

(no subject)

----- Original Message -----

From: mkaszuba@publicrecordmedia.org
To: mkaszuba@publicrecordmedia.org
Sent: Thu, 31 Oct 2019 12:49:20 -0700
Subject: gschmidt2

----- Original Message -----

From: "Schmidt Gary" <Gary.Schmidt@[REDACTED]>
To: "mkaszuba@publicrecordmedia.org" <mkaszuba@publicrecordmedia.org>
Sent: Thu, 3 Jan 2019 00:36:19 +0000
Subject: RE: RE: Fwd: Data Practices Act response

Mr. Kaszuba,

There are two challenges when handling the heavy volume of air traffic arriving for the Super Bowl. First, will the aircraft safely fit into the airspace with the routine traffic, and second will they have a space to park once they get on the ground. The airspace issue is under the jurisdiction of the Federal Aviation Administration, while the aircraft parking issue is under the jurisdiction of the airport operator. The NFL takes pride in providing a great experience for Super Bowl attendees, and early experience taught them that resolving one of the issues didn't automatically mean the second issue was resolved. The NFL then took it upon themselves to develop a proprietary reservation system that dealt with both issues at the same time. Essentially, the FAA sets the hourly acceptance rate for each airport, which is input into the reservation system. The airport operator (working with our commercial tenants) determines the total number of aircraft that can be parked and handled at each airport. During Super Bowl activities a "prior permission required" (PPR) flight restriction is widely disseminated to the aviation community. That means a reservation must be made with the airport before flying into the area. The NFL's reservation system will not allow the hourly acceptance rate or the total airport capacity to be exceeded. The program automatically relays the arrival/departure information to the FAA.

It should be noted that scheduled commercial traffic is not subject to the flight restrictions in the reservation system.

Does this answer your question?

Gary

From: mkaszuba@publicrecordmedia.org <mkaszuba@publicrecordmedia.org>
Sent: Friday, December 28, 2018 2:31 PM
To: Schmidt, Gary <Gary.Schmidt@[REDACTED]>; mkaszuba@publicrecordmedia.org
Subject: Fwd: RE: Fwd: Data Practices Act response

Gary Schmidt

MSP/MAC --

Sent this to you as a follow-up a few weeks back; did you get it and can you respond?

Thanks.

Mike Kaszuba

Public Record Media

----- Original Message -----

From:

mkaszuba@publicrecordmedia.org

To:

"Schmidt Gary" <[Gary.Schmidt@\[REDACTED\]](mailto:Gary.Schmidt@[REDACTED])>, mkaszuba@publicrecordmedia.org

Sent:

Fri, 07 Dec 2018 18:01:34 -0800

Subject:

RE: Fwd: Data Practices Act response

Gary Schmidt

MSP/MAC --

Thanks for your prompt reply, and your answers.

One thing caught my eye: What do you mean that the NFL owns the aircraft reservation system? Can you explain further what that's all about?

Thanks.

Mike Kaszuba

Public Record Media

----- Original Message -----

From:

"Schmidt Gary" <Gary.Schmidt@[REDACTED]>

To:

"mkaszuba@publicrecordmedia.org" <mkaszuba@publicrecordmedia.org>

Cc:**Sent:**

Wed, 5 Dec 2018 22:37:48 +0000

Subject:

RE: Fwd: Data Practices Act response

Mr. Kaszuba,

About a year before Super Bowl LII we began working with both the Federal Aviation Administration (FAA) and the National Football League (NFL) in planning for the arrival of general aviation aircraft for the game. The Federal Aviation Administration (FAA) controls the airspace, so they determined how many inbound and outbound aircraft could be handled hourly at each airport based on the surrounding airspace and other anticipated traffic in the area. The NFL owns the aircraft reservation system which is used to reserve space on the ground either for event parking or for "drop and go" when the aircraft will not remain at the airport. For planning purposes, traffic from the previous super bowls is used to gauge the amount of traffic to plan for in the upcoming event. We were told to plan for as many as 1,500 aircraft in our metropolitan area.

It's possible that some of the aircraft that made reservations were here for other purposes. However, based on the reservations and experience from past super bowls, we are confident that the overwhelming majority of flights during that period were here for Super Bowl LII.

Gary E. Schmidt

Director of Reliever Airports

Minneapolis/St. Paul Metropolitan Airports Commission

6040 28th Avenue

Minneapolis MN 55450

[REDACTED] (office)

[REDACTED] (cell)

From: mkaszuba@publicrecordmedia.org <mkaszuba@publicrecordmedia.org>
Sent: Wednesday, December 05, 2018 3:15 PM
To: Schmidt, Gary <Gary.Schmidt@[REDACTED]>; mkaszuba@publicrecordmedia.org
Subject: Re: Fwd: Data Practices Act response

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Gary Schmidt

MAC --

You might recall that earlier this year you provided some summary numbers on how many flights came into MSP, St. Paul, Flying Cloud and Anoka that were related to the Super Bowl.

I was reviewing the information as part of a story, and meant to ask you back then how you knew a flight coming into Minnesota at the time of the Super Bowl was actually here for the Super Bowl.

Can you help?

Mike Kaszuba

Public Record Media

----- Original Message -----

From:
mkaszuba@publicrecordmedia.org

To:
<mkaszuba@publicrecordmedia.org>

Cc:

Sent:
Wed, 05 Dec 2018 11:56:33 -0800

Subject:
Fwd: Data Practices Act response

----- Original Message -----

From:
"Schmidt Gary" <[Gary.Schmidt@\[REDACTED\]](mailto:Gary.Schmidt@[REDACTED])>

To:
[REDACTED] <[REDACTED]>, "mkaszuba@publicrecordmedia.org" <mkaszuba@publicrecordmedia.org>

Sent:
Fri, 2 Mar 2018 19:22:42 +0000

Subject:
Data Practices Act response