

Duluth Airport Master Plan

Economic Development

Technical Advisory Committee (TAC)
Meeting #3

September 10, 2021



Building a Better World for All of Us®



Introductions

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Introductions

- Name
- Organization
- Role

Meeting Agenda

- Economic Development TAC Goals
- Review of Meeting #1 and #2
- Aeronautical and non-aeronautical development opportunities

Economic Development TAC 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

Economic Development TAC 1

April 9, 2020

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

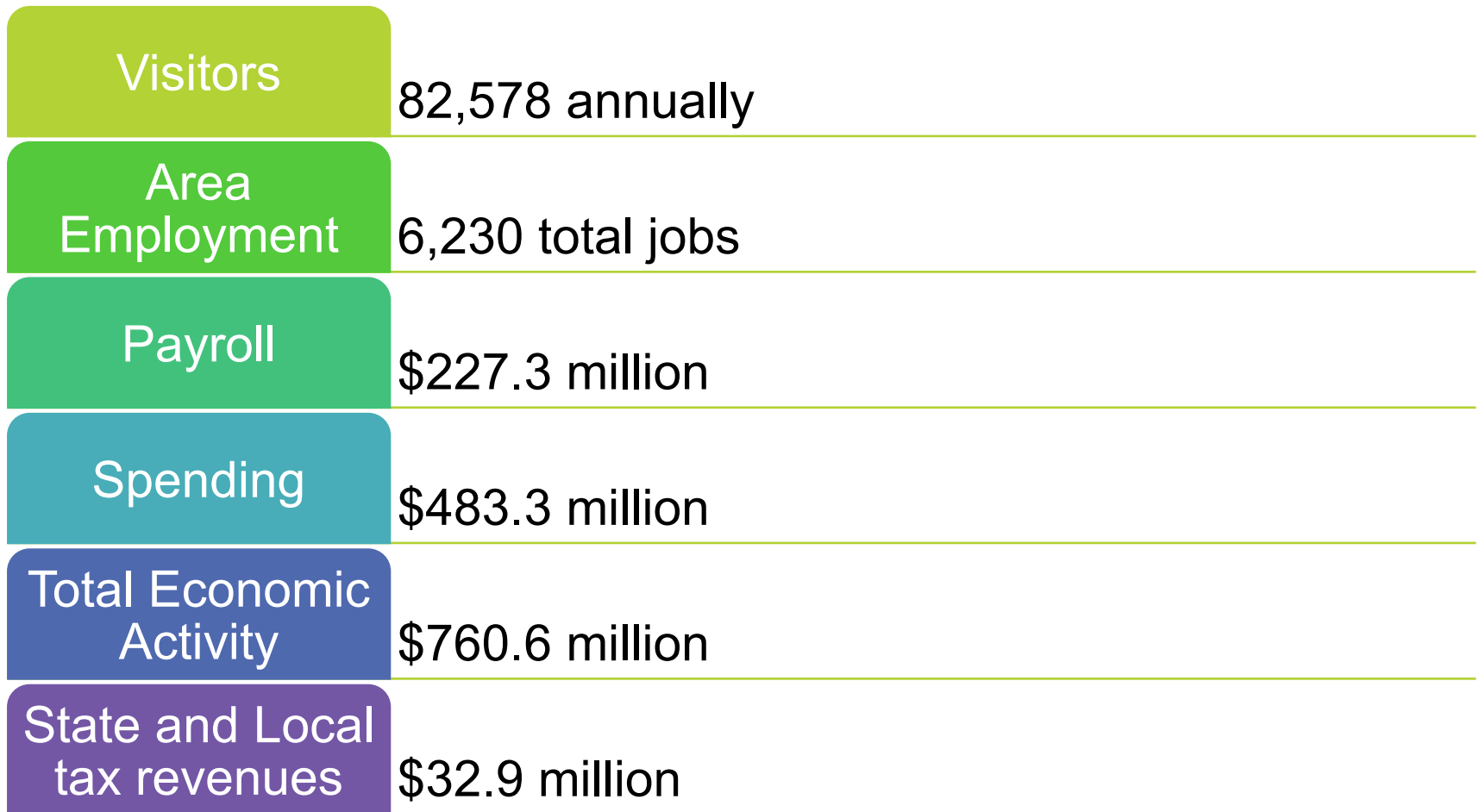
Non-Aeronautical

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

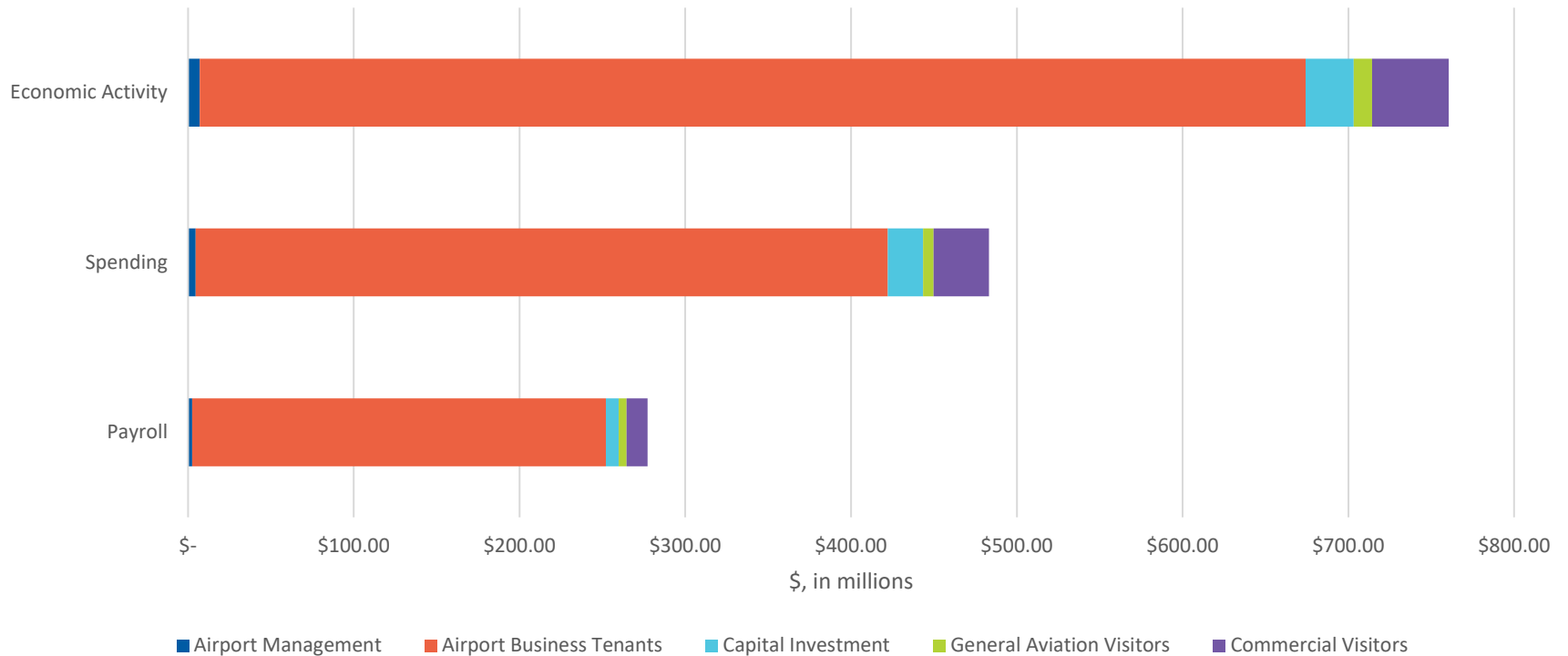
Note: The FAA must approve non-aeronautical activities before the use is allowed.

