

Agenda

- Introductions
- Progress since last meeting
 - Assessment of Prior Efforts
 - Objectives and Strategies
 - Trends
 - Defining the System
- BREAK -
- Airport Classification Review
 - Current Minnesota Classifications
 - Federal Classifications
 - Other States' Classifications
 - Small-group Discussion

HELLO

my name is

Introductions

**Looking
back...**



Assessment of Prior Efforts

Assessment of Prior Efforts

The following groups were consulted and outreach meetings held to gather input on the assessment of prior SASP efforts:

- MnDOT Aeronautics Staff
- SASP Advisory Committee (SAC)
- Technical Advisory Committee (TAC)
- Aviation Consultant Community Workshop
- Aviation Community (Minnesota Airports Conference, Pilot Focus Groups, Drone Focus Group, Numerous airshows and fly-ins)

What Worked Well

- Map graphics in the plan
- SASP level forecast information
- Report card (5-sheet airport information)
- Economic Impact Calculator tool is useful for airports and stakeholders

Challenges

- Does not adequately include drones
- Could better educate public
- Could use additional information on NextGen rollout and impact on Minnesota
- SASP could include a package of tools for sponsors to share results of SASP and its ancillary studies
- Comparison tools/information for airports to compare against average or other airports in their classification
- Clarification on which objectives are requirements versus recommendations

More Challenges

- The plan is very lengthy
- SASP did not contain up to date information after initial publication
- SASP could include recommendations for funding which would help the state prioritize funding decisions
- Clear zone policy should be integrated into SASP
- High level recommendations on the size of the system, is current size adequate, too small, too big?



Objectives and Strategies

Evaluation of Past SASP Strategies

Input from Airports Conference and TAC meeting:

- There are too many strategies
 - Too many strategies dilutes the focus on accomplishing anything
- Some strategies too specific
 - Move to a higher level
 - Allows a work plan to complete the strategy in a flexible and efficient way
- MnDOT developing Strategies based on feedback

SASP Objectives

- 2012 SASP Objectives

- Safety
- Mobility
- Financial Opportunity and Responsibility
- Operations
- Asset Management

- SMTP Objectives

- Open Decision Making
- Transportation Safety
- Critical Connections
- System Stewardship
- Healthy Communities

Objectives Next Steps

- Moving forward with SMTP Objectives
 - Finalized at the SAC Meeting
- MnDOT will finalize objective statements



Trends

Why Trends?

- Trends can highlight key topics for the SASP to address
- Engagement can help prioritize among topics and identify areas of emphasis
- Technical and policy analysis related to trends can help inform SASP direction and work plan activities
- Audience: General Public

In-Depth SASP Trends

ENVIRONMENT

Transportation Behavior - Update SMTP Air Service Section

Pilot Trends

BEHAVIOR

Aviation Workforce

POPULATION

Aging Infrastructure – Update SMTP Airport Section

New Logistics – Update Air Cargo portions of SMTP Trend

Projected Revenues – Aviation Projected Revenues

Commercial Service

Aging Aircraft/Fleet Changes

Project Funding

ECONOMY

Electrification & Alternative Fuels – Add section on Aviation Fuel Type Changes

Navigation Technologies

Unmanned Aircraft Systems/Drones – Replace SMTP Trend Paper

TECHNOLOGY

Example - Commercial Service Trend

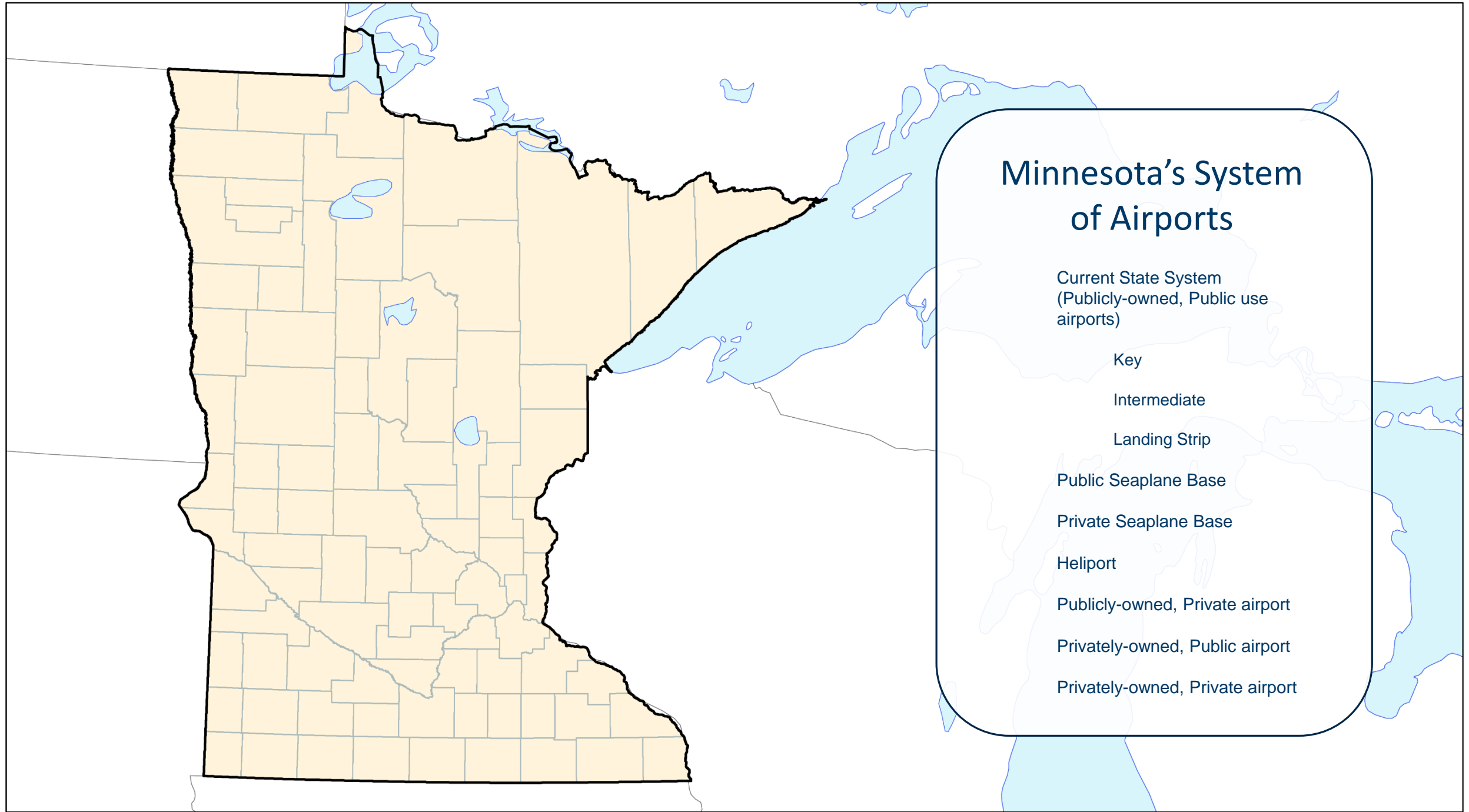
- Air Service in Minnesota is continuing to evolve and change.
 - Evolution of air service in Minnesota (MSP and out state)
 - Migration from Northwest/Delta to Skywest and others (Boutique, etc.) and its impact
 - Summarize the expansion and impact of Ultra Low Cost Carriers on the industry and Minnesota
 - Current and project fleet analysis and impact on Minnesota
 - Pilot shortage and pilot contract constraints and impact on Minnesota
 - Historical EAS subsidies and EAS funding history and risks including how they impact Minnesota



