

**ST. PAUL  
DOWNTOWN AIRPORT**

Long-Term Plan 2045

# STP AIRPORT LONG-TERM PLAN

**Discover STP Meeting #2**

Date: April 7, 2026



# ST. PAUL DOWNTOWN AIRPORT

Long-Term Plan 2045

## WELCOME REMARKS

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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**



**Long-Term Plan Overview**



**Forecasts of Aviation Demand**



**Facility Requirements**



**Preliminary Airfield Alternatives**

**Runway 14/32 Alternatives**

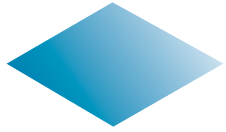
**Hangar/Landside Concepts**



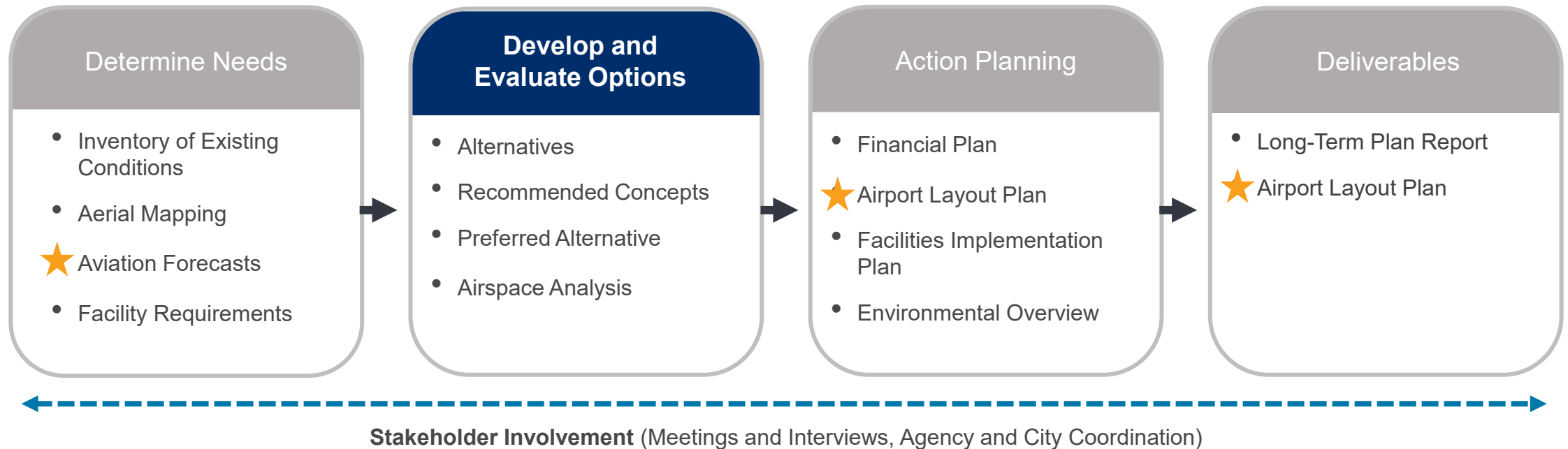
**Next Steps**



**Questions/Discussion**



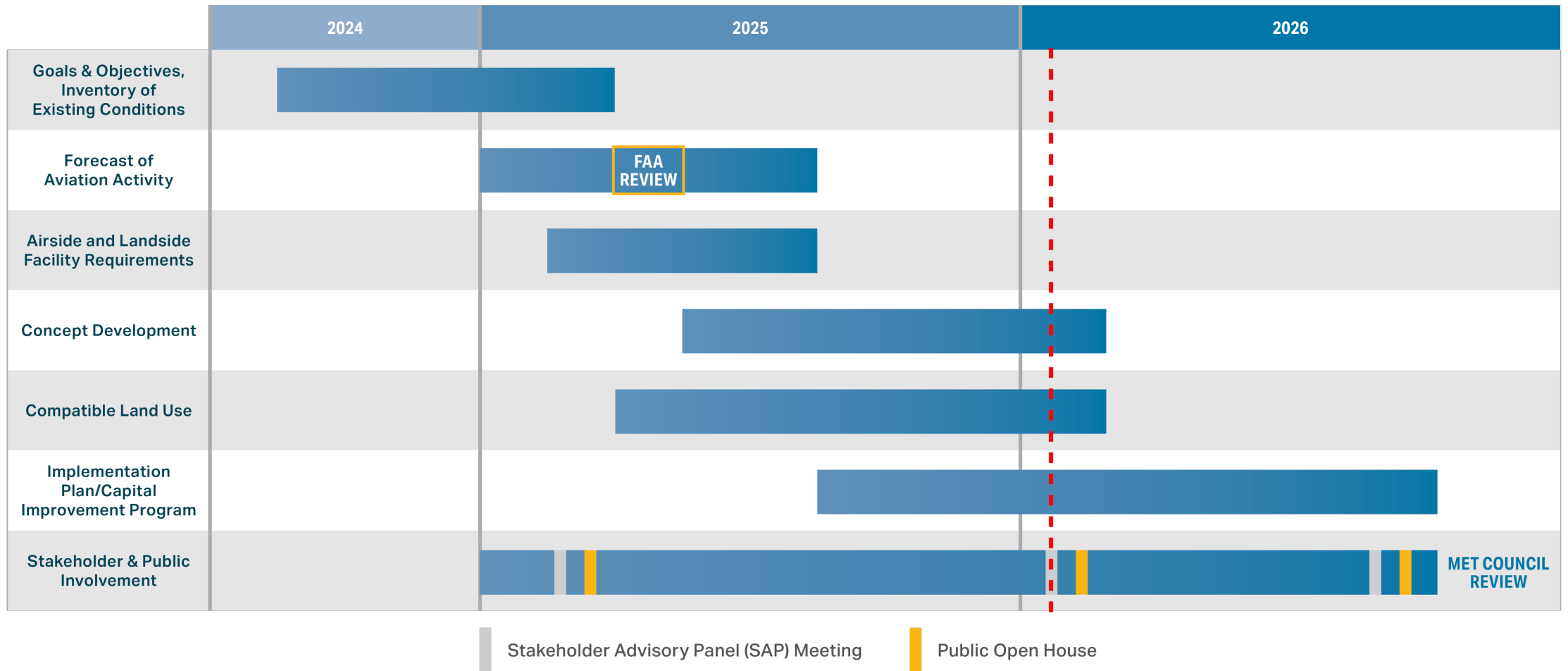
# LONG-TERM PLANNING PROCESS



★ Requires FAA Approval



# PROJECT SCHEDULE





# AGENDA



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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
<b>CAGR 2024-2045</b>	<b>0.44%</b>	<b>0.61%</b>	<b>0.80%</b>	<b>0.61%</b>	<b>0%</b>	<b>0.61%</b>	<b>0.77%</b>

**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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**Next Steps**

