

Duluth Airport Master Plan

Master Plan Advisory Committee (MPAC) Meeting #4

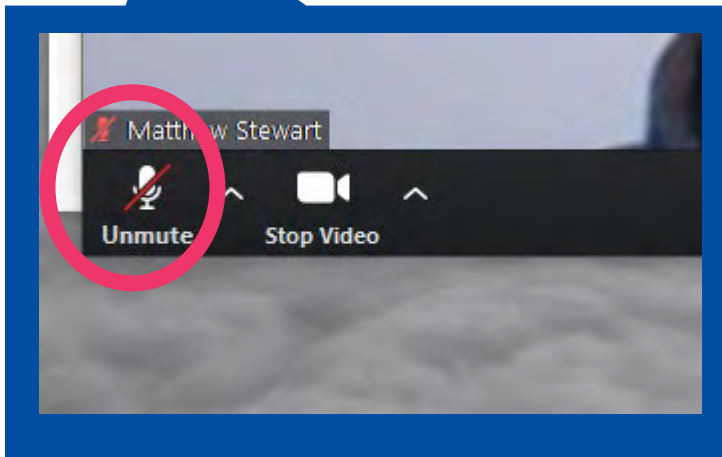
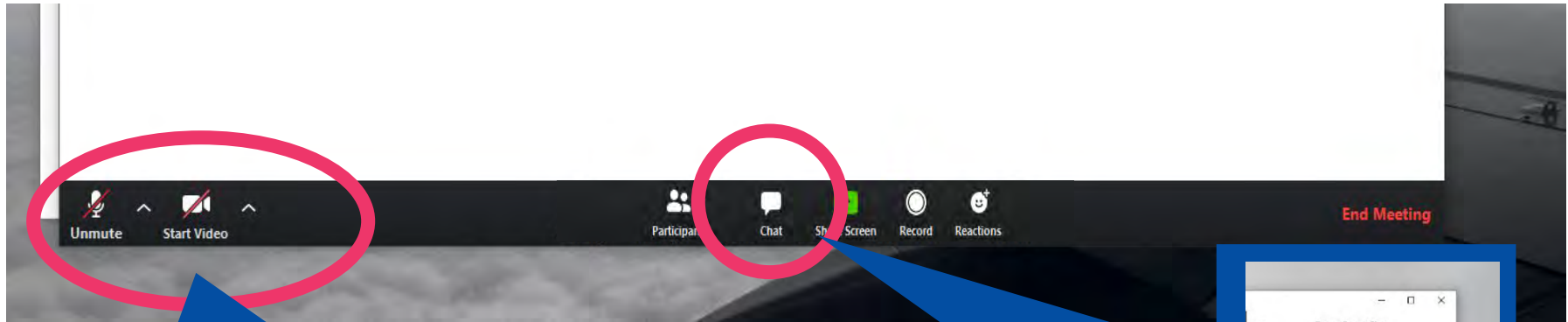
December 16, 2020



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Zoom Online Meeting Basics

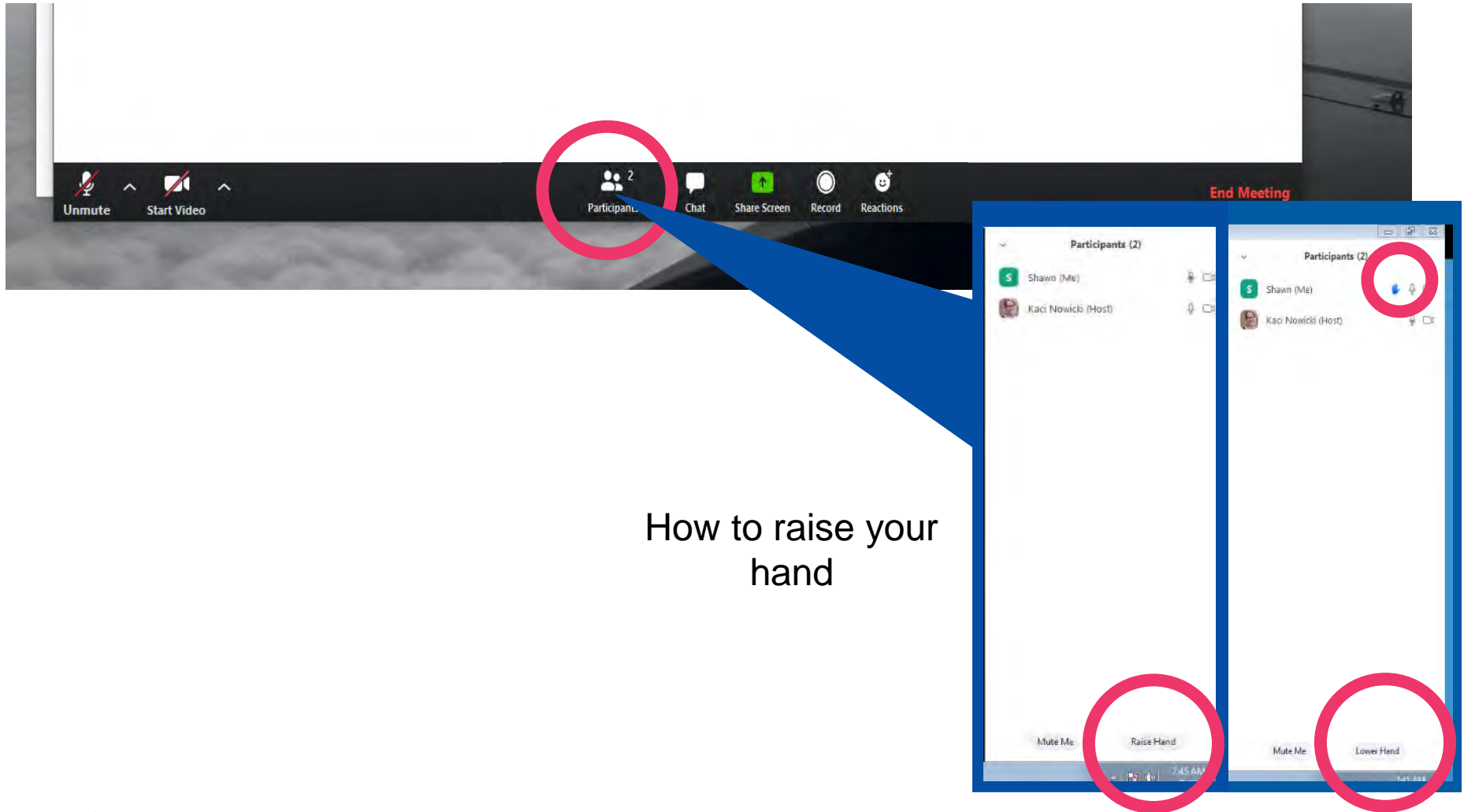


Please mute your microphone to limit feedback noise when not talking.

