



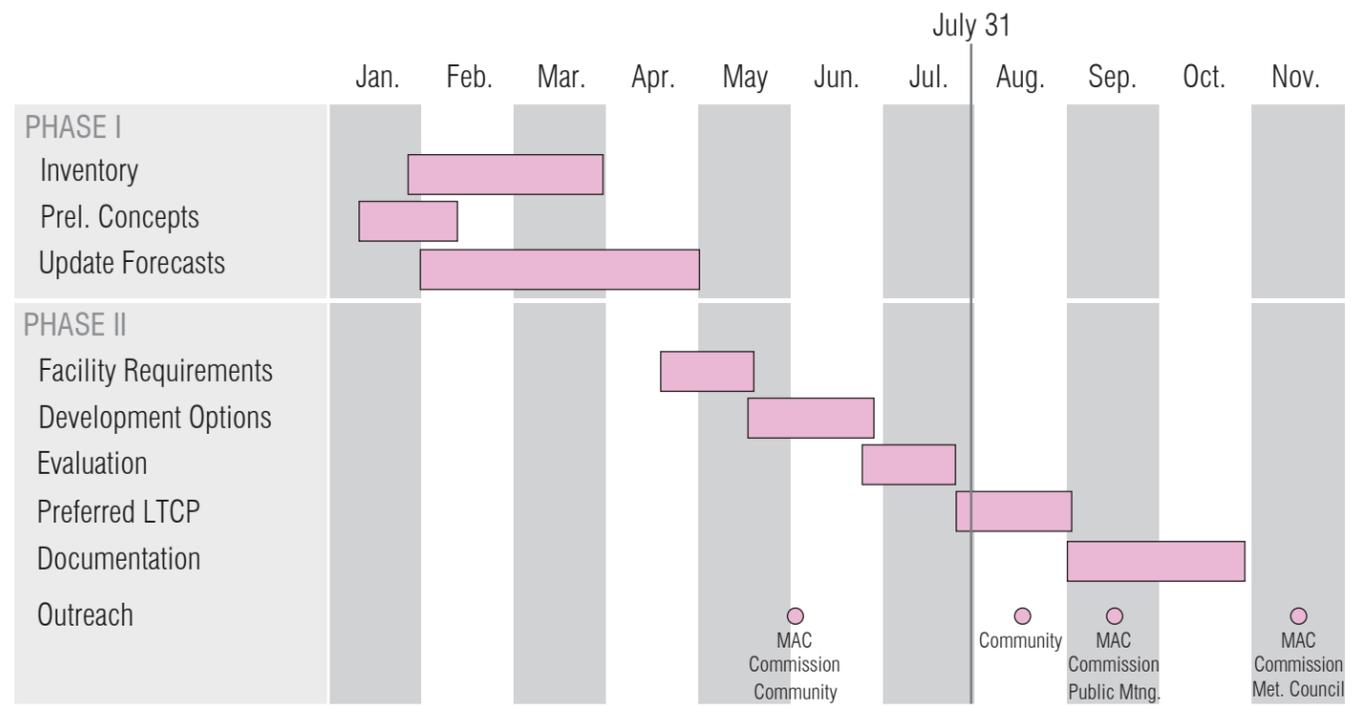
Minneapolis – St. Paul International Airport (MSP) Long Term Comprehensive Plan Update

Phasing Improvements

Improvements must be phased and constructed in response to demand. Balancing passenger loads between the two terminals is essential; initial development is expected to focus on an expansion of the Humphrey Terminal to accommodate growing demand and the relocation of some airlines from the Lindbergh Terminal. A second phase of development would further improve and expand the Lindbergh Terminal. A final phase of development would see both facilities improved to meet full potential for meeting forecast demand in 2030.

Schedule

Development of the LTCP includes five steps as presented on Page 1. Steps 1 through 4 have been completed as of July 31, 2009. The final task includes the selection of a preferred concept for development, refinement of the selected concept, development of a phasing plan and preliminary development schedule, and documentation of the LTCP development process. The update to the LTCP will be complete in the fall 2009.



For Further Information

If you would like further information regarding the MSP Long Term Comprehensive Plan Update process, please contact the MAC Offices:

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Purpose of the Plan

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 to be documented in a Long Term Comprehensive Plan (LTCP) for each airport. Recognizing the dynamic nature of the aviation industry, the plans are to be updated regularly. The original LTCP for MSP was completed in 1996. The 2009 update will be the first revision to the LTCP and will reflect substantial changes to MSP and the aviation industry over the previous 13 years.