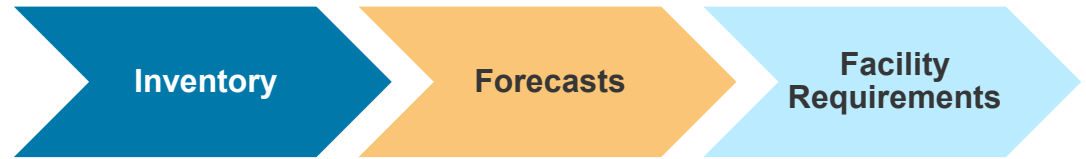


**Feedback/Survey**



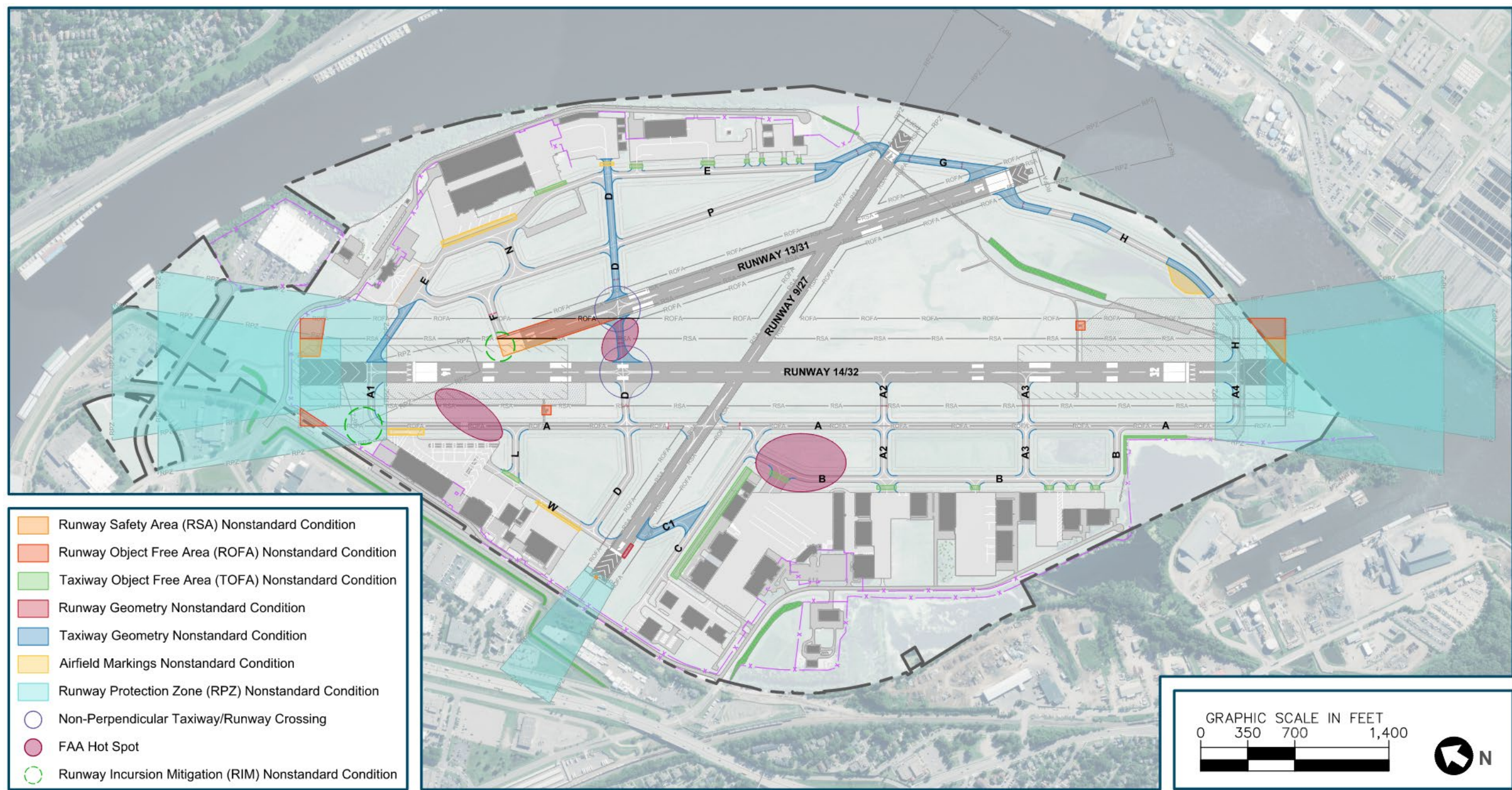
# FACILITY REQUIREMENTS

- 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





# AGENDA



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**Next Steps**



**Questions/Discussion**



# Development Alternatives Objectives

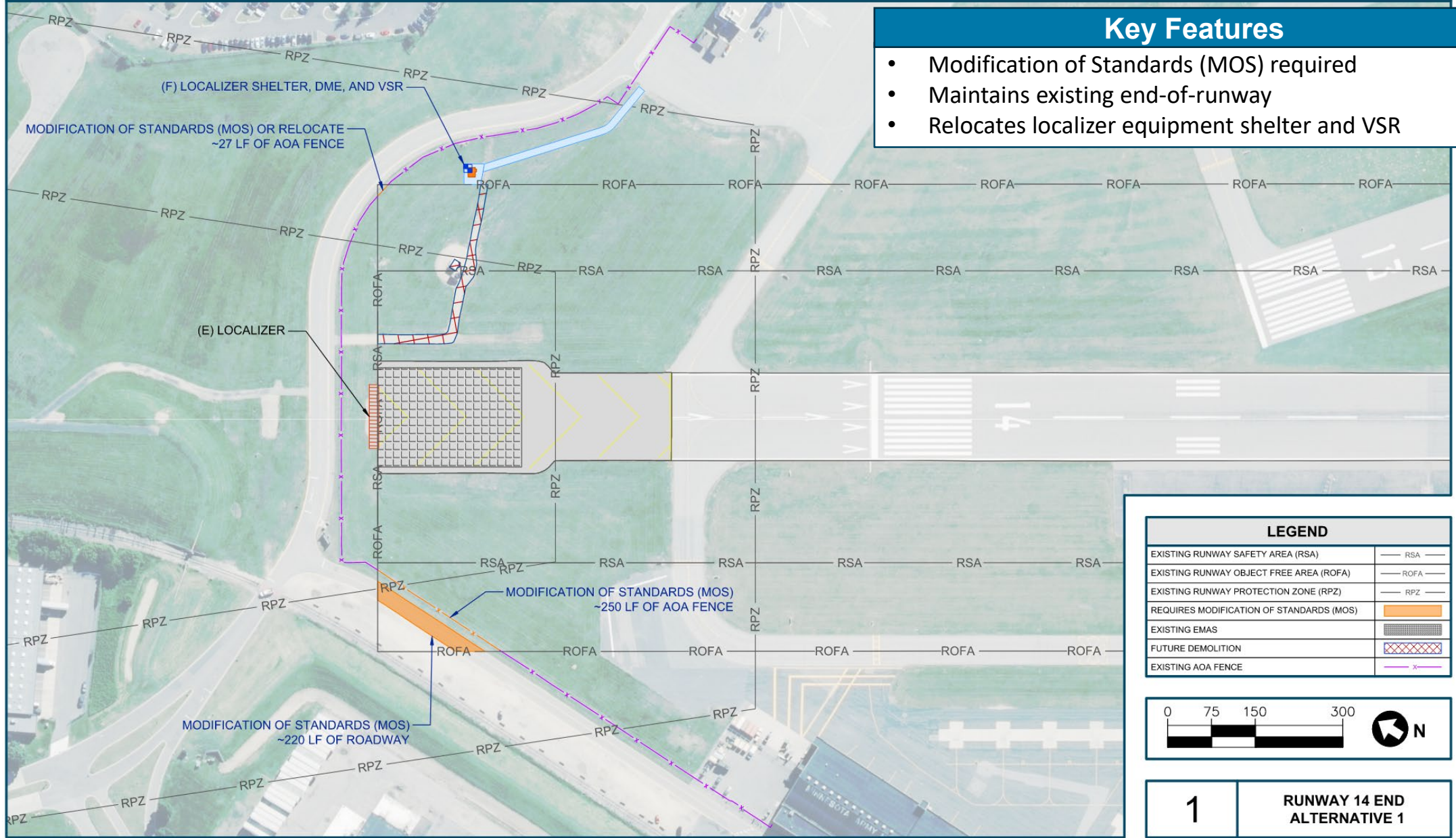
- Mitigate non-standard conditions to extent reasonable
- Consider cost reasonableness
- Maximize runway functionality in both standard and floodwall-deployed conditions
- Consider available land for future development
  - Existing constraints (floodwall) and proximity to river
- Focus on RWY 14/32 alternatives 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

