



4900 EARHART ROAD • LOVELAND, CO 80538

Stakeholder Meeting: Wednesday, December 10, 2025

1. ATCT (Air Traffic Control Tower) Manager: David Smith
 - a. Update and Open Discussion
2. Airport Safety – Open Discussion
 - a. FAA certified ATCT situational awareness tool
 - i. Increase airspace safety
3. Economic Development Coordinator City of Loveland: Scott Schorling
 - a. City of Loveland Aerospace
 - i. Aviation Incentive Program Overview
4. Winter Operations Snowstorm 12/03/2025
 - a. Recent event in review
 - b. Historical versus FAA Standards
5. Parcel C Update:
 - a. Environmental Clearing Application has been submitted to the FAA – This document is required and resulting FAA determination must be received prior to any developments
 - b. Anticipate a FAA response in mid-summer of 2026.
6. Runway Widening Project Update
 - a. SRM update
 - b. Discussion for project start date – April 13th
7. Runway 06/24 transition to a taxiway update
 - a. Two letters provided as handout from the City Managers of Loveland and Fort Collins for your review and awareness
8. T-Hangar Updates
 - a. Lottery Update
 - b. Potential Tenant Formation discussion- January 14th
9. Open Discussion



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Upcoming Stakeholder Meeting Dates:

2026 Dates

January 14th at 3:00PM

March 11th at 3:00PM – Budget Preview and Tenant Input

June 10th at 3:00PM

September 9th at 3:00PM - CIP Preview and Tenant Input

November 11th at 3:00PM

Administration Building Closures:

Thursday, December 25th

Friday, December 26th

Thursday, January 1, 2026

Friday, January 2, 2026

Monday, January 5, 2026

Friday, January 9, 2026

From: [John Kinney](#)
To: [Jodi Doney](#); [Aaron Ehle](#); [Dylan Swanson](#); [Kelly Pride](#)
Subject: FW: [External] Copies of Runway 6/24 Communications
Date: Monday, December 1, 2025 4:51:19 PM
Attachments: [image002.png](#)
[image003.png](#)
[image004.png](#)
[image005.png](#)
[image006.png](#)
[image007.png](#)
[image008.png](#)
[image009.png](#)

FYI....

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



From: Jim Thompson <Jim.Thompson@cityofloveland.org>
Sent: Monday, November 24, 2025 12:16 PM
To: Rick Turley <c182ppilot@gmail.com>
Cc: Thomas Barlow <barlowtk@gmail.com>; Ken long <ken-long@comcast.net>; Jim Thompson <Jim.Thompson@cityofloveland.org>; Todd Minnich <todd.e.minnich@faa.gov>; Kevin Keith <kevin.a.keith@faa.gov>; John Kinney <John.Kinney@cityofloveland.org>; Kelly DiMartino <kdimartino@fcgov.com> <kdimartino@fcgov.com>
Subject: RE: [External] Copies of Runway 6/24 Communications

Hi Rick,

Thank you for taking the time to share your concerns and for your continued engagement on this issue. I understand that the closure of Runway 6/24 has been a point of frustration for many in the FNL community, and I want to acknowledge the thoughtful input you and others have provided throughout this process.

While I recognize your perspective regarding the timing and transparency of this decision, I share the view that this matter has been thoroughly evaluated. The safety concerns, operational limitations, and financial implications have been discussed at length, and the Commission has affirmed that this is a staff-level decision. Their support reflects confidence in the due diligence that has been done to date.

Thank you for being an active voice for FNL stakeholders. I do appreciate the passion and

commitment you and others bring to the airport and its future.

Best,
Jim



Jim Thompson

City Manager

Office: 970-962-2306

Fax: 970-962-2900



From: Kelly DiMartino <KDIMARTINO@fcgov.com>

Sent: Tuesday, November 18, 2025 2:46 PM

To: Rick Turley <c182ppilot@gmail.com>; John Kinney <John.Kinney@cityofloveland.org>

Cc: Thomas Barlow <barlowtk@gmail.com>; Ken long <ken-long@comcast.net>; Jim Thompson <Jim.Thompson@cityofloveland.org>; Todd Minnich <todd.e.minnich@faa.gov>; Kevin Keith <kevin.a.keith@faa.gov>

Subject: RE: Re: [External] Copies of Runway 6/24 Communications

Hi, Rick –

Thank you for reaching out. I know this has been a frustrating issue for many of our FNL stakeholders, and while I can appreciate your perspective regarding lack of urgency for this decision, I feel differently. These conversations have been ongoing, with a conclusion that this situation is not safe, nor is it affordable to correct. At our last commission meeting, the commission acknowledged this is a staff decision and supported their approach. I believe there is real opportunity cost in continuing to revisit the subject as this detracts from the higher priority work that we have charged staff with accomplishing.

