



5010 Focus Areas

Tim Jarvis, Jim McCanney, Jared Wedel

MnDOT Aeronautics

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What is a 5010 inspection

- FAA order 5010 – Airport Data and Information Management
- MnDOT delegated Authority to collect Data
 - 3 year cycle for public airports
- Meet FAR Part 77 and MnDOT licensing standards
- Realistic Expectations
 - We inspect once in a 3-year period – we don't expect perfection
 - The airport could be doing Maintenance that day, fixing lights, constructing a new AD building, storm damage

Inspecting Process

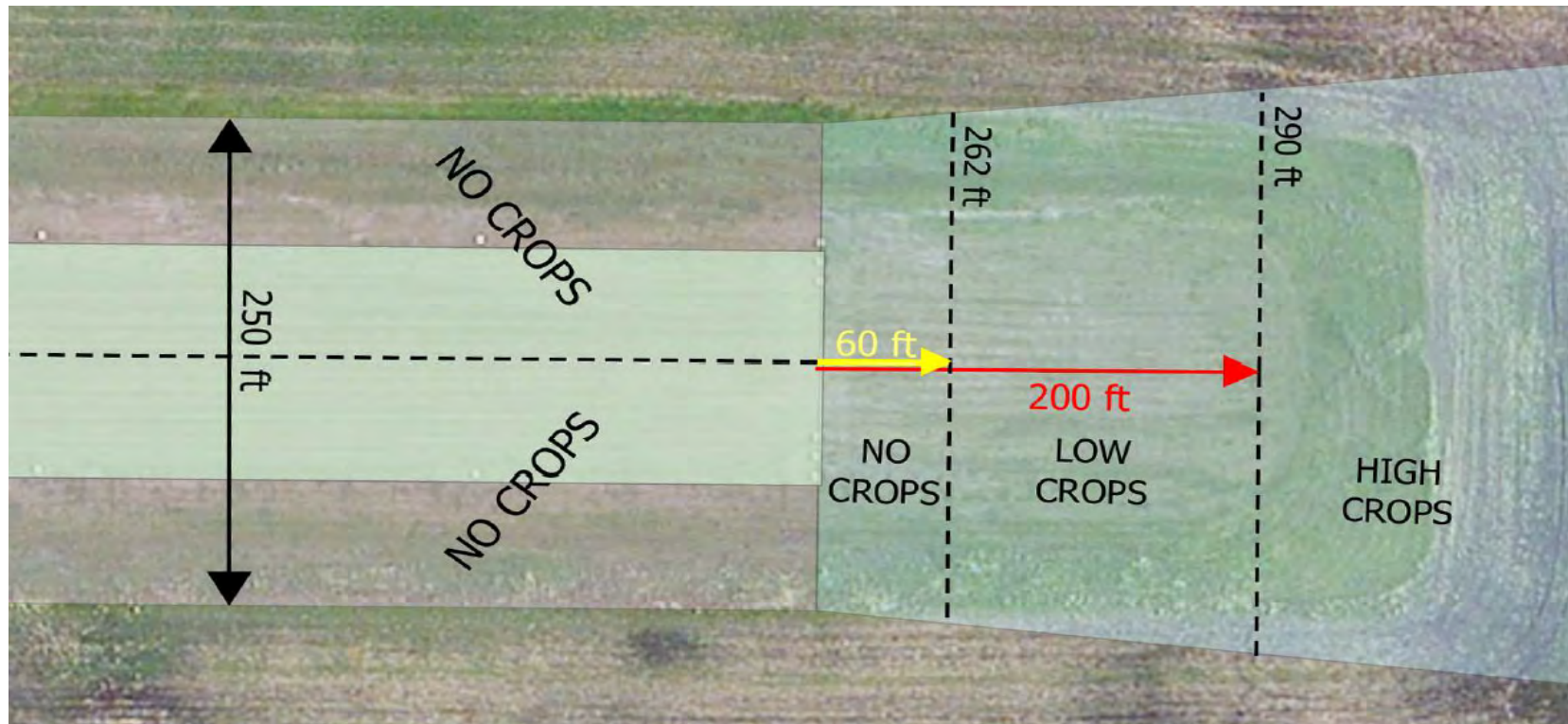
- Pick an airport
- Coordinate with the Manager if possible
- Collect Data
- Data processed through GIS
- Packet sent to Airport and FAA
- Teams meeting with Airport and City
- Follow-up letter