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



Zoom Online Meeting Basics



How to raise your hand

Introductions

Tom Werner C.M.
Executive Director
Duluth Airport Authority
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Kaci Nowicki
Project Manager/Sr. Aviation Planner
SEH
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Introductions

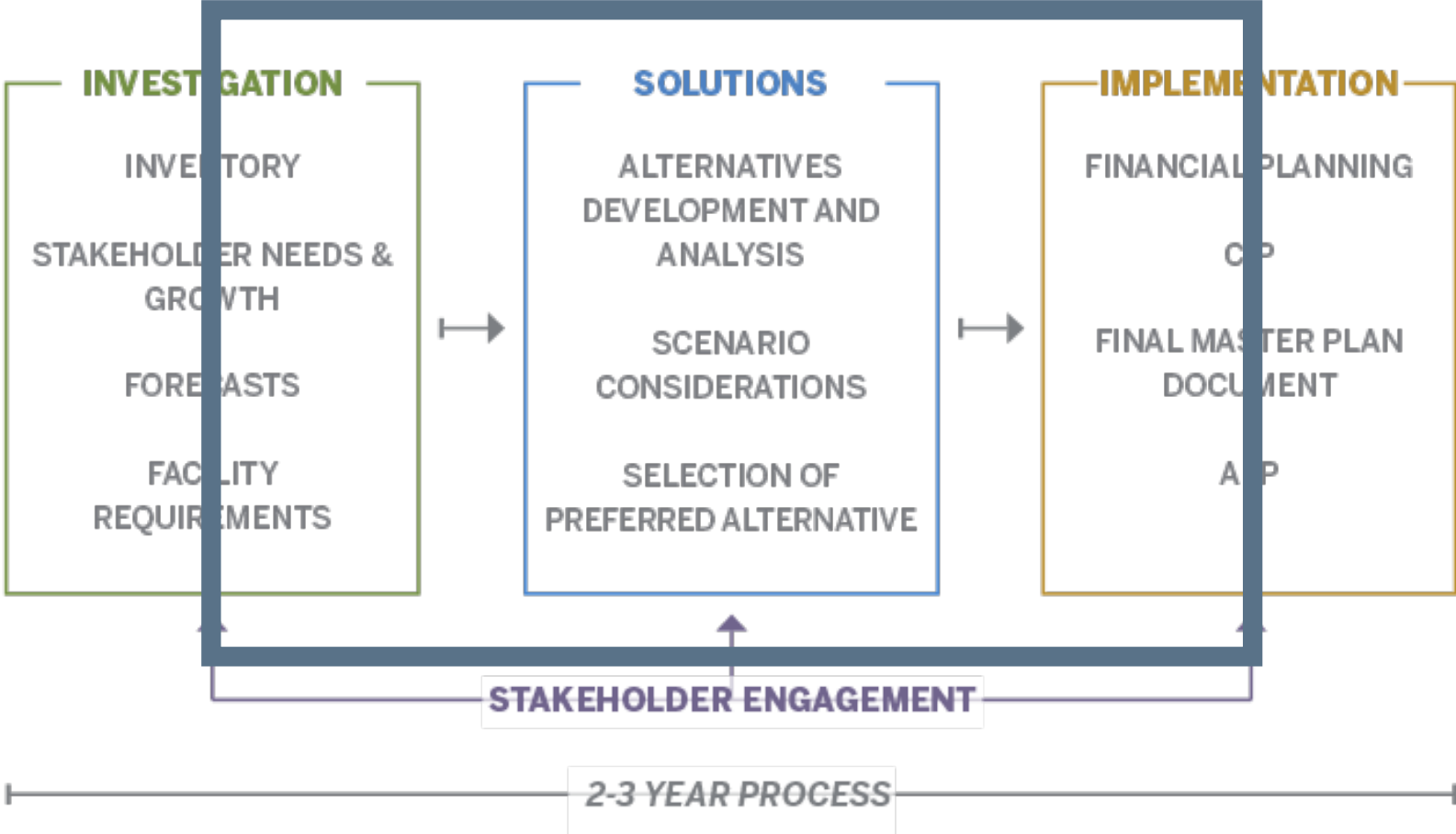
- Name
- Organization
- Role

Meeting agenda

- Welcome and introductions
- Master Plan progress update
- Stakeholder Involvement Update
 - Updates from the Technical Advisory Committees
- Master Plan next steps
- Part 150 Noise Study