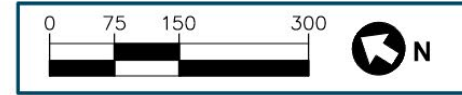
## RUNWAY 14 END - ALTERNATIVE 1 - MODIFICATIONS OF STANDARDS

### Key Features

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



LEGEND	
EXISTING RUNWAY SAFETY AREA (RSA)	— RSA —
EXISTING RUNWAY OBJECT FREE AREA (ROFA)	— ROFA —
EXISTING RUNWAY PROTECTION ZONE (RPZ)	— RPZ —
REQUIRES MODIFICATION OF STANDARDS (MOS)	Orange shaded area
EXISTING EMAS	Grid pattern
FUTURE DEMOLITION	Hatched pattern
EXISTING AOA FENCE	Purple line with 'X'

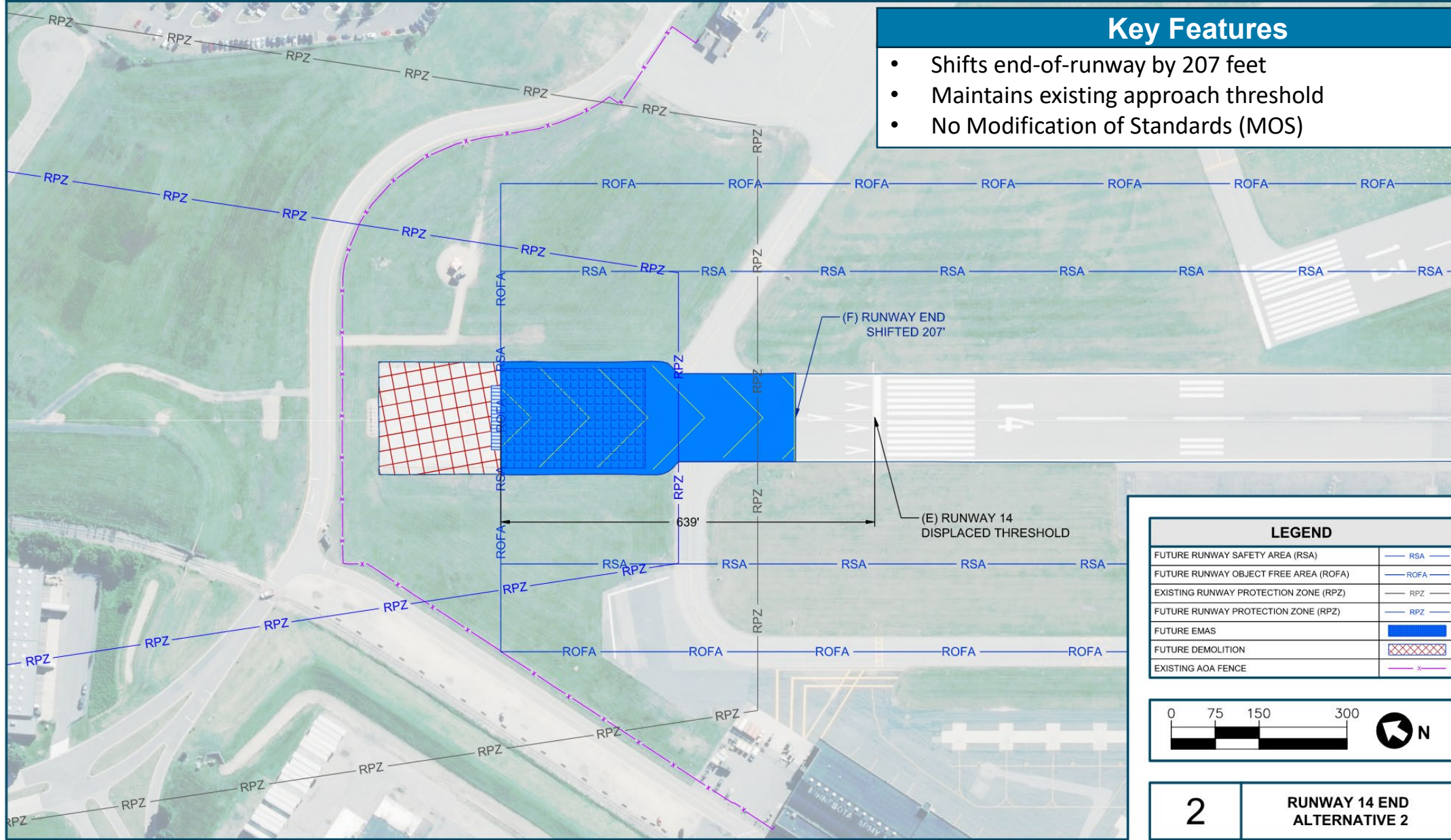


# Runway 14 Alternative 2

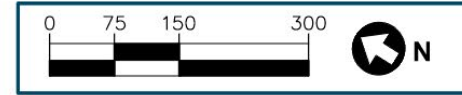
## RUNWAY 14 END - ALTERNATIVE 2 - EMAS & RUNWAY END RELOCATION

