DEPARTMENT OF TRANSPORTATION

State Aviation System Plan Technical Advisory Committee – Meeting #1

November 30th, 2017

9:00am-12:00pm

Aeronautics Building - 222 Plato Blvd, St Paul, MN 55107

(Join online meeting) - Conference Line: **888-742-5095** Code: **8289 183 393**

Agenda

1) **Welcome**
   a. Introductions: SASP Technical Advisory Committee Members
   b. Meeting Logistics

2) **SASP Technical Advisory Committee**
   a. SASP Overview
      i. What is a SASP?
      ii. Phase 1 Scope and Schedule
      iii. Future Phases and Studies
   b. TAC Purpose and Role

3) **Assessment of Prior SASP**
   a. Task Overview
   b. 2012 SASP Objectives
   c. Current SMTP Objectives
   d. Review SAC Discussion Outcomes

4) **Break**

5) **SASP Strategies**
   a. Review 2012 Strategies
   b. Develop new Strategies
      i. Brainstorm additional Strategies
      ii. Post-Brainstorm Discussion
   c. Strategy Recommendations

6) **Aviation Trends**
   a. Task Overview
   b. Current SMTP Trends Library
   c. Overview of Collected Trends
   d. Trend Recommendations

7) **Wrap-up and Next Steps**
   a. Meeting Recap
   b. Next Meeting – January 31st

Minnesota's Continuous State Aviation System Plan
Phase 1: Project Overview

What is a SASP?

- "A description and assessment of the performance of the current aviation system as well as guidance for the future development of aviation in Minnesota."
- Provides a 20-year direction
- Identifies needs of the system

Public Involvement

- The SASP should be more relevant to more people more of the time
- Users of the SASP know how it could be improved and non-users know how it could be more useful
- The plan will be better for knowing these ideas

Assessment of Prior Efforts

- Progress on goals/strategies
- Identify Strengths/Weaknesses of 2012 SASP
- Move to Continuous SASP
  - Data always current
  - State of system is always known
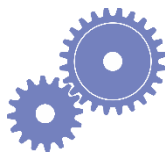 - Leverages existing work

Trends Identification

- Trends Identified
- Need for trends measures analyzed

Airport Classification Review

- Defines the system (private, heliports, seaplane, etc.)
- Determines best way to group airports
- Provides common performance metrics

Minimum System Objectives/Performance Measures

- Well defined criteria for measuring the system
- Identifies gaps where investment needed
- Builds tension in the system to improve

