2022 MnSASP

MINNESOTA GO

STATE AVIATION SYSTEM PLAN

Key State Focus Areas Primer

Plan Overview

As part of a collaborative effort to realize Minnesota's 50-year vision for statewide transportation known as Minnesota GO, the Minnesota Department of Transportation, Office of Aeronautics (MnDOT Aeronautics) initiated the 2022 Minnesota State Aviation System Plan (MnSASP). The 2022 MnSASP is the long-term strategic plan for Minnesota's airports. This plan assessed airports holistically to understand the system's ability to meet current and anticipated future demands through 2040 and to provide guidance for future development.

The MnSASP specifically examined seven key state focus areas of unique importance to MnDOT Aeronautics, Minnesota airports, and other aviation stakeholders. This effort was designed to support MnDOT Aeronautics' ability to navigate complex decisions associated with these issues. Guidance statements and recommendations clarify MnDOT Aeronautics' understanding of each issue; identify applicable Minnesota Statutes, Administrative Rules, and other requirements; and detail uniform processes for airports, their consultants, and MnDOT Aeronautics.

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Key State Focus Areas

The 2022 MnSASP carefully considered the needs of MnDOT Aeronautics, Minnesota airports, and aviation users when developing guidance and recommendations for each key state focus area. The resulting deliverables support MnDOT Aeronautics' ability to conduct informed, data-driven, and transparent decision-making processes aligned with all state and federal requirements.

Through-the-Fence (TTF) Operations Processes

TTF operations refer to aircraft that seamlessly transition from an airport's airside facilities to land adjacent to – but not on – airport property. Establishing TTF operations can bolster airports' economic impacts, enhance community relationships, and provide additional space for aviation-related development. TTF operations can also pose significant issues related to security, airport-compatible land use, parity between traditional on-airport users and TTF operators, and other concerns. The TTF Guidance Statement establishes MnDOT Aeronautics' official position on residential, commercial, and noncommercial aeronautical TTF operations.

TTF OPERATIONS AT MINNESOTA SYSTEM AIRPORTS MUST:

✅ Comply with all FAA standards and Minnesota State Statutes and Administrative Rules

✅ Provide a benefit to civil aviation

✅ Maintain or enhance the long-term viability, safety, security, efficiency, utilization, and economic well-being of the airport and airport sponsor

Hangar Availability and State Funding Participation

The 2022 MnSASP revealed that 94 percent of T-hangars and 97 percent of conventional box hangars in Minnesota are occupied. Additionally, some aircraft hangars are used for non-aeronautical purposes, further exacerbating capacity constraints experienced at many facilities. The **Hangar Availability Evaluation and State Funding Recommendations** propose several strategies to address the primary hangar issues in Minnesota related to availability, use, rates and charges, and funding.

PRIMARY HANGAR RECOMMENDATIONS

1. Require all state-sponsored hangars be used for aeronautical purposes
2. Establish appropriate hangar lease rates per guidance provided by ACRP Report 213[1]
3. Require that funding requests for hangar development be justified based on documented needs

[1]Airport Cooperative Research Program (ACRP, 2020). Report 213: Estimating Market Value and Establishing Market Rent at Small Airports. Available online at https://www.trb.org/Publications/Blurbs/180278.aspx (accessed June 2021).

Prioritization of State Funding for Crosswind Runways

Crosswind runways enable airports to provide continuous support of aviation demand through variable weather conditions. The **Crosswind Runway Position Statement** guides MnDOT Aeronautics in the prioritization of state support for existing and proposed new crosswind runways. The **Minnesota Crosswind Runway Eligibility Model** is a key element of the state prioritization methodology. The model evaluates airports' need for a crosswind based on standard criteria. Airports must receive a threshold score to be eligible for state support. Airports must also submit a Crosswind Runway Justification Report (CRJR) to justify funding requests.

