

State Aviation System Plan



MnSASP Implementation Update

Minnesota Airports Conference – April 25, 2024



Agenda

- 2023 Review
- MnSASP Implementation Update



External Stakeholder Meetings on Policy Implementation



Update MnSASP Hub



NAVAIDs Modernization Program



MnDOT Aeronautics CIP/Grant Management System

Airport Shown: Sauk Centre Municipal Airport (D39)

2023 Review

- Presentation on MnSASP Focus Areas
- Review of Future Tasks
- Review of MnDOT's Funding Prioritization Model

Model Guide

MNDOT AERONAUTICS STATE FUNDING PRIORITIZATION MODEL GUIDE



Per MnDOT's Project Selection Policy, MnDOT Aeronautics is updating state funding prioritization to be as objective, transparent, and data-driven as possible. This policy is intended to consider Minnesota GO recommendations and increase public understanding of MnDOT's project selection processes.

SEVEN CRITERIA ON A 100-POINT SCALE

90 Points - System Plan Alignment 40 Points - MnDOT Priorities

System Plan Alignment

MnSASP Objective	Criteria	Categories	Score
Open Decision-Making	Master Plan/ALP: Evaluates if the airport has an updated Master Plan/ALP following the MnSASP targets (by state classification) AND the project is included in the updated plan.	Updated ALP/master Plan on-file and project request is included in plan	10
		Airport has programmed ALP/master Plan update or in process of updating ALP/master Plan	5
		Inadequate ALP/master Plan with no updates programmed	-5
Transportation Safety	Airspace Obstructions ¹ : 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 fix	-10
		Submitted project will acquire land designated as MnDOT clear zones per Clear Zone Policy	10
System Stewardship	Clear Zones ² : Evaluates if MnDOT-defined clear zones are owned in 100 percent fee-simple or a MnDOT approved Clear Zone Acquisition Plan (CCAP) is on-file. This is per MnDOT's update to the Clear Zone Policy recommended by the 2022 MnSASP.	Airport has 100% clear zone ownership or approved CCAP on-file	5
		Airport has at least one submitted land acquisition project for MnDOT clear zones OR the airport is actively coordinating with MnDOT to file a CCAP	5
		Partially the clear zone ownership without a CCAP on file and no programmed land acquisition or CCAP	-10
		Airport has an identified pavement condition deficiency (per MnSASP-defined system matrix), and the project request will remediate the issue	20
		Airport has adequate pavement per MnSASP metric, and the project request is addressing other pavement issues	15
Healthy Communities	Work Types: Evaluates if the project is remediating a pavement condition deficiency (per MnSASP-defined system matrix), preparing other existing airport assets, or constructing new/expanding infrastructure. Ultimately, MnDOT Aeronautics is prioritizing the preservation of existing assets rather than expansion.	Airport has adequate pavement, but the project request is maintaining other airport assets (e.g. lighting)	10
		Project request is constructing new facilities or expanding existing infrastructure	0
		Airport has an identified pavement condition deficiency (per MnSASP-defined system matrix) with no programmed fix	-10
Healthy Communities	Zoning ³ : Evaluates if the airport has proper zoning established and on-file with MnDOT Aeronautics or is in the process of establishing/updating zoning. This is evaluated as a MnSASP performance metric in the MnSASP Hub.	Airport has adequate zoning established and on-file per MnDOT requirements	10
		Airport is establishing or updating zoning to comply with MnDOT requirements	5
		Airport does not have adequate zoning and hasn't programmed a project to mitigate	-10

¹The included criteria are evaluated as MnSASP performance metrics. System and airport performance is measured and presented in two interactive dashboards included in the MnSASP Hub: <https://mnsasp-mndot.hub.arcgis.com/>

The prioritization model is only considering state-only funding requests for MnDOT-defined capital expenditures.

