ST. PAUL
DOWNTOWN AIRPORT

Long-Term Plan 2045

STP AIRPORT LONG-TERM PLAN

Discover STP Meeting #2

Date: April 7, 2026

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DOWNTOWN AIRPORT

Long-Term Plan 2045

WELCOME REMARKS

Discover STP
Meeting #2

Kelly Gerads
Director of Reliever Airports
Metropolitan Airports Commission

METROPOLITAN AIRPORTS COMMISSION (MAC)

Eric Gilles
Director, Airport Planning
(MAC LTP Project Manager)

Blaine Peterson
STP Airport Manager

Michele Ross
Director, Stakeholder Engagement

Dan Hurley
Airport Planner

CONSULTANT TEAM | KIMLEY-HORN

Kimley»Horn

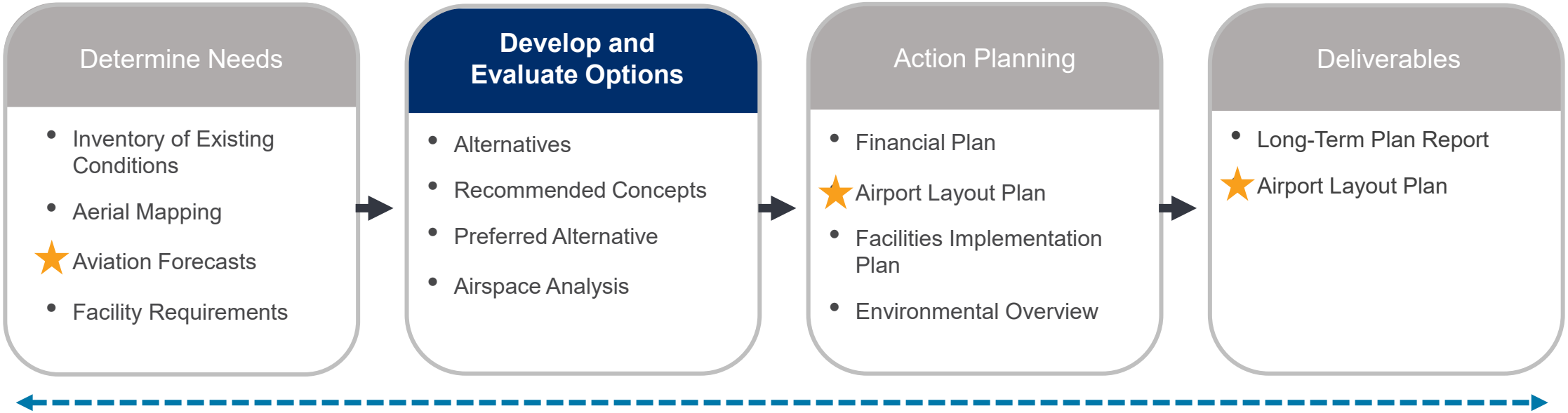
Zach Simons
Aviation Planner

Stefano Vicino
Aviation Planner

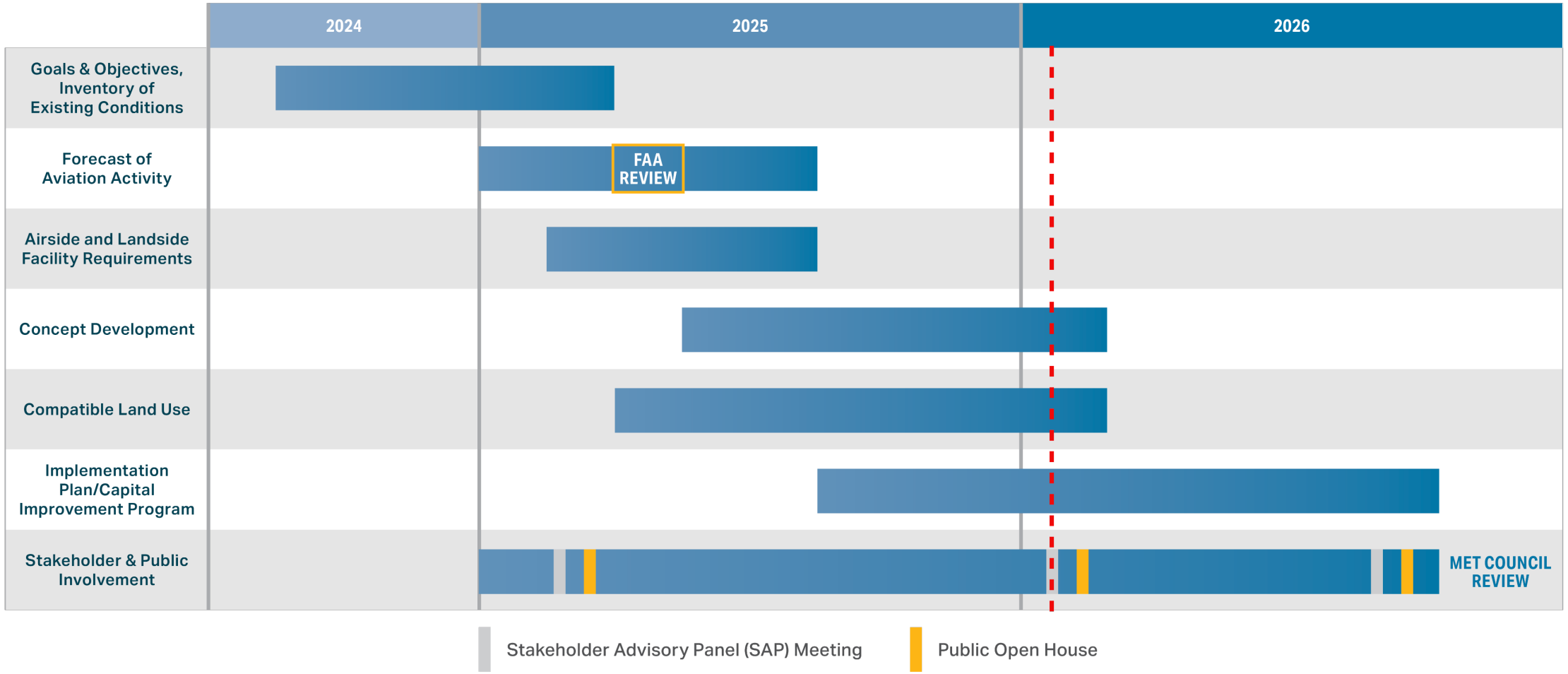
AGENDA

- [ ] Project Team Introductions
- [x] Long-Term Plan Overview
- [ ] Forecasts of Aviation Demand
- [ ] Facility Requirements
- [ ] Preliminary Airfield Alternatives
  - Runway 14/32 Alternatives
  - Hangar/Landside Concepts
- [ ] Next Steps
- [ ] Questions/Discussion

LONG-TERM PLANNING PROCESS



PROJECT SCHEDULE



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FORECASTS / CRITICAL AIRCRAFT

Year	Piston	Turboprop	Jet	Helicopter	Military	Total Based Aircraft	Total Operations
2024	21	9	53	3	11	97	42,476
2030 (PAL 1)	21	9	56	3	11	100	45,573
2035 (PAL 2)	22	10	58	3	11	104	46,973
2045 (PAL 3)	23	10	62	3	11	110	49,935
CAGR 2024-2045	**0.44%**	**0.61%**	**0.80%**	**0.61%**	**0%**	**0.61%**	**0.77%**

Sources:
FAA Terminal Area Forecast (TAF), 2024.
Metropolitan Airports Commission (MAC) Annual Reports (2014-2024).
Kimley-Horn, 2025.