Master Plan Progress Update

Master Plan Stages



Inventory Chapter Progress

Inventory Chapter Progress

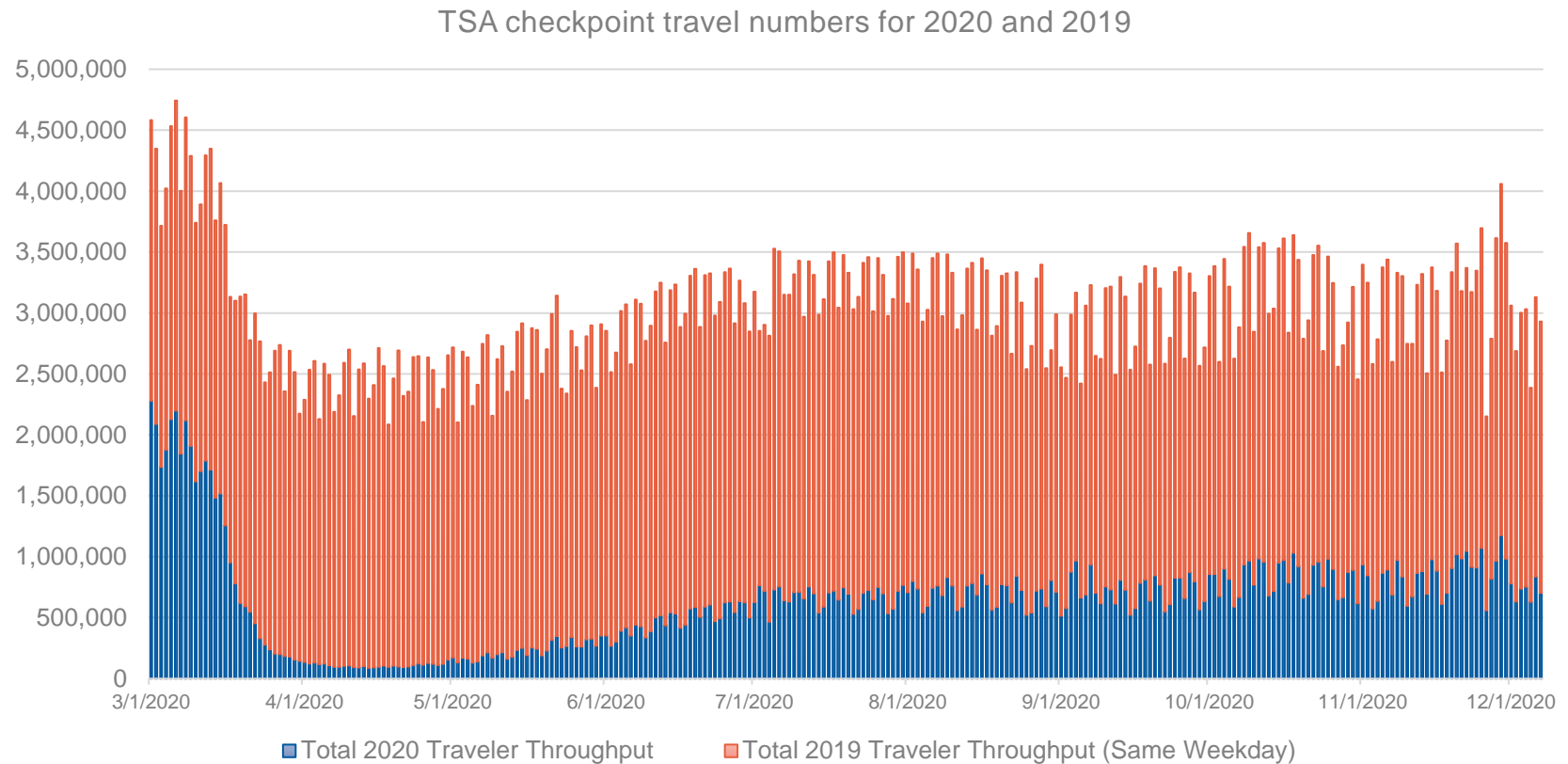
- Airside facilities - Complete
- Building and pavement assessments - Complete
- Landside facilities – Complete
- Existing environmental inventory – Complete
- Exhibit A Property Map – Research complete, Mapping in progress. Expected end of December

