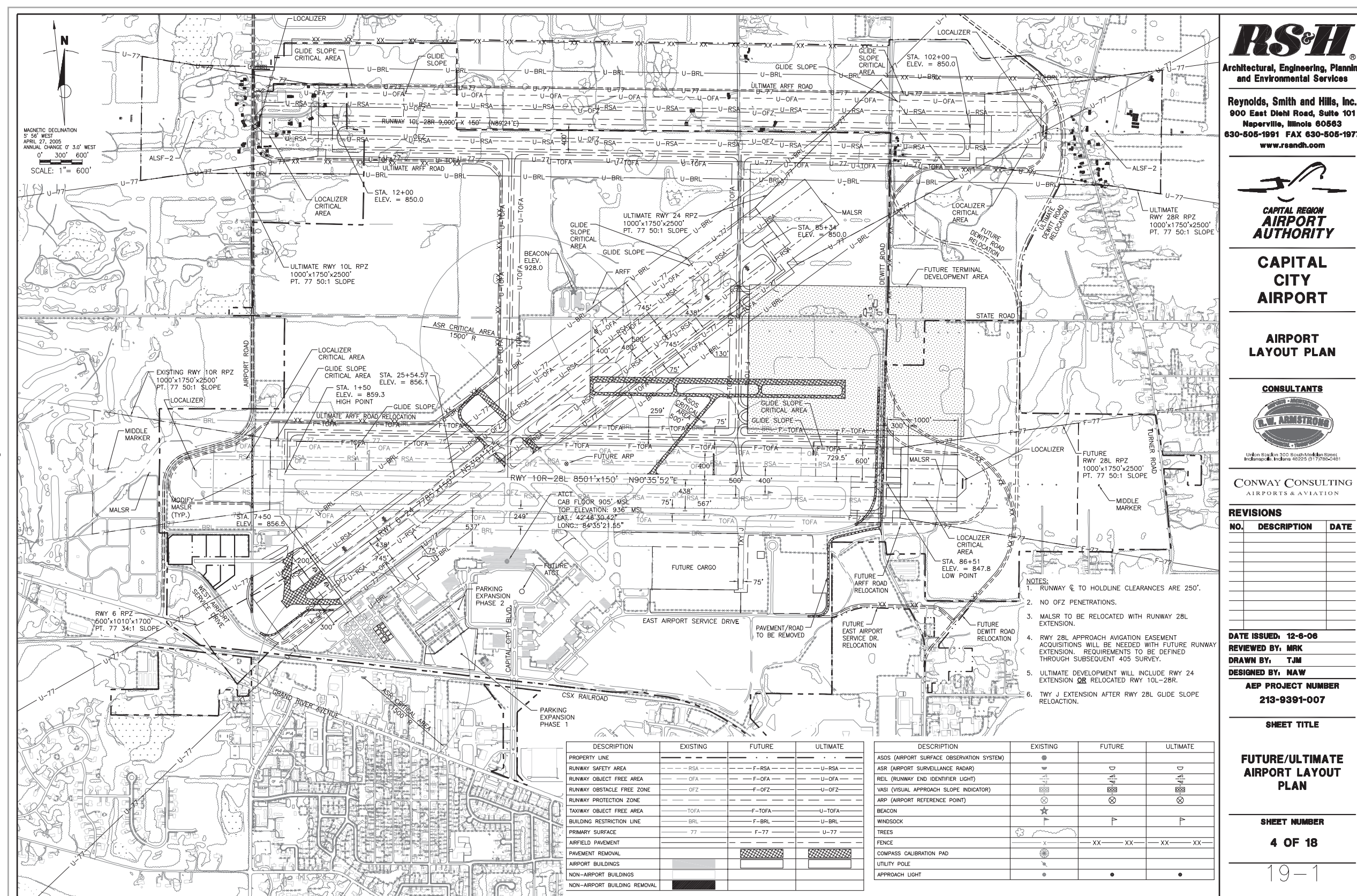


WHAT IS A MASTER PLAN?

An airport master plan is a comprehensive study of an airport and usually describes the short-, medium-, and long-term development plans to meet future aviation demand.

- FAA Advisory Circular 150/5070-6B, *Airport Master Plans*

Airport Layout Plan (illustrates the plan)



Technical Report (Documents the "how" and "why")

Inventory
of
Existing
Conditions

Aviation
Demand
Forecast

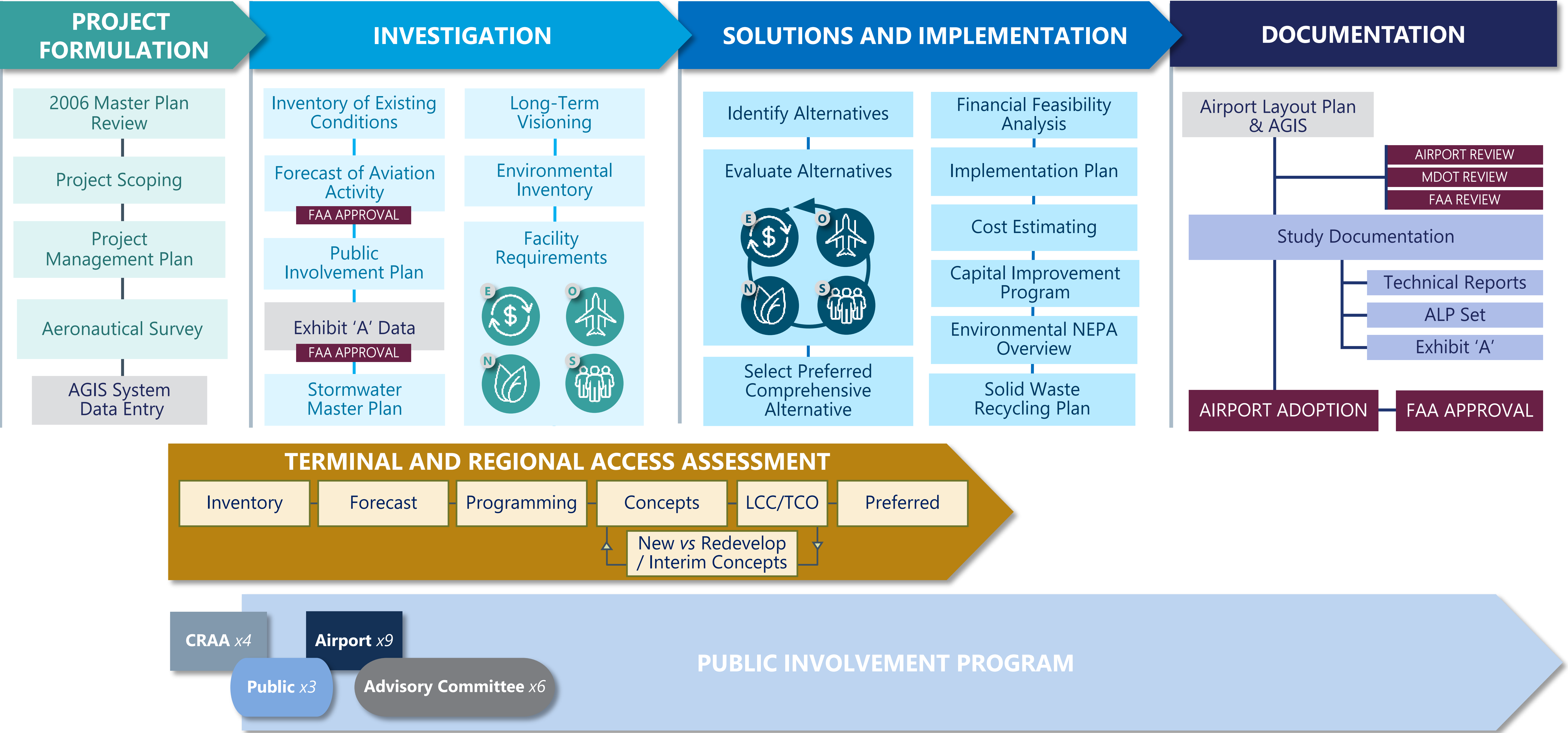
Facility
Requirements

Development
Alternatives

Implementation
and
Financial Plan

Airport
Layout
Plan

MASTER PLAN PROCESS

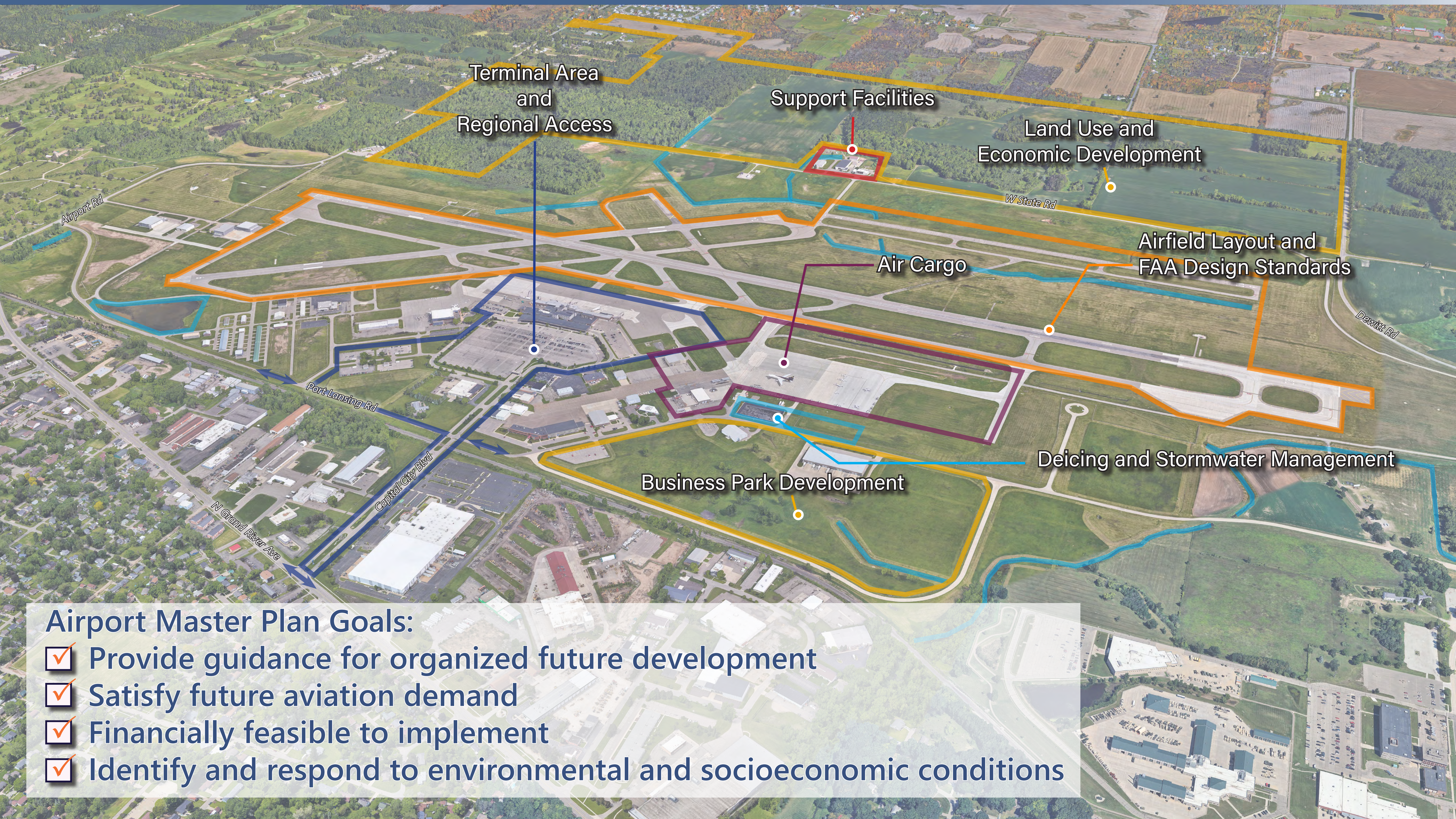


LAN AIRPORT ROLES



When you fly Lansing, you're directly supporting Greater Lansing by putting dollars back into the local economy. With a \$1 billion annual economic impact and nearly 700 people employed at the airport, supporting LAN means supporting the community. Community support allows us to continue improving and expanding our operations, including adding new services and updating our facilities. You can support your local airport by telling your airline that LAN is your preferred airport, and most importantly, fly Lansing every time you travel!

