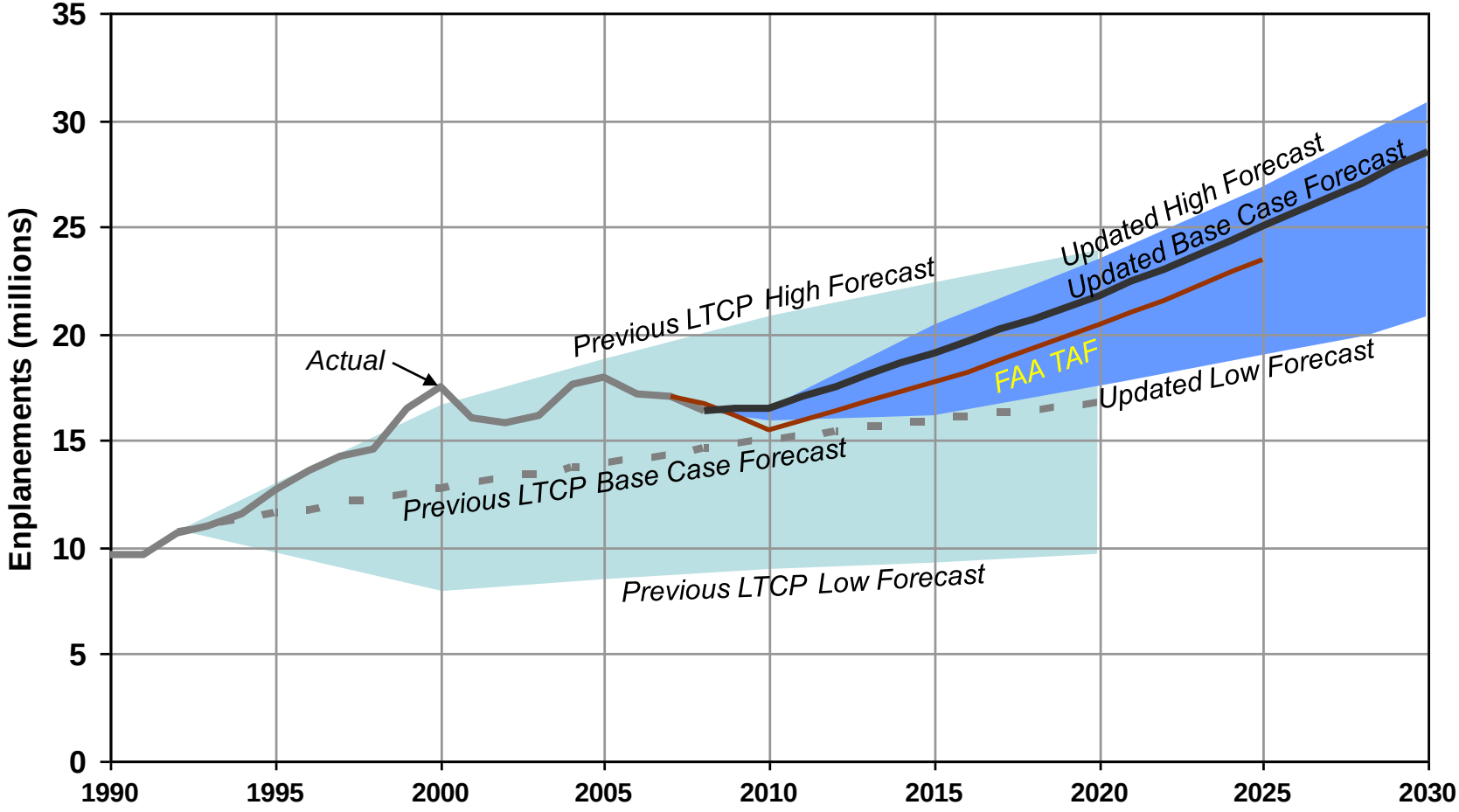
MINNEAPOLIS-ST. PAUL INTERNATIONAL AIRPORT
LONG TERM COMPREHENSIVE PLAN UPDATE

Metropolitan Airports Commission

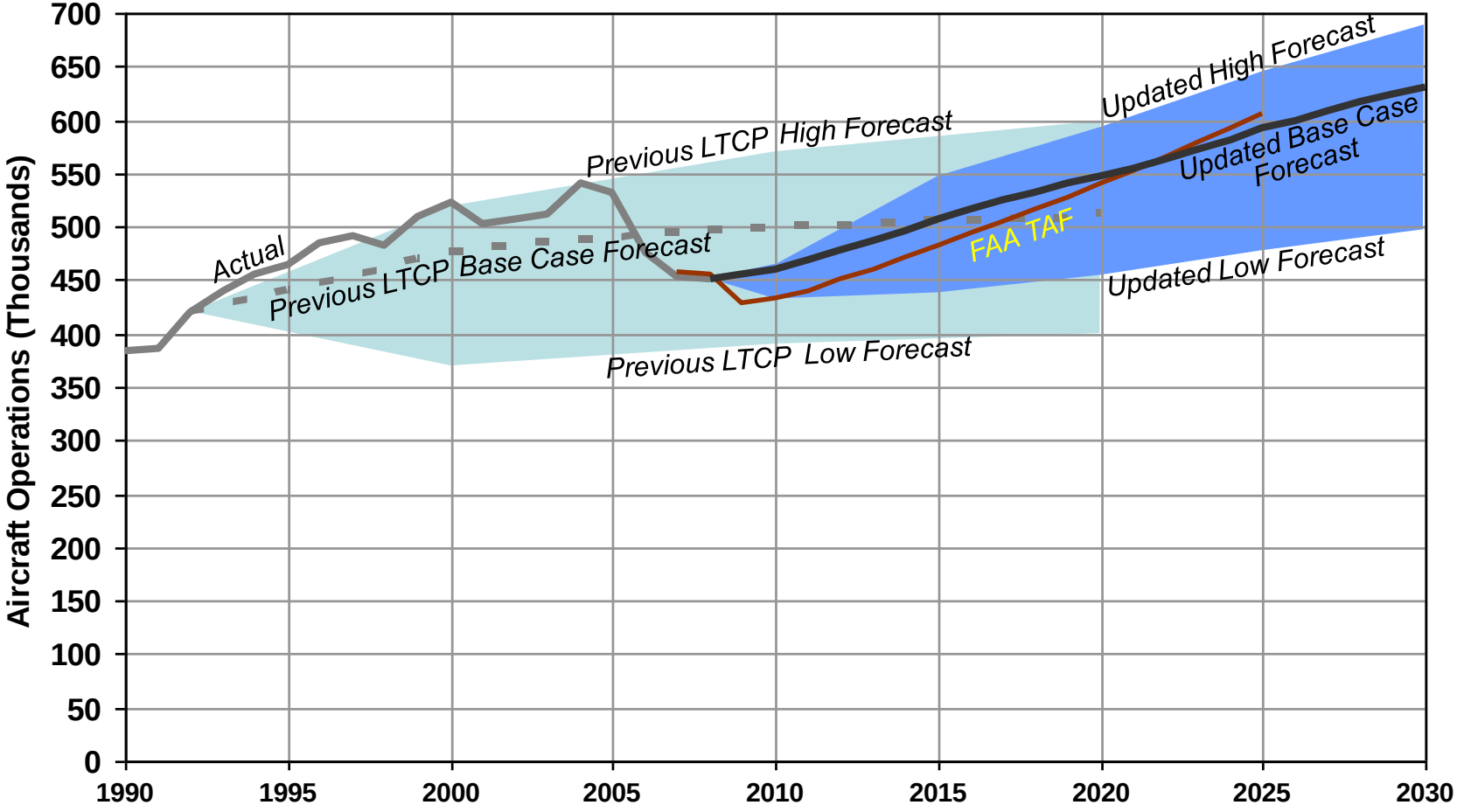
September 23, 2009

MSP 2020 Conceptual Plan

MSP LTCP Update - Aviation Enplanement Forecasts



MSP LTCP Update - Aircraft Operations Forecasts



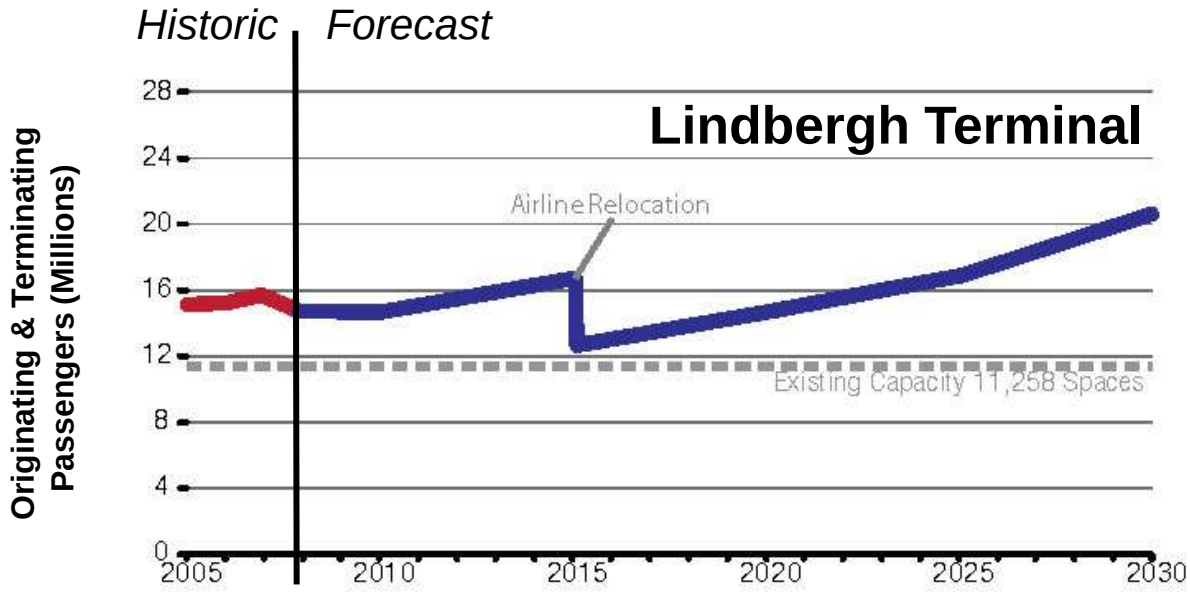
Key Factors for 2030

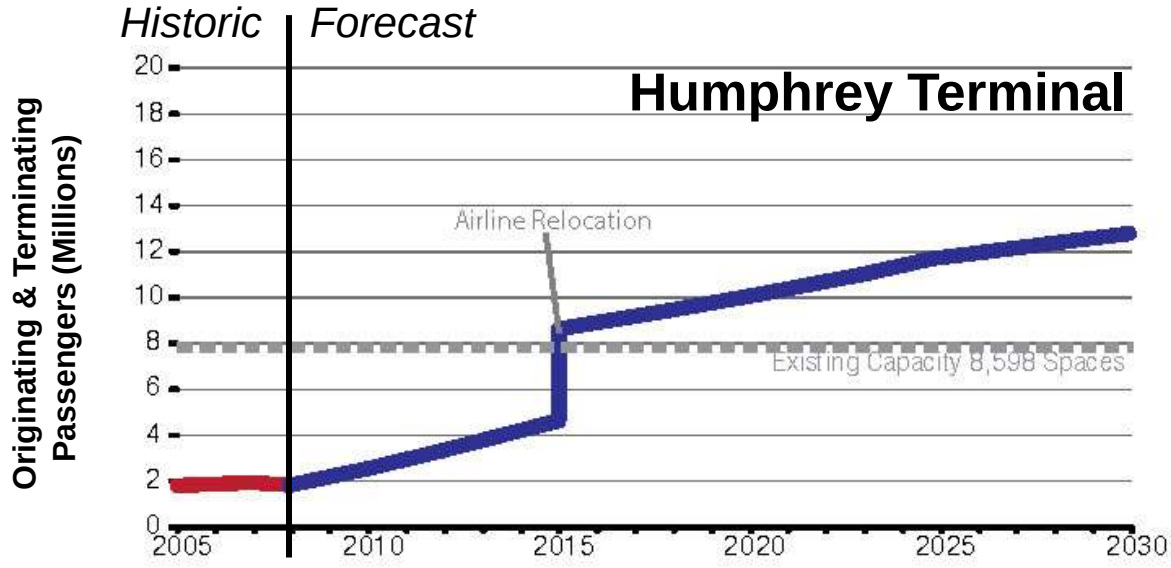
	2030	2009
• **Total Passengers (MAP)**	**56.2**	32.8
• **Total Gates Required**	**155**	127
– Delta/SkyTeam	119	106
– Other Airlines	36	21
– International Capable (CBP)	25	12
• **Need More Gates For Large Aircraft**		
• **On Site Parking**	**39.6K**	22.1K

Key Factors Today

- **Originating and Deplaning Passengers**
  - Lindbergh Terminal 88%
  - Humphrey Terminal 12%
- **O&D with Non-SkyTeam to HT in 2015**
  - Lindbergh Terminal 60%
  - Humphrey Terminal 40%
- **Parking Spaces (Current)**
  - Lindbergh Terminal 57%
  - Humphrey Terminal 43%
- **Arrivals Curb Lanes (Current)**
  - Lindbergh Terminal 68%
