	8/26/2024	Complete
RTX/Frequentis System Optimization	7/31/2024	10/25/2024	Complete
Site Acceptance Test (SAT)	12/17/2024	12/19/2024	Complete
Controller Training	1/15/2025	2/10/2025	Complete
RTX/Frequentis Begins Batch 0 Testing	2/10/2025	2/20/2025	Complete
RTX/Frequentis Completes System Design Approval	TBD	TBD	
RTX/Frequentis to FNL	TBD	TBD	
FAA Testing at FNL	TBD	TBD	
Digital Tower Receives Op Viability Decision	TBD	TBD	
Digital Tower System and ATCT Commissioned	TBD	TBD	
<b>Functional Acceptance Decision</b>			
	TBD	TBD	

**Digital Tower Project Narrative:**

At the conclusion of the Colorado Airport Operators Association (CAOA) on January 29, 2025, the Director, RTX and I met with the Managers of the following airports to discuss digital towers:

- Durango-LaPlata County Airport (DRO)
- Gunnison Crested Butte Regional Airport (GUC)

- Greeley Weld County Airport (GXY)
- Montrose Regional Airport (MTJ)
- Rifle Garfield County Airport (RIL)
- Telluride Regional Airport (TEX)
- Yampa Valley Regional Airport (HDN)

There was considerable interest in the possibility of providing airport traffic control services that utilize a digital tower system. These airports have low annual operational levels with the exception of Greeley. Annual operations are one factor the FAA uses to determine an airport's benefit/cost (B/C) ratio. For an airport to be eligible for inclusion in the Federal Contract Tower Program (FCT), it must have a B/C greater than 1.0. The key for any airport seeking to have airport traffic services from either a digital tower and/or a traditional airport traffic control tower (ATCT) is to be in the FCT Program. Due to the low annual operations of some of these airports, the discussion turned to the establishment of a digital tower center that would house multiple airports--the idea being to accrue the total number of operations at the airports in the digital tower center to reach or exceed the 1.0 B/C threshold. We are in the process of having a meeting the FCT Program Office and FAA's Office of Policy and Planning to discuss this idea. The major impediment to this solution is, as always, the FAA and its aversion to risk of a new concept although digital/remote tower center development was a key part of the FAA Reauthorization Act. Digital tower centers are widely employed throughout Europe.

The idea would be to establish 2 digital tower centers, one along the front range and the other in the mountains based on proximity to common communication and an overlying radar control facility. Refer to the attached slide depicting the digital tower airports. The Northern Colorado Regional Airport (FNL) is in the process of deciding whether to go with a digital tower or a traditional ATCT (see last month's comparison of the two). If FNL elects to construct a traditional ATCT and not a digital tower, Greeley would be able to take advantage of the cost saving of a digital tower and proceed on its own.

### **RTX/Frequentis Update**

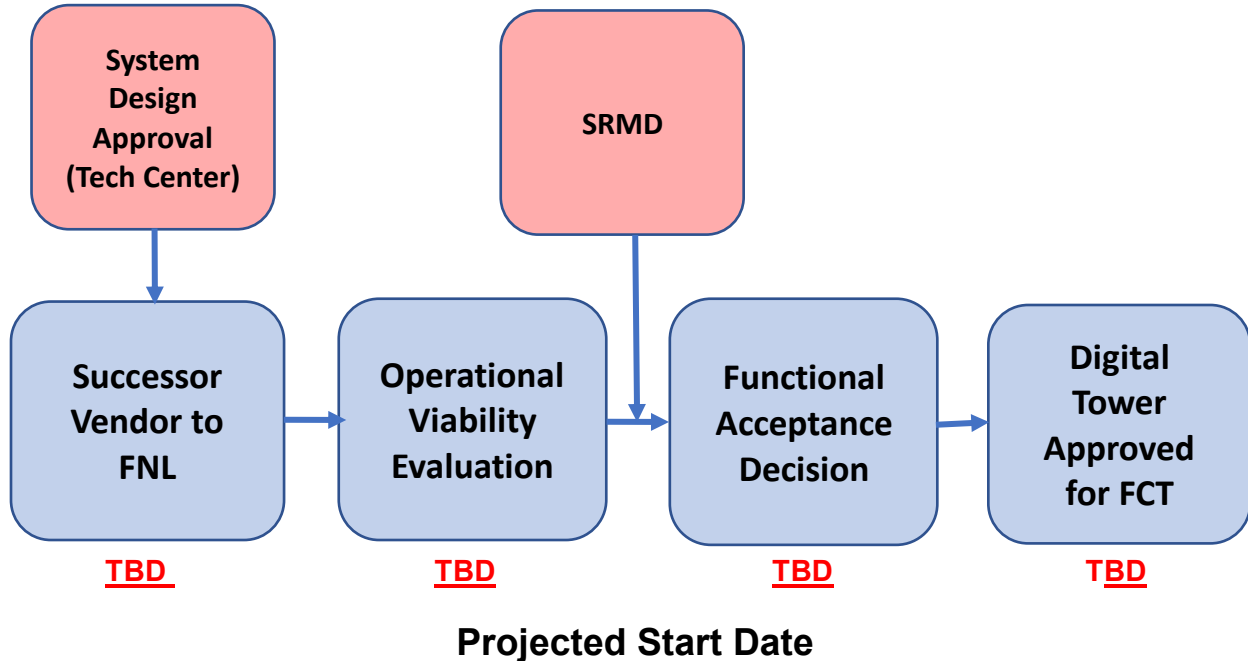
Testing of the RTX/Frequentis digital tower system at FAA's Technical Center will be accomplished in 6 phases or "Batches."

- Batch 0 – HMI Optimization, Controller Familiarization and System Optimization
- Batch 1 – Ground Observations and Initial Airborne Visual Acuity
- Batch 2 – Pattern & Initial Airborne Observations
- Batch 3 – Airborne Observations & Same Runway Separation
- Batch 4 – Multiple Runway Separation & Ground-Airborne Spatial Relationships
- Batch 5 – Workload & Simulated Immersion

Batch testing began on February 10, 2025, and has been successfully completed. Batch 0 verified system functionality and controller's ability to utilize the system as trained. Some minor issues were found and after the data collected from Batch 0 has been analyzed, Batch 1 is scheduled to begin at the end of March.