Inventory Needs and Methods

- What data is needed to deliver Minimum System Objectives/Performance Measures
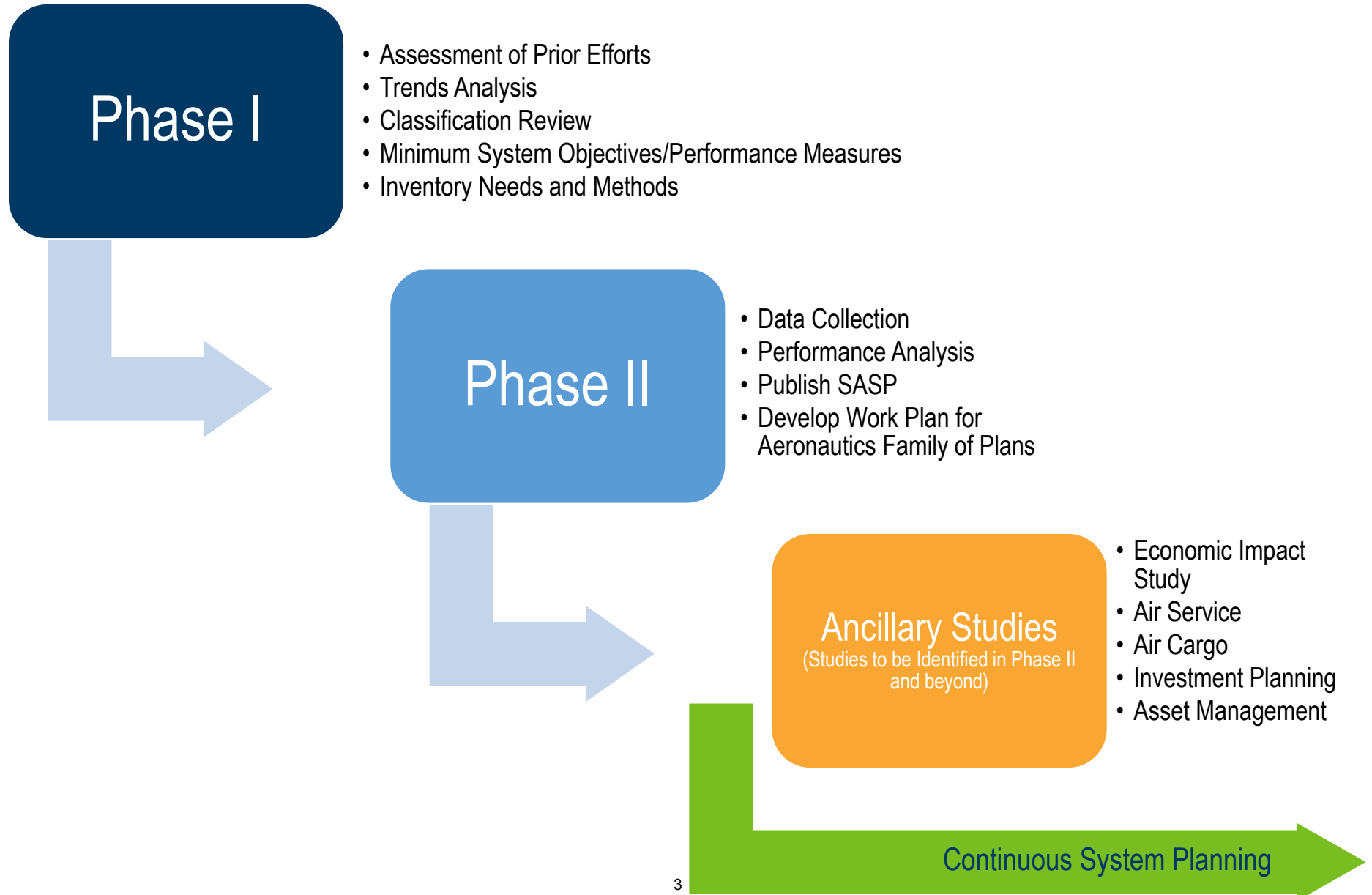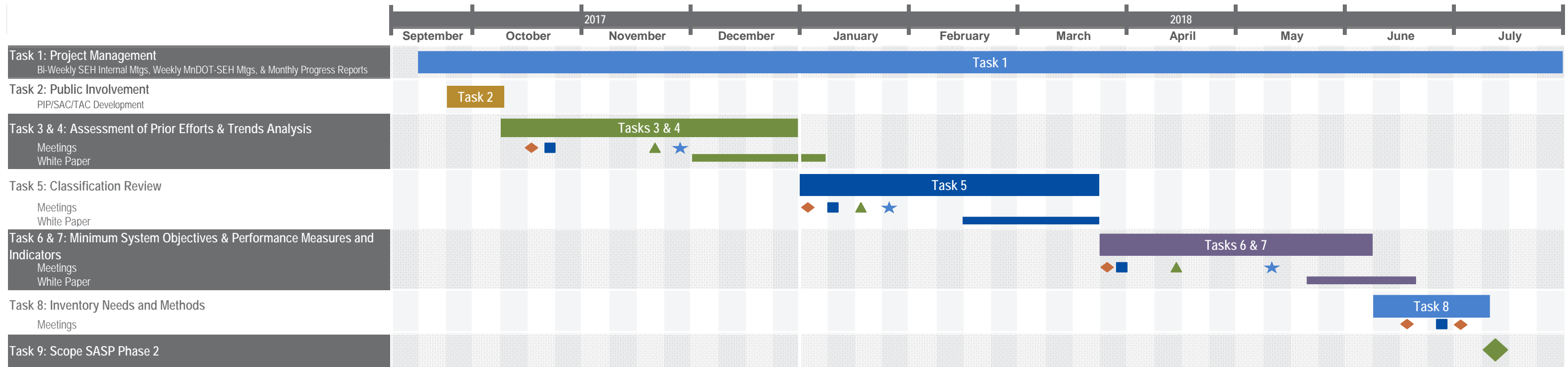- Where the data comes from and who is to seek it out