STUDY FOCUS AREAS

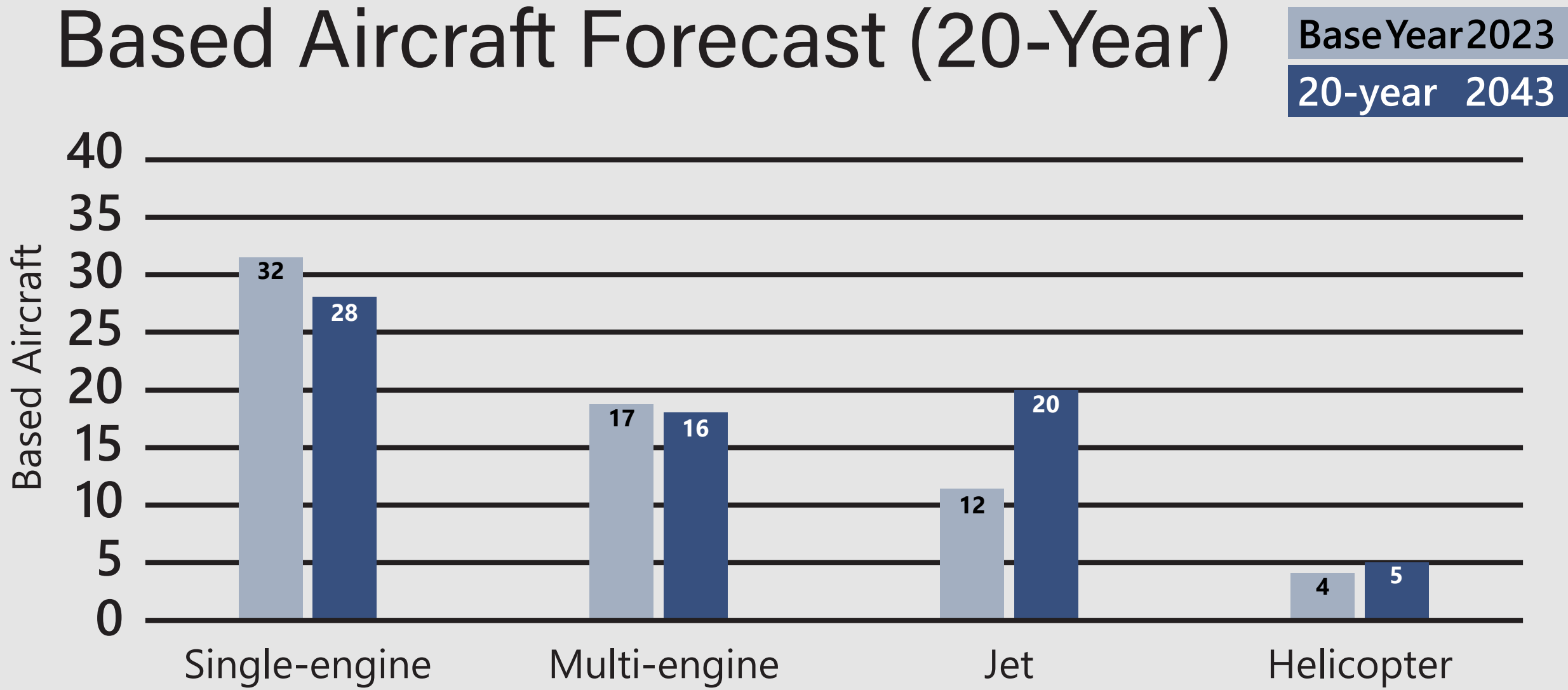


Airport Master Plan Goals:

- ✓ Provide guidance for organized future development
- ✓ Satisfy future aviation demand
- ✓ Financially feasible to implement
- ✓ Identify and respond to environmental and socioeconomic conditions

AVIATION DEMAND FORECAST

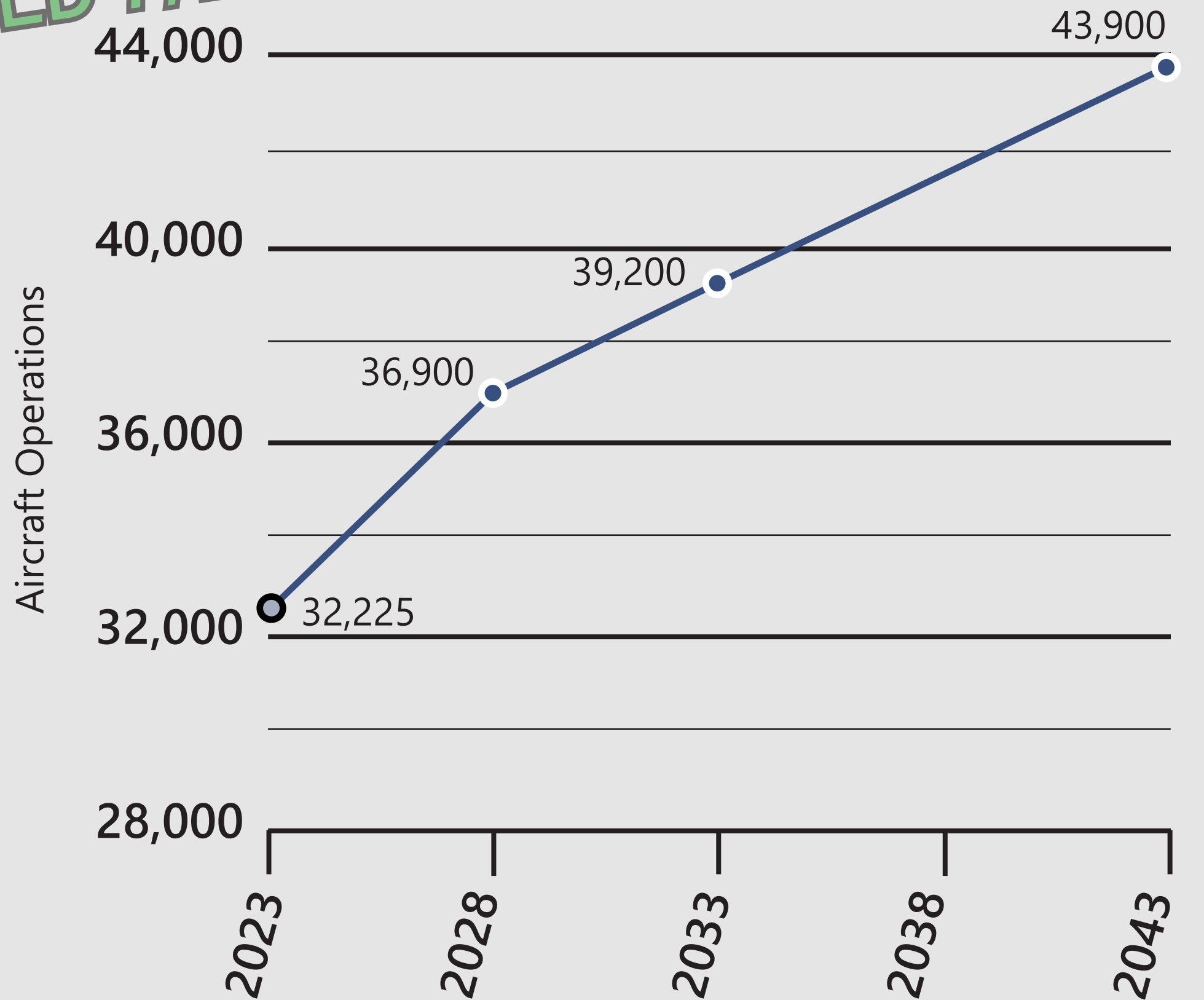
Based Aircraft Forecast (20-Year)



Aircraft Operations

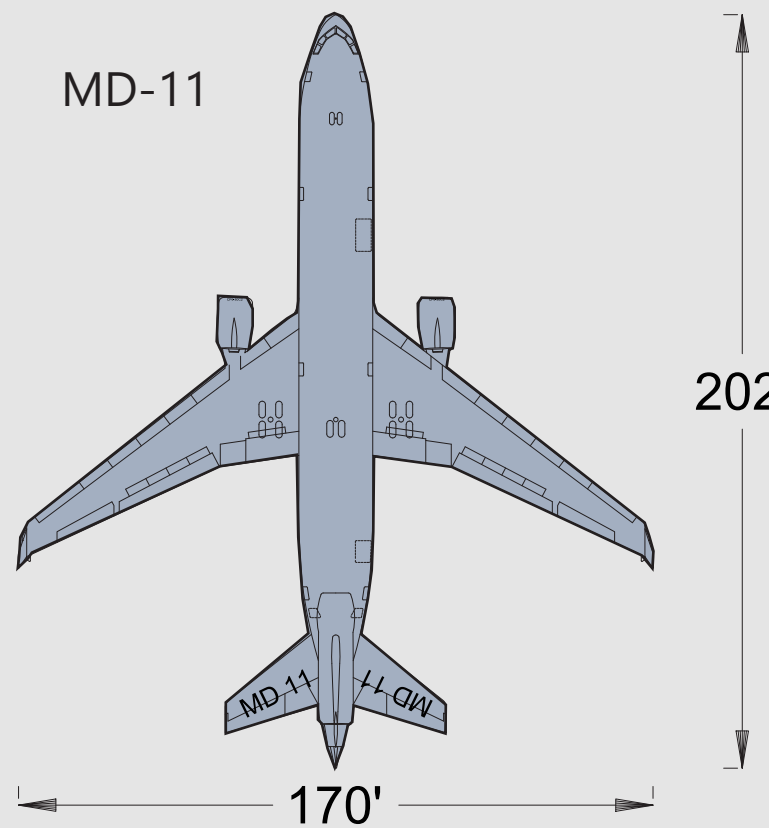
FAA defines an aircraft operation as either a takeoff or a landing.

