

Welcome Remarks



Naomi Pesky

Metropolitan Airports Commission (MAC)

Vice President of Strategy and Stakeholder Engagement

Meet the Team

Eric Gilles



Airport Planner
Project Manager

Dana Nelson



Director,
Stakeholder
Engagement

Ricondo &
Associates

*Aviation Forecasts +
Terminal Planning*



Larry Hilton



Joe Chang

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

Baseline 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 (Gap Analysis)

- Determine any facility deficiency gaps between the baseline condition and desired future conditions based on forecasted activity levels

Development Concepts

- Develop and evaluate alternative means to remedy facility deficiencies identified through the process

Proposed Development

- Determine a proposed development program, funding plan, and implementation strategy to present to the community and the MAC board

Environmental Considerations

- Prepare an overview of environmental factors that should be taken into consideration when implementing the plan

We are
currently
on these
steps



LTP Stakeholder Engagement

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



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Stay Connected

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



What We Do With Your Feedback

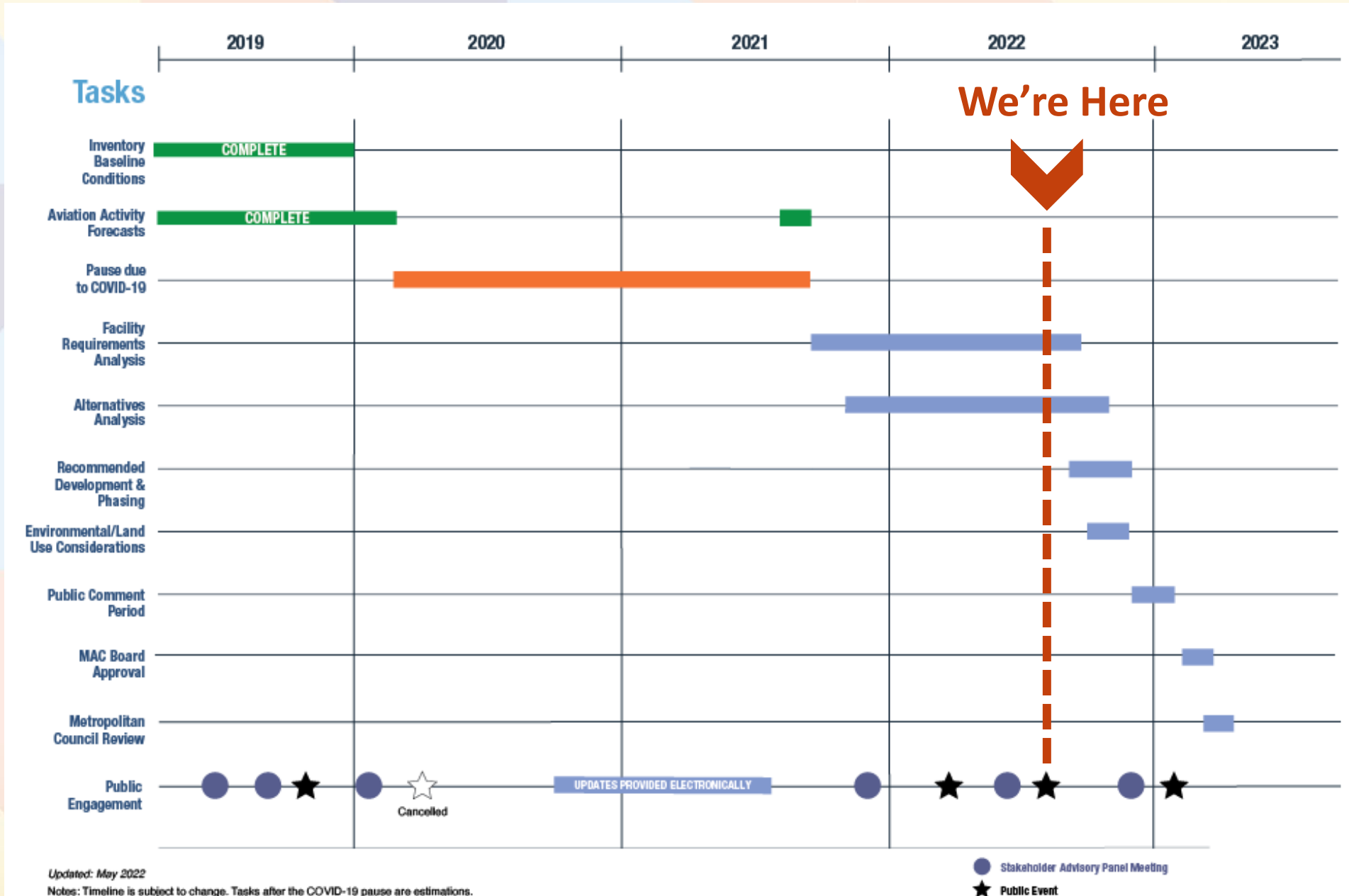
- We're here to listen to your input, concerns and aspirations and, when possible, make changes
- The Plan may not incorporate all input provided by the public due to other considerations, such as:
 - Maintaining a high level of service
 - Achieving the established goals of the Plan
 - Conforming to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

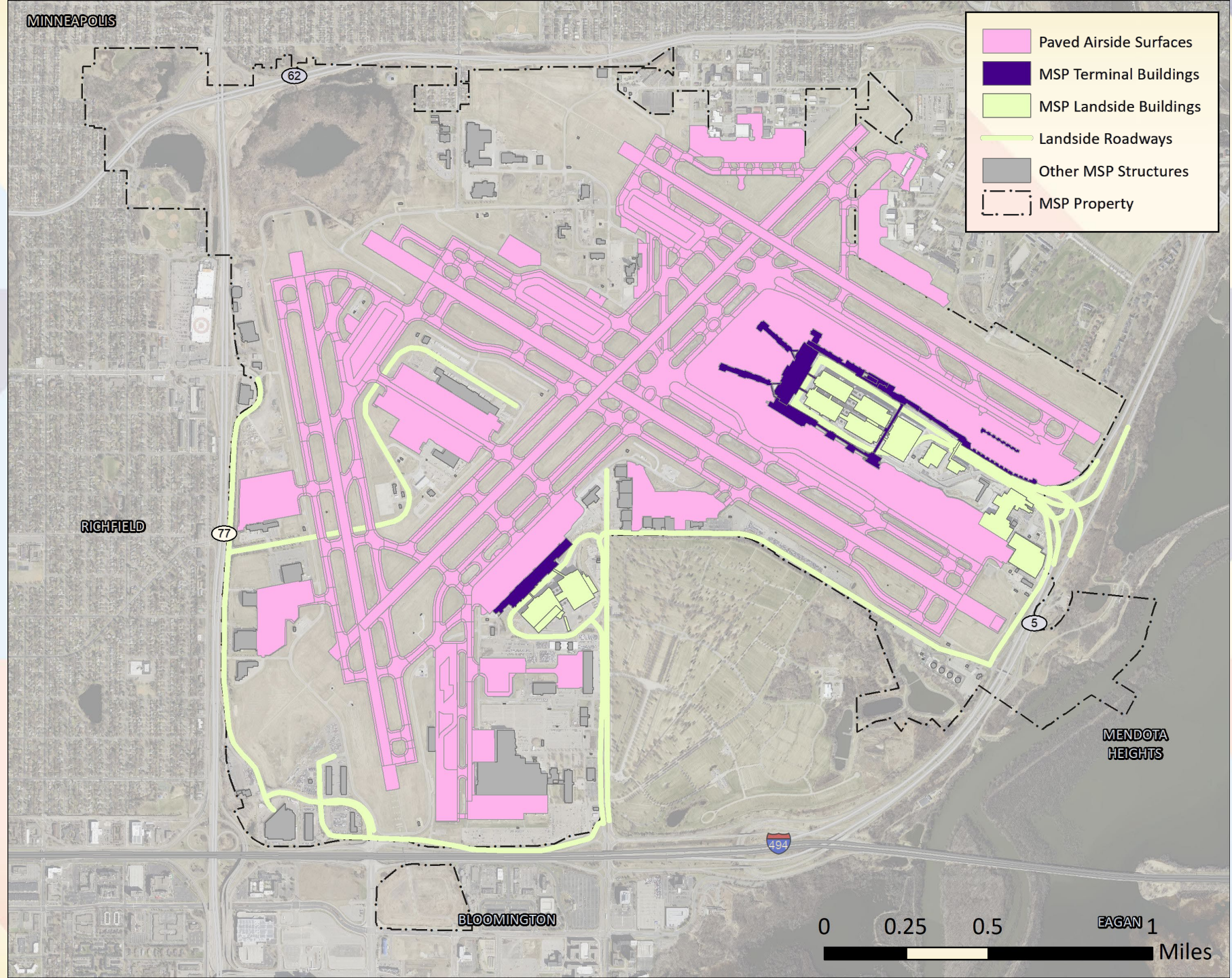
- Gating requirements and passenger connectivity
- Flight Inspection Services (FIS)

