

MN AIRPORTS CONFERENCE

EFFECTIVE AIRPORT MANAGEMENT

KIM KENVILLE, PH.D., C.M.

**MINNESOTA
AIRPORTS
CONFERENCE**



KIM KENVILLE, PHD, CM

Airport Mgmt degree
UND

Worked in
Operations at DTW
and MKE

Worked in Noise
Office at MSP

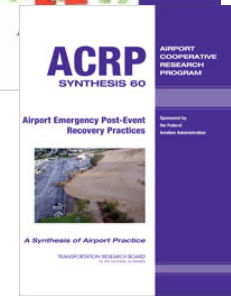
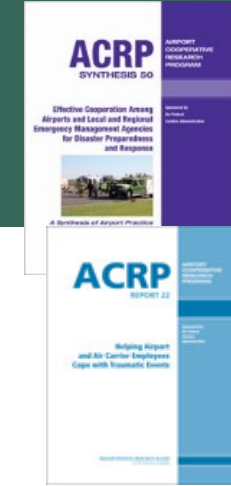
Began teaching at
UND in 1999

Past Chair of
Academic Relations
Committee for AAAE

Member of ACRP
Oversight Committee
• Author of 11
guides/synthesis

Member of ND
Aeronautics
Commission

Private Pilot



WHAT IS REQUIRED?

If your airport is part of the NPIAS – National Plan of Integrated Airports System, there are requirements!

1. Planning
 - Airport Layout Plan (ALP), Capital Improvement Plan (CIP), Environmental planning
2. Financial
 - Grants – Entitlement, Discretionary, Set Aside, Cargo, CARES, CRSSA, BIL/AIG, ATP
 - Grant Assurances (if you take free money!)
3. Regulatory
 - 5010 Inspections, FAR Part 77 Imaginary Surfaces, FAR Part 139, TSA 1542



RELATIONSHIPS!



State Aeronautics

Consultants (engineering, planning, architecture)

FAA Airports District Office

Tenants

AirTap/MCOA

Dakota / Minnesota Airports District - Minneapolis Office, AGL DMA ADO MSP (MN)			
Physical Address		Mail Address	Phones
6020 28th Ave S, Ste 102 Minneapolis, MN 55450-2700		6020 28th Ave S, Ste 102 Minneapolis, MN 55450-2700	Voice: 612-253-4610
Name	Title	Phone	Email Address
Lindsay Terry	Manager	612-253-4630	lindsay.terry@faa.gov
Jacob Martin	Assistant Manager	612-253-4631	jacob.martin@faa.gov