  - Humphrey Terminal 32%

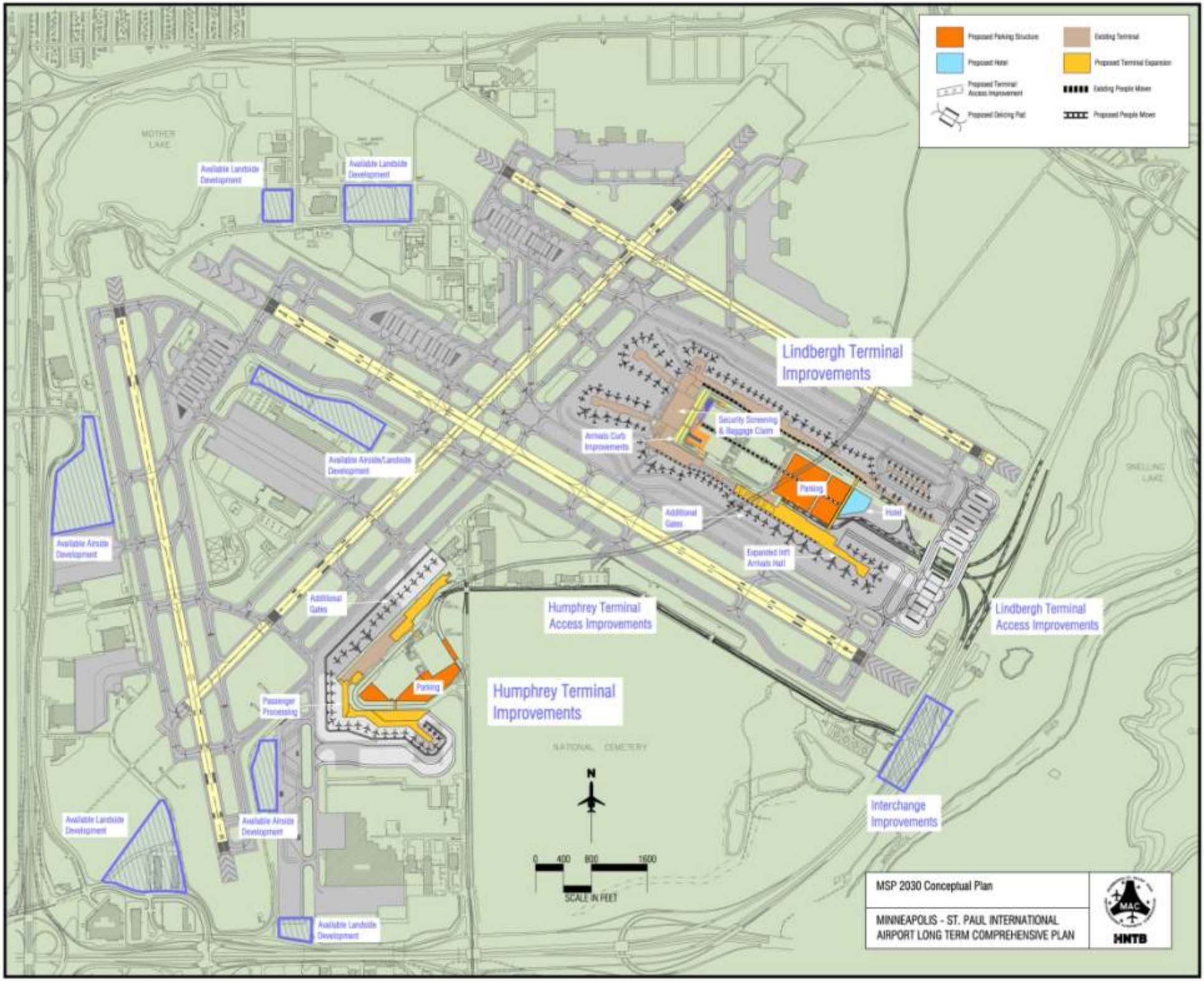
Public Parking Requirements

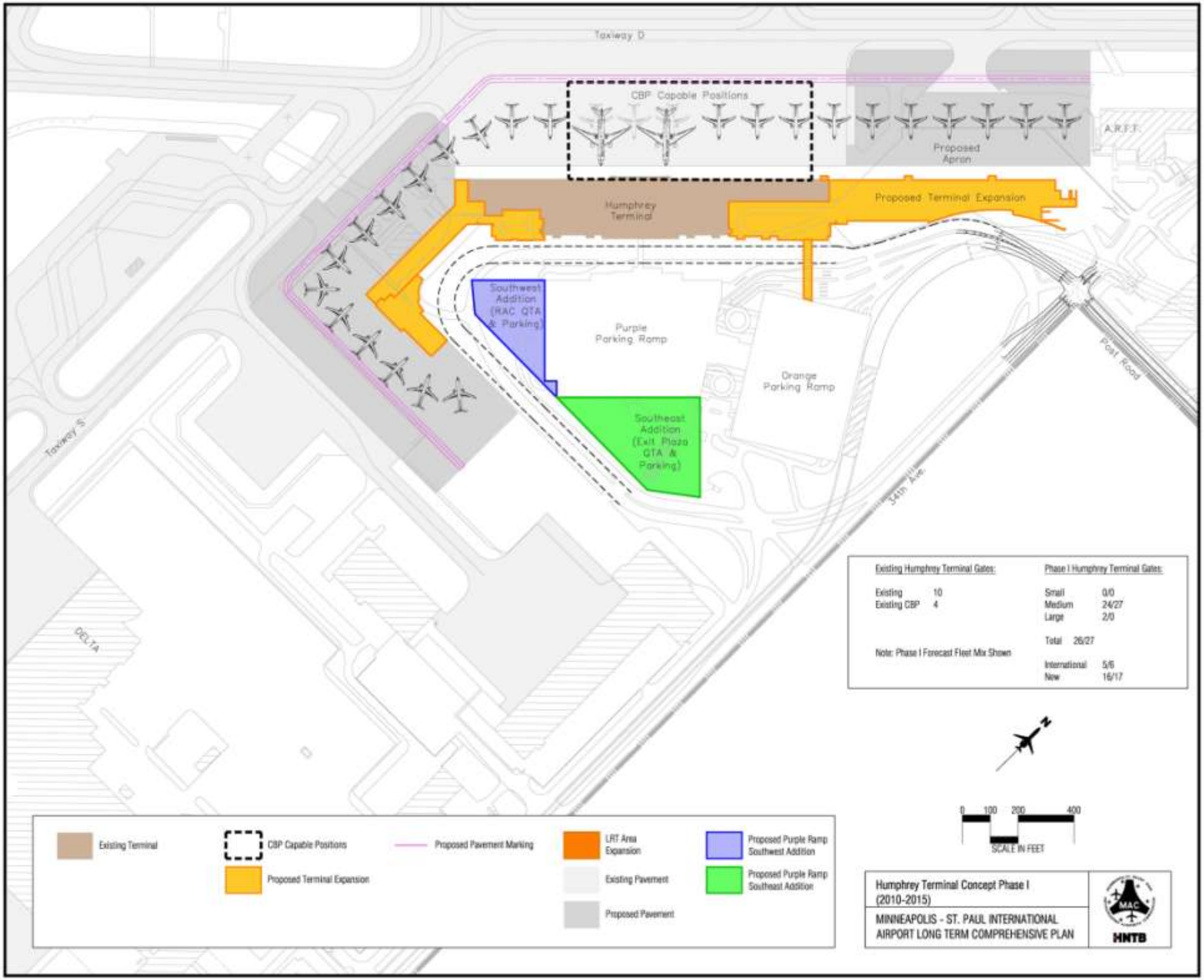




Phasing and Key Decisions

- **2010 – 2015**
  - Add 17 Gates and 1 Bag Belt at Humphrey Terminal
  - Build QTAs and more Parking at Humphrey Terminal
- **2015 – 2020**
  - Remodel/Rehabilitate Lindbergh Terminal areas vacated by other Airlines
  - Reconfigure Ground Level Green/Gold Parking Ramp for more arrivals curb
  - Relocate some DL Concourse G Gates to Concourse E
  - Construct Phase I Concourse G Extension (New CBP Facility, 10 new gates, 6 net)
  - Build New Parking Ramp East of Red/Blue Parking Ramp
- **2020 – 2025**
  - Complete Phase II Gate Expansion at Humphrey Terminal
  - Construct Humphrey Terminal Access Improvements
  - Construct Hotel/Roads to Prepare for Crossover Taxiway
  - Construct Phase II Concourse G Extension
  - Remodel/Rehabilitate Concourse E/F
  - Build Balance of Humphrey Terminal Parking
- **2025 – 2030**
  - Construct Crossover Taxiway
  - Build Parking Ramp on USPS Site