Total Annual Economic Impacts of DLH



MnDOT Office of Aeronautics 2019 Airport Economic Impact Study

Economic Impacts of DLH by Employer

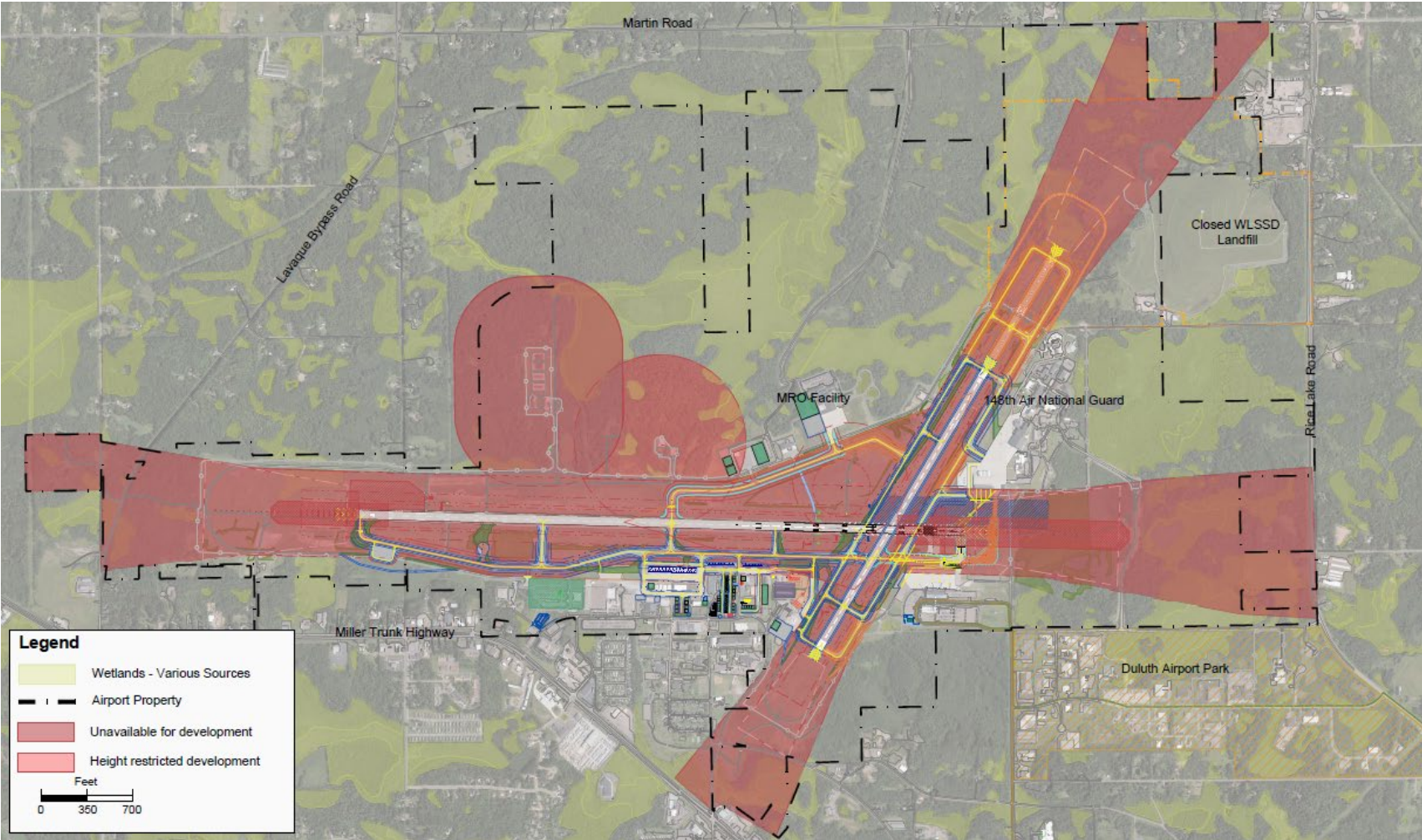


MnDOT Office of Aeronautics 2019 Airport Economic Impact Study

Economic Development TAC 2

September 22, 2020

Restricted Development Areas



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

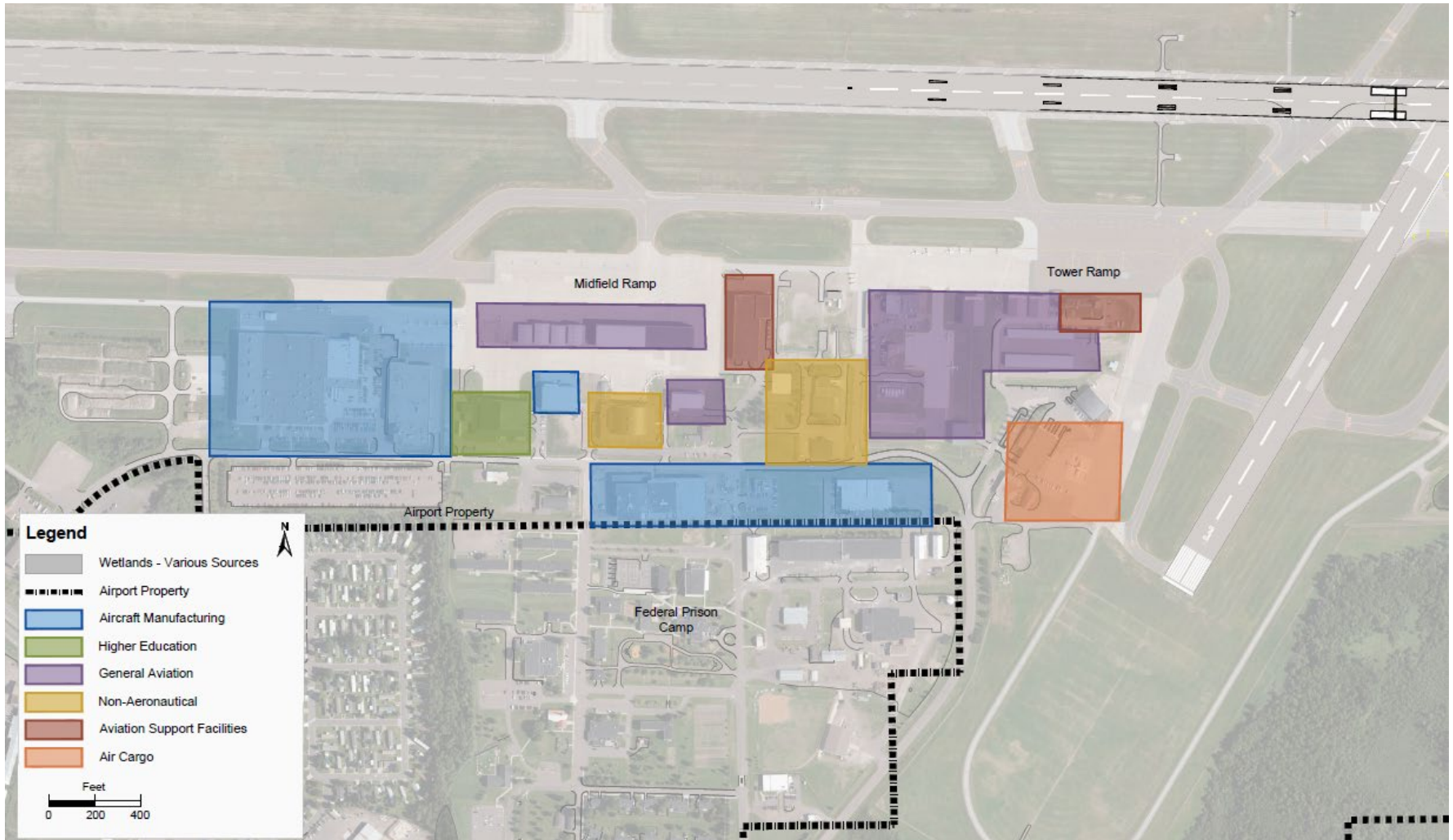


Development Needs

- Large sites needed (50-100+ acres)
- Adequate roadway access
- Reliable broadband
- Parking
- Utility extensions (north side)

