



NORTHERN COLORADO REGIONAL AIRPORT COMMISSION

4900 EARHART ROAD • LOVELAND, CO 80538

AIRPORT COMMISSION FINANCE COMMITTEE AGENDA

MONDAY, SEPTEMBER 16, 2024

10 AM – 12:00 PM

THESE ITEMS ARE INFORMATIONAL. NO ACTION WILL BE TAKEN DURING THE COMMITTEE MEETINGS.

CALL TO ORDER

ROLL CALL

REGULAR AGENDA

1. 2025 AIRPORT BUDGET, RATES, AND FEES PRESENTATION

ADJOURN

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

Join Zoom Meeting: <https://us06web.zoom.us/j/81745121465?pwd=5pPT3wqwwantl9jljsxjaPkMwNNcin.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>

2025 Proposed Airport Budget



NORTHERN COLORADO
REGIONAL AIRPORT COMMISSION

	2021 Actual	2022 Actual	2023 Actual	2024 Budget	2025 Proposed Budget	Justification	Percent Change
OPERATING REVENUES							
Hangar Rental	247,095	240,022	207,083	215,000	159,000	Reduced for decommissioning of A & B hangars	-26.0%
FBO Rent	92,713	94,172	94,172	105,051	110,809	CPI Increase partially affected 2024	5.5%
Gas and Oil Commissions	265,576	405,588	318,433	300,000	315,000	This is driven by fuel price and airport activity levels	5.0%
State & County Aircraft Fuel Tax	127,754	193,644	192,614	150,000	157,500	This is driven by fuel price and airport activity levels	5.0%
						Adjusted for CPI lease escalations	
Land Lease	738,561	920,494	1,040,780	1,099,000	1,113,000	Assumes no new leases	1.3%
Terminal Lease and Landing Fees	7,160	8,024	11,546	75,300	75,300	Tied to airline/ bus activity	0.0%
Parking	330	0	0	0	0	Tied to airline/ bus activity	
Miscellaneous	205,476	132,708	248,373	52,600	55,230	Tied to airline/ bus activity	5.0%
TOTAL OPERATING REVENUES	1,684,665	1,994,652	2,113,001	1,996,951	1,985,839	Total	-0.6%
OPERATING EXPENSES							
FTE	6	8	8	9	9		0.0%
Personal Services	668,421	776,765	753,881	1,147,418	1,189,915	Increase attributed to CPI	3.7%
Supplies	74,945	99,694	107,263	123,550	129,729	Inflation adjustments	5.0%
Purchased Services	435,275	620,144	708,333	1,759,928	806,484	Removed Air Service Grant, Inflation adjustments	-54.2%
TOTAL OPERATING EXPENSES	1,178,641	1,496,603	1,569,477	3,030,896	2,126,128	Total	-29.9%
OPERATING GAIN (LOSS)	506,023	498,049	543,524	(1,033,945)	(140,289)	The proposed budget is balanced	-86.4%
NONOPERATING REVENUES (EXPENSES)							
City Contributions	0	0	2,000,000	0	0		
Passenger Facility Charge	0	0	0	0	0	No change	
Interest Income	(61,294)	(112,373)	90,148	49,000	30,000	Finance controlled investments	-38.8%
Capital Expenditures	(3,623,375)	(1,082,549)	(5,449,371)	(21,958,000)	(9,287,967)	Expedetures include encumbering funds for Runway 15-33 Widening to be incurred in 2026	-57.7%
TOTAL NONOPERATING REVENUES (EXPENSES)	(3,684,669)	(1,194,922)	(3,359,223)	(21,909,000)	(9,257,967)		-57.7%
NET INCOME (LOSS) BEFORE CAPITAL CONTRIBUTIONS	(3,178,646)	(696,873)	(2,815,699)	(22,942,945)	(9,398,256)		-59.0%
Capital Contributions	4,274,041	1,399,819	2,665,910	16,272,500	8,451,268	Runway Widening Construction Grant	-48.1%
CHANGE IN NET POSITION	1,095,395	702,946	(149,789)	(6,670,445)	(946,988)	This change is driven by the local share for the capital projects, grant matches, and local only projects.	-85.8%
Net Position available for use	4,059,249	5,797,454	8,430,589	1,760,144	813,156		
Reserve Appropriation	1,000,000	2,000,000	2,000,000	2,000,000	1,000,000	IGA stipulates this amount to be the lesser of 50% of unassigned balances of Airport Operating reserves and Capital Fund or less than 25% of the Airport's annual budget	-50.0%