Proposed Parking Structure
Existing Terminal
Proposed Hotel
Proposed Terminal Expansion
Proposed Terminal Access Improvement
Existing People Mover
Proposed Deicing Pad
Proposed People Mover
MOTHER LAKE
Available Landside Development
Available Landside Development
Available Airside/Landside Development
Available Airside Development
Lindbergh Terminal Improvements
Security Screening & Baggage Claim
Arrivals Curb Improvements
Parking
Hotel
Additional Gates
Expanded Int'l Arrivals Hall
SNELLING LAKE
Additional Gates
Humphrey Terminal Access Improvements
Lindbergh Terminal Access Improvements
Parking
Passenger Processing
Humphrey Terminal Improvements
NATIONAL CEMETERY
N
0 400 800 1600
SCALE IN FEET
Interchange Improvements
Available Landside Development
Available Airside Development
Available Landside Development
MSP 2030 Conceptual Plan
MINNEAPOLIS - ST. PAUL INTERNATIONAL AIRPORT LONG TERM COMPREHENSIVE PLAN
MAC
HNTB


Taxiway D
CBP Capable Positions
Proposed Apron
A.R.F.F.
Humphrey Terminal
Proposed Terminal Expansion
Southwest Addition (RAC QTA & Parking)
Purple Parking Ramp
Orange Parking Ramp
Southeast Addition (Exit Plaza QTA & Parking)
Post Road
34th Ave
Taxiway S
DELTA
Existing Humphrey Terminal Gates:
Existing 10
Existing CBP 4
Phase I Humphrey Terminal Gates:
Small 0/0
Medium 24/27
Large 2/0
Total 26/27
International 5/6
New 16/17
Note: Phase I Forecast Fleet Mix Shown
N
0 100 200 400
SCALE IN FEET
Existing Terminal
CBP Capable Positions
Proposed Pavement Marking
LRT Area Expansion
Proposed Purple Ramp Southwest Addition
Proposed Terminal Expansion
Existing Pavement
Proposed Purple Ramp Southeast Addition
Proposed Pavement
Humphrey Terminal Concept Phase I (2010-2015)
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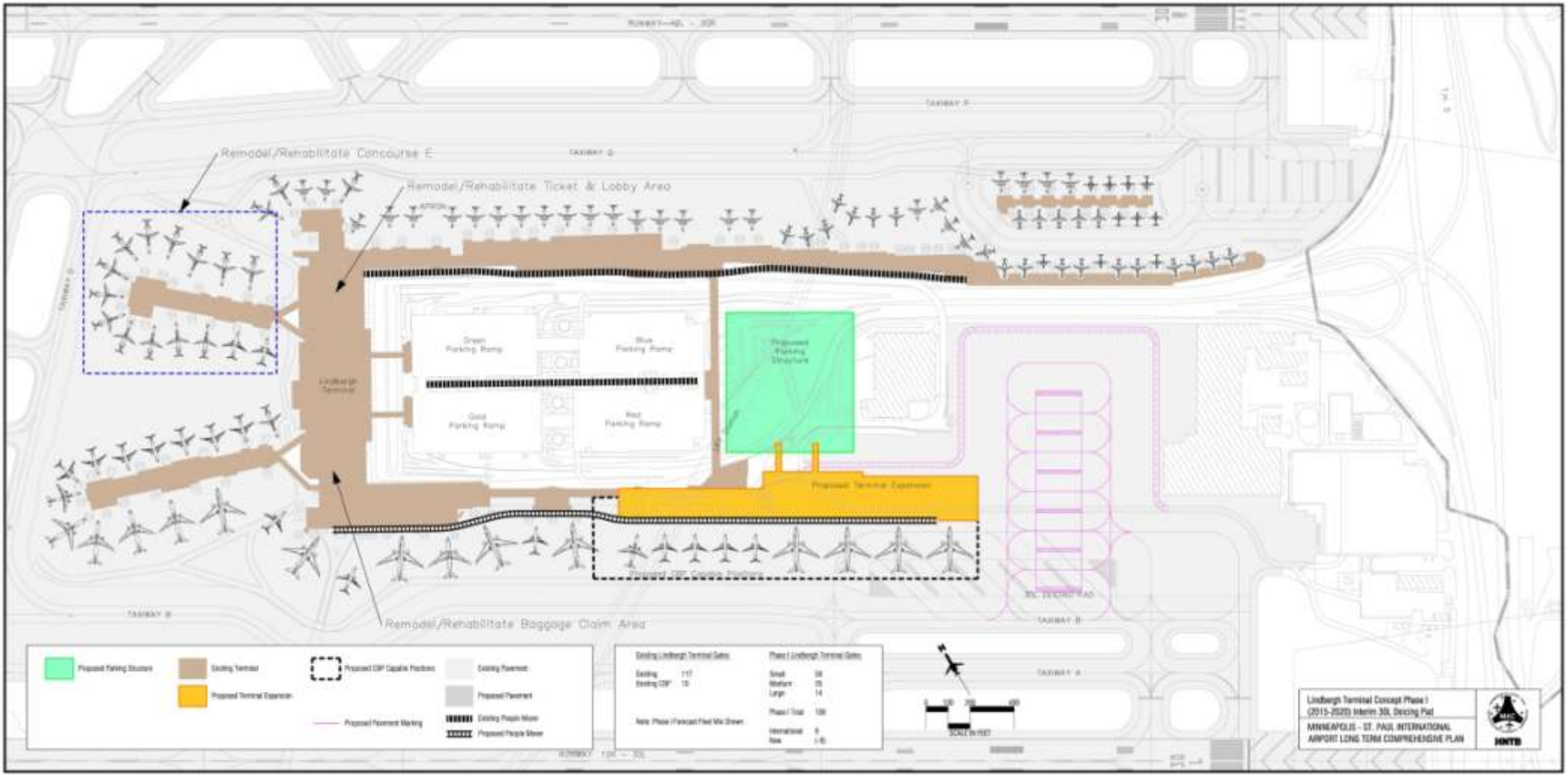

