



## Runway Widening Project Overview: City Manager's Communication

If you have not yet reviewed the Runway Widening Project overview, please find below a joint communication from the Loveland and Fort Collins City Managers regarding this important initiative.

Thank you for your email and continued interest in the development of Northern Colorado Regional Airport. On behalf of Kelly DiMartino, City Manager of Fort Collins, and myself as City Manager of Loveland, I appreciate the opportunity to respond to your messages.

The runway widening project has a long history worth reviewing and is a key factor behind the policy decisions by the Cities of Loveland and Fort Collins to invest in improvements that will secure airline service for the region.

The need for the Runway 15/33 widening was identified in FNL's 2020 Airport Master Plan to meet FAA runway safety design standards. The criteria is straightforward: more than 500 annual operations by the "design group aircraft" triggers the need to meet the standard of a 150' wide runway. FNL's design group aircraft is the airbus A-320 series.

The FAA has sought to fund this project since the master plan was adopted but was unable to do so because FNL lacked scheduled service, which removed eligibility. Over the past twenty years, when FNL had scheduled service, the grants were not available. When the FAA grants were available, FNL did not have scheduled service. This "off cycle" pattern repeated several times. The FAA now forecasts airline service will become a reality sooner than later and committed nearly \$18M to fund the runway widening before schedule service began.

Regarding using the funds for alternate projects, FAA aviation grants awarded for the Runway 15/33 widening project are restricted to this specific scope of work. As a result, these funds cannot be used to construct a parallel runway or an air traffic control tower. The FAA has been very clear that any alternative improvements must be pursued through separate funding programs and approval processes. Airport management is actively pursuing separate funding opportunities for a permanent control tower.

Although public engagement has been robust, with more than 20 meetings held since 2023 across four forums, new leadership continues to share stakeholder's concerns over the impacts and overall project approach. In 2025, leadership changes at

the city and airport provided an opportunity to take a second look at this project to minimize impact on stakeholders. We agree that a 161-day closure is simply too severe and should not be an option. Until the FAA funding was secured and the project contractor was under contract, which occurred just weeks ago, we could not revisit the project approach in detail. Now, airport staff and a third-party engineering firm are conducting a second review to identify less disruptive alternatives.

Alternative project approaches will be shared with stakeholders in late February. We remain optimistic that the project duration can be shortened. This review also includes evaluating the feasibility and cost-benefit of a temporary unimproved landing strip allowing general aviation and flight schools to operate. Once the contractor reviews and provides cost estimate, staff can brief stakeholders if this option is viable.

Unfortunately, under any scenario, the airfield will require some degree of closure. Trenches along the full length of the runway edge, approximately 25 feet wide and nearly 5 feet deep, will make flight operations unsafe during construction. Airport staff will brief stakeholders in late February on proposed revised project approaches to reduce the original 161day closure.

Again, thank you for choosing FNL. We appreciate that airport tenants have choices and value your continued partnership.

Sincerely,

**Kelly DiMartino**

City Manager, City of Fort Collins  
[kdimartino@fcgov.com](mailto:kdimartino@fcgov.com)

**Jim Thompson**

City Manager, City of Loveland  
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**From:** Minnich, Todd E (FAA) <Todd.E.Minnich@faa.gov>

**Sent:** Thursday, January 22, 2026 2:18 PM

**To:** John Kinney <John.Kinney@cityofloveland.org>

**Cc:** Haliw, Jerry <jerry.haliw@kimley-horn.com>; Jared Bass <jared.bass@dibblecorp.com>; Dylan Swanson <Dylan.Swanson@cityofloveland.org>; Cindy Scymanski

<Cindy.Scymanski@cityofloveland.org>; Laurie Wilson <Laurie.Wilson@cityofloveland.org>; Keith,

Kevin A (FAA) <Kevin.A.Keith@faa.gov>; Lyman, Jesse A (FAA) <Jesse.A.Lyman@faa.gov>

**Subject:** [External] RE: FNL RW Widening Project

Hi John,

Appreciate the conversations about the FNL Runway Widening Program and I would like to express our ADO stance on a few of the topics we have discussed.

