



2050 TPP Policy Development Teams

Regional Aviation System



December, 2024

Aviation Policy Meeting #2



Agenda

1. Aviation Industry Trends and Key Takeaways revisited
 - New trend – airport classifications
2. Aviation Policy Language Review
3. Action development
4. Next Steps

Website Update



Council Aviation Webpage

Updates being made to describe process underway and update aviation information

Page will include:

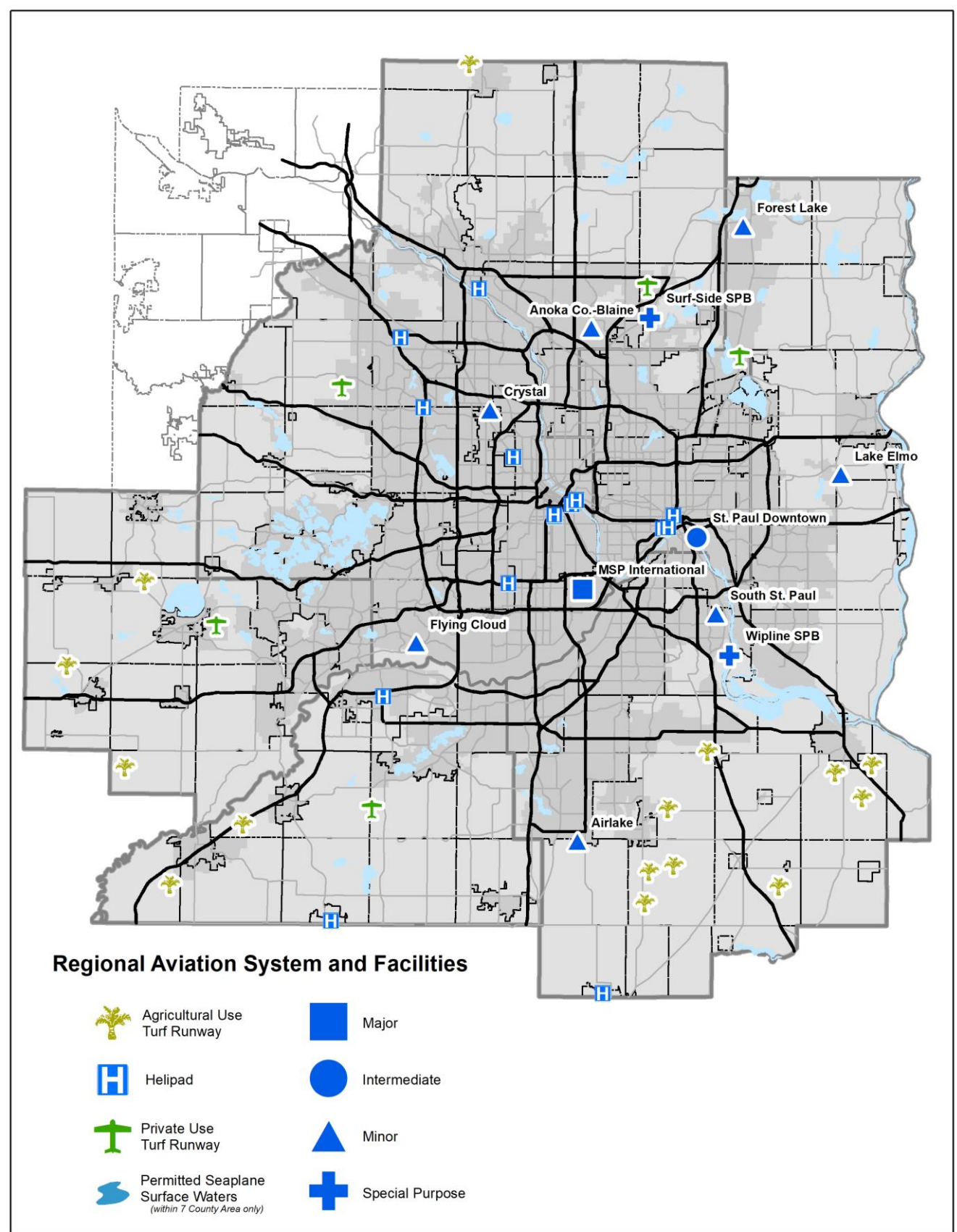
- Link to the draft 2050 Aviation System Plan
- Materials from PDT meetings
- Trend papers in full

Link: [Aviation - Metropolitan Council](#)

Regional Aviation System

2050 TPP Facilities Map

- New map included in 2050 TPP
- Includes all aviation facilities in the region
 - Public use airports (regional aviation system)
 - Major
 - Intermediate
 - Minor
 - Special Purpose
 - Private facilities
 - helipads
 - turf runways
 - agricultural
 - bodies of water



FAA, MNSASP, and Aviation Industry Trends



FAA, MNSASP, and Aviation Industry Trends

Existing Aviation Challenges Identified

- **Staffing Shortfalls** The aviation industry has identified existing and potential staffing shortages for mechanics, air traffic controllers (ATC) and pilots.
- **Cost** The high cost of entry into the aviation field may limit participation from interested parties.
- **Industry Demographics** The aviation industry has historically ranked amongst the lowest in terms of workforce diversity.

Industry/Regulatory Trends

- Industry Trends and FAA regulation updates have been developed to streamline pilot, mechanic, and ATC training requirements.
- FAA Reauthorization, BasicMed, and Light-Sport/MOSAIC include provisions to lower the cost and increase participation in aviation.
- MnDOT State Aviation System Plan: Since previous TPP, MnDOT has updated the statewide aviation plan with updates to the statewide airport classification system and new guidance on other topics which touch on Metro air facilities.

Airport Classifications



Identifying infrastructure needs, facility improvements, airspace integration and safety, and environmental impacts and noise mitigation, requires a classification framework to better prioritize investment and system improvement.

FAA Classifications

- The Federal Aviation Administration (FAA) classifies all airports that are a part of the National Plan of Integrated Airport Systems (NPIAS)

MnDOT

- The Minnesota Department of Transportation (MnDOT) Aeronautics branch classifies all public airports within the state, including those that are part of the NPIAS

Metropolitan Council

- As a part of its regional planning responsibility, The Metropolitan Council is required to classify the metropolitan airports
- 8 of the 9 regional airports are NPIAS airports and all are classified by the MnDOT

Regional Airport Classifications



Reviewing and Maintaining the Classification System for the Region

Establishing, reviewing and updating regional airport classifications is one of the roles that fall under the purview of the Met Council

Existing classification system established in 1977

Has seen limited and minor updates from previous RASPs

- Last review of the system was done for 2030 TPP in 2008
- Recommendations were not adopted

State law dictates that Minor Airports must have runways at a maximum of 5,000 feet

Existing classifications have few metrics to adequately gauge the true role of the regional airports in the system – classifications have not kept up with changing regional airports over the past 40 years

MnDOT Aeronautics overhauled state classifications with 2022 State Aviation System Plan (SASP)

- Regional system more out of step with state and federal classifications

Regional Airport Classifications – 2030 TPP

Functional and Operational Characteristics of Metropolitan Airport Facilities (2030 TPP)