Phase 2

- Collect Data, Publish the document, Phase out Aeronautics family of plans

CONTINUOUS STATEWIDE AVIATION SYSTEM PLAN (SASP) PHASES

Phase I

- Assessment of Prior Efforts
- Trends Analysis
- Classification Review
- Minimum System Objectives/Performance Measures
- Inventory Needs and Methods

Phase II

- Data Collection
- Performance Analysis
- Publish SASP
- Develop Work Plan for Aeronautics Family of Plans

Ancillary Studies
(Studies to be Identified in Phase II and beyond)

- Economic Impact Study
- Air Service
- Air Cargo
- Investment Planning
- Asset Management

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Continuous System Planning

Minnesota Continuous State Aviation System Plan
Phase I Schedule

	2017					2018					
	September	October	November	December	January	February	March	April	May	June	July

Task 1: Project Management
Bi-Weekly SEH Internal Mtgs, Weekly MnDOT-SEH Mtgs, & Monthly Progress Reports
`Task 1` (September – July)

Task 2: Public Involvement
PIP/SAC/TAC Development
`Task 2` (October)

Task 3 & 4: Assessment of Prior Efforts & Trends Analysis
Meetings
White Paper
`Tasks 3 & 4` (October – December)

Task 5: Classification Review
Meetings
White Paper
`Task 5` (January – March)

Task 6 & 7: Minimum System Objectives & Performance Measures and Indicators
Meetings
White Paper
`Tasks 6 & 7` (March – May)

Task 8: Inventory Needs and Methods
Meetings
`Task 8` (June)

Task 9: Scope SASP Phase 2
(July)

Meetings Legend

- ◆ PMT Task Kick Off Meeting
- ■ MNDOT Aernautics Advisory Committee
- ▲ SAC
- ★ TAC

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STATEWIDE AVIATION SYSTEM PLAN (SASP) AND
STATEWIDE MULTIMODAL TRANSPORTATION PLAN (SMTP)
GOALS AND OBJECTIVE STATEMENTS

2012 SASP	2017 SMTP
Safety Enable the development of Minnesota's aviation system to not only enhance the overall safety of airport operations but also minimize and/or reduce aviation fatalities and injuries.	**Open Decision-Making** Make transportation system decisions through processes that are inclusive, engaging and supported by data and analysis. Provide for and support coordination, collaboration and innovation. Ensure efficient and effective use of resources.
Mobility and Access Ensure the people and businesses of Minnesota have convenient access to the air transportation network.	**Transportation Safety** Safeguard transportation users as well as the communities the systems travel through. Apply proven strategies to reduce fatalities and serious injuries for all modes. Foster a culture of transportation safety in Minnesota.
Financial Opportunity and Responsibility Improve system airports' ability to become more financially sustainable, attract appropriately planned economic development opportunities, and fit into the context of the community from which it receives support.	**Critical Connections** Maintain and improve multimodal transportation connections essential for Minnesotans' prosperity and quality of life. Strategically consider new connections that help meet performance targets and maximize social, economic and environmental benefits.
Operations Ensure the system is operated in a manner that users can rely upon.	**System Stewardship** Strategically build, manage, maintain and operate all transportation assets. Rely on system data and analysis, performance measures and targets, agency and partners' needs, and public expectations to inform decisions. Use technology and innovation to get the most out of investments and maintain system performance. Increase the resiliency of the transportation system and adapt to changing needs.
Preservation Ensure the structural integrity of existing airport infrastructure to meet current needs of the system and not compromise what is needed in the future.	**Healthy Communities** Make fiscally-responsible decisions that respect and complement the natural, cultural, social and economic context. Integrate land uses and transportation systems to leverage public and private investments.