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	15
	Apron	14
	Taxiway Serving Secondary Runway	14
	Other Airfield Location	12
	Taxiway	10
	Terminal Building or Fuel Facilities	8
	Hanger	6
	Other Buildings	6
Licensing Compliance: This is evaluating whether the airport requesting state funds complies with all state licensing standards discussed in Rules (Minnesota Rules 8800.1600 Public Airport Licensing) OR has a project request to remediate a licensing deficiency.	Landside	4
	Unknown	0
	Project violates a state licensing deficiency	-20
	Airport compliant with all state licensing standards	10
	State licensing deficiency identified, and another project alleviates deficiency	10
OR has a project request to remediate a licensing deficiency.	OR has a project request to remediate a licensing deficiency and no programmed fix	-10

Model Scenario: Airport A

Existing Deficiencies	2024 CIP
<ul style="list-style-type: none"> Airspace obstructions present Last ALP updated in 2000 Deficient pavement conditions per MnSASP system metric 	<ul style="list-style-type: none"> Obstruction Removal Corporate Hangar Construction Fuel System Chip Card Reader Runway Lighting Improvements
<p>Existing Conditions State Classification: Intermediate Large Single-runway facility</p>	

MINNESOTA GO

Master Plan/ALP Scoring Scenario

Airport A	Airport B
<ul style="list-style-type: none"> Last ALP update in 2000, with no update programmed MnSASP metric requires intermediate large airports to update their ALP at least every 15 years All projects receive -5 points from this criteria 	<ul style="list-style-type: none"> ALP updated and all 2024 CIP projects included in latest ALP All projects receive 10 points

10 Updated ALP/Master Plan on-file and project request is included in plan.

5 Airport has programmed ALP/Master Plan update or in process of updating ALP/Master Plan

-5 Inadequate ALP/Master Plan with no updates programmed.

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Final Comparison

Project	Airport	Master Plan/ALP	Airspace Obstructions	Clear Zones	Work Type	Zoning	Airport Component	Licensing Compliance	TOTAL
Obstruction Removal	A	-5	10	5	-10	10	20	20	50
Runway Lighting Improvements	A	-5	5	5	-10	10	20	10	35
Crack Seal Airfield Pavements	B	10	-10	-10	20	5	20	-10	25
Fuel System Chip Card Reader	A	-5	5	5	-10	10	8	10	23
Corporate Hangar Construction	A	-5	5	5	-10	10	6	10	21
Pavement Maintenance - Commercial Apron	B	10	-10	-10	15	5	14	-10	14
Replace Two Large Hangar Doors	B	10	-10	-10	10	5	6	-10	1



State Aviation System Plan



MnSASP Implementation Update



MnSASP Implementation Tasks



External Stakeholder Meetings on Policy Implementation



MnDOT Aeronautics CIP/Grant Management System



NAVAIDs Modernization Program



Update MnSASP Hub



State Aviation System Plan

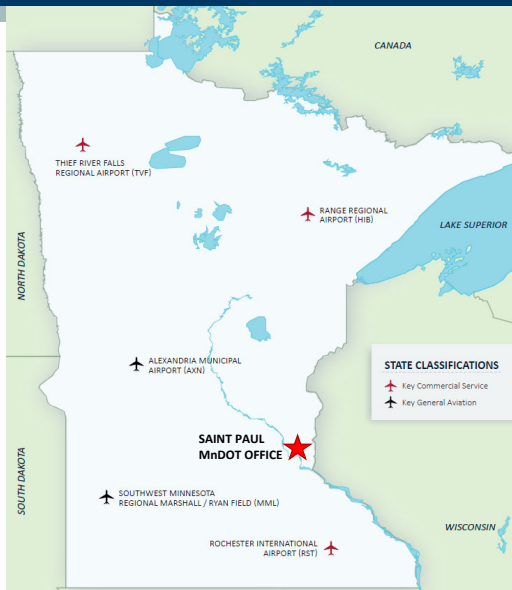


MnSASP Outreach Meetings



MnSASP Implementation Meetings

- Marshall – 10/16
- Alexandria – 10/17
- Thief River Falls – 10/24
- Rochester – 10/25
- Hibbing – 10/26
- St. Paul – 12/19



Attendance Statistics

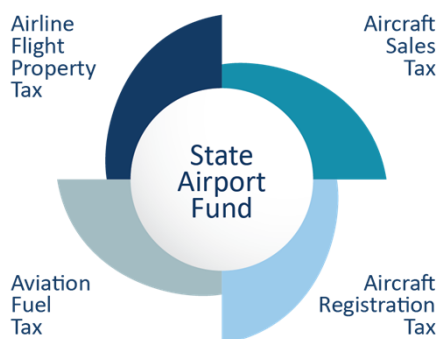
- **Total Airports Represented:** 34
- **Total Airport Representatives:** 47
- **Consultants:** 18
- **FAA/MnDOT:** 12
- **Other:** 4
- **Total Attendees:** 81