Airport Type	Airport	Functional Characteristics			Operational Characteristics		Compatibility Consideration
		System Role	Airport Users Accommodated	Air-Service Access	Primary Runway Length	Instrumentation Capability	
Major	MSP International	Commercial Air Service Hub	Scheduled Passenger & Cargo, Charter, Air Taxi, Corporate G.A., Military	International, National, Multi-State, Regional	8,001 - 12,000 ft, Paved	Precision	Airport Compatibility Area requirements for airport system functioning: Regional Airspace Protection Airport Airspace and land use safety zoning Land Use Guidelines for Aircraft Noise Local Infrastructure and Services <u>Sewer Service</u> <u>Water Service</u> <u>Storm Water</u> <u>Road Access</u> <u>Police-Fire</u> <u>Non-Aviation Uses</u>
Intermediate	St. Paul Downtown	Corporate Jet Reliever	Air Charter, Air Taxi, Corporate Jet, Military, G.A.	International, National, Multi-State, Regional	5,001 - 8,000 ft, Paved	Precision	
Minor	Anoka Co. -Blaine	Business Jet Reliever	Air Taxi, Business Jet	Nat'l./Multi-State	5,000 ft, Paved	Precision	
	Flying Cloud	Business Jet Reliever	Air Taxi, Business Jet	Nat'l./Multi-State	5,000 ft, Paved	Precision	
	Airlake	G.A. Reliever	Rec./Training/Business	Multi-State/State	4,098 ft, Paved	Precision	
	So. St. Paul	G.A. Reliever	Rec./Training/Business	Multi-State/State	4,001 ft, Paved	Non-Precision	
	Crystal	G.A. Reliever	Rec./Training/Business	Multi-State/State	3,263 ft, Paved	Non-Precision	
	Lake Elmo	G.A. Reliever	Rec./Training/Business	Multi-State/State	2,850 ft, Paved	Non-Precision	
Special Purpose	Forest Lake Airport	Recreational/Business	Recreation/Training	State, Region	2,650 ft Turf	Visual	Variable
	Surfside Seaplane Base	Recreational/Business	Rec./Training/Per. Bus.	Multi-State/State	6,500 ft Water	Visual	
	Wipline Seaplane Base	Recreational/Business	Training/Business	Nat'l./Multi-State	8,000 ft Water	Visual	
	Public Heliports	General Aviation	Business/Air Taxi	State, Regional	Variable by facility	Visual	
	Private Heliports	Business	Bus./Training	State, Regional	Variable by facility	Variable by facility	
	Hospital Heliports	Emergency Services	Business	State, Regional	Variable by facility	Variable by facility	

Airport Classifications Comparison

Comparison of FAA, MnDOT, and Metropolitan Council Airport Classification Metrics

		Mpls. / St. Paul Inter.	St. Paul Downtown	Flying Cloud	Anoka Blaine	Crystal	Airlake	Lake Elmo	South St. Paul	Forest Lake
FAA ID		MSP	STP	FCM	ANE	MIC	LVN	21D	SGS	25D
FAA	Serv. Level	Primary	Reliever	Reliever	Reliever	Reliever	Reliever	Reliever	Reliever	-
	Hub	Large	-	-	-	-	-	-	-	-
	Role	-	National	National	National	Regional	Regional	Regional	Regional	-
	Definition	1% of U.S. Enpls.	Metro Areas / Business Centers	Metro Areas / Business Centers	Metro Areas / Business Centers	Metro Areas / Large Populations	Metro Areas / Large Populations	Metro Areas / Large Populations	Metro Areas / Large Populations	Metro Areas / Large Populations
TAF 2024 Ops		335,807	31,561	66,415	38,273	21,939	20,441	15,915	9,302	-
OPSNET 2023 (Tower)		323,945	38,167	136,622	69,908	45,541	-	-	-	-
TFMSC 2023 (Jets)		313,279	11,081	11,013	2,110	4	160	-	75	-
TFMSC 2023 (Total)		322,389	18,401	26,095	10,164	2,769	1,056	1,132	1,337	-
MnDOT	Classification	Key Comm.	Key General	Key General	Key General	Intermediate Small	Intermediate Large	Intermediate Small	Intermediate Large	Intermediate Small
	Criteria	Pt 139 / ≥4,900'	≥4,900'	≥4,900'	≥4,900'	<3,800'	≥3,800' - <4,900'	<3,800'	≥3,800' - <4,900'	<3,800'
	Definition	Commercial Jets	Business Jets	Business Jets	Business Jets	Small / <10 Pass.	Small / >50 kn / ≥10 Pass.	Small / <10 Pass.	Small / >50 kn / ≥10 Pass.	Small / <10 Pass.
SASP (2020)		-	40,934	104,405	71,740	41,541	21,055	16,421	49,331	6,878
MET-C	Classification	Major	Intermediate	Minor	Minor	Minor	Minor	Minor	Minor	Minor
	Role	Scheduled Air Service / Commercial Air Hub	Primary Reliever / Business Jet Reliever	Secondary Reliever / Business Jet Reliever	Secondary Reliever / Business Jet Reliever	Secondary Reliever / G.A. Reliever	Secondary Reliever / G.A. Reliever	Secondary Reliever / G.A. Reliever	Secondary Reliever / G.A. Reliever	Recreational / Business
	Runway Length (Statute)	8,001' - 12,000'	5,001' - 8,000'	5,000'	5,000'	5,000'	5,000'	5,000'	-	-
MACNOMS (2023)		320,803	33,503	140,383	67,884	43,488	38,678	41,593	-	-
Existing Runway Length		11,000'	6,500'	5,000'	5,000'	3,751'	4,099'	3,504'	4,002'	2,700'

Regional Airport Classifications

Airport Classification Takeaways

- Under the existing Metropolitan Council classification framework, the three busiest airports for total operations (FCM, ANE, MIC, all Minor airports), as recorded by the air traffic control towers and MAC, significantly exceeded those of the only Intermediate airport within the system (STP)
- The classification systems used by the FAA and MnDOT have evolved as aircraft types and facility requirements, and the demands of business transportation, recreational flying, and the traveling public, have grown and changed over recent decades
- The static system by which the Metropolitan Council classifies regional airports does not reflect the existing conditions and use of these airports and differs significantly from those of MnDOT and FAA
- The federal classification system has changed since 1970. MnDOT updated the State Aviation System Plan classification framework in 2022 to more precisely categorize airports within Minnesota to identify facility needs and prioritize infrastructure improvements. By contrast, the existing classifications for the metropolitan region have not changed in nearly 50 years.

