

EXECUTIVE SUMMARY

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E.1 PURPOSE

The Metropolitan Council adopted guidelines to integrate information pertinent to planning, developing, and operating the region's airports in a manner compatible with their surrounding environs. The process to ensure this orderly development is documented in a Long Term Comprehensive Plan (LTCP) for each airport. In recognition of the dynamic nature of the aviation industry, the plans are to be updated regularly. The previous LTCP for the Minneapolis-St. Paul International Airport (MSP) was completed in 1996. The 2009 update will be the first revision to that LTCP and reflects substantial changes for MSP and the aviation industry over the past 13 years.

E.2 NEED

The aviation industry has changed since the previous LTCP for MSP was published in 1996. Airline consolidation, shifts in the aircraft fleet, new technologies, and evolving security protocols stemming from the September 11, 2001 terrorist attacks have resulted in many changes to operations that require new approaches to airport planning. These changes have affected airline service patterns, passenger processing and behavior, and have resulted in some development at MSP that was not part of the 1996 LTCP.

Airports work best when the capacities of their various elements are balanced and work in harmony to provide a safe, efficient system of facilities with a high level of customer service. Over time, some of MSP's facilities have become less efficient and some have not been improved to meet the dynamic needs of today's travelers.

While MSP's airfield was dramatically improved with the addition of a fourth runway in 2005, portions of the terminal and landside facilities have become outdated and need improvement. MSP's two-terminal system could be utilized more efficiently to provide better service to airlines and passengers alike. Terminal facilities, including the international arrivals hall, bag-claim hall, passenger security screening, and some concourses, need improvement. Access roads, parking, and terminal curb areas are also in need of enhancements to serve increasing passenger levels into the future. Finally, even with the new runway, MSP's airfield may require additional taxiways to improve aircraft circulation, especially around the terminal areas. These issues are the primary focuses of this updated LTCP.

The LTCP is a 20-year plan for MSP focused on developing facilities to accommodate forecast growth in a safe and efficient manner with a high level of customer service. Proposed improvements are phased to reflect the gradual growth of demand at MSP and to reflect lead time required for detailed planning, environmental analysis, design, and implementation. The LTCP will be updated every five years, consistent with Metropolitan Council guidelines, to ensure planning activities address changes in the aviation industry, demand and local and national economic conditions.

E.3 PROCESS AND CONTENT

The LTCP consists of five primary tasks:

1. Assessing the condition and capacity of existing facilities
2. Forecasting long-range aviation demand
3. Determining future facility requirements

4. Identifying and evaluating various development options
5. Selecting a preferred comprehensive plan

The LTCP Update identifies the type and location of facility improvements needed to safely and efficiently accommodate aviation demand through the year 2030. The LTCP Update also provides guidance for phasing airport improvements during the development period. Noise contours were also generated for 2030 and are included in the full report.

The goals of this LTCP Update were established at the outset of the planning process and are listed here:

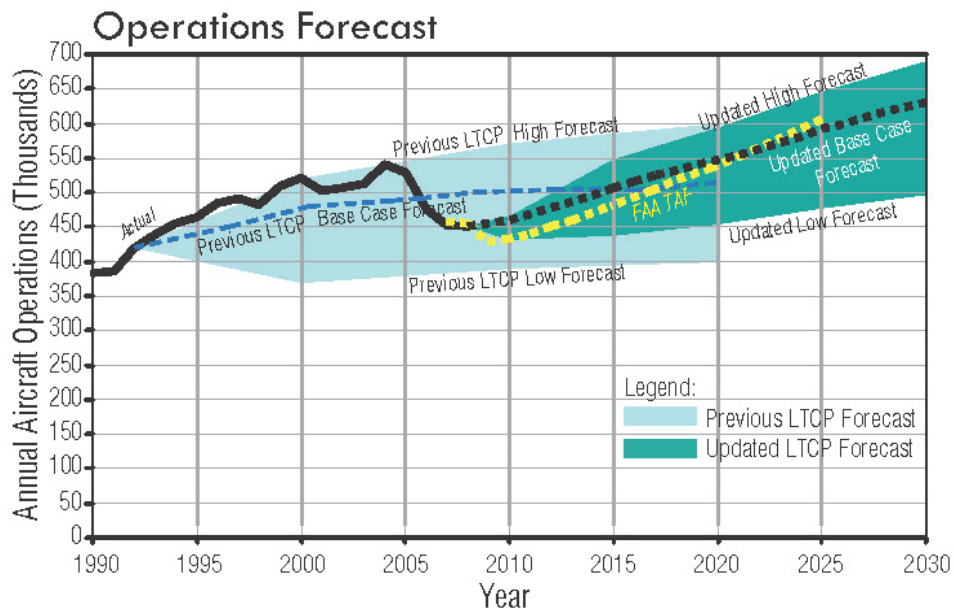
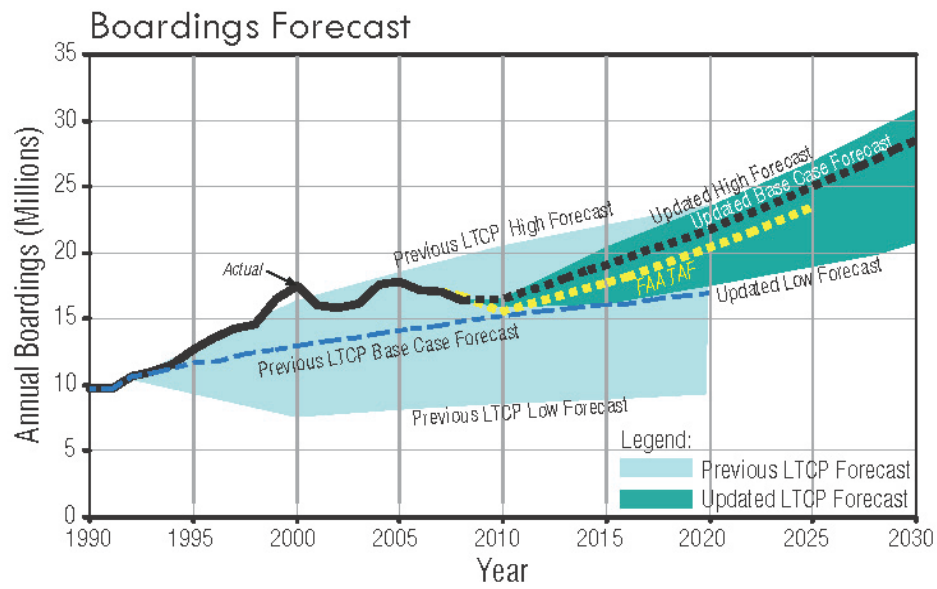
1. Provide sufficient, environmentally-friendly facilities to serve existing and future demand;
2. Provide improved energy efficiencies;
3. Encourage increased use of public transportation;
4. Minimize confusion associated with having two terminals and multiple access points;
5. Allow for flexibility in growth;
6. Utilize and maintain existing facilities to the fullest extent possible; and
7. Enhance aircraft operational safety and efficiency.

E.4 INVENTORY

Existing facilities at MSP were inventoried and their conditions and capacities assessed. The inventory shows that future plans for MSP will require consideration of balancing airfield capacity, terminal capacity, and landside capacity. In addition to properly balancing the capacities of these three functional elements of the airport, more efficient balance and utilization of the airport's two terminal complexes required consideration.

E.5 FORECAST

Forecasts of annual passenger boardings and aircraft operations (takeoffs and landings) were completed in June 2009. They show that passenger boardings are expected to increase by more than 73% by 2030, growing from 16.4 million to 28.4 million. Total aircraft operations at MSP are expected to grow by about 40% from 450,000 to 630,000 by 2030. While the current economic recession has resulted in declines in both boardings and operations at MSP since 2005, passenger boardings are expected to return to previous levels in 2013, and operations are expected to return to previous levels in 2019. Additionally, the MAC will initiate a capacity study two years in advance of when MSP is expected to have 540,000 annual operations and will incorporate the results into a future LTCP Update.



E.6 FACILITY REQUIREMENTS

Growth in the number of passengers and aircraft operations will require airport facilities to be improved in order to continue operating in a safe and efficient manner.