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

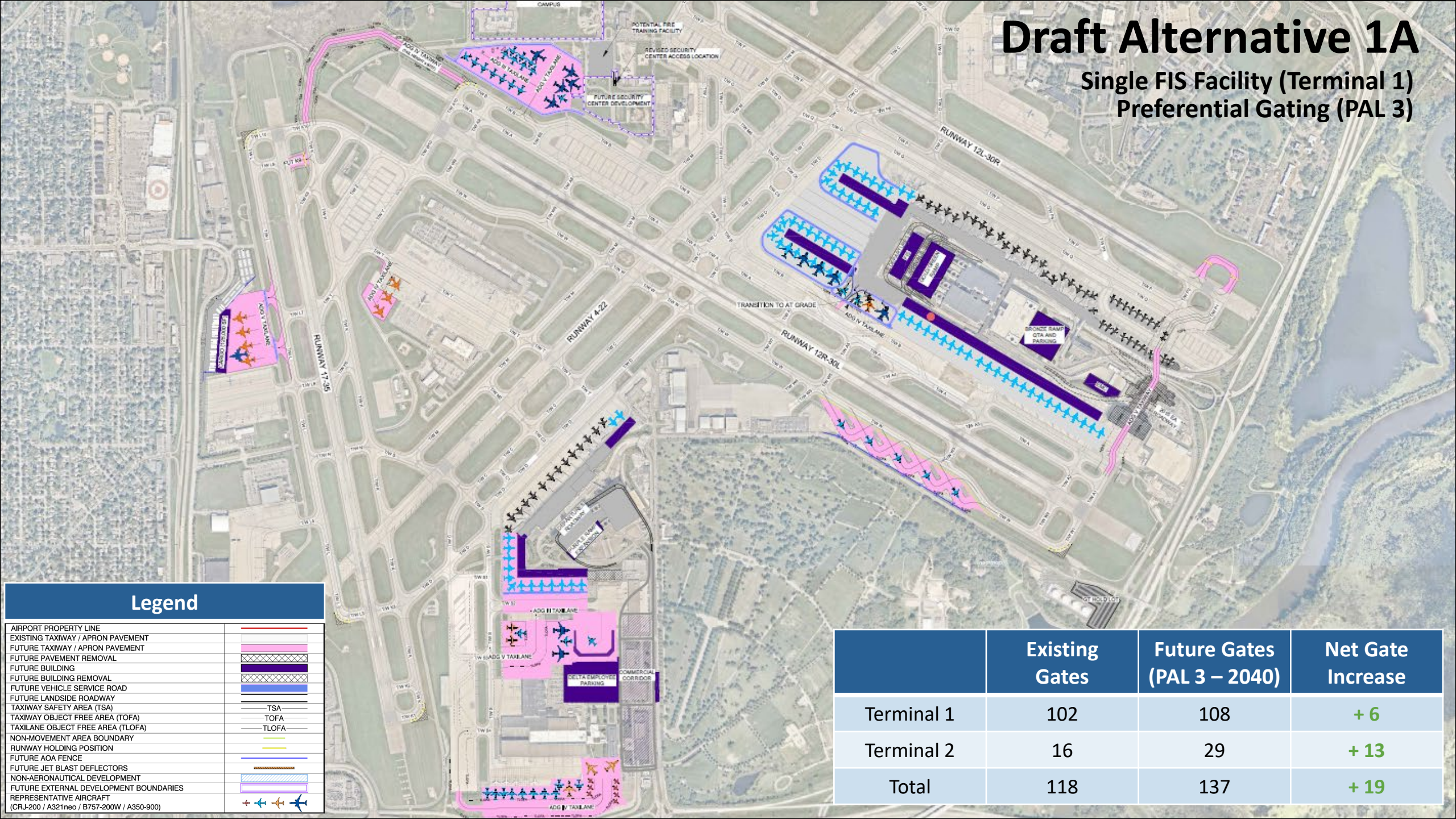
- Single FIS at Terminal 2
- Emphasis on common-use gating

Alternative 3A


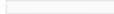



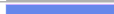









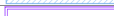


- Two FIS facilities (Terminal 1 and 2)
- Maximize preferential gating
- How the airport operates today

Draft Alternative 1A

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



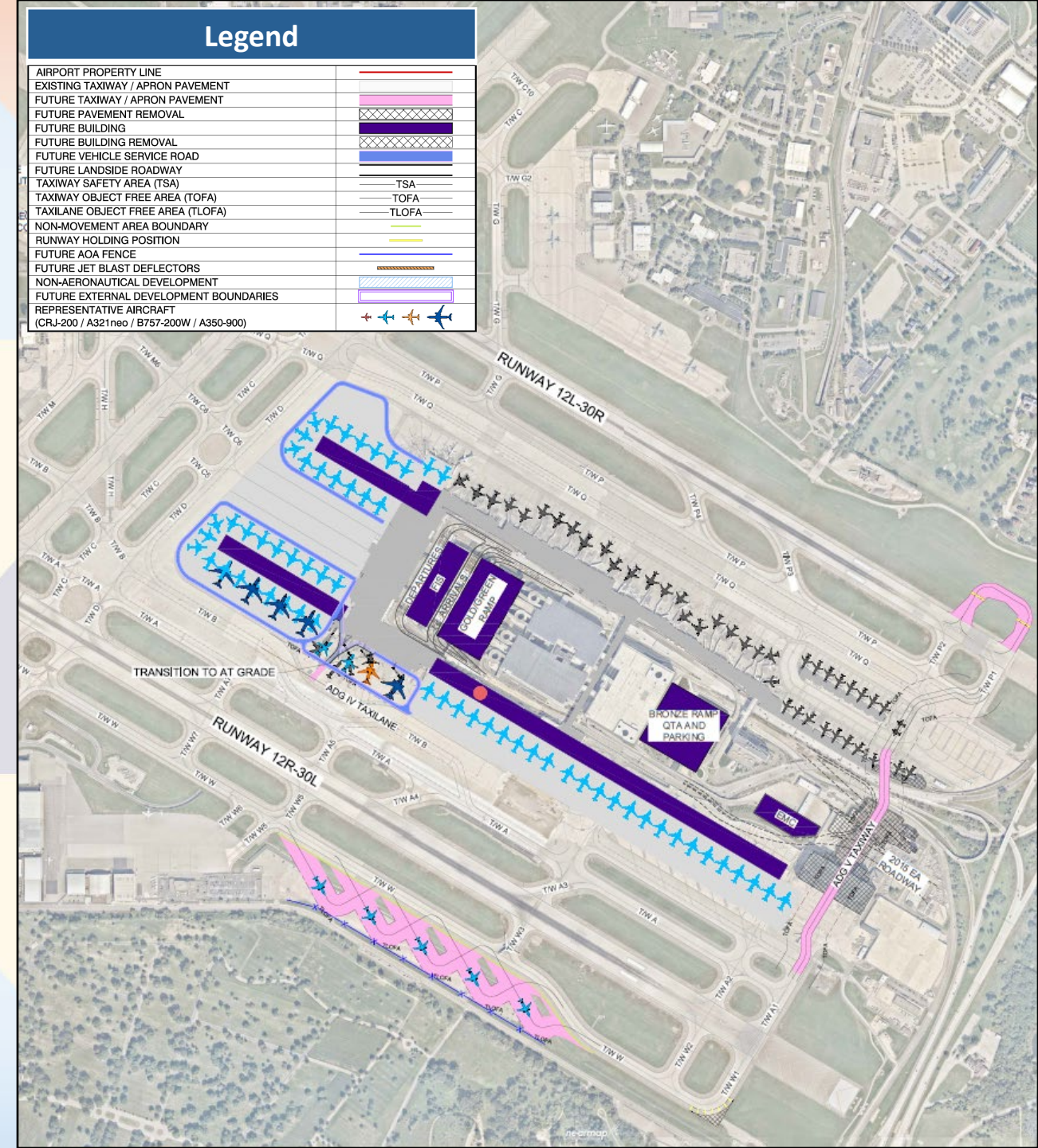
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| | |
|--|---|
| AIRPORT PROPERTY LINE |  |
| EXISTING TAXIWAY / APRON PAVEMENT |  |
| FUTURE TAXIWAY / APRON PAVEMENT |  |
| FUTURE PAVEMENT REMOVAL |  |
| FUTURE BUILDING |  |
| FUTURE BUILDING REMOVAL |  |
| FUTURE VEHICLE SERVICE ROAD |  |
| FUTURE LANDSIDE ROADWAY |  |
| TAXIWAY SAFETY AREA (TSA) |  |
| TAXIWAY OBJECT FREE AREA (TOFA) |  |
| TAXILANE OBJECT FREE AREA (TLOFA) |  |
| NON-MOVEMENT AREA BOUNDARY |  |
| RUNWAY HOLDING POSITION |  |
| FUTURE AOA FENCE |  |
| FUTURE JET BLAST DEFLECTORS |  |
| NON-AERONAUTICAL DEVELOPMENT |  |
| FUTURE EXTERNAL DEVELOPMENT BOUNDARIES |  |
| REPRESENTATIVE AIRCRAFT |  |
| (CRJ-200 / A321neo / B757-200W / A350-900) | |