Regional Airport Classifications

Airport Classification Takeaways - Need to Better Define The Regional System

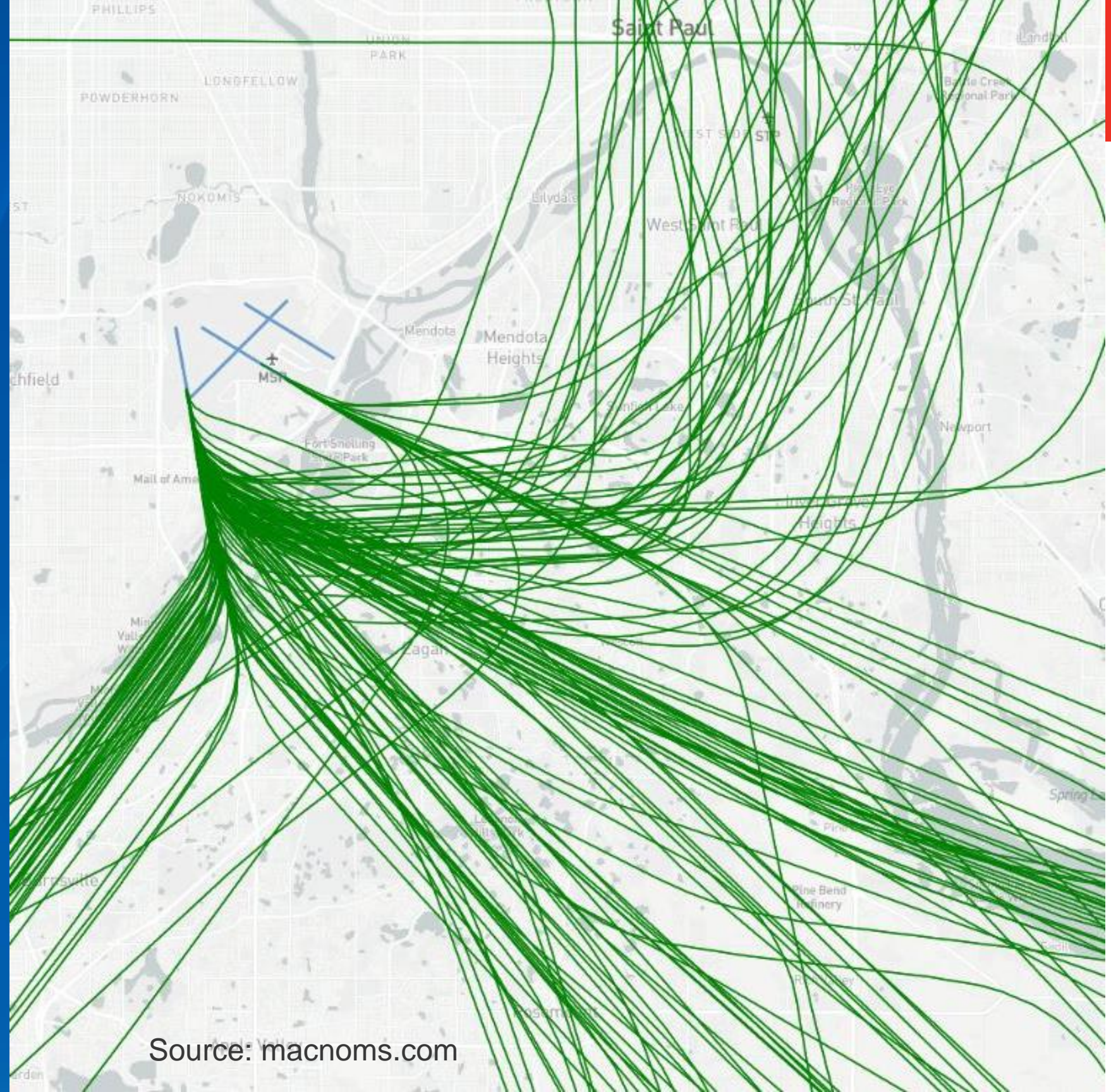
- Regional airports have evolved since the classification system was originally created.
- Regional classifications need to be more flexible to adequately classify regional airports based on evolving system roles and to represent existing conditions as they change.
- Classifications should also better relate regional airports with their community context to help determine which facilities are best for certain functions (i.e. pilot training, business traffic, recreational aviation, relieving traffic at MSP, etc)
- Potential new criteria/metrics that should be considered in classifications:
 - Critical design aircraft utilizing facility
 - Airport amenities
 - Operational data and airport users
 - Existing runway length and needed runway length to safely accommodate aircraft
 - Airport capacity
 - Surrounding community and economic data
 - Environmental impacts (existing and potential)

Regional Airport Classifications

Council Role – Connecting to Regional Goals

1. **Region is Equitable and Inclusive** – Recognize individual airport strengths, airport demand, and existing operations at regional airports that serve the surrounding communities to ensure that aviation benefits and impacts are spread across the entire region.
2. **Communities are Healthy and Safe** – Develop a classification system that identifies existing conditions at regional airports to better align airport roles in the regional system to more accurately highlight any needed facility infrastructure and safety improvements, and community context for facilities while acknowledging airport impacts and tailoring mitigation based on system roles.
3. **Region is Dynamic and Resilient** – Align the planning, development, and infrastructure improvement needs to actual existing conditions at regional airports, spurring economic growth and system vitality.

Aircraft Noise



Source: macnoms.com

Aircraft Noise

- **Aircraft Noise** Unwanted sound resulting from aircraft operations. Considered one of the most harmful environmental impacts from aviation and often the main contributing factor of a negative community response to the operation and expansion of airports.

Regulatory Noise Framework

- **FAA Regulation/Industry Changes** Beginning in 2016 the FAA has implemented regulations prohibiting the operation of older, noisy aircraft in the U.S. that do not meet more stringent noise requirements. Additionally, advancements in satellite navigation have allowed the FAA to implement dispersed instrument departure procedures to mitigate aircraft noise.
- **FAA Noise Evaluation** The FAA is in the process of reviewing and publishing updates to the Civil Aviation Noise Policy as well as the Noise Control and Compatibility Planning Advisory Circular. This process includes the metric(s), noise thresholds, and land use compatibilities that are used to identify and mitigate aircraft noise.
- **Compatibility Planning** The Metropolitan Council has developed a Builders Guide to identify compatible land uses and construction techniques to mitigate aircraft noise. The Builders Guide recommendations are based on the current Civil Aviation Noise Policy.

Aircraft Noise



Council Role – Connecting to Regional Goals

- 1. Region is Equitable and Inclusive** – Through the development of noise policies and land use planning it is vital to work toward ensuring noise impacts are not disproportionate to any one specific community. Building mitigation support and flight planning will continue to be the main means to limit impacts.
- 2. Communities are Healthy and Safe** – Aircraft noise is considered to be one of the most harmful environmental impacts from the aviation industry. Any regional policies or actions to mitigate aircraft noise will directly contribute to the increased health and safety of communities throughout the region.
- 3. Region is Dynamic and Resilient** – As impacts from aircraft noise change continually over time, it is important to identify these changes and update noise related policies and plans accordingly. Improved building standards and construction materials used to mitigate aircraft noise provide resiliency to the adverse effects resulting from both aircraft noise and other sources of noise from the built environment.
- 4. Lead on Addressing Climate Change** – The aircraft industry is continually striving to develop and implement newer and quieter aircraft. As these new technologies are developed, they are quieter and more fuel efficient, leading to reduced carbon emissions. Policies developed should encourage the implementation of newer more efficient aircraft.
- 5. Protect and Restore Natural Systems** – As noise impacts have decreased over the past decades through FAA noise regulation along with local land use planning and noise mitigation efforts, impacts to natural systems have also decreased with reduced noise. Policies and actions that encourage reduced noise should be evaluated with the goal of protecting and restoring the natural systems as well.