- **Unimproved landing surface at FNL.** As you are aware any change or new landing surfaces requires a comprehensive review and analysis for the safe operations of all parties. That is why per our requirements any landing surface (even unimproved) needs to be environmentally cleared, justified and agreed by the ADO for the project, shown on the ALP, and have an airspace determination that incorporates comments from all FAA Lines of Businesses. Additionally, all costs associated with this new facility would be borne by the sponsor. With the current time constraints and with the anticipated start of construction, we do not believe this is an achievable solution.
- **Project Schedule.** For background, the runway design grant was executed July 31, 2023, and completed on DATE. The first runway construction grant (about 91%) was executed September 18, 2025, and the second runway construction grant (about 9%) will be granted in early FY2026. The ADO has been in support of this program for many years and has worked extremely hard to prioritize this program with over \$16M in State Apportionment and Discretionary Funds. We were able to secure these funds with the knowledge, expectation, and need for the project to be constructed in 2026. *General Condition #6 Completing the Project Without Delay and in Conformance with Requirements*, from the grant agreement, outlines our position on the project. At this time, the project has been designed, determinations issued through OE/AAA, bid, awarded, and contracted with a contractor to start construction in 2026. An undue delay jeopardizes the project and puts the sponsor at risk of this grant being cancelled due to inactivity, which would require the project to find a new home for future State Apportionment and Discretionary funding, of which both have been planned out in our ADO for many years.
- **Phasing Changes.** Per the CSPP that was submitted to the ADO and issued a determination with provisions through OE/AAA the project was to be completed through a 5 Phase approach (with Phase 1 & 2 shutting down only portions of the runway to allow for limited aircraft operations). Various meetings were held during the design and evaluation of this phasing plan to come to consensus, and to

accommodate as many aircraft/operations as feasibly possible. These meetings have been taking place over the last several years with mixed opinions and concerns regarding this shutdown strategy, but again, all efforts were made to accommodate those needs as much as possible. Any new proposed changes to the CSPP by the sponsor, will need to be reviewed by the ADO and may be routed back through OE/AAA for a determination prior to construction beginning. Also, depending on the proposed changes, ATO may require a Safety Risk Management Panel (SRMP).

- **Cost.** Any cost savings realized due to a reduction in schedule or phasing improvements will be credited to the FAA discretionary grant. Any savings cannot be used to offset other project cost increases. Any proposed changes to CA Fees or Construction Contract will be reviewed by the ADO. Any proposed overtime / night construction premium cost, such as an increase from 10 to 21-hour long days as mentioned in your email, is not eligible for federal funding and must be covered using local funds.

Look forward to the project moving forward in 2026, please let me know if you have any questions.

Regards,

**Todd E Minnich**

Civil Engineer

FAA Denver Airports District Office

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**From:** John Kinney <[John.Kinney@cityofloveland.org](mailto:John.Kinney@cityofloveland.org)>

**Sent:** Friday, January 16, 2026 10:45 AM

**To:** Minnich, Todd E (FAA) <[Todd.E.Minnich@faa.gov](mailto:Todd.E.Minnich@faa.gov)>; Keith, Kevin A (FAA) <[Kevin.A.Keith@faa.gov](mailto:Kevin.A.Keith@faa.gov)>

**Cc:** Haliw, Jerry <[jerry.haliw@kimley-horn.com](mailto:jerry.haliw@kimley-horn.com)>; Jared Bass <[jared.bass@dibblecorp.com](mailto:jared.bass@dibblecorp.com)>; Dylan Swanson <[Dylan.Swanson@cityofloveland.org](mailto:Dylan.Swanson@cityofloveland.org)>; Cindy Scymanski

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**Subject:** FNL RW Widening Project

**CAUTION:** This email originated from outside of the Federal Aviation Administration (FAA). Do not click on links or open attachments unless you recognize the sender and know the content is safe.