See the attached RTX/Frequentis PowerPoint update.

## Proposed Digital Tower Process Moving Forward:



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

## DIGITAL TOWER PROJECT PROGRAM MANAGEMENT

### Program Description/Background

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

Tasks:

#### 1. Provide Technical Representation and Oversight of the Project

Effort this Period: Completed.

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

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

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

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

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

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

**5. Assist with Development of System Configuration**

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

**6. Modify System Configuration Based on Testing Phase Comments**

Effort this Period: Completed by Searidge.

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

Effort this Period: Complete.

**8. Attend System FAA Technical Interchange Meetings (TIM)**

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

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

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

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

Effort this Period: Complete.

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

Effort this Period: Complete



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

Effort this Period: Complete

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

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

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

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

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

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

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

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

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

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

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

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

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

Tasks:

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

Effort this Period: No activity this period.

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

Effort this Period: No activity this period.

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

Effort this Period: Complete

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

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

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

Tasks:

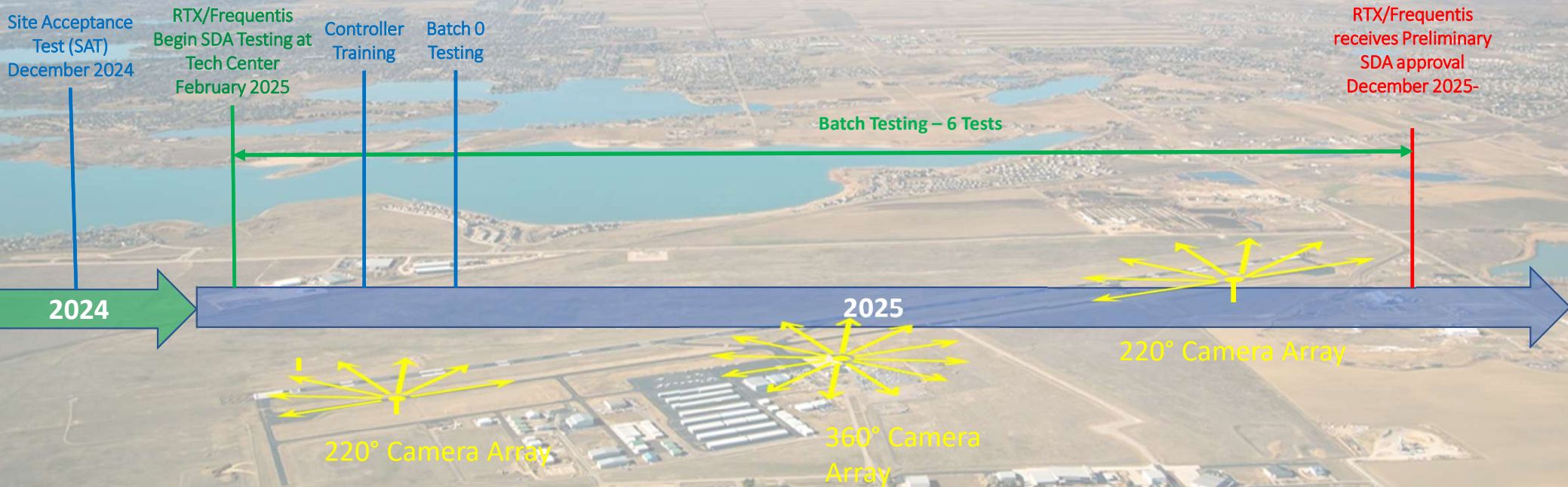
## Glossary of Project Technical Acronyms

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

## ATTACHMENTS

1. FNL Draft Graphic Remote Tower Timeline as of February 28, 2025.
2. Digital Tower Candidate Airports.
3. RTX/Frequentis PowerPoint Update.

# Colorado FNL Digital Tower Timeline (Draft)



- Upcoming activity
- Complete
- Critical Path Task

- Abbreviation Key**
- FCT – Federal Contract Tower Program
  - SAT – Site Acceptance Test
  - SRMP - Safety Risk Management Panel
  - SRMD – Safety Risk Management Document
  - STARS – Standard Terminal Automation Replacement System
  - SDA – System Design Approval

- MOU – Memorandum of Understanding
- Ops – Operations
- TBD – To Be Determined
- OVD – Operational Viability Decision
- ORI - Operational Readiness Inspection (Mobile ATCT)
- V&V – Validation & Verification