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| Terminal 2 | 16 | 29 | + 13 |
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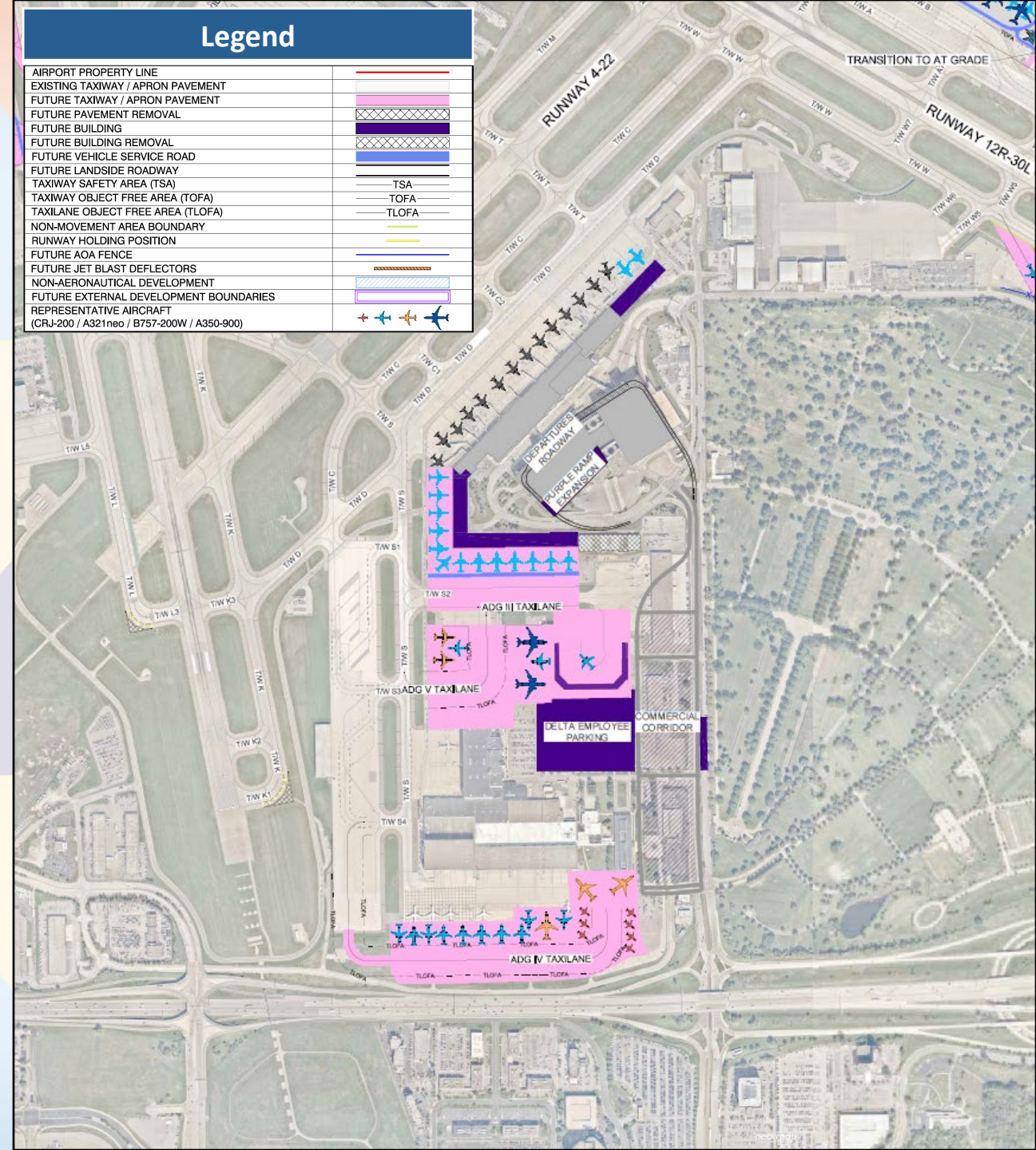
Draft Alternative 1A

- Terminal
 - 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



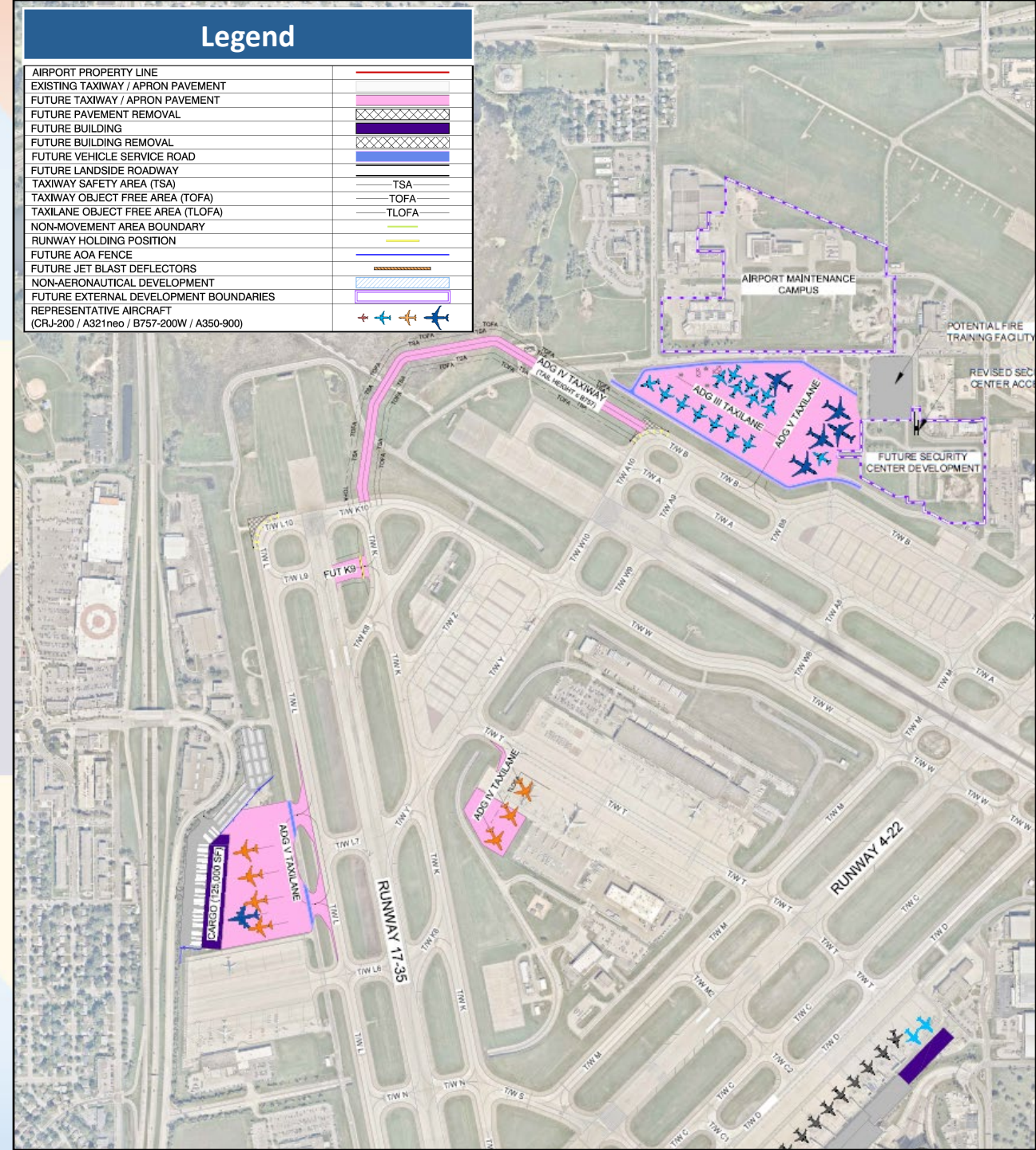
Draft Alternative 1A

- Terminal
 - Extend Terminal 2 South and North
- Airside
 - Additional Remain Overnight (RON) Parking for Sun Country (Humphrey Pad) and Delta (Near I-494)
- Landside
 - Purple Ramp Expansion
 - Potential Commercial Development Along 34th
 - Delta Employee Parking Structure



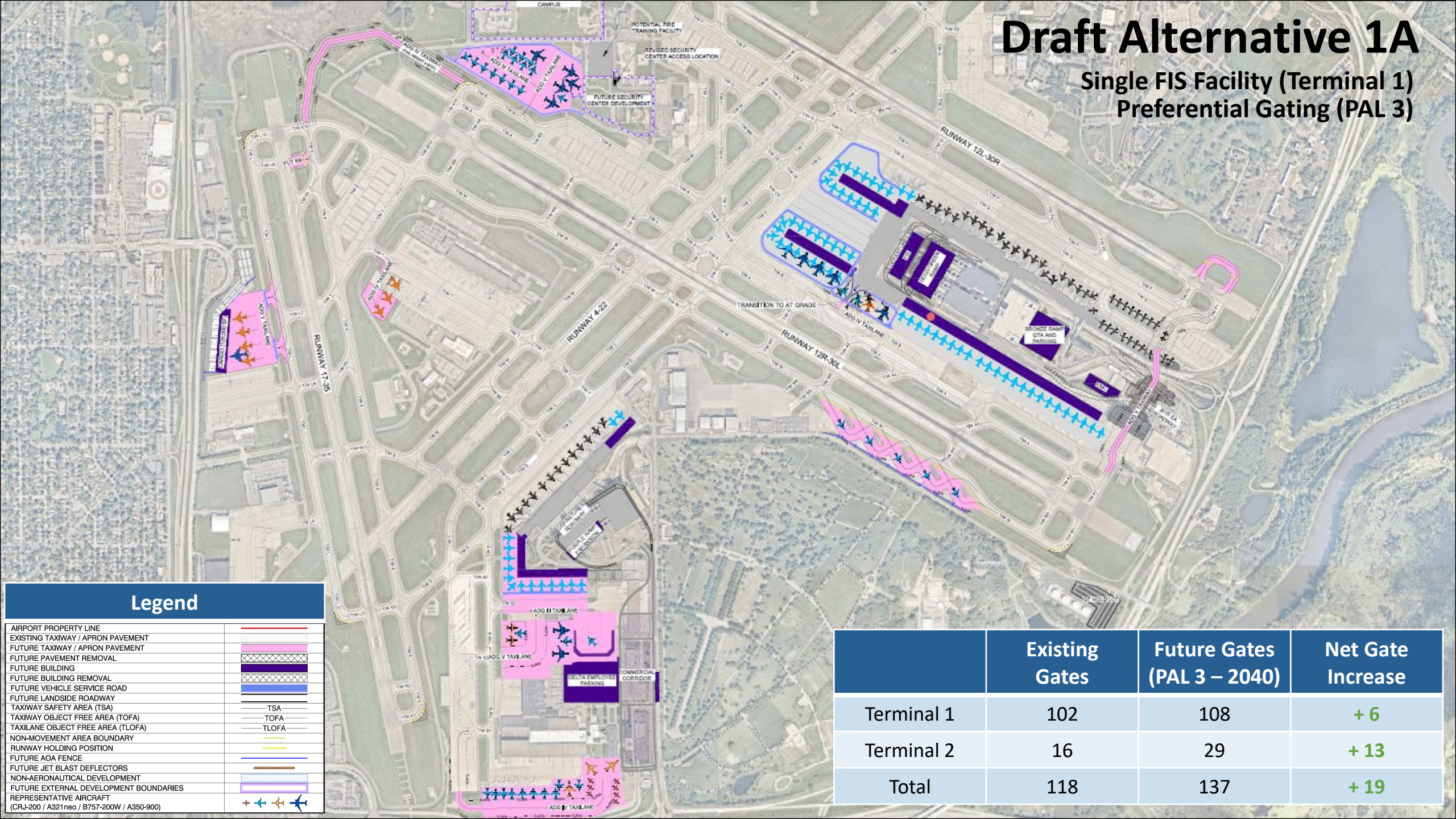
Draft Alternative 1A

- 
- Terminal
 - None in-View
 - Airside
 - Additional Remain Overnight (RON) Parking
 - RWY 12R End-Around Taxiway
 - Potential for Small Cargo Expansion
 - Landside
 - None in-View





