Todd,

An update:

Yesterday the subject project contractor shared how fast they could deliver the project.

**Option A** - Within budget they could shave off 14 days from the 161 days. This is a **nonstarter**. Working 5 days a week 10 hr. days

**Option B** - With budget flexibility they could reduce by 8 weeks – 56 days from the 161 days currently proposed cost of \$1.1 M. Working 6 days 21 hr. days.

Both Dibble and Kimley Horn responded to my questions – “Can we reduce project duration further?” Both said yes.

Then possible further reductions from KHA;s alternative approaches.....shared next Tuesday.

Dibble and Airport staff and Kimley Horn will then workshop for four hours on Friday the 23<sup>rd</sup>. That following Tuesday we will share with you and the contractor the lead options to crunch numbers at a fine detail level.

More to follow. Todd, please let me know if you have comments and or questions.

We appreciate the perpetual partnership between the FAA and the DEN FAA ADO Team!

John

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



# Northern Colorado Regional Airport Stakeholder Meeting

February 18, 2026

**Thank You** for being here today; caring enough to voice your concerns to this office, City Managers and Councils.....You have made a difference in the outcomes and that's how "the process" is supposed to work....with stakeholder input

**This is a Complex Project** ...with Varying Perspectives and Opinions. Many of you have been a part of this airport for years and seek to retain its' Brand of today. I respect and appreciate that passion. Some perspectives are ZERO Closure and variations of some closure....

**Staff sought a balanced approach** not everyone is going to be happy. I hope our approach reflects - in your mind - our effort to deliver outcomes consistent with City leadership policies and direction that began over 10 years ago which has brought us here to today's briefing.

# Footnote: Complex Dynamics

## Several constituencies are interacting with City Leadership regarding FNL.

**Communities** whose citizens passionately seek commercial airline service out of FNL providing an alternative to driving I-25 to Denver International Airport ....

**The FAA and CDOT** has shared their passionate expectation that this project was committed to by both City Leadership groups several years prior.... the FAA feel they did their part by delivering the 16,000,000.00 dollars to the City of Loveland and City of Fort Collins allowing this project to proceed with an expectation of construction in 2026....

**Stakeholders** and the associated impacts of the project... We are very mindful.

**There is No One Solution addressing all concerns...We sought a Balance Approach.**

# Presentation Overview

- Widening FNL's Runway.... Where did this concept originate - History?
- More Importantly... What is the Context of the Runway Widening ?
- The Process and Results of Staff's Secondary Review
- What Project Approach is Staff Taking to the City Council for Approval

# History of Commercial Flights

- Commercial flights have been operating out of FNL since 1991 intermittently.
- Currently what Airlines are utilizing FNL: ~ 60 flights annually
  - Alaska Airlines - Sun Country - Allegiant - Avelo – United Airlines - Sky West
  - Today's Fleet Mix: B-737, A-320, RJ 700 and 900
- Historically both City Councils and the Airport Commission have sought FNL's transition to commercial service airport attracting predictable airline service to the region... What's required?.....the RW is just one element but a critical piece
- Improvements to be competitive: ATCT - PAX Terminal - 150' Runway - ARFF/OPS...