14/32 **ARC: C-III**

Design Aircraft: **Gulfstream V**

13/31 **ARC: A-I Small**

Design Aircraft: **Cessna 172**

9/27 **ARC: A-I Small**

Design Aircraft: **Cessna 172**

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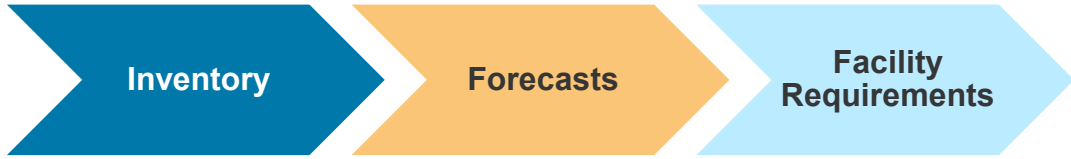
- [ ] Feedback/Survey

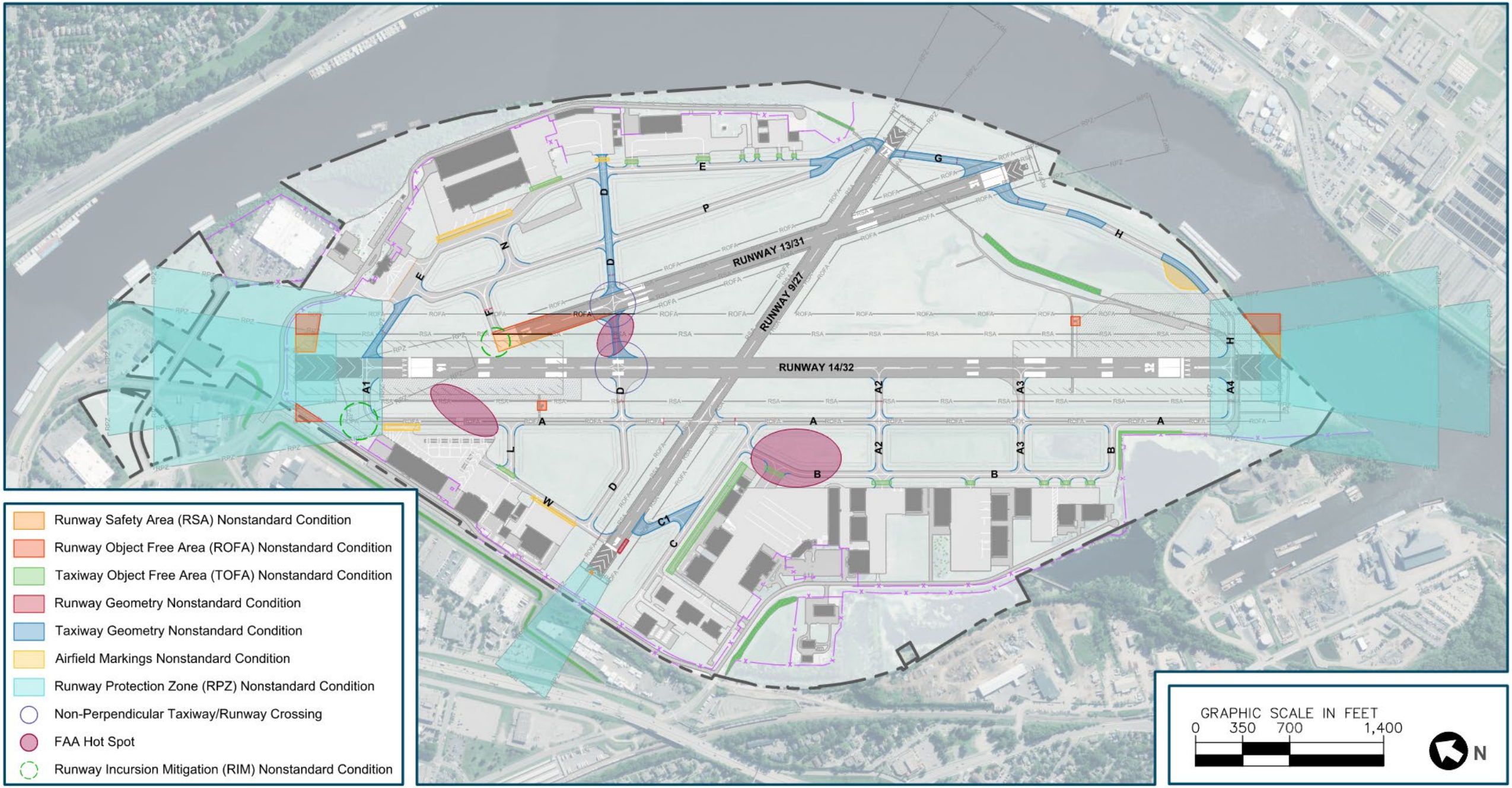
FACILITY REQUIREMENTS

- Assessment and determination of what facilities are needed to meet FAA design standards and accommodate forecasted aviation activity
- Key Focus Areas:
  - Meet FAA standards – seek modification of standards where appropriate
  - Eligibility of pavements for FAA grants
  - Adequate space for hangars and tenant needs
  - Floodwall impacts
  - Airspace impacts
  - Enhance airfield connectivity
  - Safety improvements/Runway Incursion Mitigation



Source: Metropolitan Airports Commission (MAC)

