



# Aeronautics Overview

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*Rochester Int'l Airport*



We all have a stake in **A  B**



# MS 360.011 Declaration of Purpose

It is hereby declared that the purpose of sections 360.011 to 360.076 is to further the public interest and aeronautical progress by providing for the protection and promotion of safety in aeronautics; by cooperating in effecting a uniformity of the laws relating to the development and regulation of aeronautics in the several states; by revising existing statutes relative to the development and regulation of aeronautics so as to grant to a state agency such powers and impose upon it such duties that the state may properly perform its functions relative to aeronautics and effectively exercise its jurisdiction over persons and property within such jurisdiction, may assist in the promotion of a statewide system of airports, may cooperate with and assist the political subdivisions of this state and others engaged in aeronautics, and may encourage and develop aeronautics; by establishing uniform rules, consistent with federal regulations and those of other states, in order that those engaged in aeronautics of every character may so engage with the least possible restriction, consistent with the safety and the rights of others; and by providing for cooperation with the federal authorities in the development of a national system of civil aviation and for coordination of the aeronautical activities of those authorities and the authorities of this state by assisting in accomplishing the purposes of federal legislation and eliminating costly and unnecessary duplication of functions properly in the province of federal agencies.



# MnDOT Aeronautics role

- ▶ Collect aviation taxes
- ▶ Plan and promote a coordinated, statewide system of airports
- ▶ Distribute state and federal funding
- ▶ Provide navigational and weather–monitoring systems
- ▶ Enforce state and federal safety standards
- ▶ Provide technical resources to local government
- ▶ Educate pilots, airport personnel, and the public



# Aviation in Minnesota

- ▶ 16,500 pilots
- ▶ 7000 registered aircraft
- ▶ 340 commercial operators
- ▶ 80 heliports, 48 seaplane bases, 70 private/personal use
- ▶ 135 airports
  - City owned
  - County owned
  - Airport Authority owned (Commissions)
- ▶ 9 have airline service
- ▶ 92 fully eligible for federal funding, 5 partially eligible

General Aviation

Public Airports



# SASP

- 20 year guide for orderly development of Minnesota's publicly funded airport system
- Follows FAA Advisory Circular

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



# State Airports Fund Revenue

Approximately \$20 M/year



# State Airport Classification

Classification	360.305 Limit	Current Number
Key	< 40	30
Intermediate	< 90	83
Landing Strip	< 65	22

Key = paved and lighted, 5,000 ft. minimum runway; air freight, airlines, business jets; near larger population and economic centers.

Intermediate = paved runway < 5,000 ft.; single engine, some multi-engine and business jets.

Landing strip = turf runways; single engine and some twin-engine; may close seasonally; ag spraying and crop seeding.



# Airport Projects: Federal Airport Improvement Program (AIP)

- ▶ National Plan of Integrated Airport Systems (NPIAS)
- ▶ Channeling Act state
  - State acts as agent of the airport
  - Airport identifies projects, MnDOT approves
- ▶ Entitlements
  - Non-primary = \$150,000/year
  - Small Primary = \$1,000,000/year
- ▶ Generally 90% Federal / 10% Local
- ▶ State apportionment; Federal \$\$\$ set aside that MnDOT can assign to projects



# Airport Projects: Federal Airport Improvement Program (AIP) – cont.

- ▶ Airports can “bank” or “carry forward” entitlements if they do not have a project
- ▶ Entitlements “expire” in the 4<sup>th</sup> year
- ▶ Airports can transfer entitlements to other Minnesota airports
- ▶ After entitlement projects are identified nationwide, unobligated entitlements become discretionary pot. Airports compete nationally for this money.



