



**MSP Airport Long-Term Plan
Stakeholder Advisory Panel
MEETING MINUTES**
Thursday, April 13, 2023

Stakeholder Advisory Panel Meeting #6
Crown Plaza Aire, Humphrey Room
3 Appletree Square, Bloomington

Panel Members: Hank Moody, Delta Air Lines; Gary Berndt, Sun Country Airlines; Kyle O’Neal, Southwest Airlines; Jana Webster, Executive Director, Airport Foundation; Shari Paul, Medtronic; Gina Mitchell, FAA ADO; Nancy Nistler, FAA ADO; Melissa Jenny, FAA; Mark Johnson, FAA; Brian Peterson, Transportation Security Administration (TSA); Augustine Moore, Customs and Border Protection (CBP); Glen Markegard, City of Bloomington; Cheryl Jacobson, City of Mendota Heights; Kevin Gallatin, City of St. Paul; Dan O’Leary, City of Sunfish Lake; Bill Goins, Global Wellness Connects; Dan O’Neill, Bloomington Convention and Visitor’s Bureau; Rylan Juran, MnDOT Aero; Connie Kozlak, Consultant for Met Council; Joe Widing, Met Council; Cheng Lor, Aero Service Group; Beth Helle, Explore Minnesota; Andrew Palmer, Travelers with Disabilities Advisory Committee; Cindy Dupont, Visit Saint Paul; Hal Gray, FedEx; Melissa Hill, City of Minneapolis; David Borgert, Regional Economic Development; Sarah Alig, City of Eagan; Kali Judd, Greater MSP.

MAC Staff: Eric Gilles, Airport Planner, Abby Kes, Event Coordinator; Dana Nelson, Director of Stakeholder Engagement; Naomi Pesky, Vice President – Strategy and Stakeholder Engagement; Brian Peters, Director – Air Service Development; Allison Winters, Assistant Director Strategic Communications; Bridget Rief, Vice President – Planning and Development; Michele Ross, Manager of Community Relations; Jack Egan, Assistant Manager of Community Relations; Brian Ryks, Executive Director/CEO; Roy Fuhrmann, Chief Operating Officer; Kalae Verdeja, Administrative Specialist; Jennifer Lewis, Community Relations Coordinator; Jeff Lea, Manager Strategic Communications.

Others: Greg Albjerg; HNTB; Andrew Blaisdell, HNTB; Bill Schmitz, Kimley-Horn; Larry Hilton, Ricondo; Cole Hiniker, Met Council.

1) Welcome Remarks

Brian Ryks, Executive Director/CEO of the Metropolitan Airports Commission (MAC), welcomed everyone to the sixth meeting of the Minneapolis-St. Paul (MSP) Stakeholder Advisory Panel. He reviewed the MSP Long-Term Plan (LTP) goals, process and engagement program. Mr. Ryks introduced **Dana Nelson, MAC Director of Stakeholder Engagement.**

2) LTP Purpose, Goals and Timeline

Ms. Nelson reviewed the meeting objectives and the agenda. She introduced **Eric Gilles, MAC Senior Airport Planner.**

3) MSP Airport Planning Process Update

Mr. Gilles reviewed the purpose of the Long-Term Plan (LTP). He also reviewed the three overarching goals:

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

He also reviewed the Long-Term Planning Process which includes these six steps:

- (1) Inventor Baseline Conditions, which have been completed.
- (2) Developing Forecasts
- (3) Facility requirements, which have been completed.
- (4) Alternatives Analysis, which has been completed.
- (5) Recommended development and Phasing, which is in progress.
- (6) Environmental/Land Use Considerations, which is in progress.

Mr. Gilles noted that MAC is at the Proposed Development and Environmental Considerations steps in the process today. He also reviewed the LTP Timeline and Stakeholder Engagement process.

Mr. Gilles gave an overview of the Preferred Alternative. He explained that the facility improvements could fall into three categories: Terminals, Airside and Landside. He reviewed a list of potential projects.

Mr. Gilles responded to an inquiry clarifying the LTP is a high-level view of the future and that once approved, the plan starts being broken down into more detailed design and timeline-based projects.

Bill Goins, Global Wellness Connects – thanked the MAC and everyone involved with keeping MSP open and safe during the challenging weather this winter season. He mentioned commerce and how much freight is being driven by trucks outside of the twin cities. Mr. Goins also asked if there are there any alternatives to entice more commerce-based airlines. **Mr. Gilles** mentioned there are discussions taking place on how that growth can be facilitated at MSP.