State Airport Fund



- State Airport Fund receives an average of \$24.8 million annually
- Tasks
 - Collect feedback from external stakeholders through in-person meetings across the state
 - Determine scenarios based on revenue changes
 - Recommend changes to the State Airport Fund



State Aviation System Plan



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CIP/Grant Management Meetings



CIP Discussions



- **Internal MnDOT CIP Discussions**
 - Gather insights and best practices from other MnDOT departments
- **External CIP Discussions**
 - Gather feedback from airport stakeholders on existing CIP system and identify ideal features
 - Including several airports and consultants (listed on the right)

Internal CIP Discussion Stakeholders

- Legal
- Transit and Active Transportation
- Financial Management
- Information Technology (IT)

External CIP Discussion Stakeholders

- Preston-Fillmore County Airport (FKA)
- Thief River Falls Regional Airport (TVF)
- Duluth International Airport (DLH)
- Metropolitan Airport's Commission (MAC)
- Bolton and Menk
- TKDA
- SEH

CIP/Grant Next Steps

- Developed guiding document codifying the needs and wants of stakeholders
- Currently working with internal MnDOT partners to submit a request to receive non-Aero funds for development
- Anticipate presentation for funds this year and to begin development in late 2024/early 2025

State Aviation System Plan



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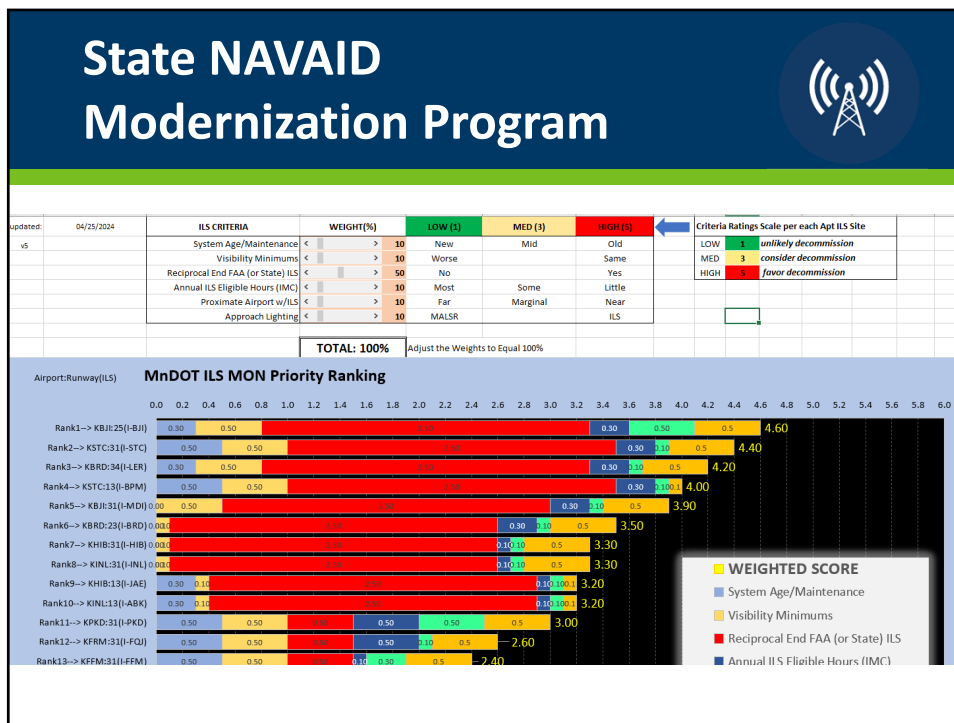
NAVAIDs



State NAVAID Modernization Program



- MnDOT manages the largest state system of NAVAIDs in the U.S.
- MnSASP Phase II collected NAVAID information and presents it in the MnSASP Hub
- Tasks
 - **Priority #1** – evaluate the state ILS system
 - **Priority #2** – evaluate the Terminal VOR program
 - **Priority #3** – evaluate thresholds for AWOS development



