SASP
(State Aviation System Plan)
State Aviation System

- 11,800 MN Pilots
- 7100 Registered Aircraft
- 31,000,000 Passengers
- 135 Publically Owned Airports
  - 97 NPIAS
  - 8 served by Airlines
- Approximately 150 state owned
History of System Planning

- 1970
- 1974
- 1981
- 1991
- 1999
- 2006

- update each 5 to 7 years
StateWide Transportation Policy Plan

- SWTPP 2009
- Mn/DOT wants a sibling in the Family of Plans
- Policy Plan (including Measures)
- Investment Plan
- Concept direction for a "Visioning Plan" (50-year time frame)
Mn/DOT Family of Plans

Updated Every 4 – 6 Years

Updated Annually

Policy Direction
System/Investment Plans
Capital Programs/Operating Plans
Implementation

Metropolitan, Regional, Tribal & Local Plans and Programs

Statewide Multimodal Transportation Plan
(Includes Long Range Vision)

Aviation System Plan
Highway Capital Investment Plan
Freight & Passenger Rail Plan
Bike & Pedestrian Plan
Freight System Plan

10-year Highway Investment Plan
Rail Service Improvement Program
Port Development Assistance Program
Airports Capital Improvement Program

4-year Statewide Transportation Improvement Program
Maintenance & Operations 4-year Plans

Construction
Modal Programs
Maintenance & Operations

Special Studies, Research and Initiatives
Monitor – Feedback (Annual Performance Report)

No legislative requirement

Revised 10/11/10
FAA Requirements

- States are Eligible for FAA System Planning Grants
- Airport Improvement Plan (AIP)
- Process defined in AC 150/5070-7
  - 83 pages
Vision & Statewide Multimodal Transportation Plan
What is a Vision?

• A description of a desired future

• Answers the question “what are we trying to achieve?”

• Does NOT answer the question “how will we do it?”
Minnesota GO

- Better align the transportation system with what Minnesotans expect for their quality of life, economy, and natural environment.

- Develop a vision for all forms of transportation.

- Ownership of the vision is a shared responsibility.
Challenges & Opportunities

- Aging Population
- Urbanization
- Energy Shifts
- Automation
- Persistent Budget Challenges
- Health Care Costs

- Increased Global Competition
- Changing Work Environments, Telecommunications & Access to Services
- Floods / Water Quality
A Transportation Vision for Generations

Minnesota’s multimodal transportation system maximizes the health of people, the environment, and our economy.
A Transportation Vision for Generations

The system:

Connects Minnesota’s primary assets - the people, natural resources, and businesses within the state - to each other and to markets and resources outside the state and country.
A Transportation Vision for Generations

The system:

Provides safe, convenient, and effective movement of goods and people
A Transportation Vision for Generations

The system:
Is flexible and nimble enough to adapt to changes in society, technology, the environment, and the economy
A Transportation Vision for Generations

Quality of Life

The system:

• Recognizes and respects the importance and significance of place – not just as destinations, but also where people live, work, learn, play, and access services

• Is accessible regardless of socio-economic status or physical ability
A Transportation Vision for Generations

Environmental Health

The system:

• Is designed in such a way that it enhances the community around it and minimizes the impact to the environment
A Transportation Vision for Generations

**Economic Competitiveness**

**The system:**

- Enhances and supports Minnesota’s role in a globally competitive economy and the international significance and connections of Minnesota’s trade centers
- Attracts human and financial capital to the state
Guiding Principles

• Leverage public investments to achieve multiple purposes
• Ensure accessibility
• Build to a maintainable scale
• Ensure regional connections
• Integrate safety
• Emphasize reliable and predictable options
• Strategically fix the system
• Use partnerships
What this Means

• Waterways, rail, transitways, roads, airports, and pipelines strategically located to enable critical connections for Minnesota’s businesses and communities.

• An integrated network of streets, roads, and highways collectively support freight, mass transit, personal vehicles, and non-motorized transportation.

• Reliable and affordable transit options for people who cannot or choose not to operate a personal vehicle.

• Connected options to walk and bike for everyone choosing active forms of transportation.
What this Means

- **Zero deaths or serious injuries** occur in any form of transportation.
- An environment that allows **safe travel for both an 8 year old and an 80 year old** in every neighborhood and community.
- Technology and innovation improve the safety and productivity of each mode of transportation and may be implemented as an alternative to expanding the physical layout of the system.
- The existing system will change over time to meet future needs and some parts of the current system may no longer be needed in the future.
Vision Comment Period

• Comments accepted until **Oct. 21, 4:30 p.m.**

• Public Hearing Scheduled for Oct. 4, 4-5:30 p.m.

