



Parking Lot

2020 State Aviation System Plan (SASP) Phase I

April 10, 2019

Contents

- Parking Lot 1
- Contents 3
- Phase 2 Parking Lot Items..... 4
- Ancillary Studies 5

Parking Lot

The following brief list was created from ideas that came out of Phase I of the 2020 State Aviation System Plan (SASP), but were deemed outside the scope of this initial effort. Therefore, they are included here for consideration in developing the scope of Phase II and any additional ancillary studies.

Phase 2 Parking Lot Items

- **System Order Update:** Update System Order to reflect new classification changes, if needed. Phase 2 could consider adding a strategy or work plan item to formally update the System Order annually or biannually.
- **Statute Changes:** Identify any statute changes needed to reflect changes in classification system.
- **Planning Phase Airports:** Airports included in the System Order in the planning phase are not currently discussed in the SASP. Phase 2 could discuss or reference planning phase airports. At a minimum, they could be included in as an inventory item. Analysis could include if each of these airports are still in the planning phase or if they should be removed from the Order.
- **Airport Uses and Roles:**
 - Phase 2 inventory effort should include identification of the roles and uses of each airport.
 - Develop icons for airport uses. Others could include underwing camping, ski-plane use, floatplane use, etc.
 - Uses and icons can be reported in the SASP, on the interactive dashboard and on an interactive map of the state. The interactive map could allow the user to pick a certain use (agricultural use, for example) and then the map would populate with airports that report that use.
- **Infrastructure Condition:**
 - Evaluate how the condition of buildings (hangars, A/D buildings, SRE buildings, etc.), lighting, NAVAIDs, and other airport infrastructure can be evaluated at a system level. This could also potentially be an ancillary study.
 - Better track and report PCI trend data. As new PCI evaluations are done each year, there may be a benefit from better tracking of historical data at the airport and system level. From this data, a trend can be monitored for changes in pavement maintenance needs, pavement performance and funding needs.
 - The aging infrastructure trend paper could be updated to include additional supporting data. This could incorporate better PCI data as well as funding needs from the CIP. Additionally, other facilities beyond pavement condition could be inventoried and discussed. This could include arrival/departure (A/D) buildings, hangars, lighting, NAVAIDs, etc.
- **Funding Data:**
 - Future CIP data could be summarized by project types and costs to provide better system level data for specific types of projects. Similarly, actual project costs and grant amounts from executed grants could also be tracked for specific types of projects to better track grant spending by project type.
- **Work Plan:** Develop an Aeronautics Work Plan based on goals, measures, and strategies.

- The Work Plan would be more detailed than the strategies included in the SASP which are more high level. The Work Plan could be updated on an annual or biannual basis and identify not only the task item but assign the task to the appropriate group or individual.
- Include a task item in the Work Plan to annually revisit the source of each element of SASP data, frequency of update and responsibility for update. The best data source, updating responsibility, etc. may change over time and should be revisited.
- Evaluate if a work plan task should be developed to evaluate what MnDOT Aeronautics could do through education, funding support, etc. to improve last mile connections (the ability to travel an airport to the final destination) within the system.
- **Exception to SASP Guidance:** Consider development of an 'exception processes for airports who wish to have facilities or services that differ from the SASP airport measures. The request and process could be similar to a waiver request process. The process could be completed during a master planning process or as-needed.
- **NOTAM Issuance:** Consider studying how well airports are doing at adequately issuing NOTAMs. This item may make sense to include in a future work plan for Operations to develop.
- **Aeromedical Accessibility Indicator:** Develop an indicator for aeromedical accessibility. Work with the medical community and greater MnDOT to identify an indicator that reflects the needs of this user group.
- **Set Targets:** Once data is collected, determine disparities in measures (performance measures) and then set targets in Phase II.

Ancillary Studies

- **Economic Impact Study** – Stakeholders value the updated report and indicated that the Economic Impact Calculator is very useful.
- **Crosswind Coverage** – Evaluate how to analyze crosswind runway coverage. This could be an individual study or evaluated as part of system measure development in Phase 2. Crosswind coverage can be evaluated in ways beyond the FAA evaluation of wind coverage percentage.
- **MnDOT Funding Handbook** - Stakeholders indicated a handbook similar to the FAA's Airport Improvement Program (AIP) Handbook" would be beneficial – Although it may not necessarily be an ancillary study, it could be a product of a work plan to develop later on.
- **NAVAIDs Plan** – Develop Navigational Aids (NAVAIDs) system plan documenting state owned NAVAIDs, location, age, condition, etc. and include a plan for maintenance, replacement and any needed future NAVAIDs. Federal NAVAIDs within the state could also be documented in the plan.
- **Annual Aviation Accident Summary Report** – Consider publishing an annual report. This has been developed in the past but has not recently been published.