



4900 EARHART ROAD • LOVELAND, CO 80538

Stakeholder Meeting: Wednesday, January 14, 2026, 3:00PM - 4:00PM

1. Airport Safety – Open Discussion
2. FNL Website Update
3. Airport Influence Zone
 - a. Community Concerns & Noise Complaints
4. City of Loveland- Credit Card Service Fee
5. Runway Widening Project Update
6. Winter Operations
7. 2025 Financial Overview
8. Open Discussion

Upcoming Meeting Dates:

2026 Dates

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

From: [John Kinney](#)
To: [Martin Lind](#); [Danny McGinn](#); [Scott Holst](#)
Cc: [Jim Thompson](#); [Kelly DiMartino](#); [Drew Brooks](#); [Ginny Sawyer](#); [Dylan Swanson](#); [Kelly Pride](#)
Subject: Mitigating runway widening project impacts
Date: Friday, December 19, 2025 4:50:14 PM

FNL Commercial Operators,

During last week's stakeholder meeting, the runway-widening project overview quickly shifted into a discussion about operational impacts. I shared that the current two-phase approach - approved prior to my arrival - was developed through several stakeholder meetings where this option was preferred over a full hard closure. Discovery Air's ownership and tenants 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. I agreed to do so and committed to reviewing the plan and report back within two weeks and I'm pleased to share this update a week ahead of schedule.

I have engaged a separate national airport engineering firm to conduct an independent review of the project with two primary objectives:

- Shortening the overall project duration
- Identifying ways to maintain some level of turbine operations to avoid relocation

On Monday, I will have a kickoff meeting with the engineering team and independent reviewers to define a process targeted for completion by early February. Upon finalizing the options and their anticipated cost implications, we will communicate these details to all stakeholders

I would like to meet with you next week either December 22nd or 23rd or Monday January 5th or January 6th at the Airport Administrative Office to gather insight from the turbine community regarding the operational windows necessary to avoid relocation during construction. The meeting will be 1 hour for us to convey to the Engineers your operational needs and/or limitations as they review options. If you can't make one of these meetings, you can connect with me directly and share your perspectives as we seek to find a more balanced approach between construction and disruption to airport operations.

FNL Flight schools I will reach out to separately to take a "zero base" inventory as to their needs and seek a similar outcome.

There is still much work ahead, but we are moving quickly. I remain optimistic we can lessen the operational impacts, but the challenge remains, this is a large complex runway project.

Please let Kelly Pride (kelly.pride@cityofloveland.org) know of your availability as soon as possible for a 1-hour meeting on these dates. If you cannot attend, we can have a TEAMS or Zoom capability available.

Best

John

*John S. Kinney CAE CM
Airport Director
Northern Colorado Regional Airport
John.Kinney@cityofloveland.org*



FNL's Commercial / Corporate Operators – Update # 2 - RW Widening “Second Review”

Good afternoon,

Providing you with an **update** and **requesting three items**. Quick turnarounds please!

Update: Keep in mind this “second review” is looking at the project A to Z and Z to A to provide a total picture in the near term as to final project approach decisions and new cost.

The Independent engineering team briefing was yesterday. Next, on January 24th both engineering firms and airport staff will validate possible project approaches to minimize or preclude the need for turbine relocations. Outcomes will be shared with contractor for pricing – 10 day turn around - and results shared with this group as the cost benefit.

Simultaneously, I've requested the contractor to answer two scenarios:

- A) Within the existing budget, how fast can the project be completed under a “hard closure”?
- B) If budget increases were possible, how fast could the project be delivered under a hard closure?

Several operators have stated, **public private funding is an option** to minimize operational impacts Hold this funding thought *

The Three “asks” of FNL’s Corporate Operators: Please provide by COB on Monday.