Contents of the Plan

The LTCP identifies the type and location of facility improvements needed to safely and efficiently accommodate aviation demand through the year 2030. The LTCP also provides guidance for phasing airport improvements during the development period.

Process

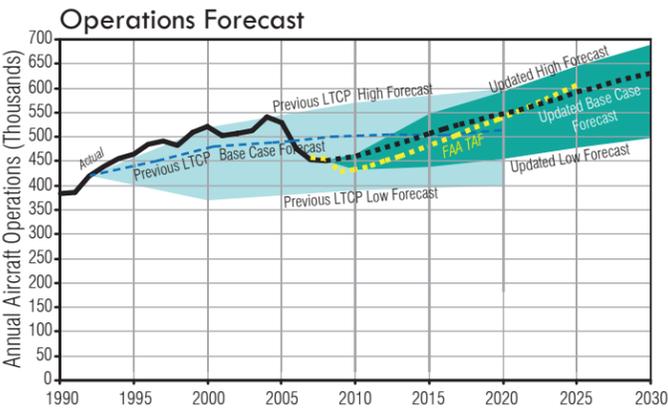
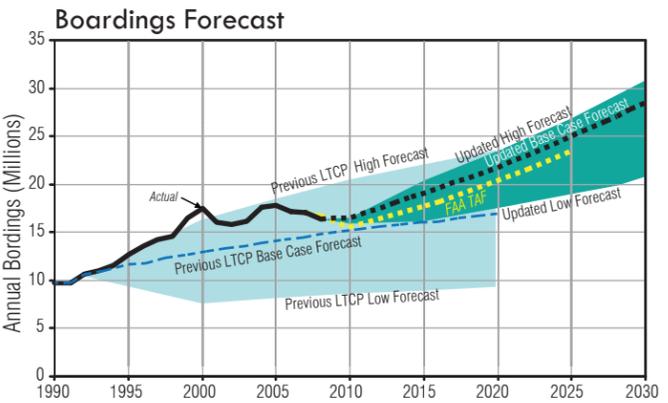
- The LTCP is developed in five steps:
1. Inventory existing facilities and assess their condition and capacity
 2. Prepare a forecast of aviation demand for the next 20 years
 3. Determine required facility improvements to meet the demand
 4. Develop concepts for facility improvements
 5. Evaluate concepts and select a preferred option as the LTCP

Inventory

Existing facilities at MSP were inventoried and their conditions and capacities assessed. The inventory shows that future plans for MSP will require careful 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 will require consideration.

Forecast

Forecasts of annual passenger boardings and aircraft operations (take-offs and landings) were completed in June 2009. They show that passenger boardings are expected to increase by over 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. The current economic recession has resulted in declines in both boardings and operations at MSP since 2006. Passenger boardings are expected to return to previous levels in 2013, while operations are expected to return to previous levels in 2019.





Facility Requirements

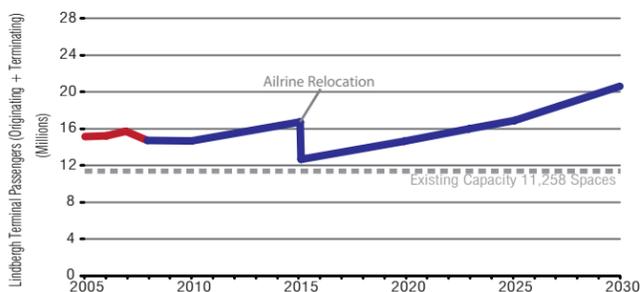
Growth in the number of passengers and aircraft operations will require airport facilities to be improved in order to keep operating in a safe and efficient manner.

The existing passenger terminal complexes and their landside facilities are not able to accommodate forecast growth without expansion. Growth in passenger boardings will prompt additional aircraft gates, additional parking, more roads 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 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 Humphrey Terminal. The aviation activity forecast determines that this move should occur by 2015. The charts below illustrate the requirements of key facilities such as aircraft boarding gates, automobile parking, and terminal curbside lengths. The charts show the effects of relocating airlines from the Lindbergh Terminal to the Humphrey Terminal in 2015.

