Welcome Remarks



Naomi Pesky

Metropolitan Airports Commission (MAC) Vice President of Strategy and Stakeholder Engagement



Meet the Team

Eric Gilles



Dana Nelson



Director, Stakeholder Engagement

Ricondo & Associates

Aviation Forecasts + Terminal Planning



Larry Hilton



HNTB

Airside Planning



Greg Albjerg



Alex Normandin

Kimley-Horn

Landside Planning



Bill Schmitz

Presentation Objectives

- Review the MSP Long-Term Plan (LTP) goals, process and engagement program
- Share progress to-date, to include projected terminal, airside and landside facility requirements and a set of concepts ("alternatives") intended to fulfill projected requirements
- Hear what questions you may have about these alternatives



Presentation Outline

 MSP Airport Long-Term Plan Overview and Engagement Program Dana Nelson – MAC Director of Stakeholder Engagement

 MSP Airport Long-Term Plan Update Eric Gilles, C.M., ACE – MAC Airport Planner

Q&A





Long-Term Plan Overview and Engagement Program



MSP Long-Term Plan Overview

The plan is:

- A forward-looking planning tool that studies facility and infrastructure needs based on projected 20-year demand levels.
- It will focus on evaluating when facility improvements would be needed to accommodate projected demand in a manner that is safe, efficient, orderly and cost-effective.

The plan does not:

 Authorize construction or improvements to facilities, nor does it serve as a method for studying environmental impacts.

MSP Long-Term Plan Goals

- Plan for future facilities that will meet projected passenger activity levels in a manner that maintains and enhances customer service, while facilitating a seamless passenger experience.
- Produce a development plan that positions the MAC to:
 - meet future demand levels
 - enhance financial strength
 - leverage environmental stewardship, and
 - infuse sustainable thinking
- Conduct the planning process in a manner that includes meaningful stakeholder engagement processes.



MSP Long-Term Plan Process

seline Existing Facilities	 Inventory and document existing facilities and aviation activity levels to establish baseline conditions
Forecasts	• Forecast MSP aviation activity levels (passengers, cargo, and aircraft operations) for the milestone years between 2020 and 2040
Facility Requirements	• Determine any facility deficiency gaps between the baseline condition and desired future
(Gap Analysis)	conditions based on forecasted activity levels
Development Concepts	• Develop and evaluate alternative means to remedy facility deficiencies identified through the process
roposed Development	 Determine a proposed development program, funding plan, and implementation strategy to present to the community and the MAC board
ronmental Considerations	• Prepare an overview of environmental factors that should be taken into consideration when implementing the plan
	Forecasts Facility Requirements (Gap Analysis) Development Concepts roposed Development



LTP Stakeholder Engagement

- Experience MSP public event series
- Stakeholder Advisory Panel
- Project website (<u>mspairport.com/long-term-plan</u>)
- Electronic newsletters with planning updates
- Public surveys and polls
- Updates at MAC committees and commission







Stay Connected

- Contact us via email at <u>MSPAirportLongTermPlan@mspmac.org</u>
- Visit the project website at <u>www.mspairport.com/long-term-plan</u>
- Receive regular updates by <u>signing up</u> for our e-newsletter







What We Do With Your Feedback

- We're here to listen to your input, concerns and aspirations and, when possible, make changes
- The Plan may not incorporate all input provided by the public due to other considerations, such as:
 - Maintaining a high level of service
 - Achieving the established goals of the Plan
 - Conforming to design standards
 - Safety
 - Operational feasibility
 - Federal and state policies
 - Project costs



