



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

Dakota-Minnesota
Airports District Office

6020 28th Avenue South, Suite 102
Minneapolis, MN 55450

2301 University Drive, Building 23B
Bismarck, ND 58504

August 13, 2025

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

Duluth International Airport (DLH)
Duluth, Minnesota
Airport Layout Plan (ALP) Conditional Approval & Deferment of Exhibit A Acceptance
Airspace Case No. 2025-AGL-8751-NRA
AIP 3-27-0024-064-2019

Dear Mr. Werner:

The Dakota-Minnesota Airports District Office (DMA-ADO) has completed the review of your updated Airport Layout Plan (ALP) and Master Plan with consideration of various Advisory Circulars and SOP 2.0. A study was conducted on your ALP. The ALP is acceptable from a planning standpoint, as detailed below.

- 1) This ALP approval is conditioned on acknowledgement that any development on airport property requiring Federal environmental approval must receive such written approval from FAA prior to commencement of the subject development. This ALP approval is also conditioned on acceptance of the plan under local land use laws. We encourage appropriate agencies to adopt land use and height restrictive zoning based on the plan.
- 2) Those projects that have received environmental clearance prior to the date of this letter and shown as future conditions on this ALP are unconditionally approved from an ALP standpoint.
- 3) The critical aircraft with regular use have aircraft approach categories and airplane design groups that are smaller than what is represented on the ALP. The airport has chosen to protect within the ALP larger aircraft approach categories and airplane design groups as much as possible due to operations by larger aircraft, including those used by the 148th Air National Guard. Federal financial eligibility will be determined prior to or with future funding requests.

- 4) This ALP is protecting for an aircraft approach category and airplane design group that are larger than the FAA-approved critical aircraft with regular use. The sponsor has chosen to protect the airport for a more demanding airplane due to occasional activity in these aircraft, including those operated by the 148th Air National Guard. Justification for future projects will be made based on activity levels at the time the project is requested for development and federal funding participation.

| | Critical Aircraft Designation | ALP Protected Designation |
|-------------|-------------------------------|---------------------------|
| Runway 9/27 | C-III | D-V |
| Runway 3/21 | B-I | C-III |

- 5) The proposed development has not received approval as to the final location, type, and dimension of all proposed development. New structures would require the submission of FAA Form 7460-1.
- 6) Approval of the plan does not indicate that the United States will participate in the cost of any development proposed. AIP funding requires evidence of eligibility and justification at the time a funding request is ripe for consideration.
- 7) The FAA Reauthorization Act of 2024 has limited the FAA's review and approval authority for Airport Layout Plans (ALP). The FAA's approval of this ALP is limited to existing facilities only for which the FAA retains approval authority. The FAA has not determined whether it retains review and approval authority for any proposed facilities depicted on the ALP associated with this letter (unless otherwise noted). FAA will determine whether it retains approval authority for ALP changes reflecting future facilities when such facilities are ripe for consideration (when such facilities are intended to be built), and such approval, if required, must be granted before construction occurs. Although the FAA's review and approval authority of proposed projects depicted on an ALP is limited, airport sponsors must continue to maintain an up-to-date ALP in accordance with Federal law, 49 U.S.C. §47107(a)(16).
- 8) When construction of any proposed structure or development indicated on the plan is undertaken, such construction requires normal 90-day advance notification to FAA for review in accordance with applicable Federal Aviation Regulations (i.e., Parts 77, 152, etc.). More notice is generally beneficial to ensure that all statutory, regulatory, technical and operational issues can be addressed in a timely manner.
- 9) Prior to federal investment in the following locations, a Master Plan or area specific study is necessary to evaluate conformance with design standards
- Move future TXY D crossing to a 90-degree crossing of RWY 9/27.
 - Ultimately realign TXY C to a 90-degree crossing of RWY 9/27.
 - Ultimate RWY 27 Ultimate RSA should meet grading / RSA standards (1,000' from Ultimate 9/27 RW ends) without the interim need for Declared Distances.

As of the date of the FAA's ALP approval, the FAA is currently reviewing the parcel naming conventions, associated grant history, and applicable encumbrances for the draft Exhibit A submitted on 03/17/2023. The FAA has deferred the Exhibit A acceptance action to be completed no later than with the ALP approval associated with a future Taxiway C study. Once FAA comments are received and incorporated, the Exhibit A Property Map will be updated to meet the requirements of SOP 3.0. It is anticipated that all necessary comments will be addressed as part of the final Exhibit A submittal for FAA acceptance.

Please attach this letter to the ALP and retain it at the airport. We wish you great success in your plans for the development of the airport. If you have any questions or would like to discuss this information further, please feel welcome to contact me at (612) 253-4641 or gina.mitchell@faa.gov.

Regards,

GINA M MITCHELL  Digitally signed by GINA M MITCHELL
Date: 2025.08.13 14:40:24 -05'00'

Gina M. Mitchell, AICP
Lead Community Planner

cc: Tom Werner, SEH (email)
Kaci Nowicki, SEH (email)
Gaven O'Hair, FAA (email)
Brian McMahon, MnDOT Aeronautics (email)