***Both City Councils seek FNL's transition to a commercial service airport attracting predictable airline service to the region.... Been Staff's direction for over a decade.***

- Additional Elements *In Place* beyond Facilities Changes – *Differentiators for FNL...*
  - **FAA Certification** Part 139 allowing commercial flights today - ACM
  - **TSA Certification** TSR 1542 allowing commercial flights, screenings of PAX, baggage and carry on items – ASP
  - **TSA SSCP** Equipment & Screeners dedicated to FNL Commercial Flights...
  - **ARFF:** Airport Rescue Fire Fighting - Index C - allows for commercial flights of today

# The Project's Background

## 2007: Master Plan

- Runway Widening Project Identified as Long-Term Need for Group III AC

## 2020: Master Plan

- RW Widening Project Strategic Implementation Plan Developed
  - Public meetings ensued – over 30 – with 3 Dedicated Open Houses

2020: FNL's CIP Approved by City Council and FAA – inclusive of the RW project

2022: FAA Scheduled the grants in response to Cities' commitment to deliver in 2026

# Project Background

## 2023

- FAA RW design grant issued – both Cities accepting...The RW Widening design began
- Construction phasing analysis and stakeholder questionnaire distributed
  - 161-day, 2-phase approach allowing GA flights preferred by "most stakeholders"

## 2024

- 161-day scenario approved by Airport Commission, FAA and both City Councils
- Project design showed two phases – allowing for GA to continue partially....

## 2025

- Contractor Selected and the Project was Awarded.
- \$16.73M Grant accepted by both City Councils complimentary to FAA commitments.

# Consequences of Delaying

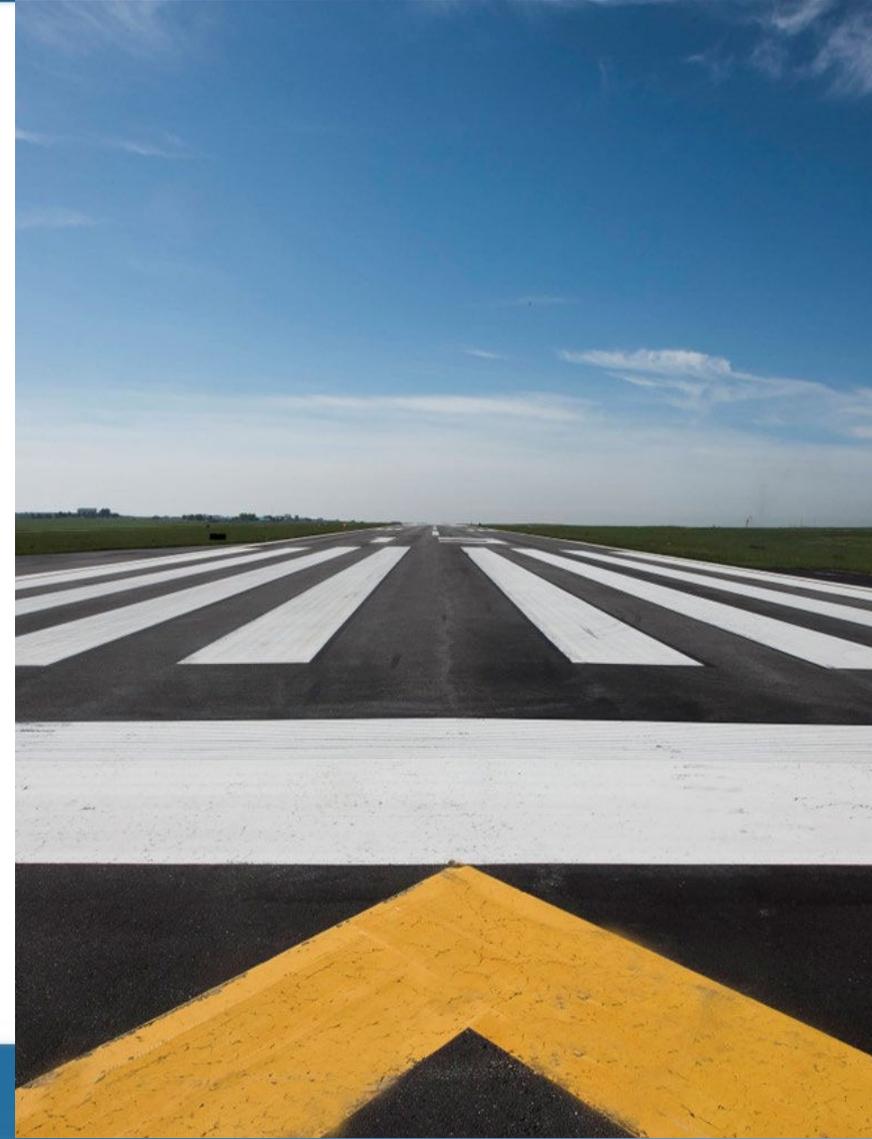
- The FAA's clear expectation: a completion date in 2026.
- Project Affordability would be questionable if delayed from inflationary cost.
- Runway design would be non-compliant with standards for Group III Aircraft.
- Places FNL at Risk for Future Discretionary Grants... reduces our credibility to deliver