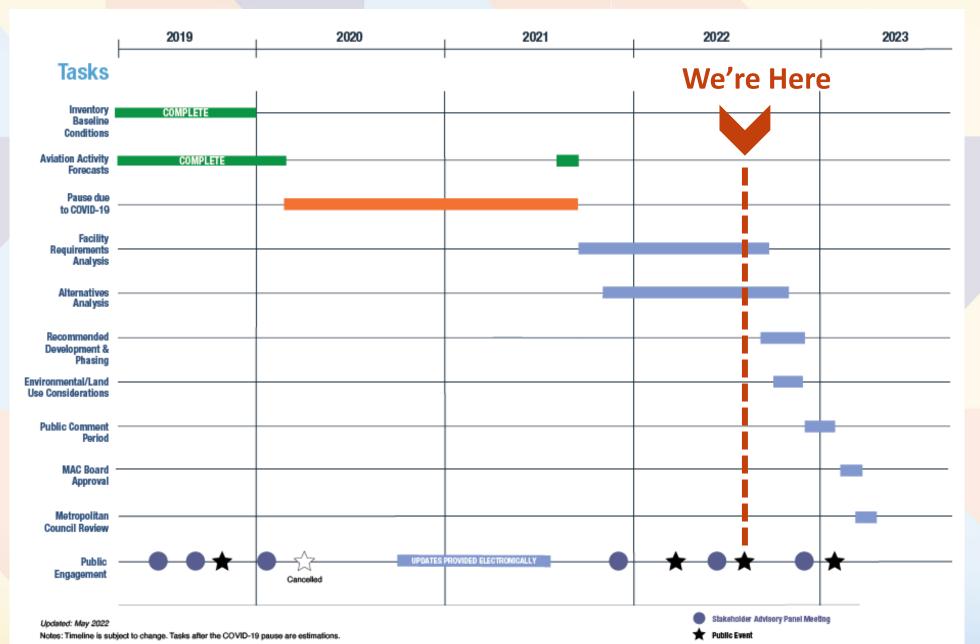


MSP Airport Long-Term Plan Update

- Long-Term Plan Project Timeline
- Overview of Facility Requirements
- Draft Alternatives



Long-Term Plan (LTP) Project Timeline



Key Terminology

Planning Activity Level (PAL)

- PALs often fluctuate based on actual demand
- PAL 2 = 2030; PAL 3 = 2040

Flight Inspection Services (FIS)

 Secure area in Terminals 1 and 2 used for processing passengers arriving from international locations

Preferential Gating

• Only one airline uses a gate

Common Use Gating

Multiple airlines share a gate



Summary of Facility Requirements

Terminal Challenges

- Gating requirements and passenger connectivity
- Flight Inspection Services (FIS)

