Part 1: Airport Layout Plan Preparation and Submittal

*MnDOT Perspective*

2015 AirTap Conference
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Existing System

- 135 Publically Owned Airports
- 97 NPIAS (airports in Federal system)
- 38 Non-NPIAS

NPIAS = National Plan of Integrated Airport System
What is an ALP?

The Airport Layout Plan is a planning document showing existing and future facilities:
- Uses and Conditions
- Airport Data
- Building Area Layout
- Airspace
- Land Use & Zoning
- Property Ownership
- Other
Minnesota SASP Defines Airport Classifications and the frequency of ALP updates;

- Key; updated or revisited every 7 years
- Intermediate; updated or revisited every 15 years
- Landing Strip; All should have ALP
Classification by State Aviation System Plan (SASP)

- **Key Airports**: 30
- **Intermediate Airports**: 83
- **Strips**: 22

Airport Classification
19 Key Airport ALPs are up to date
   - less than seven years old

11 Key Airport ALPs are outdated
   - more than seven years old
Intermediate Airports

- 62 Intermediate Airport ALPs are up to date
  - less than fifteen years old
- 19 Intermediate Airport ALPs are outdated
  - more than 15 years old
- 2 Intermediate Airport ALPs are not on record
Landing Strips

12 Landing Strip airports have an ALP on file with Aeronautics either approved or submitted.

10 Landing Strip airports do not have an ALP.
Number of Approved ALPs last 5 Years

- 2011: 11
- 2012: 16
- 2013: 7
- 2014: 4
- 2015: 12

Average = 10
MnDOT
ALP
Guidelines

- Refers to the FAA SOP
- Provides Direction for:
  - Zoning Plan
  - Property Map
  - Non-NPIAS ALP submittal

(Information beyond the FAA SOP)
Thorough review of the entire document
  Regional Planner
  Section Review
  Routed to District

Focus on a few key issues
  SASP
  Approaches
  Land Use and Zoning
# System Objectives

<table>
<thead>
<tr>
<th>FACILITY</th>
<th>KEY AIRPORTS</th>
<th>INTERMEDIATE AIRPORTS</th>
<th>LANDING STRIPS</th>
</tr>
</thead>
<tbody>
<tr>
<td>Primary Runway Length &amp; Width</td>
<td>5,000 Feet 100 Foot</td>
<td>2,400 Feet 75 Feet</td>
<td>2,000 Feet 75 Foot</td>
</tr>
<tr>
<td>Parallel Taxiway Length</td>
<td>Full Parallel</td>
<td>Full Parallel if Airport Has More Than 20,000 Annual Ops</td>
<td>No Minimum</td>
</tr>
<tr>
<td>Primary Runway Approaches</td>
<td>Precision</td>
<td>Non-Precision</td>
<td>Visual</td>
</tr>
<tr>
<td>Navigation Systems</td>
<td>Wind Cone, Rotating Beacon, PAPIs, REILs &amp; MALSR or Other Approach Lighting System</td>
<td>Wind Cone, Rotating Beacon, PAPIs, REILs or Greater Approach Lighting System</td>
<td>Wind Cone &amp; Rotating Beacon if Airport is Lighted</td>
</tr>
<tr>
<td>Runway Lighting</td>
<td>HIPL for Airline Service and MIRL for All Other</td>
<td>LIRL or Greater</td>
<td>LIRL</td>
</tr>
<tr>
<td>Weather Reporting</td>
<td>AWOS/ASOS</td>
<td>AWOS/ASOS as Needed</td>
<td>AWOS/ASOS as Needed</td>
</tr>
<tr>
<td>Hangars (For Based Aircraft)</td>
<td>100 percent of Jets/TP 95 percent of SEP &amp; MEP</td>
<td>100 percent of Jets/TP 95 percent of SEP &amp; MEP</td>
<td>- 95 percent of SEP &amp; MEP</td>
</tr>
<tr>
<td>Aprons (For Based &amp; Transient Aircraft)</td>
<td>All Based Aircraft Not In Hangars &amp; Peak Hour Itinerant Operations</td>
<td>All Based Aircraft Not In Hangars &amp; Peak Hour Itinerant Operations</td>
<td>All Based Aircraft Not In Hangars &amp; Peak Hour Itinerant Operations</td>
</tr>
<tr>
<td>Terminals &amp; GA/Administration Buildings</td>
<td>Terminal at Airline Service Airports &amp; GA/Administration Building at Non-Airline Service</td>
<td>GA/Administration Building</td>
<td>Restroom</td>
</tr>
<tr>
<td>Automobile Parking</td>
<td>1 Space for Each Based Aircraft &amp; 50 percent Increase for Employee and Visitor Parking</td>
<td>1 Space for Each Based Aircraft and 75 percent Increase for Employee and Visitor Parking</td>
<td>1 Space for Each Based Aircraft</td>
</tr>
<tr>
<td>Perimeter Fencing</td>
<td>Entire Airport</td>
<td>Entire Airport Desirable</td>
<td>Separate Auto from Airside</td>
</tr>
<tr>
<td>Fuel Facilities</td>
<td>24 Hr. 100L. &amp; Jet A</td>
<td>24 Hr. 100L. Desirable</td>
<td>100LL as Needed</td>
</tr>
</tbody>
</table>
The approaches selected will significantly affect off-airport land use.

The approach should provide greatest utility to the airport.

Obstacles identified should have a disposition with a clear triggering event for mitigation.
Land Use Drawing

- Used as a planning tool and to identify incompatible planned uses
- Existing land uses and uses shown in a comprehensive plan
- Must cite sources of land use and comp plan data
- Can be combined with zoning sheet
Purpose is to show existing zoning compared with zoning required of proposed development.

Items to include:
- Linework
  - Existing (actual ordinance)
  - Existing (standards if not met)
  - Future (all planned infrastructure not currently covered)
- RWY End Coordinates
- Dimensions
- Graphic and Table
QUESTIONS?

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MnDOT Aeronautics: www.dot.state.mn.us/aero

Your Destination...Our Priority