- 1) When's is the “Hard deadline” for your company to act for committing to a relocation hangar agreement? Express by a date or “the week of”...
- 2) What is the minimum runway length needed during the project....not what you want but what is required.
 - a. What type of aircraft is in your fleet that would use FN in 2026?
- 3) What is your flight profile needs during this 5.5-month period? Specifically, what is the minimum runway access required for you to continue to operate out of FNL and not relocate?
 - a. Examples might be:
 - i. flights ops on Monday morning and Friday afternoon...or
 - ii. Three weeks hard closure then one week open ...or
 - iii. Four-hour windows on Tuesday and Thursdays.....or ?

Providing several scenarios for the engineers to contemplate is welcomed!

* **Given you will be asked, what's the added cost** to minimize operational impacts or avoid turbines relocating...difficult to quantify. Delaying the project one year to 2027, with market escalations alone ~ \$2M. If we proceed “more aggressively” this year working

longer days and more days of the week “guesstimate” pending engineers’ estimates ~\$4 M for 2026. The FAA nor Cities will provide additional funding. Grants cannot be secured in time. Leaving the majority coming from corporations and some from the airport reserves.

Lastly, if you are asked, why the project complexity: The trenching. How to dig a 53” deep 25 foot wide full RW length - both sides- required to address Geotech issues - high water table – with FAA required layers of various material - stacked - not mixed within the 53” depth..... and allow flight ops where a 3” protrusion or depression is the FAA’s max standard for safe flight ops. Paving is not driving the complexity...that would an easier puzzle solve.

Thank you in advance, please do not hesitate to reach out to me - any time or day - as I know you might read this after hours or at a weekend as you have flights. 303 882 9605

FNL's Commercial / Corporate Operators – Update # 2 - RW Widening “Second Review”

From: John Kinney <John.Kinney@cityofloveland.org>

Sent: Friday, December 19, 2025 4:50:09 PM

To: Martin Lind <MLind@watervalley.com>; Danny McGinn <dmcginn@jetcentersofcolorado.com>; sholst@discoveryairaviation.com <sholst@discoveryairaviation.com>

Cc: Jim Thompson <Jim.Thompson@cityofloveland.org>; Kelly DiMartino <kdimartino@fcgov.com>; Drew Brooks <dbrooks@fcgov.com>; Ginny Sawyer <gsawyer@fcgov.com>; Dylan Swanson <Dylan.Swanson@cityofloveland.org>; Kelly Pride <Kelly.Pride@cityofloveland.org>

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*John S. Kinney CAE CM
Airport Director
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FNL Stakeholder Meeting: January 2026

Airport Financial Review – 2025 Overview and Path Forward

As part of today's discussion, we wanted to provide a financial review of 2025 and outline how we are positioning the airport for greater transparency and predictability moving forward.

Due to the management transition and uncertainty surrounding the 2025 budget which was developed in January 2024, airport management adopted a conservative approach to spending throughout the year. This was necessary by two key factors:

- A lack of historical spending data
- A lack of documented maintenance history for both the airfield and facilities.

These gaps made it difficult to accurately forecast financial needs, so we prioritized stability while gathering data.

To address these challenges, the airport is restructuring its accounting process. Our goal is to create clear separation between operations, facilities, and administration. This will provide:

- Greater clarity when building future budgets,
- Improved predictability for financial planning, and
- Enhanced transparency in how airport funds are allocated and spent.

Despite the uncertainty, 2025 was a strong year financially:

- Airport reserves grew by over \$600,000 with more to come in 2026 via grant reimbursements.
- Expenditures remained within approved limits while returning several hundred thousand back to airport fund balance.
- Revenues sources increased by more than \$250,000 going into 2026.

The primary driver behind this revenue growth was renegotiated ground transportation agreements.

As we move forward, this new accounting structure will allow us to make data-driven decisions, improve budget accuracy, and maintain transparency for all stakeholders. Our focus remains on ensuring financial stability while supporting operational and infrastructure needs.

We wanted to provide this update outlining the steps we've taken to stabilize finances and the improvements we've implemented to strengthen financial management at FNL.

2027 budget process will begin within the next few months with a proposed budget "draft" slated for late March.