Housekeeping Items

če This meeting is being held virtually to comply with recommendations to limit the spread of COVID-19. Thank you for your dedication to our community’s health by attending our meeting virtually.

če Online participants please ensure your name is displayed. Screenshots of the attendee list will be taken in lieu of an attendance sheet for the meeting record.
Housekeeping Items

✈️ This meeting is being recorded and will be posted to the project website. By participating in this meeting, you consent to your voice, likeness, and any materials you provide, being recorded for use and dissemination, without compensation and you release the Rochester Airport Company, City of Rochester and Mead & Hunt from any and all claims, liability or damages arising from any such use.
Housekeeping Items

△ The audience will have audio and video deactivated until the designated Q&A period. We welcome your questions and comments after the presentation.

△ Any participants purposely disrupting the meeting will be removed and not allowed re-entry.
Housekeeping Items

✈️ You can submit questions or comments:

- Anytime via the chat function. Please note the chat box can be seen by all participants and will be read aloud by the moderator and addressed at the end of the presentation.

- During Q&A by using the Raise Hand function (found under the participants tab in the Zoom Meeting Window). If you raise your hand, you will be called upon during the Q&A. Please state your full name and limit your question to two minutes.
Housekeeping Items

✈ You can submit questions or comments:

- If you wish to provide your feedback privately or following the meeting, you may do so by emailing us at RST@flyrst.com by Friday, August 28th.
Introductions

✈ Rochester International Airport
  - John Reed – Executive Director
  - Tiana O’Connor – Marketing & Communications Manager

✈ Mead & Hunt (Consultant)
  - Mark McFarland
  - Matt Wagner
  - Matt Blankenship
  - Colleen Bosold
Master Plan = Policy Statement

- Anticipate What We Think Will Happen
- Influence What We Want to Happen
Expected Outcomes

- Comprehensive Recommendations for Layout of Future Airport Facilities
- Reasonable Long-Term Capital Improvement Plan
- Appropriate Documentation of Considerations and Influences
Where Are We in the Process?

1. INVENTORY (draft complete)
   Documents existing Airport conditions, facilities, and context.

2. FORECASTS (draft complete)
   Predicts number of future passengers, aircraft types, takeoffs, landings, and based aircraft.

3. FACILITY REQUIREMENTS (draft complete)
   Identifies needs for key facilities (runways, taxiways, hangars, etc.).

4. ALTERNATIVES ANALYSIS (draft complete)
   Develops concepts for meeting facility requirements and recommends preferred solutions.

5. IMPLEMENTATION PLAN (draft underway)
   Identifies phasing plan, required regulatory approvals, capital funding sources and financial plan.

6. AIRPORT LAYOUT PLAN UPDATE (draft underway)
   Depicts recommended future projects.
Master Plan’s Most Critical Component

- The identification of an improvement program that enables the reconstruction of RST’s two runways, while continuing to provide uninterrupted operational capability.
Master Plan’s Most Critical Challenge

- Maintaining 24/7/365 service during runway reconstruction projects to support critical users
  - Airlines
  - Air cargo
  - Mayo Medical Transport
Existing Layout of Airport Facilities
Runway 2/20 Development Alternatives

1. Fast-track Intersection Reconstruction
2. Temporary Runway 2/20 on Taxiway B – 100’ Wide
3. Temporary Runway 2/20 on Taxiway B – 150’ Wide & 1,294’ Runway 2 (south end) Extension
4. Extend Runway 2 (south end) by 1,647’
Runway 2/20 Development Alternatives

1. Fast-track Intersection Reconstruction
   - Approx. 19,000 SY of full-depth pavement section reconstruction
   - Anticipated to take approx. 4 to 6 weeks of 24-hour construction
   - Results in useable length of 4,850’ on Runway 2/20 and 4,000’ on Runway 13/31
   - Does not support critical users’ needs in short or long-term
Runway 2/20 Development Alternatives

2. Temp. Runway 2/20 on Taxiway B – 100’ wide
   - Provides 100’ x 6,500’ landing surface, to be converted to ultimate 50’ taxiway with 25’ paved shoulders
   - Does not support existing air cargo operations aircraft fleet in near-term or existing air carrier operations in long-term
   - Has the greatest wetland impact
Runway 2/20 Development Alternatives

3. Temp. Runway 2/20 on Taxiway B, 150’ wide & 1,294’

Runway 2 (south end) Extension

- Provides 150’ x 6,500’ temp. landing surface, to be converted to ultimate 75’ taxiway
- Supports existing air cargo and air carrier operations in both the short- and long-term providing 8,000’ runway length for Runway 2
- Has the greatest wetland impact and is the highest cost alternative
- Increases distance to Runway 2 threshold exacerbating deficient ATCT viewing angle
Runway 2/20 Development Alternatives

4. Extend Runway 2 (south end) by 1,647’

- Provides 150’ x 6,500’ landing surface in near-term and 8,353’ in long-term to support all users
- Has the smallest wetland impact of all options
- Increases distance to Runway 2 threshold, exacerbating deficient ATCT viewing angle
# Runway 2/20 Development Alternatives

<table>
<thead>
<tr>
<th>Alternative</th>
<th>R/W 2/20 Temp</th>
<th>User Needs (Temp)</th>
<th>User Needs (Ultimate)</th>
<th>Impacts</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
<td>Cargo</td>
<td>Air Carrier</td>
<td>Mayo</td>
</tr>
<tr>
<td>1. Fast Track Intersection</td>
<td>4-6-week closure; 4850' x 150'</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>2. Temp R/W on T/W - 100' wide</td>
<td>6500' x 100'</td>
<td></td>
<td></td>
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<tr>
<td>3. Temp R/W on T/W - 150' wide &amp; Extend R/W 2</td>
<td>6500' x 150'</td>
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</tr>
<tr>
<td>4. Extend R/W 2</td>
<td>6500' x 150'</td>
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</tbody>
</table>

**Positive**

**Negative**

**Neutral**
Figure 2
Runway Extension Conceptual Development Plan

LEGEND
- AIRFIELD PAVEMENT TO BE REMOVED
- FUTURE GA DEVELOPMENT AREA
- FUTURE AIRFIELD PAVEMENT
- FUTURE BUILDINGS
- FUTURE AUTO PARKING
- FUTURE ROADWAY
- FUTURE RUNWAY PROTECTION ZONE
- FUTURE PROPERTY ACQUISITION
- EXISTING RUNWAY PROTECTION ZONE
- AIRPORT PROPERTY LINE

PRELIMINARY

MONDAY, JULY 27, 2020

MASTER PLAN
ROCHESTER INTERNATIONAL AIRPORT, MN
Master Plan Status

- Reviewed Preferred Development Concept (PDC) with:
  - Airport Company Board on July 30, 2020
  - Airport Commission on August 4, 2020
  - Rochester City Council Study Session on August 10, 2020

- Those meetings resulted in direction on use of PDC as basis for completion of Master Plan and support to review PDC in today's public information meeting

- If no fatal flaws found, complete Master Plan using PDC as basis
Questions & Comments

As a reminder, we’ll only be addressing questions that are pertinent to the Master Plan.
Thank you for your time and participation!