PLANNING

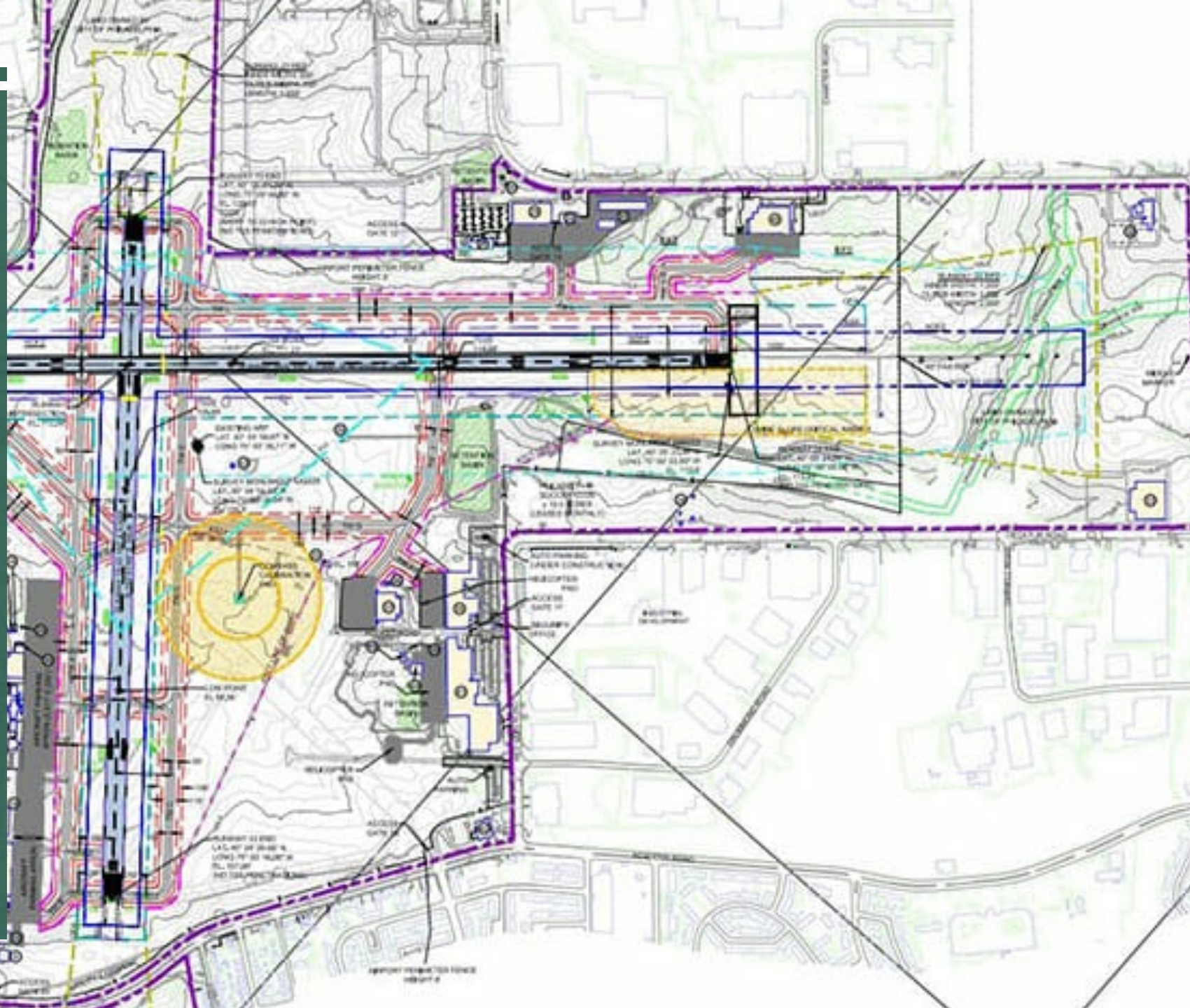
<https://mnsasp-mndot.hub.arcgis.com/>



- NPIAS – Federal Planning (FAA – DOT) Report to Congress on Status of the Nation’s Airports (\$\$\$)
- State Aviation System Plan (SASP) Want your data included for system improvement and funding roadmap
- Master Planning – not necessarily required by FAA, but two elements are
 - Airport Layout Plan and approval of Forecasts!

AIRPORT LAYOUT PLAN (ALP)

- A graphic presentation of present and future items on your airfield.
- The FAA needs to understand that the airport has done their due diligence in determining where to build future assets, take assets offline, and be consistent with current planning and design standards.