The inventory of airport facilities and existing capacity evaluation identified 15 key focus areas for the LTCP Update to evaluate. Each of these focus areas identified existing facilities that are operating inefficiently today or that are expected to operate inefficiently with moderate increases in passenger numbers. The 15 focus areas are:

1. Balancing passenger demand between the two terminals
2. Reallocation of airlines between the two terminals
3. Arrival curbside capacity (Lindbergh Terminal)
4. Public parking (Both Terminals)
5. Way-finding / Signage for the airport roadways
6. Baggage claim facilities (Lindbergh Terminal)
7. Security Screening Check Points (Lindbergh Terminal)
8. International arrivals (Customs and Border Protection) facilities (Lindbergh Terminal)
9. Regional carrier aircraft gates (Lindbergh Terminal)
10. Refurbishing Concourses E and F (Lindbergh Terminal)
11. Rental car facilities (Both Terminals)
12. Airfield capacity and taxiways
13. The United States Post Office facility (Lindbergh Terminal)
14. Potential development of an airport hotel
15. Air Traffic Control Tower (ATCT) improvements

The analysis concluded that the existing passenger terminal complexes and their landside facilities are not able to accommodate planned forecast growth without expansion. Growth in passenger boardings will prompt additional aircraft gates, parking, roadway improvements and terminal space to allow passengers to enjoy a safe and comfortable airport environment. Balancing passenger demand between the Lindbergh and Humphrey Terminals will result in improved efficiency and customer service of both facilities. This balance can best be achieved by utilizing the Lindbergh Terminal to accommodate Delta Air Lines and its partner airlines while relocating all other airlines to the Humphrey Terminal. The aviation activity forecast suggests that this move should occur by 2015.

Though aircraft operations will be growing as well, the existing four-runway airfield is expected to be able to continue operating in a safe and efficient manner without the need for additional runways. Some improvements to taxiways are recommended to help aircraft move around the airfield as they taxi between the runways and the terminal complexes.

E.7 CONCEPTS

Though it is typical for an airport LTCP effort to provide a series of broad organizational concepts for airport development, the nature of this study was to focus on key facilities and develop concepts that would resolve existing and forecast facility deficiencies. A more detailed description, by subject area, is included in the full report and a summary of the recommendations is provided below and shown on **Figure E-1** located at the end of this Executive Summary.

Lindbergh Terminal

- *ADDITIONAL GATES* - Extending Concourse G would provide new gates capable of accommodating domestic or international flights.
- *EXPANDED INTERNATIONAL ARRIVALS (CBP) FACILITY* - New, larger facilities will be provided as part of the Concourse G expansion to accommodate forecasted growth in demand for international flights to MSP.
- *SECURITY SCREENING* - Reconfiguration of security screening areas would improve efficiency and reduce wait times.
- *BAGGAGE CLAIM* - The existing baggage claim hall would be reconfigured with larger, modern baggage claim systems.
- *PARKING* - Additional parking garages would be constructed adjacent to the existing garages to accommodate existing and future parking demand.
- *ARRIVALS CURB* - Enhancements to the curb area would improve capacity and efficiency for arriving passengers to reach shuttles, taxis, and private vehicles.
- *HOTEL* - A site has been identified that would be appropriate for hotel development.

Humphrey Terminal

- *ADDITIONAL GATES* - New gates would be added by extending the passenger concourses to the north and south accommodating up to 26 additional gates.
- *PASSENGER PROCESSING* - Ticketing and baggage claim facilities would be expanded to accommodate additional airlines and passengers.
- *PARKING* - Existing garages would be expanded to accommodate future parking demand.
- *RENTAL CAR FACILITIES* - Accommodations for rental cars would be provided by developing facilities in expanded existing parking garages.
- *ACCESS ROADS* - Post Road and 34th Avenue would be improved and signed to accommodate increasing traffic volumes and simplify circulation.

E.8 FACILITY IMPLEMENTATION SCHEDULE AND COSTS

Improvements must be phased and constructed in response to demand and with consideration for the Capital Improvement Program budget. A preliminary phasing plan prepared for the LTCP Update includes four 5-year phases along with very preliminary cost estimates. These costs are for new development only and do not include normal rehabilitation and maintenance efforts that will be required during this period. The costs are based upon planning concepts for the airport. Preliminary design has not been accomplished for any of these projects. The costs, therefore, represent the general order of magnitude of costs that could be expected for the proposed development. They are expressed in 2009 dollars, with no allowance for inflation.

- Phase I (2010-2015): Expand Humphrey Terminal and relocate airlines.
Cost Range - \$380 Million - \$445 Million
- Phase II (2015-2020): Modernize and expand Lindbergh Terminal, including a new international arrivals facility.
Cost Range - \$810 Million - \$960 Million
- Phase III (2020-2025): Complete expansion of Humphrey Terminal, balancing passenger loads between the two terminals.
Cost Range - \$665 Million - \$783 Million
- Phase IV (2025-2030): Construct crossover taxiways and access road improvements at Lindbergh Terminal.
Cost Range - \$190 Million - \$225 Million

This phasing plan allows improvements to be implemented over a 20-year period in response to gradual increases in demand. It also allows implementation of improvements to occur with minimal disruption to the day-to-day operation of the airport.