# 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

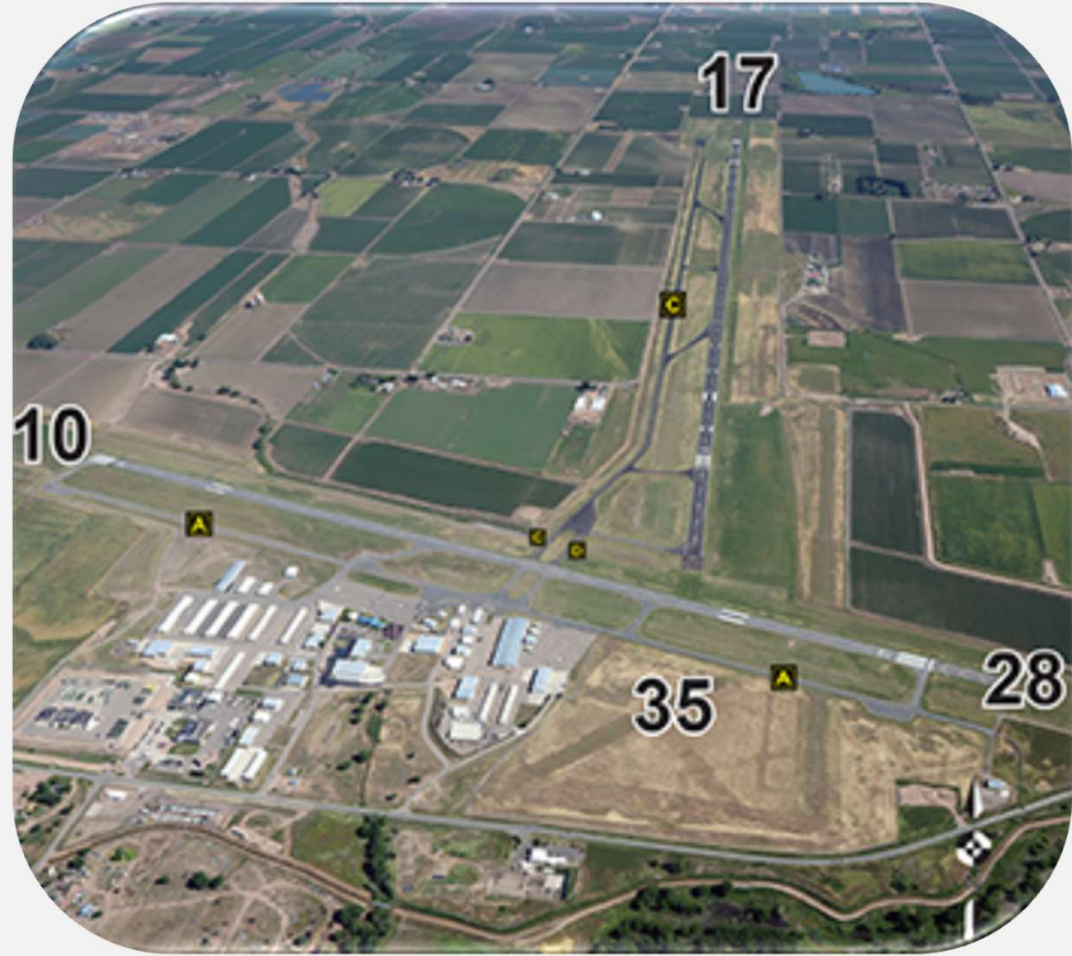


Runway	Length (feet)	Width (feet)	Surface	Lights	VGSI	Approach Lighting
03/21	9,201	150	Asphalt	HIRL	P4L/V4L	MALSR/REIL

# 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 | Shahn G. Sedem

- 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



# Digital Tower System Design Approval (DT SDA)



**FNL Update  
19 Feb 2025**

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Raytheon - Competition Sensitive  
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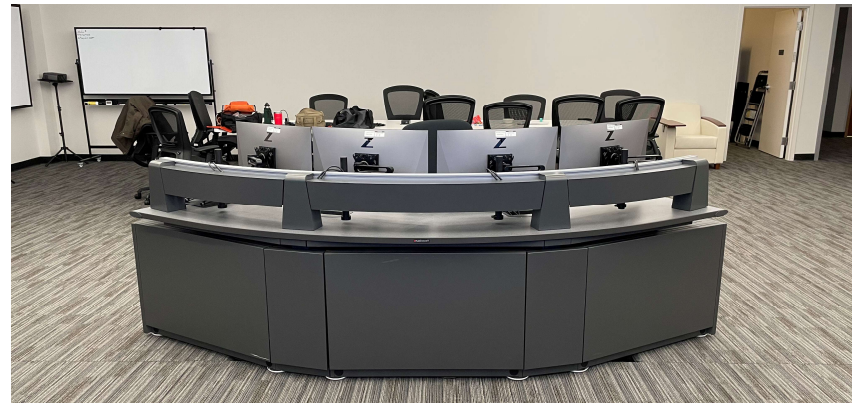


# SDA UPDATE: OPERATIONAL EVALUATION

- FAA-led Batch Testing began 03 Feb
  - Completed User Training 07 Feb
  - Batch 0, focused on controller/pilot familiarization and system optimization: COMPLETE
  - Batch 1 begins in March
  - Thus far all items raised are classified as minor and will be adjusted by 28 Feb



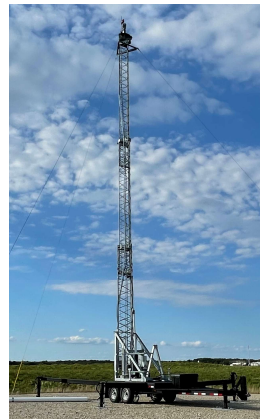
Control Room



Threshold 13 Mast - 55'



Central Mast - 106'

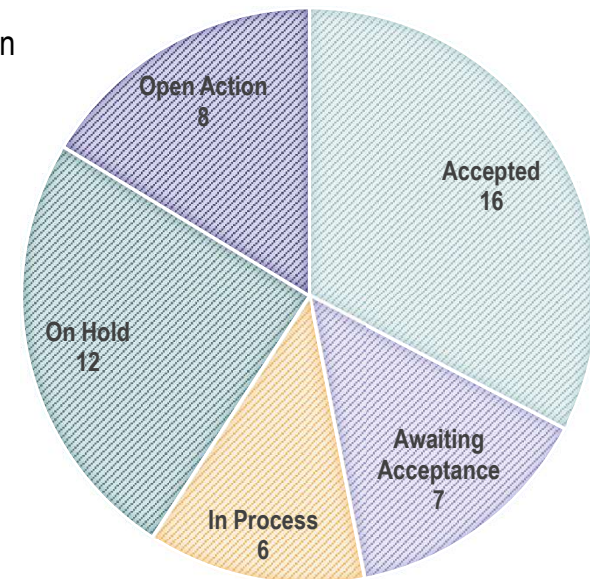


Threshold 31 Mast - 55'