### Key Features

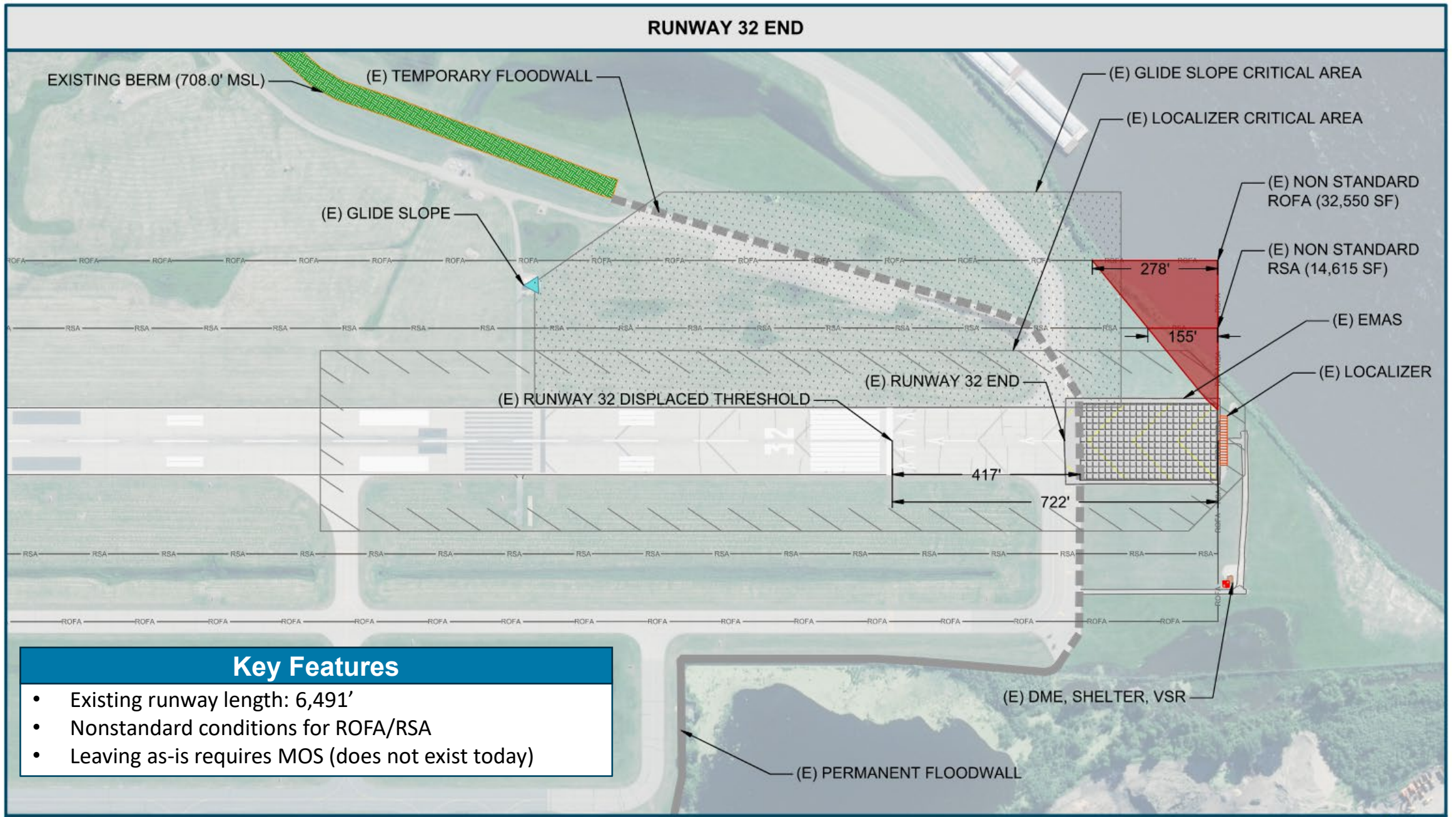
- Shifts end-of-runway by 207 feet
- Maintains existing approach threshold
- No Modification of Standards (MOS)



LEGEND	
FUTURE RUNWAY SAFETY AREA (RSA)	— RSA —
FUTURE RUNWAY OBJECT FREE AREA (ROFA)	— ROFA —
EXISTING RUNWAY PROTECTION ZONE (RPZ)	— RPZ —
FUTURE RUNWAY PROTECTION ZONE (RPZ)	— RPZ —
FUTURE EMAS	[Blue shaded area]
FUTURE DEMOLITION	[Red grid pattern]
EXISTING AOA FENCE	— x —



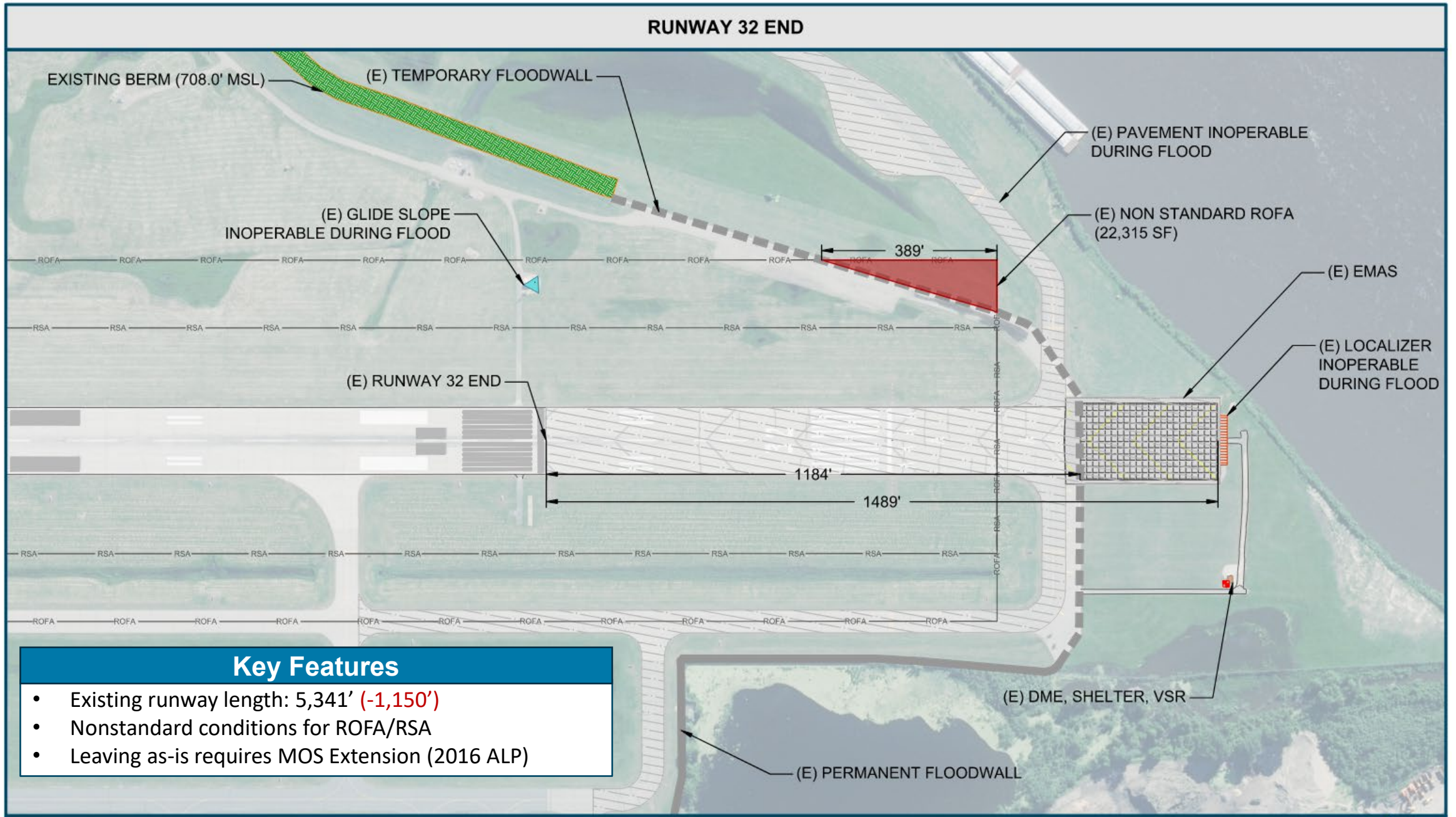
# Runway 32 Existing Conditions (Floodwall Down)