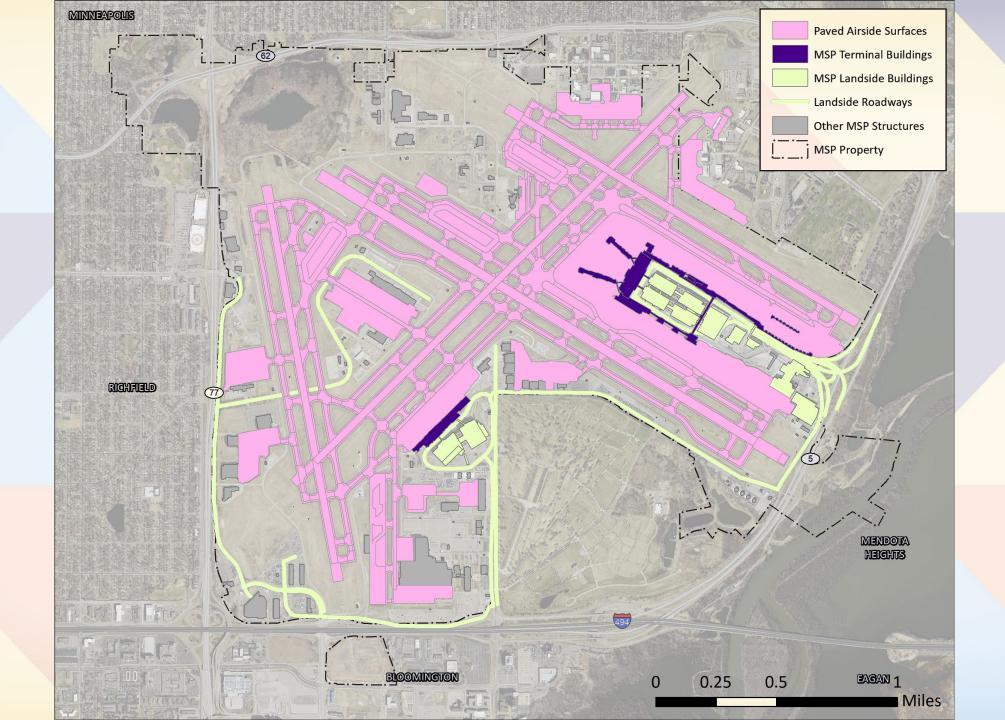
Landside Challenges

- Curbside and roadway congestion
- Address long-term parking needs (private, rental, ride-share)

Airside Challenges

- Maintain airfield efficiency
- Long-term Remain Overnight (RON) aircraft parking needs
- Address airfield design standards





Draft Alternatives

Alternative 1A

- Single Flight Inspection Service (FIS) facility at Terminal 1
- Maximize preferential gating

Alternative 2A

- Single FIS at Terminal 2
- Emphasis on common-use gating

Alternative 3A

- Two FIS facilities (Terminal 1 and 2)
- Maximize preferential gating
- How the airport operates today



Single FIS Facility (Terminal 1) Preferential Gating (PAL 3)

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	Total	118	137	+ 19

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- Concourse E and F Reconstruction
- Extend Concourse G

Airside

- Crossover Taxiway (RWY 30L & 30R)
- Relocate RWY 30L Deicing (TWY W)
- North Partial Parallel Taxiway (RWY 30R)

Landside

- Reconstruct Green/Gold Ramps
- Construct Single FIS Facility (Green/Gold Area)
- Additional Vehicle Curb Frontage
- Bronze Ramp/EMC Needs

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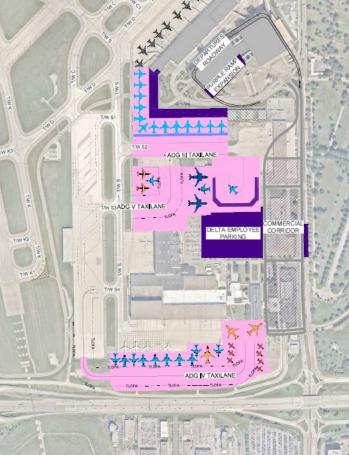
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Landside

- Purple Ramp Expansion
- Potential Commercial Development Along 34th
- Delta Employee Parking Structure

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- Additional Remain Overnight (RON) Parking
- RWY 12R End-Around Taxiway
- Potential for Small Cargo Expansion

Landside

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Single FIS Facility (Terminal 1) Preferential Gating (PAL 3)

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	Total	118	137	+ 19

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Terminal

- Concourse E and F Reconstruction
- Extend Concourse G

• Airside

- Cover Vehicle Service Road
- Expand RWY 30L Deicing (TWYs B and W)
- North Partial Parallel Taxiway (RWY 30R)
- Demolish Concourse B; Add Deicing (RWY 30R)

Landside

- Reconstruct Green/Gold Ramps
- Additional Vehicle Curb Frontage
- Bronze Ramp/EMC Needs

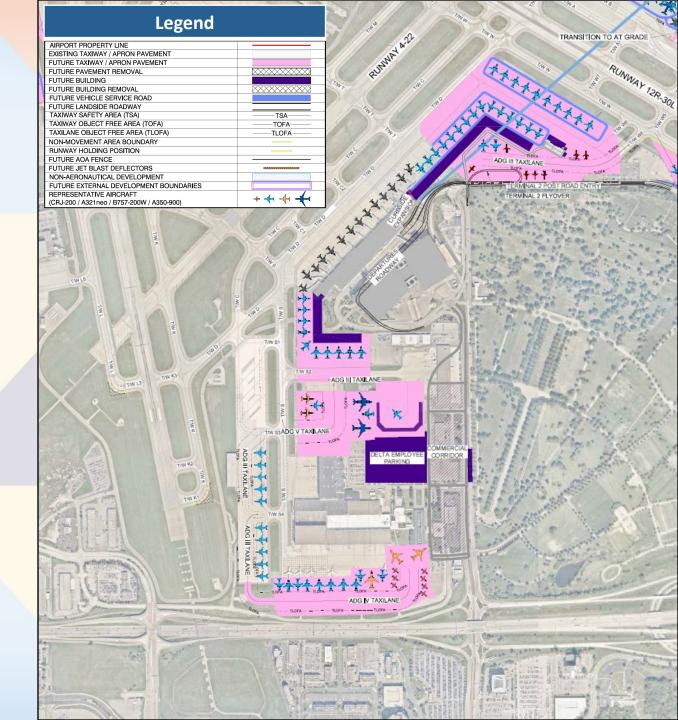
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Terminal