Defining the System

Defining the System

- How should MnDOT define the system?
 - Seaplane bases
 - Heliports
 - Private airports
- What level of involvement should MnDOT have in each?
 - None
 - Acknowledgement in plan and communicate role within system
 - Track metrics & provide recommendations



Minnesota's System of Airports

Current State System
(Publicly-owned, Public use airports)

Key

Intermediate

Landing Strip

Public Seaplane Base

Private Seaplane Base

Heliport




Publicly-owned, Private airport

Privately-owned, Public airport

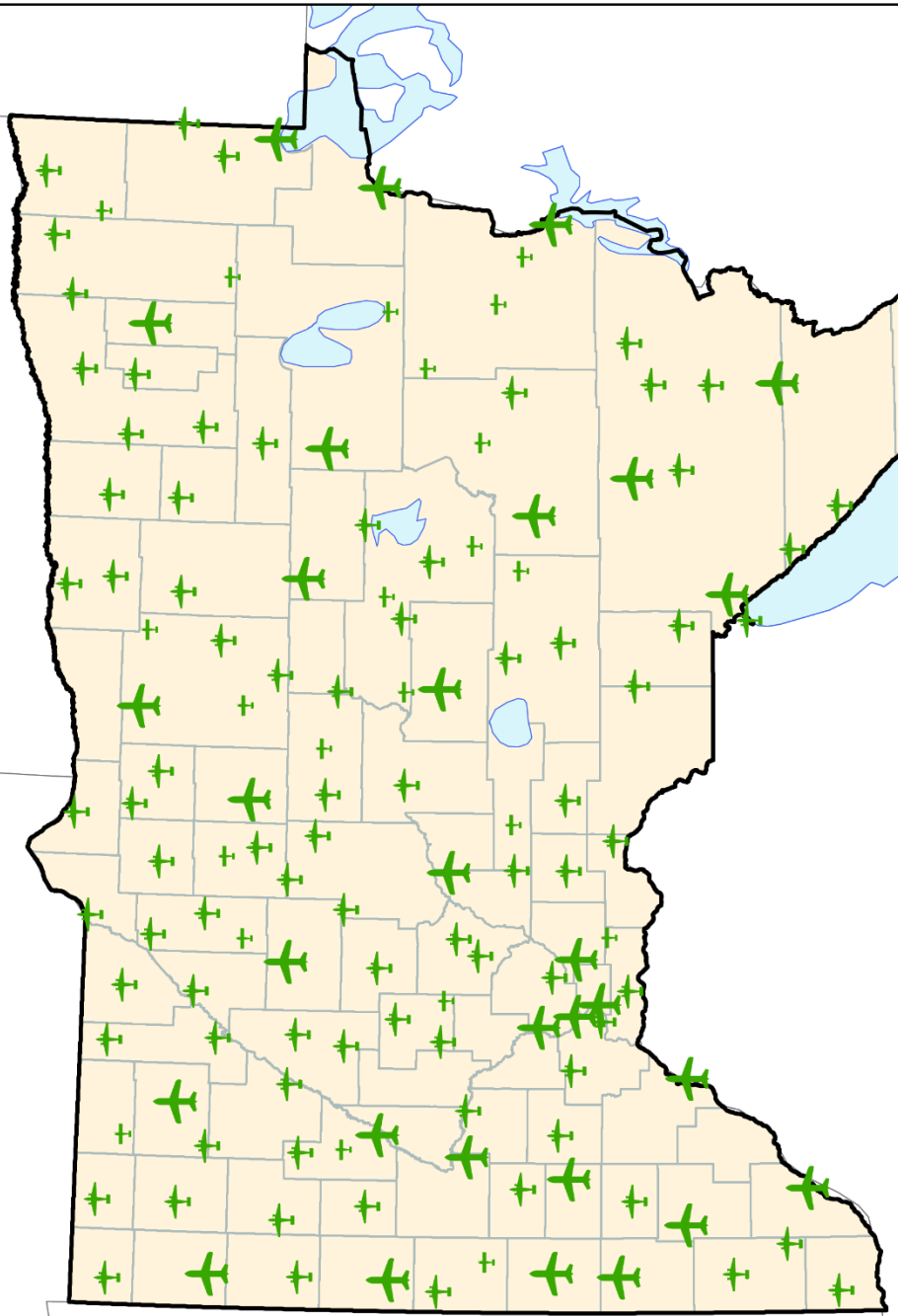
Privately-owned, Private airport

Minnesota's System of Airports

Current State System
(Publicly-owned, Public use
airports) (135)










-  Key (30)
-  Intermediate (83)
-  Landing Strip (22)