State Aviation System Plan



MINNESOTA GO

Hub Update & Contact Management



MnSASP Hub Data Updates and Contact Manager System



- Updating all MnSASP Hub data driving performance evaluations
- Semi-automated process collecting information directly from airports with MnDOT “approval” process before being live on the MnSASP Hub
- Comprehensive contact manager system for all pertinent contacts to MnDOT Aeronautics

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	Airport compliant with all state licensing standards	10
	State licensing deficiency identified, and another project alleviates deficiency	10
MnDOT Part 130 Airports	Part 130 Airports	10
	Airport has state licensing deficiency and no programmed fix	-10

MnSASP Hub Data Updates and Contact Manager System

Airport Performance

Use the filter on the right to select an airport

Airport Selection:
Ely Municipal Airport (ELO)

Selected Airport
Ely Municipal Airport (ELO)
State Classification: Key General Aviation

Project Prioritization Metrics

Master Plan/ALP

New ALP and Master Plan Completed
Target: < 10 year old ALP and Master Plan

Source: MnSASP Inventory 2020

Metric Documents Details

Airport Zoning

On-File
Meets Target

Source: MnDOT Aeronautics Zoning Information Warehouse (08/17/2021)
Link to Airport Safety Areas Dashboard

Metric Details

Airport Obstructions

No Obstructions Present
Target: No Obstructions

Source: FAA ADIP (09/30/2021)
Link to Airport Safety Areas Dashboard

Metric Obstructions Details

Clear Zone Ownership

Partial
Target: Fee-Simple Ownership

Source: MnSASP Inventory 2020

Metric Details

Other Metrics

Runway Width

100 ft
Target: 100 feet

Source: FAA ADIP (09/30/2021)

Metric Details

Runway Lighting

MIRL
Target: MIRL

Source: FAA ADIP (09/30/2021)

Metric Details

Runway Approach

Most Critical Approach Type:
 Non-Precision Approach
Target: Precision Approach

Source: FAA ADIP (09/30/2021)

Metric Details

Runway Visibility Minimums

Lowest Visibility Minimums:
 1 MILE
Target: 3/4 MILE

Source: FAA-published approach plates (available on the FAA ADIP (09/30/2021))

Metric Details

General Aviation (GA) Terminal Building

GA Terminal with Phone and Restroom
Target: GA Terminal with Phone and Restroom

Source: MnSASP Inventory 2020

Metric Details

Parallel Taxiway

Connector
Target: Full Parallel

Source: MnSASP Inventory 2020

Metric Details

MnSASP Hub Data Updates and Contact Manager System

MNSASP DATA

All edits are subject to MNDOT approval.


● Project Prioritization
 ● Facilities
 ● Aviation Services
 ● Airport Activity
 ● Airport Development
 ● Mobility and Access

Sign Out

PROJECT PRIORITIZATION

DESCRIPTOR	CURRENT DATA	FEEDBACK	REVIEW ACTION
<p>Airport Planning</p> <p><small>Evaluates if the airport has an updated Master Plan/ALP following the MnSASP targets (by state classification) AND the project is included in the updated plan. Learn More</small></p>	<p>Planning Documents</p> <p>Airport Master Plan <input type="checkbox"/> Yes <input type="checkbox"/> No</p> <p>Airport Layout Plan with Narrative <input type="checkbox"/> Yes <input type="checkbox"/> No</p> <p>Airport Layout Plan without Narrative <input type="checkbox"/> Yes <input type="checkbox"/> No</p> <p>Minimum Standards <input type="checkbox"/> Yes <input type="checkbox"/> No</p> <p>FAA Part 150 Noise Study <input type="checkbox"/> Yes <input type="checkbox"/> No</p> <p>Local Obstruction Study <input type="checkbox"/> Yes <input type="checkbox"/> No</p>	<p>Year Completed</p> <p>NA -</p> <p>1977 -</p> <p>Year -</p> <p>NA -</p> <p>NA -</p>	<p>Select one -</p>
<p>Airspace Obstructions</p> <p><small>Evaluates if the airports Part 77 surfaces are clear of obstructions per MNDOT's airport licensing requirements OR the airport has an obstruction clearing project request. Learn More</small></p>	<p><small>Data in this section was taken from ADIP. If you see this information is incorrect or you have completed an airport operational project that impacts this, please notify MNDOT by selecting edit from the drop down on the right and providing documentation using the feedback box and updating any relevant documents.</small></p> <p>Does your airport have Part 77 Airspace Obstructions? <input type="checkbox"/> Yes <input type="checkbox"/> No</p>		<p>Select one -</p>
<p>Clear Zones</p> <p><small>Evaluates if MNDOT-defined clear zone are correct in 100 percent compliance or MNDOT approved Clear Zone Acquisition Plan (CZAP) is in place. This is per MNDOT's update to the Clear Zone Policy recommended by the 2022 MnSASP. Learn More</small></p>	<p>Are the airport's Clear Zones reflected on the most recent ALP? <input type="checkbox"/> Yes <input type="checkbox"/> No</p> <p>Does your airport own the land included in the Clear Zones? <input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> Partial</p> <p>Do you have a Clear Zone Acquisition Plan (CZAP) accepted and on-file with MNDOT? <input type="checkbox"/> Yes <input type="checkbox"/> No</p> <p><small>Describe how your airport maintains its Clear Zones.</small></p> <p><input type="text" value="Brush mowing/mowing when needed"/></p>		<p>Select one -</p>