Draft Alternative 1A

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



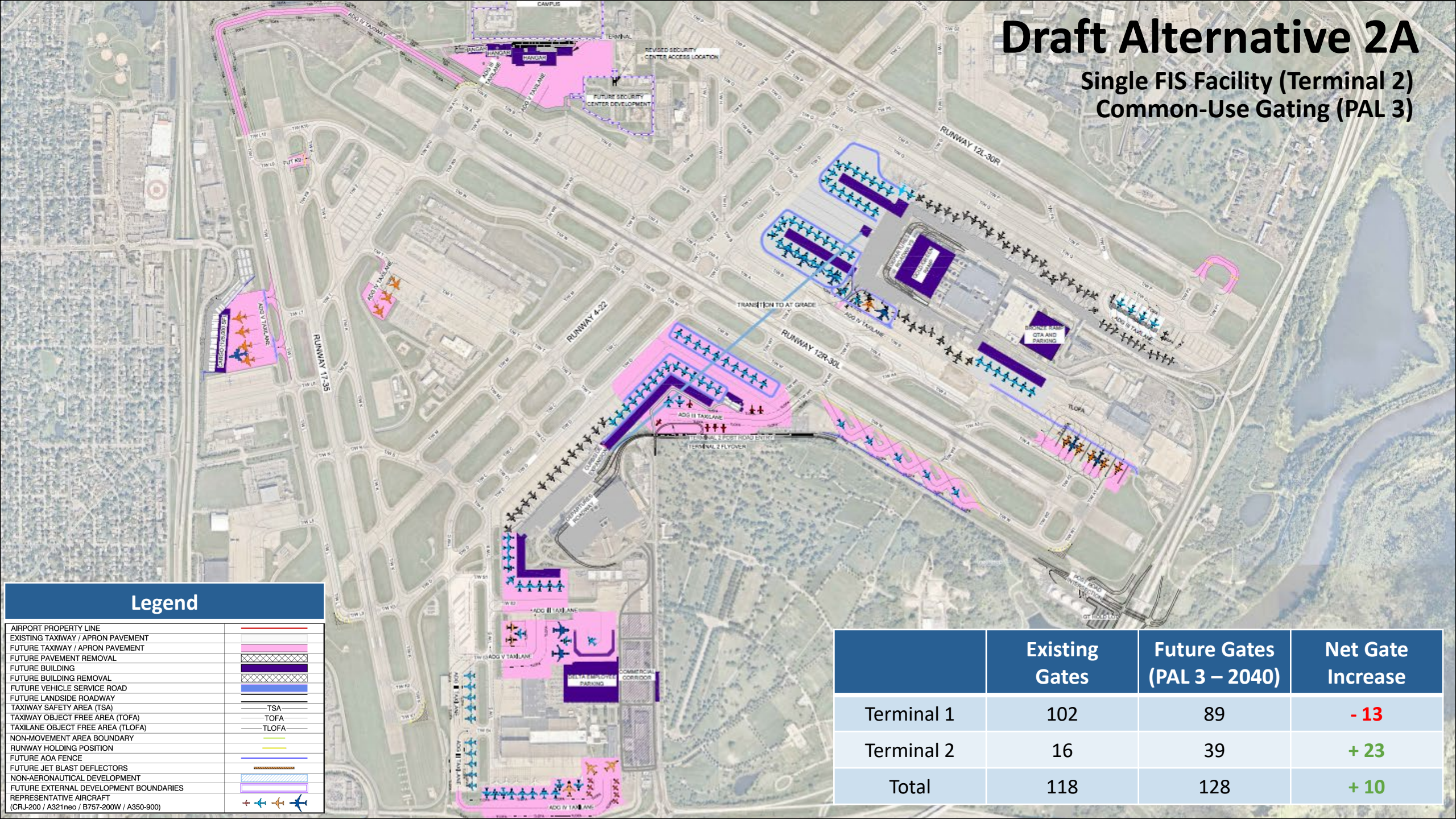
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| AIRPORT PROPERTY LINE |  |
| EXISTING TAXIWAY / APRON PAVEMENT |  |
| FUTURE TAXIWAY / APRON PAVEMENT |  |
| FUTURE PAVEMENT REMOVAL |  |
| FUTURE BUILDING |  |
| FUTURE BUILDING REMOVAL |  |
| FUTURE VEHICLE SERVICE ROAD |  |
| FUTURE LANDSIDE ROADWAY |  |
| TAXIWAY SAFETY AREA (TSA) |  TSA |
| TAXIWAY OBJECT FREE AREA (TOFA) |  TOFA |
| TAXILANE OBJECT FREE AREA (TLOFA) |  TLOFA |
| NON-MOVEMENT AREA BOUNDARY |  |
| RUNWAY HOLDING POSITION |  |
| FUTURE AOA FENCE |  |
| FUTURE JET BLAST DEFLECTORS |  |
| NON-AERONAUTICAL DEVELOPMENT |  |
| FUTURE EXTERNAL DEVELOPMENT BOUNDARIES |  |
| REPRESENTATIVE AIRCRAFT (CRJ-200 / A321neo / B757-200W / A350-900) |  |

| | Existing Gates | Future Gates (PAL 3 – 2040) | Net Gate Increase |
|------------|----------------|-----------------------------|-------------------|
| Terminal 1 | 102 | 108 | + 6 |
| Terminal 2 | 16 | 29 | + 13 |
| Total | 118 | 137 | + 19 |

Draft Alternative 2A

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



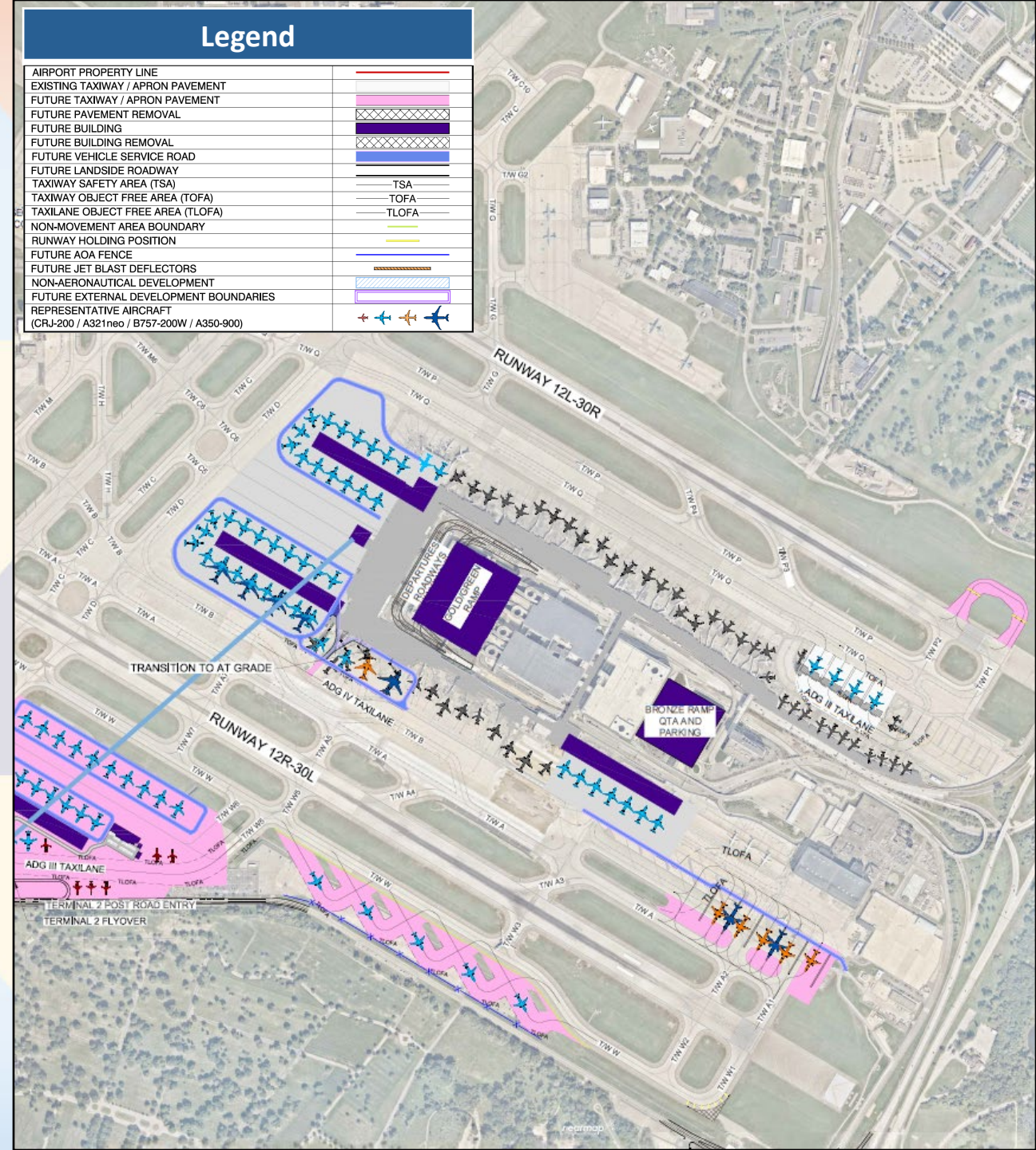
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|---|--|
| AIRPORT PROPERTY LINE | |
| EXISTING TAXIWAY / APRON PAVEMENT | |
| FUTURE TAXIWAY / APRON PAVEMENT | |
| FUTURE PAVEMENT REMOVAL | |
| FUTURE BUILDING | |
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| FUTURE VEHICLE SERVICE ROAD | |
| FUTURE LANDSIDE ROADWAY | |
| TAXIWAY SAFETY AREA (TSA) | |
| TAXIWAY OBJECT FREE AREA (TOFA) | |
| TAXILANE OBJECT FREE AREA (TLOFA) | |
| NON-MOVEMENT AREA BOUNDARY | |
| RUNWAY HOLDING POSITION | |
| FUTURE AOA FENCE | |
| FUTURE JET BLAST DEFLECTORS | |
| NON-AERONAUTICAL DEVELOPMENT | |
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| REPRESENTATIVE AIRCRAFT (CRJ-200 / A321neo / B757-200W / A350-900) | |