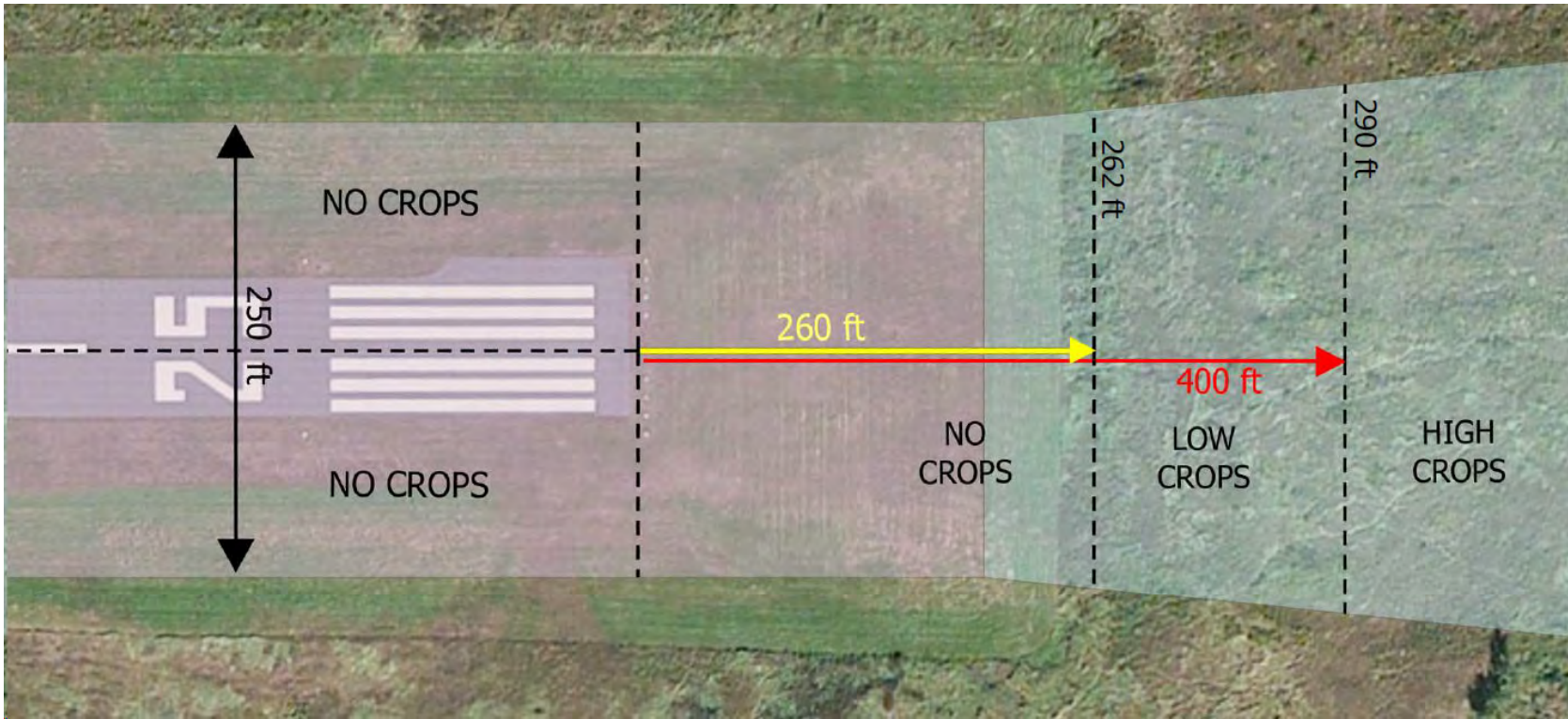
Crops – new Crop guidance

- Crops are a continuous issue
- NPIAS or intersecting runways, work with FAA and know your RVZ
- Check your AWOS
- Careful with farmers rotating crops - low crops vs high
- Incorporate into Lease agreements
- NOTAMS for farm equipment within protected surfaces