## 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)

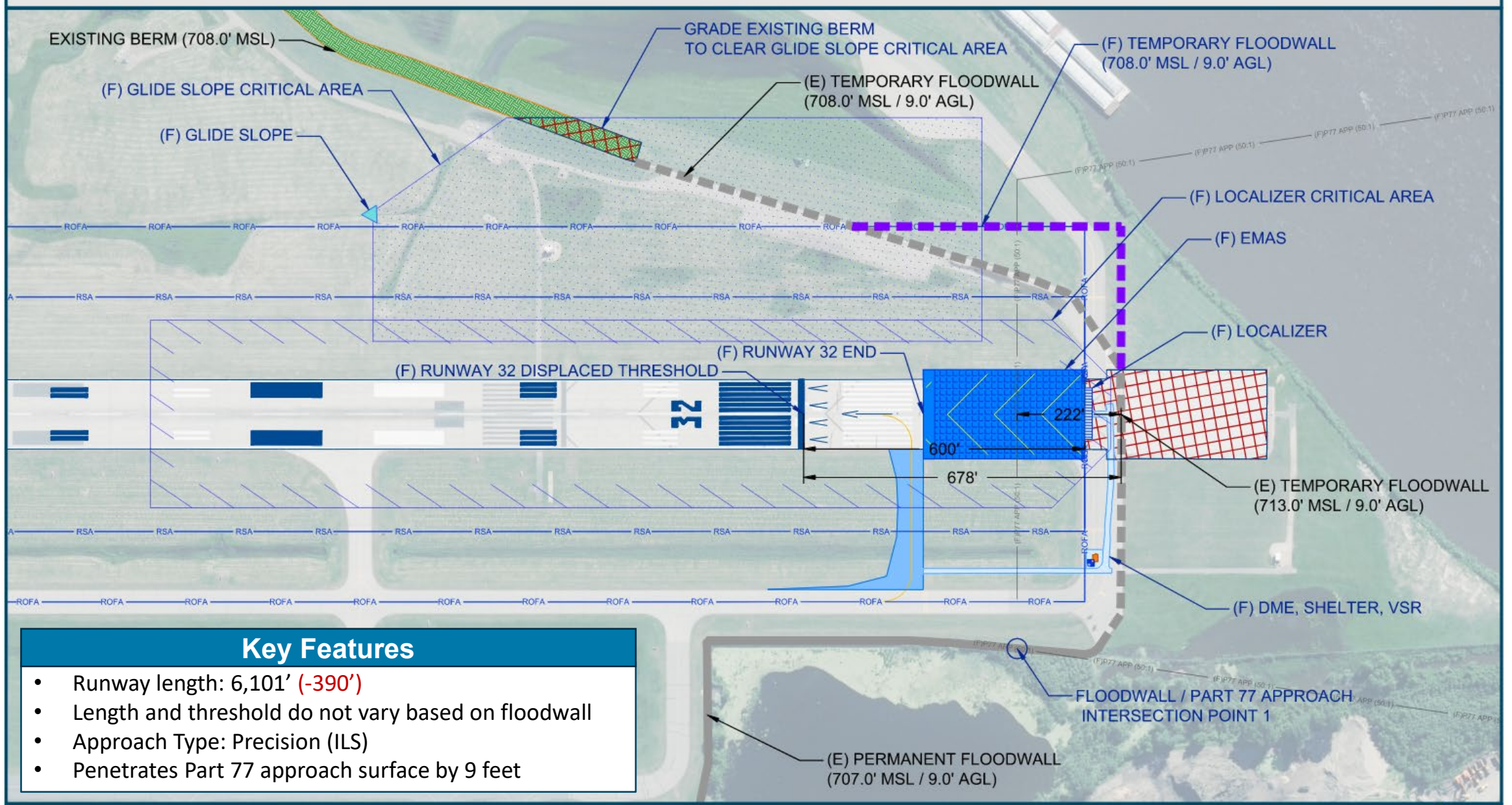


## Key Features

- 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)

