

Northern Colorado Regional Airport (FNL)

Stakeholder Meeting – Official Minutes

Date: December 10, 2025

Time: 3:00 PM – 5:00 PM

Location: Airport Conference Room

Facilitators / Presenters: Airport Staff (including Airport Director: John Kinney, Operations Manager: Dylan Swanson, Business Development Specialist: Aaron Ehle), Scott Schorling (City of Loveland Economic Development)

1. Call to Order & Purpose

The stakeholder meeting was convened to provide updates on airport safety, development initiatives, winter operations, hangar availability, and major capital projects, and to gather feedback from airport stakeholders.

2. Airport Safety – Open Discussion

Operations Manager: Dylan Swanson opened the airport safety agenda item and invited stakeholders to raise safety concerns or identify airfield “hotspots.”

- Airport staff confirmed that the equipment planned for the control tower is provided by UAvionix, an FAA certified vendor. Anticipated arrival to FNL is Q2 2026.
- A previously raised concern regarding helicopter operations in the T-Hangar area was revisited:
 - Staff are actively investigating the operator involved.
 - Concerns include irregular flight patterns originating from the T-Hangar area that have caused operational issues and disturbances for nearby tenants.
- Stakeholders were asked to reserve winter related safety items for the Winter Operations agenda item.
- No additional safety concerns were raised during this discussion.

3. Runway 6/24 Transition & Taxiway Update

An additional agenda item was introduced to address questions regarding the Runway 6/24 transition and related taxiway changes.

- Two letters from the City Managers had been submitted to stakeholder community and will be included in the agenda materials.
- The facilitator noted that the letters may address many of the outstanding questions and invited stakeholders to identify any remaining areas needing clarification.

Stakeholder Feedback

- No questions and or comments were received by attendees.

4. Economic Development Incentive Strategy

Presenter: Scott Schorling, City of Loveland Economic Development

Overview and Purpose

Mr. Schorling presented a proposed economic development incentive strategy intended to attract aviation and aerospace businesses to the airport area and increase aircraft sales activity. The strategy is designed to encourage investment in a taxing jurisdiction where infrastructure costs and FAA funding limitations create development barriers.

Current Development Constraints

- The airport has over 200 acres of developable land, with approximately 22 acres shovel ready.
- Significant infrastructure costs (taxi lanes, utilities, etc.) are often borne by the cities or private investors, as FAA grants generally do not support private development.

Benchmarking and Competitive Context

- Colorado Springs was cited as a key competitor due to aggressive tax incentives.
- Other states with lower or no aircraft sales/property taxes were noted as contributing to lost aircraft sales activity in Loveland.

Incentive Program Components

4.1 Aircraft Sales Incentive

- Applies to new or used aircraft purchases over \$1,000,000.
- Proposed incentive: 50% rebate of the City of Loveland sales tax.

- The threshold was discussed as favoring corporate aviation; Mr. Schorling stated it was necessary for City Council approval and to target higher impact transactions.

Example Provided:

- \$25M aircraft purchase
- \$750,000 city sales tax collected
- \$375,000 rebate to purchaser
- \$125,000 allocated to an Airport Infrastructure Designated Fund (AIDF)
- \$250,000 to the City general fund

Discussion noted that substantial aircraft sales volume would be required to fund major infrastructure projects.

Key questions raised included:

- The likelihood of capturing taxable aircraft sales locally.
- How aircraft sales tax location is determined (generally where aircraft is registered or hangered).
- A request for sensitivity analysis on thresholds and historic activity.

4.2 Aviation/Aerospace Business Incentive

- Applies to aviation and aerospace businesses investing within the airport influence area.
- Proposed incentive: 50% rebate of sales/use tax on qualifying investments (e.g., construction materials, equipment).
- Clarified that private hangar development could benefit through rebates on construction use tax paid at permitting.

Permitting and Speed to Market Concerns

A major theme of stakeholder feedback focused on permitting timelines:

- Development timelines of 2–3 years were described as deal killers.
- Strong interest was expressed in pre-approved or standardized hangar designs to accelerate development.

- It was suggested that AIDF funds could potentially support development of standardized plans.

Land Availability

- Most shovel ready land in the main airport area is already developed.
- Parcel C is not currently shovel ready, though work is underway.
- Due to joint city ownership, the airport carries much of the development burden.

