

## **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)

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#### **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.

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#### **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.
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#### **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.

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## **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.

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## **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.

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

**Presenter:** Planning & Development Specialist: Aaron Ehle

- Site C is a ~40acre 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.

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## **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.

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## **9. Adjournment**

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