## RUNWAY 32 END

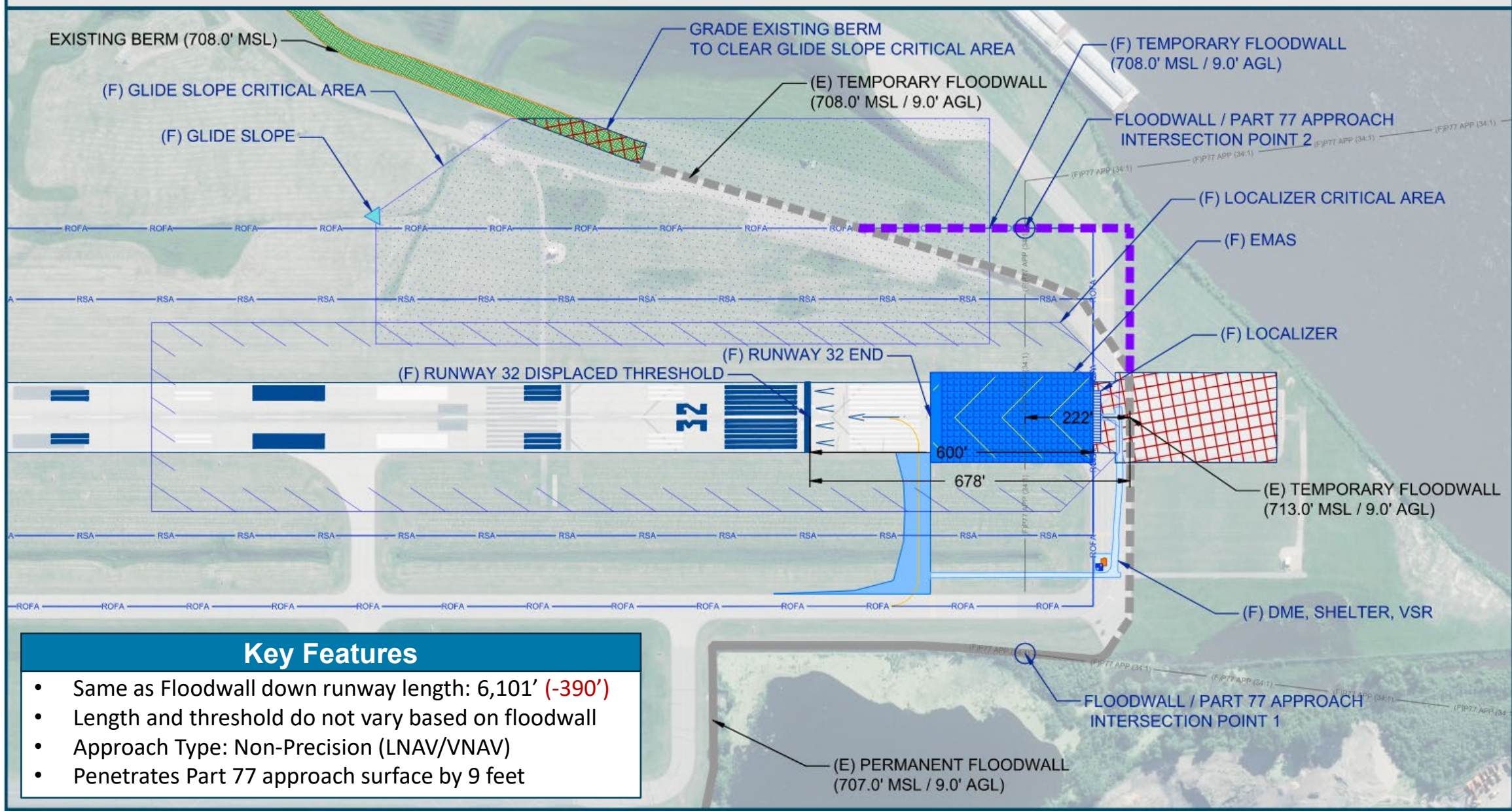


### Key Features

- 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)

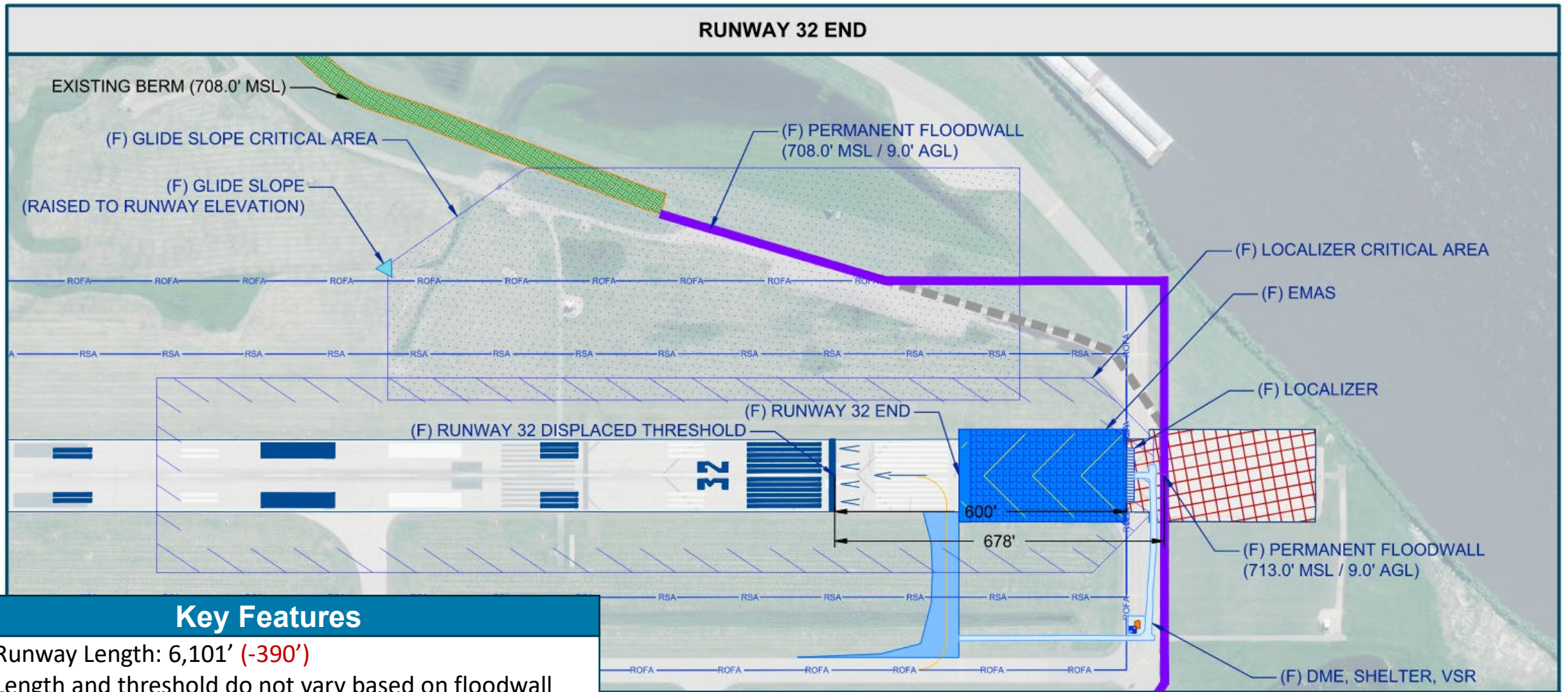
## RUNWAY 32 END



### Key Features

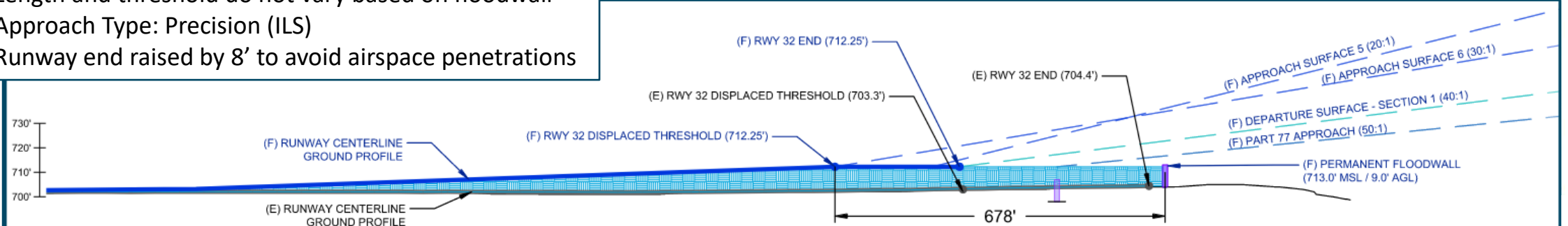
- Same as Floodwall down runway length: 6,101' (-390')
- Length and threshold do not vary based on floodwall
- Approach Type: Non-Precision (LNAV/VNAV)
- Penetrates Part 77 approach surface by 9 feet