Foreign Trade Zone (FTZ)

- Potential expansion of FTZs was discussed as an opportunity for aviation and manufacturing businesses.
- An existing FTZ in Windsor was referenced as an example of potential benefits.

Stakeholder Feedback

Some stakeholders expressed concern that overall airport conditions are deteriorating, citing:

- Loss of aviation service businesses
- Concerns about GA aircraft being deprioritized
- Frustration related to runway closures, air show impacts, and joint ownership complexity

Mr. Schorling emphasized that the program is iterative and encouraged stakeholders to provide use cases and feedback.

5. Winter Operations Update

Presenters: Operations Manager: Dylan Swanson

Recent Winter Events

Event #1 – November 30

- Approximately 1/8 inch of dry snow.
- Overnight operations completed after last flight; airport reopened the next morning.

Event #2 – December 3–4

- Total snowfall of approximately 2.5 inches.
- Priority 1 areas cleared within 33 minutes.
- Equipment failure occurred with the primary broom; repairs scheduled for December 16.
- On December 4, a 50foot runway centerline was broomed based on weather and operational considerations.

Stakeholder Questions and Discussion

- Questions were raised regarding expectations for 50-foot versus full-width runway clearing and how this is communicated in NOTAMs.
- Comparisons were made to other regional airports with differing clearing practices.
- Operations staff explained decisions are storm specific and dependent on snow type, forecast, equipment, safety, and minimizing closure time.
- Concerns were raised about corporate jet expectations and runway availability.

Equipment and Staffing

- Equipment was described as generally adequate; staffing was identified as a constraint.
- Winter response staffing typically includes four operators.
- Runway widening will increase cleared surface area by approximately 50%, prompting evaluation of additional equipment needs.

Funding and Staffing Outlook

- CDOT Aeronautics funding opportunities for equipment were discussed.
- Additional revenue sources and staffing increases are under evaluation, with further discussion planned for January.

6. T-Hangar Updates

T-Hangar Lottery

- Approximately five (5) open T-Hangars will be filled via lottery.
- Entry window: December 2 – December 15.

- Drawing date corrected to January 6.
- Names will be drawn publicly; selected tenants will have 72 hours to accept.
- A waitlist will be established based on lottery order, followed by post deadline submissions.

Maintenance Improvements

- Approximately \$50,000–\$60,000 spent on preventative maintenance in 2025.
- Staff are actively contacting tenants to verify contact information.

Tenant Association / Lease Concept

- Proposal for a T-Hangar Tenant Association holding a 5-year building lease.
- Intended to provide predictability and allow tenants to manage building level priorities.
- Concerns were raised about investment under a 5-year term; staff indicated renewals would be considered if no alternative facilities are available.
- A tenant meeting will be planned for January to continue discussion.

7. Site C (Parcel C) – Planning & Development Update

Presenter: Planning & Development Specialist: Aaron Ehle

- Site C is a ~40 acre area with a conceptual, long range development plan.
- Full build-out anticipated over approximately 20 years.
- FAA environmental documentation has been submitted; feedback expected in summer.
- No construction or lease commitments can proceed prior to environmental approval.
- Preliminary Phase 1 planning is underway as a catalyst project.

8. Runway Widening Project – SRM and Stakeholder Concerns

FAA Safety Risk Management (SRM)

- An FAA SRM Review is planned, with a target completion in February.
- Participants include FSDO, ADO, ATC, and airport staff.
- SRM meetings are not public; documentation will be shared when available.

Stakeholder Concerns

- Stakeholders requested if they could be a part of the SRM meeting.
- The runway-widening project overview was provided and quickly shifted into a discussion of operational impacts.
- The airport director provided the current two-phase approach - approved prior to his arrival - was developed through several stakeholder meetings where this option was preferred over a full hard closure as staff understood history. Discovery Air's ownership expressed concerns, offering historical context and sharing turbine operators' frustration with the public input process that shaped the final design.
- A passionate request was made to examine the project approach with fresh eyes from this office, with the goal of reducing operational impacts. More to follow at the January Stakeholder meeting.
- The airport director agreed to re-review the project given this updated history and now that FAA funding had been received.

Schedule and Next Steps

- Contractor's proposed start date: **April 13** (not yet finalized).
- Additional runway focused stakeholder engagement is planned for January.
- Staff committed to gathering feedback prior to finalizing construction phasing and timing.

9. Adjournment

Airport staff thanked stakeholders for their participation and emphasized continued engagement, transparency, and feedback as planning and operational efforts move forward.