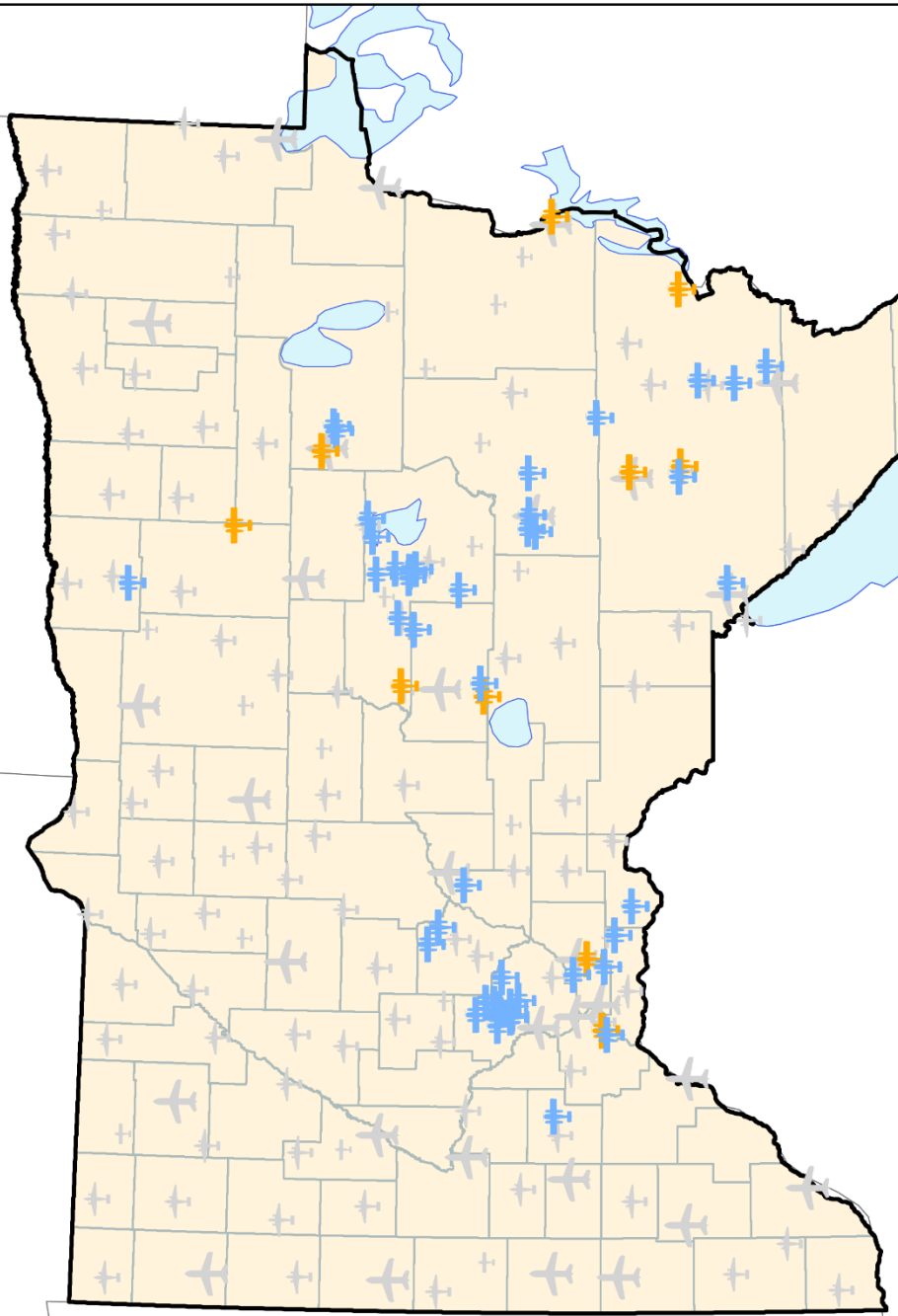
-  Public Seaplane Base
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-  Heliport
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Minnesota's System of Airports










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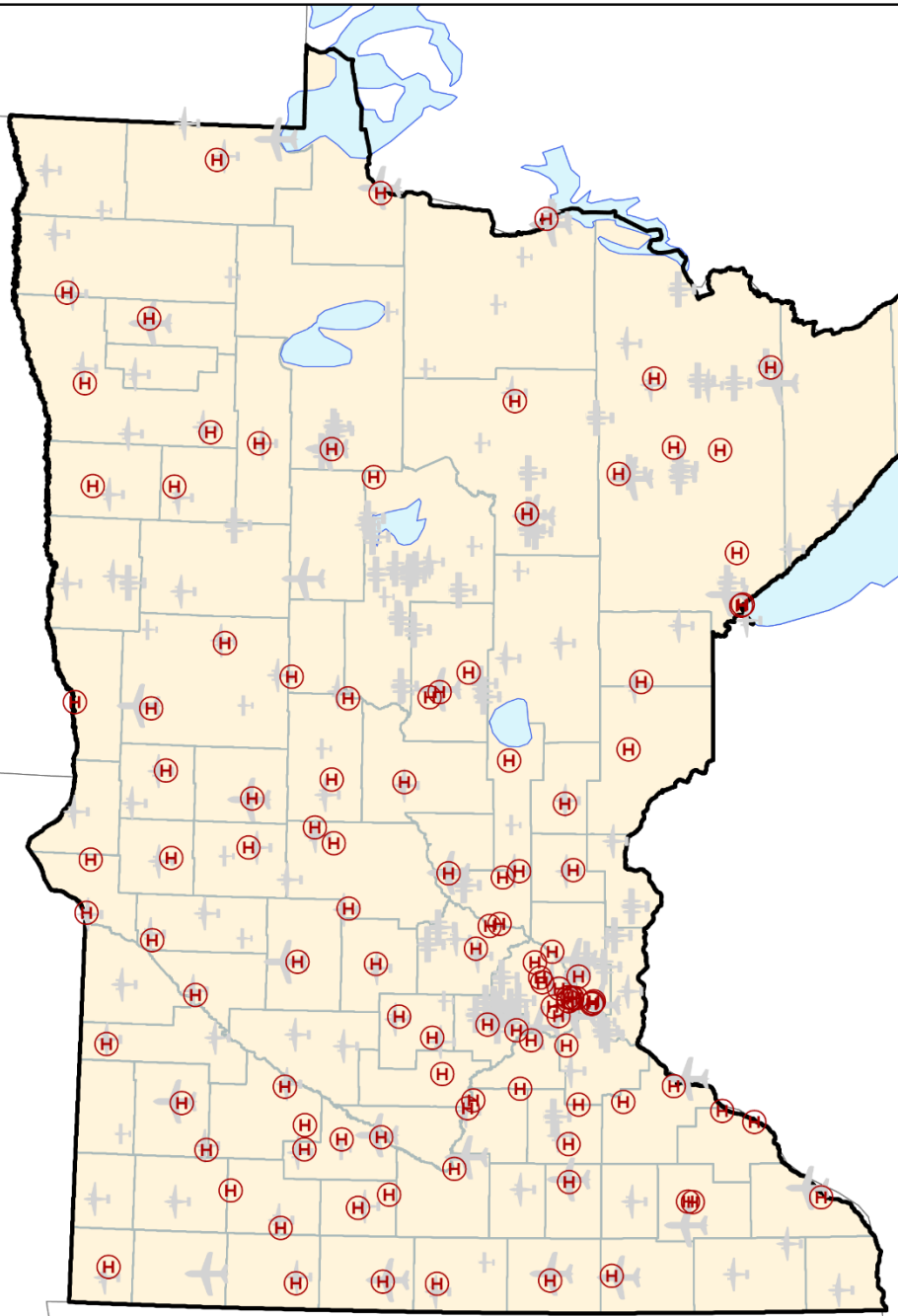
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Minnesota's System of Airports