# 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





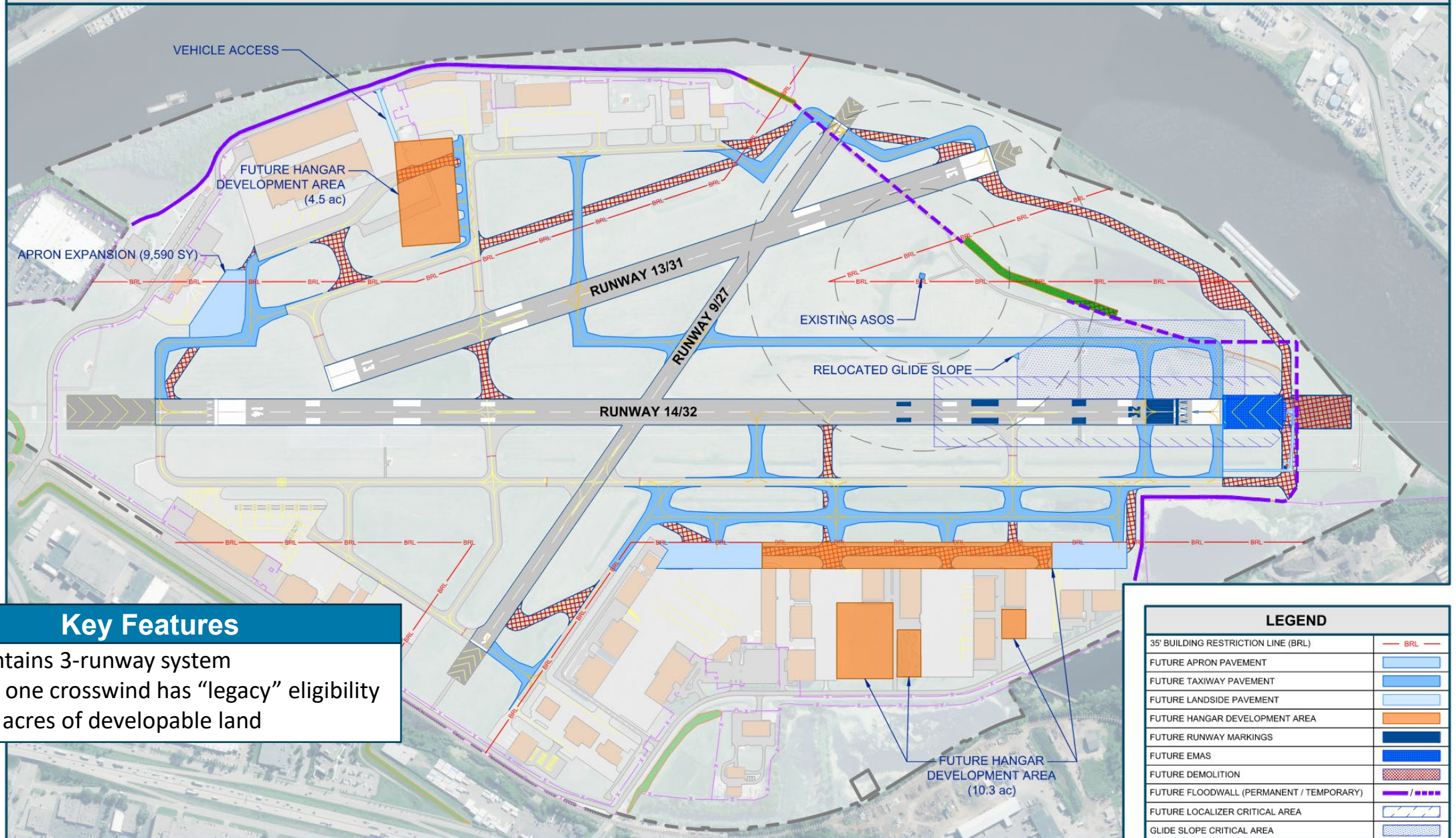
# Land Development Discussion

## 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)

HANGAR DEVELOPMENT ALTERNATIVE - SCENARIO 1 (ALL RUNWAYS OPEN)



## Key Features

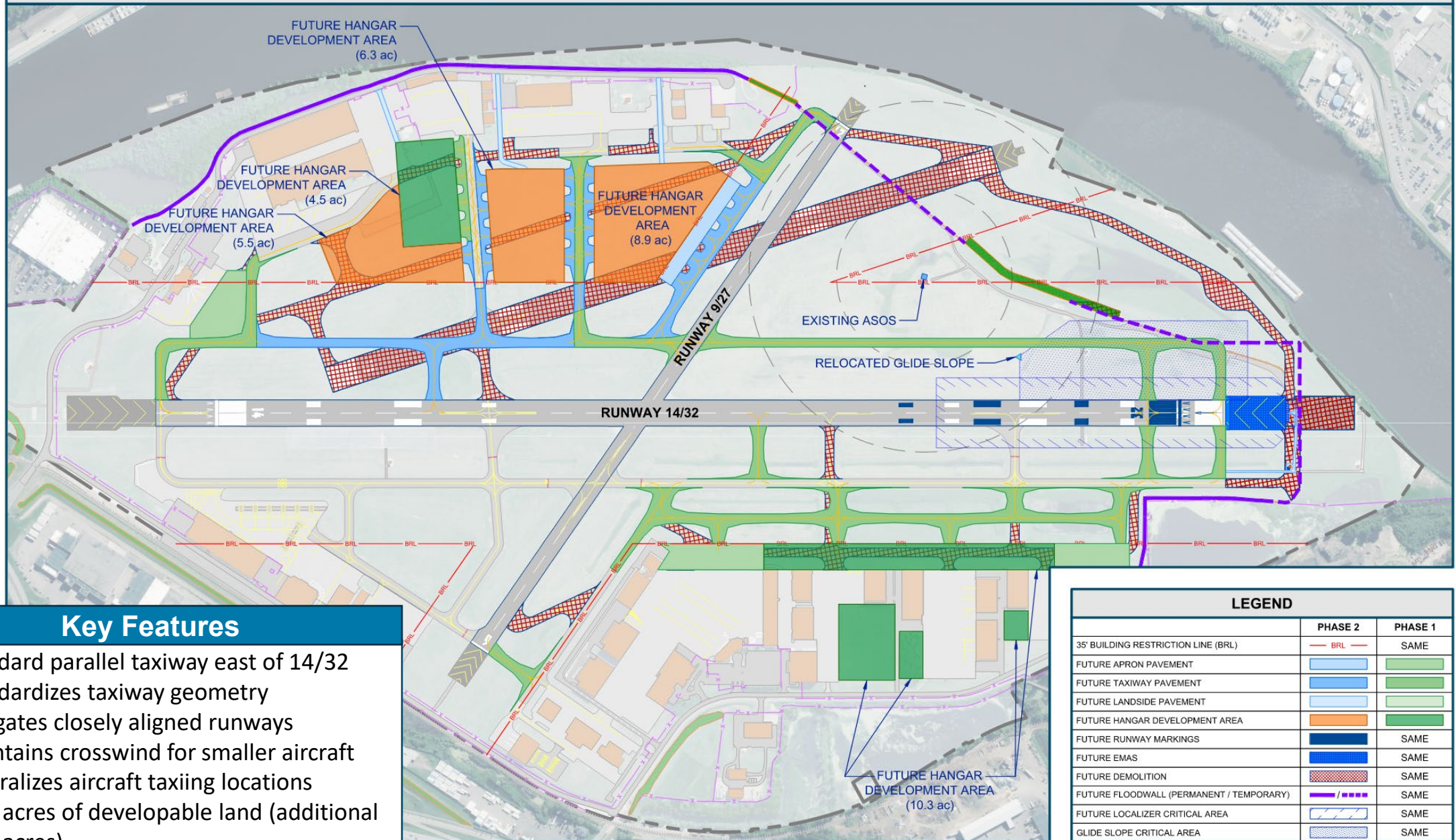
- Maintains 3-runway system
- Only one crosswind has “legacy” eligibility
- 14.8 acres of developable land

