

2050 TPP Policy Development Teams

Regional Aviation System



February, 2025

Aviation Policy Meeting #3

Agenda

1. Aviation Industry Trends and Key Takeaways revisited
 - Trend Update - airport classifications
2. Action review / discussion
3. Next Steps



Website Update



Council Aviation Webpage

Updates made to describe process underway

Page now includes:

- Draft 2050 Aviation System Plan
- Materials from previous PDT meetings
- Trend papers in full

Link: [Aviation - Metropolitan Council](#)

FAA, MNSASP, and Aviation Industry Trends



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 50 years

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

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

Airport Classifications Comparison

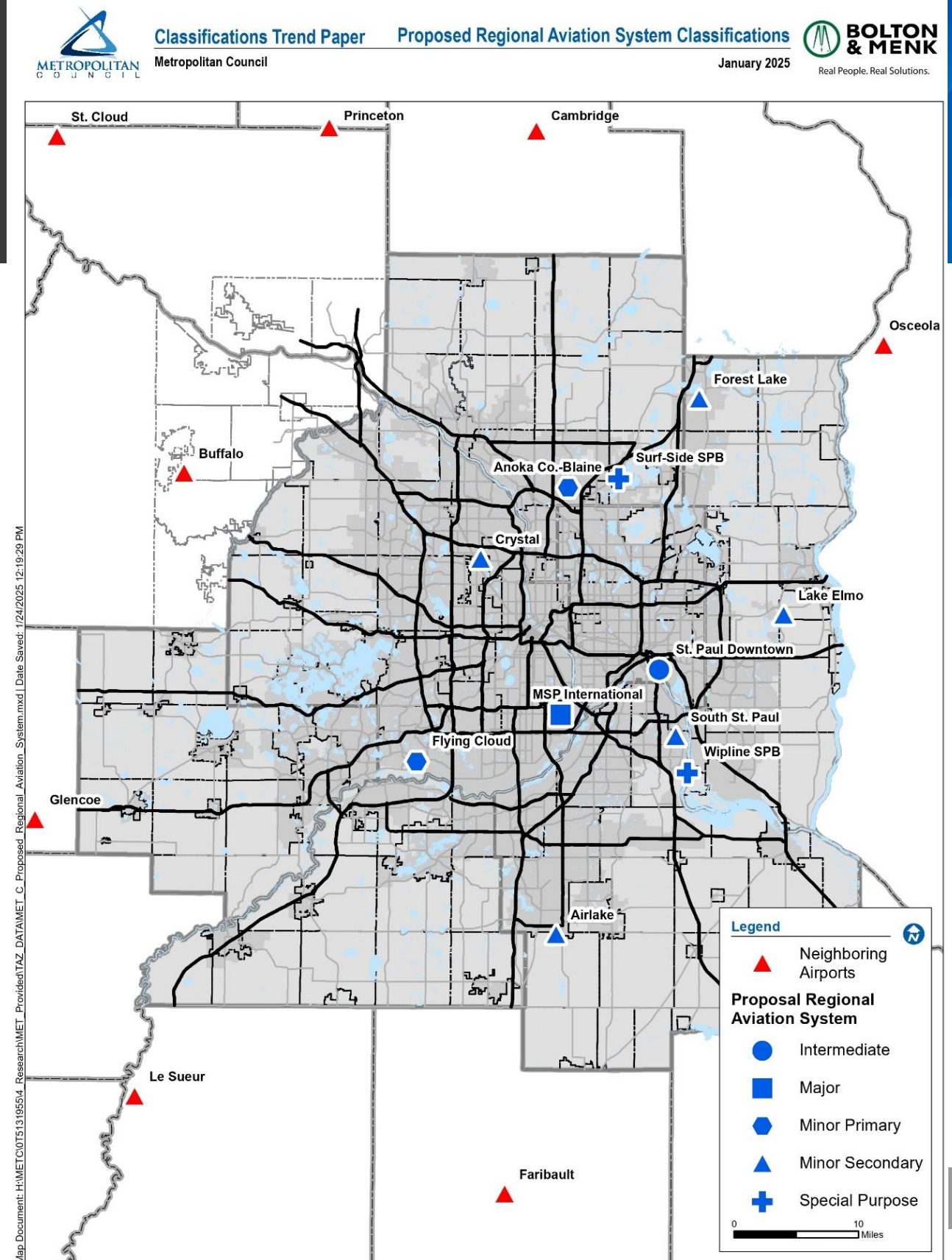
Comparison of FAA, MnDOT, and Metropolitan Council Airport Classification Metrics										
		Mpls. / St. Paul Inter.	St. Paul Downtown	Flying Cloud	Anoka Blaine	Crystal	Airlake	Lake Elmo	South St. Paul	Forest Lake
FAA ID		MSP	STP	FCM	ANE	MIC	LVN	21D	SGS	25D
FAA	Serv. Level	Primary	Reliever	Reliever	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	-
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

Proposed Update to Regional Classifications

Minor update to regional system to break up the Minor classification into two – Minor Primary and Minor Secondary

