

Appendix B
Secondary Runway
Designation Request

Secondary Runway Designation Request for Runway 2/20 at Rochester International Airport

November 29, 2018

Rochester International Airport (RST) provides an essential service as the world's gateway to the life-saving health care provided by Mayo Clinic. When patients from all over the world have exhausted all hope of conventional treatments from their local care facility, they come to Mayo Clinic to receive just-in-time diagnosis, treatment, and care. When other labs have no answers, testing samples are shipped to Mayo Clinic. When world, religious, political, and corporate leaders seek the very best medical treatment and hope for a healthy future, they come to Mayo Clinic. In all of these scenarios, the way to Mayo Clinic is through RST. The ability for patients, doctors, surgeons and specialists—who account for the majority of RST's commercial passengers—to fly into and out of RST, and for medical samples to be delivered in an expedited manner, means the difference between life and death. Because of this, RST must avoid interruption of service at all costs. Runway 2/20 and its designation as a secondary runway is the one and only solution because it means the airport can always have at least one runway accessible.

Background

RST is unique among all non-hub, primary airports. It serves Rochester, Minnesota, home to the world-renowned Mayo Clinic, the No. 1 medical institution in the U.S. and a world leader in health care. RST is owned by the City of Rochester and operated by the Rochester Airport Company, a wholly-owned subsidiary of Mayo Clinic. With over 35,000 employees, Mayo Clinic is the largest employer in the state. Mayo Clinic provides treatment for rare and complex conditions; in 2017 alone, it provided care for 1.3 million patients, originating from all 50 states and 136 countries. Except for patients living within driving distance of Rochester, all arrive by aircraft. For this reason, reliability of operations into and out of RST is essential to the practice of treating the population with cutting-edge health care technologies. Mayo Clinic operates Mayo Clinic Laboratories (MCL), the 3rd largest medical testing facility in the U.S., conducting over 13 million tests annually. It handles the most specialized lab testing—other top medical institutions turn to Mayo to analyze the most challenging samples for accurate diagnoses. As a result, RST must stay open 24/7 365 days a year to ensure medical samples, air ambulance and patient arrivals are possible no matter what.

RST enplanes the second-largest volume of passengers in Minnesota and is served by the three legacy air carriers. FedEx is RST's major cargo carrier with daily operations at the airport. RST is serviced by Runways 13/31 and 2/20, both of which are nearing the end of their useful life, with reconstruction being the only option. Runway 13/31 serves as the primary runway due to its length and approach capabilities. Runway 2/20 serves an essential, supporting function at RST; however, it is not currently capable of serving as a substitute for Runway 13/31 when that runway is down for construction, general maintenance, snow and ice removal, or any other reason for closure. Without a second runway with



capabilities comparable (as reasonably practicable) to Runway 13/31, Mayo Clinic’s operation cannot be supported and the world’s access to life-saving health care will be severely restricted. The ramifications of a Runway 13/31 closure without a suitable substitute are unacceptable from a political, economic, and moral standpoint. The secondary runway designation for Runway 2/20 allows RST to continue its critical cargo and commercial aviation operations, thereby fulfilling the responsibility of the airport and its role in supporting Mayo Clinic’s initiatives relating to the preservation of life.

The Exceptionally Unique Nature of RST

Air Cargo Operations

FedEx—Mayo Clinic’s and RST’s air cargo operator—moves 22 million pounds of cargo into and out of RST annually, with the vast majority comprised of Mayo Clinic lab specimens, medical equipment and devices, and drugs—all adhering to a “just-in-time” delivery schedule. With over 13 million medical samples processed by Mayo Clinic Laboratories annually, an average of 31,500 samples a day arrive at RST. If FedEx cannot complete its daily delivery to RST, they’re diverted to Minneapolis-St. Paul International Airport (MSP) and medical samples spoil because of the ground transportation delay. Expired samples, missed appointments, and delayed surgeries and diagnoses can have dire consequences. This significantly impacts global health care and is a detriment to patient care—one that could be avoided with Runway 2/20 being designated a secondary runway.

Critical Patient Access

Medical patients arrive in Rochester from all over the world, not only by commercial air service but by private aircraft and air ambulances. RST routinely sees patient arrivals via private aircraft from world government and religious leaders, Middle Eastern monarchs, corporate leaders, and elected and appointed U.S. government officials. With patients traveling around the clock, RST needs to remain operational every minute of every day. Additionally, passenger diversions requiring alternative transportation to the clinic will result in tremendously negative impacts to patients whose well-being is already compromised. Section 149 of H.R. 302, FAA Reauthorization Act of 2018, recognizes the importance of air transportation medical access by stating that airport master plans must consider “the role the airport plays with respect to medical emergencies.”

Preserving the Investment in RST

The state of Minnesota and private investors also recognize the value of the Mayo Clinic and its leadership in the global health care system. Collectively, they have invested \$5.6 billion in the Mayo Clinic and the Rochester community. Known as Destination Medical Center, or DMC (<https://dmc.mn/>), this is the largest economic development project in Minnesota history. The FAA has also invested in the community by funding over \$50 million in development at RST since 1983, demonstrating its value and significance in the airport system and medical community. As recently as 2018, FAA discretionary funding was granted for a new U.S. Customs and Border Protection Facility and Passenger Terminal Modernization project at RST. In addition to an updated Customs Facility, this project provided a medical traveler lounge with sick rooms to accommodate patients and their travelling companions, offering privacy and comfort during their journey. If Runway 2/20 is not designated a secondary runway, it is a failure to protect local, state, and federal investments in RST.

Why Designate Runway 2/20 as a Secondary Runway?

Reliability of the Mayo medical system is dependent on the reliability of RST and its mission. The two are inextricably linked. The FAA has an opportunity to ensure the long-term reliability of RST. Mayo can only function if RST is fully operational. If Runway 2/20 is not designated a secondary runway, more than one million patients needing critical care will experience delays in diagnoses, treatment, and in the worst cases, loss of life. These impacts would affect individual patients and families, and ultimately impact international leaders and organizations around the world. Put simply, lives depend on the FAA designating Runway 2/20 at RST as a secondary runway.