Remodel/Rehabilitate Concourse E
Remodel/Rehabilitate Ticket & Lobby Area
Remodel/Rehabilitate Baggage Claim Area
Lindbergh Terminal
Green Parking Ramp
Blue Parking Ramp
Gold Parking Ramp
Red Parking Ramp
Proposed Parking Structure
Proposed Terminal Expansion
Proposed CBP Capable Positions
TAXIWAY A
TAXIWAY B
TAXIWAY C
TAXIWAY D
TAXIWAY F
Proposed Parking Structure
Existing Terminal
Proposed Terminal Expansion
Proposed CBP Capable Positions
Existing Pavement
Proposed Pavement
Proposed Pavement Marking
Existing People Mover
Proposed People Mover
Existing Lindbergh Terminal Gates
Existing 117
Existing CBP 10
Phase I Lindbergh Terminal Gates
Small 58
Medium 35
Large 14
Phase I Total 108
International 8
New 1-B
Note: Phase I Forecast Fleet Mix Shown
SCALE IN FEET
Lindbergh Terminal Concept Phase I
(2015-2020) Interim 30L Deicing Pad
MINNEAPOLIS - ST. PAUL INTERNATIONAL
AIRPORT LONG TERM COMPREHENSIVE PLAN
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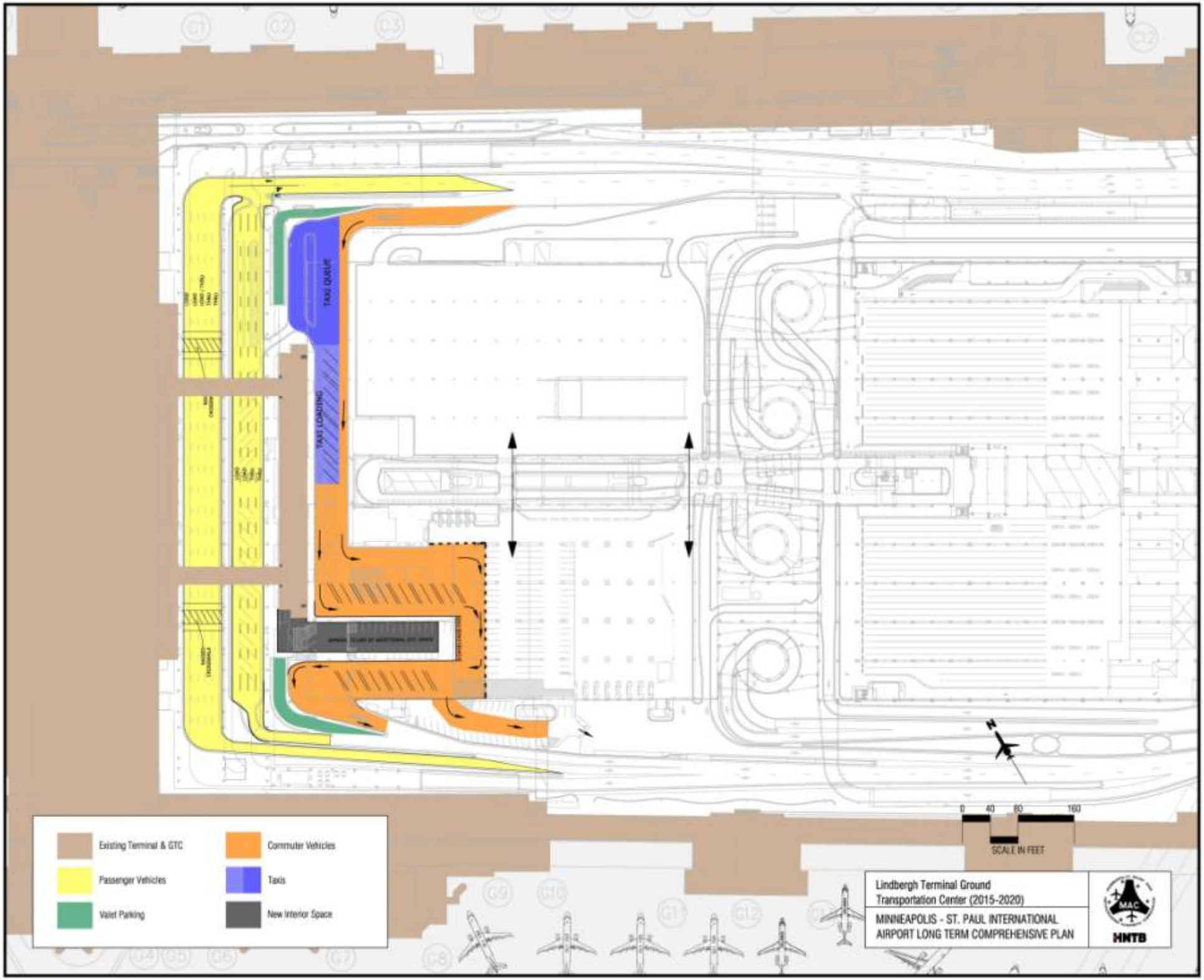
TAXI QUEUE
TAXI LOADING
Existing Terminal & GTC
Passenger Vehicles
Valet Parking
Commuter Vehicles
Taxis
New Interior Space
0 40 80 160
SCALE IN FEET
Lindbergh Terminal Ground Transportation Center (2015-2020)
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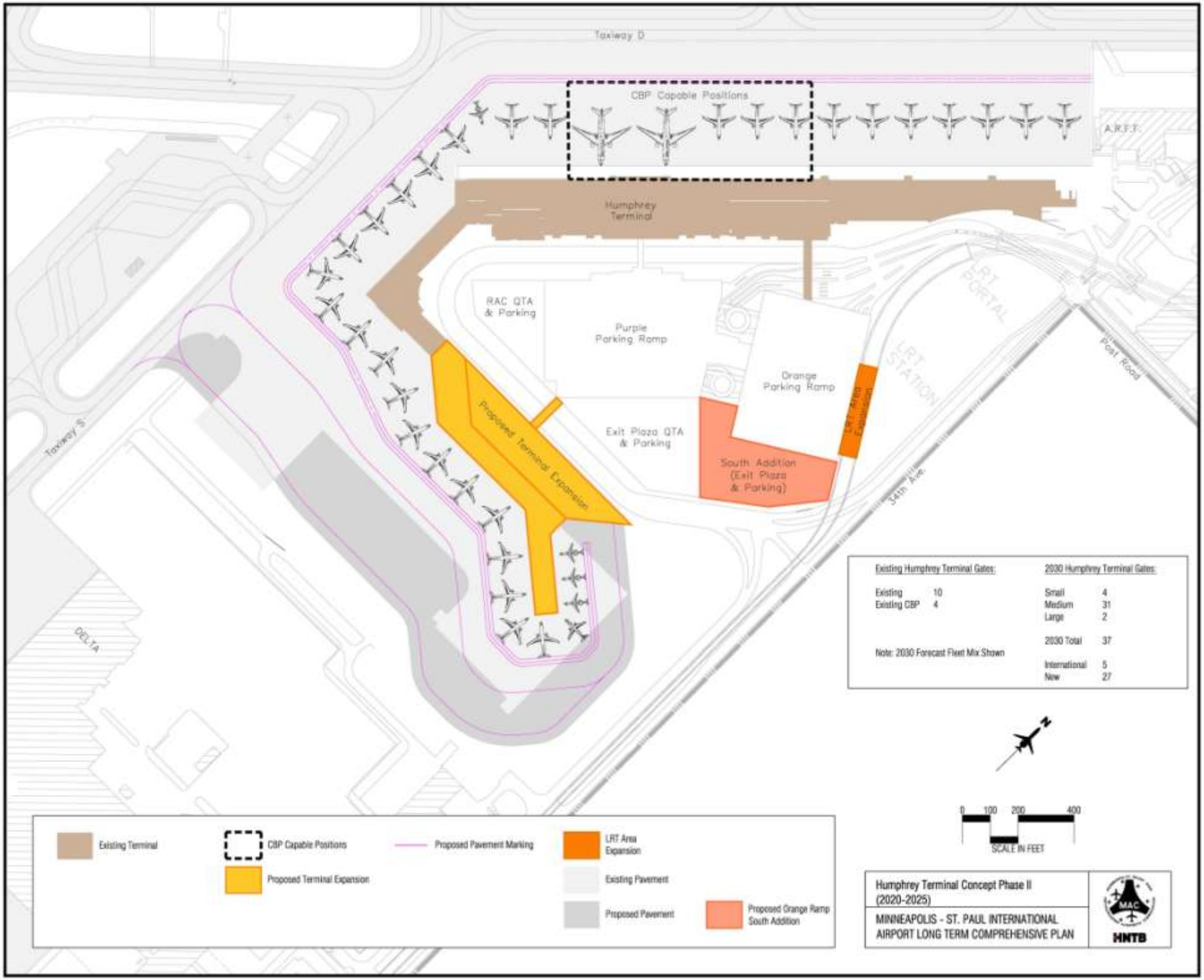
MAC
HNTB