# SDA UPDATE: DOCUMENTATION

- Summary
  - 16 deliverables have been accepted with another 7 awaiting FAA acceptance.
  - 4 have yet to be started as they are post-testing deliverables with an additional 12 blocked from progressing due to required approval of earlier deliverables
  - Action lies with FAA for 7 of the 8 deliverables flagged as ‘open action.’ RTX/FRQ’s action is on a path to closure by 28 Feb
  - Line-by-line status of deliverables is detailed in backup slides
- Update since last meeting:
  - The Functional Hazard Analysis (FHA) was accepted
  - Updated versions of the following deliverables were delivered
    - Plan for Software Aspects of Approval (PSAA)
    - User Training Student Guide
    - System Subsystem Specification (SSS)
    - Plan for Hardware Aspects of Approval (PHAA)
  - Readahead material for the Software Design Assurance Package was released in preparation for the 18-19 Feb Stages of Involvement (SOI 1) audit
- Top priority is getting the System Subsystem Specification (SSS) accepted by 28 Feb

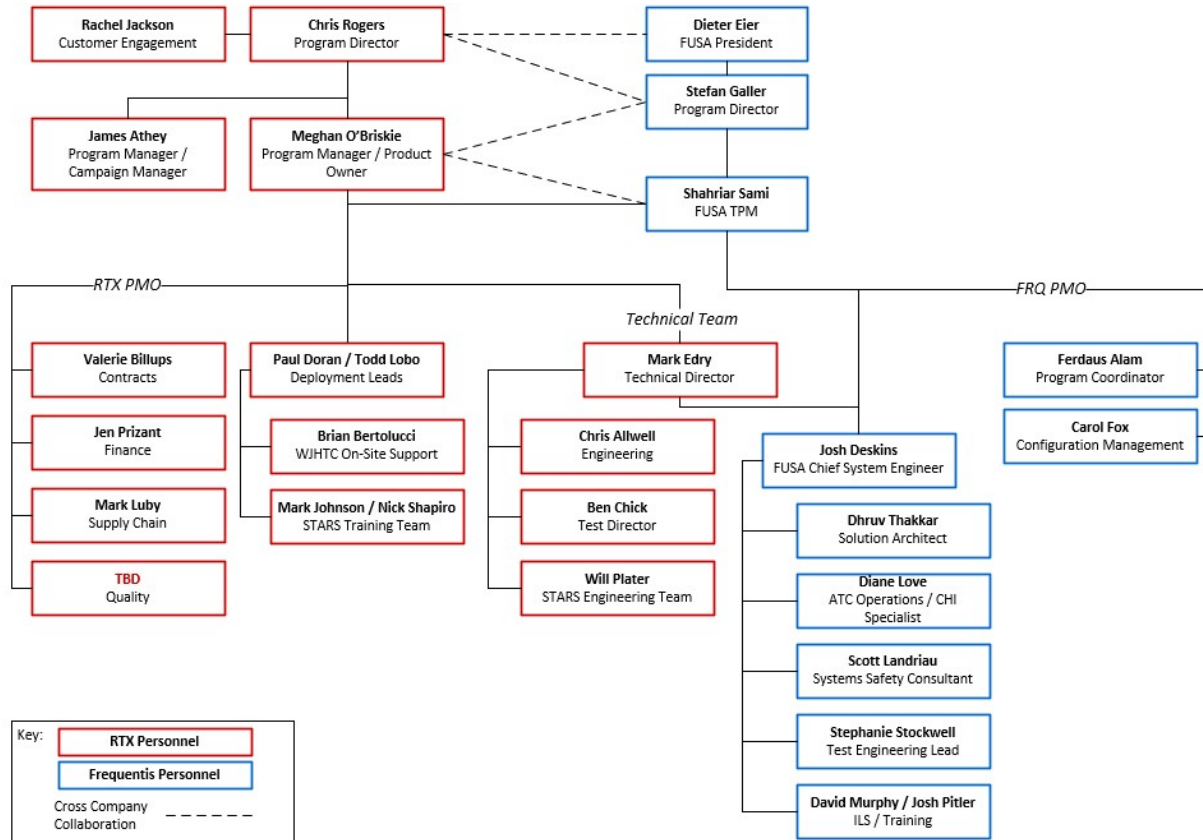
STATUS OF DELIVERABLES



# BACKUP



# Org Chart



ID	Deliverable	Status	Percent Complete
DEL-01	Anticipated Waiver and Deviation Requests	On Hold	30%
DEL-02	Siting, Installation and Calibration Guidance (SICG)	Awaiting Acceptance	90%
DEL-03 - Sect. 1-2	Commercial Instruction Book (CIB) Sections 1-2 - General Info, Functional Characteristics, Power Req'ts & Technical Description	Open Action	0%
DEL-03 - Sect. 3	Commercial Instruction Book (CIB) Section 3 - Operational Controls & Indicators	Open Action	30%
DEL-03 - Sect. 4-7, 10-11	Commercial Instruction Book (CIB) Sections 4-7, 10-11 Maintenance Sections	Open Action	0%
DEL-03 - Sect. 8	Commercial Instruction Book (CIB) Section 8 - Parts List	Open Action	60%
DEL-03 - Sect. 9	Commercial Instruction Book (CIB) Section 9 - Installation	Open Action	60%
DEL-04 - SOI 1	HW Design Assurance Package SOI 1: Planning Review	Open Action	0%
DEL-04 - SOI 2	HW Design Assurance Package SOI 2: Development Review	On Hold	0%
DEL-04 - SOI 3	HW Design Assurance Package SOI 3: Verification Review	On Hold	0%
DEL-04 - SOI 4	HW Design Assurance Package SOI 4: Final Review	On Hold	0%
DEL-05	Concept of Operations (ConOps)	Accepted	90%
DEL-06	General Configuration Index	On Hold	0%
DEL-07	Configuration Management Plan (CMP)	Accepted	90%
DEL-08	Functional Hazard Analysis (FHA)	Accepted	90%
DEL-09	Human Factors Plan (HFP)	Accepted	90%
DEL-10 - Part 1	Maintainer Training Material Package Part 1: Maintainer Task & Skills Analysis (TASA)	In Process	0%
DEL-10 - Part 2	Maintainer Training Material Package Part 2: Course Design Guide (CDG)	On Hold	0%
DEL-10 - Part 3	Maintainer Training Material Package Part 3: Test Blueprint (TBP)	On Hold	0%
DEL-10 - Part 4	Maintainer Training Material Package Part 4: Student / Instructor Guide	On Hold	0%
DEL-12	Plan for Hardware Aspects of Approval (PHAA)	Awaiting Acceptance	90%
DEL-13	Plan for Software Aspects of Approval (PSAA)	Awaiting Acceptance	90%
DEL-14	Physical Layout Diagram (PLD)	Accepted	90%
DEL-15	Preliminary System Safety Assessment (PSSA)	In Process	0%
DEL-16	Process Assurance Plan (PAP)	Accepted	90%
DEL-17	Continuity, Reliability, Maintainability and Availability Plan (CRMVP)	Accepted	90%
DEL-18	Requirements Management, Verification and Validation Plan (RMVVP)	Accepted	90%