Operation Type	Base Year Level (2023)	Base Year +5 years (2028)	Base Year +10 years (2033)	Base Year +20 years (2043)
Passenger	3,645	4,400	4,800	5,700
Cargo	3,477	4,000	4,600	6,200
Air Taxi	8,461	11,700	12,900	15,100
General Aviation	16,136	16,200	16,200	16,200
Military	506	600	700	700
Total Operations	32,225	36,900	39,200	43,900

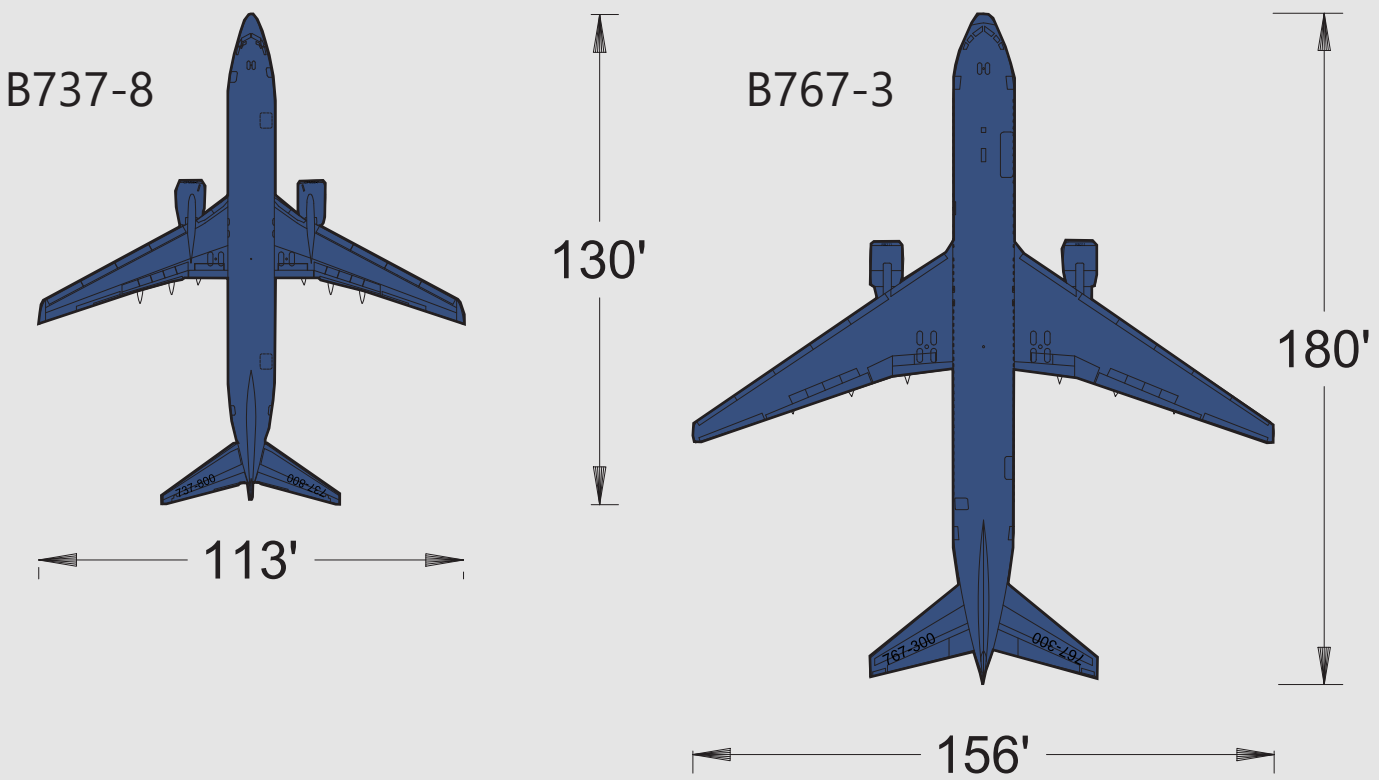


Critical Design Aircraft

McDonnell Douglas MD-11
(Previous Master Plan)



Combination
Boeing 737-800 and Boeing 767-300
(Updated Master Plan)

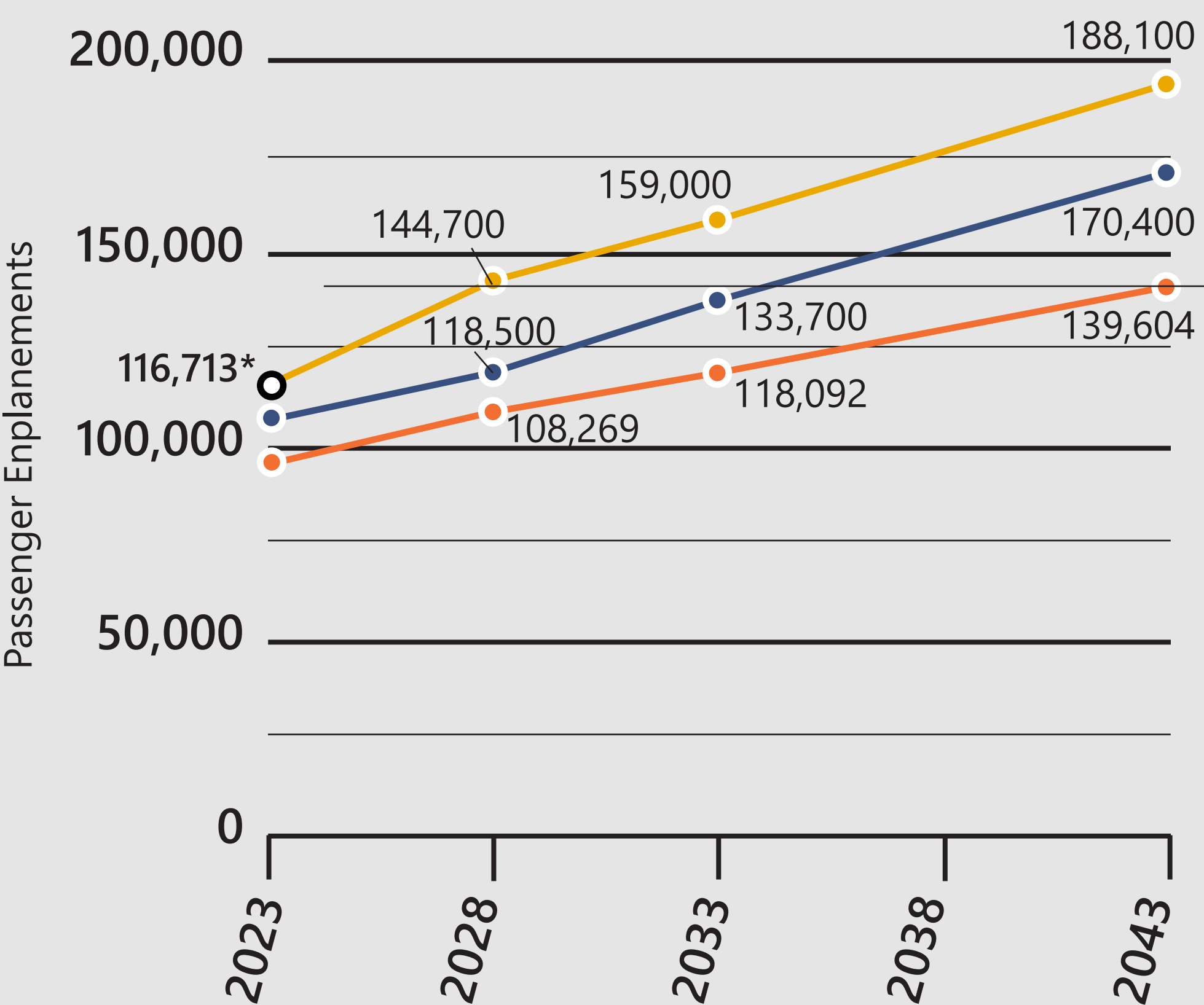


Passenger Enplanements

FAA defines passenger enplanements as revenue passengers boarding an aircraft.

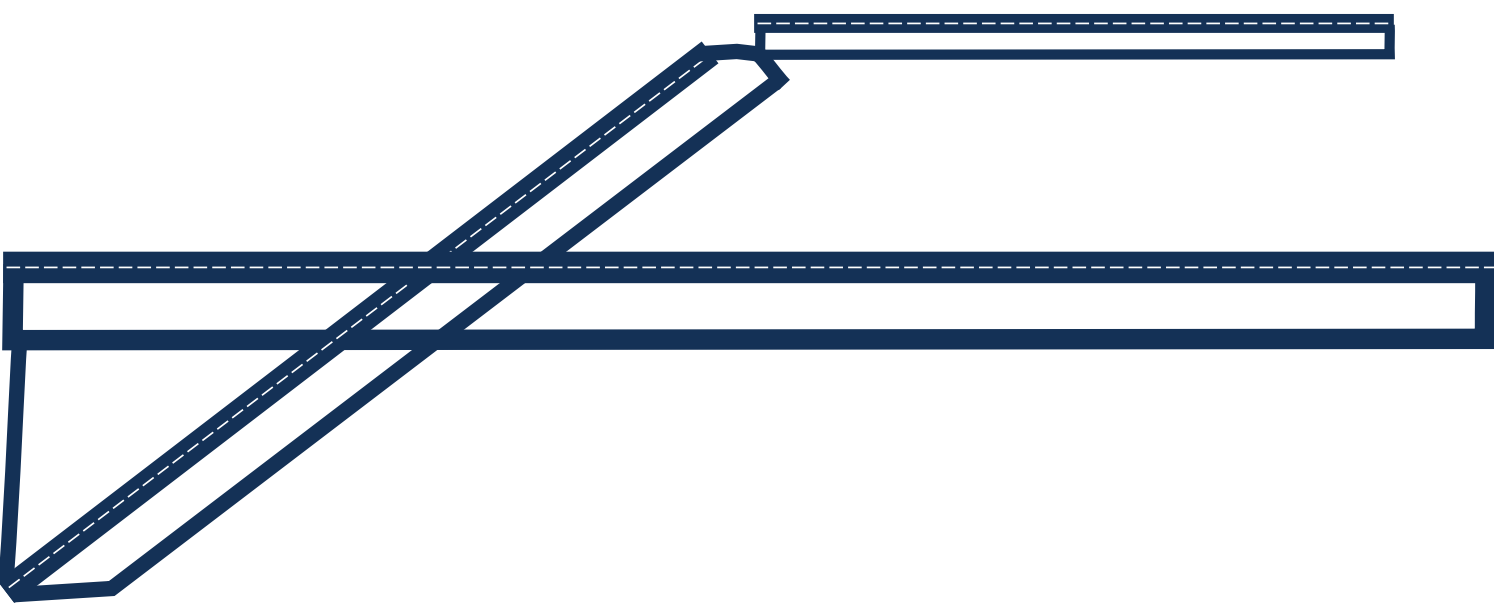
Annual Enplanements	Base Year Level (2023)	Base Year +5 years (2028)	Base Year +10 years (2033)	Base Year +20 years (2043)
Master Plan (11/2024)	108,702	118,500	133,700	170,400
2024 TAF	99,140	108,629	118,092	139,604
Approved (7/2025)	116,713*	144,700	159,000	188,100

Notes: * Actual 2023 recorded enplanements.
Approved forecast aligns closely with FAA 2025 TAF update.