Taxiway D
CBP Capable Positions
A.R.F.F.
Humphrey Terminal
RAC QTA & Parking
Purple Parking Ramp
Orange Parking Ramp
Exit Plaza QTA & Parking
South Addition (Exit Plaza & Parking)
LRT Area Expansion
LRT PORTAL
LRT STATION
Post Road
34th Ave
Proposed Terminal Expansion
Taxiway S
DELTA
Existing Humphrey Terminal Gates:
Existing 10
Existing CBP 4
Note: 2030 Forecast Fleet Mix Shown
2030 Humphrey Terminal Gates:
Small 4
Medium 31
Large 2
2030 Total 37
International 5
New 27
N
0 100 200 400
SCALE IN FEET
Existing Terminal
CBP Capable Positions
Proposed Pavement Marking
LRT Area Expansion
Proposed Terminal Expansion
Existing Pavement
Proposed Pavement
Proposed Orange Ramp South Addition
Humphrey Terminal Concept Phase II (2020-2025)
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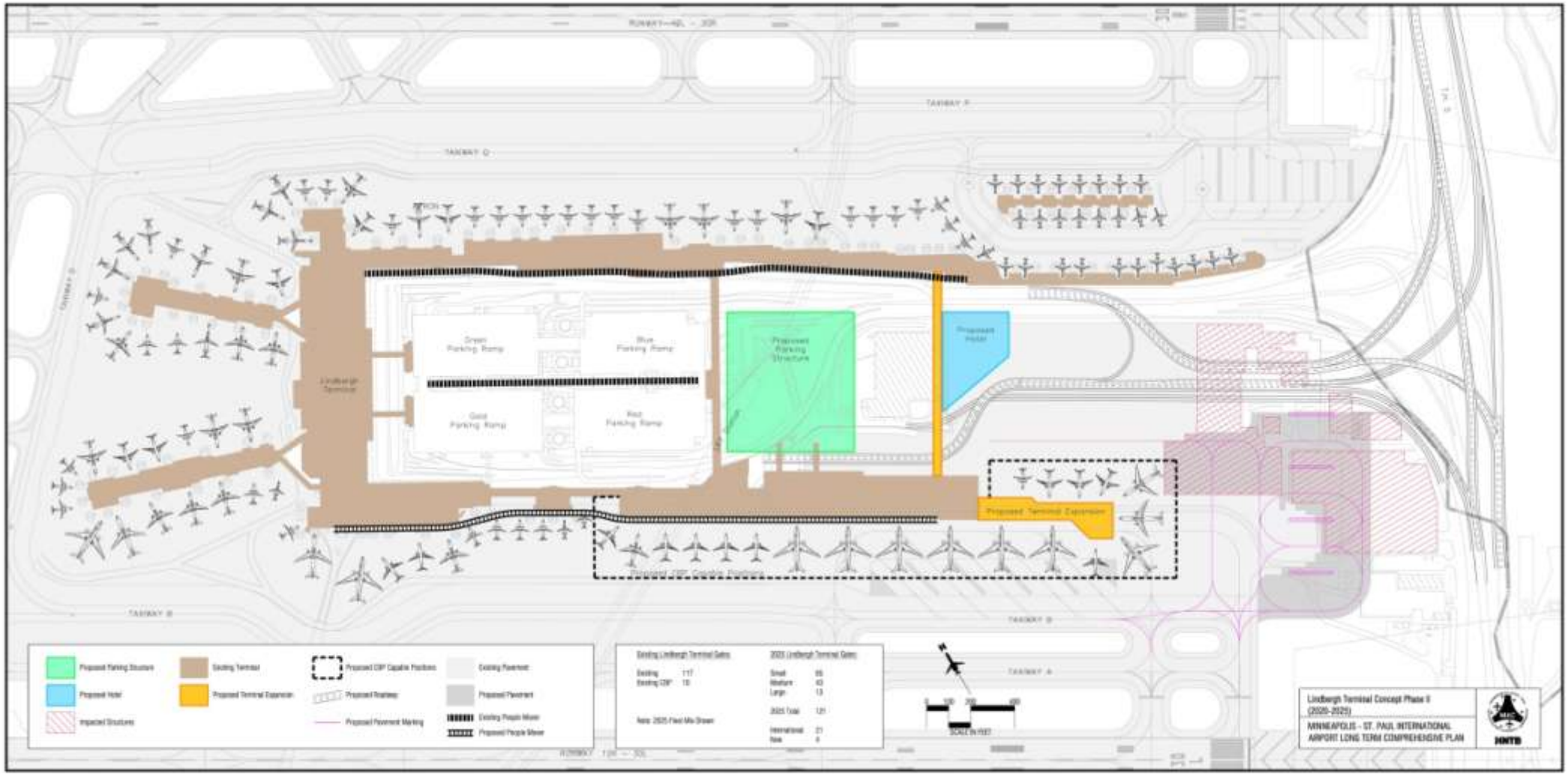
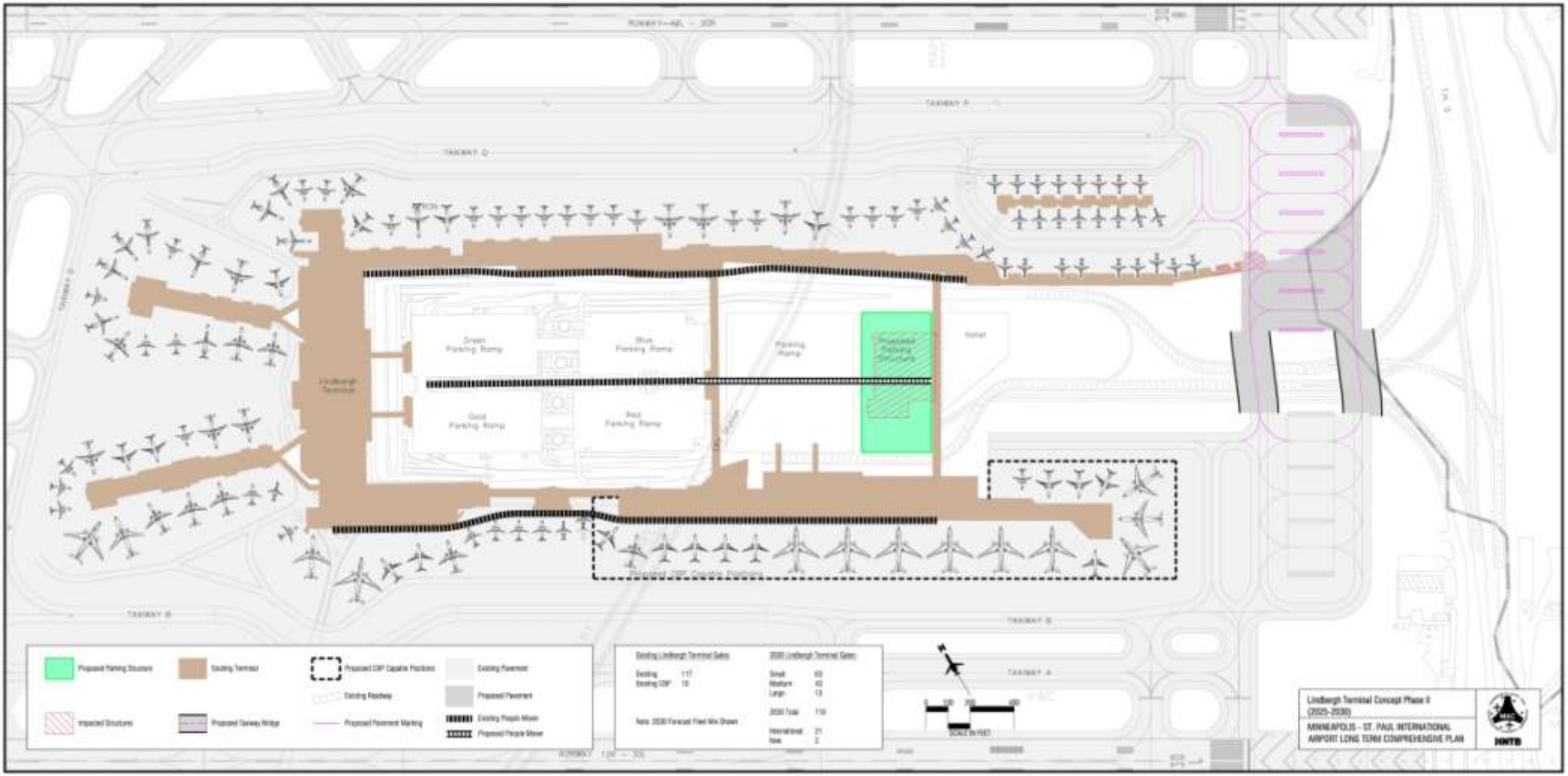


TAXIWAY P
TAXIWAY Q
TAXIWAY B
TAXIWAY A
Lindbergh Terminal
Green Parking Ramp
Blue Parking Ramp
Gold Parking Ramp
Red Parking Ramp
Proposed Parking Structure
Proposed Hotel
Proposed Terminal Expansion
Proposed TBP Capable Positions
Proposed Parking Structure
Proposed Hotel
Impacted Structures
Existing Terminal
Proposed Terminal Expansion
Proposed CBP Capable Positions
Proposed Roadway
Proposed Pavement Marking
Existing Pavement
Proposed Pavement
Existing People Mover
Proposed People Mover
Existing Lindbergh Terminal Gates
Existing 117
Existing CBP 10
Note: 2025 Fleet Mix Shown
2025 Lindbergh Terminal Gates
Small 65
Medium 43
Large 13
2025 Total 121
International 21
New 4
SCALE IN FEET
Lindbergh Terminal Concept Phase II
(2020-2025)
MINNEAPOLIS - ST. PAUL INTERNATIONAL
AIRPORT LONG TERM COMPREHENSIVE PLAN
HNTB



TAXIWAY P
TAXIWAY Q
TAXIWAY B
TAXIWAY A
Green Parking Ramp
Blue Parking Ramp
Parking Ramp
Proposed Parking Structure
Hotel
Lindbergh Terminal
Gold Parking Ramp
Red Parking Ramp
Proposed CBP Capable Positions
Proposed Parking Structure
Existing Terminal
Proposed CBP Capable Positions
Existing Pavement
Existing Roadway
Proposed Pavement
Impacted Structures
Proposed Taxiway Bridge
Proposed Pavement Marking
Existing People Mover
Proposed People Mover
Existing Lindbergh Terminal Gates
Existing 117
Existing CBP 10
Note: 2030 Forecast Fleet Mix Shown
2030 Lindbergh Terminal Gates
Small 63
Medium 43
Large 13
2030 Total 119
International 21
New 2
SCALE IN FEET
Lindbergh Terminal Concept Phase II
(2025-2030)
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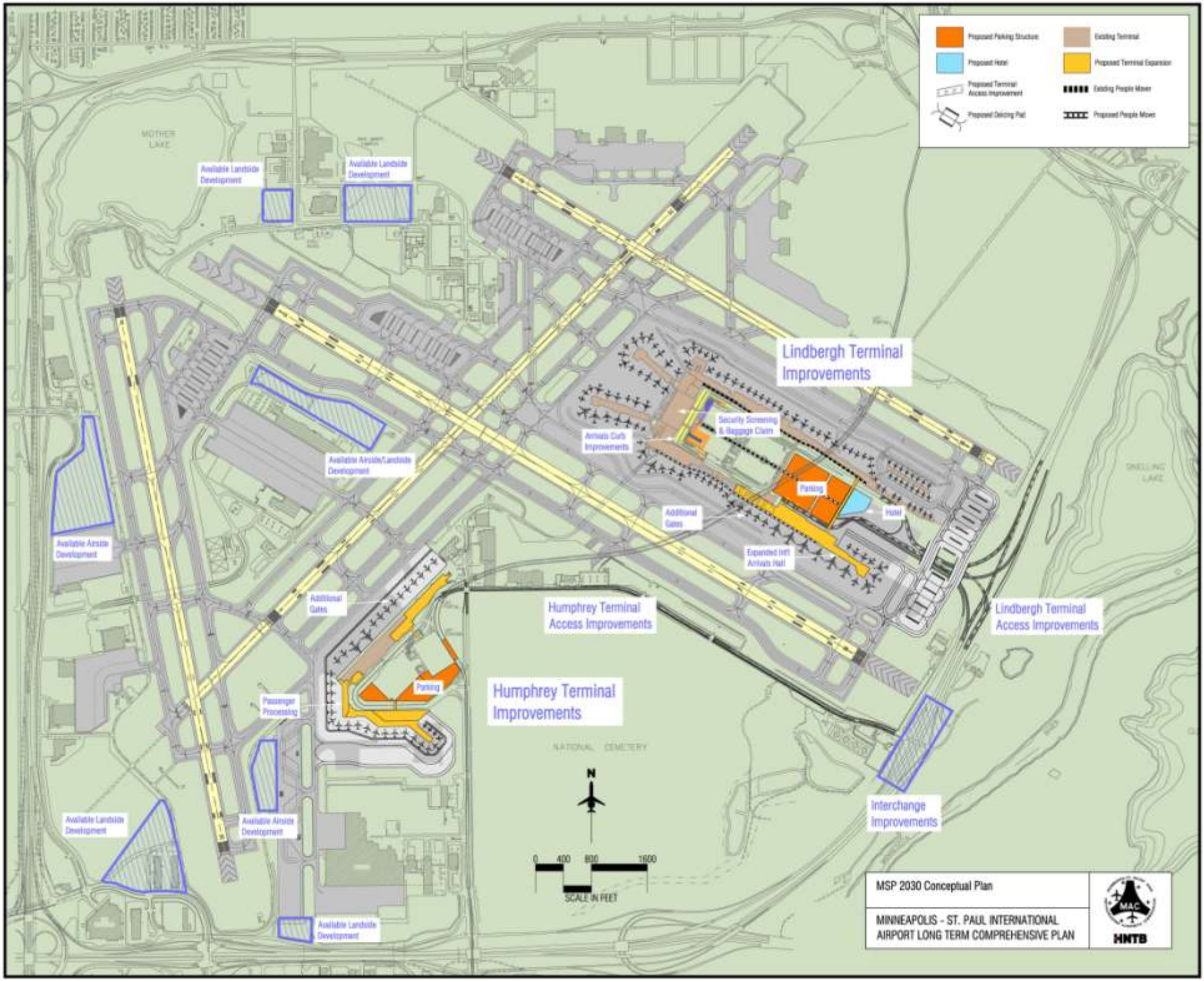
AIRPORT LONG TERM COMPREHENSIVE PLAN
HNTB