- *Inventory Chapter continues to be in a working draft.*

Aviation Forecast and Air Service

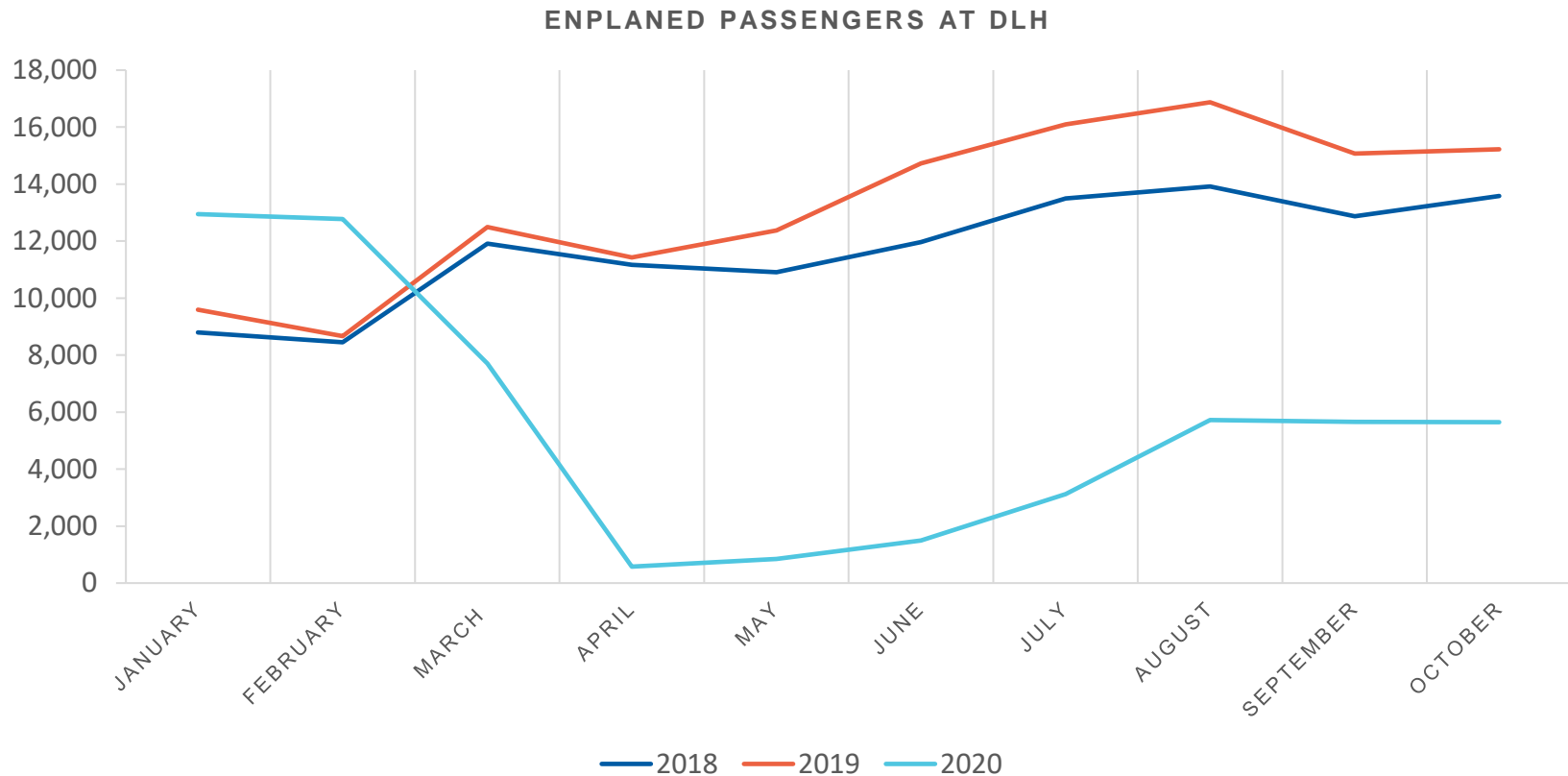
Airline Service – Forecasts Update

- COVID-19 continues to impact air travel nationally



Airline Service – Forecasts Update

- And locally at DLH



Air Service – Pandemic impacts on DLH

- Delta currently providing 4 flights per day to MSP
- United currently providing 2 flight per day to ORD
- Slow return to business travel may delay recovery at airports like DLH with strong business use
- United Airlines is introducing the Embraer 175 to DLH in January. Larger aircraft with dual cabin service.




Activity Forecasts

- While the pandemic will create a multi-year dip in enplanements, the 5-year forecast levels remain consistent with pre-pandemic projections.
 - Forecasts consider a conservative estimate of enplanement levels.
 - Baseline levels for Master Plan does not include American service which was briefly in the market
 - Low growth over the first 5 years
 - Alternate scenarios are included
 - Addition of Denver service (United)
 - Addition of a low-cost carrier (such as Sun Country)





Stakeholder and Public Outreach

Stakeholder Outreach Overview

Written:

-  Newsletters
-  Website blog posts
-  Social media posts

In Person/Virtual:

-  Public Open House
-  One-on-one stakeholder meetings
-  Technical Advisory Committees (TACs)
 - Runway 3/21
 - Taxiway network and aircraft parking
 - Economic Development
 - Air Traffic Control Tower
 - Sustainability AC
-  Stakeholder presentations and events

Runway 3/21 TAC Update

Next Steps

- Part 150 Noise Study (separate project) is evaluating noise impacts of extension.
- Joint Airport Zoning Board (JAZB) submitted proposed Airport Safety Zoning ordinance to MnDOT Aeronautics for review (project is separate from Master Plan)
- Anticipate re-engaging with this TAC in Spring 2021

Economic Development TAC

Economic Development TAC

- Has met two times (April and Sept. 2020)
- 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

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



Development Needs

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

Air Traffic Control Tower TAC

Air Traffic Control Tower

- ATCT is at the end of its useful life
- Does not have adequate site lines to all areas of the airfield
- Evaluate alternatives for replacing aging tower
 - Alternative sites
 - Alternative types
(ie. Remote Tower)



Remote Air Traffic Control Tower

- What is it?
 - A remote tower uses a variety of sensors, visual, infrared, track-based (radar), etc. to provide an air traffic controller, located in a remote facility, with a comprehensive picture of the airport surface and local airspace.



Status of Remote Towers

- FAA is evaluating this technology to assess its suitability for use in the National Airspace System.
- Two remote tower systems are under development and evaluation in US:
 - [Northern Colorado Regional Airport \(FNL\)](#) – Loveland – Ft. Collins, CO
 - Public-private partnership
 - ~95,000 annual operations, 270 based aircraft
 - C-III, diverse mix of aircraft
 - Leesburg Executive Airport (JYO) – Leesburg, VA
 - Public-private partnership
 - ~115,000 annual operations, 250 based aircraft
- World's first remote tower center (Sundsvall, Sweden)
 - 4 airports

TAC – Remote Air Traffic Control Tower

- Panel Discussion with TAC (Aug 2020)
 - David Ulane, Director - CDOT Aeronautics
 - Jason Licon, Airport Director, Northern Colorado Regional Airport
 - Remote tower site