Facility Requirements – Standard Conditions



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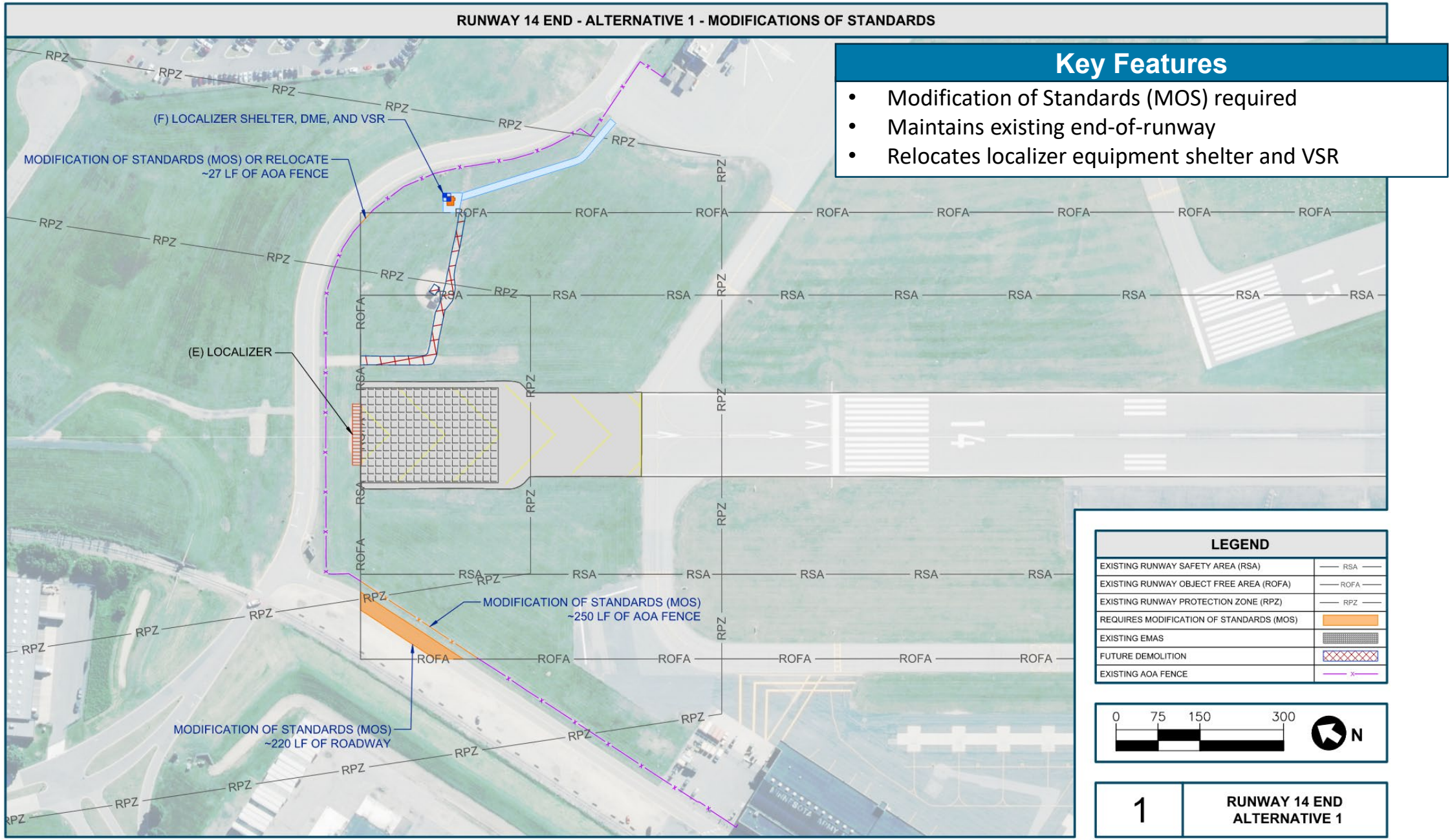
Development Alternatives Objectives

- Mitigate non-standard conditions to extent reasonable
- Consider cost reasonableness
- Maximize runway functionality in both standard and floodwall-deployed conditions
- Consider available land for future development
  - Existing constraints (floodwall) and proximity to river
- Focus on RWY 14/32 alternatives shouldn't be floodwall accreditation, but rather:
  - Maximize operational use under standard and floodwall-engaged configurations
  - Improve airfield connectivity
  - Incorporate additional permanent floodwall segments to improve overall flood protection

