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# MEETING AGENDA

**RE:** Taxiway and Apron Network  
Technical Advisory Committee Meeting #6

**Date of Meeting:** June 28, 2021

**Project Manager:** Kaci Nowicki

**Time of Meeting:** 1:00 p.m.

**SEH No.:** 150733 16.00

**Location of Meeting:** Virtual Meeting

**Invitees:**

- Duluth Airport Authority
- SEH
- City of Duluth
- Minnesota Air National Guard 148th Fighter Wing
- Duluth International Airport Tenant Association (DIATA)
- Cirrus Aircraft
- Military Affairs Committee – Duluth Chamber of Commerce
- Hermantown Chamber of Commerce
- Airport commercial operators (airlines and cargo carriers)
- Lake Superior College
- General aviation tenants
- Lake Superior Helicopters
- Federal Aviation Administration (FAA)
- Minnesota Department of Transportation (MnDOT)

- I. **Introductions**
- II. **Goals of Taxiway Network and Aircraft Parking Improvements**
  - A. **Figure A** and **Figure B** in this packet show feedback from stakeholders and non-standard FAA design features of the existing Taxiway network. these items guided the alternatives analysis.
- III. **Proposed Taxiway Network**
  - A. Runway 9/27 taxiway network
    1. Taxiway A reconstruction phasing
  - B. Runway 3/21 taxiway network (see **Figures 1A and 1B**)
- IV. **Preferred Air Traffic Control Tower Location**
  - A. Preferred location
- V. **Building Area Layouts**
- VI. **Proposed Apron and Aircraft Parking Layout**
- VII. **Next Steps**

# Microsoft Teams meeting

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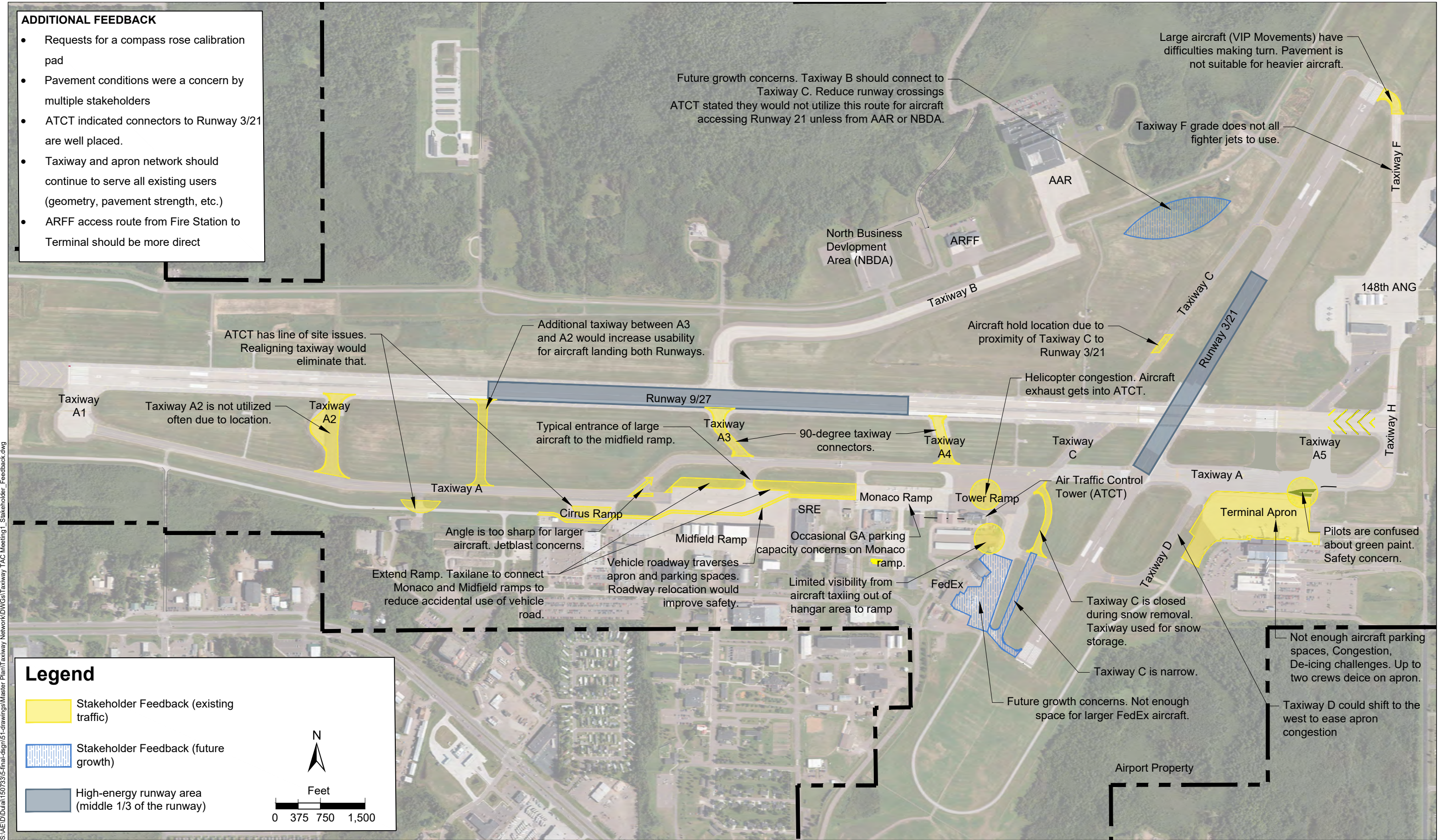
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- ADDITIONAL FEEDBACK**
- Requests for a compass rose calibration pad
  - Pavement conditions were a concern by multiple stakeholders
  - ATCT indicated connectors to Runway 3/21 are well placed.
  - Taxiway and apron network should continue to serve all existing users (geometry, pavement strength, etc.)
  - ARFF access route from Fire Station to Terminal should be more direct