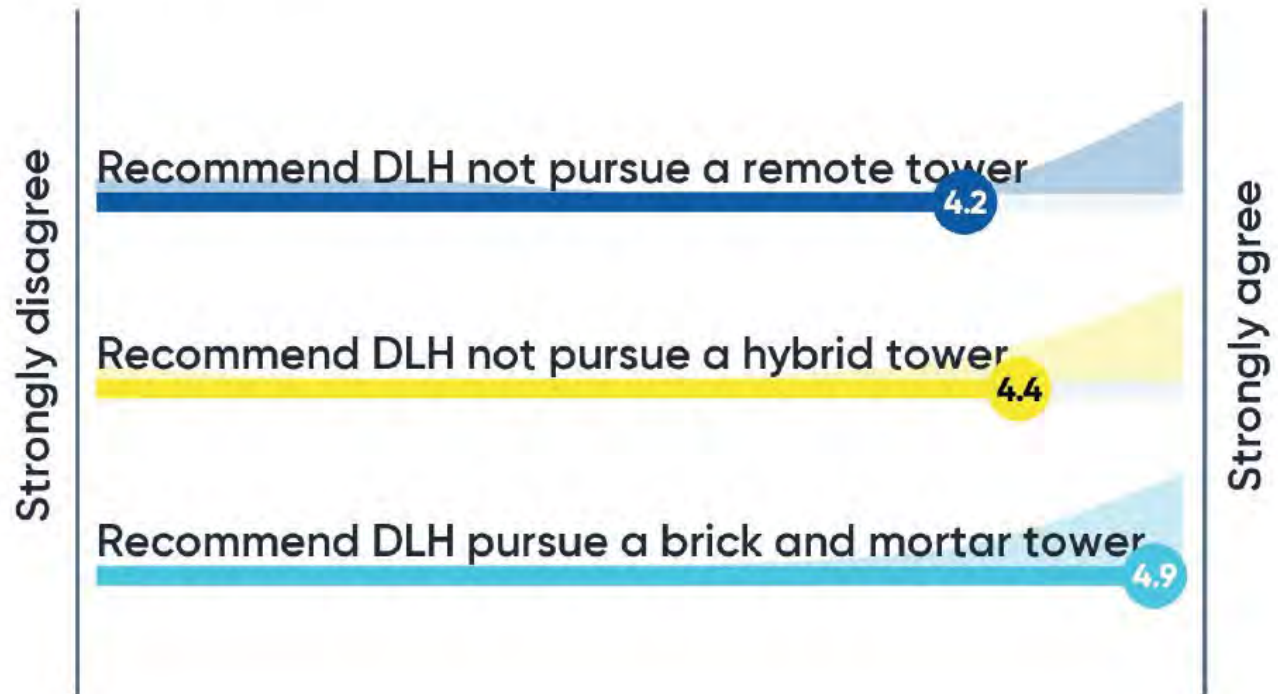
- FAA Office of Next Gen Outreach

FAA Remote Tower Update

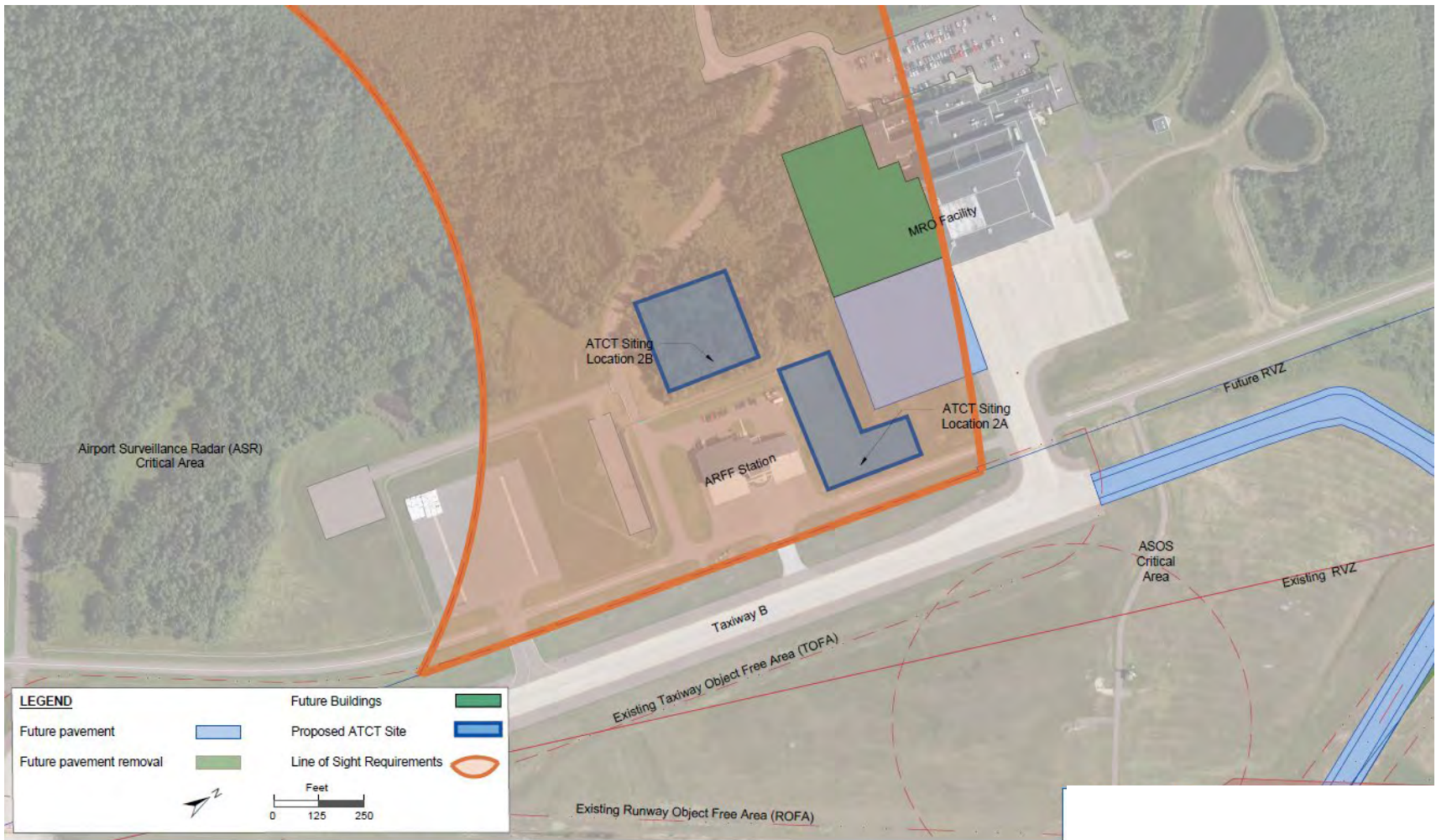
- TAC was interested in hybrid option if available
 - Currently little support for developing a path to certify only elements of a remote tower system.
 - Certification of only parts of the system may be feasible in the future, but there is no current path.
- Currently focused on Contract Tower Program, the program *could* expand to FAA towers in the future, but it will take time.