| | Existing Gates | Future Gates (PAL 3 – 2040) | Net Gate Increase |
|------------|----------------|-----------------------------|-------------------|
| Terminal 1 | 102 | 89 | - 13 |
| Terminal 2 | 16 | 39 | + 23 |
| Total | 118 | 128 | + 10 |

Draft Alternative 2A

- 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



Draft Alternative 2A

- Terminal

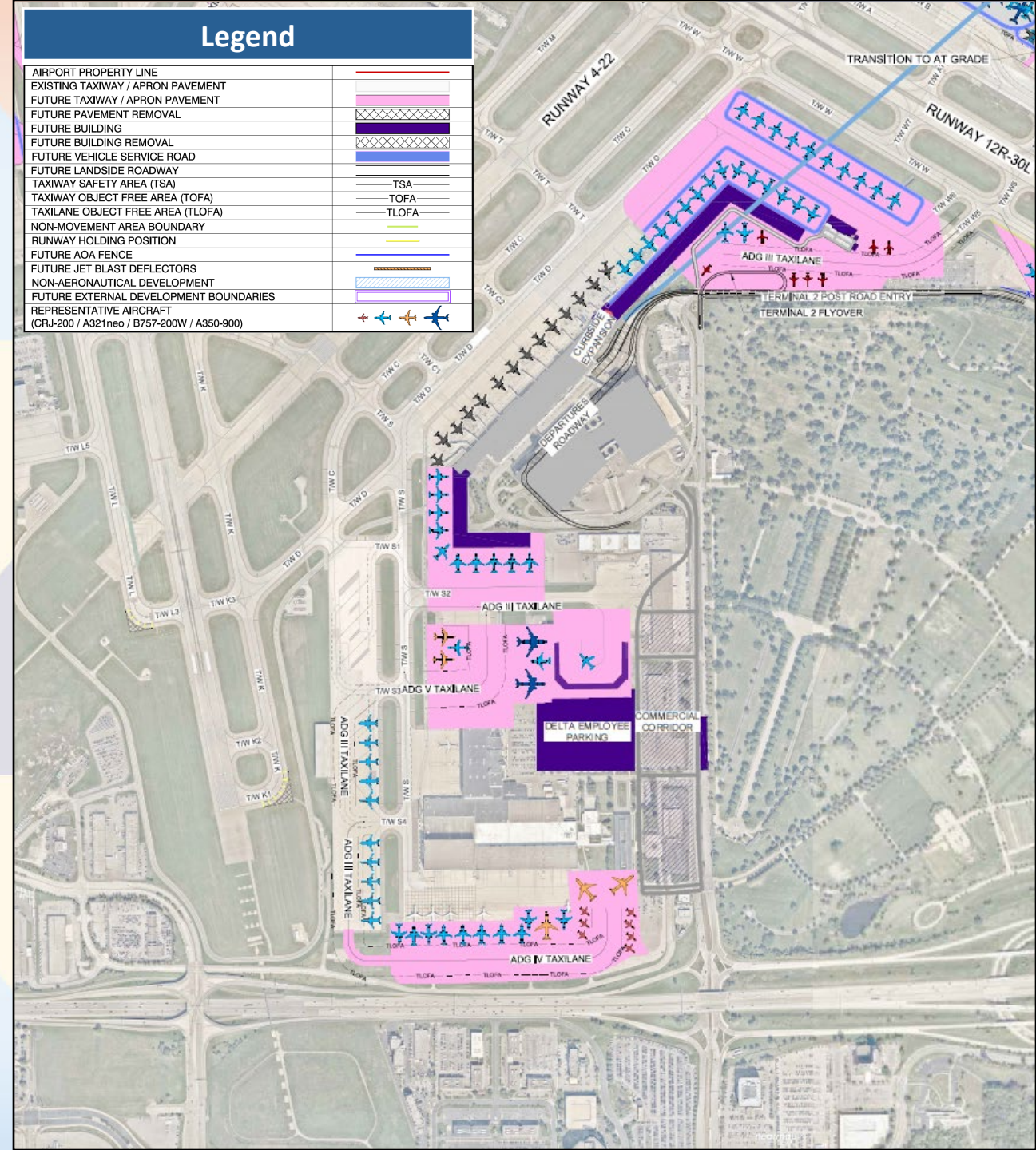
- Extend Terminal 2 South and North
- Sterile Connection to Terminal 1

- Airside

- Additional Remain Overnight (RON) Parking for Sun Country (Humphrey Pad) and Delta (Near I-494)
- RON/Deicing Pad North of Terminal 2

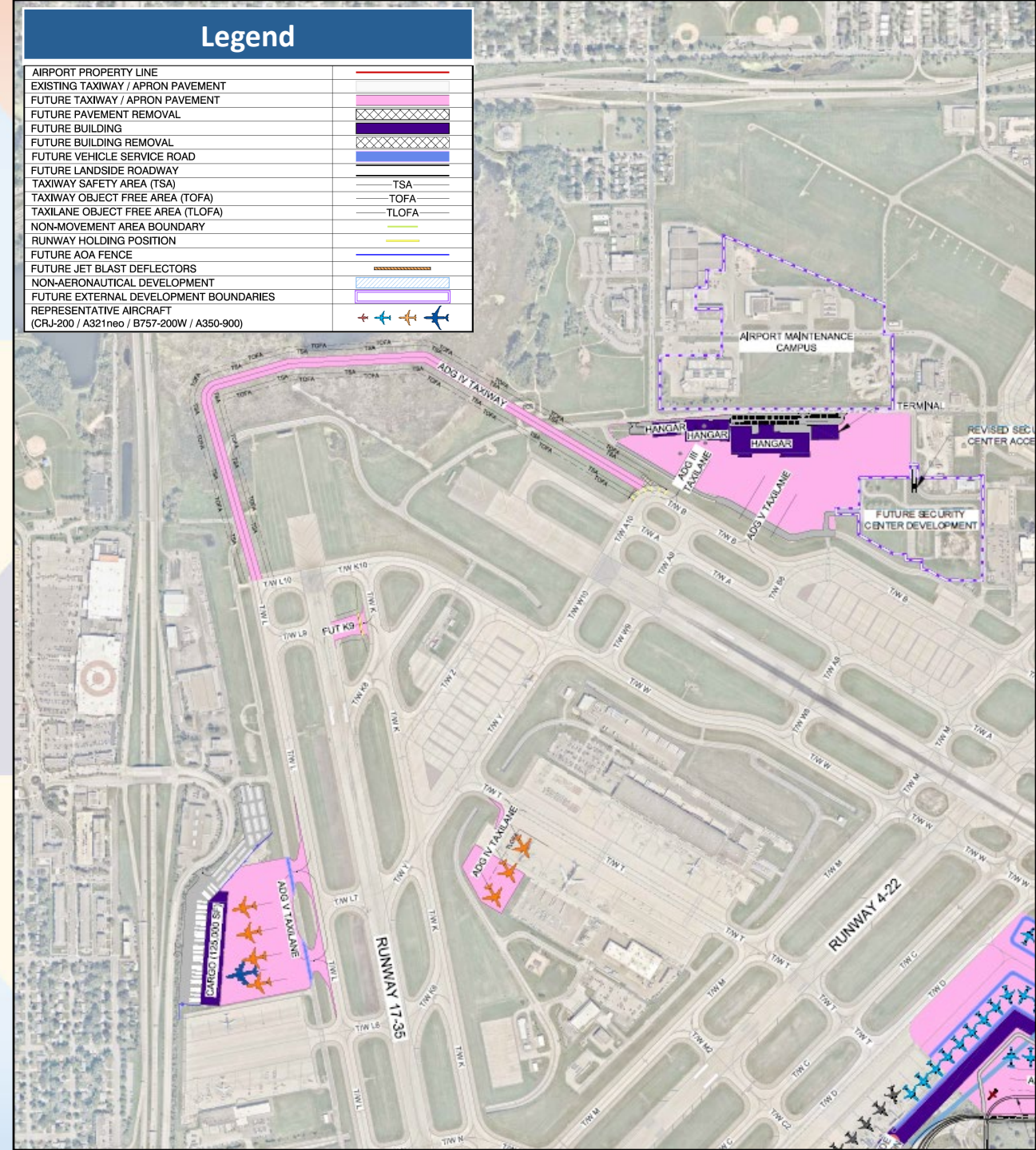
- Landside

- 34th Flyover; Post-Road Improvements
- Potential Commercial Development Along 34th
- Delta Employee Parking Structure