Aviation Fuels and Alternative Power Sources



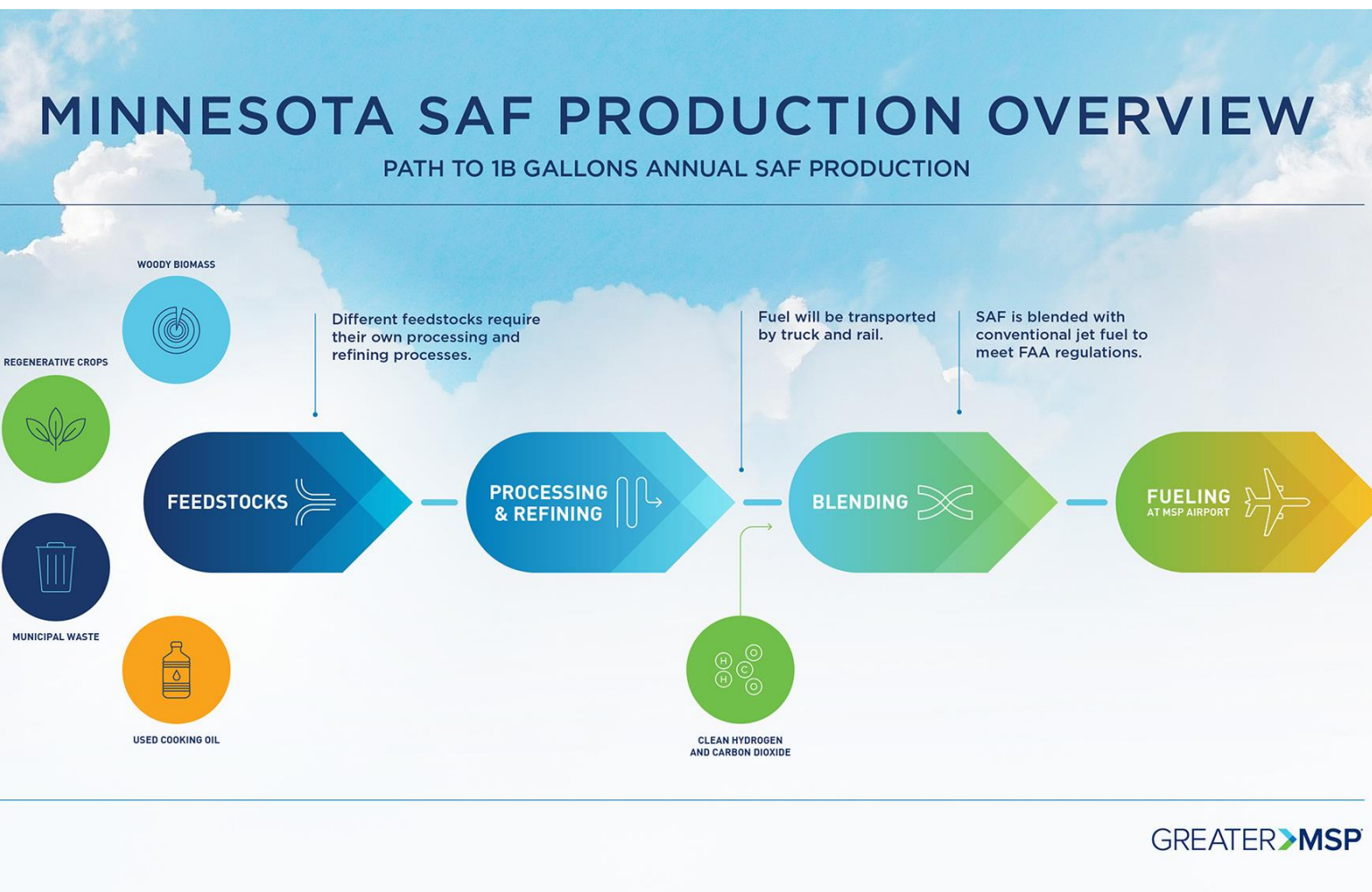
Source: Westmor Industries

Aviation Fuels and Alternative Power Sources

Aviation Fuels

Sustainable Aviation Fuel (SAF) Aviation emissions are a relatively small but growing portion of transportation related GHG emissions. Government and industry initiatives are being implemented to expand the use of SAF.

- Delta planning to utilize SAF for operations at MSP
 - 10% of fuel use by 2027
 - 50% of fuel use by 2035
- State and regional push to invest in and implement SAF hub at MSP



Source: GreaterMSP

Aviation Fuels and Alternative Power Sources

Path to a Lead-Free Aviation System

Eliminate Aviation Gasoline Lead Emissions (EAGLE)



Aviation Fuels

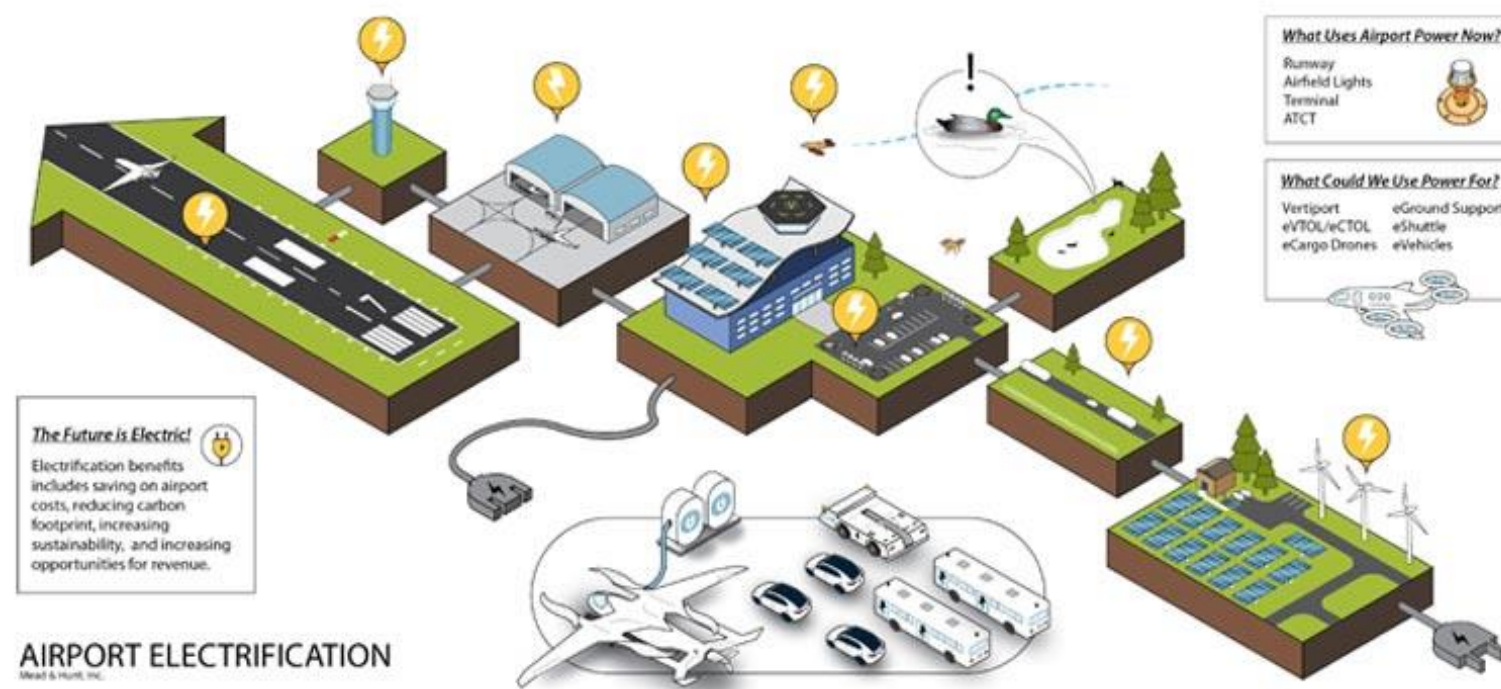
Leaded Aviation Gas The majority of small GA aircraft continue to utilize aviation gasoline containing lead. Aviation is the last industry using leaded fuel. Government and industry initiatives are working to develop an unleaded fuel(s) safe for GA aircraft.