Stakeholder Feedback

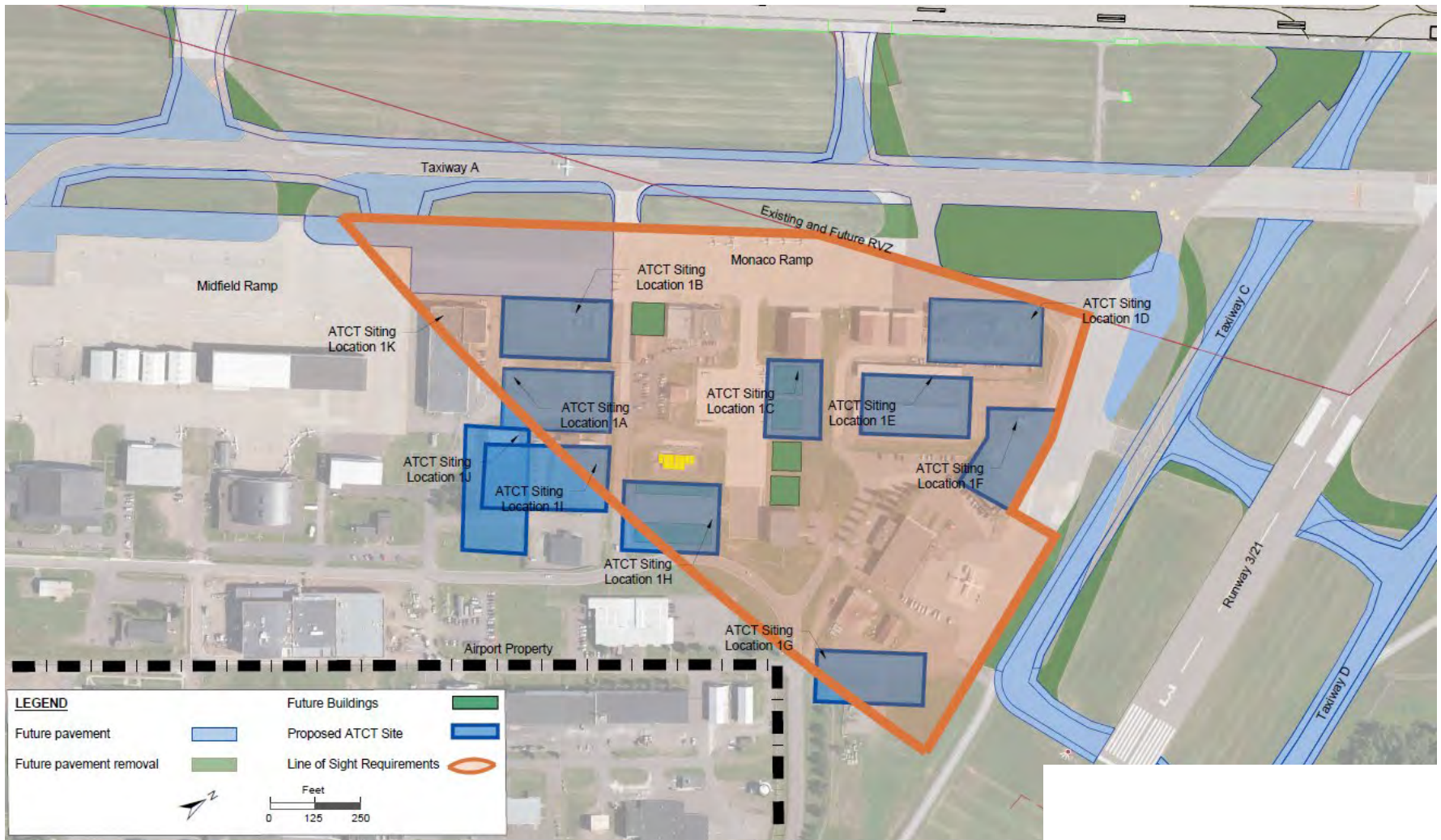
Do you support the following recommendations for the ATCT replacement?