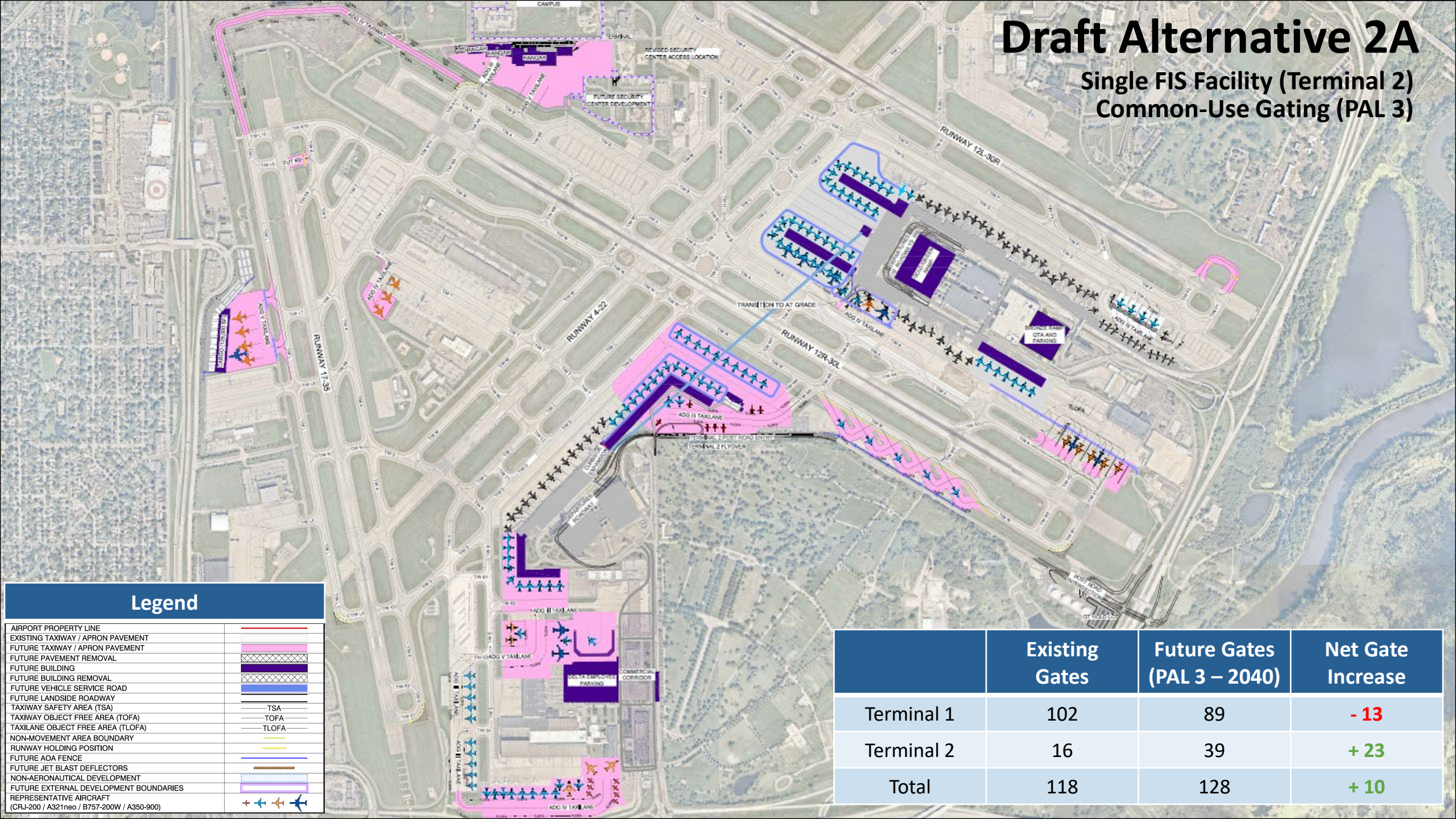
Draft Alternative 2A

- 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
























Draft Alternative 2A

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



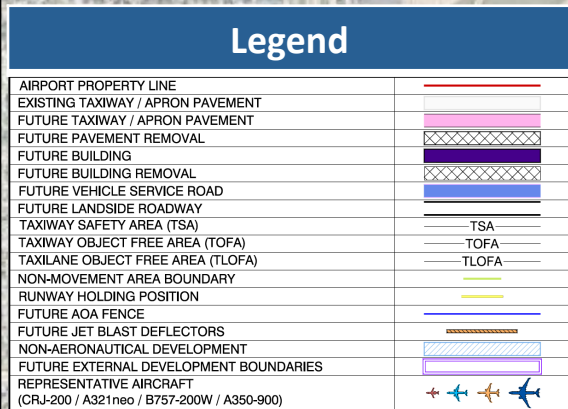
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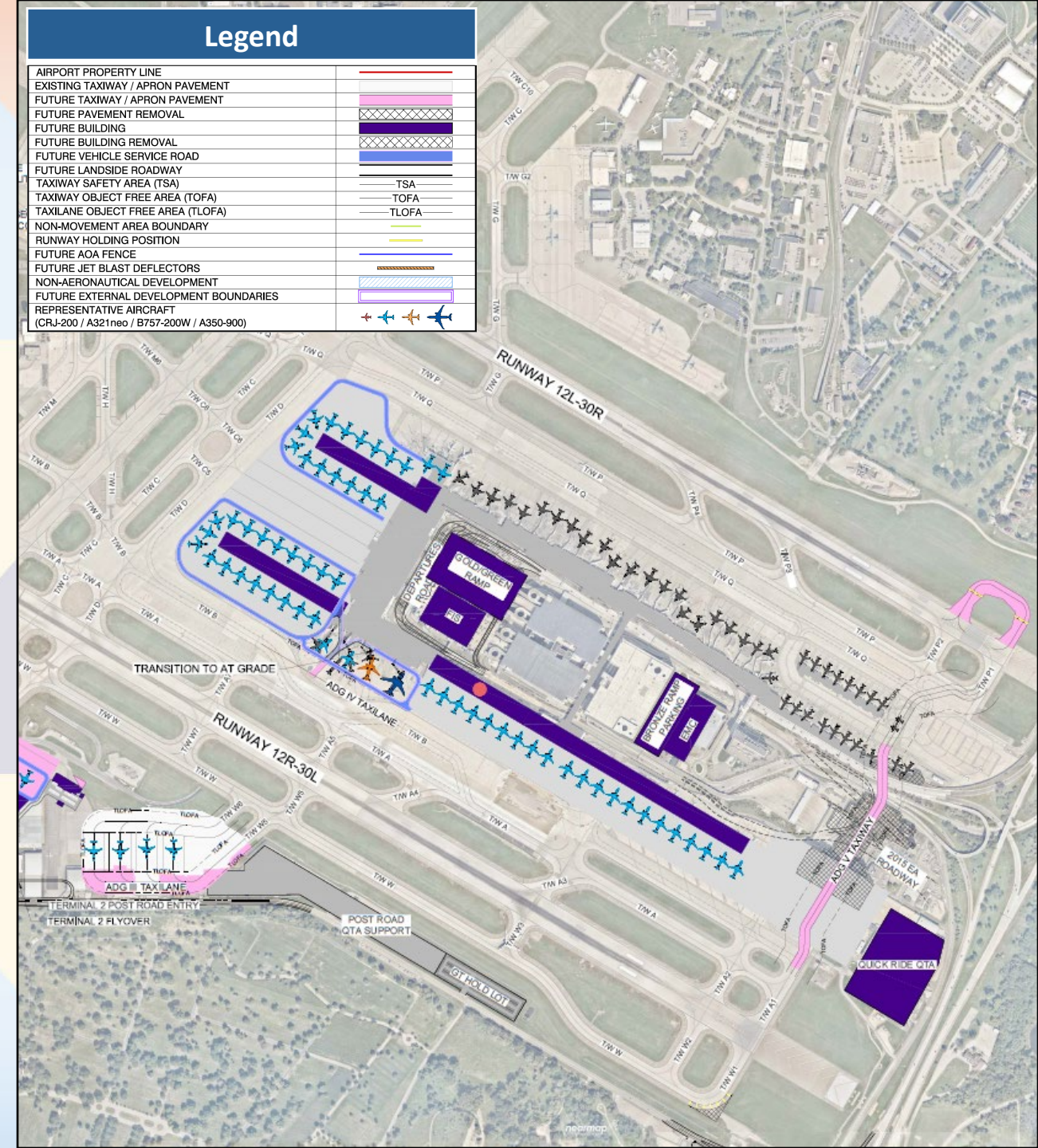
Two FIS Facilities (Terminal 1 and 2)
Preferential Gating (PAL 3)



