Introductions

Tom Werner C.M.
Executive Director
Duluth Airport Authority
twerner@duluthairport.com

Kaci Nowicki
Project Manager/Sr. Aviation Planner
SEH
knowicki@sehinc.com
GoToMeeting Basics

Please mute your microphone to limit feedback noise when not talking.

Clicking on the person icon will list all attendees in the meeting.
GoToMeeting Basics

You can chat with the participants in the meeting by clicking Chat.

You can chat with “Everyone” or you can select a person to send a private chat to.
Introductions

• Name
• Organization
• Role
Meeting Agenda

• Economic Development TAC Goals

• Airport Overview

• Existing Aeronautical Development

• Group discussion
TAC Goals
Goals

• Inform the Master Plan process and how the airport can support economic development
• Inform the ultimate airport land use
• Inform future DAA investments
• Understand the role DLH plays in the overall regional economy
Airport Overview
Types of On-airport Development
Aeronautical vs Non-Aeronautical

Aeronautical
All activities that involve or are directly related to the operation of aircraft, including activities that make the operation of aircraft possible and safe. Examples:

- Air charter operations
- Scheduled air carrier services
- Pilot training
- Aircraft rental and sightseeing
- Aerial photography
- Aircraft sales and service
- Aircraft storage
- Sale of aviation petroleum products
- Repair and maintenance of aircraft
- Sale of aircraft parts
- Military flight operations

Non-Aeronautical
Activity that is not required for the operation of an aircraft. Typically, an activity that doesn’t need to be on an airport. Examples:

- Aviation-related users that do not need to be located on an airport. (example: airline reservation center)
- Gas station
- Manufacturing of parts
- Office park
- Mini storage
- Hotel

Note: The FAA must approve non-aeronautical activities before the use is allowed.
Stakeholder feedback: Potential types of on-airport development

**Aeronautical development**
- Recreational hangar space
- Corporate hangar space
- Rent ready hangars
- Aeronautical manufacturing space
- Rotorwing designated area
- Additional ramp space for large aircraft
- Facilities for future UAV users

**Non-aeronautical use**
- Potential complementary businesses needed on/near airport
  - Daycare
  - Hotel
  - C-store/auto maintenance/gas station
  - Housing
  - Others
Stakeholder feedback: Development Needs

- Large sites needed (50-100+ acres)
- Potentially better roadway access (particularly for freight)
- Reliable broadband
- Parking
- Utility extensions (north side)
Releasing Property for Non-Aeronautical Use

• FAA approval required to release land from the federal obligations to use it for aeronautical use.
  • The reasonableness and practicality
  • The effect of the request on needed aeronautical facilities.
  • The net benefit to aviation.
  • The compatibility of the proposal with the needs of aviation.

• Other requirements will remain in place –
  • Example: Requirement to charge fair market value for non-aeronautical uses.

• Process to release land for non-aeronautical use can be initiated after Master Plan is complete.
Airport Property
Existing Development Restricted Areas
Airport Road Network
Existing Environmental Features
Existing Land Ownership

[Map showing existing land ownership details with various regions marked and labeled, including Hermantown, Duluth, St. Louis County, and State of Minnesota.]

Source: St. Louis County AAO
Existing Utilities
Potential Development and Redevelopment Sites
North Business Development Area (NBDA)
Northern Airport Property
Terminal Area and Haines/Airport Road
Southwest Quadrant Business Development Area
West End of Airport Road
Western Airfield
Next Steps

• Development layouts
  • Aeronautical – More detailed
    • Air traffic control tower siting study
    • Alternatives must tie into apron and taxiway layouts
    • Additional stakeholder outreach
      • 1:1 meetings
      • Taxiway/Apron TAC
  • Non-aeronautical – Concept areas and layouts

• Development summaries
Thank You!