**Note:** DEL-11 and DEL-25 have been omitted due to content being collapsed into other deliverables



ID	Deliverable	Status	Percent Complete
DEL-19 - SOI 1	SW Design Assurance Package SOI 1: Planning Review	Awaiting Acceptance	0%
DEL-19 - SOI 2	SW Design Assurance Package SOI 2: Development Review	On Hold	0%
DEL-19 - SOI 3	SW Design Assurance Package SOI 3: Verification Review	On Hold	0%
DEL-19 - SOI 4	SW Design Assurance Package SOI 4: Final Review	On Hold	0%
DEL-20	System Approval Summary Report	On Hold	0%
DEL-21	System Design Approval Plan (SDAP)	Accepted	90%
DEL-22	System Characterization Document (SCD)	Awaiting Acceptance	90%
DEL-23	System Design Document (SDD)	On Hold	0%
DEL-24	System Engineering Management Plan (SEMP)	Accepted	90%
DEL-26	System Requirement Allocation Document (SRAD)	On Hold	0%
DEL-27	System Subsystem Specification (SSS)	Awaiting Acceptance	90%
DEL-28	System Safety Assessment	On Hold	0%
DEL-29	System Safety Plan (SSP)	Accepted	90%
DEL-30	System Security Plan (Sec Plan)	Open Action	30%
DEL-31 - Part 1	User Training Part 1: Task & Skills Analysis (TASA)	Accepted	90%
DEL-31 - Part 2	User Training Part 2: Course Design Guide (CDG)	Accepted	90%
DEL-31 - Part 3	User Training Part 3: Test Blueprint (TBP)	Accepted	90%
DEL-31 - Part 4	User Training Part 4: ATC End User / Student Guide (AEUG)	Open Action	90%
DEL-32	Verification Compliance Matrix (VCM)	In Process	30%
DEL-33	Verification Test Procedures (VTP) (FQT-S)	In Process	0%
DEL-34	Verification Test Results	On Hold	0%
DEL-35	System Authorization Briefing (Cybersecurity) (SAB)	Accepted	90%
ACY As-Built	As-Built System Configuration Document	In Process	0%
SAT	SAT Procedures	Awaiting Acceptance	90%
SFD	System Functional Design (SFD)	Accepted	90%
VAR	Visual Analysis Report (VAR)	In Process	60%

**Note:** DEL-11 and DEL-25 have been omitted due to content being collapsed into other deliverables





# ‘Sustainable’ air traffic towers clash with safety; Musk seeks digital, remote technology



In this March 16, 2017, file photo, air traffic controllers work in the tower at John F. Kennedy International Airport in New York. (AP Photo/Seth Wenig, File) [more >](#)

By [Susan Ferrechio](#) - *The Washington Times* - Monday, February 17, 2025

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Aviation experts anticipating Elon Musk’s plans to tackle the nation’s antiquated air traffic control system are scratching their heads over the Biden administration’s move to rebuild dozens of aging regional airport towers with “green” replacements instead of cheaper and safer digital technology.

[Remote towers](#), essentially cameras on tall scaffolding, are used widely throughout Europe. Infrared cameras and other advanced equipment can provide safer, less expensive air traffic monitoring, particularly when visibility is low in inclement weather.

The [Federal Aviation Administration](#) prohibits the use of remote towers.

Instead, the [FAA](#) is sticking with manned airport towers. Under President Biden, it allocated hundreds of millions of dollars for a massive project to build “greener” towers throughout the United States.

In 2023, the [FAA](#) selected the Manhattan firm Practice for Architecture and Urbanism to design up to 31 “sustainable” towers at municipal and smaller airports around the U.S. where structures were old and in need of replacement.



It set aside \$500 million for the design and early construction of the projects, which were scheduled to break ground last year.

“These new air traffic control towers will mean that smaller airports can handle more flights, more sustainably and more affordably,” Transportation Secretary Pete Buttigieg said when announcing the project in April 2023. “I look forward to seeing this design go from the drawing board to construction sites across the country, helping our nation’s airports support more travelers, grow their local economies and prepare for the future of low-carbon aviation.”

The winning architectural firm is “dedicated to building ecological, equitable, and joyous communities.” Company officials announced a design plan for all-electric airport control towers. The structures will be built using recycled steel and “renewable mass timber” and will be equipped with geothermal heating and cooling, advanced energy monitoring equipment and other green energy features.

The airports getting the new towers include:

- Key West International Airport (EYW) in Florida.
- Fort Worth International Airport (FTW) in Texas.
- Northeast Philadelphia Airport (PNE).
- Hartford-Brainard Airport (KHFD) in Connecticut.
- Pueblo Memorial Airport (PUB) in Colorado.
- Modesto City-County Airport (MOD) in California.
- Coleman A. Young International Airport (DET) in Detroit.

In seeking design bids, the [FAA](#) offered a “once-in-a-generation opportunity” for the winning firm to follow in the path of celebrated architect I.M. Pei, who designed 16 iconic air traffic control towers in 1962.

The [FAA](#) request for bids asked firms “to think outside the box, using your innovation and creativity to turn exciting ideas into our new reality.”

The move puzzled some top aviation experts, who say the modern tower design may be more visually exciting and climate-friendly, but it does not address the [FAA's](#) poor track record on technological upgrades and missed a chance to modernize air traffic control safety.

