

Frequently Asked Questions (FAQs)

The following FAQs cover some of the more frequently asked questions about the Duluth International Airport (DLH) Master Plan Vision 2040 project.

What is a Master Plan?

A Master Plan is a comprehensive study of an airport that describes short-, medium- and long-term development plans. The main goal of a Master Plan is to provide the framework necessary to guide future development that will cost-effectively satisfy aviation demand, while considering potential environmental and socioeconomic impacts. The existing and proposed conditions are graphically represented

on the Airport Layout Plan (ALP) that accompanies the Master Plan.

The Federal Aviation Administration (FAA) Advisory Circular 150/5070-6B *Airport Master Plans* provides guidance for the preparation of airport master plans.

Why is the Airport completing a Master Plan?

Work on the previous Master Plan was largely completed between 2009 and 2012. The FAA recommends that airports similar to Duluth prepare a new Master Plan roughly every 7-10 years or as aviation or local conditions change. The Duluth Airport Authority (DAA) wishes to complete a Master Plan update to ensure that the airport continues to operate in a safe and efficient manner while consideration is given to inclusive and comprehensive long-term planning.

Specific objectives of the DAA for this Master Plan update include the following:

- Anticipate the evolving demand for air service and aviation in our region
 - Better respond to the needs of general aviation
 - Provide opportunities for businesses to grow or relocate to Duluth
 - Improve agility in responding to tomorrow's opportunities and challenges
 - Maintain the DAA's financial sustainability
 - Complement its neighboring communities
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What are the components of a Master Plan?

The Master Plan process includes the following major components:

- Inventory of existing conditions
- Aviation activity forecasts
- Demand/capacity analysis
- Identification of facility requirements
- Alternatives analysis and selection of preferred development alternatives
- Environmental overview
- Airport Layout Plan (ALP)
- Implementation Plan including Capital Improvement Plan

The deliverables of the Master Plan include:

- [Master Plan Report](#) – The report documents the analysis and conclusions reached during the planning process. The FAA accepts the Master Plan and has approval authority over the forecasts contained within.
 - [Executive Summary Report](#) – The executive summary is a concise summary of the analysis, recommendations and decisions made in the planning process.
 - [Airport Layout Plan \(ALP\)](#) – A scaled graphical depiction of the existing and proposed airport development included in the Master Plan. In addition to the DAA, the FAA and MnDOT Office of Aeronautics also have approval authority over the ALP.
 - [Website and outreach materials](#) – A project webpage will be used to share project information with the public. Additionally, flyers, newsletters, a blog and other material will be developed and shared throughout the project.
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What are the key focus areas of this Master Plan?

While the entire airfield and corresponding components will be evaluated in the Master Plan, the DAA has identified some key focus areas. They include:

- [Runway 3/21](#) – The existing north-south Runway 3/21 (the smaller of the two runways) may not adequately meet the needs of existing and future users. The Master Plan will evaluate if Runway 3/21 should be improved, and if so, what the best alternative for improvement may be. Potential improvements that will be evaluated may include runway length and width, instrument approach procedures, runway lighting, navigational aids, and other related infrastructure.
- [Air Traffic Control Tower](#) – The existing air traffic control tower is nearing the end of its useful life. Alternatives for tower replacement and relocation will be evaluated.
- [Taxiway network planning](#) – Taxiways help aircraft move from the terminal, hangars and other landside facilities to and from the runways. The existing and future needs of the taxiway network, its size and its layout, will be evaluated. Alternatives to meet the needs will be evaluated.

- [Building area development and redevelopment](#) – Several areas on the airfield may be suitable for hangar (aircraft storage) and other aviation development. This may include expansion by existing tenants or new tenants and airport users. Additionally, some of the existing building areas are nearing the end of their useful life and/or may not currently be used by the highest and best use. Redevelopment opportunities in the existing building areas will also be explored in the Master Plan.

How can I learn more and get involved?

Project information and updates will be provided throughout the project on a dedicated project webpage on the Duluth Airport website (DuluthAirport.com/Vision2040). Project updates, meeting agendas and minutes, newsletters, events calendar, blog and review documents will all be posted on this site throughout the project. Additionally, please consider signing up on the website to receive email project updates.

We welcome and look forward to the public's involvement in this process. Project public open houses and events will be posted on the project webpage (DuluthAirport.com/Vision2040). Additionally, several committees will be formed throughout the project. If you have an interest in participating in a committee, please contact the DAA at DAA@duluthairport.com.

How can I comment on the Master Plan?

Comments on the Master Plan are welcome throughout the project. Comments can be e-mailed to DAA@duluthairport.com. All comments will be reviewed and considered. Additionally, the public will have the opportunity to provide comments at several open houses held throughout the Master Plan process. The first of these meetings is expected to occur in late summer/early fall of 2019. Please check the project website for information on upcoming Public Open Houses.

How is this project funded?

The project is being 90% funded by the FAA Airport Improvement Program (AIP) which provides grants to airport sponsors, like the DAA, for planning and development of public-use airports. MnDOT Office of Aeronautics is contributing 5% of the project costs through the State Airports Fund. The DAA is covering the remaining 5% of project costs.

When will the projects identified in the Master Plan be implemented?

The Master Plan will identify projects which may be implemented at varying times as needed over the 20-year planning term. Prior to implementation, each project must undergo additional analysis including environmental review through the National Environmental Policy Act (NEPA). For some projects, additional environmental permitting may also be needed. Additionally, project funding must be secured for each project prior to implementation. Funding sources may include FAA, MnDOT, the Duluth Airport Authority and other sources.