- Lead to be found unsafe at any level by EPA
- FAA require leaded fuel use to 2030
 - Developing pathway to eliminate future use
- State and local bans planning after FAA requirements expire

Aviation Fuels and Alternative Power Sources

Alternative Power Sources

- **Electric Aircraft** Small all-electric aircraft are being designed and manufactured for entry into GA aviation with pilot training in mind. Advancements in electrification technology and charging infrastructure are aimed at reducing cost, emissions, and noise.
 - MnDOT Aeronautics MEAN Plan
 - Reduce GHG and other emissions from aircraft operations
- **Hybrid/Hydrogen** Existing electric technology is not compatible with large aircraft. Existing aircraft operations may be augmented through the incorporation of hybrid and or hydrogen components.
 - Carbon free commercial flight



Source: Mead & Hunt

Aviation Fuels and Alternative Power Sources



Council Role – Connecting to Regional Goals

1. **Region is Equitable and Inclusive** – Support a diverse field in the development of new fuels and alternative power sources while advocating for the continued availability of legacy fuels for existing users until safe replacements are available.
2. **Communities are Healthy and Safe** – The elimination of lead and reduction in GHGs in traditional fuels should be supported to reduce harmful emissions and improve air quality.
3. **Region is Dynamic and Resilient** – Development and integration of the SAF hub and novel power technologies to promote regional innovation and job creation.
4. **Lead on Addressing Climate Change** – Support industry transition to more sustainably sourced jet fuels that lead to reduced GHG emissions with the ultimate integration of future electrification and alternative fueling initiatives.
5. **Protect and Restore Natural Systems** – Require airport development projects to prioritize adoption of unleaded AVGAS, eliminating the remaining source of environmental lead exposure, and coordinate future integration of electric charging and alternative fuels facilities.

Unmanned Aerial Systems (UAS)



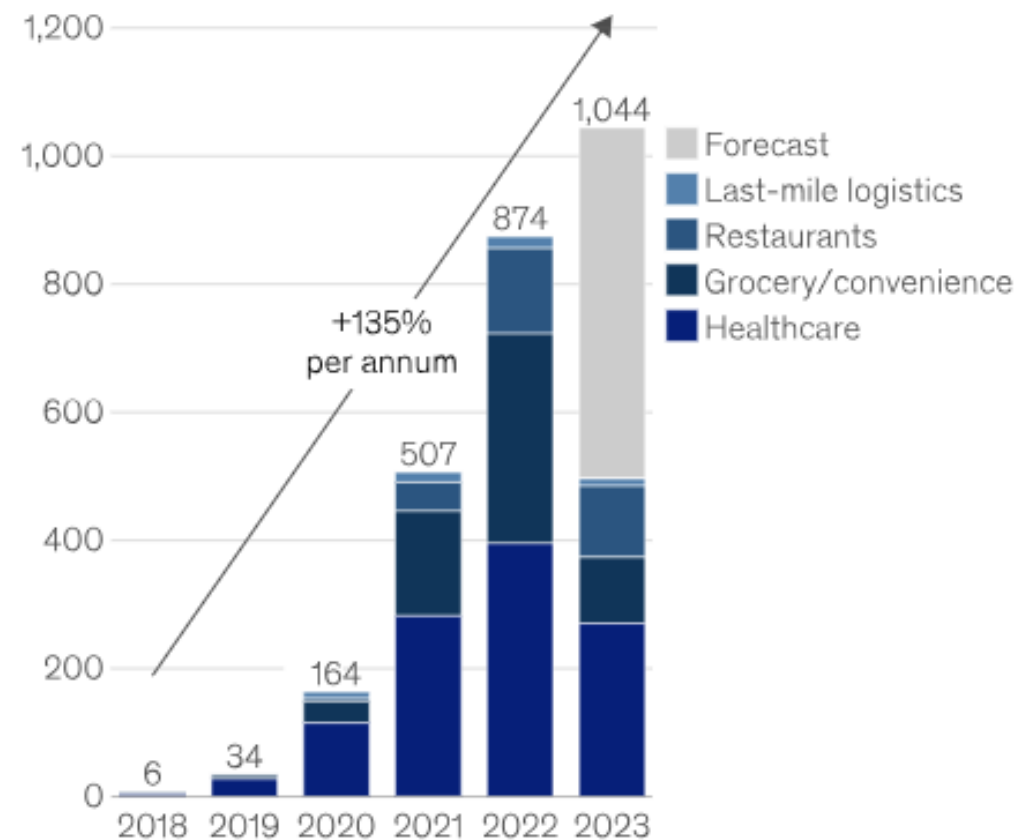
Source: Intel Corporation

Unmanned Aerial Systems (UAS)

Trends seen in UAS Industry

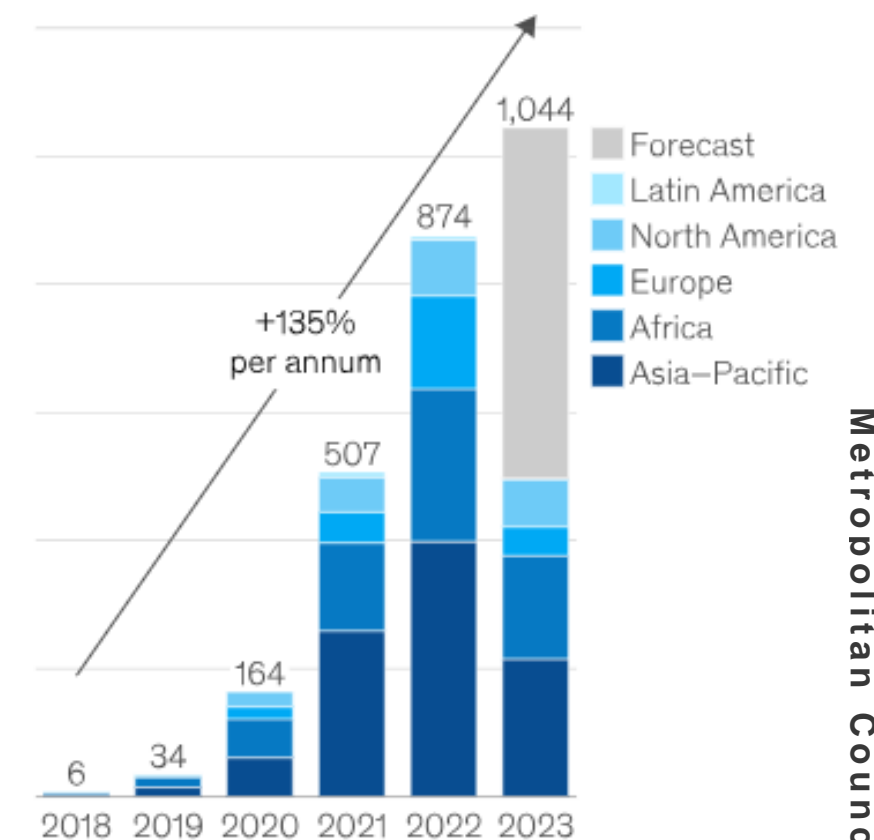
- UAS is the fastest growing segment of aviation in the United States.
- Technological advancements in battery systems, smartphones, and camera sensors have made UAS readily accessible to a wide segment of the population.
- Logistics/Shipping and energy sector industries are anticipated to be the main drivers of UAS growth in the U.S. with the integration of Beyond Visual Line of Sight (BVLOS) regulations.