• Details on the hearing and commenting are available at: [www.minnesotago.org](http://www.minnesotago.org)
The Vision Will Lead Directly Into the next 20-year Statewide Multimodal Transportation Plan
We Want to Hear From You

• Does this Vision and principles talk about the things you care about?

• If this is the Vision, what is needed in the Statewide Multimodal Plan to get there? And how do we get there?
Vision Questions?

Philip Schaffner, MnDOT
(651) 366-3743
philip.schaffner@state.mn.us

Statewide Multimodal Plan Involvement?

Kirby Becker, MnDOT
(651) 366-3740
kirby.becker@state.mn.us

Minnesota GO website: www.MinnesotaGO.org
State Aviation System Plan 2011
What is The Process

- Public Input
- Performance Measures
- Inventory
- Forecast
- Needs Assessment
- Density Analysis
- Prioritize Spending
- Create a Plan
- Public Input
- Create a Better Plan
- Make the Plan A Reality
What Do We Want From Our Aviation System?

- Access
- Connectivity - national - world
- Reliability
- Economic Development
- Convenience
- Good Service - Customer Service
- Cost Effective
- Role in Sustaining Communities
- Quality of Life
- Integration - statewide perspective
- Safety
- Infrastructure Preservation

Enable Safe, Fast, Reliable Air Transportation
Performance Indicators

1. Number of aviation related accidents and fatalities
2. Non-stop markets served by Minnesota airports
3. Number of people flying annually into and out of Minnesota
4. Flight delays at MSP
5. Population within an hour of commercial airline service
6. Population within half hour of an airport
7. Population within an hour of an airport with cargo facilities
8. Regional Trade Centers are adequately served by proper airport facilities
9. Fuel and maintenance capability of the State’s airports
1. Adequate facilities to allow pilots to land during inclement weather
2. Weather reporting information nearby
3. Minimize obstructions off ends of runways
4. Meet minimum pavement conditions on runways and parallel taxiways
5. Up-to-date Navigational Systems
6. Meet or exceed State Safety Zoning requirements
7. Proper planning documents for future growth
What can MnDOT Do?

Protect Airspace

Preserve Pavement

Provide Navigational Systems
and Weather Information

Monitor Zoning
MnDOT’s Pavement Management System helps monitor pavement fatigue to minimize repair costs.

The life of a pavement can be extended if adequately maintained.

*Source: FAA Advisory Circular on Pavement Management*
What Can Local Communities Do?

• To **Receive Funding**:
  – Any New Development Must be on an Airport Layout Plan
  – Local Airport Zoning Ordinance Must be Up To Date
  – Add Projects to CIP
  – Local Community Must Support Project with some % of Cost

• **Talk To Your Local Representatives About the Importance of The Airport To Your Community**

Learn More

http://
Aviation News & Hot Topics

2011 State Aviation System Plan
The Minnesota Department of Transportation (Mn/DOT) Office of Aeronautics is working on a new Minnesota State Aviation System Plan (SASP). The SASP is a comprehensive 20-year plan for the development of airports and aviation in Minnesota. The 2011 SASP will develop usable planning tools to assist in making informed and cost-effective decisions guiding the development of Minnesota's system of airports.

Want to Learn to Fly?
First College – Metropolitan State University and Winona State University will be offering Private Pilot Ground School this fall at the Metropolitan State Midway Campus location (1450 Energy Park Drive, St. Paul, MN 55108-5218), Tuesday evenings, from 6:00 – 8:45 pm, from August 23, 2011 – November 29, 2011.

Annual Seaplane Pilot's Safety Seminar
May 6-8, 2011 | Madden's on Gull Lake | Brainerd, Minnesota | For more information go to - Minnesota Seaplane Pilots Association

WWW.dot.state.mn.us/aero
Minnesota State Aviation System Plan (SASP)

Minnesota has a long history of system planning for the public airports in the state beginning with the first State Aviation System Plan (SASP) published in 1970. Major updates have been conducted as necessary every five to seven years considering new social, demographic, economic, and aviation trends. The SASP informs decision making processes that guide the development of Minnesota’s system of airports. The SASP planning process is based on the Federal Aviation Administration’s (FAA) Airport System Planning Process Advisory Circular and the FAA in turn uses the Minnesota SASP to help plan for the needs of the National Airspace System. Here at home, the SASP is also an integral part of the Minnesota Statewide Transportation Plan.