**The Cities are not in a position to continue providing financial support to the Airport!**

# The "*Secondary Review*"

## January 2026

- Stakeholders Voiced Concerns of Project Impacts!
- Staff Committed to Revisit Project Approach now that FAA Grants Received and Contractor was Selected.
- A Third-Party Engineering Firm Engaged : Kimley Horn
  - Analyze previous project approaches
  - Identify "possible" less impactful approaches.
  - Find Possible solutions allowing Turbine Flights



# The "*Secondary Review's*" Breadth

- Build the **Parallel Runway** before the widening project
  - FNL Flight Ops does not meet the minimum FAA Criteria – nor are FAA grant \$ available.
- Build an **Unimproved Runway**: FAA reviews would exceed 12 months delaying project
- Use the **Taxiway as a Runway** during construction
  - Airfield geometry precludes as FNL can't meet required safety buffers for runways

# The "*Secondary Review's*" Breadth

- **Runway 6/24** use during construction.....Update here
  - Does not meet safety standards, nor minimum length require for flight schools at 2,273 ft.
- Project Delivery in **Three Phases** allowing for turbine operations after 90 days
  - Redesign required then FAA approvals would not allow project to begin in 2026
  - Cost became prohibitive

The Project Challenge ... Not paving ..... It is a replacement of infrastructure 25' wide!

Painter's Tape Visualization

# Project Alternative Cost

<b>Airport Fund Balance</b>			
	<b>90-Day Closure</b>	<b>120-Day Closure</b>	<b>161-Day Closure</b>
<b>2026 Beginning Balance</b>	<b>\$2,350,000.00</b>	<b>\$2,350,000.00</b>	<b>\$2,350,000.00</b>
FAA Grant Match	\$675,000.00	\$675,000.00	\$675,000.00
Additional Project Cost	\$1,500,000.00	\$1,800,000.00	\$100,000.00
Revenue Surplus '26	\$377,000.00	\$347,747.00	\$68,203.00
<b>2026 Ending Balance</b>	<b>\$552,000.00</b>	<b>\$222,747.00</b>	<b>\$1,643,203.00</b>