SASP Goal	Statement	Strategies	What did we do?	Grade
Safety	Enable development of Minnesota's aviation system to minimize and/or reduce aviation fatalities and injuries and also enhance the overall safety of airport operations.	* Provide technical assistance to airport sponsors so that their airport zoning ordinances are acceptable under Minnesota's standards. All airports in the state should be zoned to protect existing, future, and ultimate infrastructure configurations.	Provided technical assistance to airport sponsors, others. Reviewed and approved updated ordinances; and some in process. Developed ZIMS to inventory and track ordinances. Needs Meetings used to create awareness and needs.	🟢
		* Evaluate the State's zoning standards, and consider revisions to appropriately balance public safety and provide airport compatible development opportunities near and around airports.	Conducted statewide stakeholder outreach, and developed draft zoning revisions legislative package for Governor consideration.	🟢
		* Approach airspace should continue to be kept clear of obstructions. Obstructions identified during airport safety inspections should be removed as soon as possible.	Airport sponsors continued clearing obstructions. MnDOT analyzed obstructions.	🔺 +
		* Airport sponsors should continue to acquire land to control and maintain the State Clear Zones (an area similar to the FAA Runway Protection Zone or RPZ) and achieve compliance with MnDOT Office of Aeronautics' Clear Zone Policy.	Airport sponsors continued acquiring land. MnDOT analyzed obstructions, developed clear zones policy and memo.	🔺 +
		* Assist and collaborate with the entities and agencies that use the aviation system to protect and enhance local, regional and state safety including but not limited to firefighting, search and rescue, border protection, homeland security and air medical transport.	Collaborated with Air Med Training group. Emergency Management Plan promotion at "Needs Meetings"	🔺 -
		* Enhance delivery of medical resources to the trauma centers, and life-saving facilities throughout the state that play a role in preventing death following traumatic injury.		
		* Support air medical providers' ability to save lives and increase chances of survival in the minutes and hours following traumatic injury – a period commonly referred to as the "Golden Hour".		
		* Support MnDOT's continued efforts in the Toward Zero Deaths (TZD) initiative and work collaboratively with proponents to incorporate all modes, including aviation, into the initiative.	MnDOT Aero and FAA partners. Incorporated aviation.	🟢

Mobility	Ensure the people and businesses of Minnesota have convenient access to the air transportation network.	* Maintain and enhance the critical air connections for the people, products, and businesses of Minnesota to markets and resources outside the state and country.	Aeronautics programs and projects maintained and enhanced critical connections	🟢
		* Develop a comprehensive strategy to identify and address Americans with Disabilities Act (ADA) concerns within the airport system.	Relationship and ADA resource established, some ADA assessments done.	🟢
		* Provide viable connections to outstate by maintaining or improving airline services in Greater Minnesota, where appropriate (additional and more detailed strategies relating to airline service maintenance are found in Chp 4: Airline Service and Appendix D: Commercial Air Service Technical Report). In doing so, collaborate with and support efforts of the Local Air Service Action Committee (LASAC).	Provided air service marketing funds, coord with LASAC, supported multimodal bus study.	
		* Consider feasibility of increasing airline connections for Greater Minnesota airports with surface transportation options.	Supported multimodal bus study.	🟢
		* MnDOT Aeronautics will host periodic Air Service Summits to bring together aviation stakeholders in an effort to share critical air service information and develop specific strategies concerning air service in the state.	Did in 2011.	🔴
		* Monitor changes to the federal Essential Air Service (EAS) program (subsidies for commercial airline service to Minnesota airports) and work with stakeholders to develop recommendations for an EAS program that is both effective and can withstand scrutiny.	Increased advocacy with Congress delegation, hearings, etc. Monitored changes, worked with stakeholders. EAS report, reuathorization whitepaper	🟢
		* Identify the availability of access to airports by alternate modes of transportation (e.g. transit and bicycles). Consider strategic enhancements of access where appropriate and justified.	Ground transport/bus service and access assessed.	🔺 -