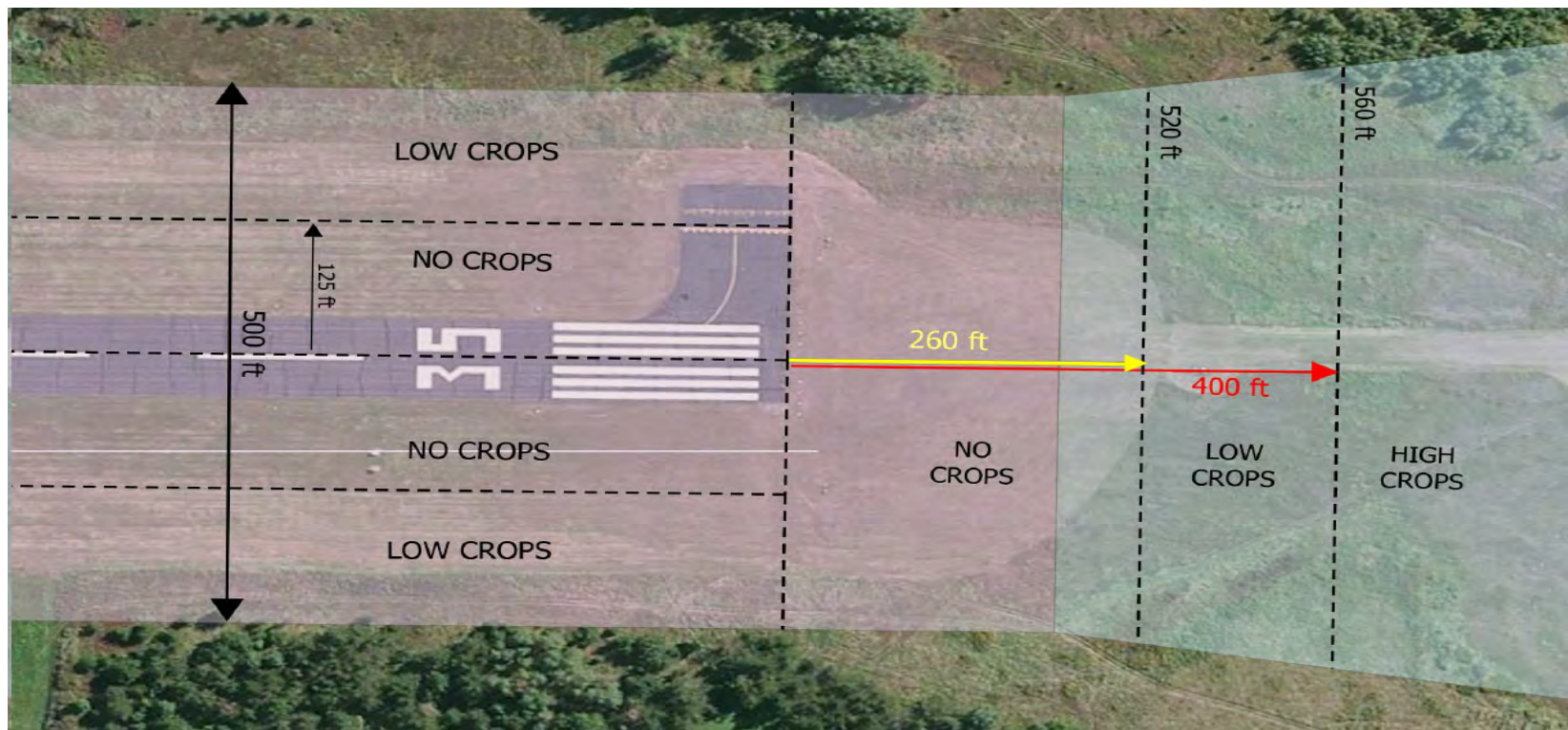
Turf Runway End with Visual Approach – A(V)