“Nobody official, nobody on the congressional committee questioned it,” Robert W. Poole, director of transportation policy at the Reason Foundation, said of the tower construction plan approved by Congress and signed by Mr. Biden. “It’s just rolling ahead. All of these places would have been ideal sites for remote towers. It’s more effective, safer and cheaper, so how can you turn that down?”

The [FAA](#) did not immediately provide a comment for this report.

Transportation Secretary Sean Duffy announced Monday that President Trump’s government efficiency adviser, SpaceX founder Elon Musk, will visit the Air Traffic Control System Command Center in Virginia to help him “envision how we can make a new, better modern and safer system.”

Mr. Musk may want to consult with Mr. Poole, who helped oversee a 2017 policy brief on remote towers authored by fellow aviation expert Stephen D. Van Beek. The paper reported that remote towers provide “better surveillance at night and in rain, fog or snow conditions” using infrared and other advanced technologies when used in pilot programs. Experienced air traffic controllers favored the remote tower over the conventional tower during simulations.

“A remote tower can improve safety margins and provide operational benefits compared to a conventional tower,” the authors said. The cost is “significantly lower” than building a traditional tower occupied by air traffic controllers, they found.

[Remote towers](#) are used throughout Canada and Europe, including airports in Norway, Germany, Hungary, Belgium and Britain.

In 2021, London City Airport became the first major international airport fully controlled by a remote digital air traffic control tower.

Air traffic controllers who use the technology operate from a facility outside the airport, sometimes miles away, and monitor air traffic with cutting-edge cameras and other sensor equipment mounted on tall scaffolding at the airport.

For smaller airports with far less traffic, air traffic controllers can monitor several airports from a single building using an array of digital towers, replacing more expensive manned towers at each airport.

Advocates say the system could enable better and safer air traffic monitoring at dozens of small and regional U.S. airports, many of which are in rural areas and may lack manned towers.

Mr. Van Beek said digital towers could be installed at major U.S. airports to augment manned air traffic control towers, adding another layer of safety on crowded runways and in bad weather.

“The question is whether there is a way to open up this concept inside the [FAA](#), to have them embrace it,” Mr. Van Beek said. “There seems to be, for whatever reason, a reluctance inside the [FAA](#) bureaucracy to embrace these tools.”

Mr. Poole said a digital tower with advanced equipment could have prevented a near collision at Austin-Bergstrom International Airport in February 2023.

Heavy ground fog made it impossible for an air traffic controller in the tower to spot a Southwest plane in the path of a FedEx jet landing on the same runway. The FedEx pilots detected the plane at the last moment and aborted the landing, narrowly avoiding a collision that could have killed 133 people.

In response to the near miss in Austin, the [FAA](#) announced plans to provide regional airports with GPS runway technology installed at larger airports, including Ronald Reagan Washington National Airport. The equipment provides precise aircraft locations to help prevent runway collisions.

It's rolling out slowly at the smaller airports.

The [FAA](#) said it would implement the technology at Austin and three other midsize airports last year and at additional airports by the end of this year.

The agency has no immediate plans to build remote towers or to install digital towers to augment safety at manned air traffic control towers at any U.S. airport.

In 2022 and 2023, the [FAA](#) shut down remote tower technology projects at Colorado Northern Regional Airport and Leesburg Executive Airport in Virginia.

The [FAA](#) website said the towers "are not currently approved for use" in U.S. airspace.

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# NORTHERN COLORADO REGIONAL AIRPORT

4900 Earhart Rd • Loveland, Colorado 80538

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

**ITEM NUMBER:** 4

**MEETING DATE:** March 20, 2025

**PREPARED BY:** John S. Kinney, Airport Director

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## **TITLE**

Planning and Development Subcommittee (PDSC)

## **RECOMMENDED AIRPORT COMMISSION ACTION**

Motion to place the Planning and Development Subcommittee into a “standby status” until such time that a specific project requiring additional review and comment is needed by the Airport Commission.

## **BUDGET IMPACT**

Neutral

## **SUMMARY**

The Planning and Development Subcommittee (PDSC) met on March 6<sup>th</sup> to discuss their future role as a subcommittee of the Airport Commission. The individual Committee Members reflected on the history: originally, the Committee formed back in 2018, driven by the desire to ensure transparency and to provide more perspectives on capital planning. The Committee served this purpose by providing its review and comment on planning and development projects, in addition to the analysis and recommendation of staff, in order to inform the decisions of the Airport Commission and the Cities. Over the years, the Committee reviewed many substantive issues, including the need to create opportunities to build T-Hangars and/or small executive hangars as an offset to the reduction in T-hangars resulting from the scraping of 18 hangar units back in 2023.

In the last year, the roll of the Committee has diminished as new airport and city leadership have increasingly provided the same functions. It is generally understood that the current leadership of the Airport, the Airport Commission, and the Cities have a solid commitment to collaboration and transparency driven by the need to create affordability to maintain and develop FNL.

The final consensus of Committee Members at the March 6<sup>th</sup> meeting was to place the Committee into a “standby status” until such time that a specific project requiring additional review and comment is needed by the Airport Commission, given that items on meeting agendas have waned and that the purposes for which the Committee

was formed are being met by the Airport, the Airport Commission, and the Cities. The Committee formulated the following recommendation for possible action by the Commission:

Based on the March 6th discussion of Committee Members, airport staff seeks the recommendation by the Airport Commission to place the Committee into a “standby status” until such time as the Committee is called to provide its review and comment for a future project, as requested by the Airport Commission.