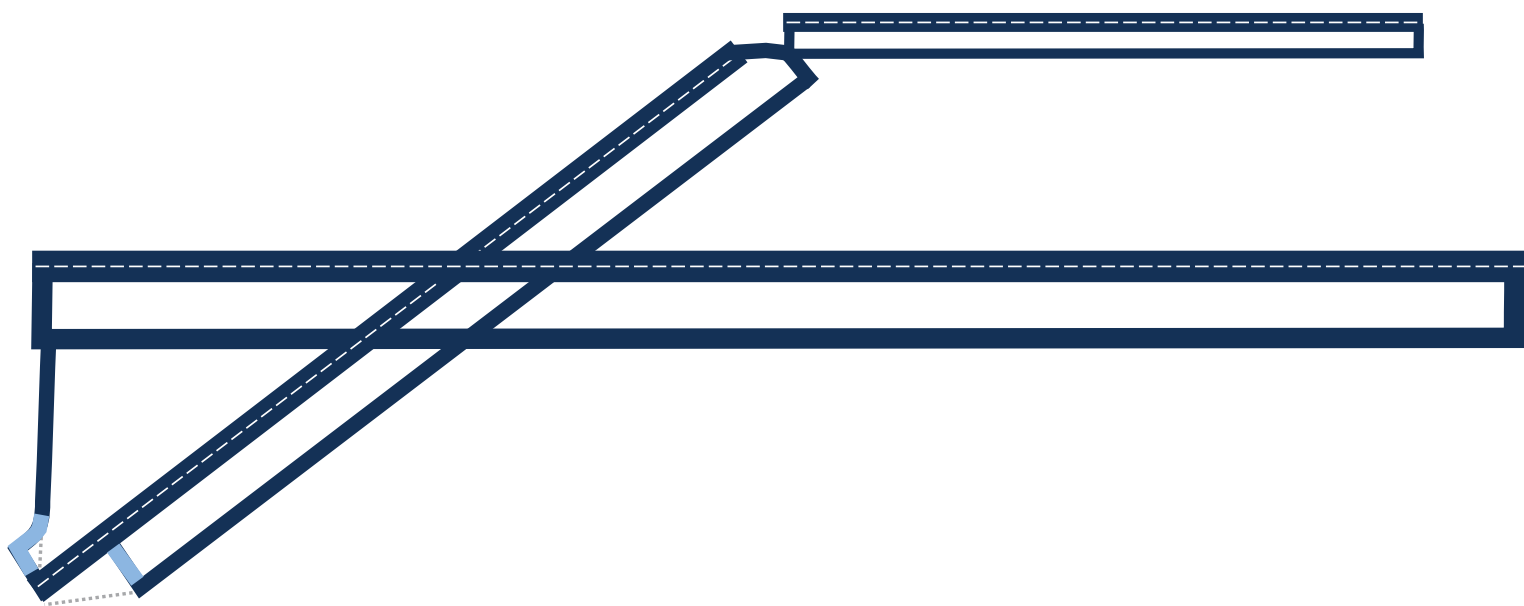


AIRFIELD ALTERNATIVES

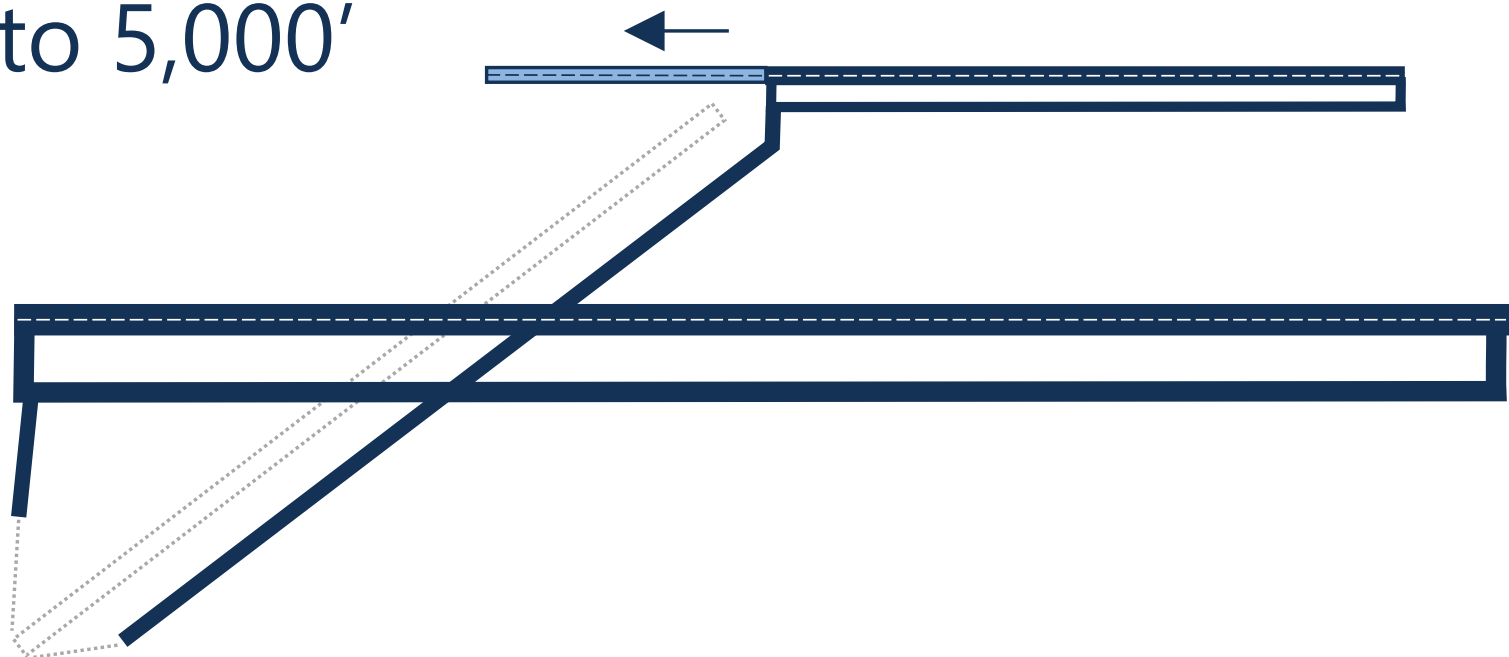
Existing Configuration



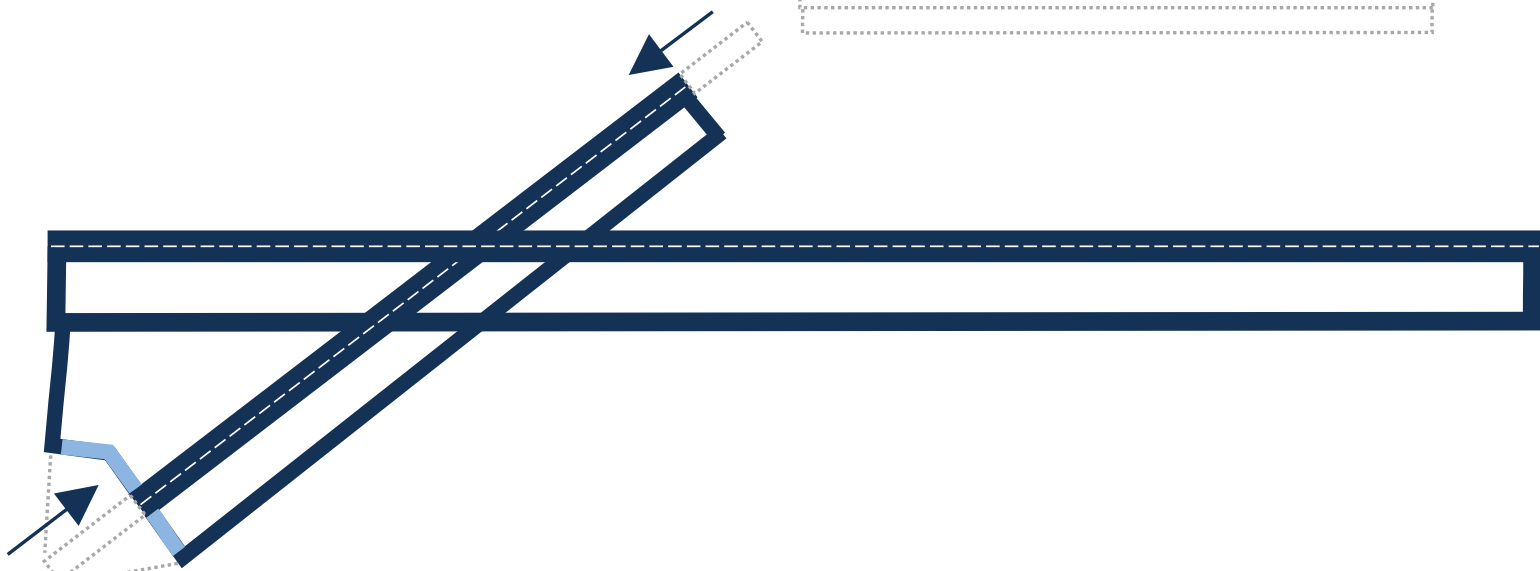
Alt 3: 6-24 Rwy 6 End Twy Connect 2



Alt 6: Remove 6-24 / Extend 10L-28R to 5,000'



Alt 9: 6-24 to 3,900' (1,103' decrease) Remove 10L-28R

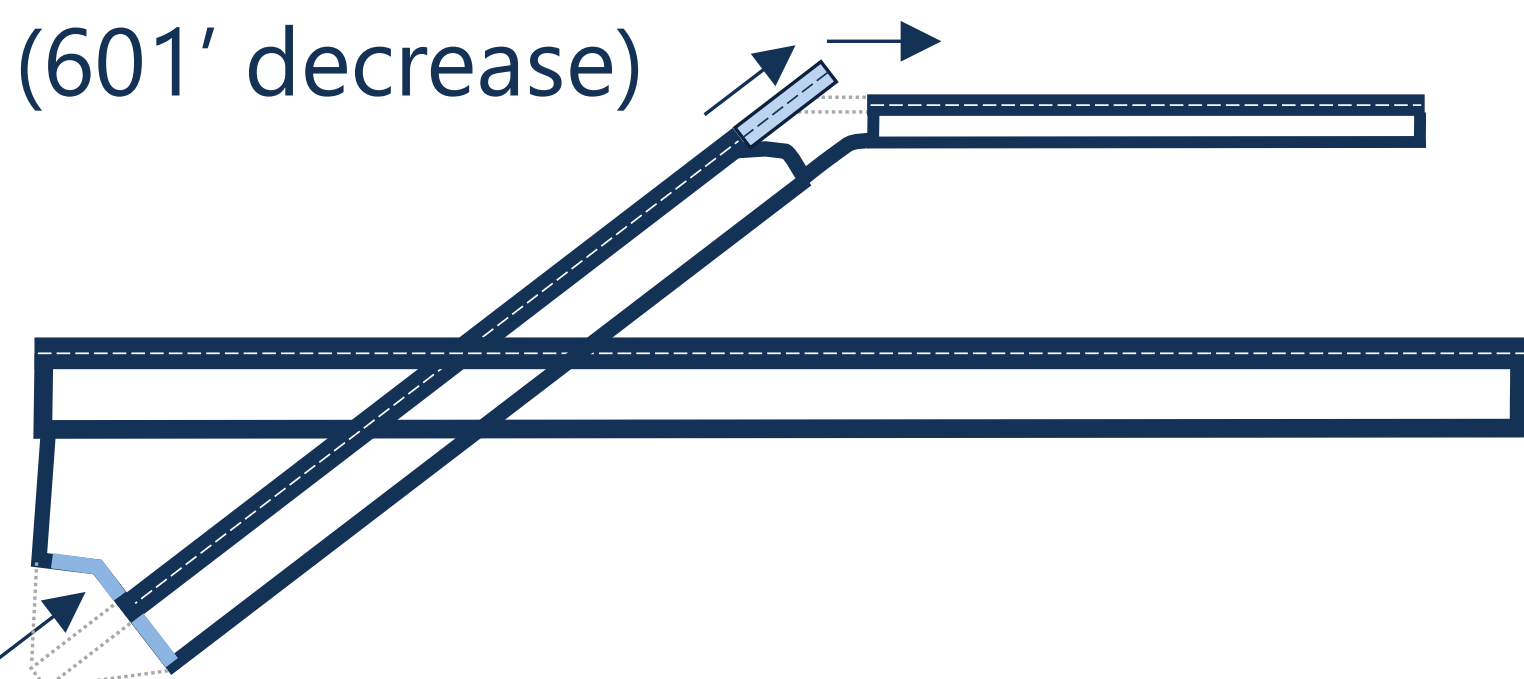


Alt 1: 6-24 to 4,400' (603' decrease)