Again, although I see this situation differently, I do sincerely appreciate your ongoing commitment to FNL and its stakeholders.

Sincerely,
Kelly

.....
Kelly DiMartino

City Manager
City of Fort Collins, CO
970.221.6507 office
970.217.3293 cell



From: Rick Turley <c182ppilot@gmail.com>
Sent: Saturday, November 15, 2025 11:51 AM
To: John Kinney <John.Kinney@cityofloveland.org>
Cc: Thomas Barlow <barlowtk@gmail.com>; Ken long <ken-long@comcast.net>; Jim Thompson <Jim.Thompson@cityofloveland.org>; Kelly DiMartino <KDIMARTINO@fcgov.com>; Todd Minnich <todd.e.minnich@faa.gov>; Kevin Keith <kevin.a.keithe@faa.gov>
Subject: [EXTERNAL] Re: [External] Copies of Runway 6/24 Communications

To: Jim Thompson, Loveland City Manager
Kelly DiMartino, Fort Collins City Manager
John Kinney, Airport Director

We respectfully request that you delay the formal permanent closure of Runway 06/24 at KFNL until such time as FNL Stakeholders are provided full access to documents forming the basis of the runway closure decision, and have had time to review and discuss them with the Cities.

Our rationales are:

- There is no urgency to permanently close the Runway. The August 22 NOTAM stating "**FNL RUNWAY 06/24 CLOSED EXCEPT TAX[I]**" prevents takeoff and landing operation. This mitigates any possible risk to the Cities regarding the current condition of the Runway.
- FNL Stakeholders including Pilots, Flight Schools, Fire Tanker Pilots and the FNL Pilots Association have consistently and frequently voiced their concern regarding issues of safety and utility at the airport due to the closure of Runway 06/24 by making repeated public comments to the Airport Commission. Further, the Aircraft Owners and Pilots Association (AOPA) provided a letter on August 11 also requesting the delay of this closure. These Stakeholders represent the bulk of current airport funding through AvGas flowage fees, lease/rental fees, property taxes and sales taxes at on-airport aviation businesses.
- Director Kinney cites FNL Tower ATC concerns regarding the use of Runway 06/24 and

provided the August 2023 Safety Risk Management Workshop study launched when the construction office for the new terminal construction first blocked the mobile tower line of sight for Runway 6/24. This report concluded “*FNL proposes to keep Runway 6/24 closed (except for taxi) due to portions of Runway 6/24 not visible from the Mobile Air Traffic Control Tower (MATCT) until the transition to the Remote Tower can be accomplished.*” The clear intent was that the closure of Runway 6/24 was always expected to be temporary until such time as the new tower once again had visual line of sight to the Runway. This limitation was only during tower hours. If there is further documentation regarding Tower ATC concerns, it has not been provided.

- At the October 24 FNL Stakeholder Meeting, Director Kinney reference an Engineering Study being completed regarding the deficiencies of Runway 06/24. It is not clear if any such study has been completed, and no report has been provided. A so called “Part 77” study is normally completed by the FAA. However, Jesse Lyman, Manager, Denver Airports District Office indicates that no Part 77 study has ever been completed for Runway 06/24 at KFNL. Director Kinney did provide an email from Jarad Bass of Dibble Engineering which outlines the “non-conforming items” on Runway 06/24. This list identifies the items necessary to improve Runway 06/24 to current FAA standards in order to be eligible for FAA rehabilitation funding. However, as identified elsewhere, Runway 06/24 is not eligible for such funding, hence mitigation of these “non-conforming items” is not required.
- FAA Advisory Circular 150/5300-13B identifies the attributes of runway design and construction for existing runways and differentiates between “ordinary maintenance” (surface patching, remarking, crack seal, minor overlays) and “substantial rehabilitation” (full-depth pavement work, significant widening, or realignment.) Ordinary Maintenance generally does not require bring the runway up to current standards so long as the airport can maintain safe operation. While Director Kinney asserts that he has engineering studies to support the need of “substantial rehabilitation,” these studies have not been provided.
- The cost estimates provided by Airport Staff are for “reconstruction” of Runway 06/24 to full, current design standards. Local pilots are only suggesting the Runway be treated with “ordinary maintenance” (if required) at substantially lower costs. The current TRIAD agreements provide a funding model for this maintenance if required.
- Director Kinney implies that the Cities Risk Management Departments are unwilling to accept Runway 06/24 in its current condition. Is there any documentation to support this contention? Are there other ways to mitigate this risk? Airports can and should provide information in the Airport/Facility Directory informing pilots of any runway risks. For example, the current AFD entry for FNL includes “**Rwy 24 thld not visible by twr.**” The airport can limit liability by providing accurate information to pilots. Can we engage with Risk Management to find an acceptable solution?