Aeronautical Development

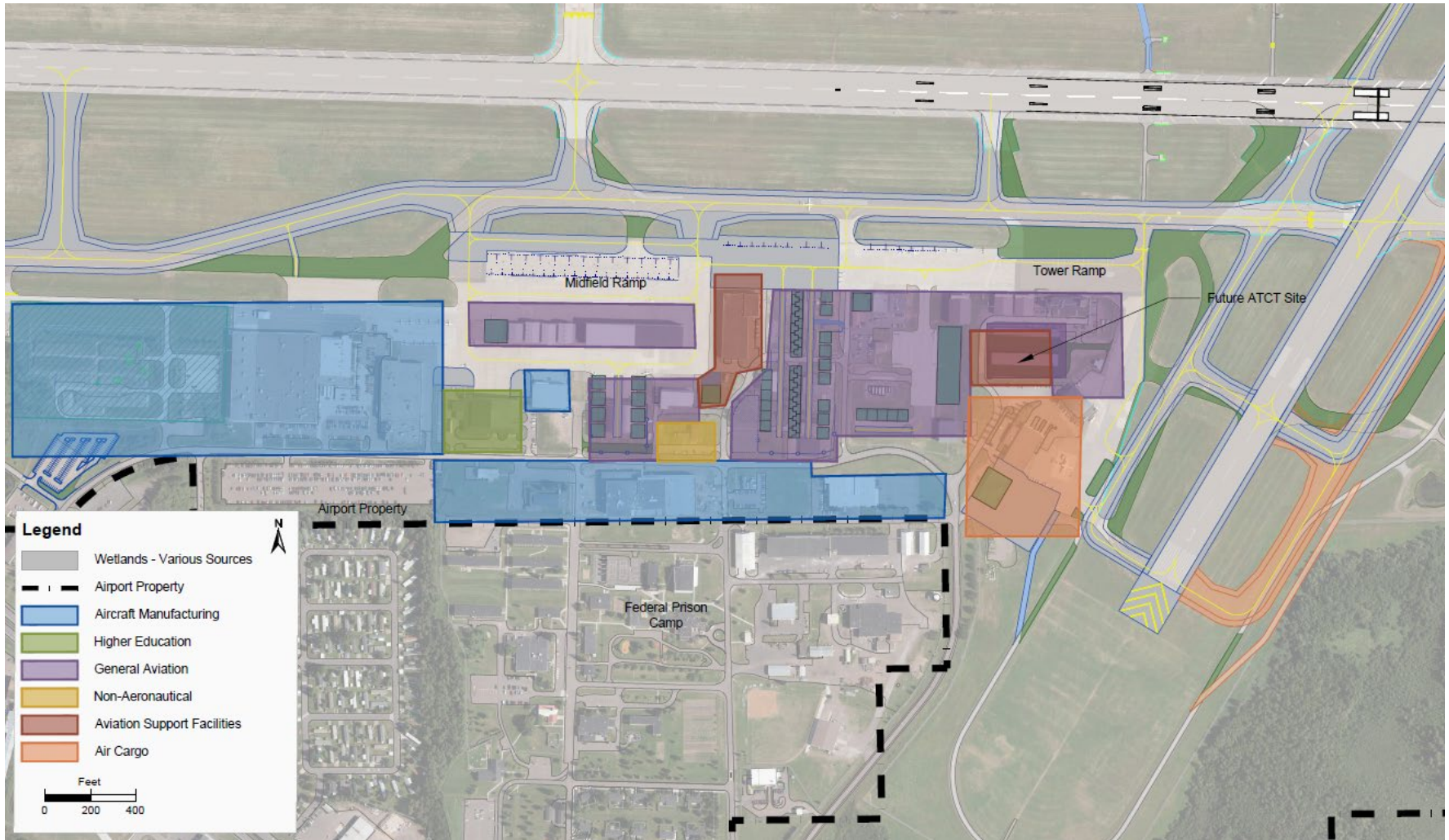
Exist Southwest Quadrant Development



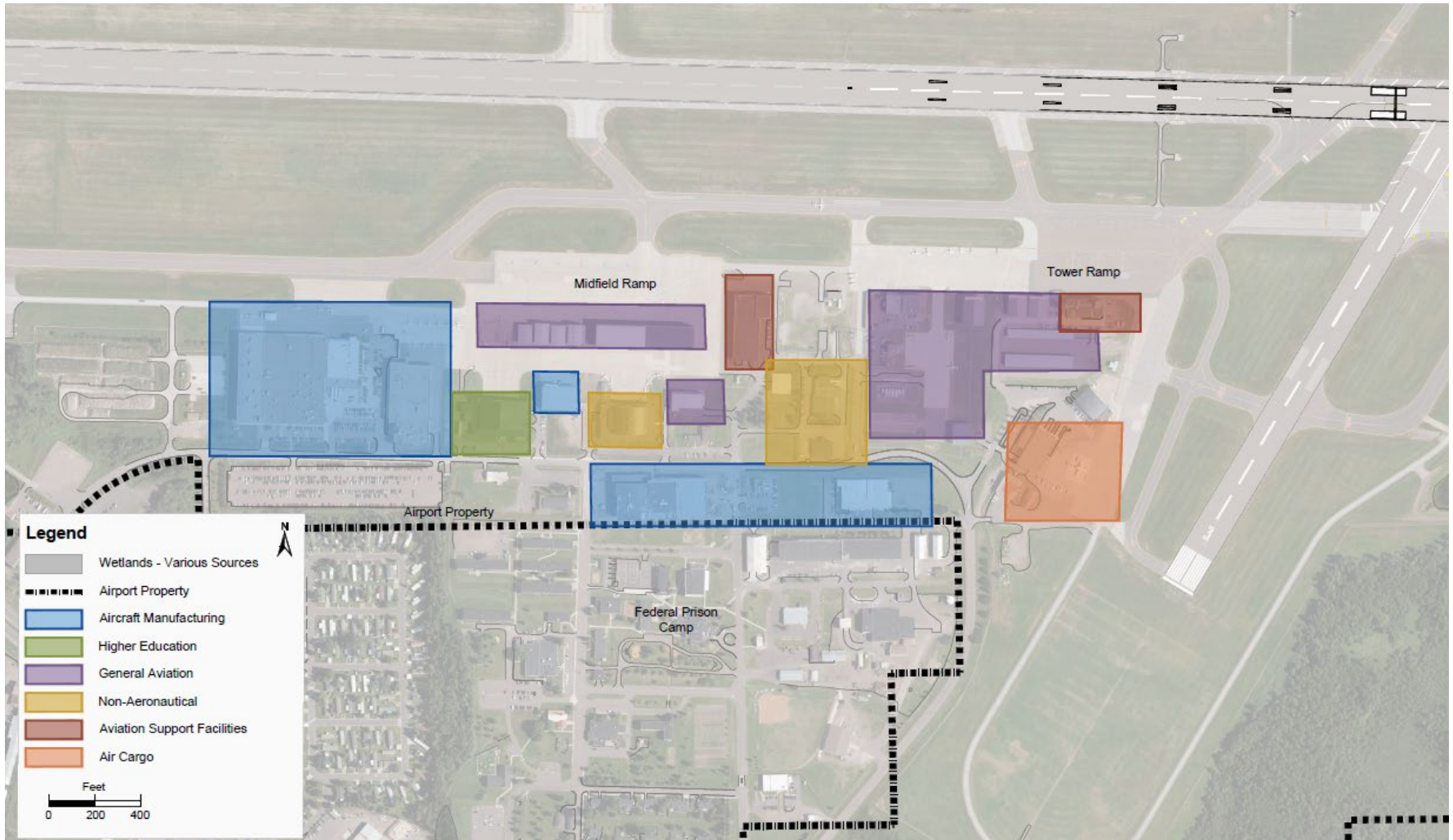
Aeronautical Building Area Needs and Goals *(Taxiway and Apron TAC)*

- Designated helicopter area
 - 3 to 4 helicopter parking spots
 - Large box hangar(s)
- Group development by use and similar sized aircraft
- Remove aircraft parking in Runway Visibility Zone (RVZ)
- Eliminate existing ATCT line of sight challenges and avoid future line of sight limitations
- Aeronautical manufacturing expansion space
- Larger hangars
- Ranch and T-hangars