Exhibit A

City of Loveland, Colorado

Schedule of Rates, Charges and Fees for the Northern Colorado Regional Airport

DRAFT

Effective January 1, 2025



NORTHERN COLORADO REGIONAL AIRPORT

Fuel Flowage Fees

Fuel flowage fee, off-airport, whichever is greater:	
Percentage of actual cost, after taxes.....	10%
or	
Per gallon.....	\$0.08
Fuel flowage fee, on-airport, whichever is greater*:	
Percentage of actual cost, less taxes.....	6%
or	
Per gallon.....	\$0.06
<i>*Lesser amount applies to scheduled Air Carriers.</i>	

Security Access Credentialing

Secure Identification Display Area (SIDA) badge new	\$120
<i>Includes costs for fingerprints, FBI background check, badge, access card, training, & admin</i>	
Secure Identification Display Area (SIDA) badge renewal	\$25
Airport Operations Area (AOA) badge new & renewals.....	\$25
<i>Includes costs for badge, background check, access card, & admin</i>	
Security Violation Tier I penalty	\$50
Security Violation Tier II penalty.....	\$100

Property Leasing

Land lease, increased annually by CPI:	
Improved, per square foot	\$0.50 \$0.526
Unimproved, per square foot.....	\$0.353 \$0.371
Intent to lease deposit.....	\$1,000 minimum & \$1,000 per acre
Terminal facilities lease, per square foot.....	\$15.00 \$25.00
Terminal building overnight automobile parking, per night	\$7.00
Terminal building automobile parking fine, per occurrence	\$100.00
Aircraft ramp parking fee, per day	
Airplane Design Group (ADG) I.....	\$25
Airplane Design Group (ADG) II	\$65
Airplane Design Group (ADG) III	\$145

Hangar Leasing

“C”, per month	\$308.00 \$350.00
Hangar waiting list application fee, per application	\$25.00

FAA Certified Air Carrier Operations

Landing fee per 1,000 pounds of certified gross landing weight	\$2.99
<i>Applies to non-based aircraft in excess of 12,500 pounds.</i>	
Landing fee per 1,000 pounds of certified gross landing weight	\$0.95 \$3.99
<i>Applies to non-based aircraft in excess of 60,000 pounds.</i>	
Terminal gate use fee (per single operation for non-signatory users)	\$75.00
Passenger facility charges (PFC), per passenger	\$4.50

ARFF (Aircraft Rescue and Fire Fighting) Standby Fees:

Index B, per flight	\$100.00
Index C, per flight	\$150.00

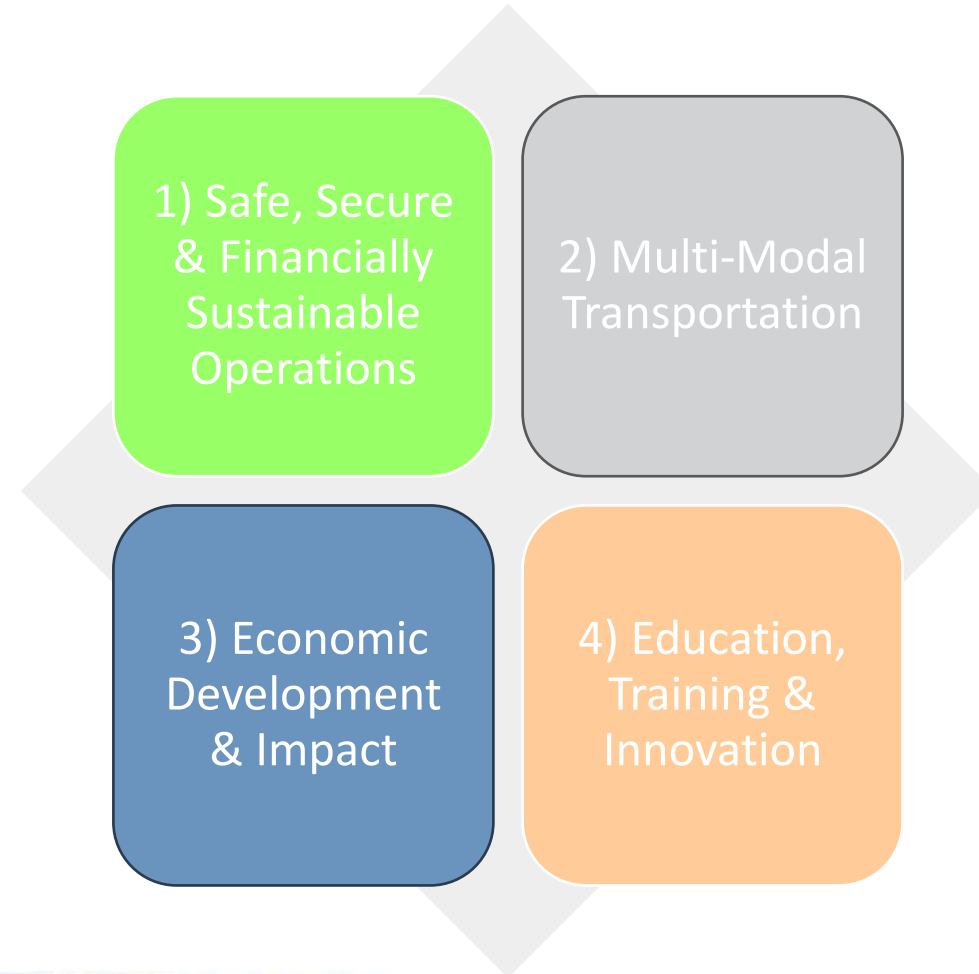
2025 Airport Budget, Rates and Fees

Finance Committee

Goal and objectives

- Determine a balanced budget to present to the airport commission on September 19th.
 - Review the 2025 Capital Improvement Plan in connection with the 2025 budget
 - Provide Feedback on prioritization of 2025 capital projects
 - Evaluate proposed alternatives for 2025 Operational budget

Strategic Plan Focus Areas



2025 Capital Projects

Project	Federal	State	Local	Project Funding
Runway 15-33 Widening Construction	\$8,234,569	\$216,699	\$216,699	\$8,667,967
Taxiway A1 realignment (between A & D) Design and Enviro			\$250,000 *	\$250,000
Air Traffic Control Facility Planning, Environmental & Design			\$300,000	\$300,000
2025 Totals	\$8,234,569	\$216,699	\$766,699	\$9,217,967



Financial Position 2021-current

Category	2021 Actual	2022 Actual	2023 Actual	2024 YTD	2024 Budget	2025 Proposed
Operating Revenue	1,684,665	1,994,652	2,113,001	1,243,888	1,996,951	2,235,839
Operating Expense	1,178,641	1,496,603	1,569,477	1,336,955	3,030,896	2,224,169
Gain(Loss)	506,023	498,049	543,524	(93,067)	(1,033,945)	11,670
Capital Revenue	4,274,041	1,399,819	31,248,000	6,496,012	16,272,500	14,439,240
Capital Expense	(3,684,669)	(1,082,549)	(5,449,371)	(9,191,120)	(21,958,000)	(17,952,000)
Change in Net Position	1,095,395	702,946	(149,789)	(2,788,175)	(6,670,445)	(3,501,090)
Available Fund Balance	4,059,249	5,797,454	8,430,589	5,642,414	1,760,144	813,156

2024 July Revenue YTD

Revenue	2024 YTD Actual	2024 YTD Budget	Percent YTD	2024 Budget
Lease and Rent	\$ 794,246	\$ 827,757	96%	\$ 1,419,008
Sales Tax Rebate	\$ 237,736	\$ 87,500	272%	\$ 150,000
Gas and Oil Com.	\$ 138,245	\$ 175,000	79%	\$ 300,000
Terminal & Landing Fees	\$ 24,476	\$ 43,932	56%	\$ 75,300
Misc	\$ 49,185	\$ 30,681	160%	\$ 52,600
Total	\$ 2,112,805	\$ 1,893,451	112%	\$ 3,245,908

2024 July Expense YTD

Expense	2024 YTD Actual	2024 YTD Budget	Percent YTD	2024 Budget
Personal Services	\$ 419,817	\$ 669,326	63%	\$ 1,147,418
Supplies	\$ 52,597	\$ 72,072	73%	\$ 123,550
Purchased Services	\$ 864,540	\$ 1,348,980	64%	\$ 2,084,222
Total	\$ 1,336,955	\$ 2,090,378	64%	\$ 3,355,190

2025 Revenue assumptions

- Land Lease CPI as scheduled
- Marginal increase in Fuel sales tax and commissions at 5%
- Revenue package simplified to remove rate increases from proposal
- Operating Rev \$1,985,839
- Operating Exp \$2,126,128
- Net lost (\$140,289)

Hangar Rate Increases

C-Hangar Rates			Annual Escalation Comparison	
Year	Rate	Increase	Annual Rate	Change
2019	\$279	NA	\$279	NA
2020	\$279	0%	\$288	2.73%
2021	\$292	4.45%	\$293	1.92%
2022	\$292	0%	\$298	1.95%
2023	\$308	5.19%	\$308	3.54%
2024	\$308	0%	\$333	8.01%
2025	\$350	12%	\$350	5.21%

