Duluth International Airport
Master Plan
Public Advisory Committee (MPAC)
Kick Off Meeting

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Presented by:
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MPAC Kick Off Meeting Agenda

• Grab lunch
• Welcome and introductions
• Master Plan Overview
• Public Involvement Plan (PIP)
  – MPAC role
• Airport Overview
• DLH Master Plan Introduction
• Part 150 Noise Study
• Next Steps
Introductions

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Introductions

• Name
• Organization
• Role
• Why is the airport important to the organization you’re representing?
Master Plan Overview

What is a Master Plan?

- Comprehensive study of an airport that describes short-, medium-, and long-term development plans.

The goal of a Master Plan is to provide the framework needed to guide future development that will cost-effectively satisfy aviation demand, while considering potential environmental and socioeconomic impacts.
What influences the Master Plan?

- FAA and MnDOT standards
- Aviation demand
- Environmental considerations
- Infrastructure constraints
- Financial feasibility
- Community goals and input
- Stakeholder input

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What influences the Master Plan?

- FAA and MnDOT standards
  - FAA Advisory Circular 150/5070-6B
    - “The intent of the FAA guidance is to foster a flexible approach to master planning that directs attention and resources to critical issues. The scope of each master plan must be tailored to the individual airport.”
Each Master Plan Should....

- Document issues
- Justify proposed development
- Provide effective graphics
- Establish realistic schedule for implementation
- Propose an achievable financial plan
- Provide sufficient project definition and detail for subsequent environmental evaluations
- Present a plan that adequately addresses the issues and satisfies local, state and federal regulations
- Document policies and future aeronautical demand to support deliberations on spending, debt, land use controls and other policies necessary to preserve the airport and its surroundings
- Set the stage and establish a framework for a continuing planning process

Master Plan Stages

INVESTIGATION
- INVENTORY
- STAKEHOLDER NEEDS & GROWTH
- FORECASTS
- FACILITY REQUIREMENTS

SOLUTIONS
- ALTERNATIVES DEVELOPMENT AND ANALYSIS
- SCENARIO CONSIDERATIONS
- SELECTION OF PREFERRED ALTERNATIVE

IMPLEMENTATION
- FINANCIAL PLANNING
- CIP
- FINAL MASTER PLAN DOCUMENT
- ALP

STAKEHOLDER ENGAGEMENT

2-3 YEAR PROCESS
DLH Vision 2040

**DLH will maximize its economic impact, meet growing demands of air commerce and maintain its infrastructure by completing DLH Vision 2040.**
**DLH Vision 2040**

At the conclusion of DLH Vision 2040 the Duluth Airport Authority will:

- Provide opportunities for businesses to grow and or relocate
- Anticipate the evolving demand for air service in our region
- Better respond to the needs of general aviation
- Improve agility in responding to tomorrow’s opportunities and challenges
- Complement its neighboring communities
- Maintain the DAA’s financial sustainability

**DLH Vision 2040 – Process Objectives**

- Develop a decision tree that guides short, medium and long term land use planning while allowing for flexibility in a dynamic environment
- To provide a graphic representation of existing airport features, future airport development and anticipated land use.
- Identify development zones and site packets
- To establish a realistic schedule for implementation of the proposed development.
- To identify a realistic financial plan to support the development.
- Develop a comprehensive Capital Improvement Plan (CIP) document; Airport CIP is only a subcomponent.
- Technically and procedurally validate the plan through investigation of concepts and alternatives on technical, economic and environmental grounds.
- Prepare and present the plan to the public after seeking their input that adequately addresses all relevant issues and satisfies local, state and federal regulations.
Public Involvement Plan

Meant to be a living and continuously updated document

**Written Outreach**
- Project branding and logo
- Project webpage
- Blog posts
- Project flyers
- Executive summary
- Photos
- Online surveys
- Outreach and Request for Information (RFI) logs
- Project newsletters
- Project Story Map

**In-Person outreach**
- DAA Board meetings – Project updates
- Stakeholder Advisory Committee (MPAC)
- Technical topic specific working groups
- Community/stakeholder hosted meetings/project updates
- Project open houses
- FAA and MnDOT meetings and coordination

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**Stakeholders**

**Federal Agencies**
- Federal Aviation Administration (FAA)
  - Airports District Office (ADO)
  - Tech Ops
  - Flight Procedures
  - Air Traffic Control Tower (ATCT)
- United States Customs and Border Protection (USCBP)
- United States Army Corps of Engineers* (USACE)
  - Transportation Security Administration (TSA)
  - National Weather Service (NWS)

**State Agencies**
- Minnesota Department of Transportation (MnDOT)
- Minnesota Department of Natural Resources (MNDNR)
  - Minnesota Pollution Control Agency (MPCA)

**Local Government**
- Duluth Airport Authority (DAA)
- City of Duluth
- City of Hermantown
- City of Rice Lake
- City of Superior, Wisconsin
- Canosia Township
- St. Louis County
- Joint Airport Zoning Board (JAZB)
Stakeholders Cont.