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- Sterile Connection to Terminal 1

• Airside

- Additional Remain Overnight (RON) Parking for Sun Country (Humphrey Pad) and Delta (Near I-494)
- RON/Deicing Pad North of Terminal 2
- Landside
 - 34th Flyover; Post-Road Improvements
 - Potential Commercial Development Along 34th
 - Delta Employee Parking Structure



Terminal

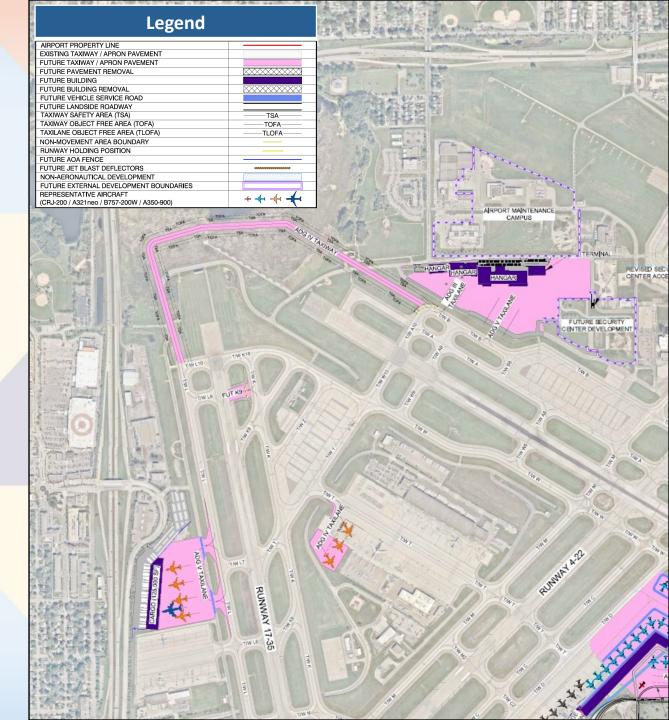
None in-View

Airside

- Additional Remain Overnight (RON) Parking
- RWY 12R End-Around Taxiway
- Potential for Small Cargo Expansion
- Relocated Fixed-Base Operator (FBO)

Landside

None in-View



Single FIS Facility (Terminal 2) Common-Use Gating (PAL 3)

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Airside

- Cover Vehicle Service Road
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Terminal