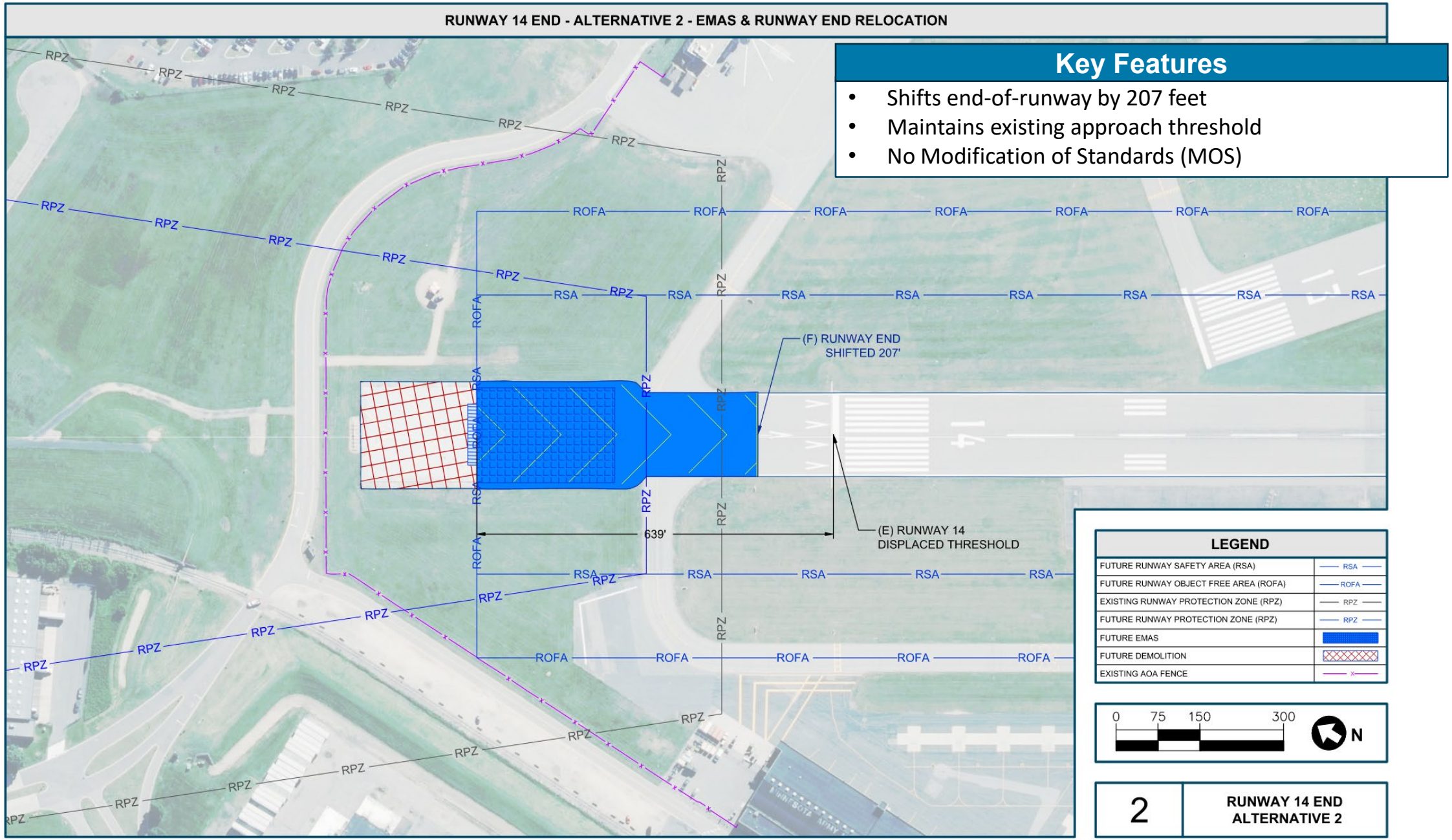
Runway 14 Alternative 1



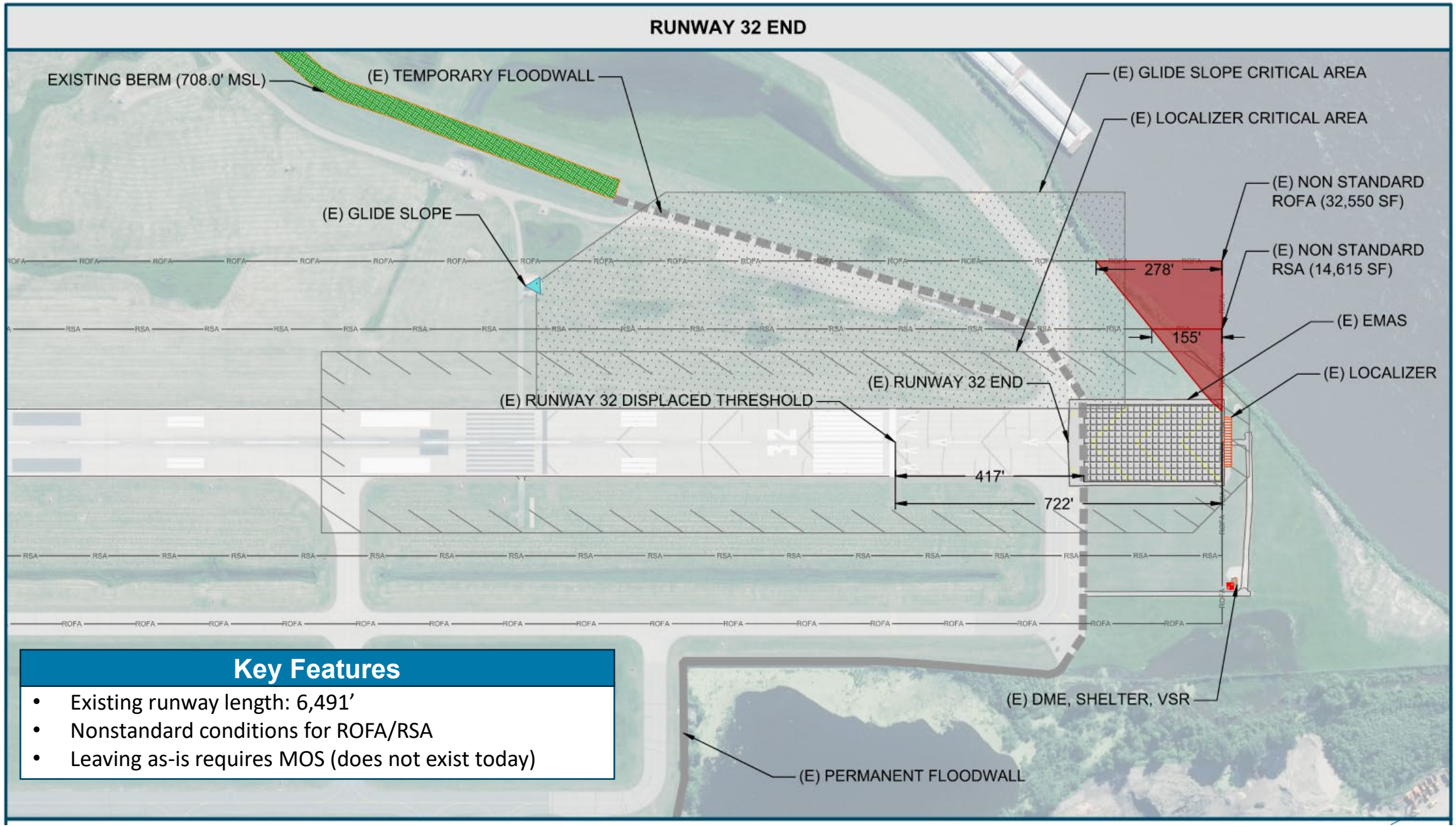
Key Features

- Modification of Standards (MOS) required
- Maintains existing end-of-runway
- Relocates localizer equipment shelter and VSR

Runway 14 Alternative 2



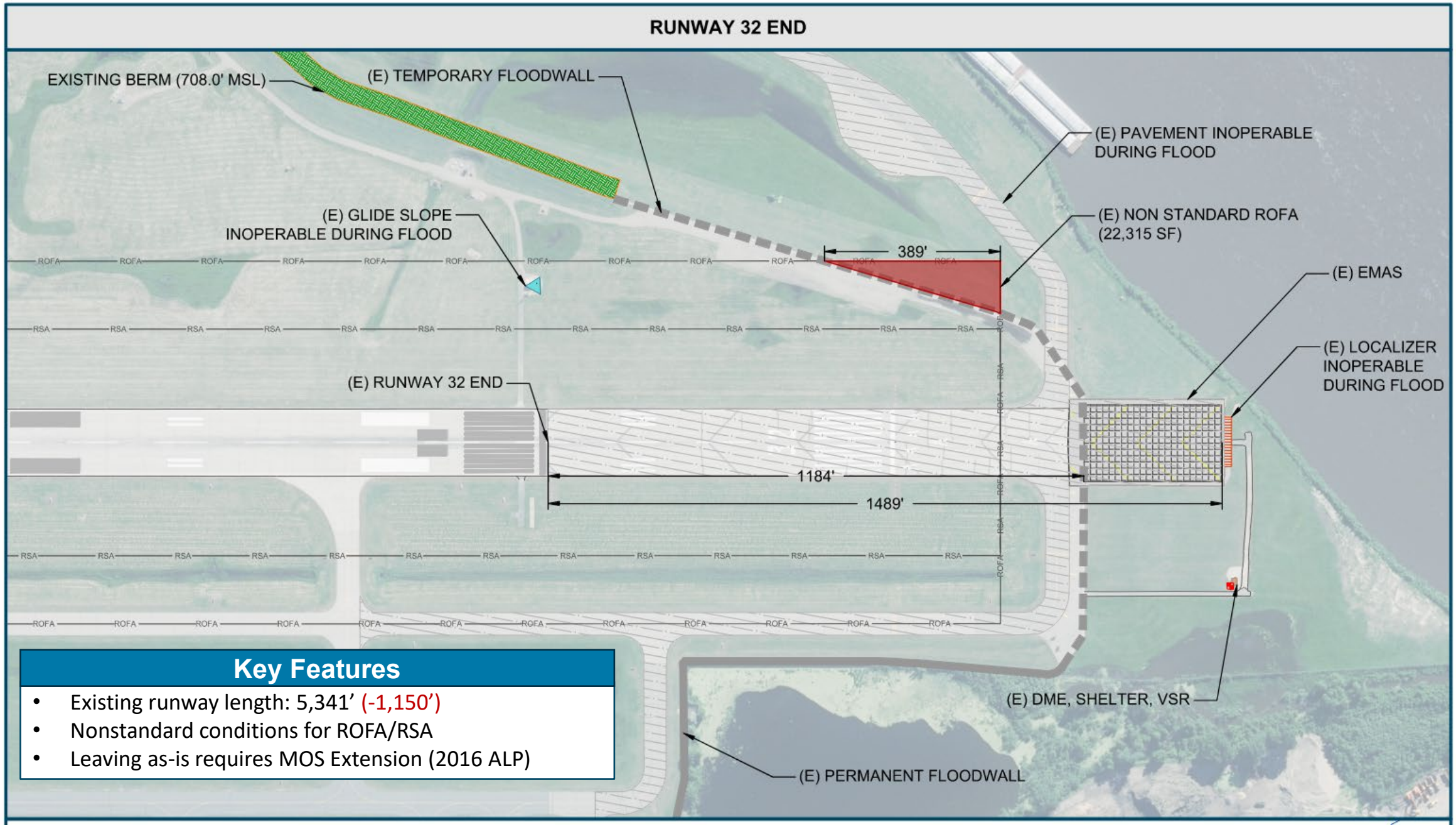
Runway 32 Existing Conditions (Floodwall Down)