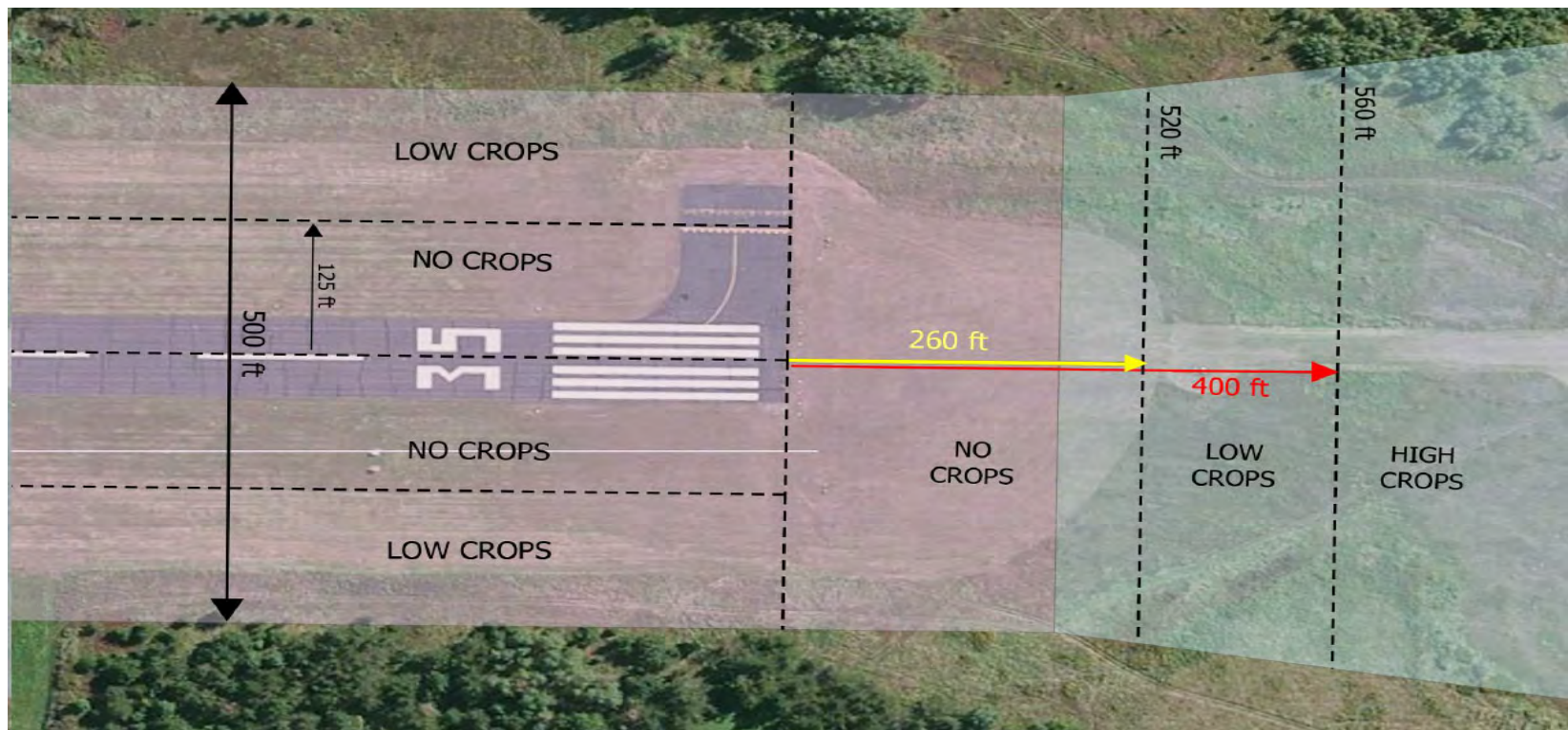
Paved Utility Runway End with Visual Approach – A(V)



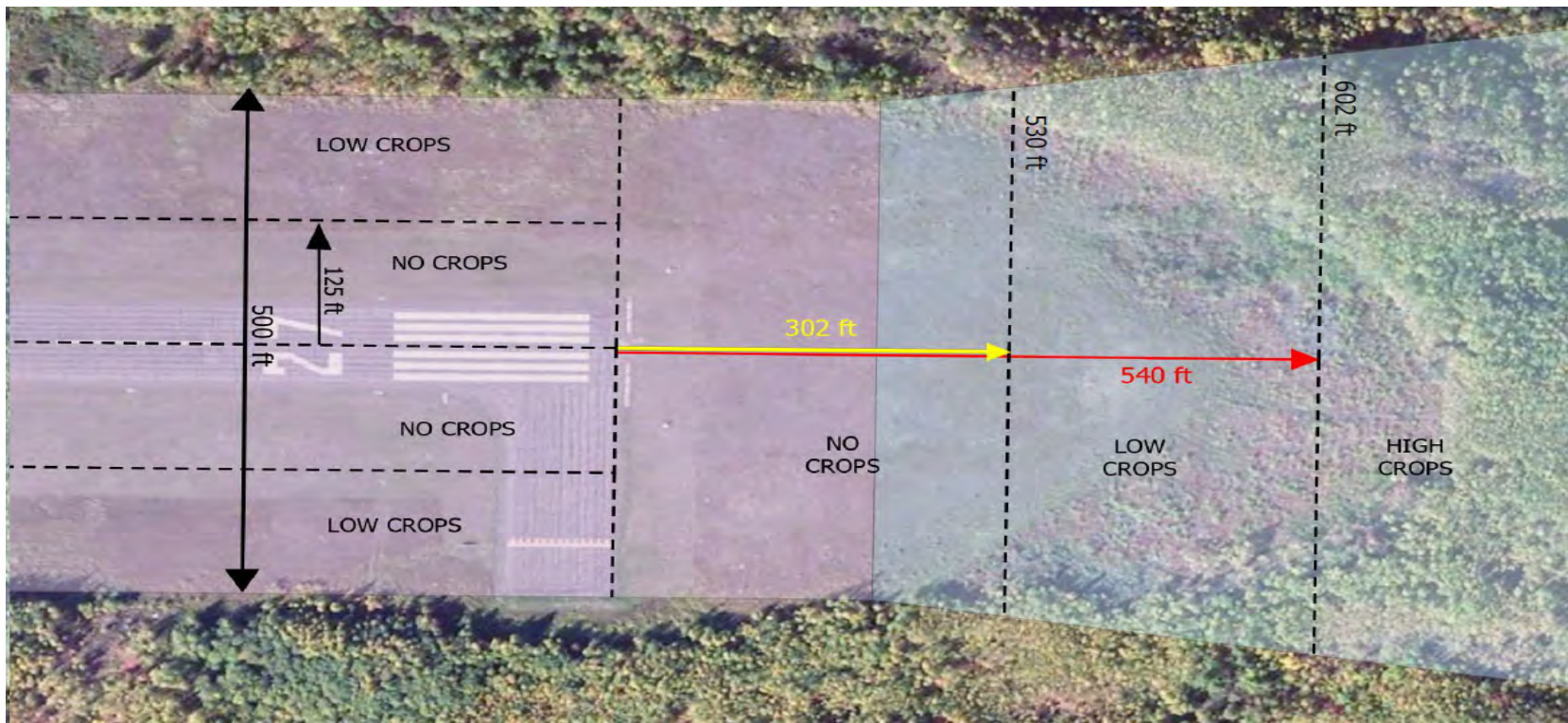
Paved Utility Runway End with Non-Precision Approach – A(NP)