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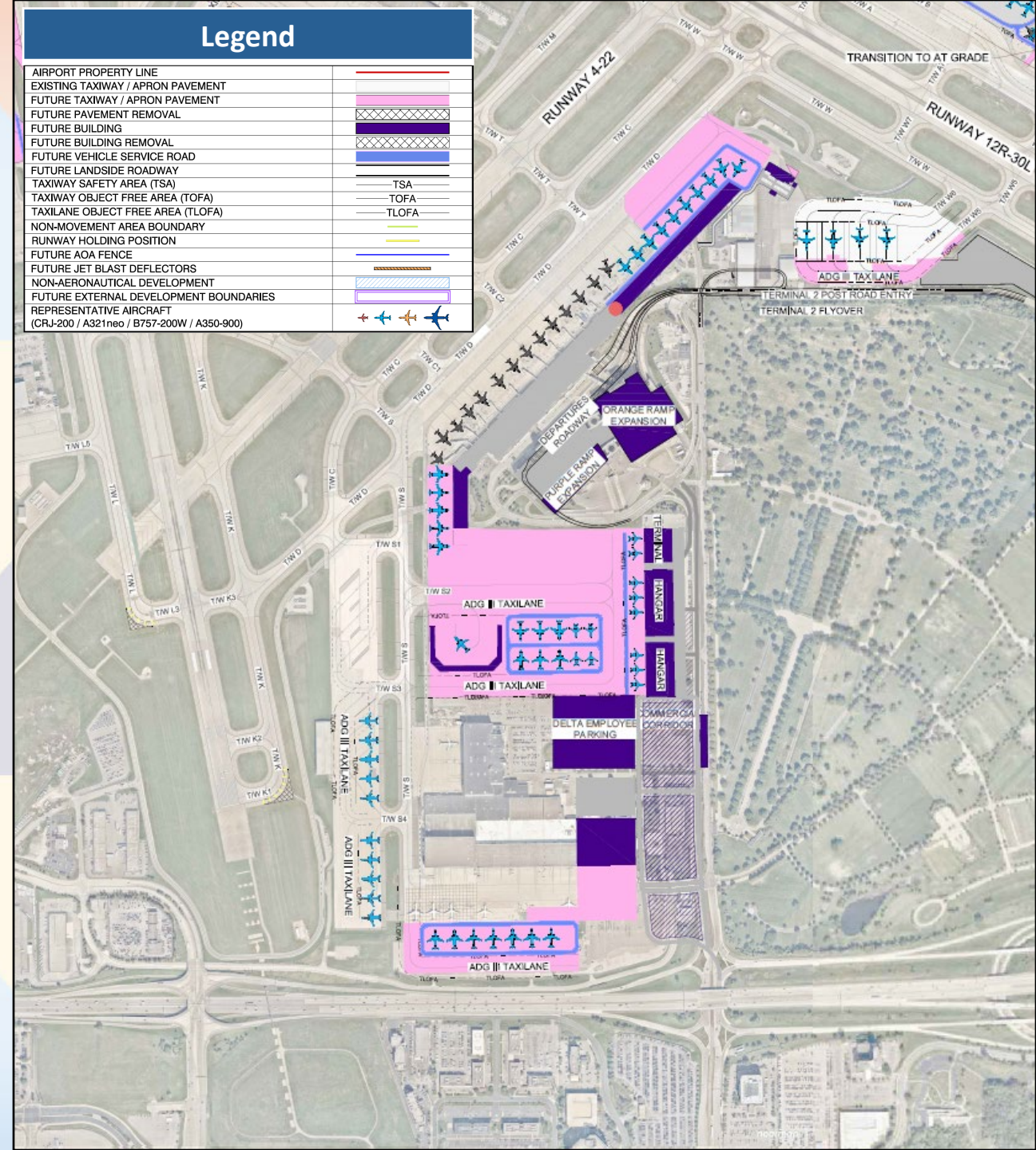
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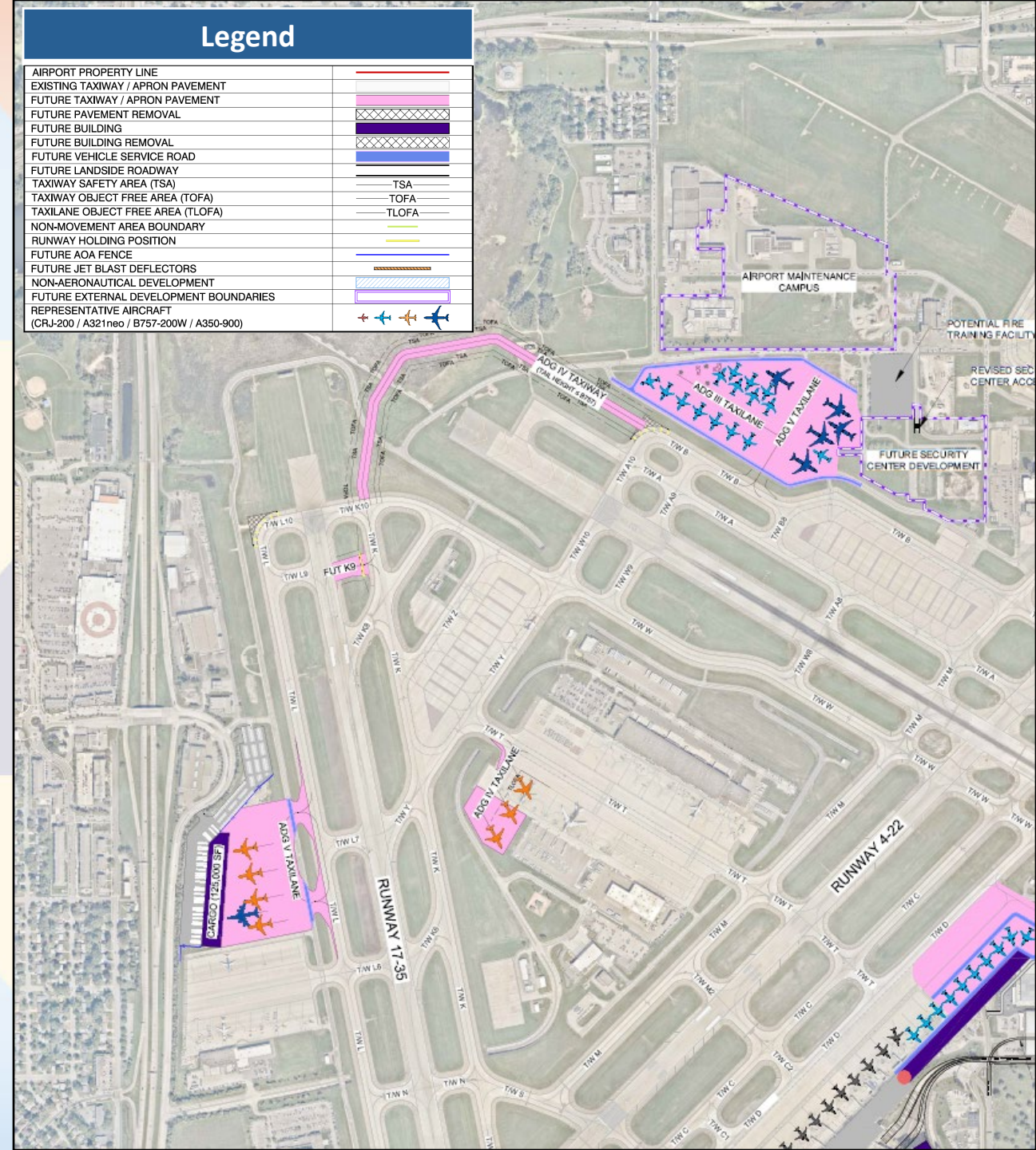
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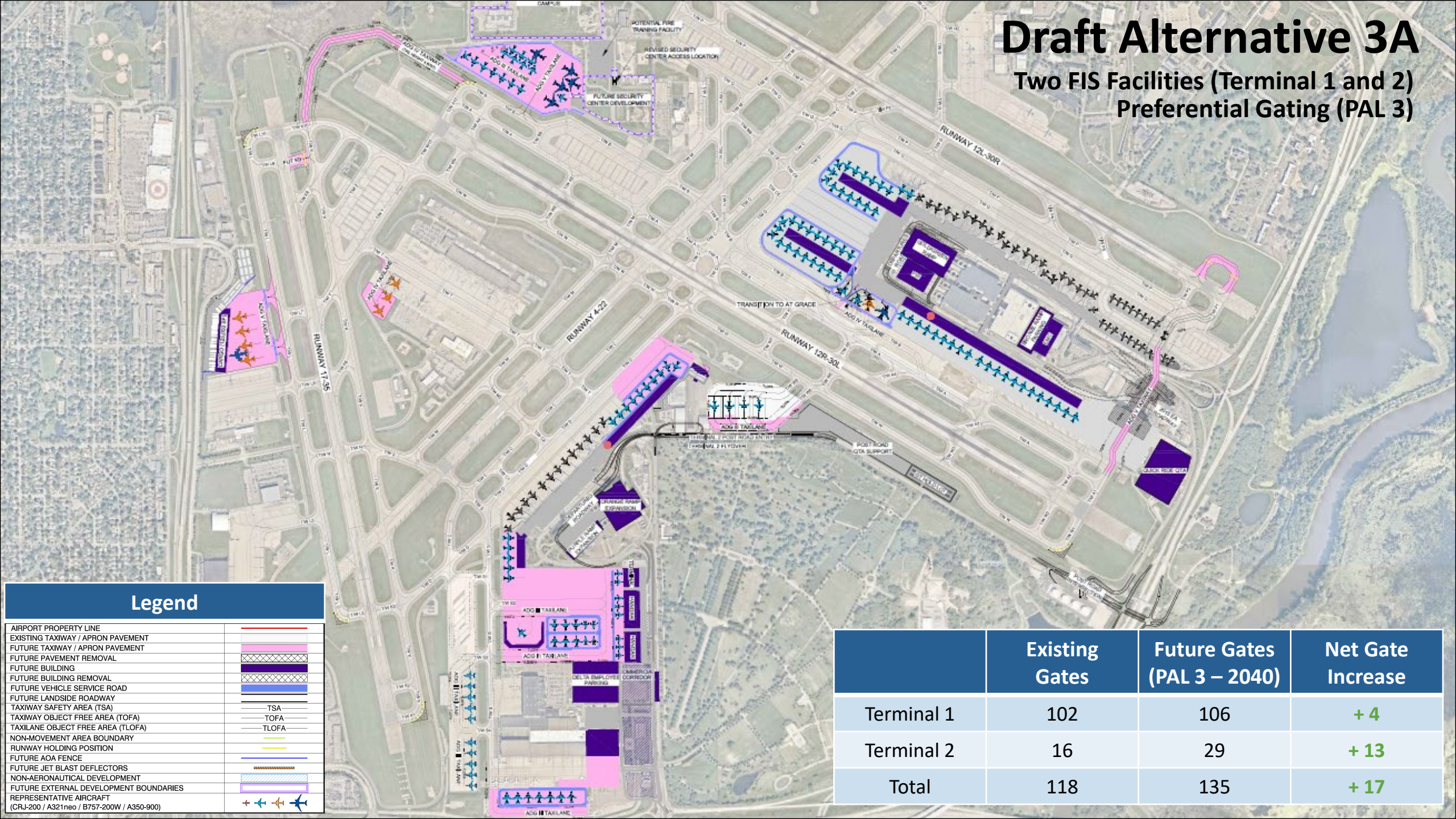
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Two FIS Facilities (Terminal 1 and 2)
Preferential Gating (PAL 3)