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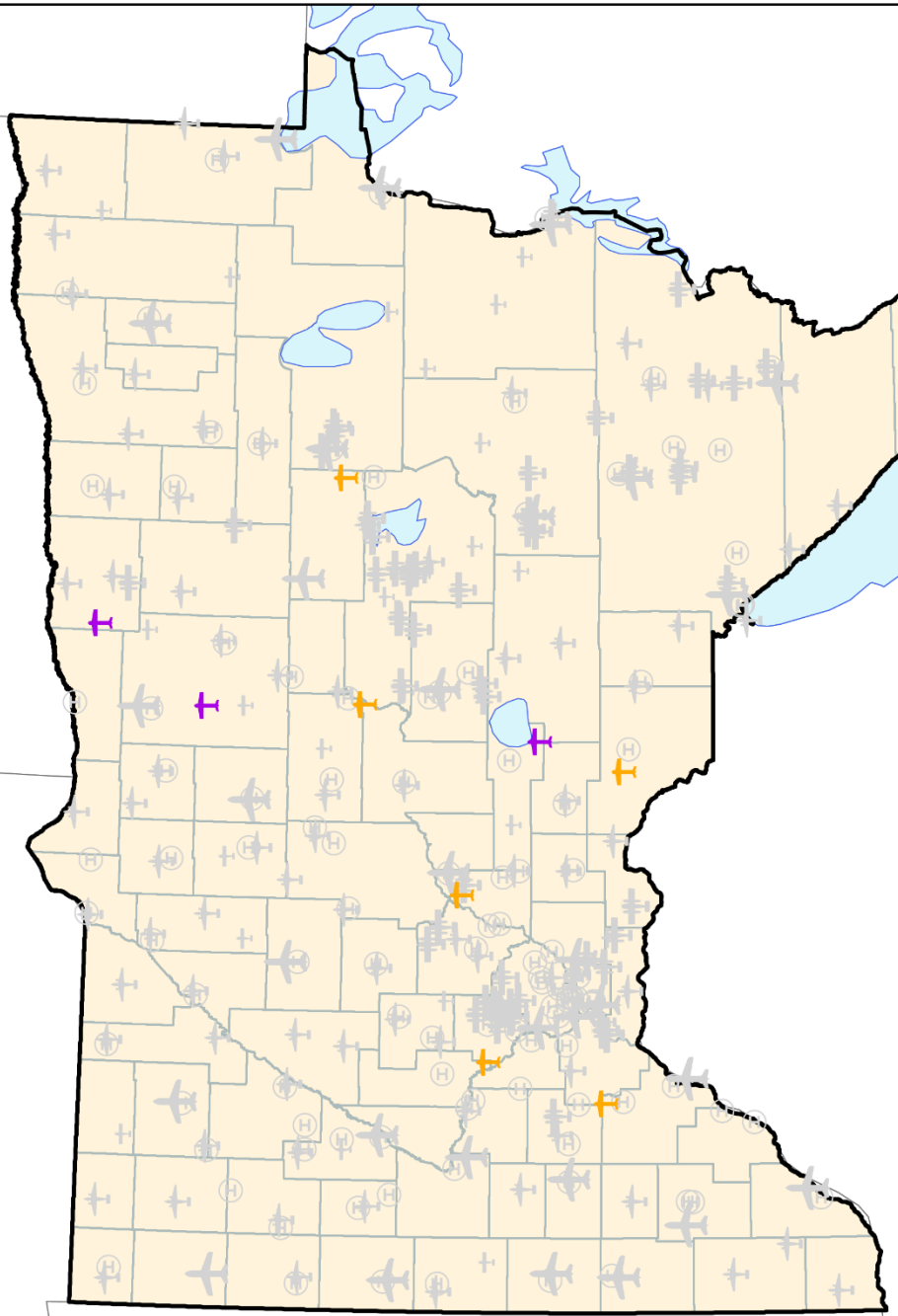
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-  Publicly-owned, Private airport
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Minnesota's System of Airports