Key Features

- Existing runway length: 6,491’
- Nonstandard conditions for ROFA/RSA
- Leaving as-is requires MOS (does not exist today)

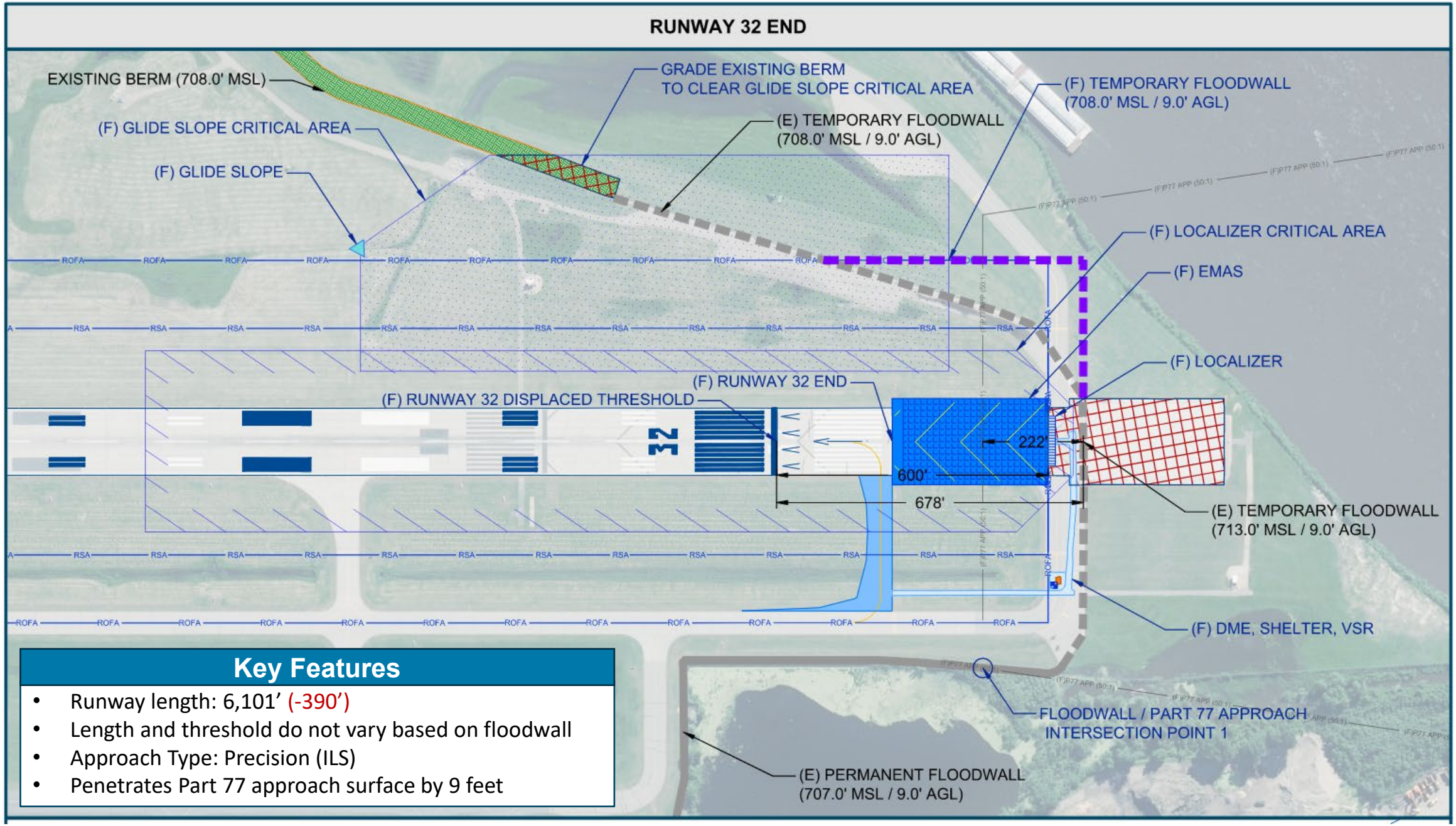
Runway 32 Existing Conditions (Floodwall Up)



Key Features

- Existing runway length: 5,341’ (-1,150’)
- Nonstandard conditions for ROFA/RSA
- Leaving as-is requires MOS Extension (2016 ALP)