Minnesota State Aviation System Plan 2011

Minnesota State Aviation System Plan 2006
Minnesota State Aviation System Plan (SASP) 2011

The primary objective of the Minnesota State Aviation System Plan (SASP) is to provide the State of Minnesota with excellent planning tools that will assist in making informed decisions about guiding the development of Minnesota’s system of airports and expending funds in a cost-effective manner. The intent of this plan is that it be accepted and embraced by the Minnesota aviation community, regulatory and funding agencies, the general public, and lawmakers. Toward that end it will be developed in an open, collaborative, and innovative manner with end products that are user-friendly.

Resources:
- Airport Inventory Survey
- Scope of Work (108 KB PDF)
- Deliverables (75 KB PDF)
- Mn/DOT’s Responsibility (61 KB PDF)
- Request for Proposal (55 KB PDF)
- Initial Listening Posts (86 KB PDF)
# 2011 Minnesota State Aviation System Plan

## Schedule

### Task 1: Project Management
- Milestone Dates:
  - Project Proposals: February 1, 2011
  - Project Team Kickoff Meeting: February 18, 2011
  - Project Completion: February 24, 2011

### Task 2: Study Scoping and Project Objectives
- Milestone Dates:
  - Study Scoping: June 30, 2011
  - Draft Chapter: September 9, 2011

### Task 3: Inventory
- Milestone Dates:
  - Survey Results: June 30, 2011
  - Draft Chapter: September 9, 2011

### Task 4: Forecasts
- Milestone Dates:
  - Draft Chapter: September 26, 2011

### Task 5: Faculty Needs/Best Care Analysis
- Milestone Dates:
  - Draft Chapter: October 30, 2011

### Task 6: Densities/Needs Analysis
- Milestone Dates:
  - Draft Chapter: November 28, 2011

### Task 7: Develop Recommendations & Costs
- Milestone Dates:
  - Draft Chapter: January 8, 2012
- Deliverables:
  - Draft Report No. 1: January 20, 2011
  - MnDOT Review
  - Report No. 1: Detailed System Plan: March 5, 2012

### Task 8: Assessment of Commercial Air Service
- Milestone Dates:
- Deliverables:

### Task 9: Future Vision of Aviation
- Milestone Dates:
  - Workshop for MnDOT Staff: Mid to Late November 2011
- Deliverables:
  - Draft Report No. 4: December 5, 2011
  - MnDOT Review
  - Report No. 4: Future Vision of Aviation in Minnesota: January 16, 2012

### Task 10: Funding Innovations: Investment Plan
- Milestone Dates:
  - Workshop: Mid October 2011
  - Draft Chapter: January 8, 2012

### Task 11: Website Development/Maintenance
- Milestone Dates:
  - Draft Report No. 3: January 23, 2011
- Deliverables:
  - Draft Report No. 3: Web-Based Access to Data: March 6, 2013

### Task 12: NextGen Technology
- Milestone Dates:
  - Draft Chapter: January 8, 2011

### Task 13: Public Involvement Plan
- Milestone Dates:
  - Technical Advisory Committee (TAC)
  - ISAS Advisory Committee (ISAC)
  - Public Outreach Meetings

### Task 14: Public Hearings
- Milestone Dates:
  - Public Hearing: April 1, 2012

### State Government Shutdown
- Milestone Dates:
  - State Government Shut Down
Products

- Web-based, visual, & easily understood
  
  1. Detailed System Plan Report
     - with capital improvement recommendations
     - including navigational systems

  2. Commercial Air Service Report in Minnesota
     - for improvements recommendations
     - maintenance of service
     - future enplanements forecasts

  3. Individual Airport Profiles
     - web based access to data
     - for the community’s use in creation of their own documents inclusive of the airport
Products

• Web-based, visual, & easily understood

4. GIS files
  • reproducible geographic measures

5. Vision Topics Analysis - future of aviation uses beyond the planning period
  • Multi-modal
  • Cargo
  • Business and/or Recreation
  • Unmanned Aerial Vehicles (UAVs)
  • and other futures
IDEAS ?
QUESTIONS ?
DIALOGUE ?