# Airport Projects: State Program

- ▶ Grants from the State Airports Fund
- ▶ Participation rates based on:
  - Type of project (safety rates higher, revenue generating lower)
  - Higher for non—NPAIS airports, i.e. for airports that are NOT eligible for federal funding
- ▶ Projects selected based on prioritization system
- ▶ Some “stand alone” projects
- ▶ Some paying a percentage of the “local” share for federal projects

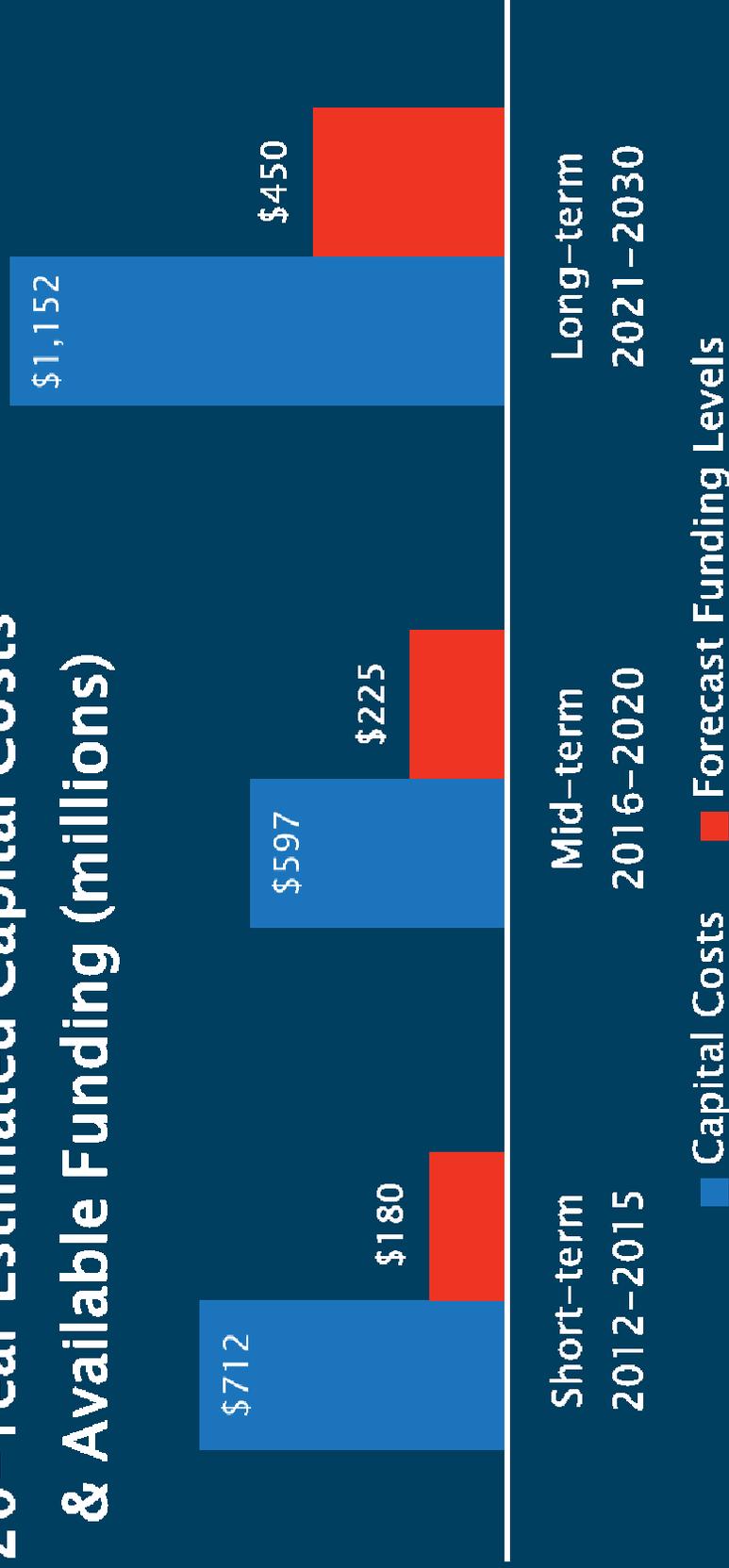


# Airport Projects: State Selection Process

- ▶ Airports identify projects
- ▶ Prioritization System:
  - Project purpose, such as safety
  - Airport classification
  - Component of airport, such as runway
  - Type of project, such as obstruction removal
- ▶ MnDOT offers grants to highest priority projects based on available funding



# 20-Year Estimated Capital Costs & Available Funding (millions)



Note: Does not include MSP, due to unique capital investment needs and sources of revenue.





# Contact Information

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