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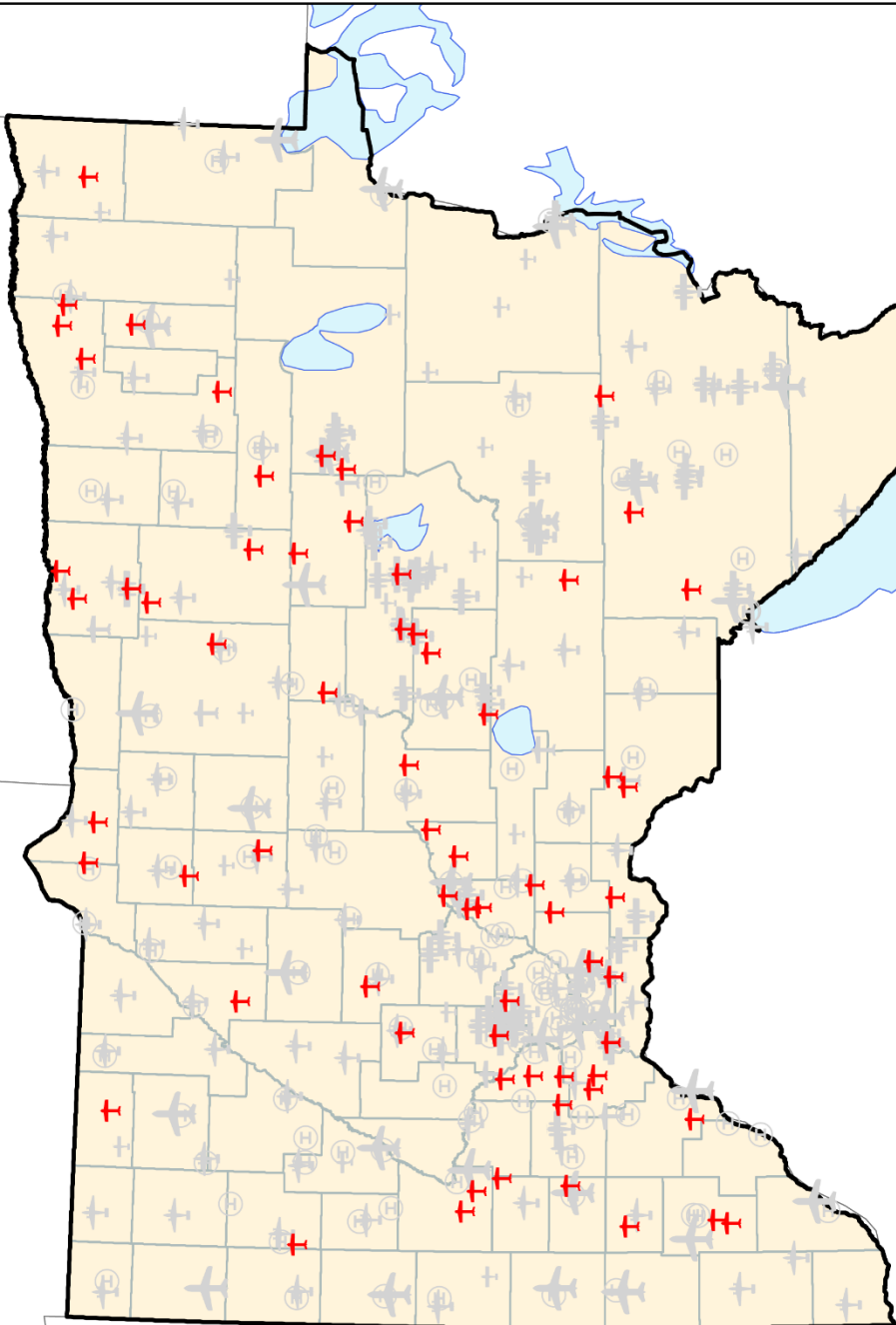
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-  Publicly-owned, Private airport (3)
-  Privately-owned, Public airport (6)
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Minnesota's System of Airports










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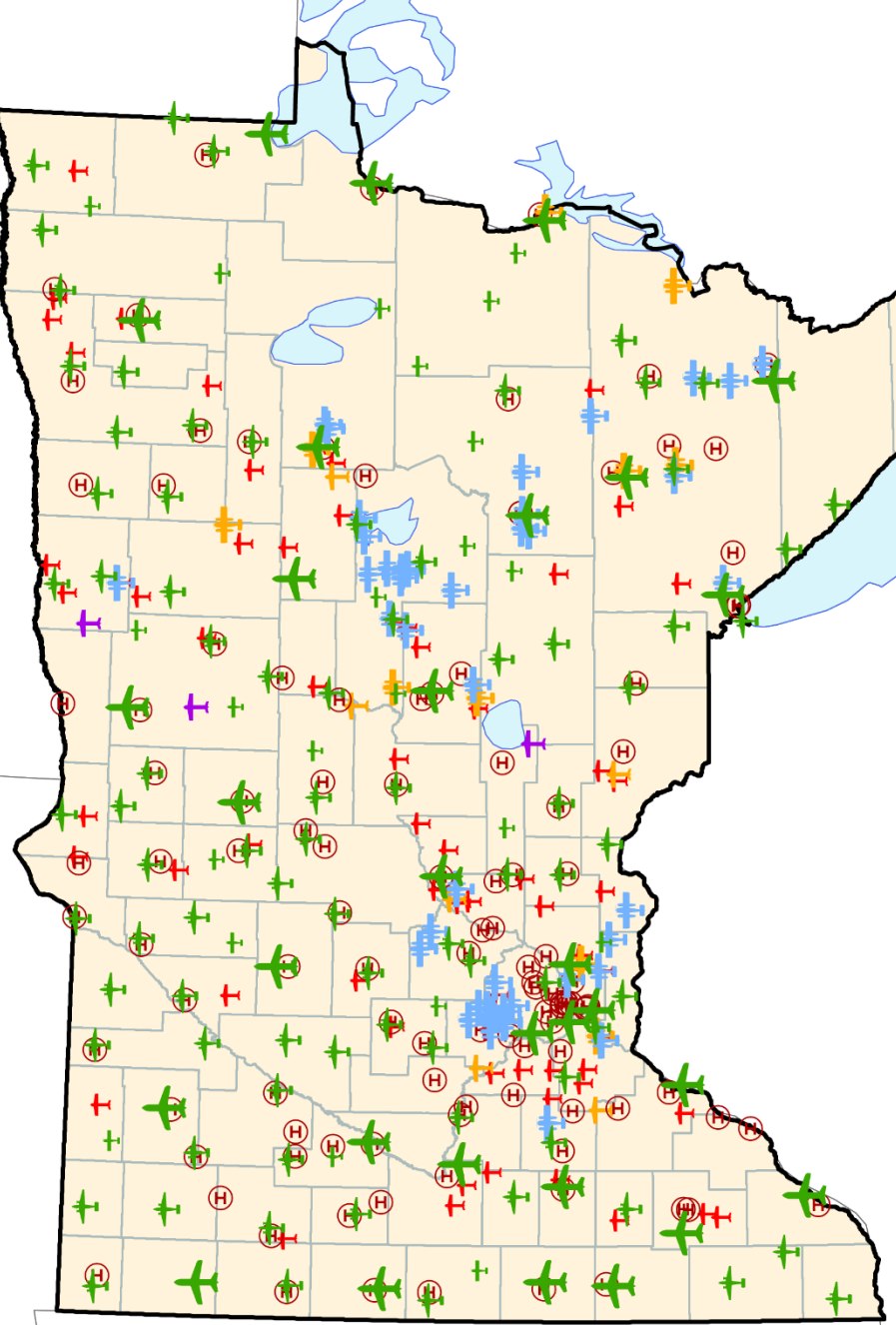
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-  Privately-owned, Private airport (66)

