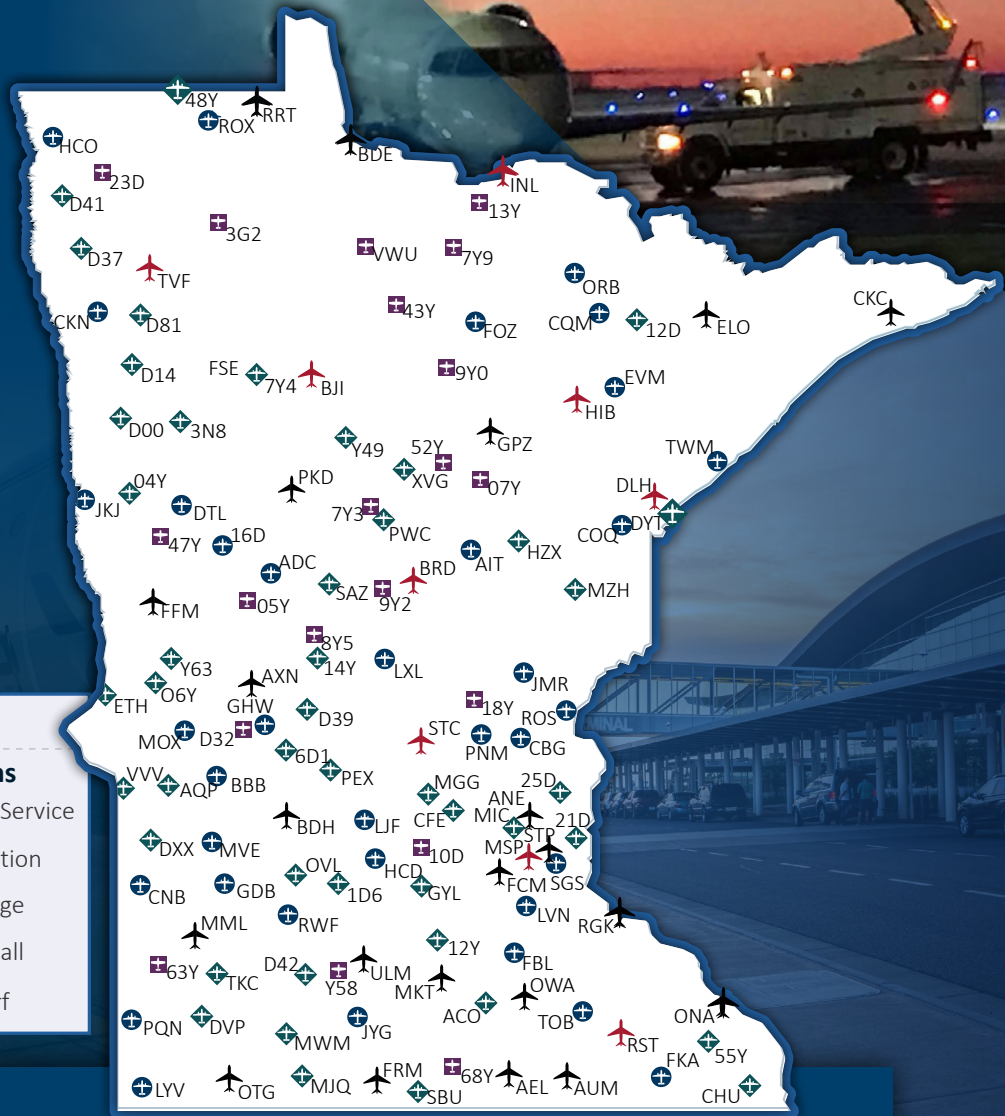


STATE AVIATION SYSTEM PLAN



Plan Overview



KEY

State Classifications

- Key Commercial Service
- Key General Aviation
- Intermediate Large
- Intermediate Small
- Landing Strip Turf

Introduction

The Minnesota state aviation system comprises 133 publicly owned, public-use airports, including nine commercial service and 124 general aviation facilities. The Minnesota Department of Transportation, Office of Aeronautics (MnDOT Aeronautics) works at the statewide level to ensure these airports function as an interconnected system to meet Minnesota’s air transportation needs.

The 2022 Minnesota State Aviation System Plan (2022 MnSASP or MnSASP) is a key element of MnDOT Aeronautics’ work by providing targeted guidance to support the system’s ability to enable safe, fast, and reliable air transportation for the citizens and businesses of Minnesota.

MnSASP Overview

MnDOT Aeronautics initiated the MnSASP as part of a collaborative effort to realize Minnesota’s 50-year vision for statewide transportation known as Minnesota GO. Serving as 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 closely evaluated key opportunities and challenges that may impact Minnesota airports, assessed the performance of the system and individual airports, quantified total investment needs, and developed recommendations for aviation-related issues known as state focus areas. The MnSASP offers information and recommendations to help MnDOT Aeronautics align its decision-making processes with the needs of Minnesota’s airports and the air traveling public to maintain a safe, reliable, flexible, and advanced airport system over the next two decades.

The MnSASP serves as one of several modal planning efforts that compose the MnDOT Family of Plans. These modal plans are guided by Minnesota GO.



50 YEAR STATEWIDE VISION

To provide a multimodal transportation [that] maximizes the health of people, the environment, and our economy.

Airport and System Performance Assessment

Minnesota GO established five core objectives to support the implementation of the 50-year statewide vision. The 2022 MnSASP defined these objectives within the context of the aviation system and developed metrics to gauge progress at the individual airport and systemwide levels. Metrics designate the facilities, services, and administrative items that airports should provide to optimally fulfill their roles in the state aviation system.