Clear Zone Ownership and Compliance Requirements

The airspace in and around airports must be clear of obstructions to maintain a safe and navigable environment for aircraft operations. The MnDOT Aeronautics **Clear Zone Guidance Statement** confirms that airport sponsors must acquire 100 percent of clear zones in fee simple or complete a MnDOT-approved Clear Zone Acquisition Plan to be eligible for state funds.

UPDATED MNDOT AERONAUTICS CLEAR ZONE GUIDANCE

1. Clarifies clear zone dimensional standards based on ultimate build-out conditions
2. Establishes an alternative compliance mechanism for airports unable to acquire 100 percent of clear zones in fee simple
3. Confirms that airports must be compliant with clear zone guidance to be eligible for state support

The Airport Geodata page in the MnSASP Hub provides an interactive Airport Safety Areas dashboard that depicts the existing and ultimate clear zone surfaces across all runways in the Minnesota airport system.

State Aviation System Exit and Airport Closure Processes

The **Airport Closure Guidance Statement** provides a uniform procedure for airports to exit the state aviation system and/or close while complying with all applicable statutes and regulations. An associated **Vulnerability Assessment** identified Minnesota airports vulnerable to closure based on a quantitative evaluation. Airports scoring less than 30 points in the assessment are eligible for a "fast-track" closure process. Nineteen Minnesota system airports are currently considered vulnerable to closure and thus eligible for this expedited process.

Last-mile Connectivity and Courtesy Car Evaluation

The usability of many airports is, in part, dependent on available ground transportation options for pilots, passengers, and cargo. The **Last-mile Connectivity and Courtesy Car Evaluation** reviewed multimodal options at all Minnesota airports. The availability and condition of airport courtesy cars was identified as a key concern at many general aviation (GA) airports. The 2022 MnSASP offers prioritized recommendations for addressing the availability, maintenance, and funding of courtesy cars at Minnesota's GA airports.

PRIMARY COURTESY CAR RECOMMENDATIONS

- 🚗 Leverage state surplus programs to acquire vehicles
- 🚗 Obtain insurance from a Minnesota government trust
- 🚗 Establish trip agreements with courtesy car users
- 🚗 Partner with local businesses to sponsor courtesy cars
- 🚗 Require airport users to hold private auto coverage
- 🚗 Allow state funds to be used for vehicle maintenance

State Aviation System Entry Processes

According to Minnesota Statutes, airports must be included in the state aviation system to be eligible to receive financial assistance through the State Airports Fund. The **State Aviation System Entry Guidance Statement** outlines a detailed process for MnDOT Aeronautics and airport sponsors to gain entry into the state aviation system compliant with all licensure and statutory requirements.

Key Steps to Enter the State Aviation System

- Receive an Intent to Permit Airport System Entry from MnDOT Aeronautics
- Develop a MnDOT-approved ALP
- Obtain a Public Airport License
- Comply with Clear Zone Guidance Statement

Public Outreach

The MnSASP was conducted in two phases (Phase I and Phase II). Phase I was designed to establish the framework of the MnSASP in alignment with Minnesota GO and identify the opportunities and challenges with the greatest potential to impact Minnesota's airports in the coming decades. This effort included a comprehensive, statewide public engagement process conducted over many months. The Phase I outreach efforts culminated in the scope of Phase II. Phase II was developed specifically to ensure the aviation system plan is "more relevant to more people more of the time."

The key state focus areas assessed during Phase II represent the top issues identified by stakeholders during Phase I. The MnSASP offers guidance to help MnDOT Aeronautics proactively plan for and address these issues so Minnesota can achieve its vision of a multimodal system that maximizes the health of people, the environment, and our economy.

Guidance and recommendations were developed in coordination with several Focus Area Working Groups. These advisory committees offered insight into the scope of each issues; details regarding how they may affect MnDOT Aeronautics, Minnesota airports, and the air traveling public; and valuable feedback during the development of final recommendations.

For more information about the MnSASP, please visit the MnSASP Hub at
mnsasp-mndot.hub.arcgis.com.

The MnSASP Hub includes the full 2022 MnSASP Technical Report detailing all components of the plan.

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