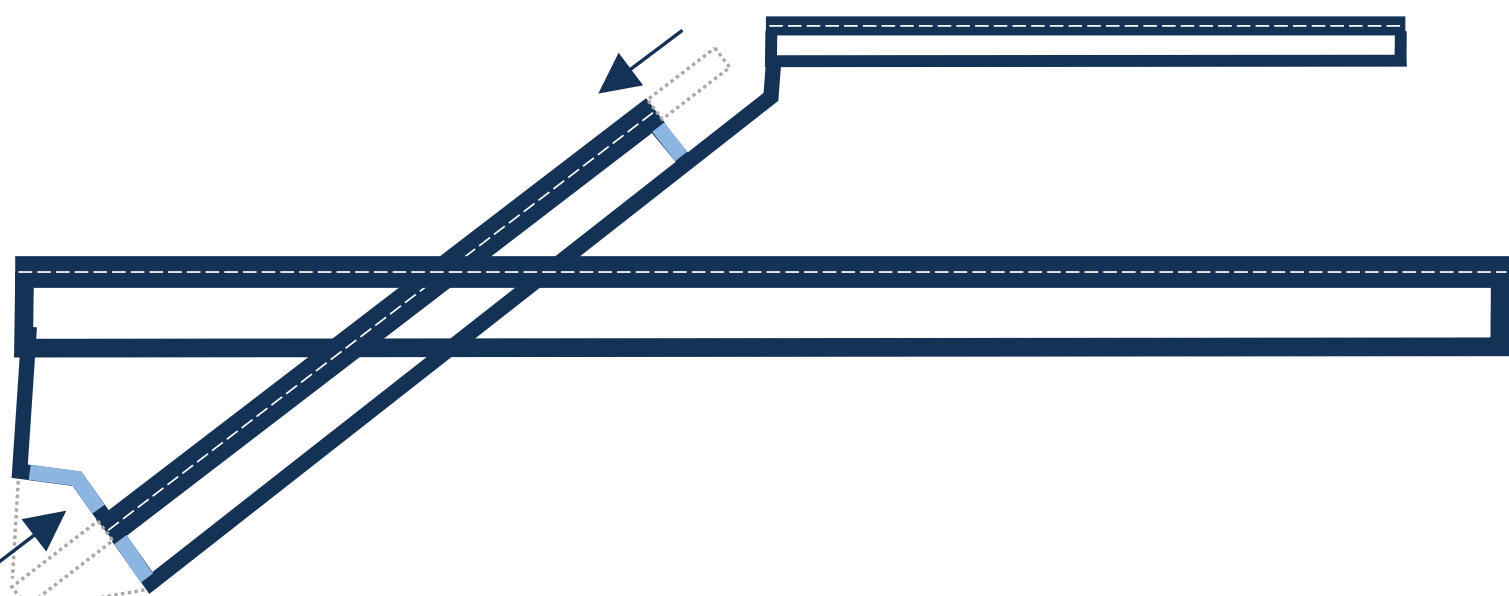


**PRELIMINARY
PREFERRED FUTURE**

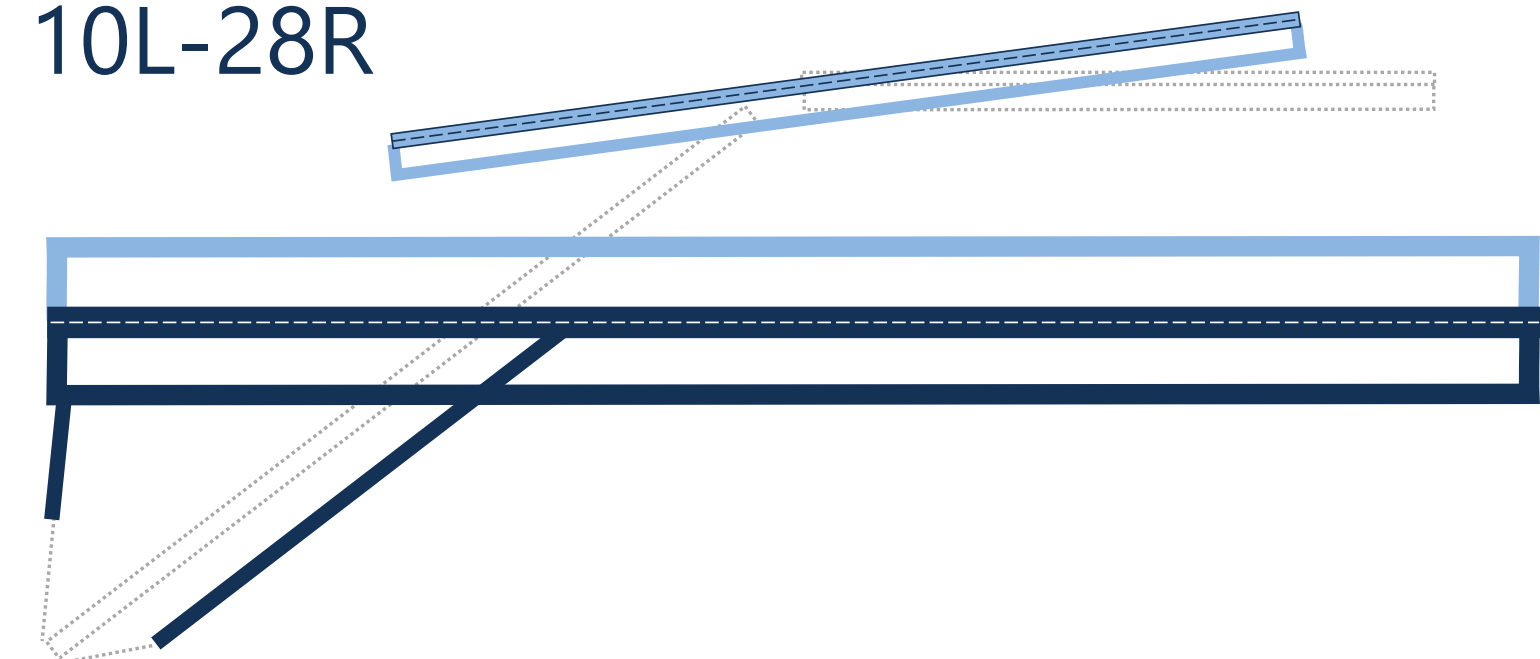
Alt 4: 6-24 (603' shift) / 10R-28L (601' decrease)



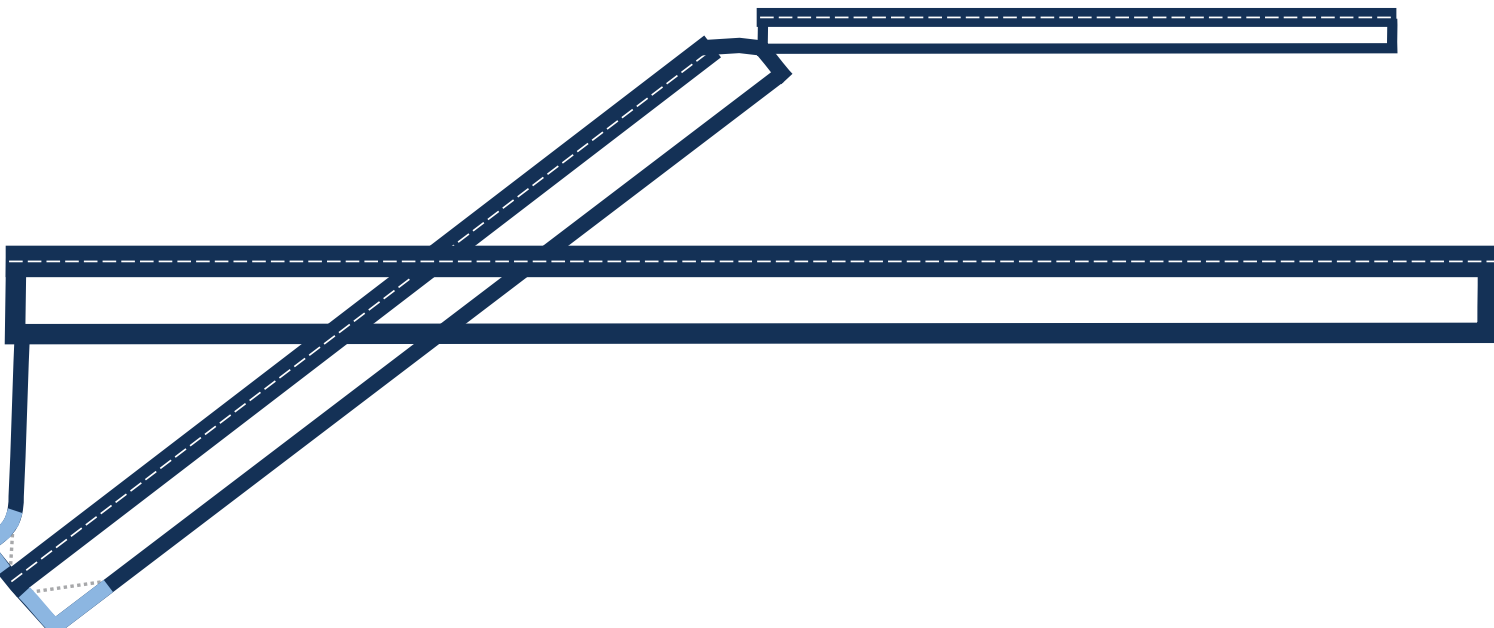
Alt 7: 6-24 to 3,900' (1,103' decrease)