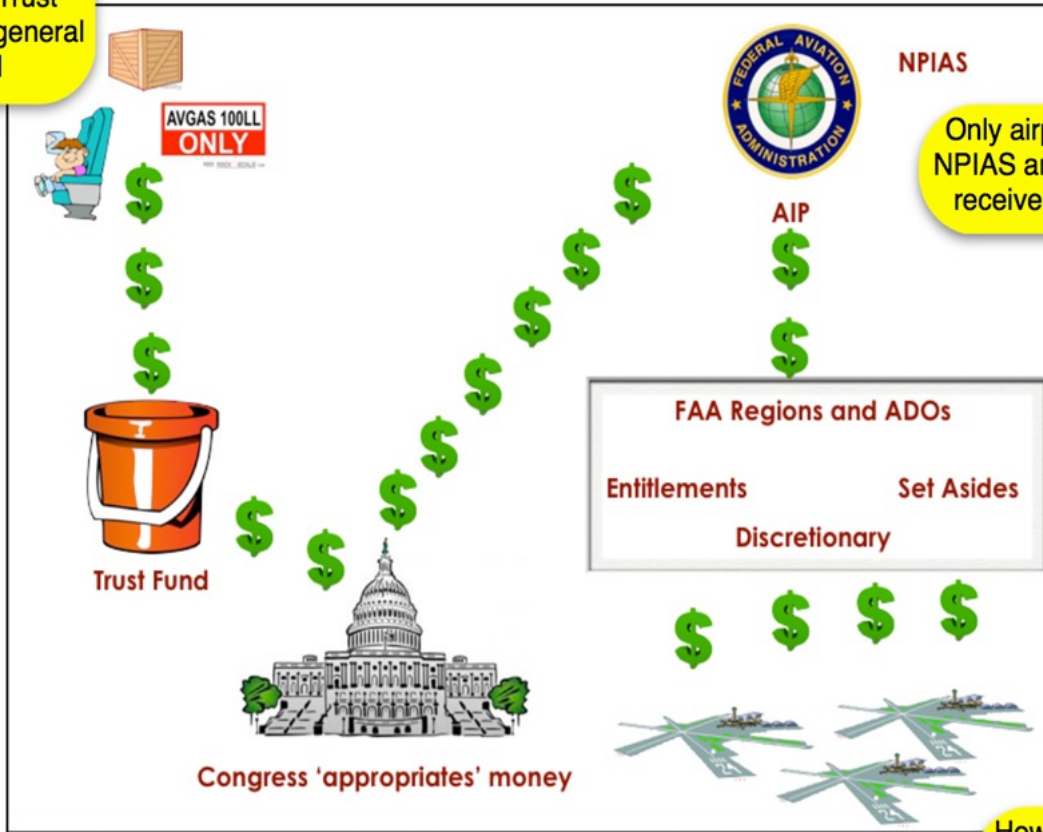


CAPITAL IMPROVEMENT PLAN/PROGRAM (CIP)

- The items presented on the ALP are then transferred to the airport CIP with estimates from engineers and preliminary planning and environmental completed for FAA approval and inclusion into the State and Federal Plans.
- The CIP is a five-year estimate of projects and their estimated costs.

Fiscal Year			No.	Description	Funding Share			Project Cost	Eligible Funding Amounts				
FED (Oct-Sep)	State (Jul-Jun)	CITY (Jan-Dec)			Federal	State	Local/ Other		FAA-Entitlement	FAA-Discretionary	MNDOT - Aeronautics	Local	Other
2025	2026	2025	MT-16C	Runway 2/20 Reconstruction, Phase 6 of 6 (Includes CA, Rwy-Rwy Intersection)	90	8.4	1.6	\$ 12,300,000	\$ 1,400,000	\$ 9,670,000	\$ 1,033,200	\$ 196,800	
	2026	2025	ST-33	Parking Lot Reconstruction/Upgrades - Construction, Phase 1 of 3		50	50	\$ 1,350,000			\$ 675,000	\$ 675,000	
	2026	2025	MT-15D	Parking Lot Reconstruction/Upgrades - Design, Phase 2 of 3		50	50	\$ 135,000			\$ 67,500	\$ 67,500	
	2027	2026	MT-15C	Parking Lot Reconstruction/Upgrades - Construction, Phase 2 of 3		50	50	\$ 1,350,000			\$ 675,000	\$ 675,000	
	2027	2026	MT-17D	Parking Lot Reconstruction/Upgrades - Design, Phase 3 of 3		50	50	\$ 135,000			\$ 67,500	\$ 67,500	
	2028	2027	MT-17C	Parking Lot Reconstruction/Upgrades - Construction, Phase 3 of 3		50	50	\$ 1,350,000			\$ 675,000	\$ 675,000	
	2028	2027	MT-18D	Terminal Entrance Road & Loop Drive Microseal - Design		50	50	\$ 50,000			\$ 25,000	\$ 25,000	
		2027	ST-17	Exit Lane Technology			100	\$ 200,000				\$ 200,000	
2028		2028	MT-7	Maintenance Building/SRE Pavement Crack/Joint Sealing & GA Apron Rehab/Expansion, Phase 1 - Design	90		10	\$ 225,000	\$ 202,500			\$ 22,500	
2028		2028	ST-22D	SRE Building Improvement Design	90		10	\$ 250,000	\$ 225,000			\$ 25,000	
2028		2028	MT-10	Master Plan & ALP Update	90		10	\$ 1,000,000	\$ 900,000			\$ 100,000	
2028		2028	ST-21	SRE Multi-function Vehicle	90		10	\$ 1,000,000	\$ 900,000			\$ 100,000	
2028		2028	ST-27	North GA Development, Phase 1 - Design	90		10	\$ 200,000	\$ 180,000			\$ 20,000	
	2029	2028	MT-18C	Terminal Entrance Road & Loop Drive Microseal - Construction		50	50	\$ 400,000			\$ 200,000	\$ 200,000	