Airport Tenants
- Duluth International Airport Tenants Association (DIATA)
- 148th Fighter Wing
- Airfield Rescue and Fire Fighting (ARFF)
- Monaco Air (FBO)
- Lake Superior College
- Lake Superior Helicopters
- Cirrus Aircraft
- FedEx
- Bemidji Aviation
- AAR
- Delta Airlines
- United Airlines
- SkyWest Airlines
- American Airlines
- Sun Country Airlines
- Delta Global Services (DGS)
- Envoy
- Allette
- Private hangar owners
- Rental car agencies
- Federal Aviation Administration (FAA)

Airport Users
- Airline passengers
- Based aircraft owners
- Transient airport users
- Charter operators
- Duluth Flying Club(s)
- Kern and Kompany
- Employees (of airport businesses)
- Commercial Vehicles

Off Airport Stakeholders
- General public
- Local residents
- Area businesses
- Duluth Chamber of Commerce
  - Military Affairs Committee
- Hermantown Chamber of Commerce
- Superior Chamber of Commerce
- Visit Duluth
- Northern Aero Alliance
  - APEX
  - Duluth Economic Development Authority (DEDA)
  - Duluth Seaway Port Authority
  - Metropolitan Interstate Council (MIC)
- Iron Range Resources and Rehabilitation Board (IRRRB)
  - Citizen’s Committee for Environmental Concerns
  - Arrowhead Regional Development Commission (ARDC)
- Congressional delegation
  - Media
  - Duluth Transit Authority (DTA)
Master Plan Advisory Committee (MPAC) Role

- Represent the broad range of stakeholders
- Review, understand and share project updates
- Provide input and serve as a voice for key stakeholders
- Validate the overall process and DAA progress on commitments for stakeholder outreach
MPAC Meetings

- Approximately 6 meetings over the next 30 months
  - Placeholder meeting scheduled every 4 months
  - Meetings will be cancelled 1 month in advance if not held
  - Preferred meeting time?
    - Morning
    - Lunch
    - Afternoon

Public Involvement Plan Feedback

- Additional stakeholders?
- Additional outreach methods to consider?
- Other suggestions?
DLH Airport Overview

The Airport is an economic driver because the region has leveraged its infrastructure

Airport Annual Economic Impact
Duluth International Airport
$646.5 Million
5,294 Jobs
(direct, indirect, induced)

Continued Growth
1,000 new jobs over 10 years

Major Aviation Employers
AAR
Cirrus
Monaco Air
Lake Superior College
148th Fighter Wing

Supports 483,000 residents and major employers:
CN
ALLETE
Enbridge
Maurices
Health care and mining industries
Infrastructure Investment

Future 2020 - 2030
$70,000,000

Past 2015-2019
$35,741,960

Airport Overview

3,100 Acres
Existing Runways

Runway 9/27 & Runway 3/21

Runway 9/27
12 miles of highway
9 miles of Superior St.

Taxiway System
Apron (aircraft parking) Areas

Terminal Building
Major Tenants and Buildings

Future Development Areas
Airside Paved Infrastructure

- 75+ miles of City street

Airport Activity Levels

- Operations (takeoffs or landings)
  - 66,649 in 2018
    - 182 operations per day
    - 91 flights per day

- General Aviation: 77%
- Commercial: 15%
- Military: 9%
Airport Activity Levels

- Enplanements (passenger boardings)

2017 Enplanements

2018 Enplanements = 140,485
Airport services

• 1 Fixed Base Operator (FBO)
  – Monaco Air Duluth
• Services offered at DLH include:
  - Fuel
  - Aircraft maintenance
  - Flight training
  - Aircraft storage
  - Car rental
  - De-icing
  - 24/7/365 U.S. Customs
  - And more…