**ATTACHMENT**

Feedback from PDSC members to summary of March 6<sup>th</sup> discussion

**From:** [Aaron Ehle](#)  
**To:** [Aaron Ehle](#)  
**Subject:** [External] Fwd: Comments on Suspending PDSC  
**Date:** Friday, March 14, 2025 2:15:25 PM

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----- Forwarded message -----

From: **Diane Jones** <[dianejones.738@gmail.com](mailto:dianejones.738@gmail.com)>  
Date: Fri, Mar 14, 2025 at 1:08 PM  
Subject: Comments on Suspending PDSC  
To: John Kinney <[John.Kinney@cityofloveland.org](mailto:John.Kinney@cityofloveland.org)>  
Cc: Aaron Ehle <[aaron.ehle@gmail.com](mailto:aaron.ehle@gmail.com)>, Kate Morgan <[Katherine.Morgan@cityofloveland.org](mailto:Katherine.Morgan@cityofloveland.org)>

Hi John~

I saw your email late this morning (I arrived in Arizona last night) and talked with Aaron this morning. I got right on this and below are my comments and suggested revisions. Thanks for asking me to review and, as always, these are merely suggestions. I'm not sure of my schedule here, but if possible, I'll observe the Commission's next meeting via ZOOM. Hope all is well. I know your plates are very full!

Best regards,  
Diane

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Could you please weigh in on my email – below - as to capturing the essence of the discussions we had at the last PDSC. We want to mail out Commission packets tomorrow.  
Thank you  
John

The Planning and Development Sub Committee met on March 6th to discuss their future role as a subcommittee of the Airport Commission. The individual members reflected on the history **and the** original intent of the Committee, formed back in 2018, [Note: I would just say 2018; the earliest notes I have are from November 2018 but we may have met a bit earlier from that month]. **which was** driven by the desire to have transparency and an additional set of eyes on complex projects in support of airport staff's review.

Over the last few years, the PDSC has reviewed and made recommendations on several substantive issues— for example, the 2020 Airport Master Plan; the airport's updated Strategic Plan and subsequent action plan; an economic development strategy for on-airport vacant parcels. More recently, PDSC reviewed the options to create opportunities to build T-Hangars and/or small executive hangars as an offset to the reduction in T-hangars resulting from the scaping of 22 hangar units back in 2023. [John, I added a bit to this paragraph since there are so many new members to the Commission who never really worked with the PDSC...to provide a bit more context as to some of the items we addressed]



Since the formation of the PDSC, new airport and city leadership has arrived conveying a solid commitment to collaboration and transparency driven by the need to create affordability to maintain and develop FNL. As agenda items have waned for the PDSC, the group concluded that the need for the Committee has peaked. [Note: I might revise the last phrase like this: ..., the group concluded that until the Commission as the opportunity to meet and work with the Director to set the future targets and agenda for the airport, the work of the PDSC should be suspended.]

If the PDSC is to continue, it wants to be able to add value and assist both the staff and the Commission in its work. It does not want to be an "add on" that drives extra work for the staff or is extraneous to the Commission. The final consensus among the members was to place the Committee into a "standby status" until such time that a specific project or scope of work for which additional review and comment would be beneficial to the staff and/or the Airport Commission. The Committee formulated the following recommendation as for possible action by the Commission:

Based on the above discussion by the PDSC membership, airport staff seeks the recommendation by the Airport Commission to place this committee into a "standby status" until such time that a reactivating the PDSC would be deemed beneficial to the work of the staff and/or the Airport Commission.

On a personal note, to each one of you.... thank you for your generous offering of time, talents and energies to improve, enhance and make Northern Colorado Regional Airport a better experience for its users and guest!

With gratitude!

John

**From:** [Aaron Ehle](#)  
**To:** [Aaron Ehle](#)  
**Subject:** PDSC Drew  
**Date:** Friday, March 14, 2025 10:10:00 AM

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**From:** Drew Brooks <[dbrooks@fcgov.com](mailto:dbrooks@fcgov.com)>  
**Sent:** Wednesday, March 12, 2025 9:06 AM  
**To:** John Kinney <[John.Kinney@cityofloveland.org](mailto:John.Kinney@cityofloveland.org)>  
**Subject:** [External] Re: Did I get this corect?

John,

This looks great to me. I'm sorry I was unable to stay until the end of the meeting AND I support this action.

Take Care,

.....

**Drew Brooks** | [he/him/e/](#)

Deputy Director, PDT

[City of Fort Collins](#)

281 N College Ave

(970) 221-6386 office

[dbrooks@fcgov.com](mailto:dbrooks@fcgov.com)

<https://www.fcgov.com/pdt/>

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**From:** [Aaron Ehle](#)  
**To:** [Aaron Ehle](#)  
**Subject:** PDSC Rick  
**Date:** Friday, March 14, 2025 10:18:21 AM

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**From:** John Kinney <[John.Kinney@cityofloveland.org](mailto:John.Kinney@cityofloveland.org)>  
**Sent:** Wednesday, March 12, 2025 9:48 AM  
**To:** Rick Turley <[c182ppilot@gmail.com](mailto:c182ppilot@gmail.com)>  
**Cc:** Aaron Ehle <[Aaron.Ehle@cityofloveland.org](mailto:Aaron.Ehle@cityofloveland.org)>  
**Subject:** RE: [External] Re: Did I get this corect?

Thank you, good catch Rick,  
You shared perspectives before my time and ones of a committee member. I do not want to try and summarize these as they're best captured by you so I will include all comments received as part of the packet to the Commission.

Thank you, Rick!

John

*John S. Kinney CAE CM*  
*Airport Director*  
*Northern Colorado Regional Airport*  
*303 882 9605: cell*  
[John.Kinney@cityofloveland.org](mailto:John.Kinney@cityofloveland.org)



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**From:** Rick Turley <[c182ppilot@gmail.com](mailto:c182ppilot@gmail.com)>  
**Sent:** Wednesday, March 12, 2025 9:41 AM  
**To:** John Kinney <[John.Kinney@cityofloveland.org](mailto:John.Kinney@cityofloveland.org)>  
**Subject:** [External] Re: Did I get this corect?