Money is collected through the Trust Fund and the general tax fund



Only airports in the NPIAS are eligible to receive AIP funds

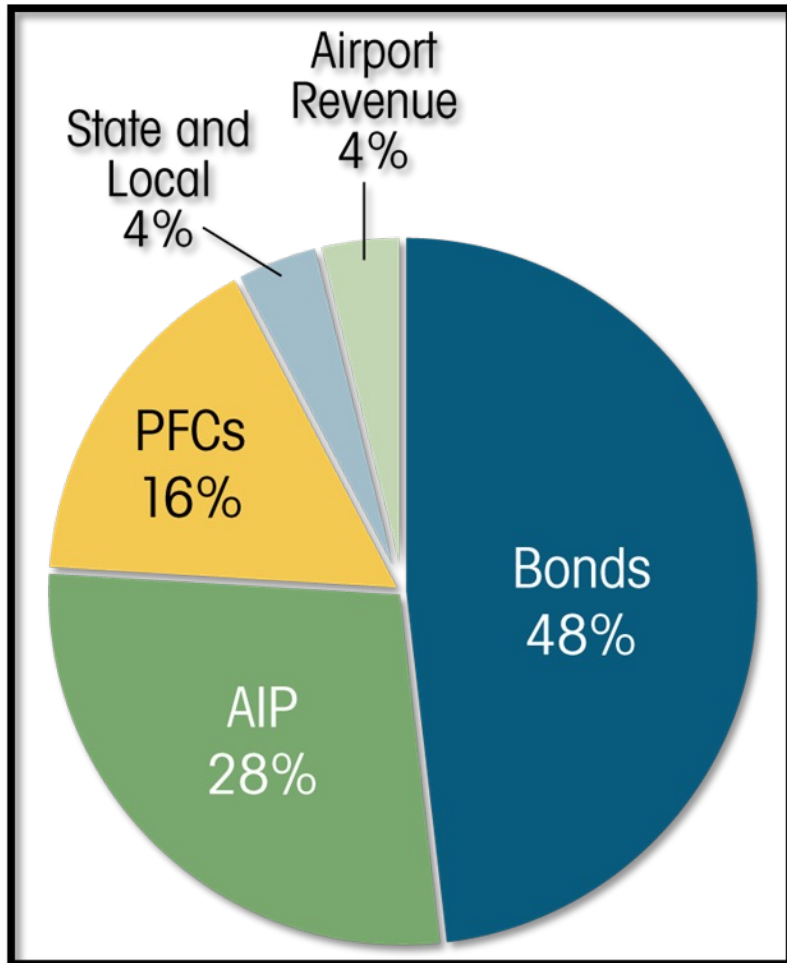
How much money is collected will determine the amount of discretionary funds available

The FAA distributes the money to the airport operators in each state, with one exception. **Block-grant states** will receive a block of AIP money for distribution to non-primary, GA and GA reliever airports (these are the block grant states, but they are not testable: GA, IL, MI, MO, NH, NC, TX, PA, TN, WI)

AIRPORT FINANCIALS

****FAA MUST BE AUTHORIZED AND APPROPRIATED BY CONGRESS**

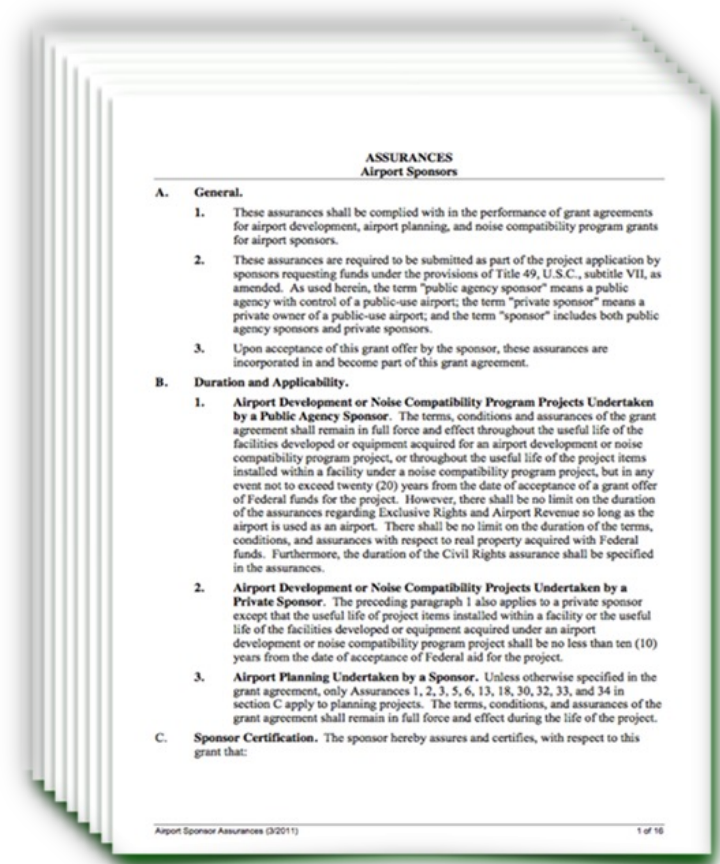
HOW DO I PAY FOR A PROJECT?