Dan O’Leary, Sunfish Lake, mentioned getting in and out of the airport being a challenge to users of the airport. **Mr. Gilles** acknowledged that it has been an ongoing issue at MSP.

Kevin Gallatin, City of St. Paul, asked if the proposed alternative of a sterile connection between Terminal 1 (T1) and Terminal 2 (T2) would have a people mover. **Mr. Gilles** expanded on the project and noted that there are a number of options available that would need to be reviewed in more detail.

Andrew Palmberg, Travelers with Disabilities Advisory Committee, inquired if there are any plans to improve accessibility to the end of Concourse G if it gets built for people with mobility issues or senior citizens to walk while not needing to rely on cars or airport service operators. **Mr. Gilles** did note that there are numerous discussions taking place in the planning process.

Cheng Lor, Aero Service Group, commended the staff for including the connection between terminals in the Preferred Alternative.

Gary Berndt, Sun Country Airlines, asked for more information regarding T1’s net loss of seven gates. **Mr. Gilles** explained that the gates would be lost during the deconstruction of Concourse B and reconstruction of Concourse A to allow for larger aircraft. Passenger numbers may be offset by having larger aircraft that carry more passengers rather than a number of smaller aircraft that carry fewer passengers. **Mr. Gilles** also expanded that the newer aircraft are quieter, more fuel efficient and carry more passengers than current aircraft.

Mr. Goins inquired about fuel alternatives. **Mr. Ryks** commented that discussions have been taking place with Delta Air Lines and Greater MSP regarding Sustainable Aviation Fuel at MSP.

Kyle O’Neal, Southwest, clarified a question about the new gates at Terminal 1. He also thanked the group for their participation.

2) LTP Aircraft Noise Analysis

Dana Nelson, MAC Director of Stakeholder Engagement, introduced the Long-Term Plan (LTP) Aircraft Noise Analysis. She explained that the 2018 Annual Noise Contour was selected as the base year for this analysis. The contour was completed at the time of the

LTP kick-off, it is consistent with LTP activity forecasts, reflects pre-pandemic activity and the activity leading up to 2018 was relatively stable.

Ms. Nelson noted that aviation activity forecasts were developed at the beginning of this planning process. The forecasts go out to the planning horizon of 2040. She explained three 2040 forecast scenarios: Baseline – expected outcome, High – Optimistic socioeconomic drivers, and Low – conservative financial planning forecast.

Ms. Nelson presented and discussed a comparison of the 2018 Base Year noise contour and 2040 Baseline Forecast. She reviewed the total, nighttime and stage 5 operations. Stage 5 noise certification is defined as a noise level is 17 dB in effective perceived noise level from stage 3. All newly manufactured jets are required to meet Stage 5 certification.

An update in aircraft types was reviewed. This included aircraft that were anticipated to increase operations at Minneapolis-St. Paul International Airport (MSP) based on airline input, aircraft orders and deliveries. As an example, Delta Air Lines ordered the Airbus A220s, and placed more orders for a total of 119 new A220 aircraft.

3) Panel Discussion

Ms. Nelson opened the discussion up to the attendees to ask questions or voice concerns and ideas regarding the preferred alternative.

There were a number of inquiries regarding parking at both terminals, transportation network companies, and the future plans for cargo at MSP.

4) Next Steps

Mr. Gilles reviewed the next steps in the process which include: Long-Term Plan Steps are Airfield simulation, developing prioritization and project costs, and writing of the LTP plan report. Stakeholder Engagement Steps which are informational updates to MetCouncil committees and sub-committees. Then publishing a draft report for public comment, reviewing public comments and finalizing the plan to send to MetCouncil for review.

5) Comments and Announcements

Mr. Gilles thanked everyone for their participation and appreciated the extensive discussion and feedback to date.

Mr. Ryks also thanked everyone for their contributions, both in the room and virtually, noting that the comments have helped us to reach the point where we are in the plan and ensure we are as environmentally responsible as possible. He recognized Bridget Rief, Vice President of Planning and Development, and her staff. He also recognized Naomi Pesky, Vice President of Strategy and Stakeholder Engagement, and her staff. Lastly, he recognized

Ms. Nelson, Michele Ross, Manager of Community Relations, and their staff. He also thanked the consultancy teams for their hard work.

Ms. Nelson thanked the panel members for their participation and dedication to helping move this plan along. She also mentioned that questions and feedback are encouraged.

Questions or Comments about the MSP Long-Term Plan can be sent:

MSPAirportLongTermPlan@mspmac.org

Respectfully Submitted,
Kalae Verdeja, Recording Secretary