- The 2020 Northern Colorado Regional Airport Master Plan states: “Runway 6/24. *Airport users have indicated that a crosswind runway is a desired component of the Airport’s airside facilities. In consideration of input received and in recognition of the fact that federal matching funds for the extension, reconstruction, or improvement of the crosswind runway are not likely to be forthcoming for the foreseeable future, the retention of the existing runway alignment and length appears to represent the most appropriate master planning recommendation.*” Runway 06/24 has always been and continues to be a desirable element of all Airport Master plans due to the enhanced safety and utility during severe westerly wind events at FNL.

Since there is no urgency, we respectfully request that the City Managers and Airport Director delay the immediate, permanent re-designation of Runway 06/24 as a taxiway until such time as FNL Stakeholders have full access to the documents and discussions informing this decision. We would like the opportunity to engage with all of you to see if there may be an alternative favorable to both the Cities and the Stakeholders.

Thank you.

Best regards,

Rick Turley, PE, PhD
Board Member, FNL Pilots Association
c182ppilot@gmail.com

On Nov 14, 2025, at 2:04 PM, John Kinney <John.Kinney@cityofloveland.org> wrote:

Tom,

Thank you for your email regarding your effort to retain runway 06/24 at FNL. A Two-part response:

Part One

For new readers on this string – The FAA’s ADO and local ATCT - Tower Manager closed this runway in 2023 during tower hours as the new terminal created a line-of-sight issue for ATC – an SRM was conducted. Runway 06/24 remained open after Air Traffic Tower hours by airport management’s wording of the NOTAM they issued. This office changed that standing NOTAM a few months back in consultation with the local ATCT Manager. The new NOTAM restricts flight

operations by only allowing taxi operations on runway 06/24 hence forth. The primary user of this pavement is the off Airport - Thru the Fence - aircraft operators accessing FNL's taxiway and runway via ATCT clearances.

To summarize the two Cities' position: Their tolerance for the level of risk they are willing to accept is exceeded by this runway's historical use, configuration by not meeting FAA's Runway Safety Design Standards and while simultaneously hosting hazards and obstacles within the critical Runway Safety Area.

A second driver of the decision to reclassify this runway to a taxi-lane by the two Cities is: Affordability. Ongoing cost cannot be covered and or sustained by the airport. The airport sponsors will not cover the airport expense from the general fund - taxpayer's monies - to address the runway safety area issues at an ~ cost \$1.2 M and/or the ongoing pavement management cost of ~ \$8.2M in the short term.

Further complicating the mammoth funding deficit, this runway is not eligible for FAA grants for several reasons:

- 1) Operational levels do not warrant a second runway*
- 2) The runway does not meet the FAA's design standards – safety and level of risk*
- 3) The primary runway captures the 95% of the time wind coverage*
- 4) Local ATCT will not use this runway as they feel it is not safe to intersect at mid field simultaneously traffic from the primary runway and traffic from runway 06/24 even if the line of site issue was resolved.*

I have provided below some names and emails for your convivence to expedite your research efforts: Copied in on this email

1. Kevin Keith – FAA's ADO Compliance (Airport District Office – who airports report to for grants, planning design safety...)
2. Todd Munich – FAA's Denver ADO - FNL's assigned Airport Engineer.

Part Two

Tom,

The city clerk has received your CORA request and is gather the emails you seek. The timeline was co-authored at request of stakeholders after I suggested two weeks, and the response was "we need more time". I shared our deadline to the FAA was end of November, heads shook affirmative to that timing, which was greater than the original two weeks and no further discussion ensued.

Closing out the meeting I shared the list of our IOUs and that they would be posted on the web page.

As for vacations, travels, and holidays..... none of these items were shared by stakeholder to staff as an issue in play.

I think the stakeholder's comment of the airport has a very different view/definition

of safety than pilots is spot on! Airport Sponsors use exclusively the FAA's ADO standards. Pilots use the FAA's FSDO rules of compliance. That will not change in any duration of dialogue. Financial realities also quickly come into focus as well not to mention the ATCT perspective as to safety for runway 06/24.

Happy to meet Tom if clarification is sought. Your emails should be arriving in the coming days from the City Clerk's Office.

Best

John

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

<image001.jpg>

From: Thomas Barlow <barlowtk@gmail.com>
Sent: Wednesday, November 12, 2025 3:36 PM
To: John Kinney <John.Kinney@cityofloveland.org>
Cc: Rick Turley <c182ppilot@gmail.com>; Ken long <ken-long@comcast.net>; Jim Thompson <Jim.Thompson@cityofloveland.org>; Kelly Dimartino <kdimartino@fcgov.com>
Subject: Re: [External] Copies of Runway 6/24 Communications

John,

I must say, I'm very disappointed in your response to our request to have some more time on this. I certainly didn't realize that the end of this month was a hard date. It took two weeks after the date of the stakeholder meeting for you to post your packet of documents on the Airport website, and I wouldn't have known about it except for the fact that I had sent an email asking when we would be receiving your information. I would like to add that, to date, there still hasn't been any communication sent out to the stakeholders that were at the meeting to inform them that you had posted this information on the Airport website. Furthermore, no one from the Clerk's Office at the City of Loveland responded to me regarding the CORA request for additional information.