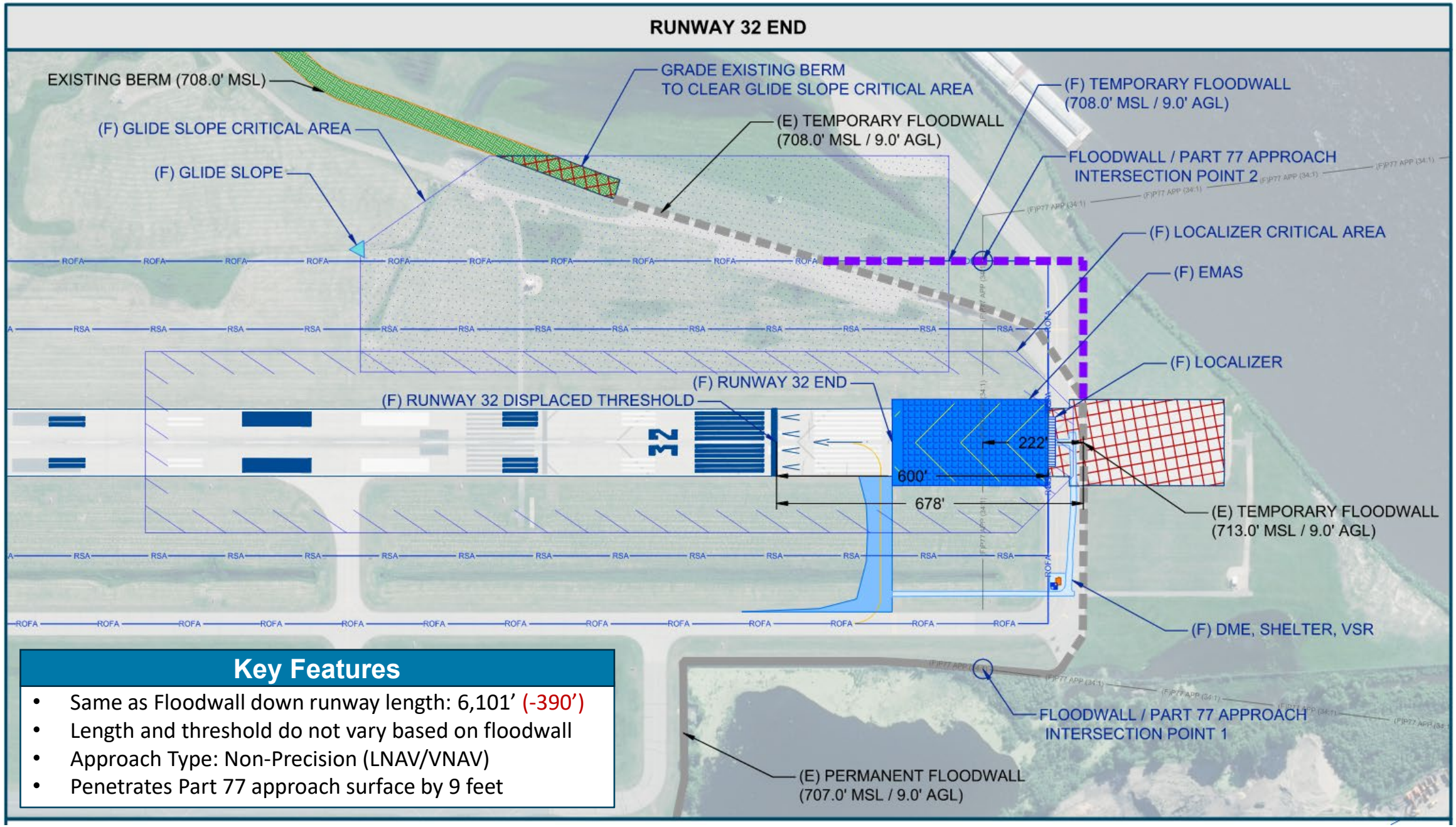
Runway 32 Alternative 1 (Floodwall Down)



Key Features

- Runway length: 6,101’ (-390’)
- Length and threshold do not vary based on floodwall
- Approach Type: Precision (ILS)
- Penetrates Part 77 approach surface by 9 feet

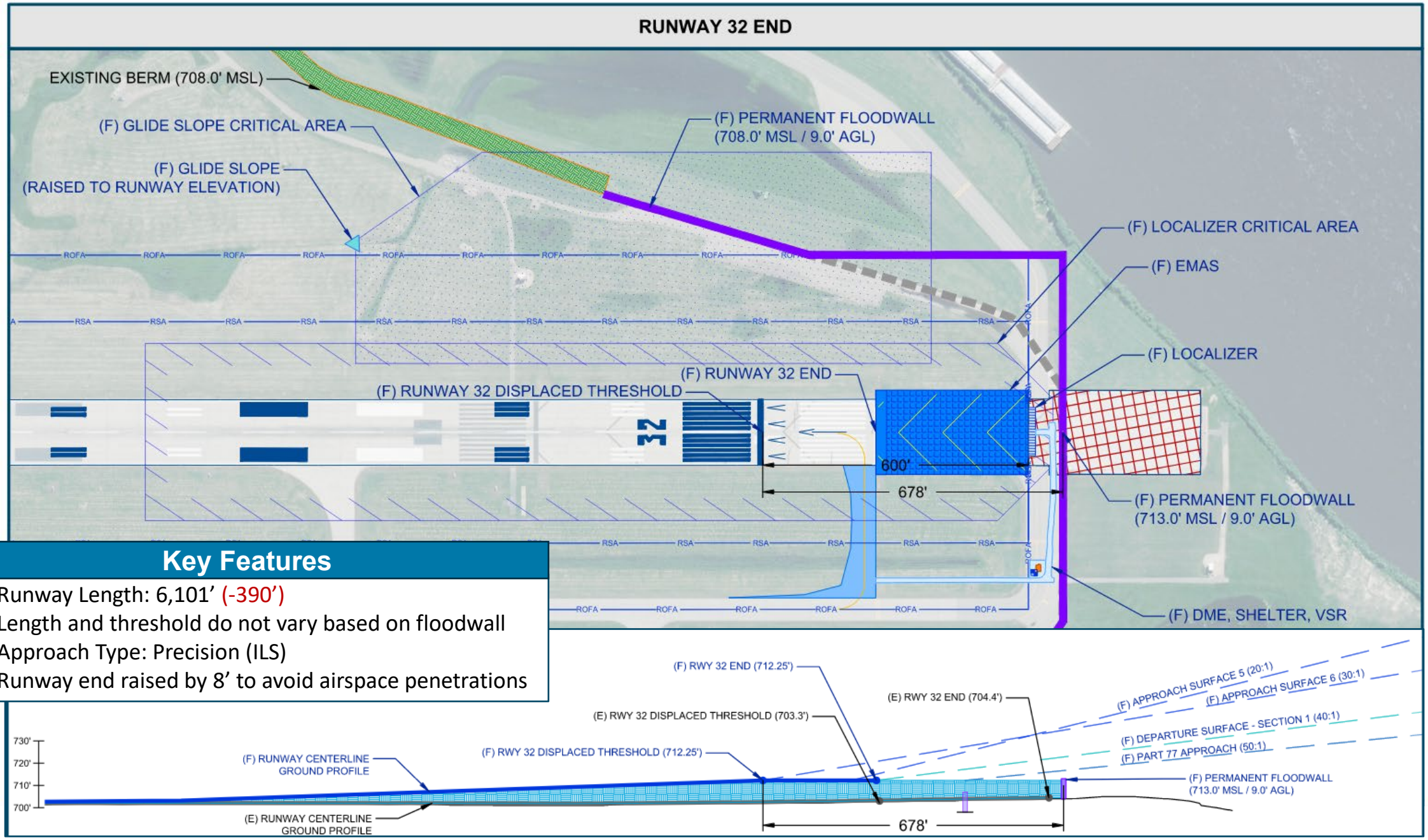
Runway 32 Alternative 1 (Floodwall Up)



