

# Metropolitan Airports Commission



## Planning Development and Environment Committee

Regular Monthly Meeting Amendment # 1

Monday, March 05, 2012

11:00 am

**[Metroairports.org](http://Metroairports.org)**

[www.metroairports.org](http://www.metroairports.org)



## MSP 2020 IMPROVEMENTS

Environmental Assessment (EA) /  
Environmental Assessment Worksheet (EAW)

March 5, 2012 MAC- Planning, Development and  
Environment Committee Update Briefing



# Presentation Overview

Background

Purpose and Need

Alternatives

Affected Environment/Environmental  
Consequences

Mitigation

Public and Agency Involvement and  
Next Steps



# Background

## MSP 2030 Long Term Comprehensive Plan Update

### 2030 LTCP Update

- 4 Identified the development needed to ~~((Y&A))~~ commercial air transport demand through 2030
- 4 Initial basis for defining the Proposed Action
- 4 LTCP Enplanements and Operations forecast was updated for the EA/EAW to incorporate aviation related changes:
  - 4 Lagging economic recovery
  - 4 Merger of SouthWest and AirTran
  - 4 Changes in airline fleet mix





# Why an EA/EAW

- ‡ All federal agencies must examine the environmental consequences of **federal actions** and conduct a decision-making process that incorporates public input
- ‡ Environmental Assessment (EA) ±selected by FAA as the level of environmental documentation required per environmental regulations
  - ‡ Proposed action does not require an EIS (paragraph 903 of FAA Order 5050.4B)
  - ‡ Proposed action is not within the categorical exclusions listed in FAA Order 1050.1E
- ‡ Environmental Assessment Worksheet (EAW) ±requirement of MN Statutes 1986, Chapter 473, as amended





# Purpose and Need

## Purpose

Accommodate expected demand at MSP such that the level of service is acceptable through the 2020 planning timeframe.

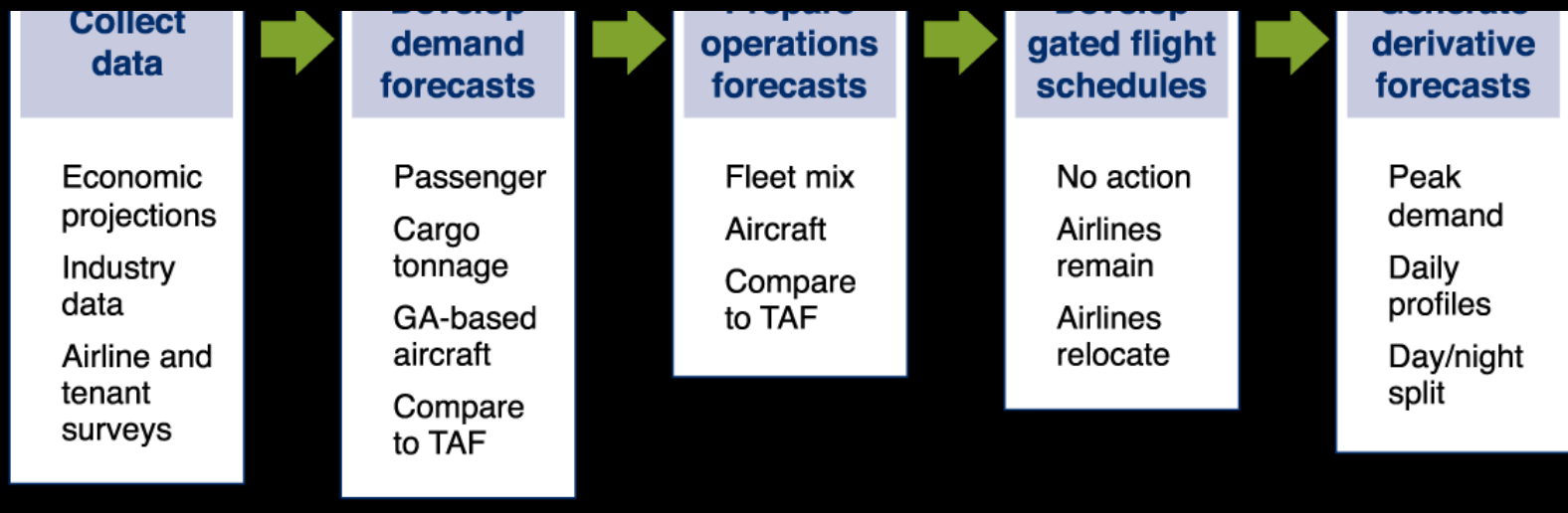


## Need

Unacceptable levels of service at MSP terminal and landside facilities under current and 2020 conditions.