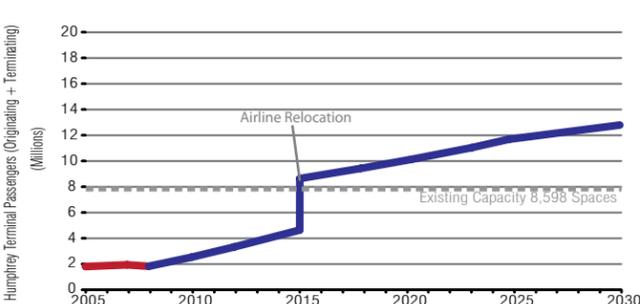
Though aircraft operations will be growing as well, the existing four-runway airfield is expected to be able to continue operating in a safe and efficient manner without the need for additional runways. Some improvements to taxiways may be required to help aircraft move around the airfield as they taxi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

Vehicle Parking Requirements

Lindbergh Terminal

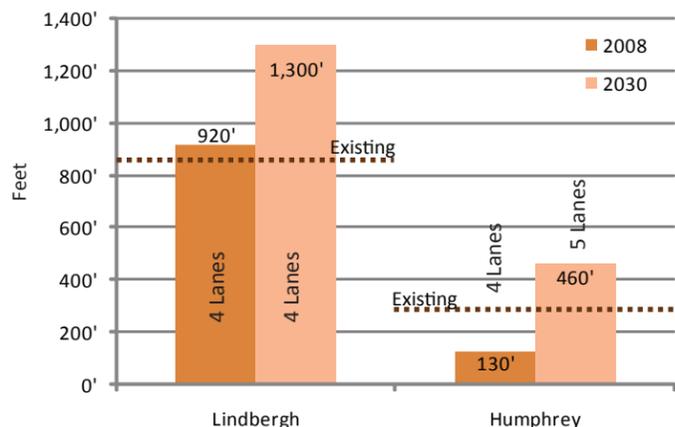


Humphrey Terminal

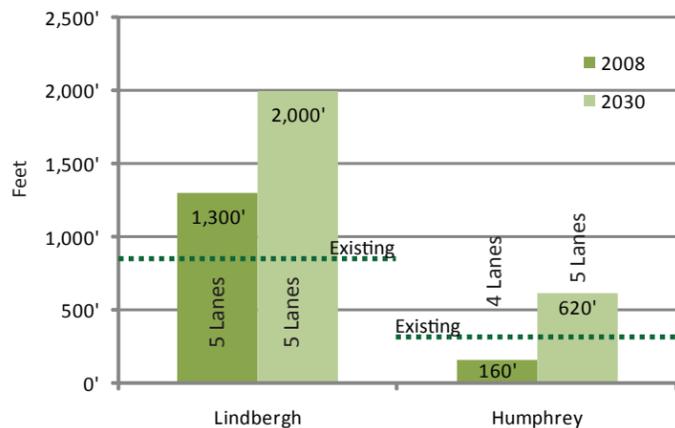


Curb Roadway Requirements

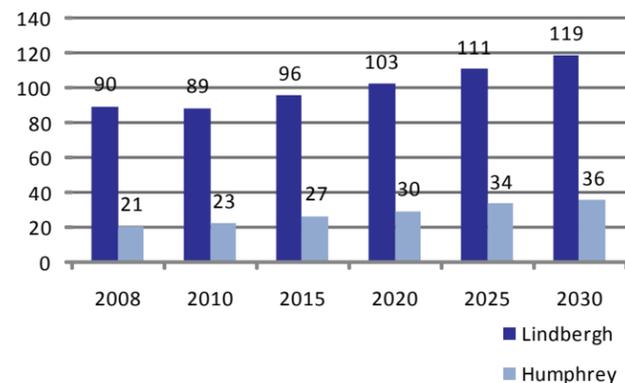
Departures Curb



Arrivals Curb

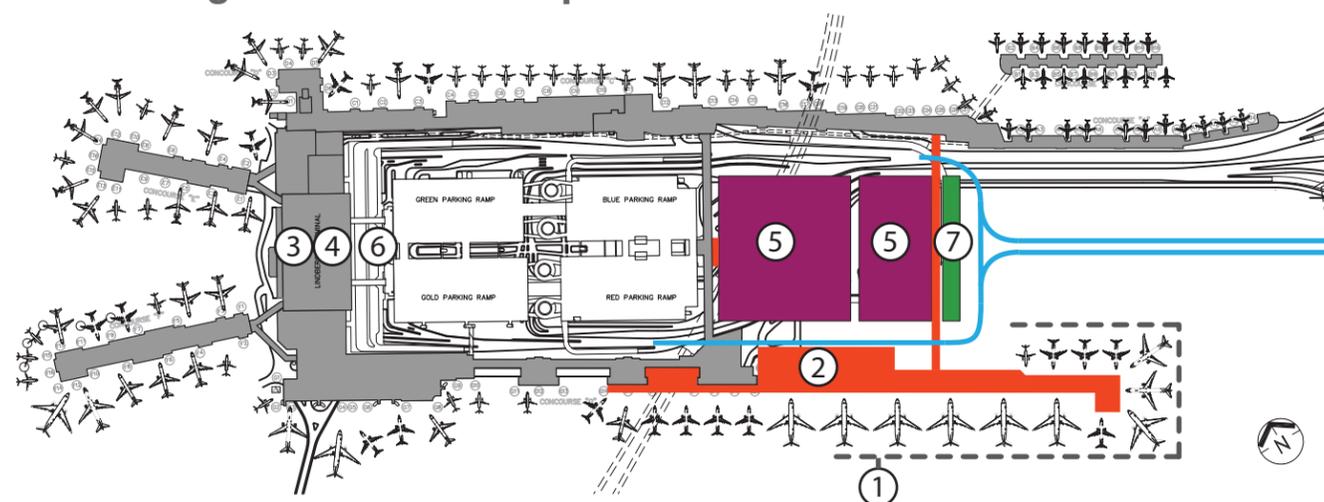


Gate Requirements

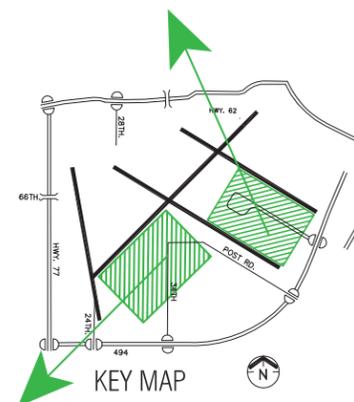


Concepts

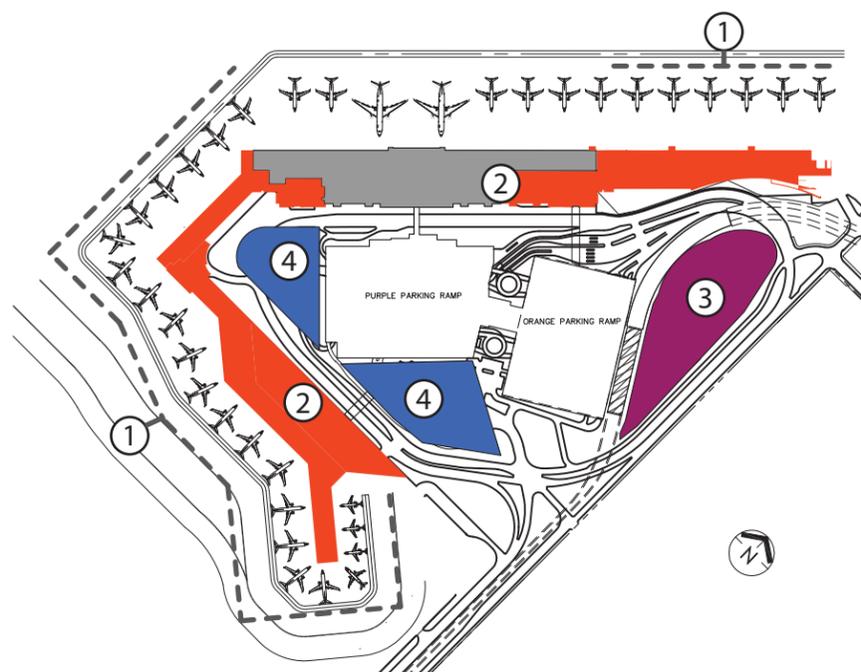
Lindbergh Terminal Concept ▼



- ① **ADDITIONAL GATES** Extending Concourse G would provide new gates capable of accommodating domestic or international flights.
- ② **EXPANDED INTERNATIONAL ARRIVALS HALL** New, larger facilities would be provided to accommodate growing demand for international flights to MSP.
- ③ **SECURITY SCREENING** Reconfiguration of security would improve efficiency and reduce wait times.
- ④ **BAGGAGE CLAIM** The existing baggage claim hall would be reconfigured with larger, modern baggage claim systems.
- ⑤ **PARKING** Additional parking garages would be constructed south of the existing garages to accommodate existing and future parking demand.
- ⑥ **ARRIVALS CURB** Improvements to the curb area would improve capacity and efficiency for arriving passengers to reach shuttles, taxis, and private vehicles.
- ⑦ **HOTEL** A site has been identified that would be appropriate for hotel development.



Humphrey Terminal Concept ▼



- ① **ADDITIONAL GATES** New gates would be added by extending the passenger concourses to the north and south accommodating up to 26 additional gates.
- ② **PASSENGER PROCESSING** Ticketing and baggage claim facilities would be expanded to accommodate additional airlines and passengers.
- ③ **PARKING** Existing garages would be expanded to accommodate future parking demand.
- ④ **RENTAL CAR FACILITIES** Accommodations for rental cars would be provided by expanding existing parking garages.