# **The Runway Widening Project Approach for 2026**

**Scheduled for Both City Councils Review and Approval**

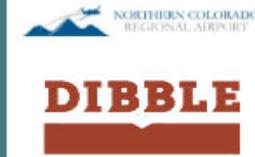
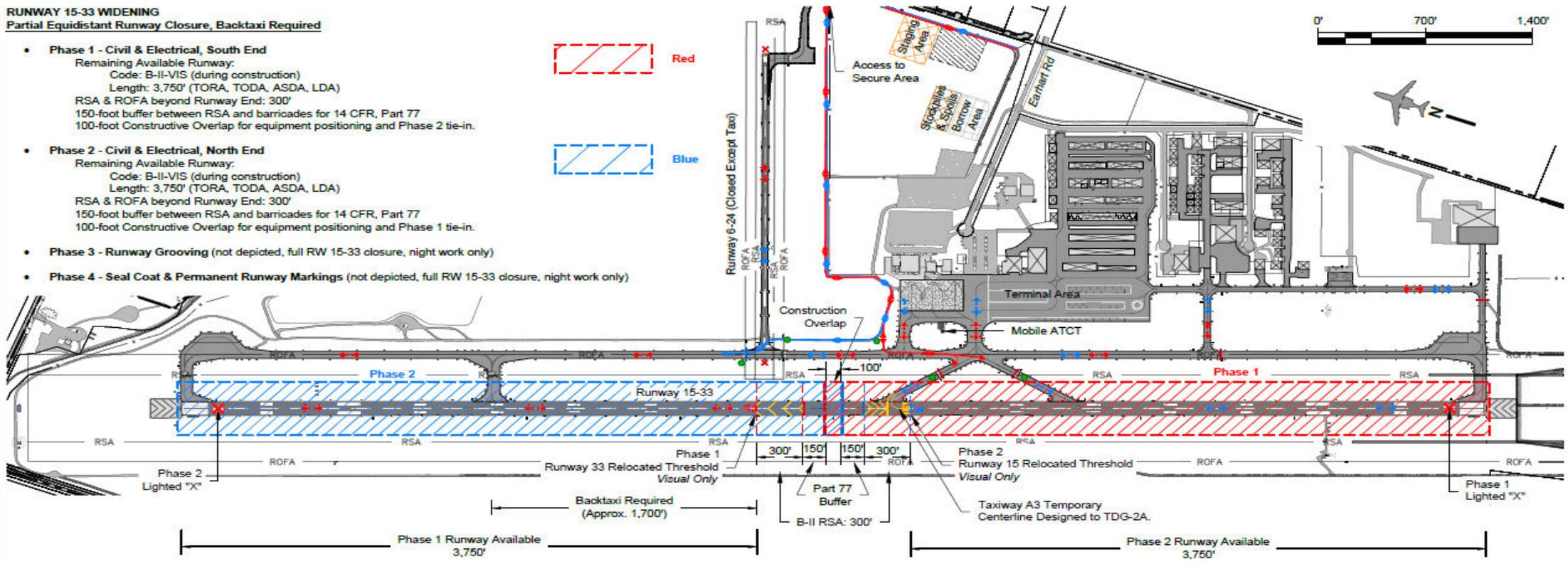
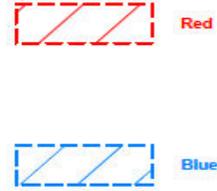
# Preferred Project Approach

## Modification to the Original Project of 161 Day Scenario with Adjustments

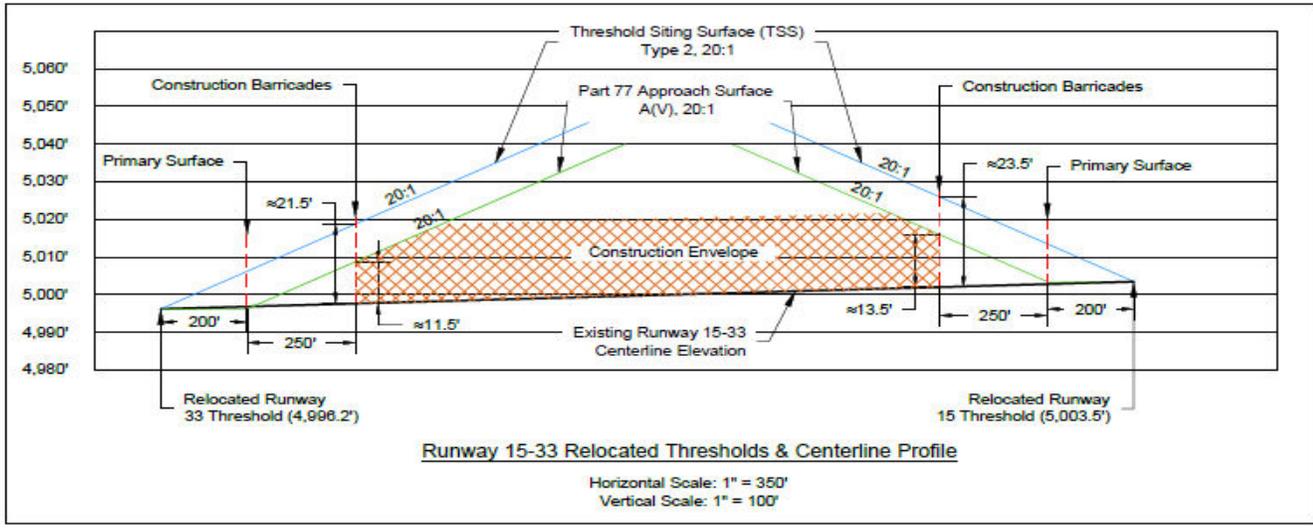
- Two Phases allowing General Aviation OPs to Continue During the Project Duration
  - Usable runway portion provided during the 161 days: 3,750' vs a restrictive 2,815'
  - Landing and Takeoffs will be allowed in the same direction – same pattern as today versus the original project required takeoffs and landing in two directions
  - This version - as did every version studied - requires Corporate Operators to make alternative Plans if Flight ops are required during this 161-day period given available runway length of 3,750 feet.