Commercial drone deliveries by use case, thousand



Source: McKinsey & Company

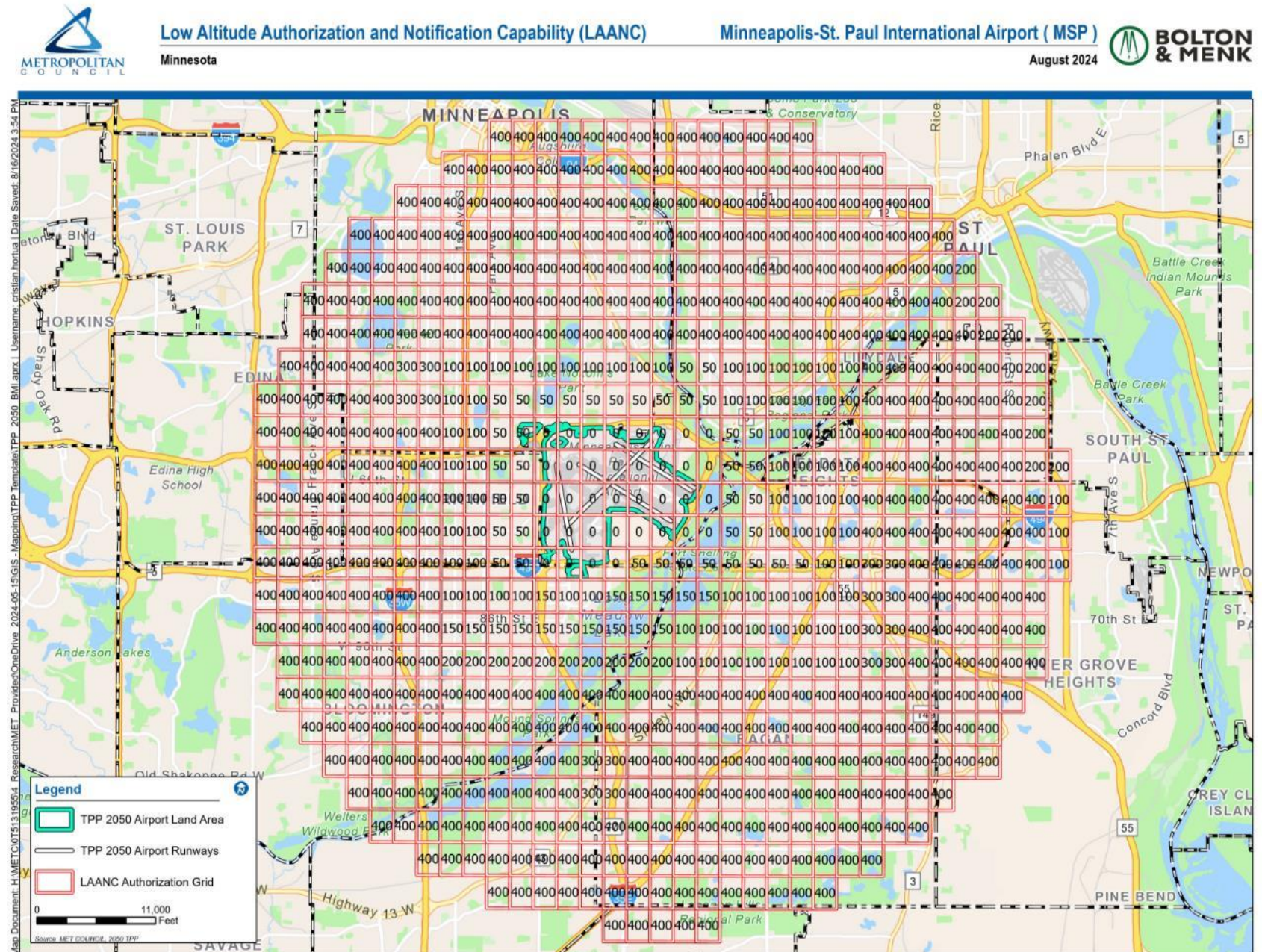
Commercial drone deliveries by region, thousand



Unmanned Aerial Systems (UAS)

UAS Trends and Regulatory Framework

- FAA's development of the Part 107 framework in 2016 established the rules for safe commercial operations of UAS within the National Airspace System (NAS). 2017 development of the LAANC system allows for immediate authorization to operate within controlled airspace. This has contributed to the significant increase in UAS operations.
- The FAA's Reauthorization Act of 2024 has identified the need to publish rules to enable BVLOS operations within the NAS.



Advanced Air Mobility (AAM)

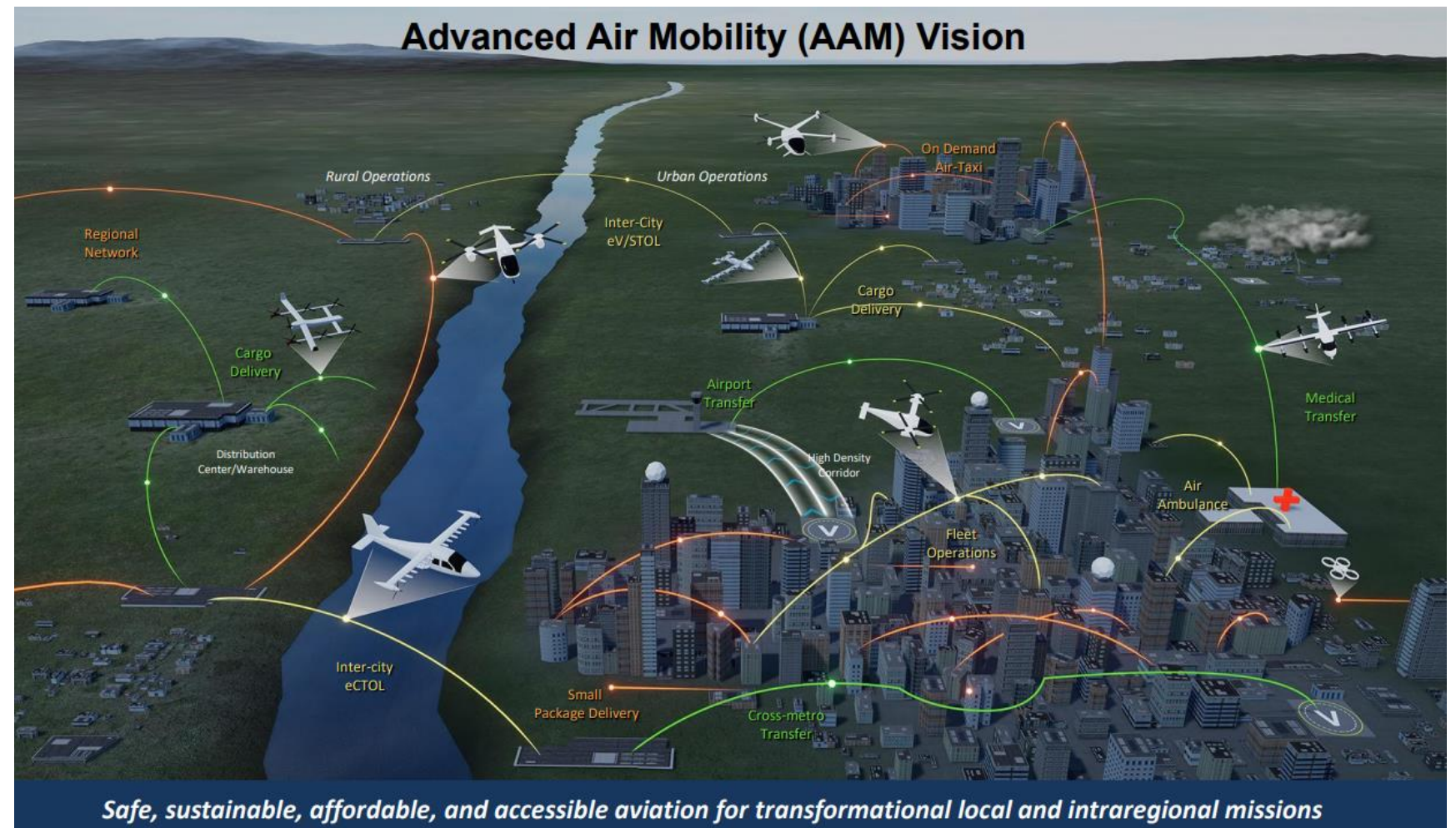


Source: FAA

Advanced Air Mobility (AAM)

AAM Trends

- The increasing urbanization within the U.S. and the need to reduce GHG emissions has led to innovative new methods of transportation.
- AAM are aircraft designed for VTOL operations from designated vertiports, powered by electricity, and leverage advancements in automation for flight controls.
- Anticipated AAM uses include passenger and freight transportation within and between urban areas. Aircraft manufacturers are currently developing and testing multiple new designs for AAM aircraft.