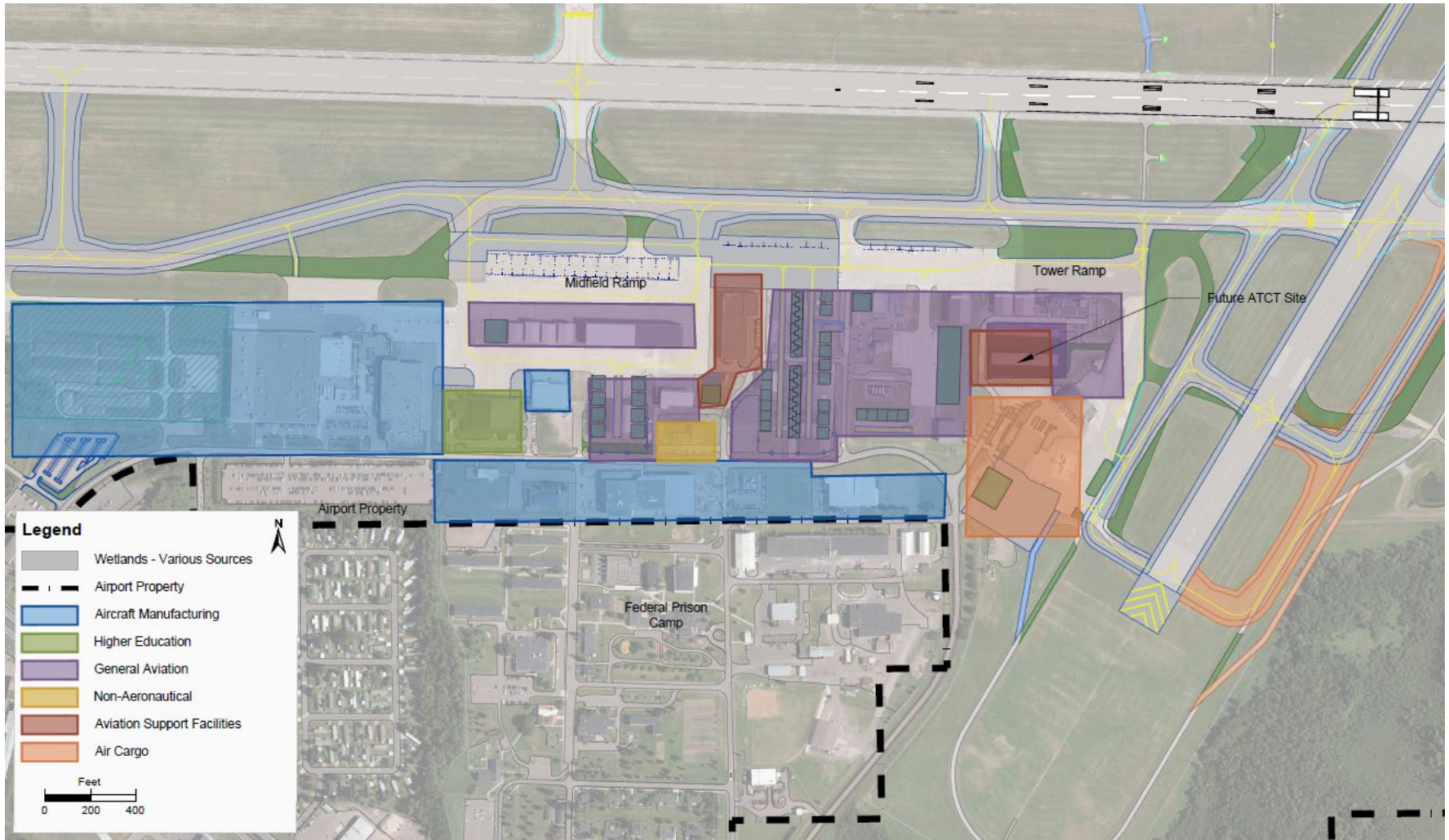
Proposed Southwest Quadrant Development



Exist Southwest Quadrant Development



Proposed Southwest Quadrant Development

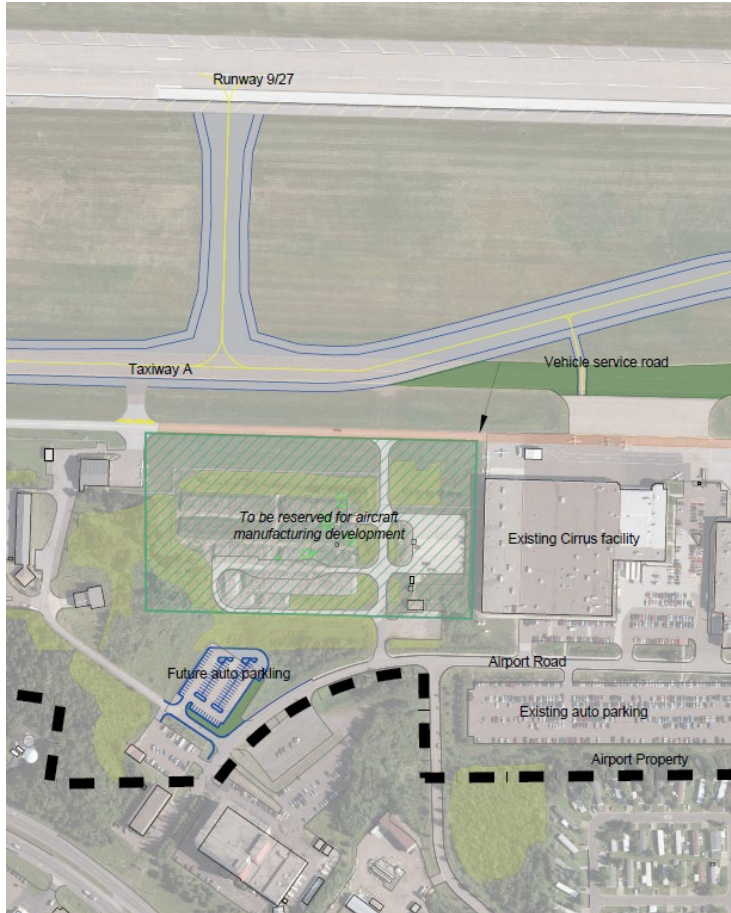


Future Aeronautical Development Sites

Airport Layout Plan (ALP)

- Graphical depiction of existing, future and ultimate conditions of the airport
- FAA approves the Plan
- Depicts potential development layouts and does not restrict the Airport from the development of other sizes or types of building / hangars
- If the development needs change, an ALP sheet update can be submitted to the FAA for proposed development

Aircraft Manufacturing Area



Aircraft Manufacturing Use

~ 11 Acres

Zoning: Mixed Use Business (City of Duluth)

Availability: Leased by 148th FW until June 2023

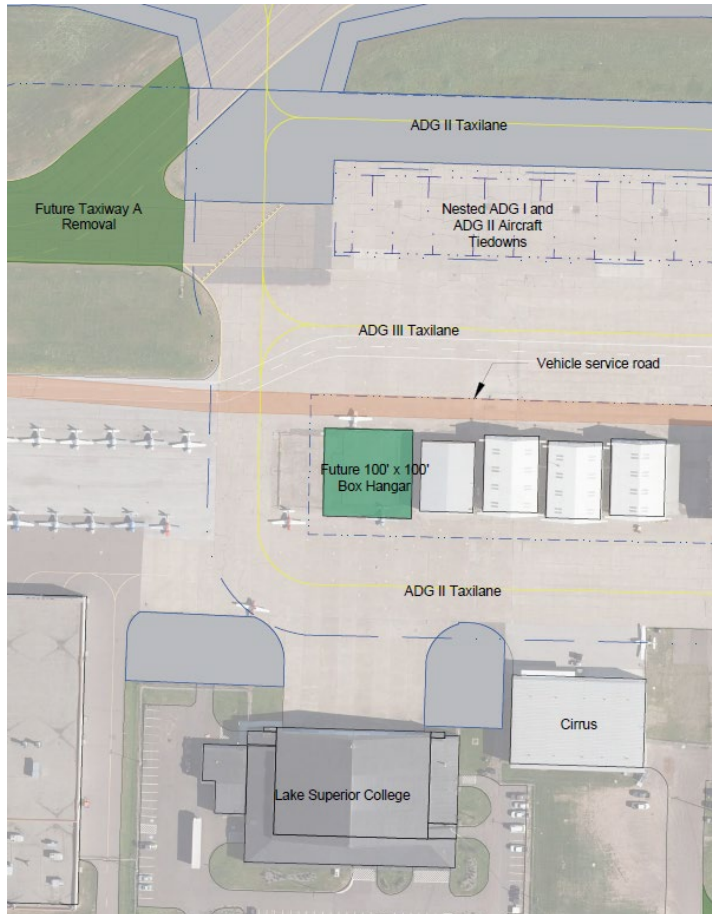
Opportunities

- Road Access
- Adjacent to existing aeronautical manufacturing
- Potential nearby parking capacity (south)

Challenges

- Site currently under environmental clean up
- Potentially challenging soils
- Wetland impacts

Midfield Ramp



Aeronautical Use

100' x 100' Box Hangar

Zoning: Mixed Use Business (City of Duluth)