Proposed Parking Structure
Existing Terminal
Proposed Hotel
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Proposed Terminal Access Improvement
Existing People Mover
Proposed Deicing Pad
Proposed People Mover
MOTHER LAKE
Available Landside Development
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Additional Gates
Expanded Int'l Arrivals Hall
SNELLING LAKE
Additional Gates
Humphrey Terminal Access Improvements
Lindbergh Terminal Access Improvements
Parking
Passenger Processing
Humphrey Terminal Improvements
NATIONAL CEMETERY
N
0 400 800 1600
SCALE IN FEET
Interchange Improvements
Available Landside Development
Available Airside Development
Available Landside Development
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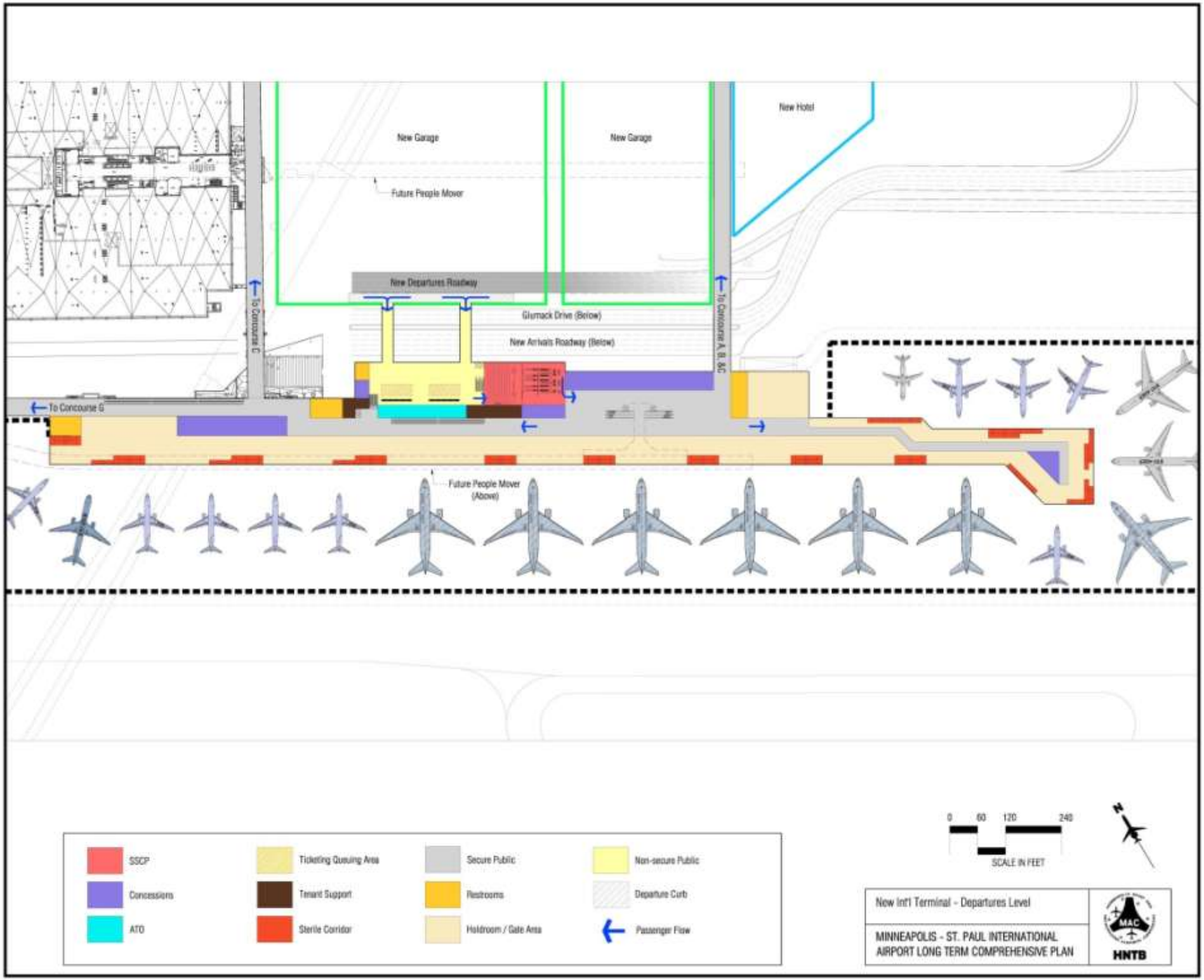
Areas Of Further Evaluation

- CBP (International) Facility at Lindbergh Terminal
- Crossover Taxiway


New Hotel
New Garage
New Garage
Future People Mover
New Departures Roadway
Glumack Drive (Below)
New Arrivals Roadway (Below)
To Concourse C
To Concourse A, B, &C
To Concourse G
Future People Mover (Above)
SSCP
Concessions
ATO
Ticketing Queuing Area
Tenant Support
Sterile Corridor
Secure Public
Restrooms
Holdroom / Gate Area
Non-secure Public
Departure Curb
Passenger Flow
0 60 120 240
SCALE IN FEET
N
New Int'l Terminal - Departures Level
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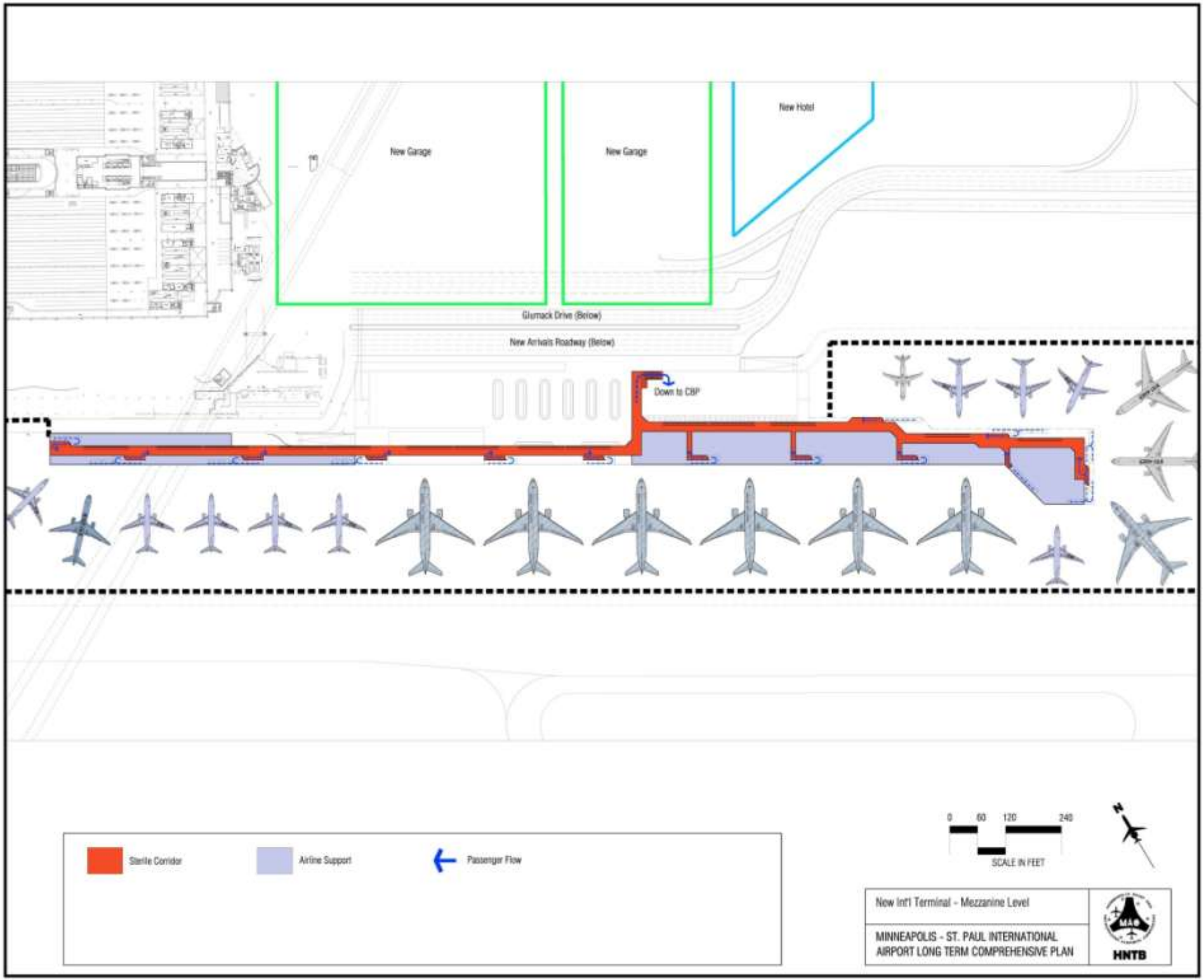
HNTB