Airline Service

The region is served by 3 major airlines offering daily service out of DLH
• Delta to MSP
• United to Chicago
• Introducing…American Airlines to Chicago
Airline Service

Transportation Options

- Rental Car Companies
- Commercial Vehicle Services:
  - Uber/Lyft, Taxicabs, Hotel Shuttles, Limo and Buses
- Landline
- DTA
- Personally Owned Vehicles
- What’s Next????
Break

Duluth International Airport Master Plan
Project Logo

Master Plan Stages

INVESTIGATION
INVENTORY
STAKEHOLDER NEEDS & GROWTH FORECASTS
FACILITY REQUIREMENTS

SOLUTIONS
ALTERNATIVES DEVELOPMENT AND ANALYSIS SCENARIO CONSIDERATIONS
SELECTION OF PREFERRED ALTERNATIVE

IMPLEMENTATION
FINANCIAL PLANNING CIP
FINAL MASTER PLAN DOCUMENT
ALP

STAKEHOLDER ENGAGEMENT

2-3 YEAR PROCESS
DLH Master Plan Overview

• Inventory
  – Existing facilities, services, activity levels, built and natural environment

• Forecasts
  – Based aircraft
  – Operations (takeoffs and landings)
  – Enplanements (boarding passengers)

DLH Master Plan Overview

• Facility recommendations and alternatives
  – Runways
  – Taxiways
  – Airspace
  – Building Areas – Air Traffic Control Tower, development/redevelopment

• Implementation Plan/Capital Improvement Plan (CIP)
  – Funding sources
  – Project cost estimates
  – Implementation Plan
DLH Master Plan Overview

- Outside technical review
  - Performed by Landrum and Brown
- Airport Layout Plan (ALP)
- Exhibit A Property Map
- Stakeholder involvement

DLH Master Plan Focus Areas

- Runway 3/21
DLH Master Plan Focus Areas

• Runway 3/21
• Taxiway Network
• Air Traffic Control Tower replacement
DLH Master Plan Focus Areas

• Runway 3/21
• Taxiway network
• Air Traffic Control Tower replacement
• Identification of development and redevelopment areas

Airport Zoning relation to Master Plan
Joint Airport Zoning Board & Airport Zoning

- Joint Airport Zoning Board
  - Comprised of representatives appointed by each of the communities surrounding DLH
  - Zoning Ordinance Development
  - Communities enforce land use zoning
- The Joint Zoning Board is currently updating the 1988 zoning ordinance for DLH

Part 150 Noise Study

A separate but concurrent project
Part 150 Noise Study

Essential Elements of a Part 150 Study

• Noise Exposure Maps
  – Description of the noise levels for existing and future conditions
    • Future condition should take into account any changes (physical or operational) that may have an effect on the noise levels around the airport

• Noise Compatibility Program
  – Recommendations for reducing, minimizing, and/or mitigating aircraft noise and land use conflicts
    • Noise Abatement
    • Land Use Mitigation
    • Implementation Measures

• Public Involvement
  – Public Information Meetings
  – Public Hearings
  – Technical Advisory Committee
  – Website

Part 150 Noise Study

• Federal Aviation Regulation (FAR) Part 150 (1981) established requirements
  – For airports who choose to submit noise exposure maps and develop noise compatibility planning programs to the FAA for review and approval

• FAA recommends conducting a Part 150 Study every 5 years or when conditions change

• Part 150 Study takes an in depth and public oriented approach to noise and compatible land use
  – People are more sensitive to changes in noise than other categories
  – Federal funds are potentially available for mitigation
  – Allows the public to participate in the development of new flight procedures and land use mitigation
Part 150 Noise Study – Master Plan Coordination

- Outreach
  - Opportunity to coordinate the outreach events
  - Consistent messaging about future of airport

- Forecast
  - Consistency between Part 150 and Master Plan is important
  - Derivative forecasts can serve both purposes

- Alternatives
  - Both Part 150 and Master Plan may recommend physical improvements
  - Each study can feed the other projects and help to evaluate impacts

What’s next?
Master Plan Next Steps

• Project team
  – Project branding and website
  – Inventory efforts
    • Property mapping
    • Pavement and building assessments
    • On-airport stakeholder meetings
    • Identification of 3/21 needs
    • Runway 3/21 TAC Committee meeting

• MPAC
  – Next meeting
    September, 2019
  • Anticipated topics:
    – Inventory information
    – Preliminary activity forecasts
    – Runway 3/21

Questions and Discussion
Thank you!