- **FREE** money 1st!!
 - FAA Entitlement and Discretionary
 - Estimates from FAA ADO
 - State Grants
 - Owner – city/county/airport reserves
- Passenger Facility Charge (PFC)
- Issue Debt - Bonds

GRANT ASSURANCES

- When an airport accepts FREE money, they must adhere to the Grant Assurances set for by Congress and the FAA.
- The FAA, through the Grant Assurances provides great protection for an airport, especially if it is owned by a city or county.
- The rules are very prescriptive on what “revenues” can be used for – basically, if it is earned on the airport it must remain on the airport
 - Airlines/Tenants will watch this very carefully (as they feel it’s their money) 😊
- Safe and Serviceable Airport (5010 Form)
- Land Use Compatibility
 - Approaches into Airport (FAR Part 77)
 - Temporary or Permanent Obstructions/Alteratiions
- Economic Non-Discrimination (similarly situated businesses)
 - Self fueling, self service fueling, full service fueling
- Airport Layout Plan – up to date!



REGULATORY REQUIREMENTS

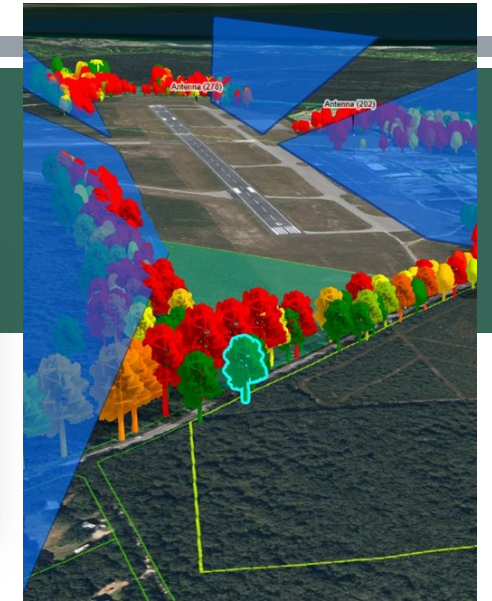
Safe and Serviceable Airport

- 5010 data forms annually

FAR Part 77 – Objects that Affect Navigable Airspace

FAR Part 139 – Commercial Service Airports

TSA Part 1542 – Airport Security



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RESOURCES

Industry-driven, applied research program

The **Airport Cooperative Research Program (ACRP)** is an industry-driven, applied research program that develops practical solutions to problems faced by airport operators. It is sponsored by the Federal Aviation Administration (FAA) and managed by the Transportation Research Board (TRB). trb.org

- MN Aeronautics
- FAA ADO Program Manager
- Consultant
- Airport Cooperative Research Program Guidebooks
 - Publications are grouped by Collections
 - [ACRP Collections | ACRP](#)
 - FREE ACRP Webinars – documents/guidance explained
 - [ACRP Webinars | ACRP](#)
- FAA Office of Airports
 - [Airports | Federal Aviation Administration](#)

ACRP Report 16, 2nd edition

- Guidebook for Managing Small Airports

ACRP Synthesis Report 58

- Airport Industry Familiarization

Modern Marvels – History of Int'l Airports

- <https://www.youtube.com/watch?v=8nQtIBzWlhU>

Airport Management

- C. Daniel Prather, PhD, AAE, CAM

Airport Planning & Management

- Seth B. Young, PhD, AAE



QUESTIONS?

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Kim Kenville
Aviation Consulting

A decorative graphic consisting of a horizontal green arrow pointing to the right, with a small airplane icon at the tip.