New Garage
New Garage
New Hotel
Glumack Drive (Below)
New Arrivals Roadway (Below)
Down to CBP
Sterile Corridor
Airline Support
Passenger Flow
0 60 120 240
SCALE IN FEET
N
New Int'l Terminal - Mezzanine Level
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AIRPORT LONG TERM COMPREHENSIVE PLAN
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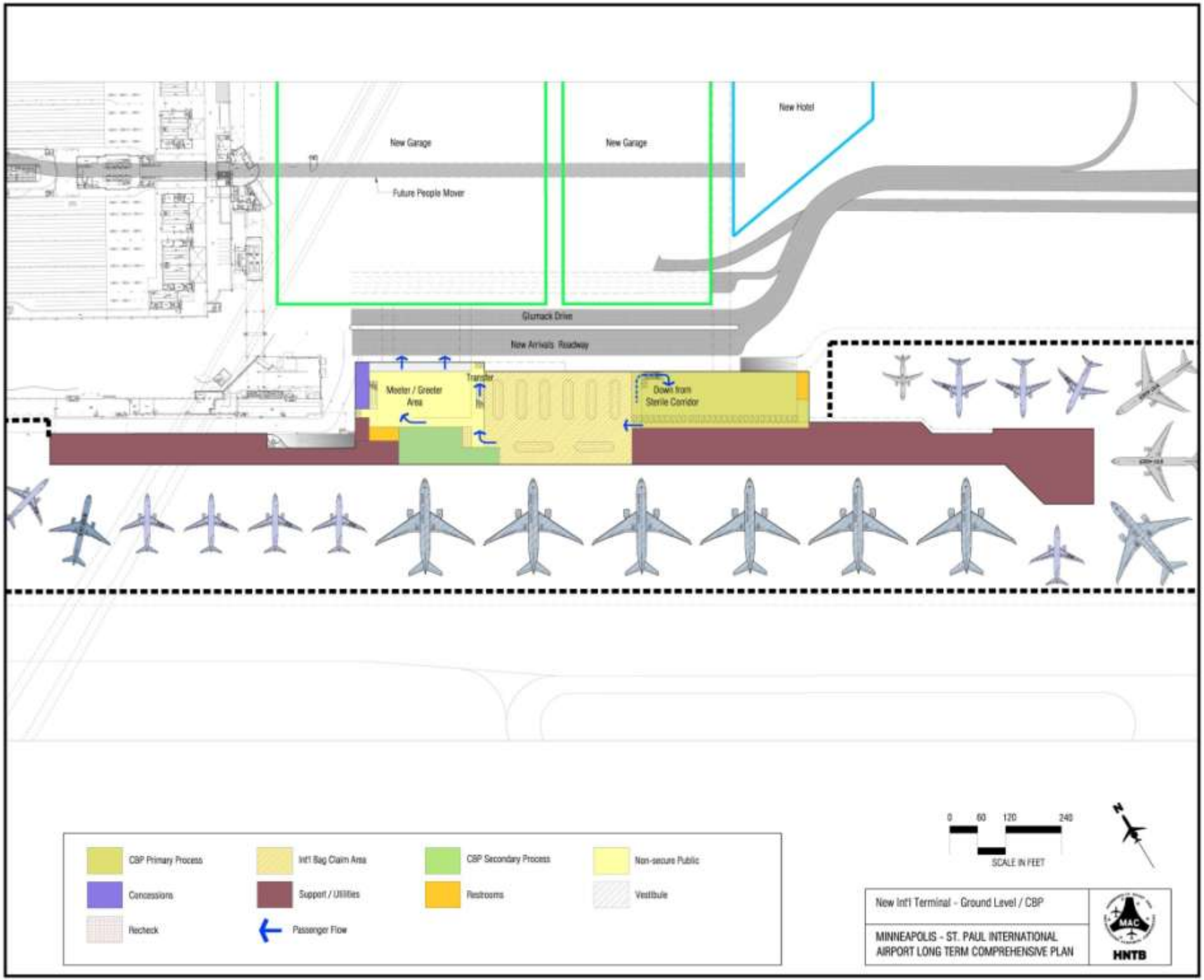
New Hotel
New Garage
New Garage
Future People Mover
Glumack Drive
New Arrivals Roadway
Meeter / Greeter Area
Transfer
Down from Sterile Corridor
CBP Primary Process
Int'l Bag Claim Area
CBP Secondary Process
Non-secure Public
Concessions
Support / Utilities
Restrooms
Vestibule
Recheck
Passenger Flow
0 60 120 240
SCALE IN FEET
N
New Int'l Terminal - Ground Level / CBP
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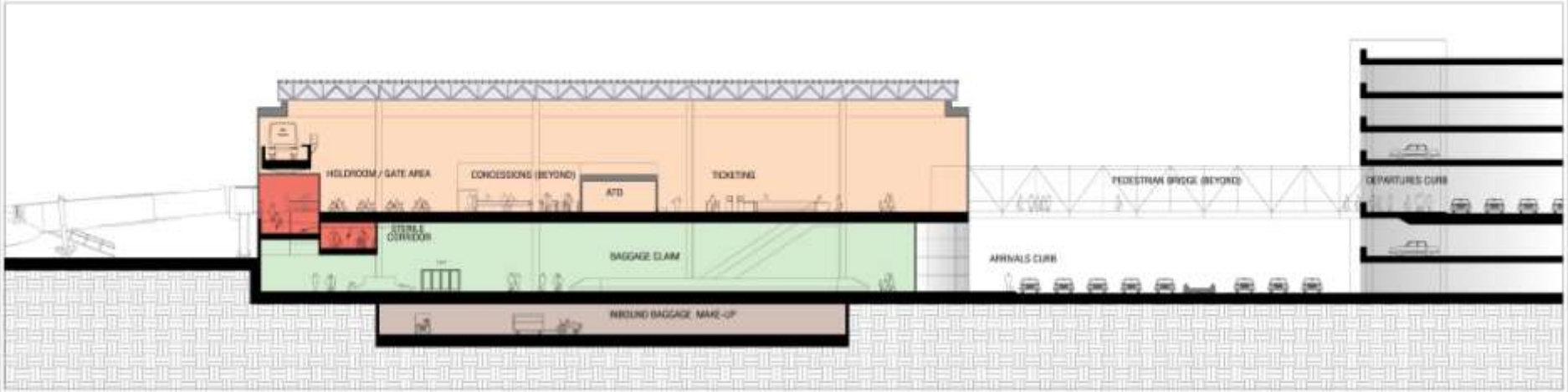
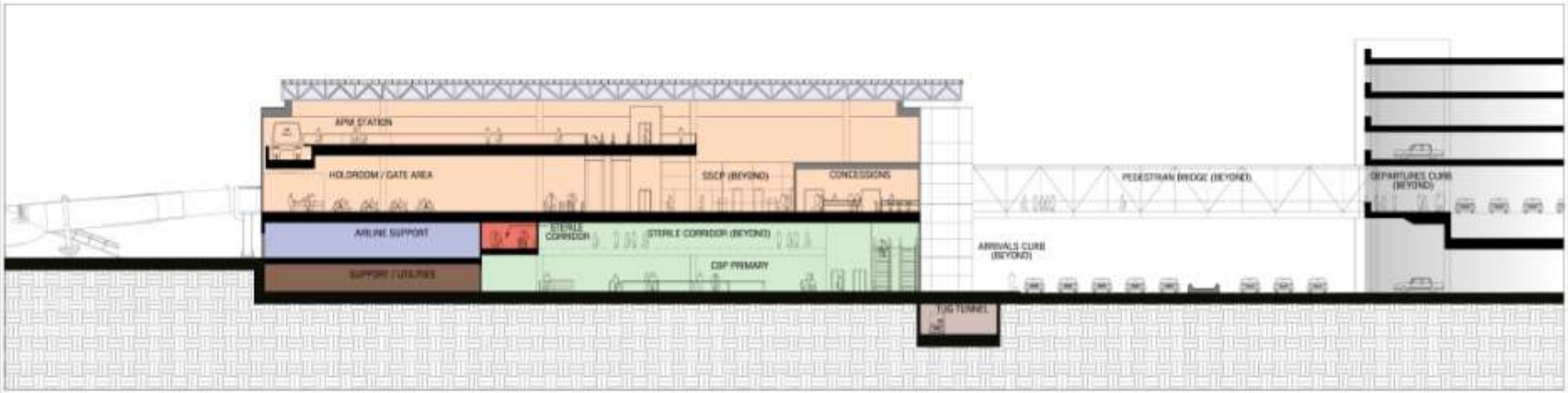
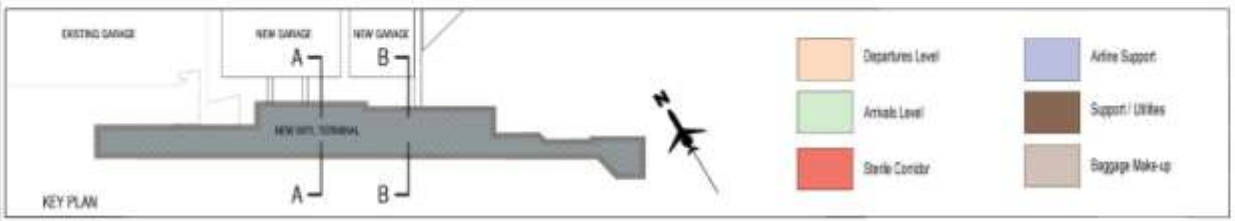


SECTION A-A



SECTION B-B



New Int'l Terminal – Sections

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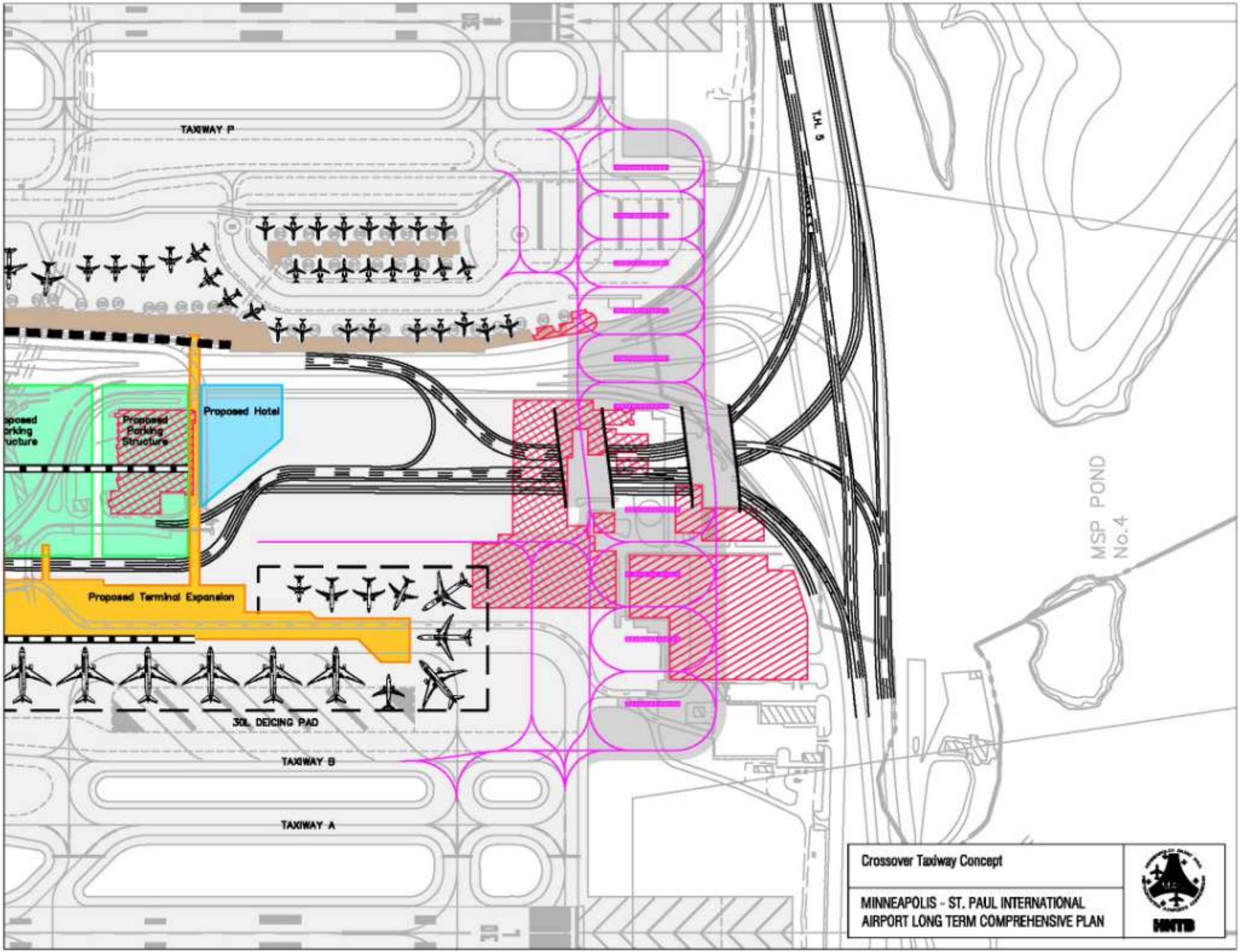
MAC