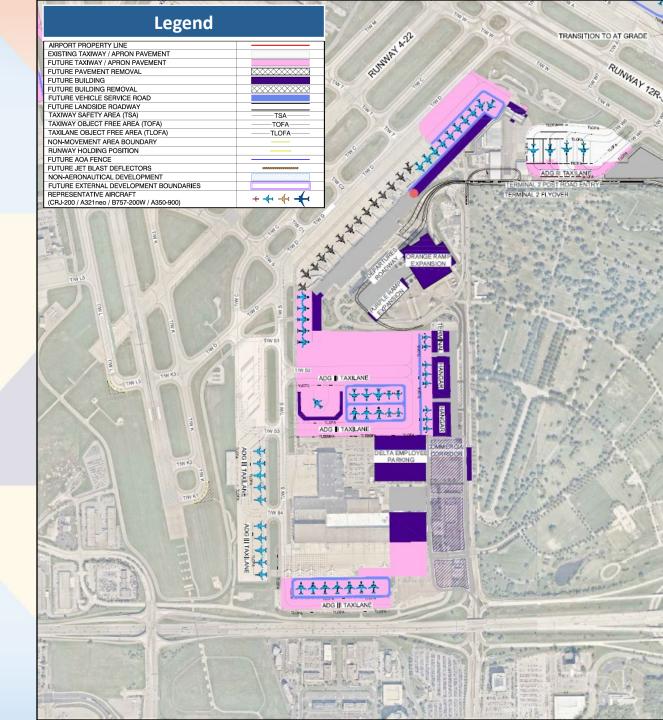
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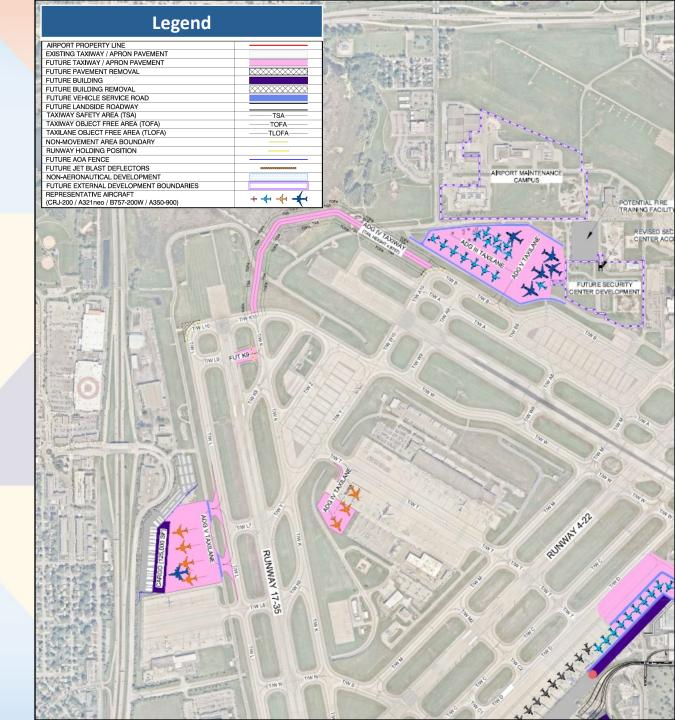
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(CRJ-200 / A321neo / B757-200W / A350-900)

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Guidelines

- Each speaker is requested to keep their questions to 2 minutes to allow everyone the opportunity to speak
- The Plan may not incorporate all input provided by the public due to other considerations, such as:
 - Maintaining a high level of service
 - Achieving the established goals of the Plan
 - Conforming to design standards
 - Safety
 - Operational feasibility
 - Federal and state policies
 - Project costs



Meet the Team

Eric Gilles



Dana Nelson



Director, Stakeholder Engagement

Ricondo & Associates

Aviation Forecasts + Terminal Planning



Larry Hilton



HNTB

Airside Planning



Greg Albjerg



Alex Normandin

Kimley-Horn

Landside Planning



Bill Schmitz

Take Our Event Survey



Thank you for joining!

Single FIS Facility (Terminal 1) Preferential Gating (PAL 3)

Legend	
	1
AIRPORT PROPERTY LINE EXISTING TAXIWAY / APRON PAVEMENT	
FUTURE TAXIWAY / APRON PAVEMENT	
FUTURE PAVEMENT REMOVAL	

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POTENTIAL FIRE REVISED SECURITY ENTER ACCESS LOCATION

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and the second second		Existing Gates	Future Gates (PAL 3 - 2040)	Net Gate Increase
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F	Terminal 2	16	29	+ 13
	Total	118	137	+ 19

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Single FIS Facility (Terminal 2) Common-Use Gating (PAL 3)

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Two FIS Facilities (Terminal 1 and 2) Preferential Gating (PAL 3)

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(CRJ-200 / A321neo / B757-200W / A350-900)

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