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*U.S. Department of  
Transportation  
**Federal Aviation  
Administration***

Tom Werner  
Executive Director  
Duluth Airport Authority  
Duluth International Airport  
4701 Grinden Drive  
Duluth, MN 55811

Dear Mr. Werner:

This letter is in reference to the findings regarding the proposed Airport Traffic Control Tower (ATCT)/Terminal Radar Approach Control (TRACON) development project at the Duluth International Airport (DLH) in Duluth, MN. As agreed during the recent tower-siting efforts at the Federal Aviation Administration (FAA) Airport Facilities Terminal Integration Laboratory (AFTIL), I am providing your office with a list of impacts to DLH if the proposed ATCT is located at **Site 6**, which was selected as the preferred site.

**Section 1. Siting Requirements**

Item 1: The location of the center of the ATCT within Site 6 (geodetic datum NAD-83):

- Latitude 46° 50' 15.39" N
- Longitude 92° 11' 47.56" W

Item 2: The overall ATCT height must not exceed 1577' AMSL (153' AGL).

Item 3: The Air Traffic Control Specialist (ATCS) eye height used is 1548' AMSL (124' AGL).

Item 4: Visibility of all movement areas and non-movement areas, look-down, -up, and -across angles, sunrise, sunset, fog, snow, rain, ramp lighting, glare, existing obstructions around the airport and other issues that can adversely affect the ATCS' sight have been considered for the ATCT location.

Item 5: A preliminary plot of land to be used (i.e., the proposed Site 6) has been agreed to by the FAA and the Airport Sponsor. The Airport Sponsor must coordinate with current lease holders and users regarding the availability of the proposed tower location to ensure the tower-siting plans do not conflict with airport development plans. The Airport Sponsor must develop a conceptual layout for the preferred site and submit to the FAA for concurrence. The final layout will be determined during the design phase of the project.

## **Section 2. Identified Aviation Related Impacts**

No hazards were identified in the Safety Risk Management (SRM) Document prepared for this proposed action.

In December 2022, the FAA conducted an aeronautical review of the proposed structure (ASN 2022-AGL-12999-NRA, ASN 2022-AGL-13000-NRA, ASN 2022-AGL-13001-NRA, and ASN 2022-AGL-13002-NRA). The Flight Procedures Office determined that the proposed ATCT would have the following impacts on Instrument Flight Rules (IFR) operations: IFR EFFECT-Duluth, MN Duluth Intl (DLH):

- ASR RADAR-1 RWY 3 MDA/HAT from 1820/400 to 1840/420 (NEH 1568 AMSL)
- RNAV (GPS) RWY 3 LNAV MDA/HAT from 1820/400 to 1840/420 (NEH 1550 AMSL)
- VOR or TACAN RWY 3 MDA/HAT from 1820/400 to 1840/420 (NEH 1570 AMSL)
- Structure must be lighted with red obstruction lights in accordance with FAA Advisory Circular 70/7460-1
- The final design of the ATCT and base building will have to be evaluated for any impacts to the Runway 09 CAT II Localizer.

## **Section 3. Environmental Impacts, Considerations and Actions**

- A Phase I Environmental Site Assessment (ESA) of Preferred Site 6 performed by the FAA in January 2023 identified Recognized Environmental Conditions (RECs).
- The Duluth Airport Authority must complete a Phase II ESA.
- The Duluth Airport Authority must remediate the site to the satisfaction of the Minnesota Pollution Control Agency (MPCA) and obtain a letter of No Further Action Determination prior to the construction of the Airport Traffic Control Tower at Site 6 per the terms and conditions included in the April 24, 2023 letter from the Duluth Airport Authority to the FAA Airports District Office. The Duluth Airport Authority must work closely with the FAA during coordination with MPCA on remediation of the site to ensure FAA's requirements are met.

The submission of this signed document constitutes concurrence and adherence to FAA construction policy concerning appropriate public notification of the airport community regarding this intent to build a new ATCT/TRACON and any impacts therein concerning the use of said airfield. The submission of this document does not waive the requirement of public comment as defined in the National Environmental Policy Act (NEPA), the Council on Environmental Quality (CEQ) regulations implementing NEPA Title 40 of the United States Code of Federal Regulations [CFR], Parts 1500-1517, and other statutes, orders, directives, or policy concerning environmental assessment and alternatives.

Receipt of this completed form is necessary for to continue into the design phase of this project.

If you have any questions concerning these findings or the attached form, please let me know. I can be reached at 412-302-4471.

Sincerely,

Daniel McCormick, P.E.  
Central Service Area Planning Lead  
Air Traffic Control Facilities Planning, AJW-244

**Airport Submission**

The DLH Airport owner/operator hereby confirms that the Duluth Airport Authority has advised the user community of the proposed new ATCT and the effects the above impacts would have on its operations at the airport.

For the Airport Sponsor:

Duluth Airport Authority  
Duluth, Minnesota

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*Signature*

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*Date*

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*Printed Name*

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*Title*