- Major: MSP International
- Intermediate: St Paul Downtown
- Minor Primary: Flying Cloud, Anoka-Blaine
- Minor Secondary: Airlake, Crystal, South St Paul, Lake Elmo, Forest Lake
- Special Purpose: Surf Side, Wipline



Regional Airport Classifications

Proposed Update to Regional Classifications

- Consider more aspects of an airport's operating service and aircraft using facilities

Activity/Service	Major	Intermediate	Minor - Primary	Minor - Secondary	Special Purpose
Classification Metrics					
System Role	Scheduled / Commercial Air Service & Cargo Hub	Primary Reliever / Business Jet Reliever	Secondary Reliever / Business Jet Reliever	Secondary Reliever / G.A. Reliever	Recreational / Business
Critical Design Aircraft (Up To)	D-V	D-III	C-II	B-II	A-I
Most Demanding Airport Users	Commercial	Corporate / Business / Commercial	Business / Recreational	Recreational / Training	Recreational
Total Annual Operations	>250,000	>100,000	>60,000	≤60,000	N/A
Total Annual Jet Operations	>250,000	>10,000	≥10,000	Limited	N/A
Employment (Jobs) Within ACA	>100,000	>100,000	50,000 – 100,000	<50,000	N/A
Existing Leg. Statute / Community Ordinances / Agreements	N/A	N/A	5,000' runway length	5,000' runway length	N/A

Regional Airport Classifications

Proposed Update to Regional Classifications

- Continue to consider key facility metrics to define regional airports

Facility/Service	Major	Intermediate	Minor - Primary	Minor - Secondary	Special Purpose
Classifications Inventory					
Existing Runway Length (Longest Runway)	11,000'	>5,000'	5,000' Maximum (Statute)	5,000' Maximum (Statute)	Any Unpaved
FAA Recommended Runway Length	11,000'	>5,000'	≥5,000'	4,000' or Less	Any Unpaved
Air Traffic Control Tower	Yes (24 Hrs.)	Yes (Part-Time)	Yes (Part-Time)	If Operational Activity Warrants	No
Amenities (Passenger Facilities, Jet Fuel, Aircraft Maintenance, Training, Courtesy Car, etc.)	Commercial Passenger Terminal facilities, Boarding Gates, Airline Maintenance Facilities, Air Cargo Facilities	FBO Passenger Facilities, 100LL / Jet-A, Should Have Major Maintenance Facilities	A/D Building, FBO, 100LL / Jet-A, Should Have Flight Training or Minor Maintenance Facilities	A/D Building, 100LL, May Have Flight Training or Minor Maintenance Facilities	N/A

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
 - MAC
 - Any other relevant groups?

Recommend

- Meeting 4 (no meeting - email)
- Review feedback
 - Review drafted RASP updates prior to readoption in summer of 2025

Action Development

Action hierarchy

Imagine 2050, the Regional Development Guide, has developed a consistent definition of goals, objectives, policies, and actions:

- **Goals** are broad directional statements that more specifically describe the desired end states for the region.
- **Objectives** are the achievable results that advance each goal.
- **Policies** are the statement of intent and approach to regional issues or topics, independently and with partners.
- **Actions** are the specific activities to implement policies and achieve the goals and objectives.

Action Development

Using the Document

Each policy and its supporting actions are currently nested under the primary goal it is intended to support. Goals are listed in no particular order. Many of the policies and related actions support multiple goals and objectives.

Under each policy, actions are shown in the tables. Please note:

Each action included is assigned to an agency who will lead or support the implementation.

Actors with a check = lead role. The lead agency is responsible for delivering the activities identified in the actions

Actors with a diamond = support role. Support agencies support the work through technical feedback, participating in technical work groups, or incorporating it into their planning work.

(LP): Actions tagged with **(LP)** are requirements or guidance for agencies to incorporate into the local planning efforts including comprehensive planning among other areas.

(WP): Actions tagged with **(WP)** are work program activities, including staff time and consultant studies, to be worked on until the next scheduled update of the plan in five years.



Action Development



Action Details

Actions are intended to either identify and codify existing practices in the region or to direct future efforts in the region.

43 total actions identified

- 24 newly identified
- 5 identified as connected to local planning
 - 1 new – primarily connected to future work program item
- 3 work program items
 - Noise – Land Use Compatibility Guidance
 - UAS considerations and integration with regional land use
 - UAM considerations and integration with regional infrastructure

Next Steps

Looking forward to Plan readoption

Staff will make edits to the 2050 RASP based on findings from technical assessment and trend papers. Policies and actions updates will be incorporated into final updated document.

Will send redlined copy of draft 2050 RASP update prior to action item for review and comment. Will incorporate feedback prior to July.

Aviation Plan Update Review 2025 Proposed Timeline									
	May		June		July	August		September	October
2050 RASP Update									
Information item	TACP: 5/8	TAB: 5/21	TAC: 6/4	Transportation Committee: 6/23					
Action item					TACP: 7/10	TAC: 8/6	TAB: 8/20	Transportation Committee: 9/7	Met Council: 9/24

Thank You

Cole Hiniker

Senior Manager, MTS

Cole.Hiniker@metc.state.mn.us

Joe Widing

Senior Planner, MTS

Joseph.Widing@metc.state.mn.us

