

From: mkaszuba@publicrecordmedia.org
<mkaszuba@publicrecordmedia.org>
Sent: Thursday, January 10, 2019 12:35 PM
To: Schmidt, Gary <Gary.Schmidt@[REDACTED]>;
mkaszuba@publicrecordmedia.org
Subject: RE: RE: Fwd: Data Practices Act response

Gary Schmidt

MSP/MAC --

Thanks, again, for your answers. A couple of more questions:

-- In the case of the upcoming Final Four tournament, who is handling the reservation system? The NCAA? MAC developed their own system modeled after the one developed by the NFL.

-- Who handles it for the Kentucky Derby? Indy 500? Sorry I don't know the answer to this.

-- In the case of the Super Bowl, it sounds like the FAA and the NFL have some sort of agreement in place. Is there a contract? If so, do you have a copy? By the time we hosted the Super Bowl the reservation system had been used for several previous venues. I'm not sure if there is a contract or some agreement in place; I've never seen one.

-- If the NFL is handling the reservation system for the Super Bowl, does that essentially mean that the NFL gets to decide which non-commercial planes are allowed to come for the event? Commercial air carriers such as Delta, United American, etc., are not subject to the TFR. Their schedules are posted months in advance and only come in to play when the FAA is trying to determine the number of additional aircraft that can be handled in any particular hour.

-- Is the FAA letting the NFL do this for the Super Bowl as a courtesy? Trying to get a handle on why this occurs. Why wouldn't the FAA just do this itself? The genesis for the TFR and associated reservation system was at a Super Bowl in Phoenix where no reservation system or TFR was in place. There was parking chaos on the ground because no one knew the schedule of arrivals or departures, and the air traffic control system was getting overwhelmed because there was no metering of traffic. Both organizations got a black eye. The NFL had incentive to develop a better system so there VIPs (owners and big sponsors) were not subject to excessive delays in subsequent years. For safety reasons, the FAA wanted a better way to handle the traffic in the future. The two parties got together and developed a program that solved the issues for everyone.

Thanks.

Mike Kaszuba

Public Record Media

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

From:

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

To:

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

Cc:

Sent:

Wed, 9 Jan 2019 17:17:12 +0000

Subject:

RE: RE: Fwd: Data Practices Act response

From: mkaszuba@publicrecordmedia.org
<mkaszuba@publicrecordmedia.org>

Sent: Thursday, January 03, 2019 1:58 PM

To: Schmidt, Gary <Gary.Schmidt@[REDACTED]>;
mkaszuba@publicrecordmedia.org

Subject: RE: RE: Fwd: Data Practices Act response

Gary Schmidt

MSP/MAC --

Thanks for your response. I find this all pretty interesting because I did not know that the NFL got involved in such a way. Have a few more questions, based on your latest reply:

-- Does the NFL charge those using its reservation system during the Super Bowl? If so, any idea how much? The NFL does not charge for use of the reservation system.

-- And are we just talking about commercial flights? If not, what else? Scheduled commercial flights were exempt from the PPR. A Temporary Flight Restriction (TFR) required other flights to have prior permission before entering the airspace around our metropolitan area during the Super Bowl week. The permission (authorization) is granted through the reservation system which provides the information to the FAA, the airport operator and the business handling the aircraft on the ground.

-- If there is a PPR for other than a Super Bowl, does a private entity get involved with airport reservations like the NFL does for the Super Bowl? You have any examples? PPRs are not uncommon for special events. For example the Kentucky Derby, Indianapolis 500, and Masters Golf Tournament may all have limited reservations systems. The Super Bowl is far and away the biggest event for air traffic.

-- What would be an example of a PPR being in place in the Twin Cities when there is no Super Bowl? Does it occur at any time other than a Super Bowl-type event? If so, how often has it occurred in the Twin Cities in the past few years, and what were the associated events that led to it? The Final Four Basketball Tournament coming in April will have a PPR during some periods over the three day event. I'm not aware of other special events that have required a PPR be put in place.

-- If you were flying into the Twin Cities during Super Bowl week -- but were not attending the game, and were here for other reasons -- do you have to go through the NFL reservation system? Everyone flying into the area during a TFR is required to have prior permission. The TFR is issued by the FAA, and is essentially a way to control the amount of traffic. A TFR is not always associated with a special event. For example when the president arrives a TFR will be in place allowing no traffic during the arrival and departure periods. When disaster strikes and rescue operations are under way, a TFR will be issued for airspace over the disaster area. The NFL developed the program for the Super Bowl so that ground reservations corresponded to the arrival and

departure slots allocated by the FAA.

Mike Kaszuba

Public Record Media

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

From:

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

To:

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

Cc:

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@n>

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]>, 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 the 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>](mailto: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]>

To:

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

Sent:

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

Subject:

Data Practices Act response

From: "Schmidt Gary" <Gary.Schmidt@[REDACTED]>
To: "mkaszuba@publicrecordmedia.org" <mkaszuba@publicrecordmedia.org>
Sent: Mon, 11 Feb 2019 03:39:21 +0000
Subject: Re: another question

We've been told to expect 500 total, with approximately 200 on the ground at any one time. MSP is planning on 100 on the ground. We are planning for 150 on the ground at the Reliever Airports (hedging the bet).

From: mkaszuba@publicrecordmedia.org
<mkaszuba@publicrecordmedia.org>
Sent: Sunday, February 10, 2019 8:58 PM
To: Schmidt, Gary; mkaszuba@publicrecordmedia.org
Subject: another question

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- *MAC IT ServiceDesk*

Gary Schmidt
MAC --

We've corresponded several times by email over the past year, dealing with air traffic in the Twin Cities due to last year's Super Bowl.

Had another question: You gave me numbers of flights into MSP, St. Paul, Flying Cloud and Anoka last year related to the Super Bowl. Do you know how many total flights you expect into the Twin Cities in April for the Final Four?

Thanks.

Mike Kaszuba
Public Record Media