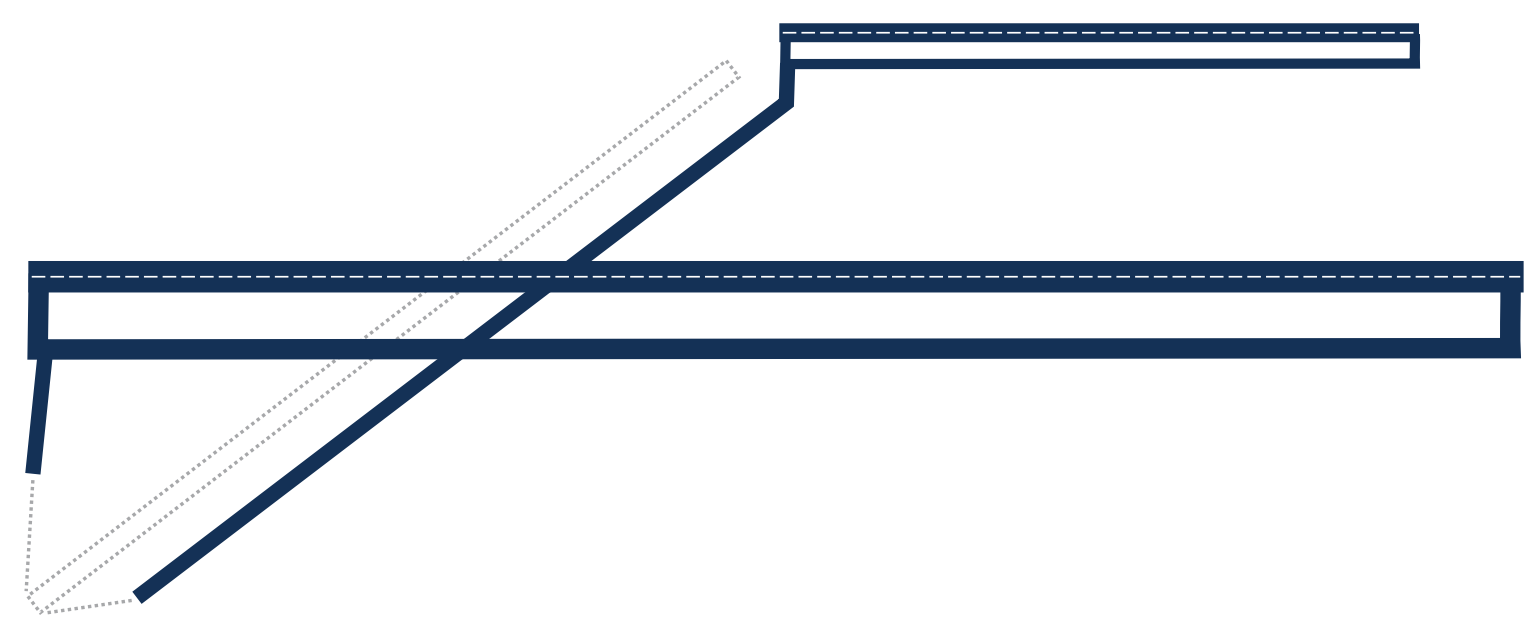
Alt 10: Remove 6-24 / Replace 10L-28R



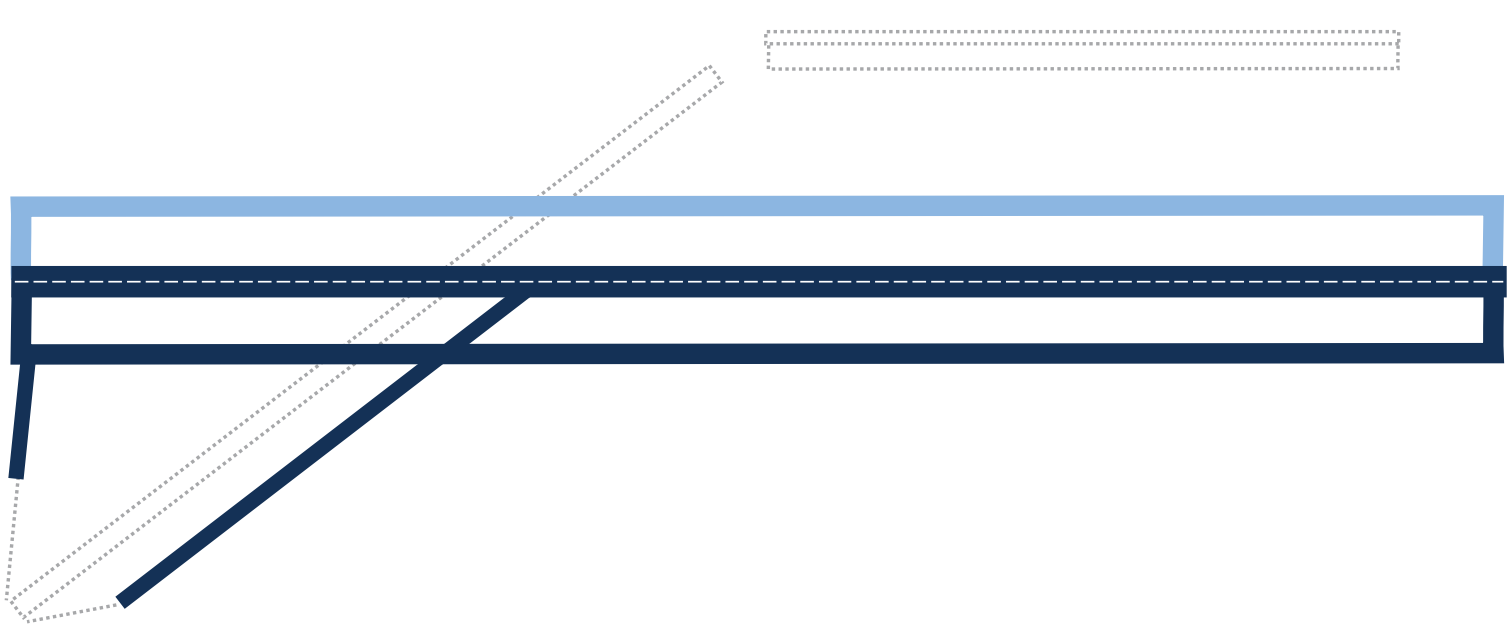
Alt 2: 6-24 Rwy 6 End Twy Connect 1



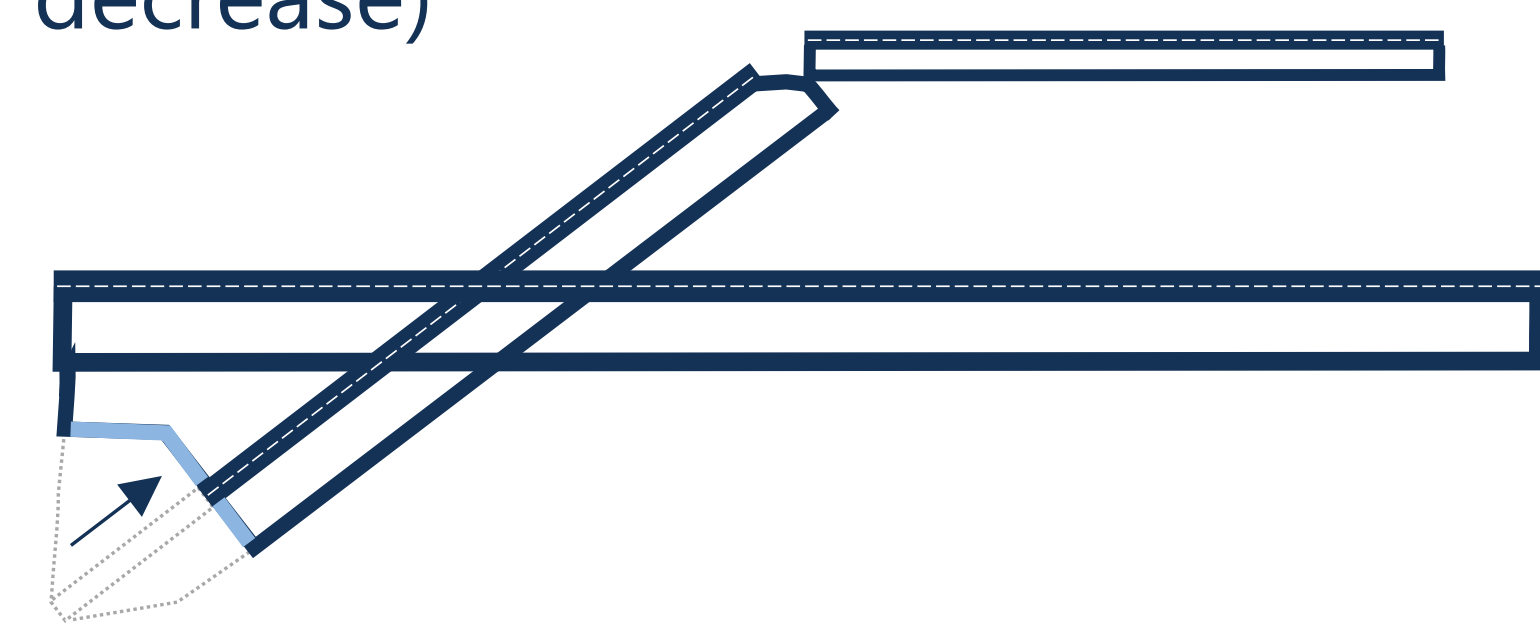
Alt 5: Remove 6-24



Alt 8: Remove 6-24 and 10L-28R



Alt 11: 6-24 to 4,000' (1,003' decrease)



ALTERNATIVE 1 is the preliminary preferred airfield configuration over the planning period. The retains the crosswind runway (6-24) but reduces the length and width to align with FAA standards for the critical aircraft it serves. Incomptable land in the Runway Protection Zones is decreased and non-standard taxiway connectors at the Runway 6 threshold can be corrected. Maintaining the crosswind runway at a reduced size allows for the possibility of an upgrade as demand increases over the full life of the airport (ultimate build-out conditions).