## LEGEND

35' BUILDING RESTRICTION LINE (BRL)	— BRL —
FUTURE APRON PAVEMENT	[Light Blue Box]
FUTURE TAXIWAY PAVEMENT	[Medium Blue Box]
FUTURE LANDSIDE PAVEMENT	[Lightest Blue Box]
FUTURE HANGAR DEVELOPMENT AREA	[Orange Box]
FUTURE RUNWAY MARKINGS	[Dark Blue Box]
FUTURE EMAS	[Blue Box with Diagonal Lines]
FUTURE DEMOLITION	[Red Hatched Box]
FUTURE FLOODWALL (PERMANENT / TEMPORARY)	[Purple Dashed Line]
FUTURE LOCALIZER CRITICAL AREA	[Blue Box with Diagonal Lines]
GLIDE SLOPE CRITICAL AREA	[Blue Box with Stippled Pattern]

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

HANGAR DEVELOPMENT ALTERNATIVE - SCENARIO 1, PHASE 2 (RUNWAY 13/31 CLOSED)



## Key Features

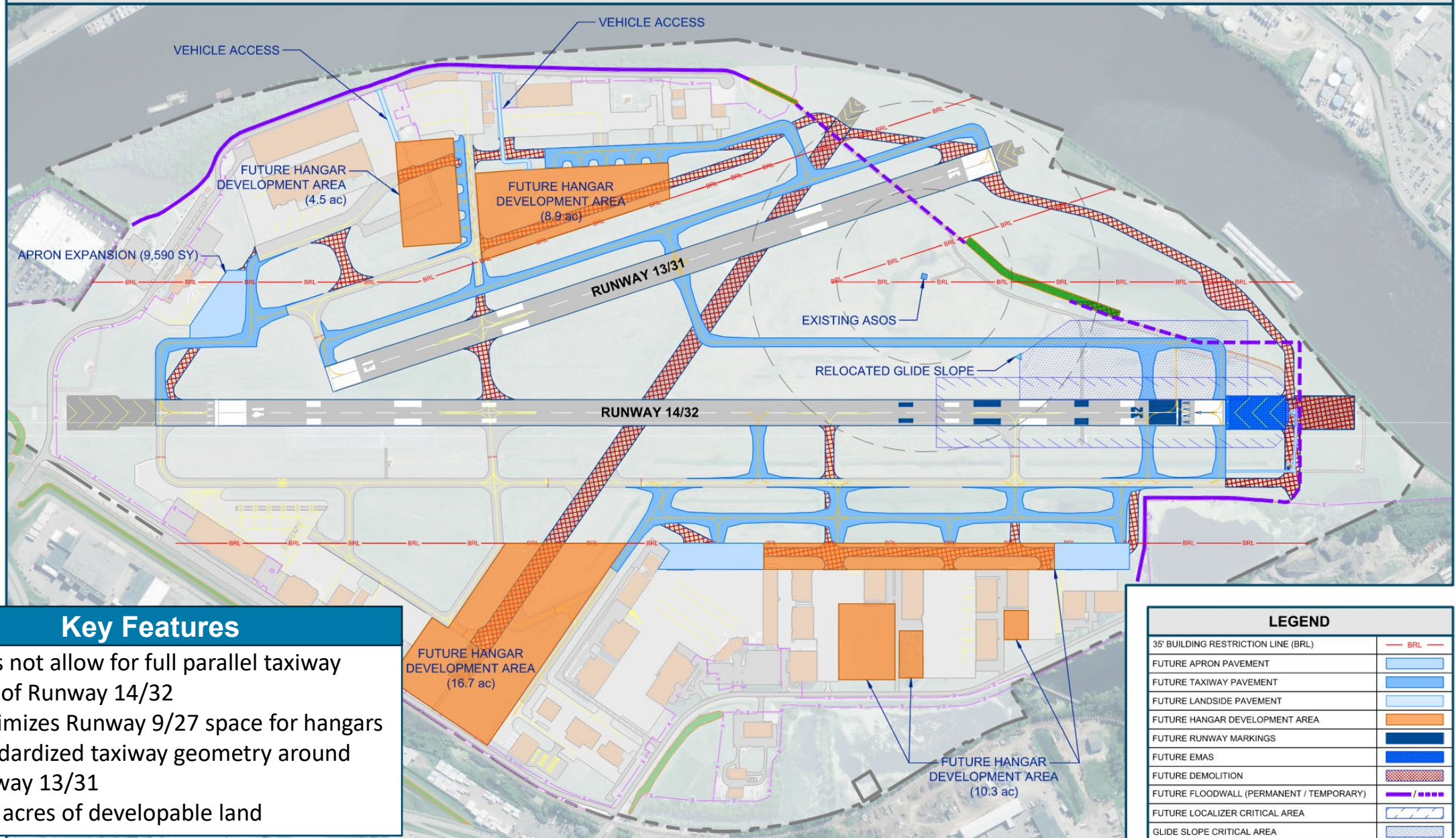
- Standard parallel taxiway east of 14/32
- Standardizes taxiway geometry
- Mitigates closely aligned runways
- Maintains crosswind for smaller aircraft
- Centralizes aircraft taxiing locations
- 34.5 acres of developable land (additional 19.7 acres)

## LEGEND

	PHASE 2	PHASE 1
35' BUILDING RESTRICTION LINE (BRL)	— BRL —	SAME
FUTURE APRON PAVEMENT	[Light Blue Box]	[Light Green Box]
FUTURE TAXIWAY PAVEMENT	[Medium Blue Box]	[Medium Green Box]
FUTURE LANDSIDE PAVEMENT	[Light Blue Box]	[Light Green Box]
FUTURE HANGAR DEVELOPMENT AREA	[Orange Box]	[Green Box]
FUTURE RUNWAY MARKINGS	[Dark Blue Box]	SAME
FUTURE EMAS	[Blue Box]	SAME
FUTURE DEMOLITION	[Red Hatched Box]	SAME
FUTURE FLOODWALL (PERMANENT / TEMPORARY)	[Purple / Dashed Purple Box]	SAME
FUTURE LOCALIZER CRITICAL AREA	[Blue Hatched Box]	SAME
GLIDE SLOPE CRITICAL AREA	[Green Hatched Box]	SAME

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

HANGAR DEVELOPMENT ALTERNATIVE - SCENARIO 3 (RUNWAY 9/27 CLOSED)



## 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

LEGEND	
35' BUILDING RESTRICTION LINE (BRL)	— BRL —
FUTURE APRON PAVEMENT	[Light Blue Box]
FUTURE TAXIWAY PAVEMENT	[Medium Blue Box]
FUTURE LANDSIDE PAVEMENT	[Lightest Blue Box]
FUTURE HANGAR DEVELOPMENT AREA	[Orange Box]
FUTURE RUNWAY MARKINGS	[Dark Blue Box]
FUTURE EMAS	[Blue Box with Diagonal Lines]
FUTURE DEMOLITION	[Red Hatched Box]
FUTURE FLOODWALL (PERMANENT / TEMPORARY)	[Purple Dashed Line]
FUTURE LOCALIZER CRITICAL AREA	[Blue Box with Diagonal Lines]
GLIDE SLOPE CRITICAL AREA	[Blue Box with Dotted Pattern]



# 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

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Please send additional questions and comments to:

[eric.gilles@mspm.org](mailto:eric.gilles@mspm.org) | MAC Project Manager



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**THANK YOU!**