ATCT Development Areas – NW Quadrant

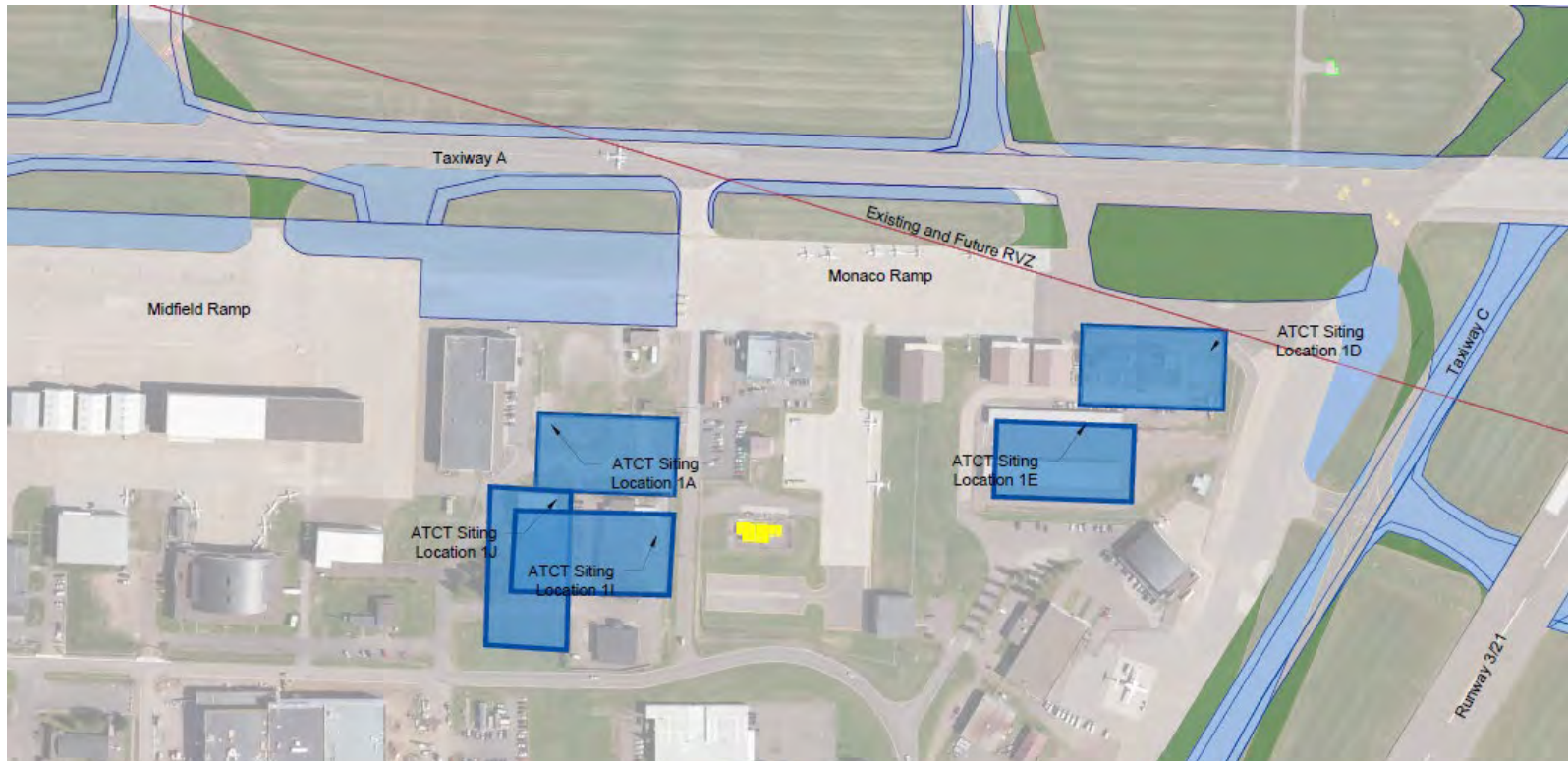


ATCT Development Areas – SW Quadrant



Preferred ATCT Alternatives

Alternatives 1A, 1D, 1E, 1I, 1K



Taxiway Network and Aircraft Parking TAC

Proposed Taxiway Design Standards

| | Pavement Width | Shoulder Width | Accommodates |
|------------------------|----------------|----------------|---|
| Taxiway A | 75' | 25' | Meets 148 th needs / exceeds critical aircraft |
| Runway 9/27 Connectors | 75' | 25' | Meets 148 th needs / exceeds critical aircraft |
| Taxiway C | 50' | 20' | Critical Aircraft (A319) |
| Runway 3/21 Connectors | 50' | 20' | Critical Aircraft (A319) |
| Taxiway D | 75' | 25' | Meets 148 th needs / exceeds critical aircraft |
| Taxiway F Network | 75' | 25' | Meets 148 th needs |

A full-length Taxiway D alternative is still be evaluated and will continue to be considered

It is proposed Taxiway C be designed to the standards of the Critical Aircraft (A319). Larger aircraft will be required to back-taxi on Runway 3/21 to the Guard Ramp

Taxiway Layout

- Runway 3/21 Taxiway Network continues to be evaluated
- Taxiway A TAC preferred alignment is shown



Alternative 1A (Parallel)



Alternative 1B (modified existing)



I'm not sure yet, or I would like to further evaluate building area alternatives before deciding

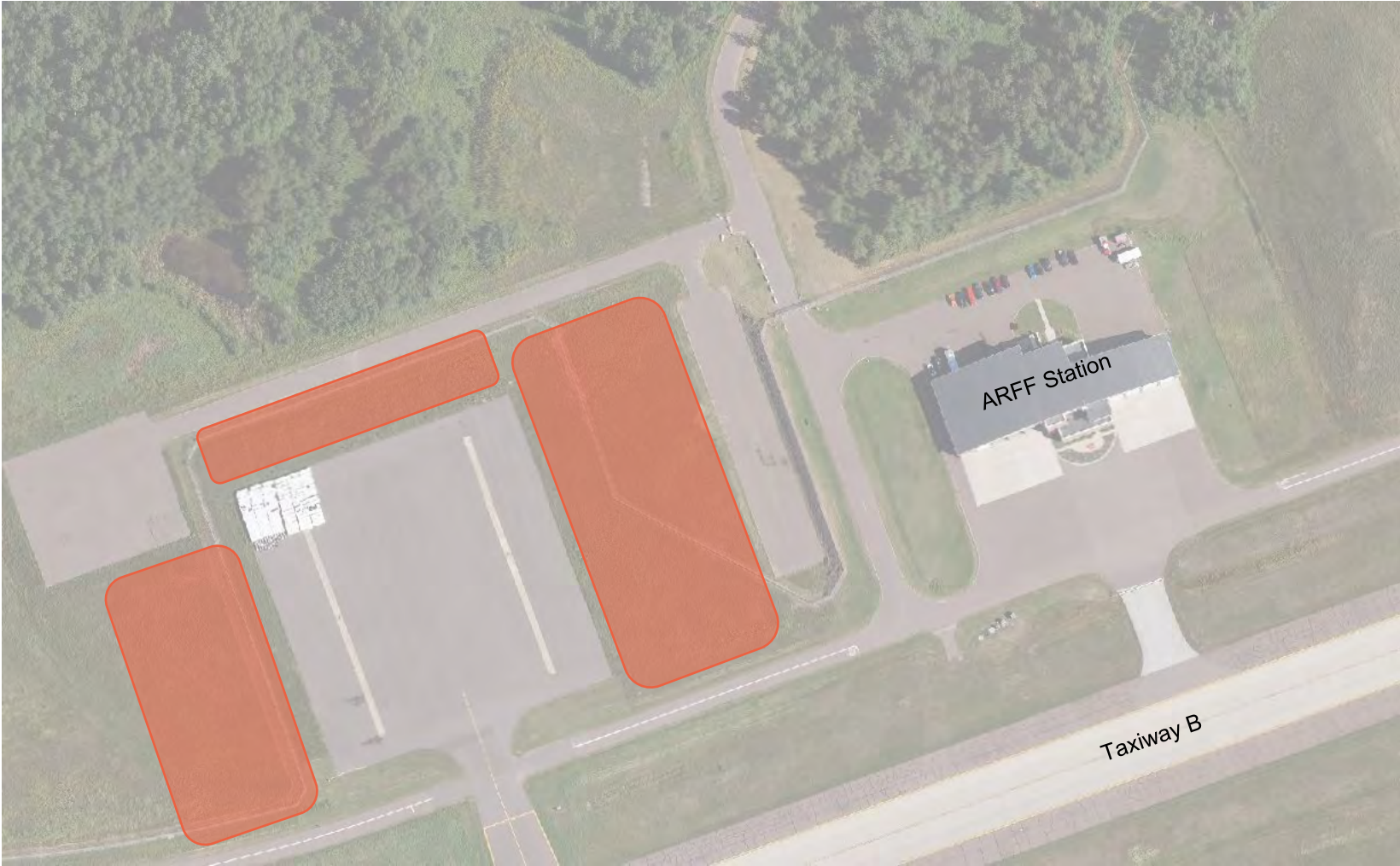
Taxiway and Aircraft Parking TAC

- Meeting on December 2nd
- Focused on:
 - Aircraft parking
 - Hangar development
 - Aeronautical development and redevelopment areas
 - Reserving a location for the air traffic control tower

Shovel Ready Sites – SW Quadrant



Shovel Ready Sites – NBDA



Western Airport Road (West of Cirrus)



Building Area Alternatives

- Survey was sent to the TAC group this week for follow-up
 - Seeking feedback on highest and best use for various development and redevelopment areas
- Continue to balance the needs for aeronautical and non-aeronautical development

Sustainability TAC

- To be established after the new year
- TAC goals in development

Financial Implementation Plan

- Task kicked off in December 2020
 - Approximately a 6-month task
- Will evaluate financial feasibility of recommendations
 - Financial feasibility must be considered in the evaluation of development recommendations
- Goal: A feasible implementation plan

What are the next tasks?