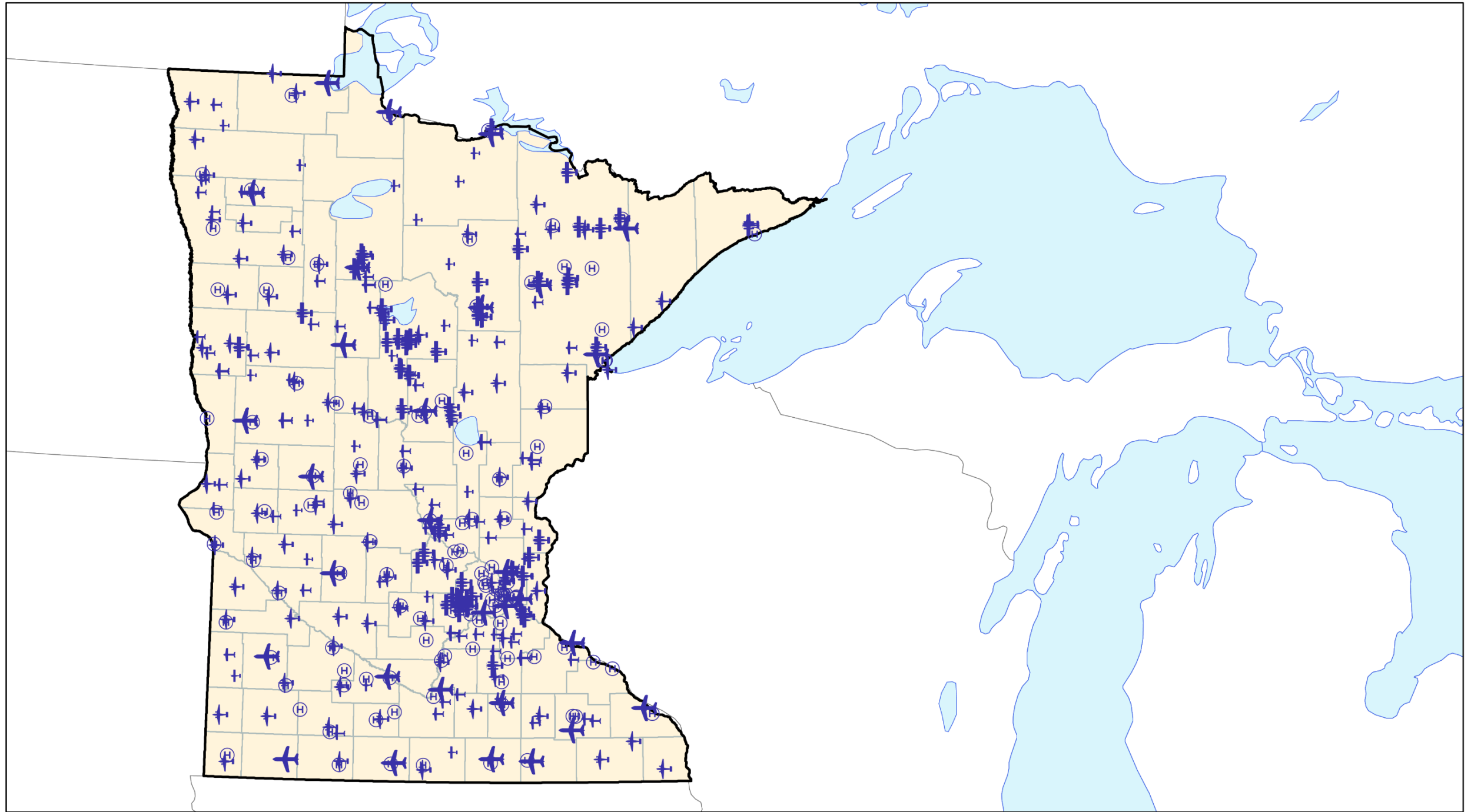


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Defining the System

- How should MnDOT define the system?
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 - Heliports
 - Private airports
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 - None
 - **Acknowledgement in plan and communicate role within system**
 - Track metrics & provide recommendations



Airport Classification Review

Overview of Classification

Key



Intermediate



Landing Strip



Key Airports

- Paved, lighted runway
- $\geq 5,000$ ft of runway
- Accommodates business jets and large multiengine aircraft
- Possible scheduled airfreight and airline service
- Near larger population and economic centers

Intermediate Airports

- Paved, lighted runway
- < 5,000 ft of runway
- Accommodates some multiengine and some small business jets
- Often support emergency medical transports and manufactured parts distribution
- Enable direct connections across Minnesota and the Midwest

Landing Strips

- Turf, possibly lighted runway
- Accommodates most single-engine and some multi-engine aircraft
- May be unusable during wet weather and winter months
- Supports agricultural industry

What we heard | Current Classification System

The SAC and ACW said:

- Intermediate classification too broad
- Consider splitting out Commercial Service from Key airports
- Need a roadmap for classification change
- Have classifications better communicate role to community
- Identify appropriate facilities for a given role

Key



Intermediate



Landing Strip





Break

TAC Advisory Role

The role of the TAC is to gather the best technical ideas to carry forward for further refinement by MnDOT.