Availability: Potentially 2022

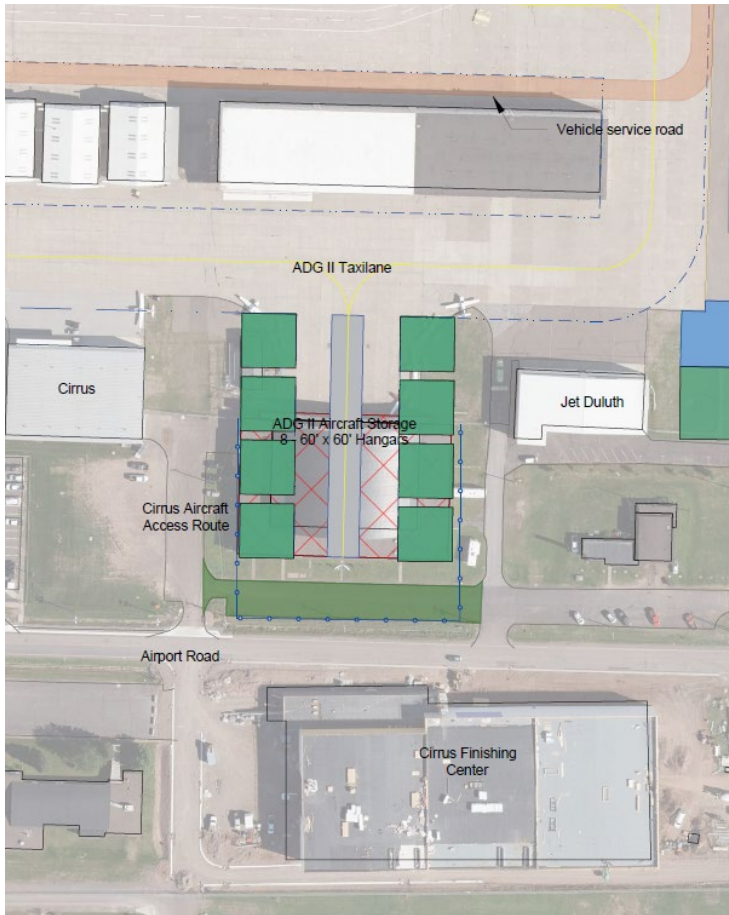
Opportunities

- Ability to accommodate large box hangar
- Access to midfield ramp (accommodates large aircraft)

Challenges

- Site preparation costs
- Potential soil contamination

Hangar 101 Site



Aeronautical Use

80' x 80' Box Hangars

Zoning: Mixed Use Business (City of Duluth)

Availability: Potentially 2026

Opportunities

- Accommodates multiple box hangars
- Strong GA hangar demand

Challenges

- Environmental review and potential cleanup will delay site availability for multiple years

Between Monaco and the SRE Building



Aeronautical Use

Mix of T and Ranch Hangars

Zoning: Mixed Use Business (City of Duluth)

Availability: Likely over 5 years

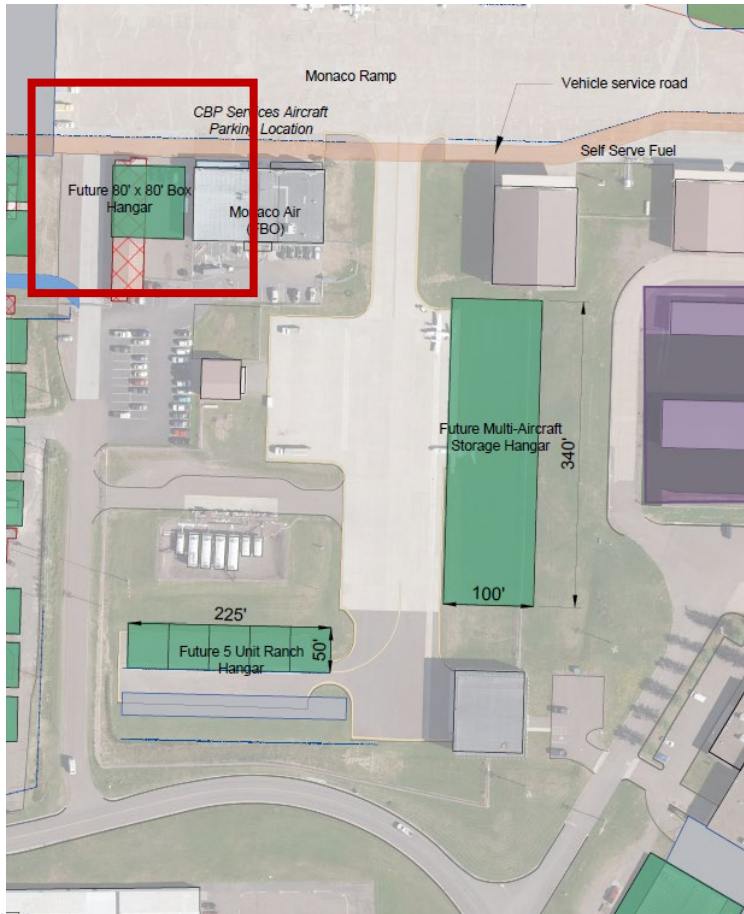
Opportunities

- Ability to serve large number of small GA aircraft
- Accommodates hangar users that will be relocated from the future ATCT site
- Strong GA hangar demand

Challenges

- Requires removal of multiple structures
- Supporting infrastructure (taxilane) development needed

South of the Monaco Ramp *Box Hangar Development*



Aeronautical Use

Zoning: Mixed Use Business (City of Duluth)

Availability: Under long-term lease

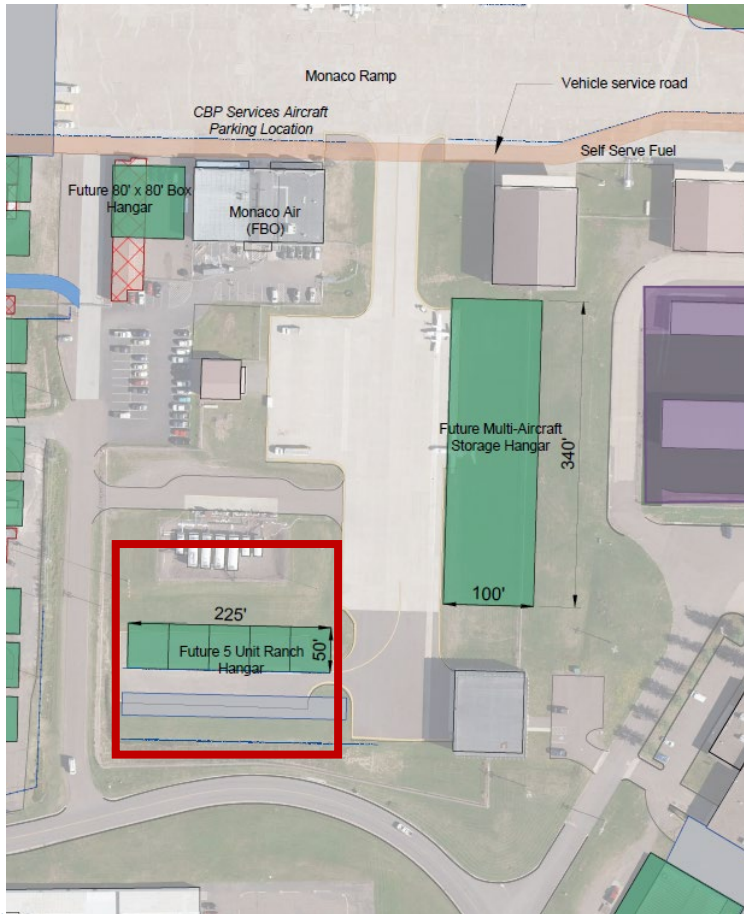
Opportunities

- Direct apron access
- Located adjacent to FBO facility

Challenges

- Requires removal of t-hangar and relocation of users

South of the Monaco Ramp *Ranch Hangar Development*



Aeronautical Use

Zoning: Mixed Use Business (City of Duluth)

Availability: Shovel Ready

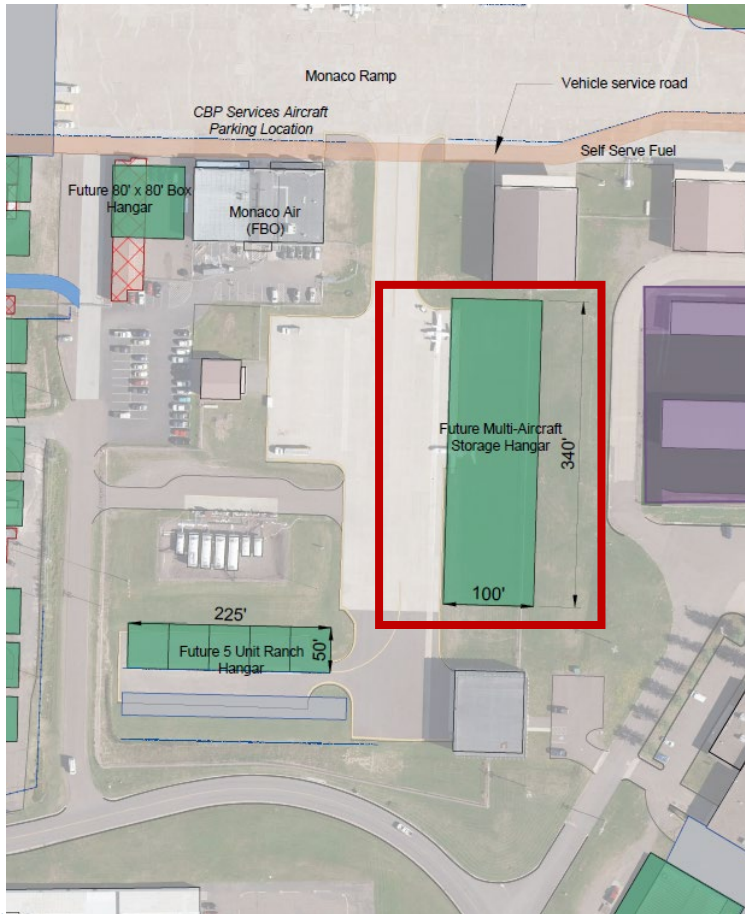
Opportunities

- Available for lease
- Demand for this type of hangar
- Opportunity for south facing doors