- Forecast submittal and FAA approval
- Facility recommendations
- Alternatives Analysis
 - Preferred taxiway alternatives
 - Apron and aircraft parking layout
 - Building area development and redevelopment alternatives
 - Misc. airside and landside alternatives
- Sustainability Technical Advisory Committee (TAC)
- Financial Implementation Plan



Part 150 Noise Study

Project Update

Part 150 Noise Study

- Project website
 - <https://duluthairport.com/noise-study/>
- Involvement in Public Advisory Committee (PAC)



OVERVIEW | DOCUMENTS | COMMUNITY INVOLVEMENT | FAQ

Welcome to the Duluth International Airport Part 150 Study

The Duluth Airport Authority (DAA) is initiating a study, commonly referred to as a Part 150 Noise Compatibility Study (Part 150 Study), to document the levels of noise from aircraft operations at Duluth International Airport (DLH).

Calendar

View upcoming events.

No Upcoming Events

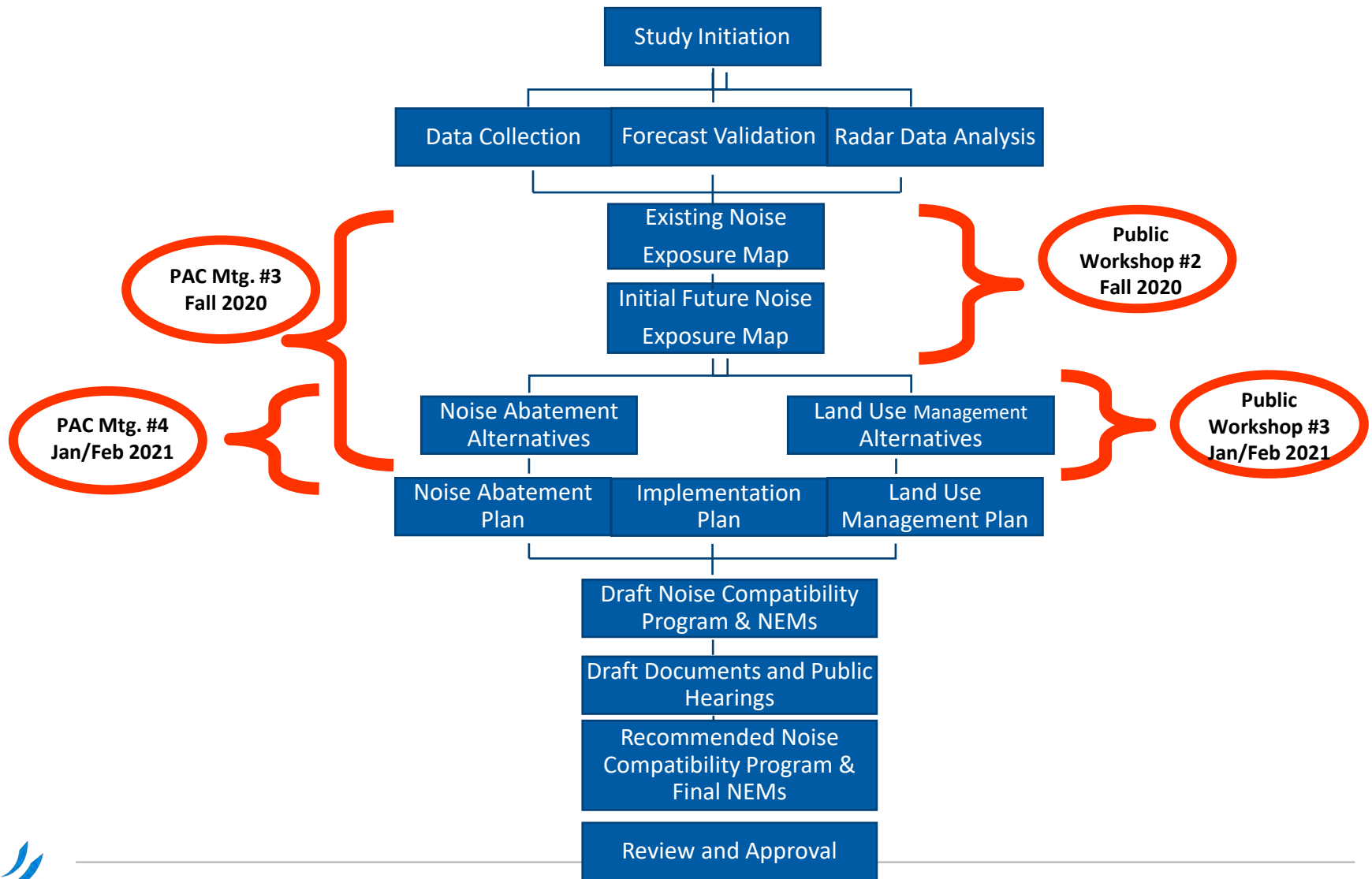
View All / Past Events »



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Part 150 Noise Study Progress



Part 150 Study Next Steps

- Public Advisory Committee #4 (virtual)
 - Noise abatement alternatives
 - Land use management alternatives
- Public Workshop #3 (virtual)
- Completion of documentation

- Project website
 - <https://duluthairport.com/noise-study/>

What's Next for the Master Plan?

- MPAC Meeting #5
 - March 17, 2020 at 7:30 pm

Thank You!