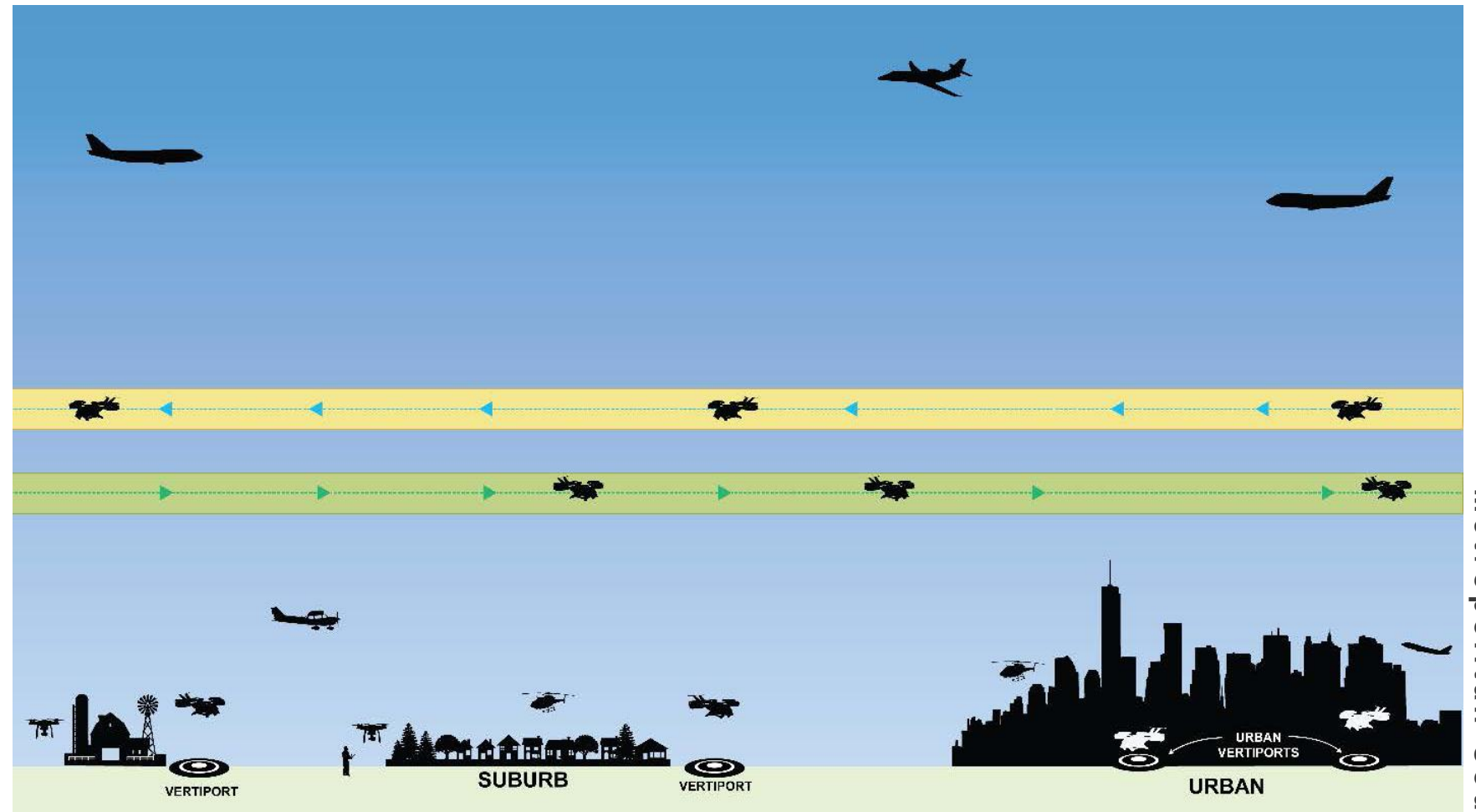


Source: NASA NTRS

Advanced Air Mobility (AAM)

AAM Regulation/Development

- Interim guidance on Vertiport design has been provided by the FAA. The FAA Reauthorization Act of 2024 directs the agency to publish final Vertiport design standards by 2025.
- Proactive integration of AAM into the NAS is a core focus of government and industry initiatives.
- AAM planning is taking place throughout country at local, state and federal level
 - Local – land use integration
 - State – policy and development
 - Federal – airspace regulations



Source: FAA

Advanced Air Mobility (AAM)

Council Role – Connecting to Regional Goals

1. **Region is Equitable and Inclusive** – Plan for a future AAM network that lowers the cost of VTOL mobility to serve more people while mitigating any negative impacts to any one group.
2. **Communities are Healthy and Safe** – Stringent safety policies and oversight, and successfully incorporating vertiports into existing communities require engagement at the local level including appropriate vertiport placement and surrounding land uses.
3. **Region is Dynamic and Resilient** – Integrate AAM access into existing transportation network to improve regional mobility, boost regional economic development and enhance intermodal resiliency.
4. **Lead on Addressing Climate Change** – Support industry and regulatory initiatives that lead to future electrification and sustainable transportation infrastructure.
5. **Protect and Restore Natural Systems** – Integrate AAM to reduce the demand for sustained highway expansions, reducing pavement construction and maintenance costs, and preserving remaining natural spaces.

Aviation Policies



Policy Review Process

Develop

- Meeting 1
 - Introduction
 - Background
 - Brainstorming
- **Meeting 2**
 - **Review drafted policies**
 - **Draft/edit policies**
 - **Draft actor-specific actions**

Review

- Meeting 3
 - Finalize remaining items from Meeting 2
 - Review drafted updated policies and actions
- Additional review processes with standing working groups and committees
 - Council / TAB
 - MAC
 - Any other relevant groups?

Recommend

- Meeting 4 (if necessary)
- Review feedback
 - Make revisions and final recommendations
- Final Meetings
 - Additional meeting scheduled if necessary

Policy Development



Policy Development Process

- Reviewed feedback, and research conducted into aviation industry trends and changes in the regional system over the past decade plus.
- Drafted proposed language for policies to review here with PDTs to refine language and ensure policies match regional needs and perspective.
 - Looking for feedback – edits, additions, removals – drafts are first cut and using meeting time to refine policy language
- Each policy is connected to a regional goal.
- Policies split by:
 - Those that only needed minor modifications
 - Those that needed major modifications
 - New policies to fill identified gaps

Policies with Minor Revisions

Policy 1 Goal Area: Equity and Inclusion

Existing policy language:

Promote public participation and awareness of aviation issues including involvement of traditionally underrepresented populations, system users, and individuals.

