

## Introduction

The Minnesota State Aviation System Plan (SASP) provides a description and assessment of the performance of the current aviation system as well as guidance for the future development of aviation in Minnesota. One key purpose of planning on a system-wide level is to monitor trends and provide policy makers with the information necessary to make decisions that benefit the State. The users of the state aviation system are diverse. They include airports, pilots, airline passengers, corporate and business aviation, personal and recreational flyers, energy and resource exploration, and agricultural aviation. This plan considers all users to ensure the system, as a whole, is preserved and developed for this diverse user group.



## System Vision

Minnesota's aviation system will enable safe, fast, and reliable air transportation for the citizens and businesses of Minnesota through partnership and innovation.

## System Goals

**SAFETY** - Enable 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.

**MOBILITY and ACCESS** - Ensure the people and businesses of Minnesota have convenient access to the air transportation network.

**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.

**OPERATIONS** - Ensure the system is operated in a manner that users can rely upon.

**PRESERVATION and ASSET MANAGEMENT** - Ensure the structural integrity of existing airport infrastructure to meet current needs and not compromise what is needed in the future.



## What is the SASP?

The Minnesota State Aviation System Plan (SASP) is a reference for individual airports. Details focused on each airport in the system can be found in the SASP Planning Toolbox. Information available includes airport data, a forecast summary, facility recommendations and needs, project costs, and an airport report card. The SASP Planning Toolbox is interactive and available, along with the entire SASP document, at:

<http://www.dot.state.mn.us/aero/planning/sasp.html>



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# State Aviation System Plan 2012

To view the complete SASP document:  
[www.dot.state.mn.us/aero/planning/sasp.html](http://www.dot.state.mn.us/aero/planning/sasp.html)



# Minnesota's Aviation System: 135 Publicly Funded Airports



**KEY AIRPORTS** tend to be located near larger population and economic centers, serve as the primary landing facilities for business jets, and are the only classification that supports regularly scheduled airfreight and airline service.



**INTERMEDIATE AIRPORTS** serve as landing facilities for flight training, aircraft maintenance, and general aviation aircraft up to the smaller business jet size.

**LANDING STRIPS** support the agricultural industry with crop seeding and spraying services and have one or more turf runways, which may be unusable during certain conditions such as winter months.

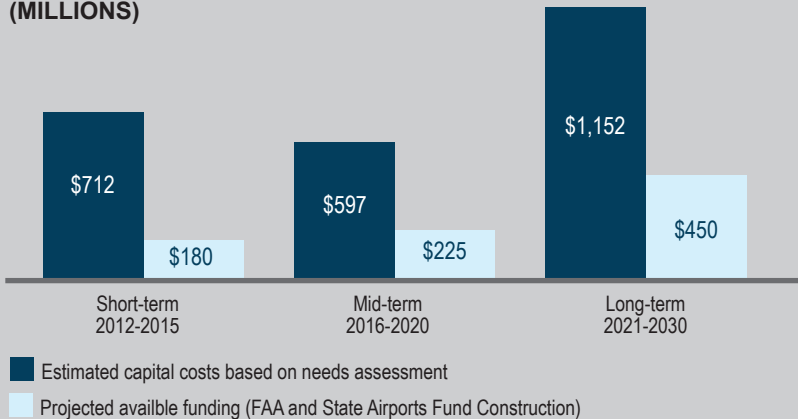
The number of airports in each of the classifications shifts over time along with the total number of system airports.

# System Objectives

MINIMUM SYSTEM OBJECTIVES			
FACILITY	KEY AIRPORTS	INTERMEDIATE AIRPORTS	LANDING STRIPS
Primary Runway Length & Width	5,000 Feet 100 Feet	2,400 Feet 75 Feet	2,000 Feet 75 Feet
Parallel Taxiway Length	Full Parallel	Full Parallel if Airport Has More Than 20,000 Annual Ops	No Minimum
Primary Runway Approaches	Precision	Non-Precision	Visual
Navigation Systems	Wind Cone, Rotating Beacon, PAPIs, REILs & MALSR or Other Approach Lighting System	Wind Cone, Rotating Beacon, PAPIs, REILs or Greater Approach Lighting System	Wind Cone & Rotating Beacon if Airport is Lighted
Runway Lighting	HIRL for Airline Service and MIRL for All Other	LIRL or Greater	LIRL
Weather Reporting	AWOS/ASOS	AWOS/ASOS as Needed	No Minimum
Hangars (For Based Aircraft)	100 percent of Jets/TP 95 percent of SEP & MEP	100 percent of Jets/TP 95 percent of SEP & MEP	- 95 percent of SEP & MEP
Aprons (For Based & Transient Aircraft)	All Based Aircraft Not In Hangars + Peak Hour Itinerant Operations	All Based Aircraft Not In Hangars + Peak Hour Itinerant Operations	All Based Aircraft Not In Hangars + Peak Hour Itinerant Operations
Terminals & GA/ Administration Buildings	Terminal at Airline Service Airports & GA/ Administration Building at Non-Airline Service	GA/Administration Building	Restroom
Automobile Parking	1 Space for Each Based Aircraft & 50 percent Increase for Employee and Visitor Parking	1 Space for Each Based Aircraft and 25 percent Increase for Employee and Visitor Parking	1 Space for Each Based Aircraft
Perimeter Fencing	Entire Airport	Entire Airport Desirable	Separate Auto from Airside
Fuel Facilities	24 Hr. 100LL & Jet A	24 Hr. 100LL Desirable	100LL as Needed

# System Needs

## 20-YEAR ESTIMATED CAPITAL COSTS AND AVAILABLE FUNDING (MILLIONS)



The SASP has provided a high level 20-year view of the state's aviation needs. Detailed planning work is done for individual airports through the Master Planning and Airport Layout Plan processes. The Plan has also identified goals, minimum system objectives, and performance measures that will guide system improvements into the future. The funding levels needed to create and maintain the infrastructure required to meet these goals and objectives is shown at left.

Expected available federal and state funding over the next 20-years will not be enough to preserve system airports, meet system objectives, improve safety and accommodate forecast system needs. The expected widening gap between available funds and identified needs is currently and will likely continue to be managed by an established prioritization system. Given forecast funding shortfalls, needs and justification for each project should continue to be carefully reviewed.

# SASP PROJECT PRIORITIZATION

- 1. SAFETY PROJECTS** - these projects include removal of airspace obstructions, protection of airspace around airports through appropriate land acquisition and zoning, and addressing standards issues related to safety (adequate safety areas etc.).
- 2. FACILITY PRESERVATION PROJECTS** - these projects include significant maintenance and reconstruction costs for pavements, lighting and navigational aids and landside facilities such as buildings, roads and parking.
- 3. SYSTEM USABILITY AND ACCESS** - this would generally consist of improved instrument approaches and making more airports eligible as alternate airports during poor weather.
- 4. AIRPORT EXPANSION** - all projects that expand the facilities on an airport should be reviewed very closely. A density analysis should be conducted to see if other nearby airports could satisfy the need.