**RUNWAY 15-33 WIDENING**  
**Partial Equidistant Runway Closure, Backtaxi Required**

- Phase 1 - Civil & Electrical, South End**  
 Remaining Available Runway:  
 Code: B-II-VIS (during construction)  
 Length: 3,750' (TORA, TODA, ASDA, LDA)  
 RSA & ROFA beyond Runway End: 300'  
 150-foot buffer between RSA and barricades for 14 CFR, Part 77  
 100-foot Constructive Overlap for equipment positioning and Phase 2 tie-in.
- Phase 2 - Civil & Electrical, North End**  
 Remaining Available Runway:  
 Code: B-II-VIS (during construction)  
 Length: 3,750' (TORA, TODA, ASDA, LDA)  
 RSA & ROFA beyond Runway End: 300'  
 150-foot buffer between RSA and barricades for 14 CFR, Part 77  
 100-foot Constructive Overlap for equipment positioning and Phase 1 tie-in.
- Phase 3 - Runway Grooving** (not depicted, full RW 15-33 closure, night work only)
- Phase 4 - Seal Coat & Permanent Runway Markings** (not depicted, full RW 15-33 closure, night work only)



- Legend:**
- Existing Facilities
  - Phase 1 Work Area
  - Phase 2 Work Area
  - Contractor Staging Area
  - Stockpiles & Spoils
  - Borrow Area
  - Phase 1 Haul Route
  - Phase 2 Haul Route
  - Phase 1 Aircraft Route
  - Phase 2 Aircraft Route
  - Phase 1 Barricades
  - Phase 2 Barricades
  - Haul Route Stop Sign & Flagger



REFERENCE ONLY  
**NOT FOR CONSTRUCTION**  
 FINAL PHASING REQUIRES FAA  
 REVIEW AND APPROVAL.

- Notes:**
- ATCT: Air Traffic Control Tower
  - ASDA: Acceleration-Stop Distance Available
  - LDA: Landing Distance Available
  - TDG: Taxiway Design Group
  - TODA: Takeoff Distance Available
  - TORA: Takeoff Runway Available
  - TSS: Threshold Siting Surface

Scale based on a 11"x17" sheet.  
**Northern CO Regional**  
 Runway 15-33 Widening  
 Construction Phasing - Rev. 3  
 Date: 02.17.2026

# QUESTIONS

**Airport Staff:** John Kinney and Dylan Swanson

**Fort Collins Staff:** Ginny Sawyer and Drew Brooks

**Kimley Horn: Lead Engineer :** Jerry Haliw PE

**Dibble: Design Engineer & Project Manager:** Jared Bass PE