



# Frequently Asked Questions (FAQs)

The following FAQs cover some of the more frequently asked questions about the Sky Harbor Airport (DYT) Master Plan project.

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## What is a Master Plan?

A Master Plan is a comprehensive study of an airport that describes short-, medium-, and long-term development plans. The main goal of a Master Plan is to provide the framework necessary to guide future development that will cost-effectively satisfy aviation demand, while considering potential environmental and socioeconomic impacts. The existing and

proposed conditions are graphically represented on the Airport Layout Plan (ALP) that accompanies the Master Plan.

The Federal Aviation Administration (FAA) Advisory Circular 150/5070-6B *Airport Master Plans* provides guidance for the preparation of airport master plans.

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## Why is the Airport Completing a Master Plan?

The previous Master Plan and ALP for Sky Harbor was completed in 2015, following years of planning and environmental analysis to move the runway away from protected forest. The runway relocation project was completed in 2020 and now the Duluth Airport Authority (DAA) wishes to complete a Master Plan on the building area to ensure that the airport continues to operate in a safe and efficient manner while consideration is given to inclusive and comprehensive long-term planning.

Specific objectives of the DAA for this Master Plan include the following:

- Increase visibility and value to the hometown community and the flying community
- Capitalize on Sky Harbor's uniqueness
- Maximize revenue potential
- Financial feasibility and planning paramount to any project's inclusion in the Final Master Plan
- Maintain the critical balance between the sensitive natural environment around the airport and aviation

# What are the components of a Master Plan?

The Master Plan process includes the following major components:

- Inventory of existing conditions
- Aviation activity forecasts
- Identification of facility requirements
- Alternatives analysis and selection of preferred development alternatives
- Environmental overview
- Airport Layout Plan (ALP)
- Implementation Plan including Capital Improvement Plan

The deliverables of the Master Plan include:

- [Master Plan Report](#) – The report documents the analysis and conclusion reached during the planning process. The FAA accepts the Master Plan and has approval authority over the forecasts contained within.
  - [Executive Summary Report](#) – The executive summary is a concise summary of the analysis, recommendations and decisions made in the planning process.
  - [Airport Layout Plan \(ALP\)](#) – A scaled graphical depiction of the existing and proposed airport development included in the Master Plan. In addition to the DAA, the FAA and MnDOT Office of Aeronautics also have approval authority over the ALP.
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# What are the key focus areas of this Master Plan?

While the entire airfield and corresponding components will be evaluated in the Master Plan, and since the runway was recently relocated and reconstructed, the DAA has identified some key focus areas. They include:

- **Apron Facilities:** The existing apron may not meet tiedown or taxilane spacing needs. In addition, a portion of the apron will require near-term pavement maintenance.
- **Hangar Facilities:** There is currently a waiting list for hangar space at Sky Harbor. The various options and layouts to provide additional hangar capacity will be explored.
- **Support Facilities:** Facility needs for support facilities including fuel system, general aviation (GA) terminal space, Snow Removal Equipment (SRE) storage space, US Customs space will be evaluated.
- **Seaplane Ramp and Dock Facilities:** The seaplane ramp requires near-term repair and/or rehabilitation. The study will evaluate the best location and construction of the ramp. The seaplane dock may not adequately serve all users and a larger dock may be required. An analysis will be completed to determine future facility needs of the dock system including sizing.
- **Congestion Analysis:** The airport site is constrained, and an area of congestion exists near the vehicle entrance to the apron where the terminal building, DAA hangar, fuel tank, taxilane, and seaplane ramp entry/exit all coverage.
- **Shoreline Resiliency Analysis:** The Lake Superior water levels have been at record highs for several years and there have been multiple damaging storm events.

## How can I learn more and get involved?

Project information and updated will be provided throughout the project on a dedicated project webpage on the Sky Harbor Airport website. Project updates, meeting agendas and minutes, newsletters, and review documents will all be posted on this site. Website: <https://skyharbor.duluthairport.com/projects>

We welcome and look forward to the public's involvement in this process. Project public open houses and events will be posted on the project webpage. Additionally, committees will be formed throughout the project. If you have an interest in participating in a committee, please contact the DAA at [klyons@duluthairport.com](mailto:klyons@duluthairport.com).

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## How can I comment on the Master Plan?

Comments on the Master Plan are welcome throughout the project. Comments can be emailed to [klyons@duluthairport.com](mailto:klyons@duluthairport.com). All comments will be reviewed and considered. Additionally, the public will have the opportunity to provide comments at meetings throughout the process. Please check the project website for information on these meetings.

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## How is this project funded?

The project is being 90% funded by the FAA Airport Improvement Plan (AIP) which provides grants to airport sponsors, like the DAA, for planning and development of public-use airports. MnDOT Office of Aeronautics is contributing 5% of the project costs through the State Airports Fund. The DAA is covering the remaining 5% of project costs.

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## When will projects identified in the Master Plan be implemented?

The Master Plan will identify projects which may be implemented at varying times as needed over the 20-year planning term. Prior to implementation, each project must undergo additional analysis including environmental review through the National Environmental Policy Act (NEPA). For some projects, additional environmental permitting may also be needed. Additionally, project funding must be secured for each project prior to implementation. Funding sources may include FAA, MnDOT, the Duluth Airport Authority and other sources.