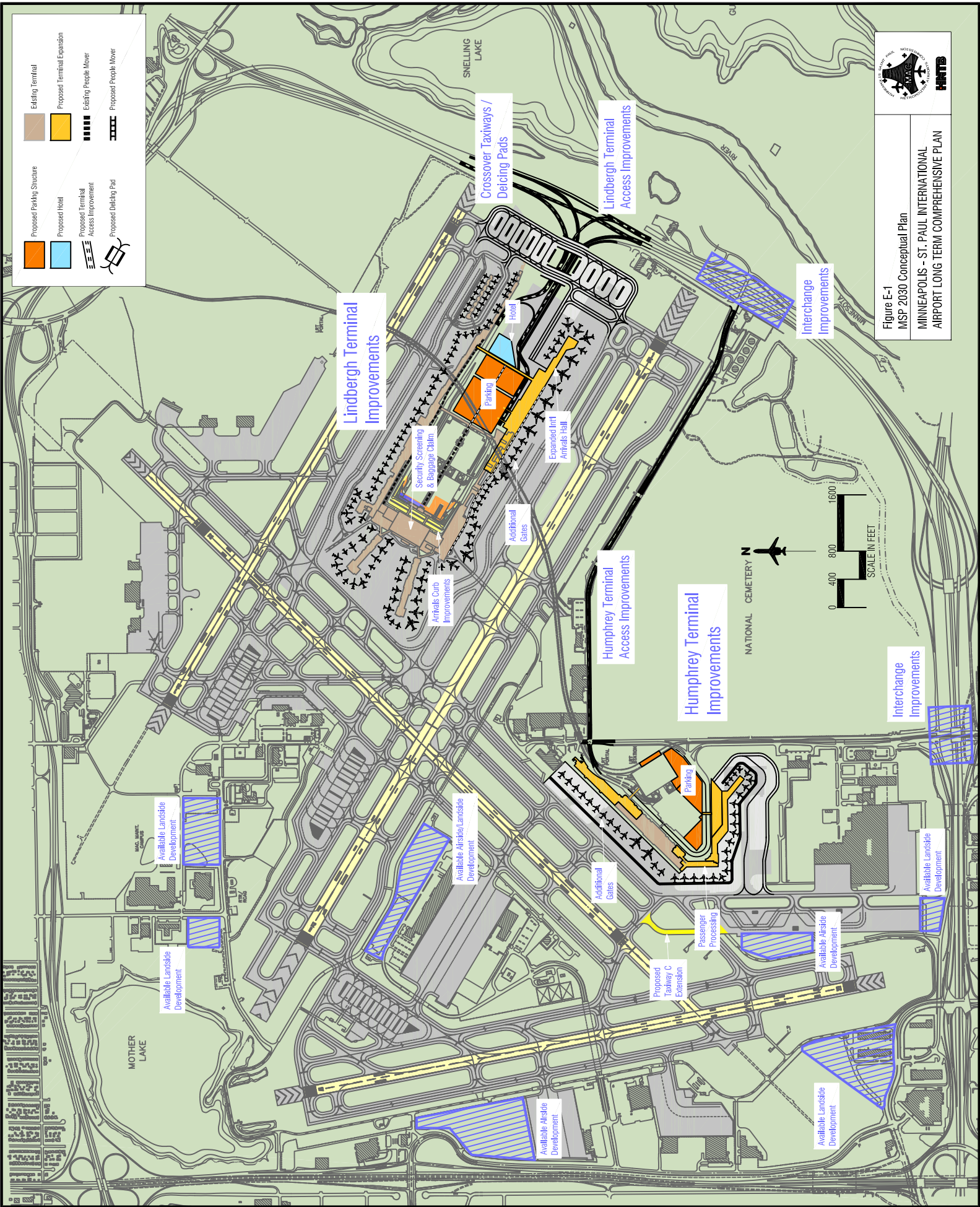




 Figure E-1

 MSP 2030 Conceptual Plan

 MINNEAPOLIS - ST. PAUL INTERNATIONAL

 AIRPORT LONG TERM COMPREHENSIVE PLAN