Increased revenue Potential
\$12,312

Comparison of FNL + DIA Transfer vs. Pike's Peak Cost



Trip Length (Days)	FNL Parking Cost	FNL + DIA Transfer	Pike's Peak Cost	Pike's Peak vs. FNL + DIA Transfer	Advantage?
1	\$3	\$73	\$8	(\$65)	Pike's Peak
2	\$6	\$76	\$16	(\$60)	Pike's Peak
3	\$9	\$79	\$24	(\$55)	Pike's Peak
4	\$12	\$82	\$32	(\$50)	Pike's Peak
5	\$15	\$85	\$40	(\$45)	Pike's Peak
6	\$18	\$88	\$48	(\$40)	Pike's Peak
7	\$21	\$91	\$56	(\$35)	Pike's Peak
8	\$24	\$94	\$64	(\$30)	Pike's Peak
9	\$27	\$97	\$72	(\$25)	Pike's Peak
10	\$30	\$100	\$80	(\$20)	Pike's Peak
11	\$33	\$103	\$88	(\$15)	Pike's Peak
12	\$36	\$106	\$96	(\$10)	Pike's Peak
13	\$39	\$109	\$104	(\$5)	Pike's Peak
14	\$42	\$112	\$112	\$0	Tie
15	\$45	\$115	\$120	\$5	FNL + Transfer
16	\$48	\$118	\$128	\$10	FNL + Transfer
17	\$51	\$121	\$136	\$15	FNL + Transfer
18	\$54	\$124	\$144	\$20	FNL + Transfer
19	\$57	\$127	\$152	\$25	FNL + Transfer
20	\$60	\$130	\$160	\$30	FNL + Transfer
21	\$63	\$133	\$168	\$35	FNL + Transfer

Note: model assumes \$3/day FNL rate & 2 one-way shuttle tickets at \$35/each way vs. \$8/day Pike's peak rate.

14 Days Free then \$3 per day

- **Advantages:**
 - **Capacity Management:** Helps control parking lot capacity by discouraging long-term parking while monetizing longer stays, where FNL + DIA transfer provides a savings advantage over Pike's peak.
 - **Customer-Friendly Transition:** Gradually reintroduces paid parking, avoiding customer shock and risk of driving shuttle operators away from FNL, which would impact revenue even more
 - **Flexibility for Future:** Can adjust the duration of free parking offer over time to better manage capacity
 - **Competitive Asset for Air Service Development:** Free or discounted parking serves as a strong incentive to attract and develop new air service

10 Days Free then \$3

- **Advantages:**
 - Similar advantages to the 14 day free model
 - Creates more chargeable days
- **Disadvantages:**
 - Potential reduction in ridership

Insufficient data for either model to have reliable revenue projections. Conservitively between \$5,000 and \$10,000 assuming 5-10 cars in the lot paying the longer fee.

Charge All days as \$1 per day

- **Advantages:**
 - **Marketable as low fee**
 - **All days are chargeable**
- **Disadvantages:**
 - **Longer trip to compete with Denver Parking**
 - **Perception of Hassel by travelers**
 - **Local businesses have reduction in support**
 - **Transaction fee vs Revenue Ratio**

3 days free then \$3 per day

- **Advantages:**
 - **Marketable as lower daily rate and DEN**
 - **All days are chargeable**
- **Disadvantages:**
 - **Perception of Hassel by travelers**
 - **Local businesses have reduction in support**
 - **Confusing advertising**
 - **Market Shock impacting ridership**

Current Fee

- \$0.95/1,000 lbs Max Gross Landing Weight on Commercial Air Carriers
- Aircraft Rescue Fire Fighting fee \$100 per call out

Suggested Change

- \$2.99/1,000 lbs. for all transient aircraft between 12,500 and 60,000 lbs.
- \$3.99/1,000 lbs. for all non based aircraft 60,000 lbs. or greater
- Replace the Aircraft Rescue Fire Fighting fee with the stare stepped landing fee.



Landing Fee Revenue Forecasts

Rates	Applicable	Revenue estimate
\$2.99 \$3.99	12,500> 60,000>	\$200,000
\$1.99 \$2.99	12,500> 60,000>	\$118,000
\$0.95 \$1.99	12,500> 60,000>	\$60,000
\$1.99 (Remove ARFF Fee only)	Commercial Carriers (30+ Pax Capacity)	No increase budget as presented

Aircraft Parking Fee

- Applicable to aircraft parked greater than 4 hours on the commercial ramp or airport south ramp

3 Tiers base on Aircraft Design Group

- ADG I Length and Wingspan up to 49 feet \$25/Day
- ADG II Length and Wingspan up to 79 feet \$65/Day
- ADG III Length or Wingspan greater than 79 feet \$145/day

Estimated 2025 revenue \$10,000



NORTHERN COLORADO
REGIONAL AIRPORT

Budget Operational Expenses

- Operating: \$2,224,169
 - Personal Services \$1,227,956
 - Adding 1 FTE total of 10 and Merit raises
 - Supplies \$129,729
 - Adjusted upward by 5% to account for inflation
 - Purchased Services \$806,484
 - Terminal Operational Services budgeted at \$90,000
 - ATC Operation Services \$150,000
 - Seeking a USDOT grant of \$750,000, if awarded would result in a second appropriation