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



Legend

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Q&A

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Take Our Event Survey

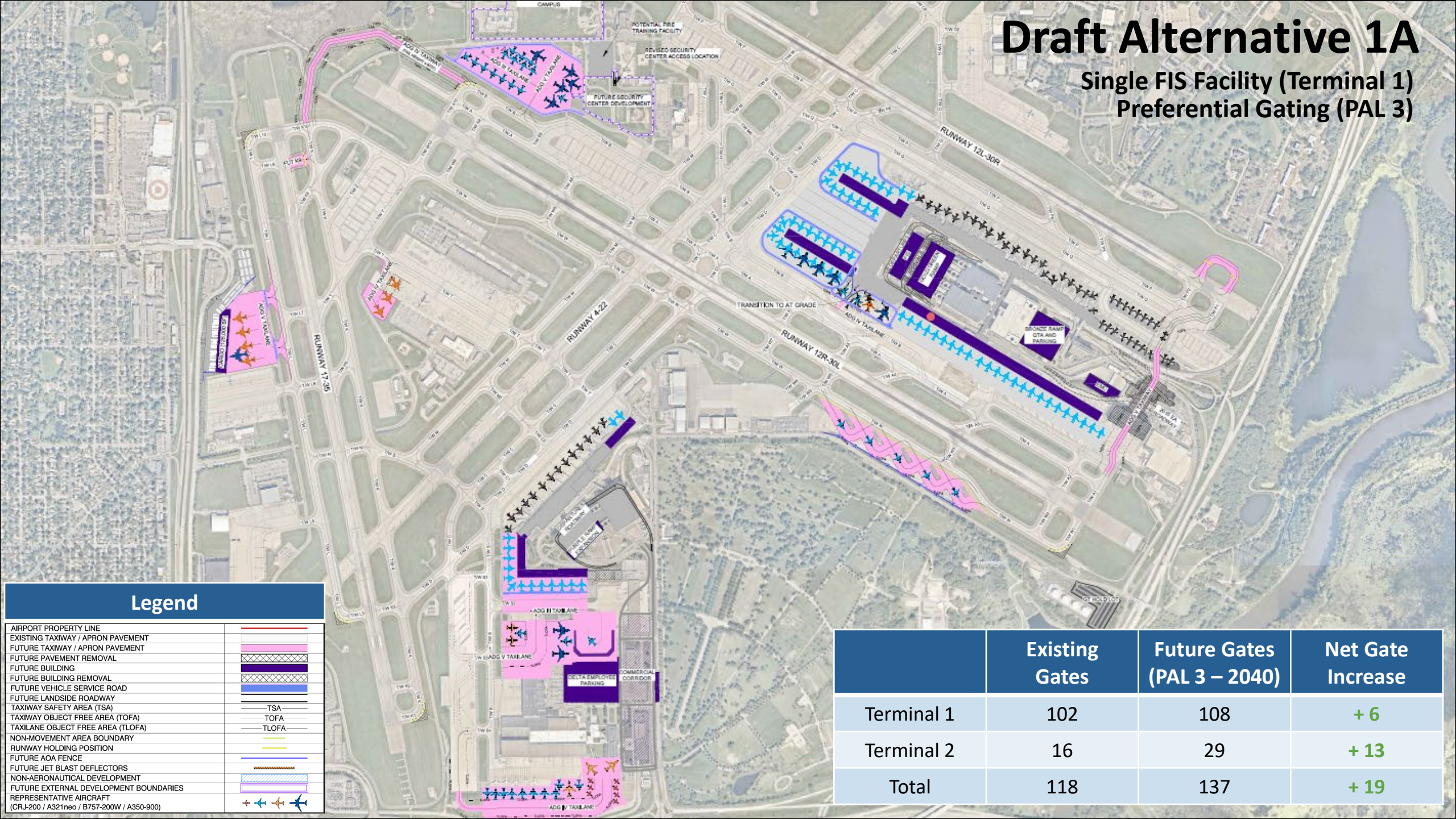


Thank you for joining!



















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Draft Alternative 1A

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



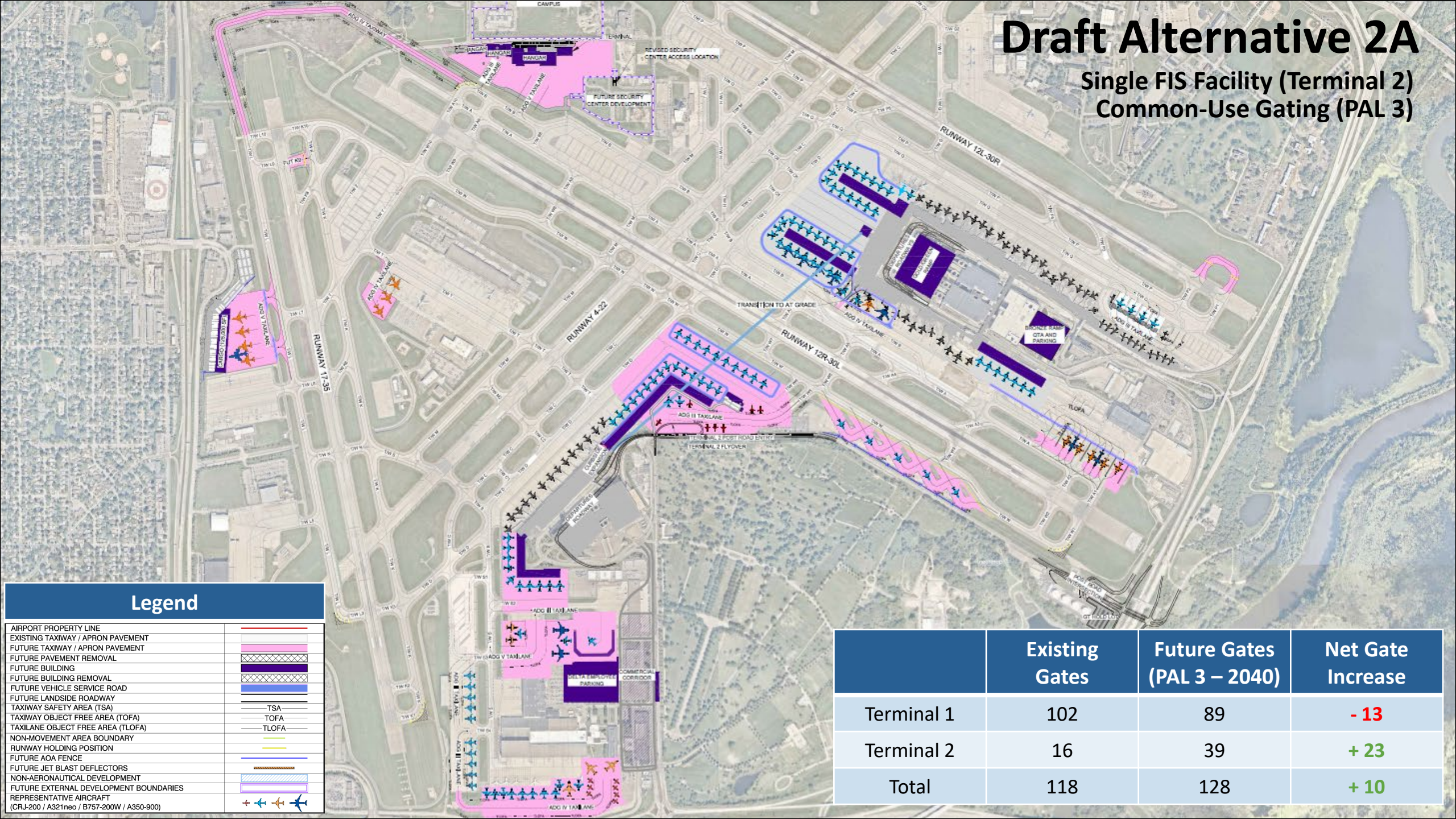
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Draft Alternative 2A

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



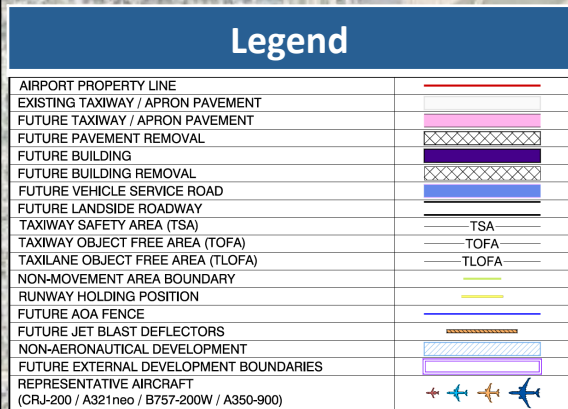
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| EXISTING TAXIWAY / APRON PAVEMENT | |
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