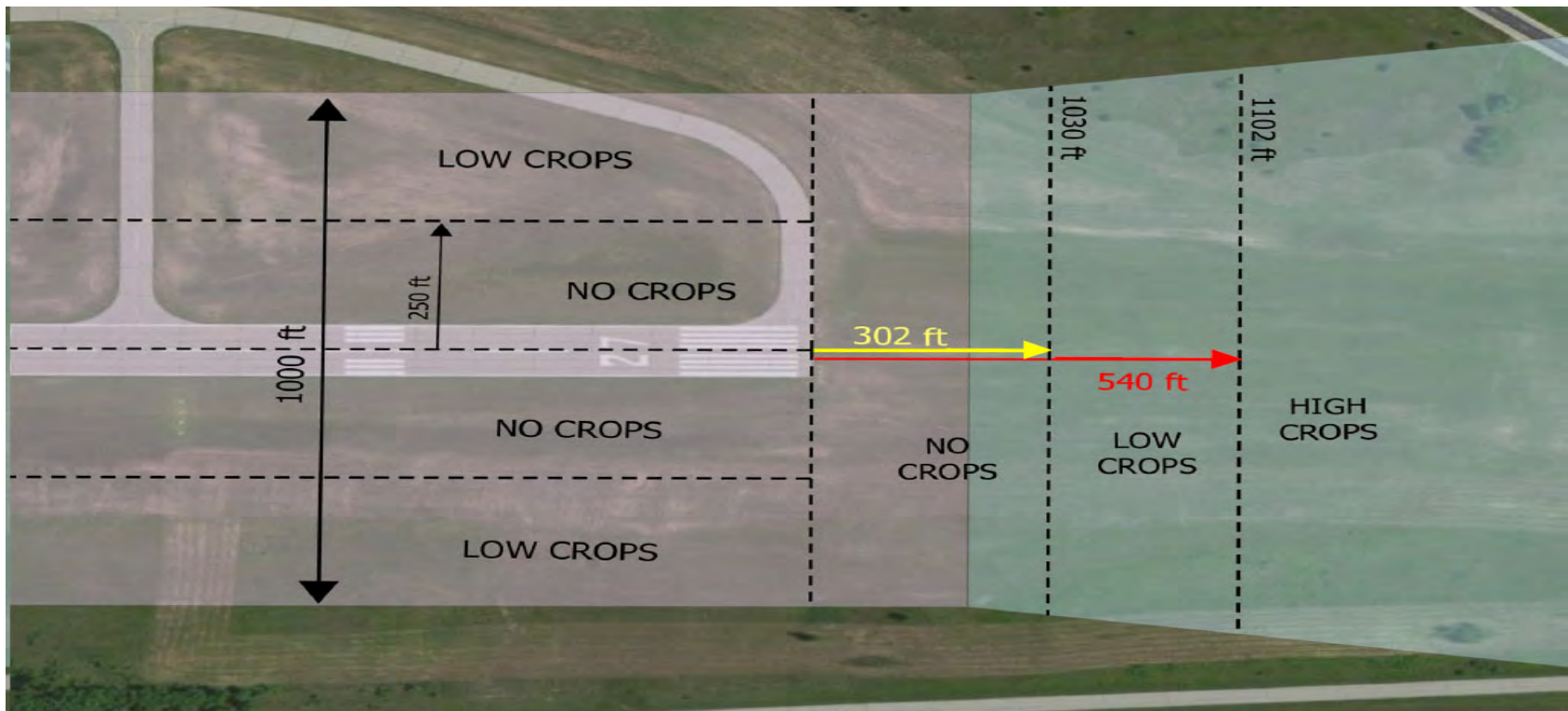
Paved Other than Utility Runway End with Visual Approach – B (V)