Legend

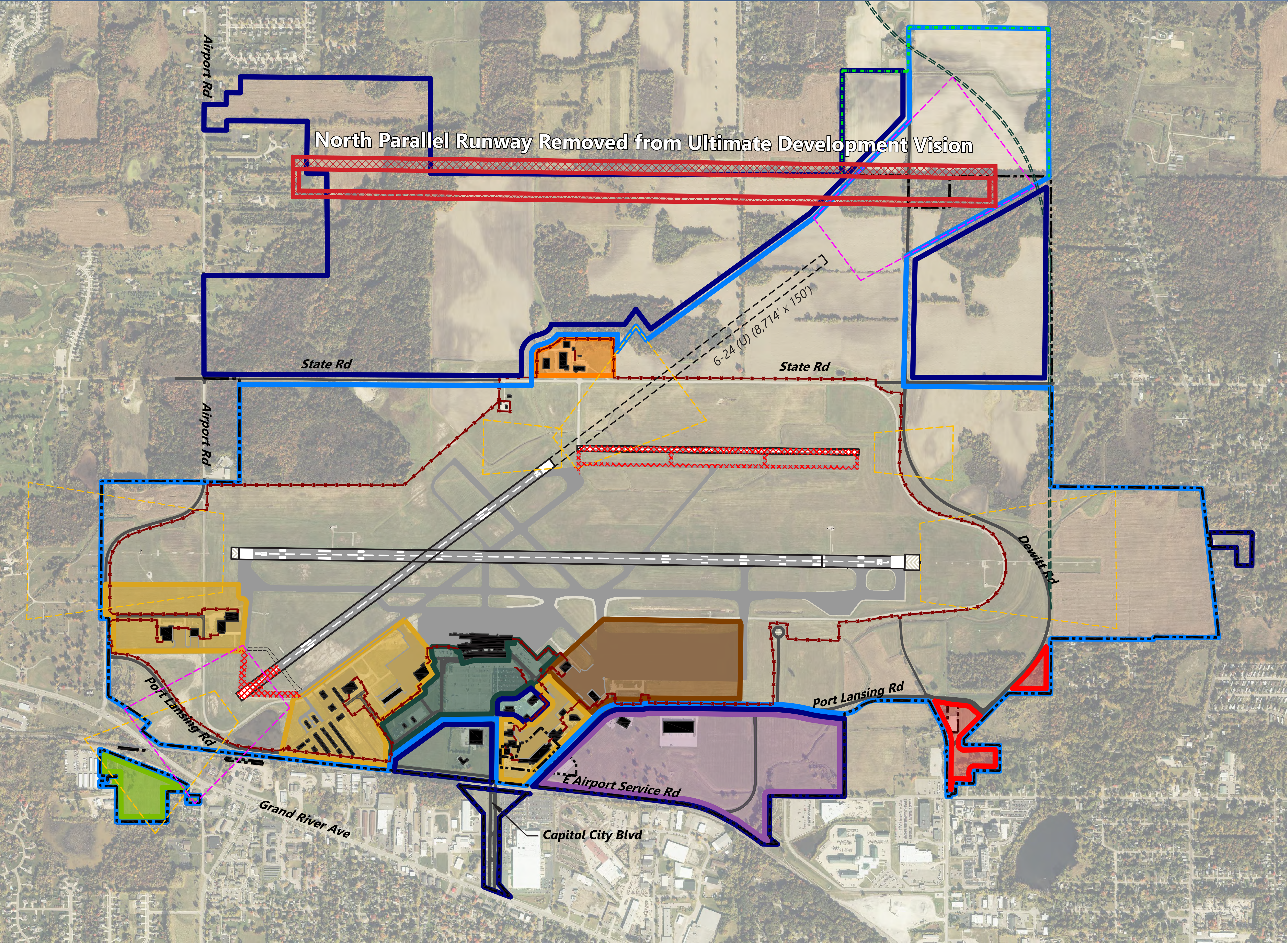


Retained Airfield



Removed Airfield

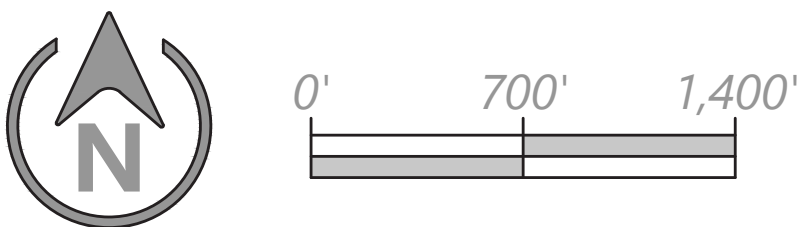
LAND USE VISION (ULTIMATE)



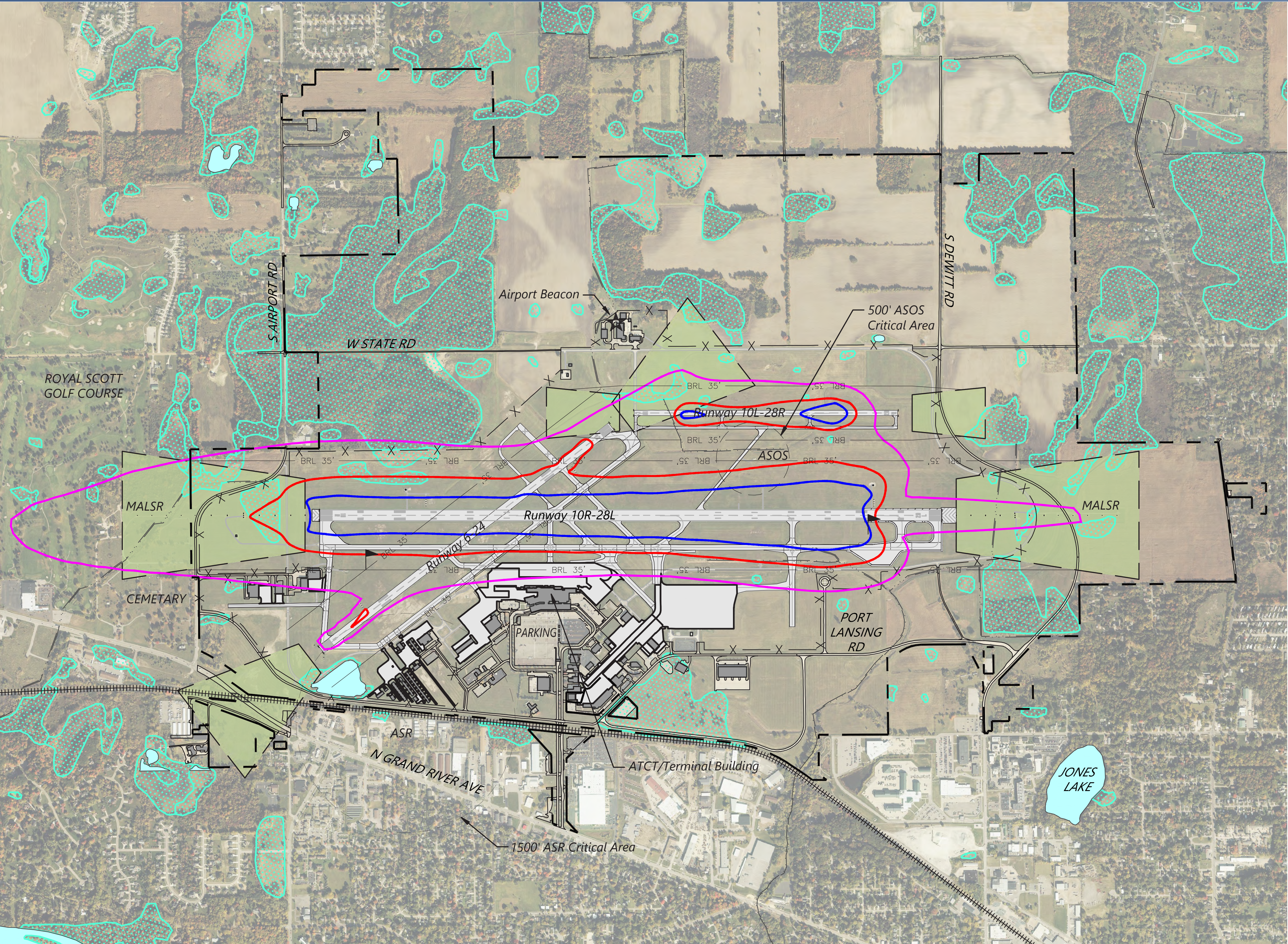
New Airport Land Use Vision for Preferred Ultimate Airfield Configuration

- Property Boundary
 - Existing AOA Fence
 - Existing Airfield
 - Existing Buildings
 - Existing RPZ
 - Ultimate Property Line
 - Ultimate Airfield
 - Ultimate Dewitt Rd
 - Ultimate RPZ
 - Ultimate Pavement Removal
-
- Aeronautical
 - Passenger Terminal
 - General Aviation
 - Cargo
 - Airport Support
 - Protected From Development
 - Non-Aeronautical
 - Business/Commercial
 - Industrial*

"*" = Port Lansing Business Park



DEVELOPMENT CONSTRAINTS



Airport Development Constraints

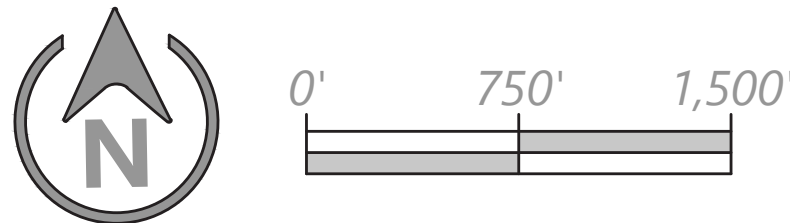
-  Airfield Pavement
-  Existing Buildings
-  Runway Protection Zone (RPZ)
-  35' Building Restriction Line
-  Airport Property Line
-  Perimeter Fence
-  Lighted Windcone
-  River/Pond
-  Wetlands
-  Drainage Ditch
-  75 DNL Noise Contour
-  70 DNL Noise Contour
-  65 DNL Noise Contour

Source:

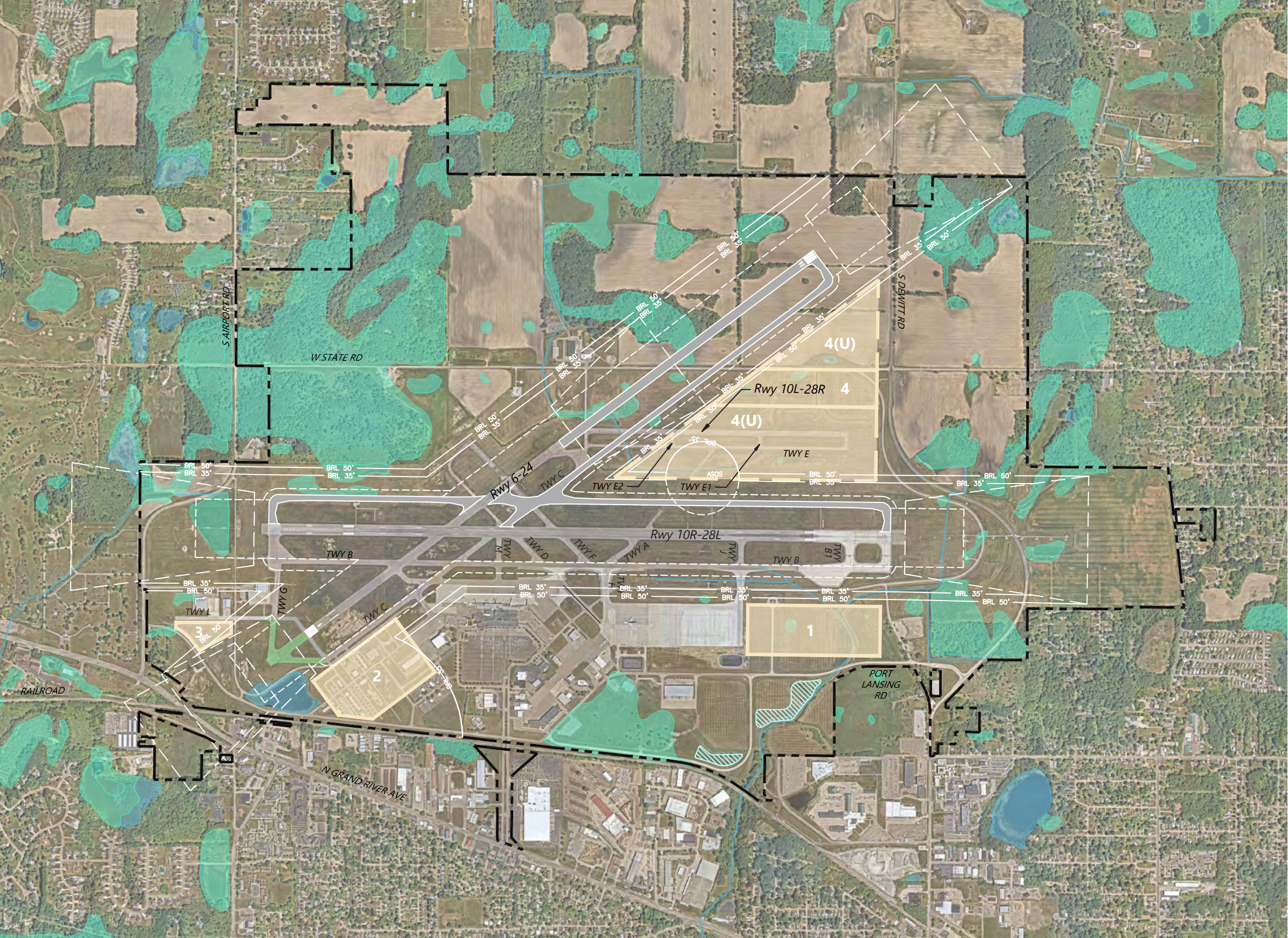
- Noise Contours: FAR Part 150 Noise Capacity Study (January 2005).
- Wetlands: U.S. Fish and Wildlife Services' National Wetlands Inventory (December 2023)