MnSASP Hub Data Updates and Contact Manager System



m DEPARTMENT OF TRANSPORTATION

Sign Out

- Airport Contacts
- Alta Normal County/Twin Valley Airport
- Alta Municipal Airport
- Brainerd Lakes Regional Airport
- MnSASP Data
- Alta Normal County/Twin Valley Airport
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- Status Log

MNSASP DATA

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Project Prioritization - Facilities - Aviation Services - Airport Activity - Airport Development - Mobility and Access

FACILITIES

DESCRIPTOR	CURRENT DATA	FEEDBACK	REVIEW ACTION
Runway/Taxiway	<p>Runway/Taxiway Orientation/Runway #s (e.g. 17/35)</p> <p>Primary RWY: 15/33</p> <p>Secondary RWY: []</p> <p>Tertiary RWY: []</p> <p>Other RWY: []</p> <p>Taxiway Type: Please select the most substantial taxiway serving this runway. Connector: [] Select one: []</p> <p>Taxiway Width: Width should relate to the taxiway type selected above. []</p> <p>What is your airport's ultimate Aircraft Approach Category (AAC)? [] A [] B [] C [] D [] E</p> <p>What is your airport's ultimate Airplane Design Group (ADG)? [] I [] II [] III [] IV [] V [] VI</p>		Select one
General Aviation (GA) Terminal Building	<p>General Aviation Terminal Building: []</p> <p>Amenities Provided:</p> <p>Public Phone: <input type="radio"/> Yes <input type="radio"/> No</p> <p>Adequate Automobile Parking: <input type="radio"/> Yes <input type="radio"/> No</p> <p>Public Restroom (Sanitary): <input type="radio"/> Yes <input type="radio"/> No</p> <p>Food and Beverage: <input type="radio"/> Yes <input type="radio"/> No</p> <p>Pilot's Lounge/Flight Planning Area: <input type="radio"/> Yes <input type="radio"/> No</p>		Select one

MnSASP Hub Data Updates and Contact Manager System



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- Status Log

AIRPORT CONTACTS

*ALL CHANGES ARE SUBJECT TO MNDOT APPROVAL

CONTACT TYPE	CONTACT NAME	EMAIL	PHONE	FEEDBACK	ACTION
Airport Manager/Director	Steven Wright, A.A.E.	stevewright@brainerdairport.com	(218) 825-2166		APPROVED
Airport Sponsor/Owner					APPROVED
Primary Consultant					APPROVED
Grant Liaison	Ben Petru	ben.petru@tst.com		test	UPDATE DATA
Maintenance/Ops Liaison					
Airport Ops Liaison					

RYLAN JURAN
Aviation Planning Director, MnDOT
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651-234-7190

ZACH DEVEAU, AICP
Project Manager, Kimley-Horn
zach.deveau@kimley-horn.com
850-553-3530

RYAN GAUG, AICP
Aeronautics Director, MnDOT
ryan.gaug@state.mn.us
612-422-8601

KIRBY BECKER
Assistant Aeronautics Director, MnDOT
kirby.becker@state.mn.us
651-234-7255

Thank You!