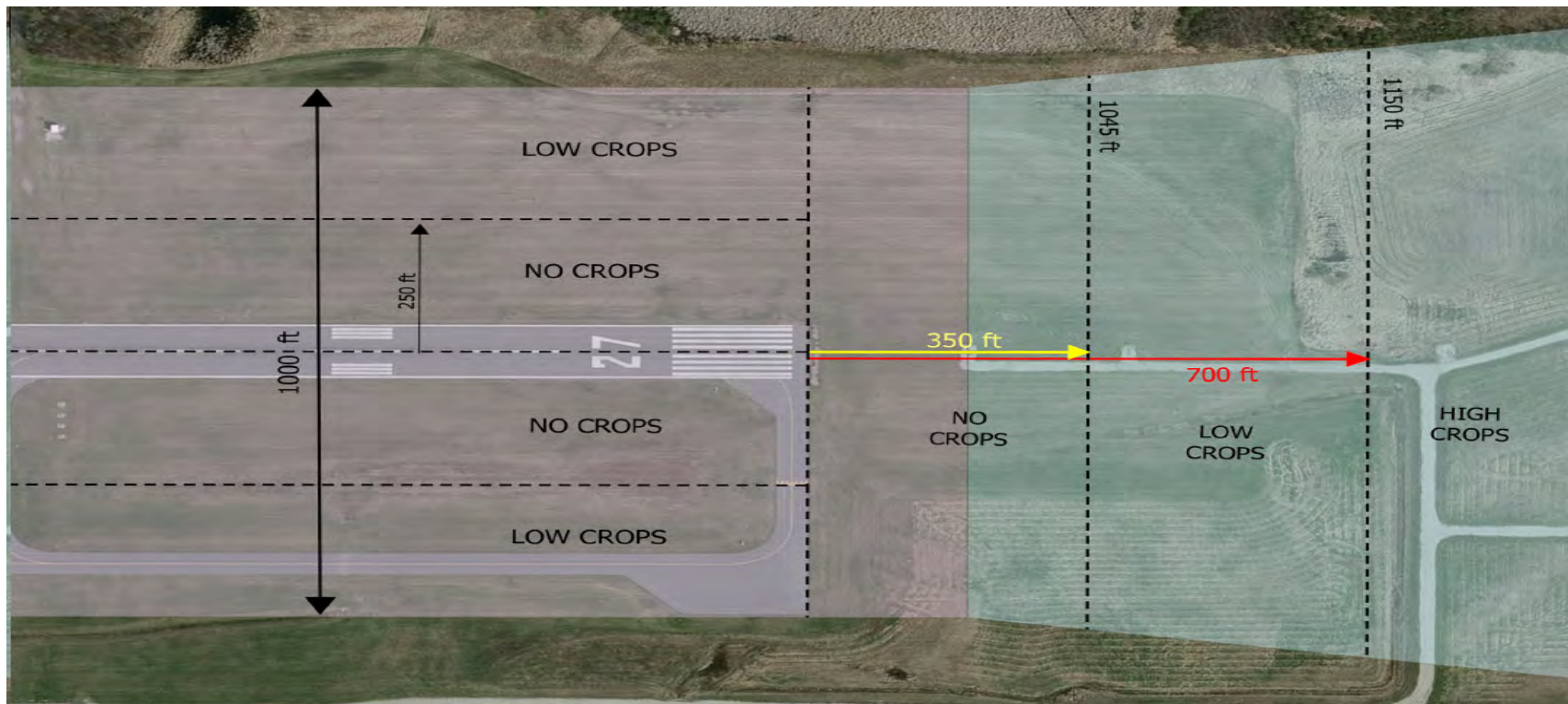
Paved Other than Utility Runway End with Non-Precision Approach and $> \frac{3}{4}$ mile visibility - C