Key Features

- Same as Floodwall down runway length: 6,101’ (-390’)
- Length and threshold do not vary based on floodwall
- Approach Type: Non-Precision (LNAV/VNAV)
- Penetrates Part 77 approach surface by 9 feet

Runway 32 Alternative 2 (Permanent Floodwall)



Key Features

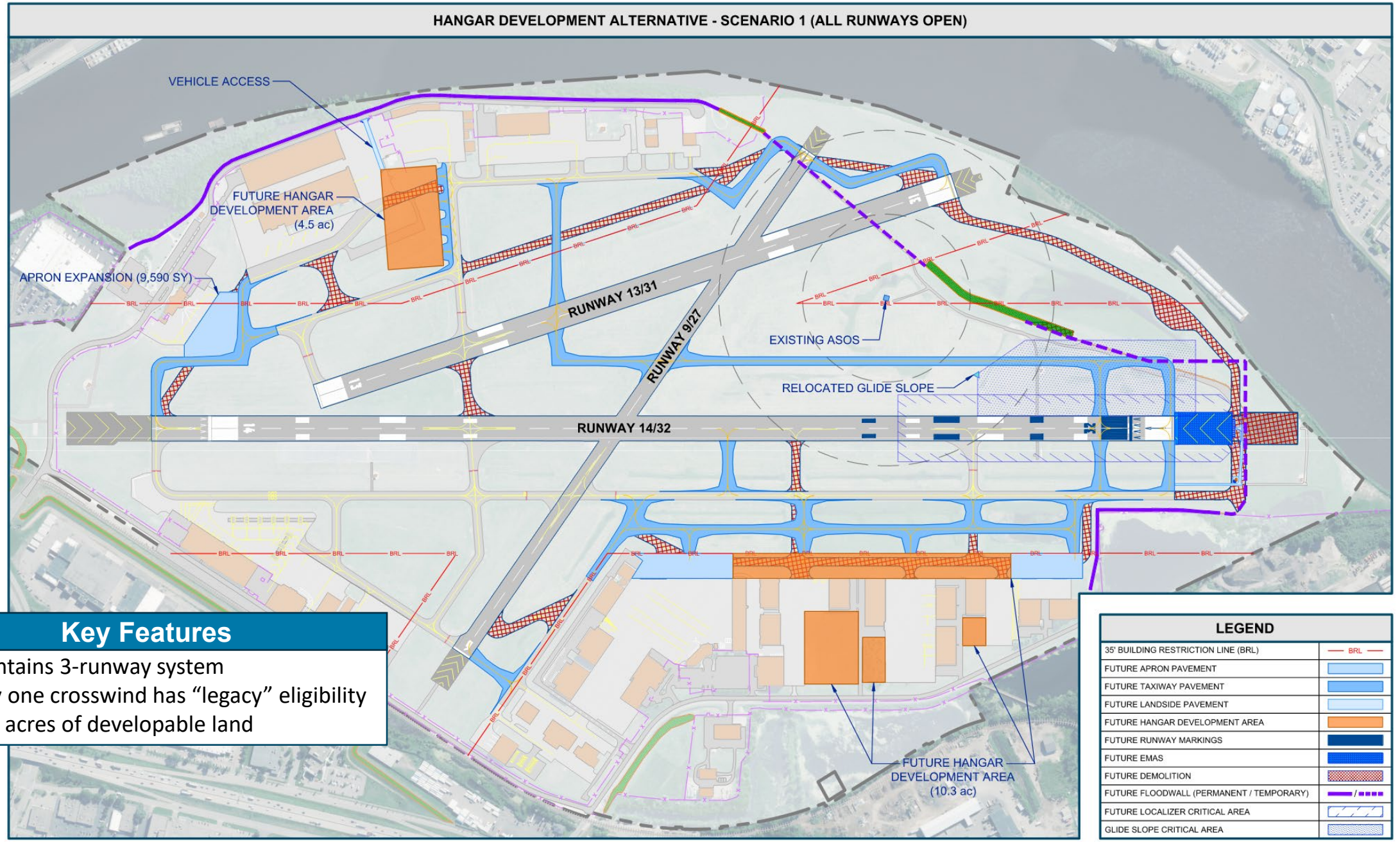
- Runway Length: 6,101’ (-390’)
- Length and threshold do not vary based on floodwall
- Approach Type: Precision (ILS)
- Runway end raised by 8’ to avoid airspace penetrations

Land Development Discussion

Why examine closure of RWY 13/31 or 9/27?

- Limited/no eligibility for FAA funding to keep both long-term
  - Frequency of usage is limited
- Primary Runway 14/32 has adequate wind coverage per FAA standards
- Space constrained for future growth opportunities
- Improve taxiway connectivity
- Mitigation of non-standard or irregular pavement geometry
- Current lengths are very limiting to aircraft type that can use them

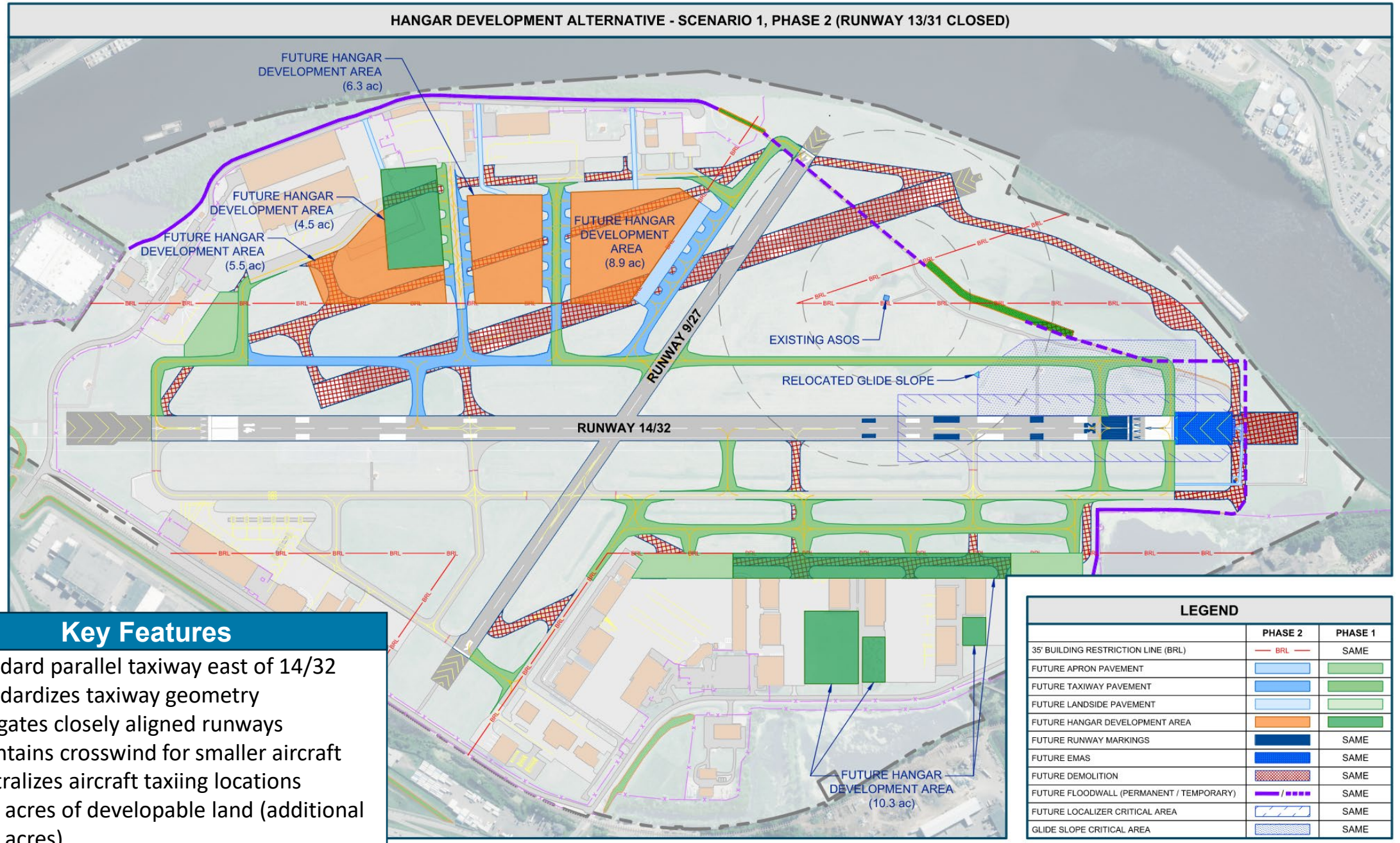
Airfield/Hangar Alternative 1 (All Runways Open)