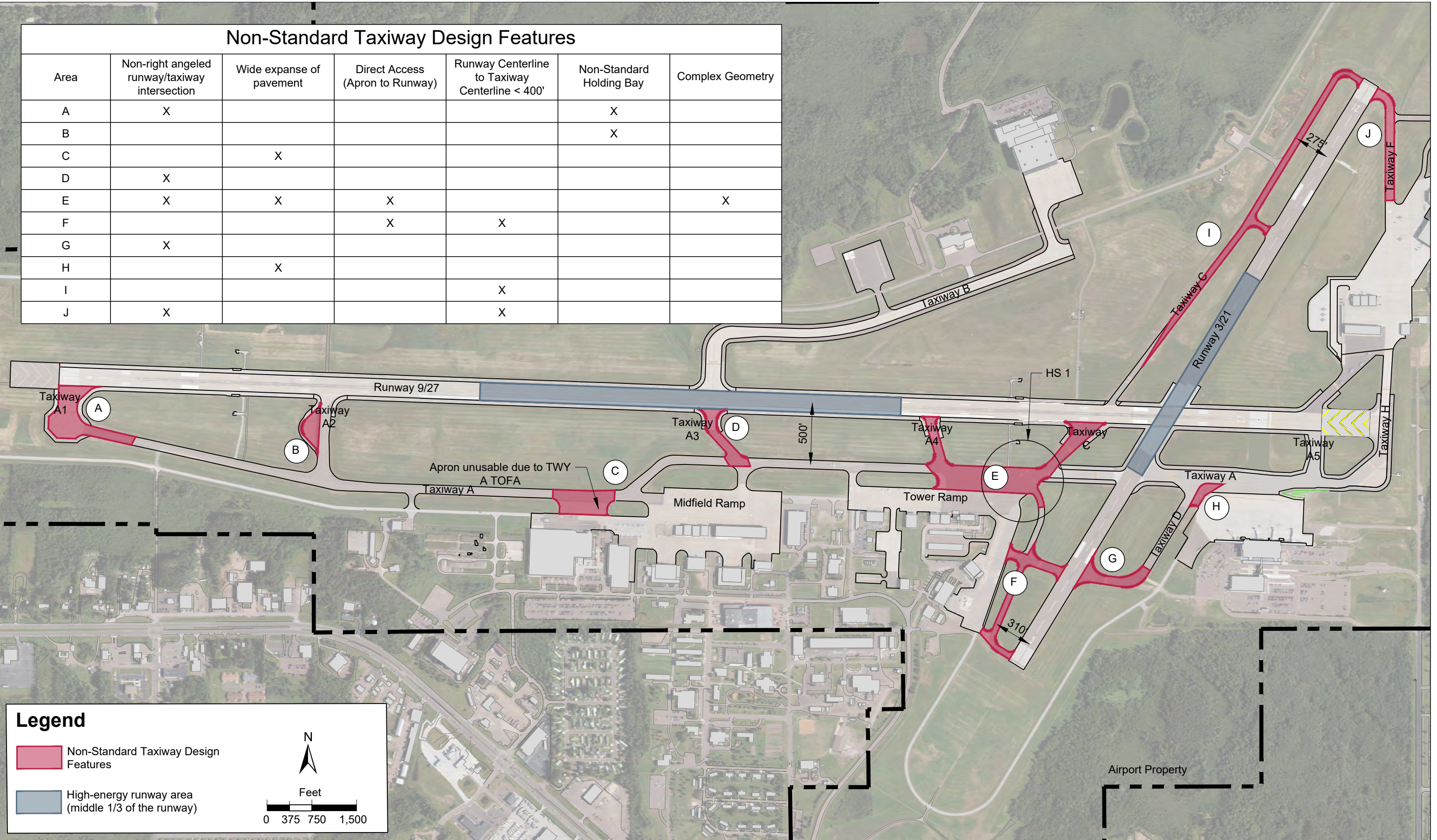
**Legend**

- Stakeholder Feedback (existing traffic)
- Stakeholder Feedback (future growth)
- High-energy runway area (middle 1/3 of the runway)