Challenges

- Limited site size

South of the Monaco Ramp *Multi-Unit Hangar Development*



Aeronautical Use

Zoning: Mixed Use Business (City of Duluth)

Availability: Shovel Ready – Under Lease by Tenant

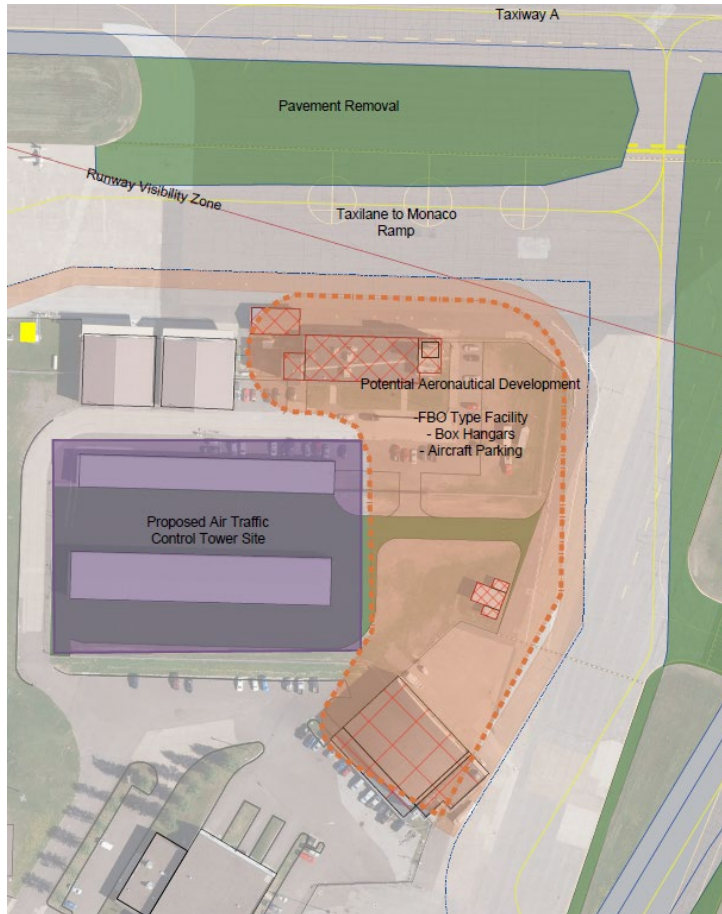
Opportunities

- Accommodates large multi-bay or multiple single hangars
- Potential for vehicle access to rear of hangar

Challenges

- Only accommodates up to 79' wingspan

Tower Ramp



Aeronautical Use

Acres:

Zoning: Mixed Use Business (City of Duluth)

Availability: Limited until the ATCT is relocated
(5-10+ years)

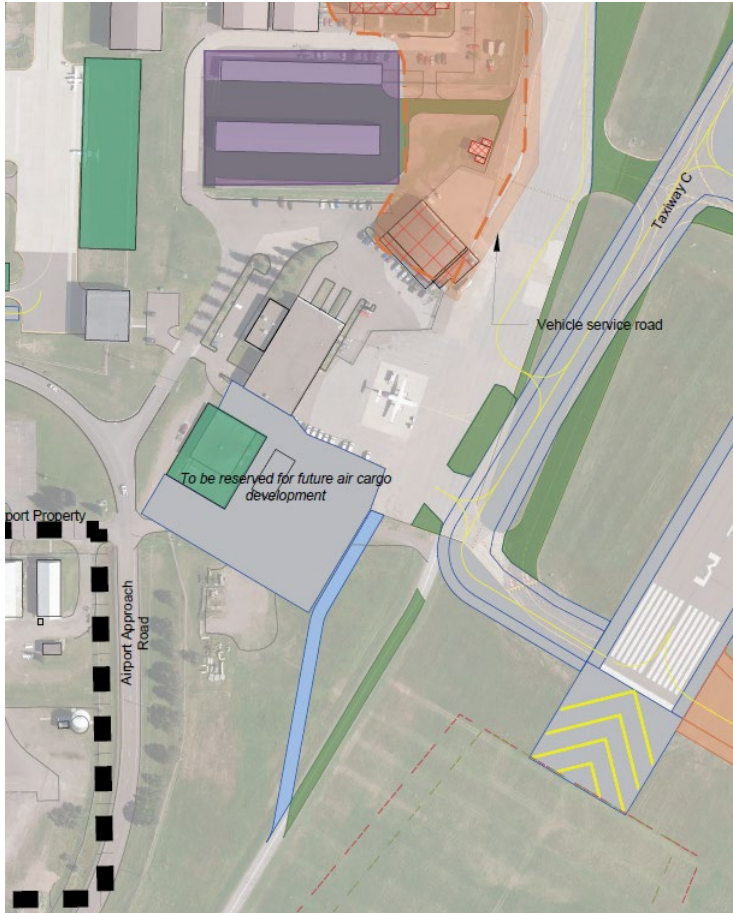
Opportunities

- Desirable location – direct airfield access
- Ability to accommodate hangars for larger wingspan aircraft (ADG III)
- Larger site development opportunities for an FBO, helicopter focused user, or other user type.

Challenges

- FAA ATCT Siting Study needed to fully inform ultimate site layout opportunities
- Limited site development opportunity in near-term
- Requires demolition of multiple structures

Cargo Ramp



Aeronautical Use

- Hangar and/or apron space opportunities

Zoning: Mixed Use Business (City of Duluth)

Availability: Under long-term lease

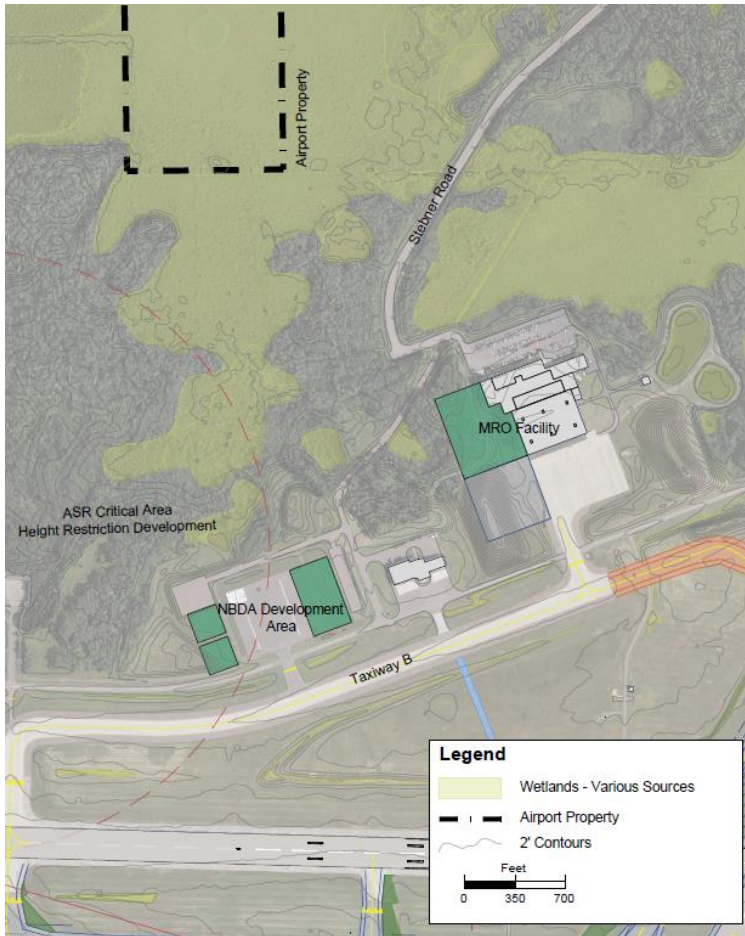
Opportunities

- Potential for tenant expansion

Challenges

- Site under long-term lease
- Limited revenue opportunities for DAA

North Business Development Area



Aeronautical Use (Hangars and MRO Facility)