As you know, Rick Turley has been one of the instrumental parties involved in trying to resolve the issues with Runway 6/24. Currently, Rick is out of town and won't be returning until the second week in December. Personally, I'm leaving next week and won't be returning until 12/1. With everyone's holiday schedules between now and the end of the year, I don't think our request for an extension is at all unreasonable and would ask that you reconsider. Therefore, I'm going to ask again for an extension of time before you file any further paperwork with the FAA regarding Runway 6/24. I would propose that no documents be filed with the FAA until 1/1/2026 or 30 days after the date of delivery to me of the additional documentation I have requested, whichever is later.

Thank you for your consideration.

Yours truly,

Tom Barlow
(970) 204-0508

On Mon, Nov 10, 2025, 7:28 PM John Kinney <John.Kinney@cityofloveland.org> wrote:

Tom,
I believe it was Ken who made this same request during the stakeholder meeting – sitting to your immediate right side – and we shared, we wouldn't have our next round of information to the FAA until the end of this month. No objections emerged from attendees.

This office remains on this schedule.

Happy Veteran's Day !

Best
john

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

<image001.jpg>

From: Thomas Barlow <barlowtk@gmail.com>

Sent: Monday, November 10, 2025 2:36 PM
To: John Kinney <John.Kinney@cityofloveland.org>
Cc: Ashley Macdonald <Ashley.Macdonald@cityofloveland.org>; Kelly Pride <Kelly.Pride@cityofloveland.org>
Subject: Re: [External] Copies of Runway 6/24 Communications

Thank you, John. I will wait to hear from the City of Loveland regarding my request.

In the meantime, I would respectfully request that any further actions to close Runway 6/24 are put on hold until after we have had a reasonable time to review and respond to this information. Please advise.

Thanks again,

Tom Barlow
(970) 204-0508

On Mon, Nov 10, 2025, 9:17 AM John Kinney <John.Kinney@cityofloveland.org> wrote:

Tom,

Thanks for the note and expanded request. Addressing the two issues in sequence:

- 1. Airport staff posted the documents last week on Friday afternoon on the FNL web page as committed to do during the Stakeholder Meeting: The cover page is enclosed below with the documentation details on the web page under: Stakeholder Meeting section.**

Dear Northern Colorado Regional Airport Stakeholders:

Thank you again for your participation in the stakeholder meeting held on October 24th. Your continued engagement and collaboration are appreciated as we work together to support the success of our airport initiatives.

Airport staff received requests for the following documents:

- 1. SMS Report: Runway 06/24 See attachment 1 (pg. 1-32) 2.*
- 1. Runway 06/24. Estimated cost to maintain pavement to FAA standards including capital efforts such as which includes FAA Deficiencies and Reconstruction efforts. Cost do not include capital items to bring the runway into the required minimum improvements. See Attachment 2 (pg. 33-38)*
- 2. Runway 15/33 SMS Report for Runway 15/33 Widening project*

(Pending)

3. Winter Operations Presentation See Attachment 3 (pg. 37-54)

Thank you again for your partnership, participation, and feedback to airport staff; it's valued and appreciated.

1. Your second and expanded request triggers the scope of the Colorado Open Records Request protocols of the city. I have copied in the City of Loveland's City Clerk's Office for their consumption and quick response to you Tom.

Thanks much Tom!

John

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

<image001.jpg>

From: Thomas Barlow <barlowtk@gmail.com>
Sent: Friday, November 7, 2025 5:34 PM
To: John Kinney <John.Kinney@cityofloveland.org>
Subject: [External] Copies of Runway 6/24 Communications

John,

At the stakeholder two weeks ago, you mentioned that you would provide us with a copy of a letter that you had from an engineer/consultant regarding the deficiencies you have cited with Runway 6/24 at FNL. As of today, I haven't seen any transmittal of this letter to stakeholders. Would you please send me a copy of the letter you referred to as soon as possible? In addition, please supply copies of any communication that airport staff has had with the FAA ADO, Dibble Engineering or any other engineers or other consultants regarding Runway 6/24 since the time you took over as Airport Director last year.

Should you have any questions, please contact me at my email above or phone number below. Thank you for your consideration in this matter.

Yours truly,

Tom Barlow
(970) 204-0508