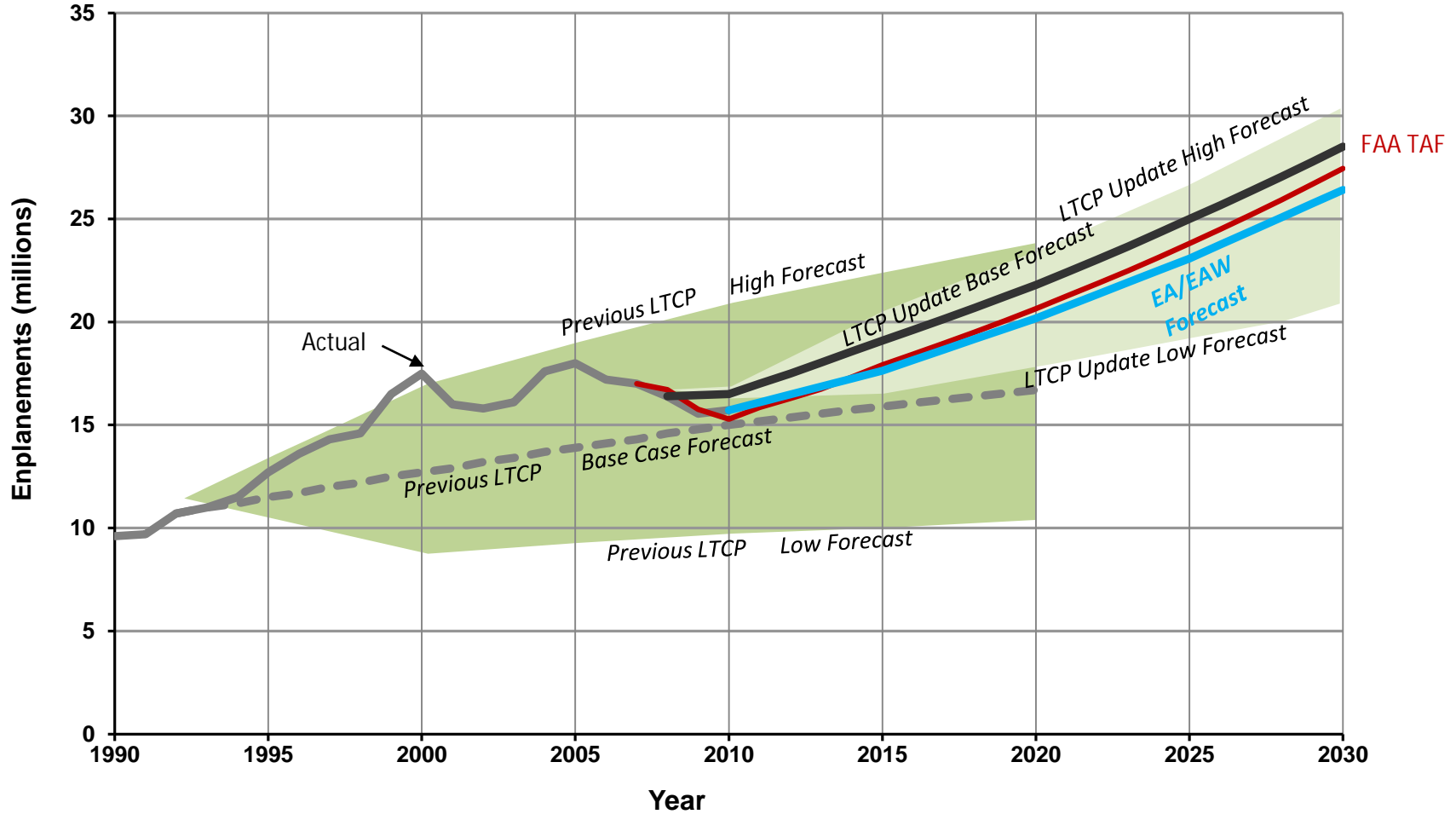


# Forecast Process





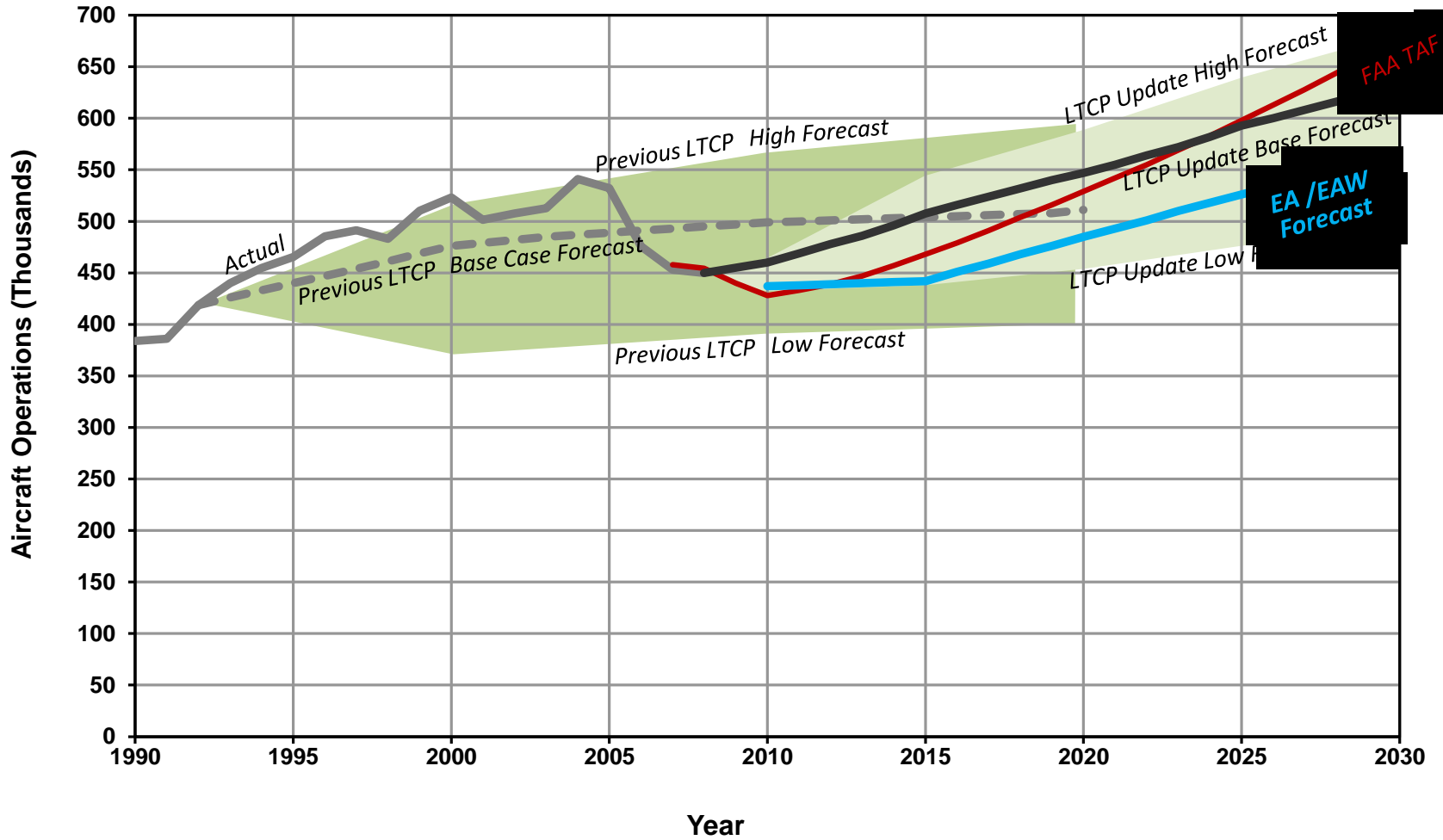
# Passenger Enplanement Forecasts







# Aircraft Operations Forecasts





# EA/EAW Forecasts

Year	Aircraft Operations						Passenger Enplanements			
	Domestic	International	Charter	Non-revenue	Total	Other	Domestic	International	Total	
2010	367,851	26,556	103	12,499	27,921	2,145	437,075	14,568,881	1,141,442	16,267,639
2015	370,360	26,992	86	12,598	29,751	2,145	441,932	16,302,440	1,331,486	18,259,481
2020	410,410	29,532	96	12,764	29,934	2,145	484,881	18,608,747	1,564,093	20,888,462
2025	448,074	32,888	106	12,826	30,003	2,145	526,042	21,260,499	1,815,445	23,894,551
2030	486,180	35,988	118	12,956	30,011	2,145	567,398	24,294,325	2,109,421	27,340,406
<b>CAGR**</b>	<b>1.4%</b>	<b>1.5%</b>	<b>0.7%</b>	<b>0.2%</b>	<b>0.4%</b>	<b>0.0%</b>	<b>1.3%</b>	<b>2.6%</b>	<b>3.1%</b>	<b>2.6%</b>

\* Includes charter and non-revenue passengers.  
 \*\* Compounded Annual Growth Rate.

‡ This chart presents information based on the Draft EA/EAW Forecast.

‡ The data shown is subject to change and considered preliminary pending FAA acceptance of the EA/EAW Forecast.



# Alternatives

Alternatives analysis is key to the NEPA process.

- 4 Consider both off- and on-site alternatives.
- 4 Evaluate alternatives to determine if they are reasonable, i.e. meet the purpose and need.
- 4 Screen alternatives to determine which alternatives will be carried forward for detailed analysis.





























