~ 35 Acres

Zoning: Commercial (St. Louis County)

Availability:

- MRO Facility – Shovel Ready
- Hangar sites - Development rights are under lease

Opportunities

- Road Access
- MRO expansion opportunities
- Shovel ready
- Utilities adjacent to site

Challenges

- Site location/access

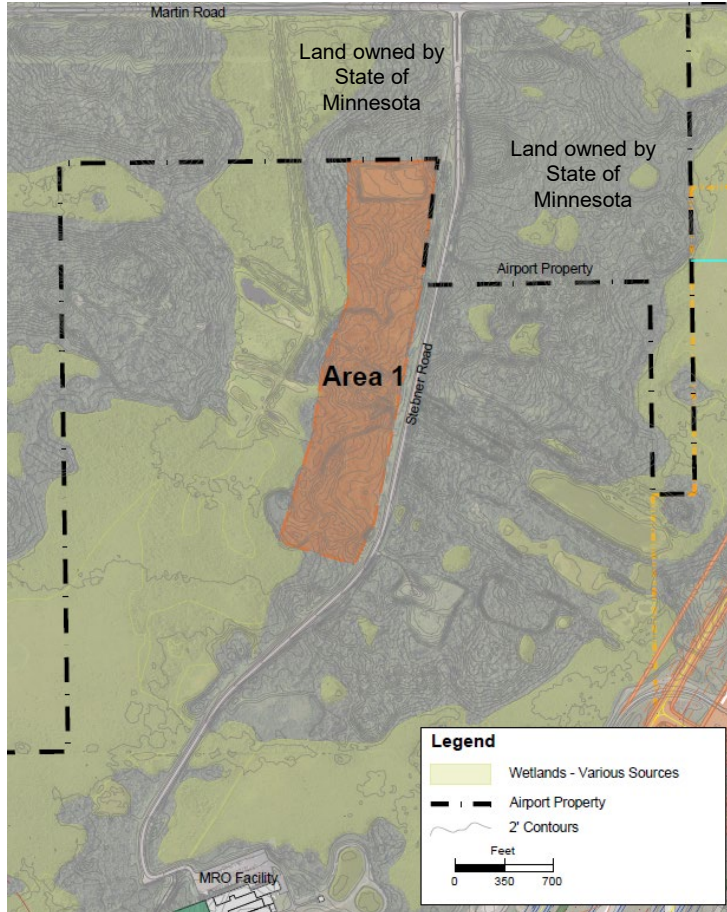
Non-Aeronautical Development

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.

Potential Development Area 1

Stebner Road



Non-Aeronautical Use

~ 35 Acres

Zoning: Commercial (St. Louis County)

Timeline: Requires FAA Land Release

Opportunities

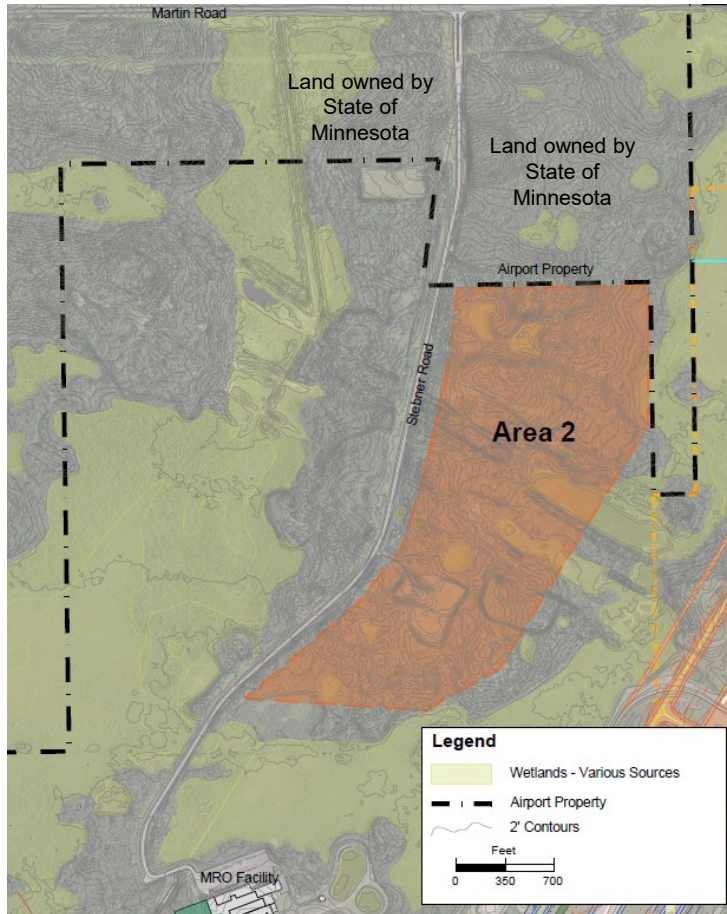
- Road Access
- Potential to avoid wetlands
- Adjacent public land – Owned by State of Minnesota

Challenges

- No existing utilities
- Tree clearing
- Narrower site to avoid wetlands (500' deep)
- Topographic / ground elevation (20' decrease from Stebner Road towards wetlands)

Potential Development Area 2

Stebner Road



Non-Aeronautical Use

~ 90 Acres

Zoning: Commercial (St. Louis County)

Timeline: Requires FAA Land Release

Opportunities

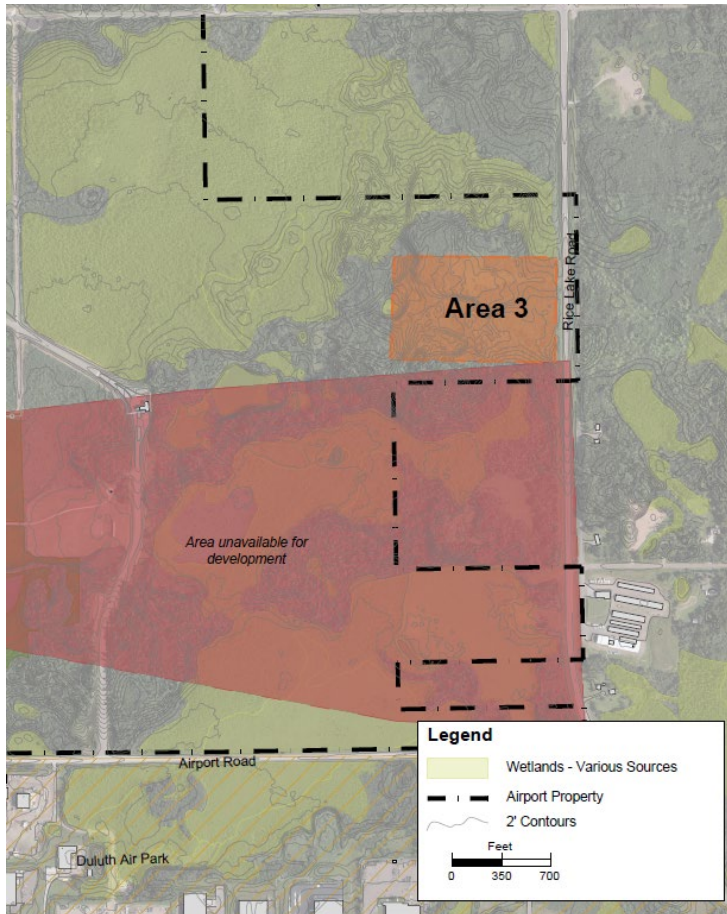
- Road Access
- Large site
- Adjacent public land – Owned by State of Minnesota

Challenges

- No existing utilities
- Tree clearing
- Scattered wetlands – ability to avoid
- Topographic / ground elevation changes

Potential Development Area 3

Rice Lake Road



Non-Aeronautical Use

~ 28 Acres

Zoning: Mixed Use Business (City of Duluth)