Critical Connections Transportation Safety System Stewardship Healthy Communities Open Decision Making

The performance assessment provided important insight into areas where the system is performing well and pinpoints opportunities for improvement. This analysis also served as the basis for the development of the systemwide investment need.

The results of the system and airport performance assessments are depicted in the MnSASP Hub.

MnSASP Hub

The 2022 MnSASP collected a wide range of airport data to complete the performance assessment and inform recommendations associated with the state focus areas. These data are now stored in an ArcGIS Hub application known as the MnSASP Hub. The MnSASP Hub allows MnDOT and aviation stakeholders to engage in continuous system and airport planning beyond the MnSASP period.

The MnSASP Hub includes the system and airport performance assessment, background airport information, airport activity, and other spatial and tabular data.



The MnSASP Hub is available online at mnsasp-mndot.hub.arcgis.com

PUBLIC PARTICIPATION

ESTABLISH FRAMEWORK

- Establish Airport Classifications
- Develop Objectives, Strategies, and Metrics
- Identify State Focus Areas
- Investigate Key Trends/Issues

PHASE I

DATA COLLECTION & ANALYSIS

- Validate Phase I Deliverables
- Collect Airport Inventory
- Evaluate State Focus Areas
- Develop Operations Forecast
- Conduct Performance Assessment

PHASE II

OUTCOMES

- Compile Aviation Investment Needs
- Develop Guidance Associated with State Focus Areas
- Develop MnSASP Hub
- Identify Additional Needs

MnSASP Process

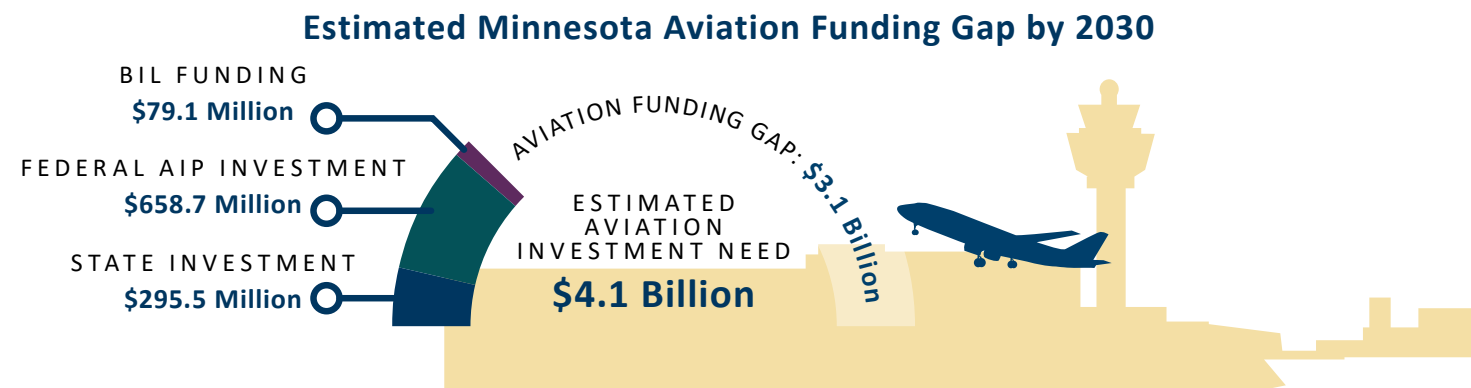
MnDOT Aeronautics has a long history of planning, beginning with the first system plan published in 1970. Major updates have been completed every five to seven years since that time, with the most recent update completed in 2012.

MnDOT Aeronautics initiated the current MnSASP in 2017 and completed the plan in two phases. Phase I established the plan’s framework aligning with the Minnesota GO. Phase II validated this framework and undertook a series of evaluations to develop forward-looking recommendations for MnDOT Aeronautics. Both Phase I and Phase II of the MnSASP relied on continuous public input to ensure alignment with the needs of all Minnesota aviation stakeholders.

Aviation Investment Need and Future Funding Outlook

The 2022 MnSASP compiled ten-year total system investment needs from a variety of different sources, including the airport and system performance assessment, MnDOT Aeronautics Capital Improvement Plan (CIP), 2022-2028 Metropolitan Airports Commission (MAC) CIP, preservation and replacement of state-owned navigational aids (NAVAIDs) and weather reporting stations, and estimated maintenance and operations (M&O) costs.

This revealed that Minnesota’s airports require an estimated \$4.1 billion in total investment through 2030. With state and federal sources estimated to contribute \$1.0 billion during this same period, Minnesota’s airports may experience a significant funding gap in the years ahead.



Acronyms: BIL = Bipartisan Infrastructure Bill; AIP = Airport Improvement Program

Key Focus Areas

The 2022 MnSASP examined seven key state focus areas that aviation stakeholders identified as their top concerns during Phase I. This effort was designed to support MnDOT Aeronautics' ability to navigate complex decisions associated with these issues and provide standard and uniform guidance to airports.



Through-the-Fence Operations



Hangar Availability and State Funding Participation



Last-mile Connectivity and Courtesy Car Evaluation



Prioritization of State Funding for Crosswind Runways



Clear Zone Ownership and Compliance Requirements



State Aviation System Exit and Airport Closure Processes



State Aviation System Entry Processes

Contact MnDOT Aeronautics to receive the comprehensive guidance document associated with each issue.

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 study.