Proposed revised policy language (**red text** denotes new language):

Conduct public engagement activities in a way which promotes public participation and awareness of aviation issues **in the region and promotes opportunities in the regional aviation industry. Grow access and awareness of the aviation system and industry with members of** traditionally underrepresented communities **including communities of color, low-income, youth and people who have a disability.**

Policies with Minor Revisions

Policy 2 Goal Area: Multiple Goal Areas

Existing policy language:

Prepare long-term comprehensive plans for MAC owned airports or local comprehensive plans for each airport following FAA requirements. Submit it to the Met Council for review to ensure that plans for preservation, management, and improvement of infrastructure at each airport are consistent with the regional aviation system plan.

Proposed revised policy language (**red text** denotes new language):

Prepare long-term comprehensive plans for MAC owned airports or **expanded aviation elements of** local comprehensive plans for each airport following FAA requirements **at least every 10 years, plans may be amended sooner if changes warrant.** These plans must be submitted to the Met Council for review to ensure that plans for preservation, management, and improvement of infrastructure at each airport are consistent with **regional aviation policy and conform to** the regional aviation system.

Policies with Major Revisions

Policy 3 Goal Area: Health and Safety

Existing policy language:

Airport safety standards should be maintained and improved where possible by addressing land use compatibility and air safety requirements in airport and local policies and plans.

Proposed revised policy language (**red text** denotes new language):

Maintain and improve, as feasible, airport safety standards **that meet FAA and MnDOT standards** by addressing safety requirements and land use compatibility with local **ordinances**, policies and planning. **Conduct research to prepare regional partners for future aviation activity to ensure safety standards are met as they are developed by federal and state partners.**

Policies with Major Revisions

Policy 4 Goal Area: Health and Safety

Existing policy language:

Conduct planning, development, and operation of regional airports to minimize the impact to adjacent communities. Ongoing impacts from aviation activities should be mitigated through local land use compatibility policies and other mitigation efforts.

Proposed revised policy language (**red text** denotes new language):

Conduct planning, development, and operation of regional airports to minimize impacts to adjacent communities. Local land use compatibility policies and other mitigation efforts **should be regularly reviewed and updated to reflect the latest guidance to mitigate noise and other environmental impacts to residents from aviation activities. Guidance documents should be regularly reviewed and updated.**

Policies with Major Revisions

Policy 5 Goal Area: Natural Systems

Existing policy language:

Protect, enhance, and mitigate impacts on natural resources when planning, constructing, and operating the region's aviation system. This will include management of air and water quality and identification of priority natural resources through the Natural Resources Inventory developed by the Met Council and Minnesota Department of Natural Resources.

Proposed revised policy language (**red text** denotes new language):

Implement polices, programs and plans which protects, restores and enhances the region's natural resources from the ongoing operation of the region's aviation system. This includes reducing impacts on air and water quality from both aircraft operations as well as airport operations, and restoring impacted natural systems impacted by regional aviation facilities.

Policies with Major Revisions

Policy 6 Goal Area: Dynamic and Resilient

Existing policy language:

Coordinate the provision of adequate local access to the region's airports considering local context and role in the system.

Proposed revised policy language (**red text** denotes new language):

Maintain and improve connections between the region's aviation facilities and the surface transportation system while taking into account local context. **Plan for multimodal options to be available for** regional airports and provided according to each airports role in the system.

Policies with Major Revisions

Policy 7 Goal Area: Dynamic and Resilient

Existing policy language:

Coordinate planning and pursuing transportation investments that strengthen connections to other Minnesota regions, the nation, and world through air service at the region's primary and reliever airports.

Proposed revised policy language (**red text** denotes new language):

Support and coordinate planning and investments that continue to expand aviation access to the state, nation and world from the Twin Cities Metro. **Support aviation activities to expand economic opportunities in the industry in the region. Ensure regional airports continue to support local economies and business and report on the importance of regional airports to local and regional economic wellbeing.**

New Policies

Policy 8 Goal Area: Health and Safety, and Climate

Policy Gap Topic:

Air quality impacts for the human environment from aircraft operations

Proposed policy language (**red text** denotes new language):

Work to reduce emissions from aviation activities that negatively impact air quality for adjacent communities. Support alternative fueling and power technologies which would improve regional air quality and that can support economic development in the region. Plan and coordinate efforts with regional partners to plan for the removal of lead from aviation fuel and to transition aircraft operating from regional airports to electric and/or sustainable aviation fuels when possible.

New Policies

Policy 9 Goal Area: Dynamic and Resilient

Policy Gap Topic:

Maintaining regional databases and consistency

Proposed policy language (**red text** denotes new language):

Regularly review and update regional aviation system information to maintain consistency with state and federal planning. Regional airport classifications should be consistent with state and federal classifications, evolve as the regional system evolves and remain relevant for the region.

New Policies

Policy 10 Goal Area: Dynamic and Resilient

Policy Gap Topic:

Preparing for regional aviation activities outside of traditional airports

Proposed policy language (**red text** denotes new language):

Consider and plan for land use implications from aviation facilities which are not located within a regional airport or aviation activity which does not originate from a regional airport. This includes existing facilities like helipads and private air facilities in addition to UAS, Advanced Air Mobility and any other emerging aviation technologies.

Action Development

Brainstorming Actor Specific Actions

- Actions are intended to identify what needs to be implemented to meet regional policy and goals
- Should be specific to regional actors (i.e. Met Council, MnDOT, MAC, local jurisdictions, etc)
 - These can be specific or more general depending on action
- Can also identify further study for the Council or regional partners for policy areas

Revised Policy	Action 1	Action 2	Action 3
Conduct public engagement activities in a way which promotes public participation and awareness of aviation issues in the region and promotes opportunities in the regional aviation industry. Grow access and awareness of the aviation system and industry with members of traditionally underrepresented communities including communities of color, low-income, youth and people who have a disability.	Regional aviation partners should use a variety of media and technologies to bring aviation planning into the mainstream of public decision-making, so all interested people have an opportunity to participate in the process and become acquainted with major development proposals.	Regional partners should provide accessible meeting opportunities for residents and support equitable engagement with translation, virtual options, and other services.	Regional Aviation partners should conduct outreach to underrepresented groups and coordinate new events or initiatives to increase participation in aviation
Prepare long-term comprehensive plans for MAC owned airports or expanded aviation elements of local comprehensive plans for each airport following FAA requirements at least every 10 years, plans may be amended sooner if changes warrant. These plans must be submitted to the Met Council for review to ensure that plans for preservation, management, and improvement of infrastructure at each airport are consistent with regional aviation policy and conform to the regional aviation system.	Airport operators should prepare long-term comprehensive plans for each regional airport at least every 10 years but may update or amend sooner, as needed. The scope and content of these plans are defined for different types of operators of facilities in this policy plan.	Airport sponsors should operate within a long-term financial plan that stresses maximizing non-regional funding sources, avoiding or minimizing financial impacts on regional taxpayers and maintaining a high bond rating for aviation improvements.	Public investments in air transportation facilities should respond to forecast needs and to the region's ability to support the investments over time.

Next Steps



- Next meeting to be scheduled
 - Days/times that work best for folks – will send out tool to determine best time
 - Looking to schedule next meeting in November
 - 3rd meeting aiming for late January 2025
- Review meeting materials
 - Will review actor level actions to implement regional policy



Thank You

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