John:

In order to keep this from turning into an online PDSC meeting, I will reply to only you via my comments below... *“in green font”*

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Rick Turley  
[c182ppilot@gmail.com](mailto:c182ppilot@gmail.com)

On Mar 11, 2025, at 5:59 PM, John Kinney <[John.Kinney@cityofloveland.org](mailto:John.Kinney@cityofloveland.org)> wrote:

Good evening, all,

As committed to you during the last PDSC meeting, I have written a summary to capture our discussion. Please review and let me know if I missed anything from your perspective. Next steps will be present this to the Commission for their action to place the PMCD on a “standby mode”

*The Planning and Development Sub Committee met on March 6<sup>th</sup> to discuss their future role as a subcommittee of the Airport Commission. The individual members reflected on the history; original intent of the Committee formed back in X 2018? driven by the desire to have transparency and an additional set of eyes on complex projects in support of airport staff’s review.*

**The formation of the PDSC was “before my time,” so I hope others can confirm the date. Since I do see mention of the PDSC in 2019 minutes, the circa 2018 seems to make sense.**

**I did not understand the PDSC to be an effort to create “transparency.” Rather, I understood it to provide “an additional set of eyes...” As I understood the PDSC was chartered to provide a “deep dive” into more technical topics that the commission members did not have the time nor expertise to fully understand. The PDSC was created to explore these topics in more depth and provide recommendations to the commission. The first topic assigned, as I understand it, what the airport master plan. The second assigned topic (when I became more aware of the PDSC) was the detailed evaluation of the proposals submitted in response to the RFP for “Site A” - the site of the A/B/C city owned hangars. Ultimately 2 of 3 of these proposals also included development of “Site B.”**

*Several substantive issues have been reviewed by the Committee. Including the need to create opportunities to build T-Hangars and or small executive hangars as an offset to the reduction in T-hangars resulting from the scaping of 22 hangar units back in 2023.*

**I don’t think the PDSC was involved in the “need to create opportunities to build T-Hangars...” per se. Rather the group was responsive to submitted proposals.**

*Since the formation of the PDSC, new airport and city leadership has arrived conveying a solid commitment to collaboration and transparency driven by the need to create affordability to maintain and develop FNL. As agenda items have waned for the PDSC, the group concluded that the need for the Committee has peaked.*

**Again, I do not believe transparency, while a great goal, was ever in the purview of the PDSC. I believe agenda items have waned for the PDSC as the airport commission makeup has rolled over to new members and the commissions has not asked for PDSC's help in analysis or recommendation.**

*The final consensus among the members was to place the Committee into a "standby status" until such time that a specific project requiring additional review and comment was needed by the Airport Commission. The Committee formulated the following recommendation as for possible action by the Commission:*

*Based on the above discussion by the PDSC membership, airport staff seeks the recommendation by the Airport Commission to place this committee into a "standby status" until such time that a specific project requiring additional review and comment was needed by the airport commission.*

**I do believe that there is an ongoing role for stakeholder input into the direction and development at FNL. The current makeup of the PDSC - representing airport staff, both cities development personnel, airport users, and community members - provides an excellent resource for assisting in ongoing development at FNL.**

**I believe that we, as PDSC members, were driven by your comments that the staff effort to maintain and "feed" the PDSC exceeds the value returned. PDSC members do not want to be a burden on airport staff and are only interested in moving the airport forward. We also believe that the airport commission members are quite busy and do not have the time nor expertise necessary to establish this vision. To the extent that airport staff can create and communicate this vision to the commission, there will be the chance for moving issues forward. The PDSC, properly directed, could be a resource to help move this process forward.**

**Given all that, I support putting the PDSC on "standby status" pending the commissions indication of future projects or needs where we can help.**



**On a personal note, to each one of you.... thank you for your generous offering of time, talents and energies to improve, enhance and make Northern Colorado Regional Airport a better experience for its users and guest!**

**With gratitude!**

**John**

*John S. Kinney CAE CM  
Airport Director  
Northern Colorado Regional Airport  
303 882 9605: cell  
[John.Kinney@cityofloveland.org](mailto:John.Kinney@cityofloveland.org)*

<image001.jpg>

**From:** [Aaron Ehle](#)  
**To:** [Aaron Ehle](#)  
**Subject:** PDSC Troy  
**Date:** Friday, March 14, 2025 10:01:27 AM  
**Attachments:** [image002.png](#)

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**From:** Troy Bliss <[Troy.Bliss@cityofloveland.org](mailto:Troy.Bliss@cityofloveland.org)>  
**Sent:** Thursday, March 13, 2025 2:53 PM  
**To:** John Kinney <[John.Kinney@cityofloveland.org](mailto:John.Kinney@cityofloveland.org)>  
**Subject:** RE: PDSC Meeting Overview - comment please

John, yes, thank you for the email and apologies for not being able to make the PDSC meeting last week. I certainly echo the great work PDSC members have done and benefit they have provided to all thing's airport related and the support to the Airport Commission. I do (as consensus among the PDSC members) agree that having the PDSC on a "stand-by" status would be the best approach. I do not think there is a lot of value meeting just to meet. I think if and when the PDSC can provide value airport initiatives would be best rather than trying to decide what things we should be working on. Thank you for the opportunity to share my perspective.

Troy Bliss  
Principal Planner/Acting Current Planning Manager  
Current Planning  
Development Services Dept.  
410 E 5<sup>th</sup> Street Loveland CO 80537  
O: 970.962.2523 | D: 970.962.2579  
E: [Troy.Bliss@cityofloveland.org](mailto:Troy.Bliss@cityofloveland.org)



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**ITEM NUMBER:** 6

**MEETING DATE:** March 20, 2025

**PREPARED BY:** Laurie Wilson, Deputy City Attorney

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**TITLE**

2025 Review of Airport Commission Roles and Responsibilities

**RECOMMENDED AIRPORT COMMISSION ACTION**

Informational

**BUDGET IMPACT**

Neutral

**SUMMARY**

This is an informational training that is conducted annually for all boards and commissions serving the Cities, with some Airport Commission specific information.

**ATTACHMENT**

Airport Commission Roles and Responsibilities Presentation

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# NORTHERN COLORADO REGIONAL AIRPORT

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**ITEM NUMBER:** 7  
**MEETING DATE:** March 20, 2025  
**PREPARED BY:** John S. Kinney, Airport Director

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## **TITLE**

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

## **RECOMMENDED AIRPORT COMMISSION ACTION**

### Motion 1:

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

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

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

### Motion 2:

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