Financial Opportunity and Responsibility	Improve system airports' ability to become more financially sustainable, attract appropriately planned economic development opportunities, and fit into the context of the community from which it receives support.	* Develop, in cooperation with system airports, new and innovative ways to generate revenues that ultimately bring them closer to self-sufficiency.		🔴
		* Collaborate with the state's aviation stakeholders to continue to provide predictable funding for the State Airports Fund.	Colllaborated with stakedholder re SAF revenues & expenditures, created SAF Fund Balance Policy, and Aviation Tax Report.	🟢
		* Consider support of modified construction standards to reduce project cost (e.g., warm mix paving applications).		🔺
		* Inventory comprehensive plans of communities surrounding airports to advise on airport compatible development. A community and its airport should have compatible plans so that they foster growth for each other.	Process in place in combination with Needs Meetings. Ongoing.	🟢
		* Consider the role of airports in supporting and furthering Context Sensitive Solutions for sponsor communities.		🔴
		* Support local and community efforts to create jobs with a particular focus on enhancing the state's aviation sector.	Tax Exemption for Aircraft Parts and Services, Partnerships/support with DEED, local communties initiatives. Needs meetings. Support Maintenance Conference, and AvEd.	🟢
		* Support and promote system airport's efforts to pursue special or unique funding opportunities such as the joint MnDOT and Department of Employment and Economic Development (DEED) Transportation Economic Development (TED) program designed to address both the state's transportation system needs and economic development objectives.	Partnership/support DEED on case by case basis. Tracked, assessed bonding opportunities. Aeronautics focus on maximizing federal funding. Support FAA surplus equipment program. VW settlement $.	🔺

Category	Goal	Strategy	Progress	Status
Operations	Ensure the system is operated in a manner that users can rely upon.	* Identify the areas of the State suitable, from an aeronautical perspective, for tall structure siting and consider similar analysis for other potential airport incompatible land uses.	Conduct solar energy compatibilty analysis.	🔺 (yellow triangle)
		* Upgrade the state's critical navigation facilities while allowing for reduction and/or phase out of unused or outdated components.	In partnership with FAA, upgrading, phasing-out NavAids.	🟢 (green circle)
		* Develop a method for more precise life-cycle tracking of the navigation system.		⬢ (red hexagon)
		* Work with MnDOT's Office of Transportation and Data Analysis to research available technologies to more precisely analyze activity at airports. These technologies may be auditory or visual, able to recognize differing aircraft types, and should be tested on a limited scale to help determine accuracy.	General Audio Recording Device (G.A.R.D.) deployed to select airports, tested on limited scale.	🔺 (yellow triangle)
		* Work to ensure FAA efforts to incorporate Unmanned Aircraft Systems (Unmanned Aerial Vehicles) into the Minnesota's airspace are pursued in a safe and transparent manner.	Held UAS conference, developed draft legislatoin, registering commercial UAS. Education and outreach.	🟢 (green circle)
Asset Management	Ensure the structural integrity of existing airport infrastructure to meet current needs of the system without compromising future needs.	* Work collaboratively with airport sponsors to align maintenance and preservation needs with the state's funding priorities.	Devoted more state $ to M&O. "Needs Meetings" to better understand needs.	🟢 (green circle)
		* Periodically review the State's project prioritization formula and consider recommendations for adjustments that are developed in a collaborative manner.	Fed/State/local funding criteria/ratio modified.	🟢 (green circle)
		* Explore a risk based approach to making future investment decisions.		⬢ (red hexagon)
		* Ensure that construction projects are justified and appropriately sized.	Next SASP could better address.	🔺 (yellow triangle)

ENVIRONMENT

Community development encroaching on airports

ECONOMY

Increased cost of becoming a pilot
Increased airport funding needs
Aging aircraft
Increased airport project costs
Changing Fed/State/Local funding levels
Use of bonding to fund airport projects

BEHAVIOR

Pilot Shortage
Commercial service trends
Essential Air Service
FAA's introduction of unclassified airports
Increased specialization impacting workforce
Rigorous pilot licensing requirements
Increased demand for expedited cargo delivery

TECHNOLOGY

Drones
Fleet changes
Fuel type changes
Shift from ground to satellite navigation

POPULATION

Pilot Shortage
Commercial service trends
Lack of qualified mechanics

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