- We do not need “answers”
- It is great ideas we are after
- This builds on the conversation from the SAC
- Not all ideas will make it in to the plan
 - May be in other plans
 - May be addressed in another way

**Moving
forward...**



Airport Classification Review

NPIAS/ASSET Background

- NPIAS (National Plan of Integrated Airport Systems) is a system of airports deemed significant to the nation's airport system by the FAA
- Based on service level, reflecting the type of service the airport provides to the community and the funding categories authorized by Congress

NPIAS Categories

• Commercial Service (CS) Airports	8	
• Primary Commercial Service	8	
• Large Hubs (L)		1
• Medium Hubs (M)		0
• Small Hubs (S)		0
• Non-Hubs (N)		7
• Non-Primary Commercial Service	0	
• Reliever (R) Airports	7	
• General Aviation (GA) Airports	82	

ASSET Categories

ASSET created to better define roles of non-primary airports (non-primary commercial service, reliever, and general aviation)

- ASSET Classifications:
 - National
 - Regional
 - Local
 - Basic
 - Unclassified

ASSET - National

- Located in metropolitan areas near major business centers
- Support flying throughout the Nation and the world
- Provide pilots with attractive alternatives to busy primary airports
- Very high levels of activity with many jets and multiengine propeller aircraft
- MN Ex: Anoka County-Blaine, Flying Cloud, St. Paul Downtown

ASSET - Regional

- Also in metropolitan areas and serve relatively large populations
- Support regional economies with interstate and some long-distance flying
- High levels of activity, including some jets and multiengine propeller aircraft
- Some have limited air carrier service
- Some serve as relievers for primary airports
- MN Ex: Fairmont, South St. Paul, Mankato

- Critical component of general aviation system
- Provide communities with access to local and regional markets
- Typically located near larger population centers but not necessarily in metropolitan areas
- Accommodate flight training and emergency services
- Moderate levels of activity with some multiengine propeller aircraft
- MN Ex: Windom, Tower, Staples

ASSET - Basic

- Fulfill the principal role of a community airport – providing means for private general aviation flying
- Links the community with the national airport system as well as other unique contributions
- Provides emergency response access such as emergency medical or firefighting
- Moderate levels of activity with an average of 10 propeller-driven aircraft and no jets
- MN Ex: Preston, Morris, Baudette

ASSET - Unclassified

- Part of NPIAS, but did not fit into one of the above classifications
- Limited activity
- MN Ex: Silver Bay, Ortonville, Springfield

ASSET Categories

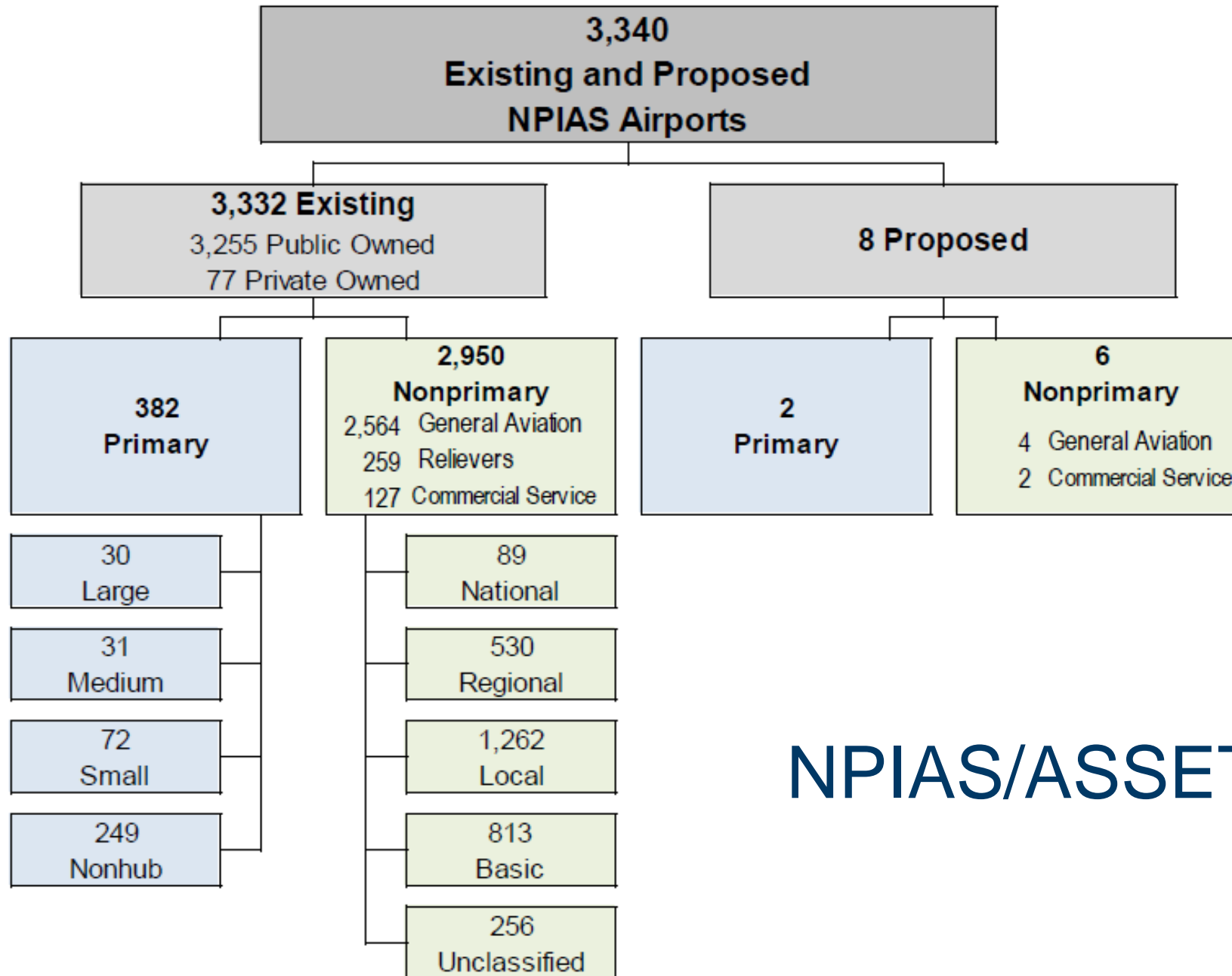
ASSET created to better define roles of non-primary airports
(non-primary commercial service, reliever, and general aviation)

- ASSET Classifications:

- National **3**
- Regional **7**
- Local **49**
- Basic **22**
- Unclassified **9**



Figure 2: NPIAS Airports by Category and Role



NPIAS/ASSET Breakdown

Discussion | NPIAS/ASSET

How do you use these classifications?