Key Features

- Maintains 3-runway system
- Only one crosswind has “legacy” eligibility
- 14.8 acres of developable land

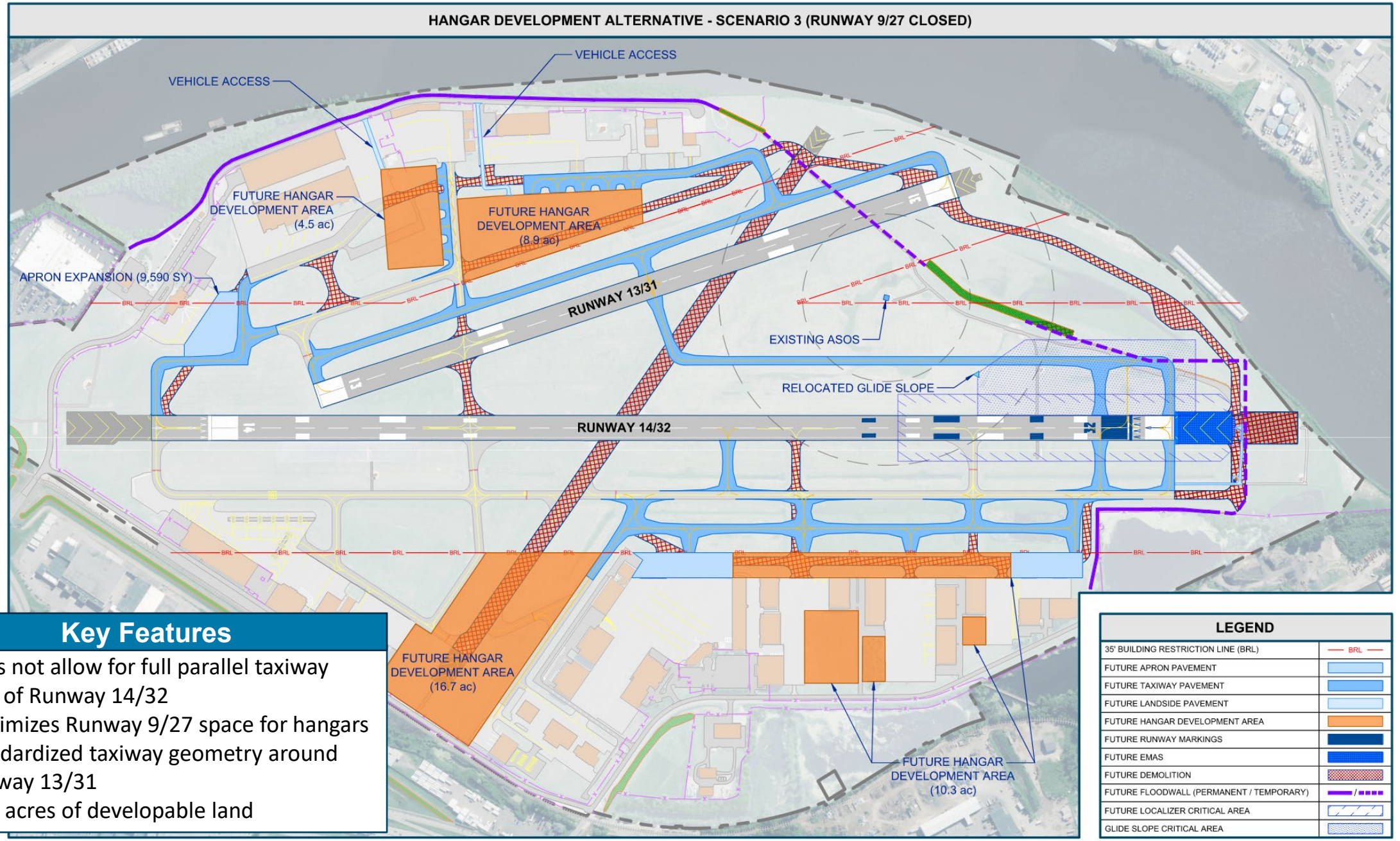
Airfield/Hangar Alternative 2 (Close Runway 13/31)



Key Features

- Standard parallel taxiway east of 14/32
- Standardizes taxiway geometry
- Mitigates closely aligned runways
- Maintains crosswind for smaller aircraft
- Centralizes aircraft taxiing locations
- 34.5 acres of developable land (additional 19.7 acres)

Airfield/Hangar Alternative 3 (Close Runway 9/27)



Key Features

- Does not allow for full parallel taxiway east of Runway 14/32
- Maximizes Runway 9/27 space for hangars
- Standardized taxiway geometry around Runway 13/31
- 40.4 acres of developable land

NEXT STEPS

LTP Development

- Consider tentative preferred alternatives
- Discuss preliminary recommendations with FAA
- Identify Project Costs and Phasing
- ALP Development

Stakeholder Engagement

- SAP and Discover STP Meetings (Tentative): *Aug./Sep. 2026*

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QUESTIONS / DISCUSSION

Please send additional questions and comments to:

eric.gilles@mspmac.org | MAC Project Manager

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THANK YOU!

MINNEAPOLIS SAINT PAUL METROPOLITAN AIRPORTS COMMISSION
MAC