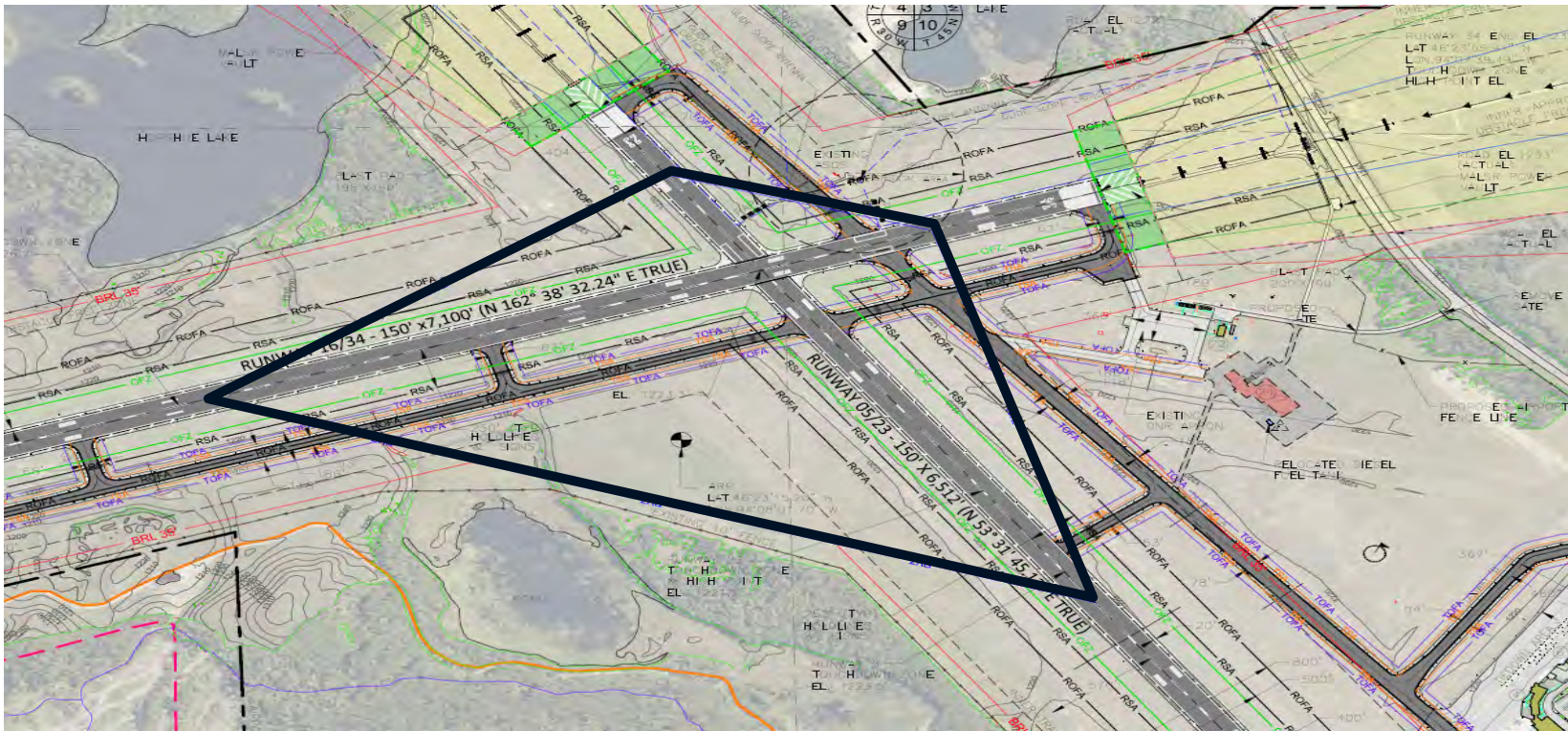
Paved Other than Utility Runway End with Non-Precision Approach and $\leq \frac{3}{4}$ mile visibility– D



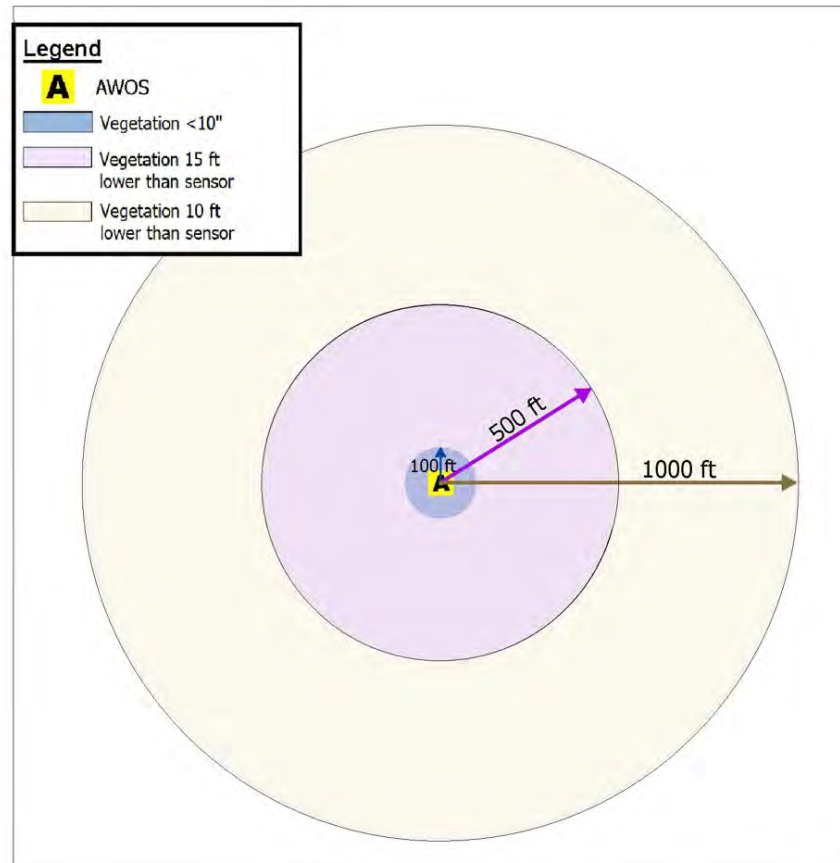
Paved Other than Utility Runway End with Precision Approach – PIR