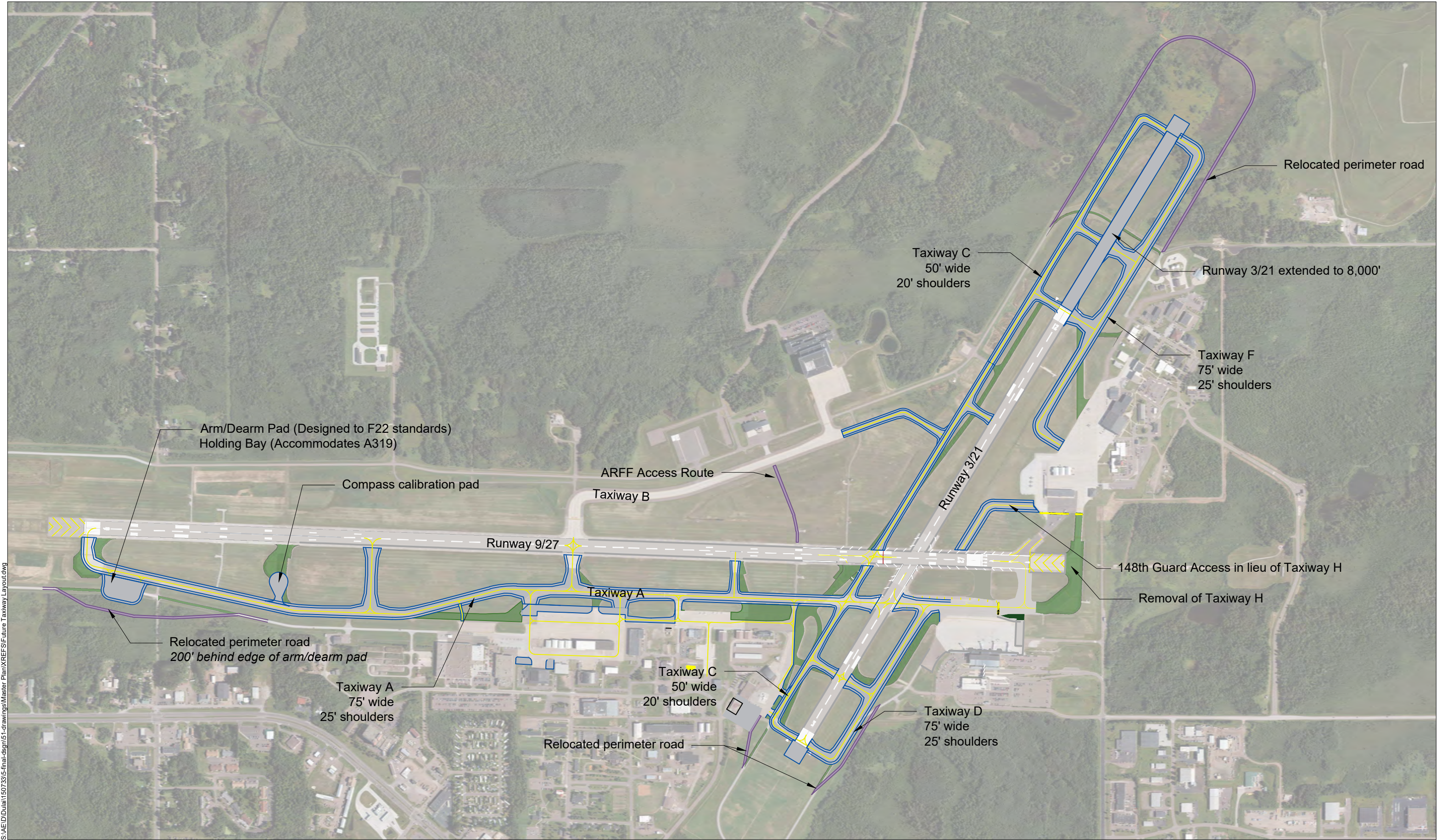
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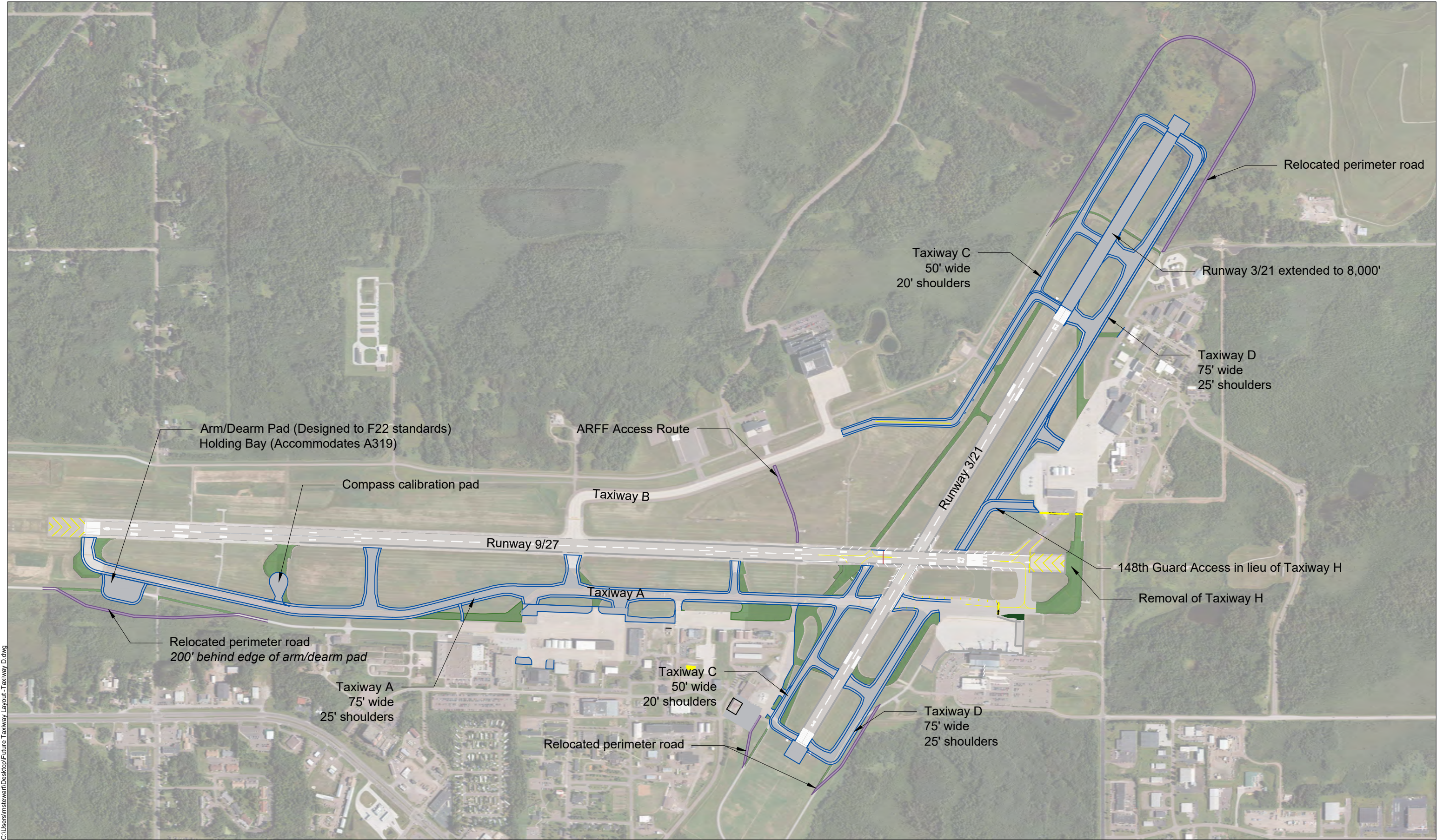
Non-Standard Taxiway Design Features						
Area	Non-right angled runway/taxiway intersection	Wide expanse of pavement	Direct Access (Apron to Runway)	Runway Centerline to Taxiway Centerline < 400'	Non-Standard Holding Bay	Complex Geometry
A	X				X	
B					X	
C		X				
D	X					
E	X	X	X			X
F			X	X		
G	X					
H		X				
I				X		
J	X			X		



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