Timeline: Requires FAA Land Release

Opportunities

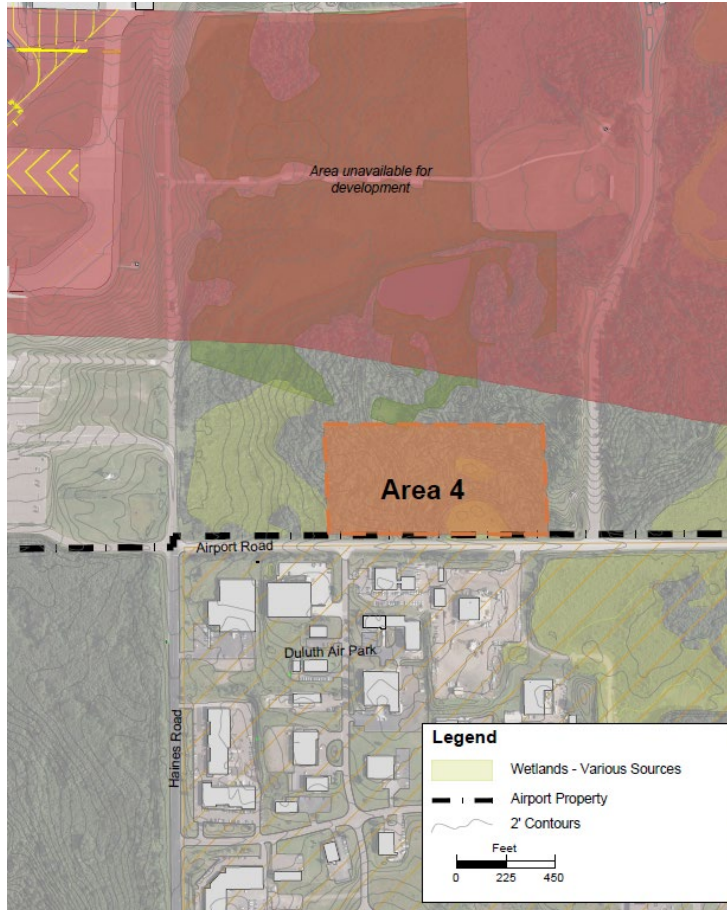
- Road Access
- Large site
- Ability to avoid wetlands

Challenges

- Tree clearing
- Topographic / ground elevation changes

Potential Development Area 4

Airport and Haines Road



Non-Aeronautical Use

~ 10 Acres

Zoning: Rural Residential (City of Duluth)

Timeline: Requires FAA Land Release

Opportunities

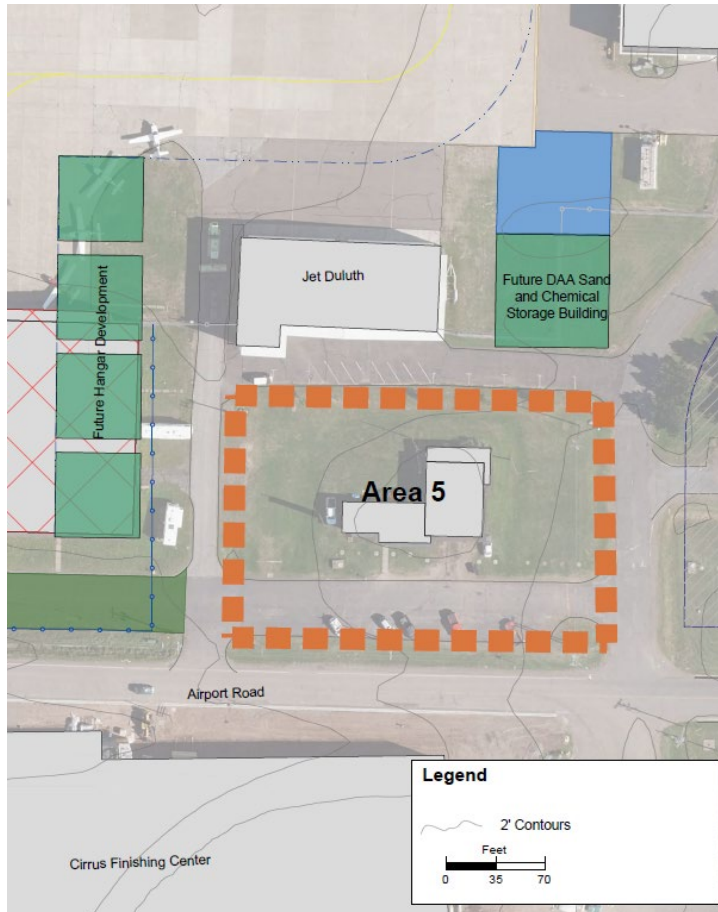
- Road Access
- Busy roadway
- Nearby utilities
- Minimal Wetland impacts / potential to avoid

Challenges

- Tree clearing
- Building out utilities to site
- Topography / Ground elevation

Potential Development Area 5

Airport Road – Southwest Quadrant



Non-Aeronautical OR Aeronautical related Use

~ 1 Acre

Zoning: Mixed Use Business (City of Duluth)

Timeline: Requires removal of structure

Opportunities

- Road Access
- Busy roadway
- Nearby utilities

Challenges

- Small buildable space
- No airside access
- Requires removal of structure

Potential Development Area 6

Airport Road – Aircraft Manufacturing



Aircraft Manufacturing

~ 9.8 Acre

Zoning: Mixed Use Business (City of Duluth)

Largely leased by tenant

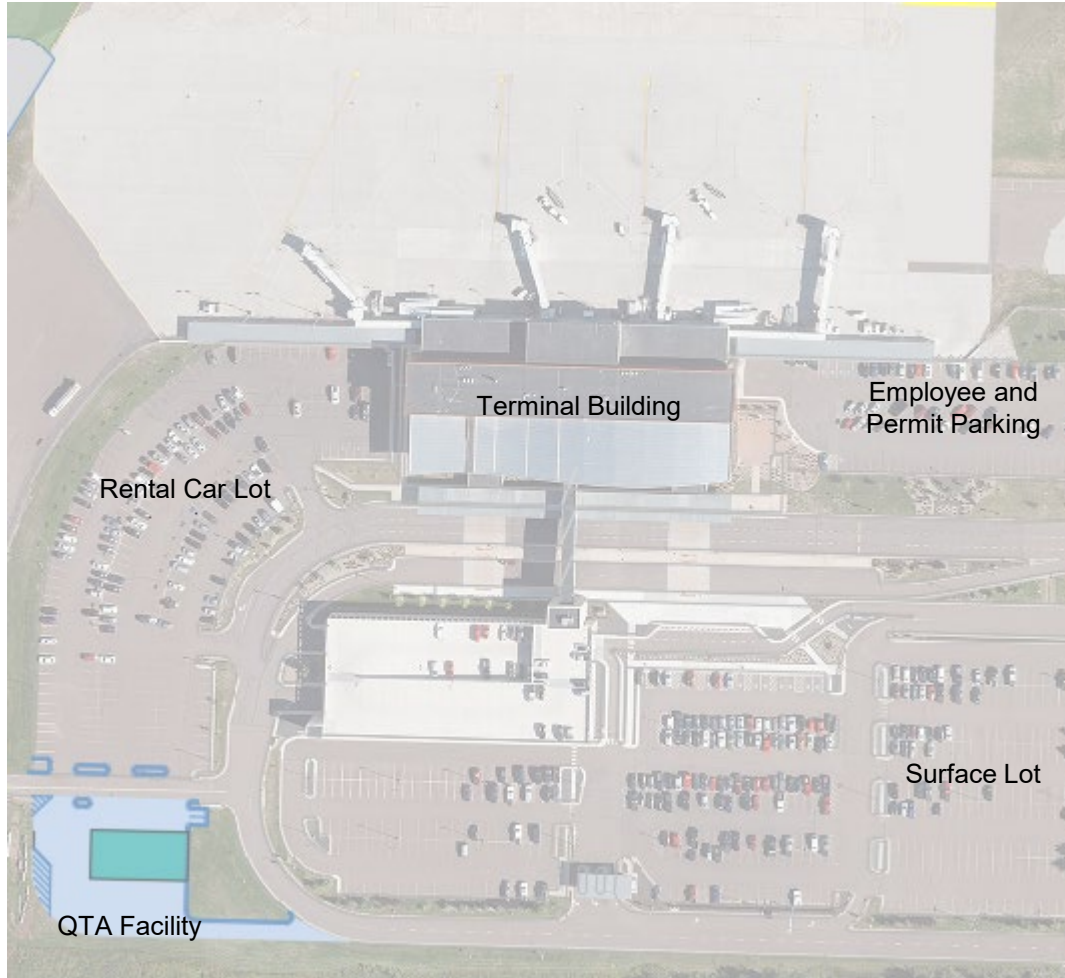
Opportunities

- Building expansion

Challenges

- Limited auto parking
- Miller Creek limits westward expansion

Terminal Area Development



Non-Aeronautical – QTA Facility

Zoning: Mixed Use Neighborhood
(City of Duluth)

Timeline: Available today

Next Steps

- Planning Process
 - Finalize Airport Master Plan Document – Fall 2021
 - Will include development area summaries
 - Finalize Airport Layout Plan – Fall 2021
- Approvals
 - DAA Board Approval – Tentatively in December
 - FAA approval Spring 2022 (tentative)
- Public Outreach
 - January through Spring 2022

Thank You!