Intersecting Runways – RVZ



AWOS Citing Criteria



Non-Aeronautical Use

Tim Jarvis

Non-Aeronautical Use

- Vehicles on runways
- Drag racing
- 360.018 Subd. 12. Operating vehicle on airport property.
- No person shall operate a motor vehicle off a designated roadway on airport property without the authorization of the airport owner, or operate a motor vehicle anywhere on airport property in a careless or reckless manner with willful disregard for the safety of persons or property. A violation of this subdivision is a misdemeanor.

Non-Aeronautical Use

- Business
- Hangar Storage Use
- Lease Agreements
- Use of Minimum Standards

State-Funded Prioritization

MnDOT Priorities

Criteria	Categories	Score
Airport Component: This is indicating where the project is being directed to at the airport, ranging from primary runway to unknown.	Primary Runway	20
	Taxiway Serving Primary Runway	18
	Secondary Runway	16
	Apron	14
	Taxiway Serving Secondary Runway	14
	Other Airfield Location	12
	Taxilane	10
	Terminal Building or Fuel Facilities	8
	Hangar	6
	Other Buildings	6
	Landside	4
Unknown	0	
Licensing Compliance: This is evaluating whether the airport requesting state funds complies with all state licensing standards dictated in Rules (Minnesota Rules 8800.1600 Public Airport Licensing) OR has a project request to remediate a licensing deficiency.	Project alleviates a state licensing deficiency	20
	Airport compliant with all state licensing standards	10
	State licensing deficiency identified, and another project alleviates deficiency	10
	N/A (Part 139 Airports)	10
	Airport has state licensing deficiency and no programmed fix	-10

Airspace Obstructions

Airspace Obstructions*: Evaluates if the airport's Part 77 surfaces are clear of obstructions per MnDOT's airport licensing requirements OR the airport has an obstruction clearing project request.	Submitted project will clear obstructions in Part 77 surfaces	10
	Airport has no obstructions in Part 77 surfaces	5
	Airport has at least one submitted obstruction clearing project to alleviate Part 77 deficiencies	5
	Obstructions identified in Part 77 surfaces with no programmed fixes	-10

Fences & Aviation Fuel Decals

Jared Wedel

Fences/Gates

- Current rule - 8800.1600 Subp. 9. Fencing.
 - Such adequate fencing or barriers shall be constructed as will prevent all persons not engaged in flight activities from having access to a position of danger with relation to aircraft in the vicinity of building areas and on the flight line.
- Examples of barriers - Traffic barriers/jersey barriers, portable safety barriers, Expandable barrier
- Trying to work with Airports to find something that meets the rules

Fences/Gates



Fences/Gates



Fences/Gates



Aviation Fueling Decals



Aviation Fueling Decals

- **“AVGAS”** – No longer just refers to just 100LL
- **100LL vs UL94 vs G100UL–**
 - 100LL- 6.02 lbs/gal
 - UL94- 5.9 lbs/gal
 - G100UL- 6.15-6.3 lbs/gal recommended to use 6.25 for W&B



Aviation Fueling Decals

Current MN airports with UL94:

1. South St. Paul (KSGS)
2. Stanton (KSYN)

Current MN airports with G100UL: TBD

- Initial rollout in California, Oregon, and Washington Q2 2024 with national availability by 2026



Aviation Fueling Decals



G100UL™
Unleaded Avgas

50/50 Mixture of
G100UL™ Unleaded Avgas
and FBO 100LL

FBO 100LL

Aviation Fueling Decals

University of North Dakota Aerospace

- **June 22, 2023**

- Transition entire fleet of Archers and Seminols to UL94

- **October 27, 2023**

- Transition back to 100LL
- 46,000 flight hours
- Cited excessive exhaust valve recession
- Waiting on Lycoming for data/engine analysis



Things to look for

- New E-learning for 5010s coming soon
- Crop guidance worksheet

Thank you again!