Policy Team Kick-Off Meeting

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- Policy Discussion
  - When considering policy language, consider referencing the Policies and Actions for the draft 2050 Transportation Policy Plan as a model.
- Schedule
  - Potentially three meetings for background, brainstorming and final review of updated policies and actions (September-December)
  - Convene again to produce final deliverable
- Next steps
  - Based on what we brainstormed and reviewed today, think about policies which can be implemented at a regional level and specific supporting actions to support and improve the aviation system for the region, minimize impacts to residents, and anticipate future needs.

Policy Review

Review/Minor Modifications

Following table displays existing 2040/50 policies which are relevant to aviation. These policies are expected to be maintained with minimal changes.

Existing Policy	Revision Consideration	Revised Policy
Promote public participation and awareness of aviation issues including involvement of traditionally underrepresented populations, system users, and individuals.	• More specificity? • Consider supporting promotion activities to increase women and BIPOC inclusion in aviation industry.	
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.	• State statute driven. • Define deadlines or schedules for LTCP updates in the future.	

Rethink/Revise

The following table displays existing 2040/50 policies which are relevant to aviation. These policies may be maintained with minor or substantial changes.

Existing	Council Policy Revision Considerations	Revised Policy
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.	- MnSASP - airport zoning ordinance progress - Through the fence operations - MN Clear Zone Control at airports - Consider AAM and/or UAS operations/infrastructure into local plans - Safety considerations for vertiports - Potential AAM/UAS corridors	
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.	- Potential FAA revisions on noise policies - Expand to cover non-airport noise or other impacts? (UAS/AAM/other non-airport aviation facilities)	
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.	More precise language or break up into multiple policies for different concepts?	
Coordinate the provision of adequate local access to the region's airports considering local context and role in the system.	More precise language to connect to different modes/systems (highways, freight, pedestrian/bicycle, transit)?	
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.	Should this be tailored to air service specifically? Does this need to be said from a regional planning perspective?	

New/Gaps

The following table displays areas which have been identified as a potential gap in existing TPP policies. These concepts or topics are to be considered for new policy language.

Concept/topic	Council Policy Considerations	New Policy
Air quality: • Leaded gas	Most GA aircraft continue to use lead additives in fuel. Leaded fuel has been found to be unsafe at any levels. The FAA has issued updated guidance to allow its continued use until 2030. Some states are proposing leaded fuel bans to take place following this requirement. Transition plans or other measures could be considered for regional policy. Electric aircraft considerations relating to air and noise quality improvements.	
Noise quality • Expansion of aviation off-airports • Updates to FAA noise policies and flight procedures at MSP	Noise impact standards and mitigation efforts have been in place and unchanged at the federal level for many decades. FAA is exploring multiple updates to aviation noise policies and regulations, which may have implications at for the regional aviation plan.	
Supporting fueling alternatives • Sustainable Aviation Fuel • Electric / hybrid aircraft	GreaterMSP along with Delta and other partners are hoping to make MSP a hub for new alternative fueling. New policy and supporting actions should be considered. Electric aircraft or partial electric propulsion for commercial aircraft (taxi, on ground operations)	
Federal/State regulations	Has there been any federal or state regulations changes that could impact the regional aviation system or how it interacts with communities? For example: Beyond Visual Line of Sight operations for UAS. Upcoming noise policy revisions/updates.	
Drone use	Drone use for package delivery/pharmaceuticals/other uses could have land use implications and could expose more residents to aircraft noise in places not before considered. Regional policy could connect land uses not traditionally associated with aviation activity to these new modes and set considerations for local partners on future actions.	

Vertiports / UAM	Urban Air Mobility and Vertiports could expand where aviation facilities are located in the region outside of airports and should be considered for future policy. (Noise impacts, safety considerations, operational parameters, land use compatibility)	