HNTB


TAXIWAY P
T.H. 5
Proposed Hotel
Proposed Parking Structure
Proposed Terminal Expansion
MSP POND No.4
30L DEICING PAD
TAXIWAY B
TAXIWAY A
Crossover Taxiway Concept
MINNEAPOLIS - ST. PAUL INTERNATIONAL AIRPORT LONG TERM COMPREHENSIVE PLAN
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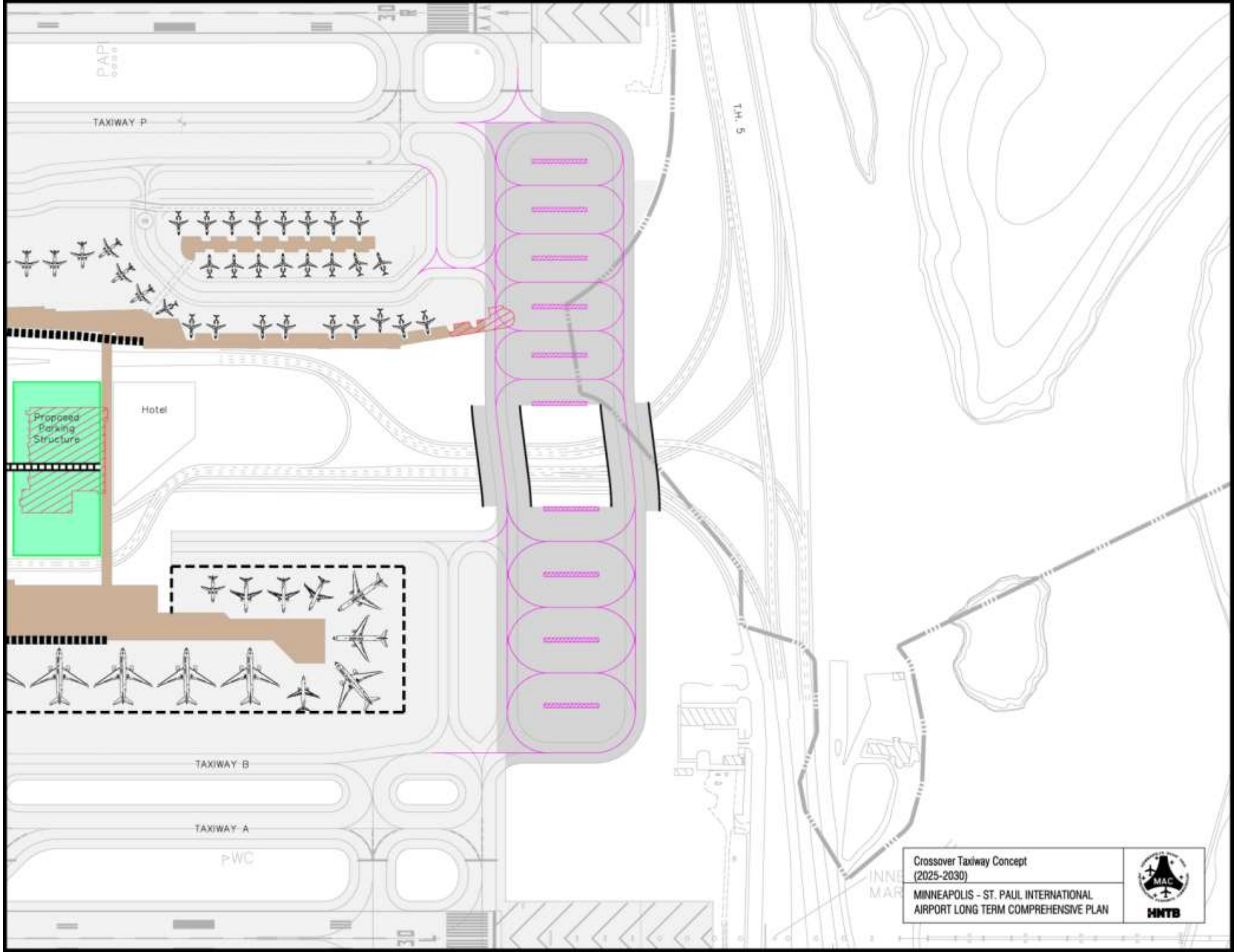
TAXIWAY P
T.H. 5
Proposed Parking Structure
Hotel
TAXIWAY B
TAXIWAY A
Crossover Taxiway Concept
(2025-2030)
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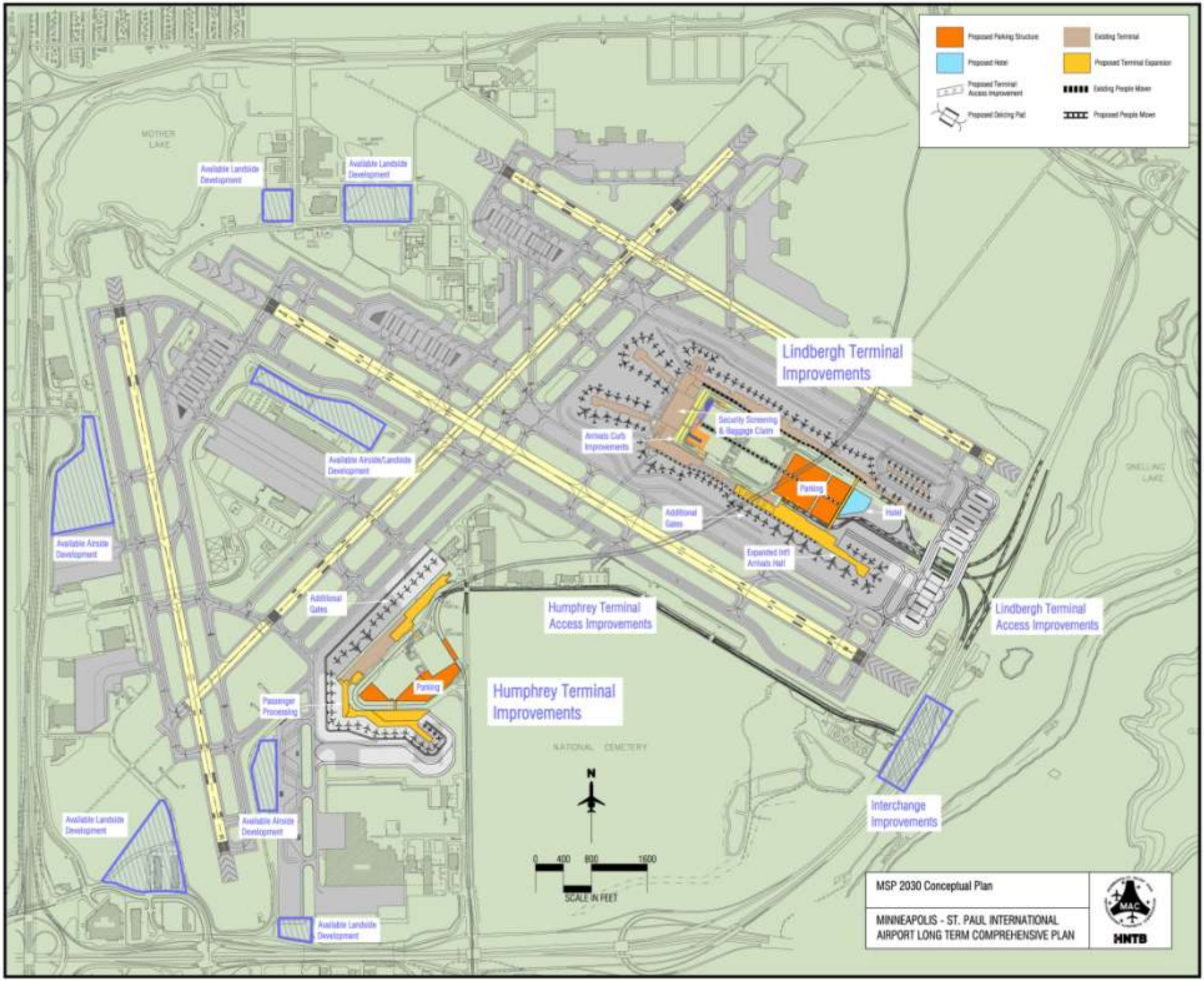
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Lindbergh Terminal Access Improvements
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Passenger Processing
Humphrey Terminal Improvements
NATIONAL CEMETERY
N
0 400 800 1600
SCALE IN FEET
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Available Landside Development
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