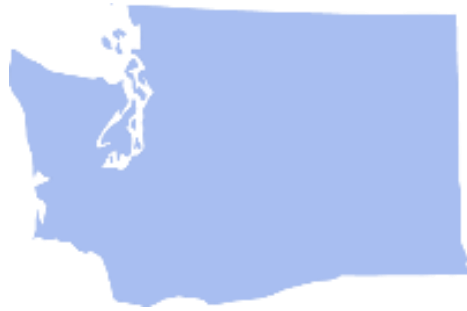
- What works about the federal classification system?
- What doesn't work about the federal classification system?

Should Minnesota consider adopting this system?

- What are the pros of Minnesota adopting this system?
- What are the cons of Minnesota adopting this system?

How should the Plan address NPIAS/ASSET?

How other states classify their airports





Washington

- **Number of Classifications:** 6
- **Classifications based on:**
 - Primary Aviation Activity at Airport
 - Population Density
 - ARC (Airport Reference Codes)
 - (Based aircraft and paved vs. non-paved at smaller airports)
- **Classifications influence:**
 - Funding? No
 - Project prioritization? Somewhat
 - Minimum System:
 - Requirements? Yes
 - Recommendations? Yes

Notes:

- Contains a clear roadmap for airports seeking to move up or down a classification level



- **Number of Classifications: 4**

Notes:

- **Classifications based on:**

- Activity (based aircraft, # of nearby pilots)
- Economic Impact (gross regional product, retail sales)
- Accessibility (nearby population and employment)
- Facilities (runway length, approach type, weather systems)

- **Classifications influence:**

- Funding? No
- Project prioritization? No
- Minimum System:
 - Requirements? Yes (external to the SASP)
 - Recommendations? Yes



- **Number of Classifications: 5**
- **Classifications based on:**
 - Runway length
 - Approach type
 - ARC (Airport Reference Codes)
- **Classifications influence:**
 - Funding? No
 - Project prioritization? Somewhat
 - Minimum System:
 - Requirements? No
 - Recommendations? Yes

Notes:



- **Number of Classifications: 4**

- **Classifications based on:**

- Service Level
- Airport Role/population
- Design Standard
- ARC (Airport Reference code)

- **Classifications influence:**

- Funding? Yes
- Project prioritization? Yes
- Minimum System:
 - Requirements? Yes
 - Recommendations? Yes

Notes: Regional meetings allow for interaction and better understanding of economic activity providing a structured process for their continuous system plan



- **Number of Classifications: 4**
- **Classifications based on:**
 - Role
- **Classifications influence:**
 - Funding? Grouping into categories
 - Project prioritization? No
 - Minimum System:
 - Requirements? No
 - Recommendations? No

Notes:

- FAA Report to Congress National Plan of Integrated Airport Systems (NPIAS) 2017 – 2012
- FAA General Aviation Airports: A National Asset (ASSET 1) and ASSET 2: In-Depth Review of the 497 Unclassified Airports
- FDOT Florida Aviation System Plan 2025
- FDOT Florida's Strategic Intermodal System (SIS)

Discussion Primer | Related to other states

- What do you like about how other states use their classification system?
- What challenges do you see with how a particular state uses its classification system?
- What do you like about other states classification systems? Why?
- What do you not like, or think wouldn't work well in Minnesota, about how other states classify airports?



- **Number of Classifications: 3**

Notes:

- **Classifications based on:**

- Runway length
- Paved vs. non-paved

- **Classifications influence:**

- Funding? No
- Project prioritization? No
- Minimum System:
 - Requirements? Yes
 - Recommendations? Yes



Future Minnesota?

- **Number of Classifications:** _____
- **Classifications based on:** _____
- **Classifications influence:**
 - Funding? _____
 - Project prioritization? _____
 - Other? _____
 - **Minimum System:**
 - Requirements? _____
 - Recommendations? _____

Notes:

Small-group Discussion | Future Classification System

- The “No-build” option
 - Make no or only minor changes to current system
- A new Facilities-based system
 - Different break points
 - Different facility considerations
 - More classifications
- Role-based system
 - Activity level
 - Socioeconomic factors
 - Airport accessibility

The “No-build” option

- Make no or only minor changes to current system

A new Facilities-based system

- Different facility considerations
- Different break points
- More classifications

Role-based system

- Activity level
- Socioeconomic factors
- Airport accessibility

Discussion | Potential Classification System Uses

- How could MnDOT use the classification of airports differently?
- What problems could MnDOT solve by referring to classification of airports?
- What decisions could the classification of airports inform? At the state level, at the local level, etc.

Discussion | Potential Classification System Uses

- How could MnDOT use the classification of airports differently?
 - Different Minimum System Objectives?
 - Funding
 - Amounts
 - Prioritization
 - Entitlements
 - Others...

Discussion | Potential Classification System Uses

- What problems could MnDOT solve by referring to classification of airports?
 - Added clarity for project prioritization
 - “Right-sizing” airports
 - Others...

Discussion | Potential Classification System Uses

- What decisions could the classification of airports inform? At the state level, at the local level, etc.
 - Project eligibility
 - Closing/relocating airport
 - Facilities appropriate to serve different roles
 - Others...



Next Steps

In the meantime

- Business-based Outreach
- Next round of SAC & TAC Meetings in March/April

- Meeting recap
- Next Meeting – May 9th
 - Agenda Topics
 - Minimum System Objectives
 - Performance Measures

Thank you!