Abbreviations:

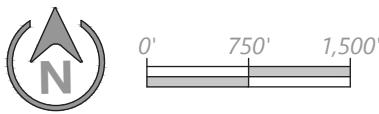
ASOS = Automated Surface Observation Station
ASR = Airport Surveillance Radar
ATCT = Air Traffic Control Tower



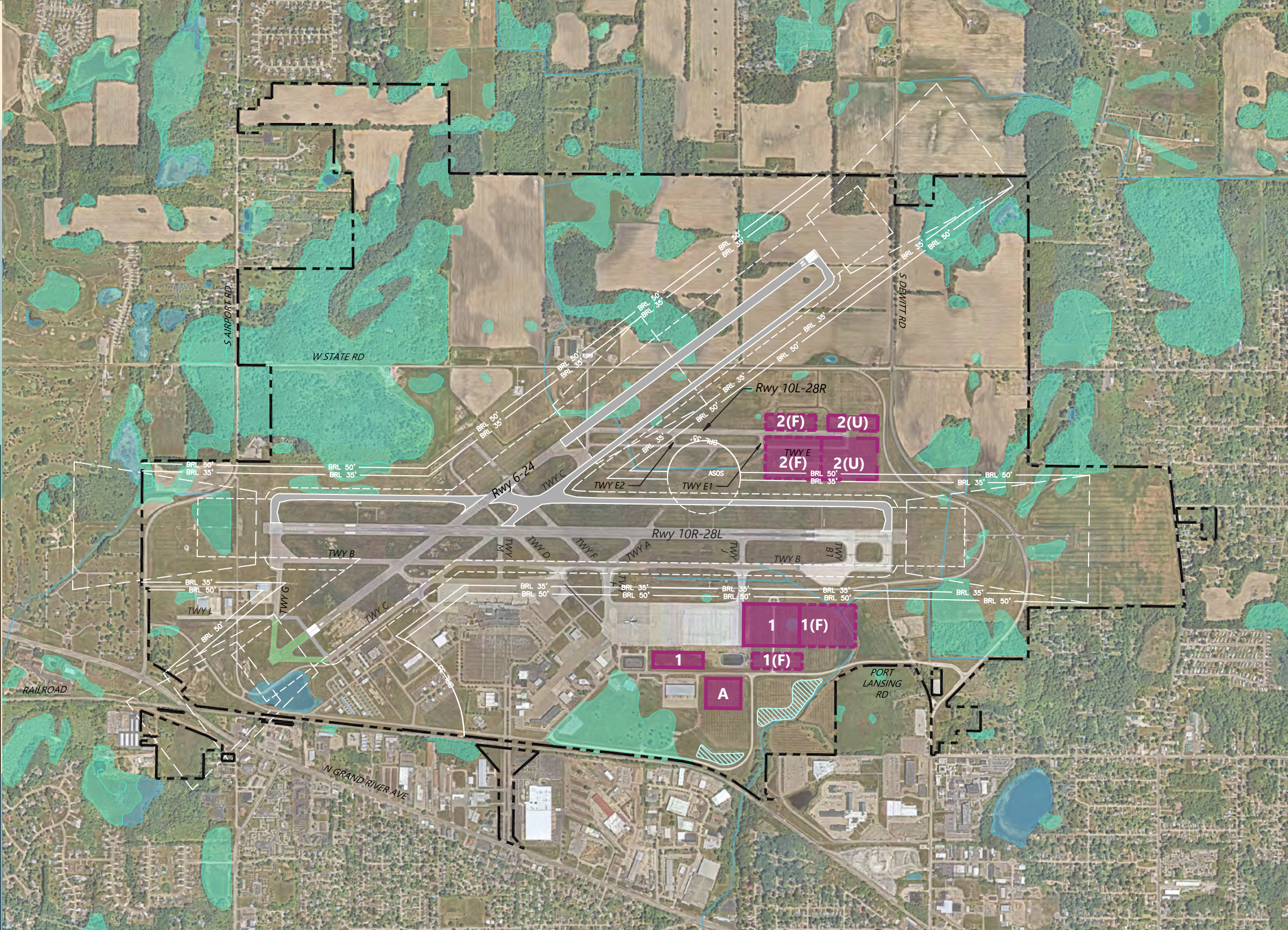
FACILITY SITE ALTERNATIVES



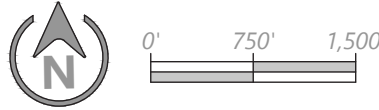
- GA Aircraft Hangar Storage and Apron**
- Property Boundary
 - Future Airfield
 - Runway Object Free Area (ROFA)/ Taxiway Object Free Area (TOFA)
 - Runway Protection Zone (RPZ)
 - Wetlands
 - Water/Drainage
 - Future Detention Pond
 - 35ft Building Restriction Line (BRL)
 - 50ft Building Restriction Line (BRL)
 - Automated Surface Observing System (ASOS)
 - GA Hangars and Apron
 - GA Hangars and Apron (Ultimate)



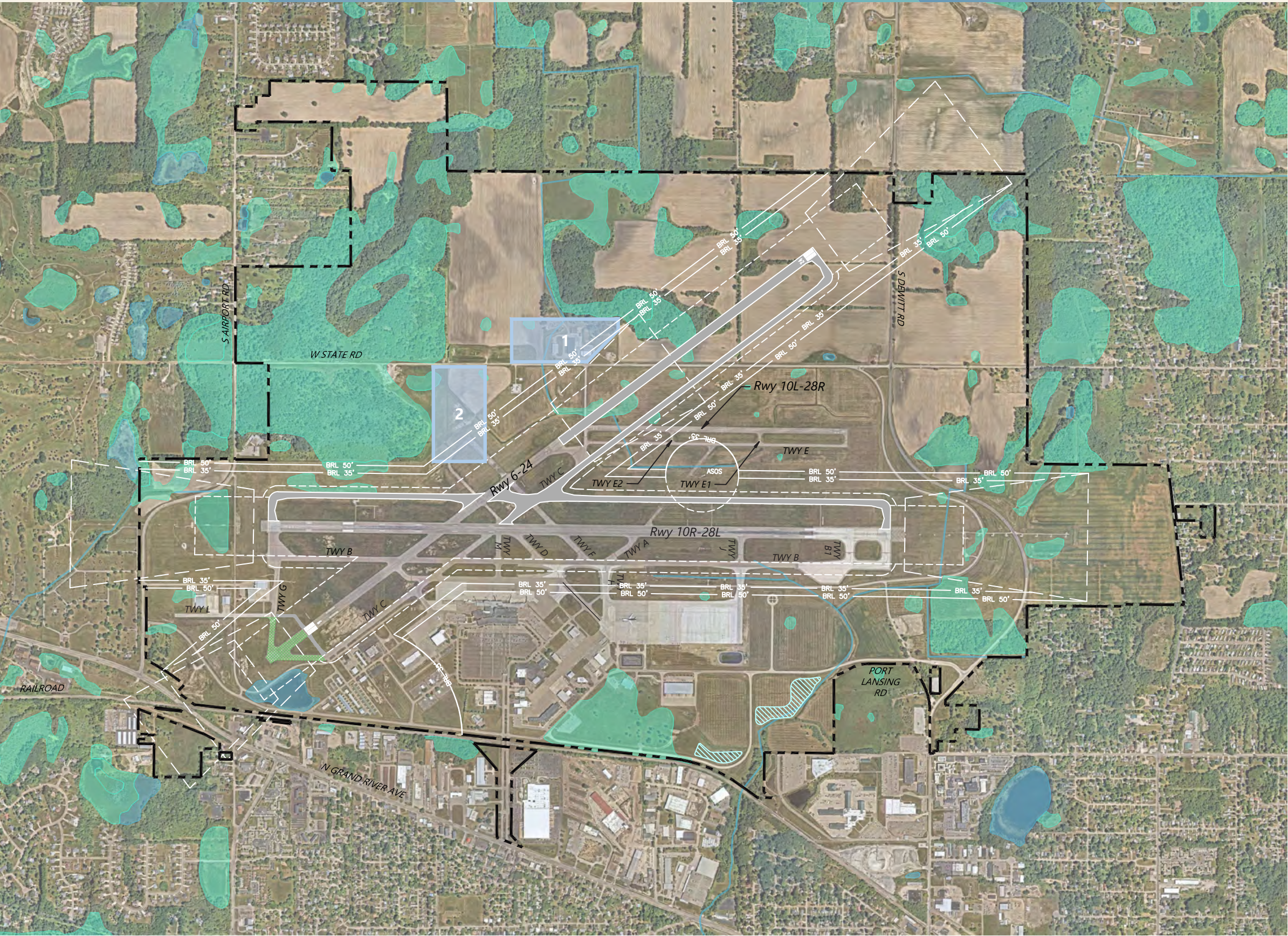
Source: RS&H, 2025; Nearmap Image Date 06/14/2024



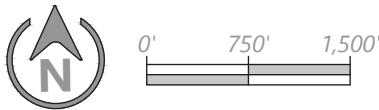
- Cargo Facility Alternatives**
- Property Boundary
 - Future Airfield
 - Runway Object Free Area (ROFA)/ Taxiway Object Free Area (TOFA)
 - Runway Protection Zone (RPZ)
 - Wetlands
 - Water/Drainage
 - Future Detention Pond
 - 35ft Building Restriction Line (BRL)
 - 50ft Building Restriction Line (BRL)
 - Automated Surface Observing System (ASOS)
 - Cargo Facilities
 - Cargo Facilities with Future Expansion
 - Cargo Facilities (Ultimate)



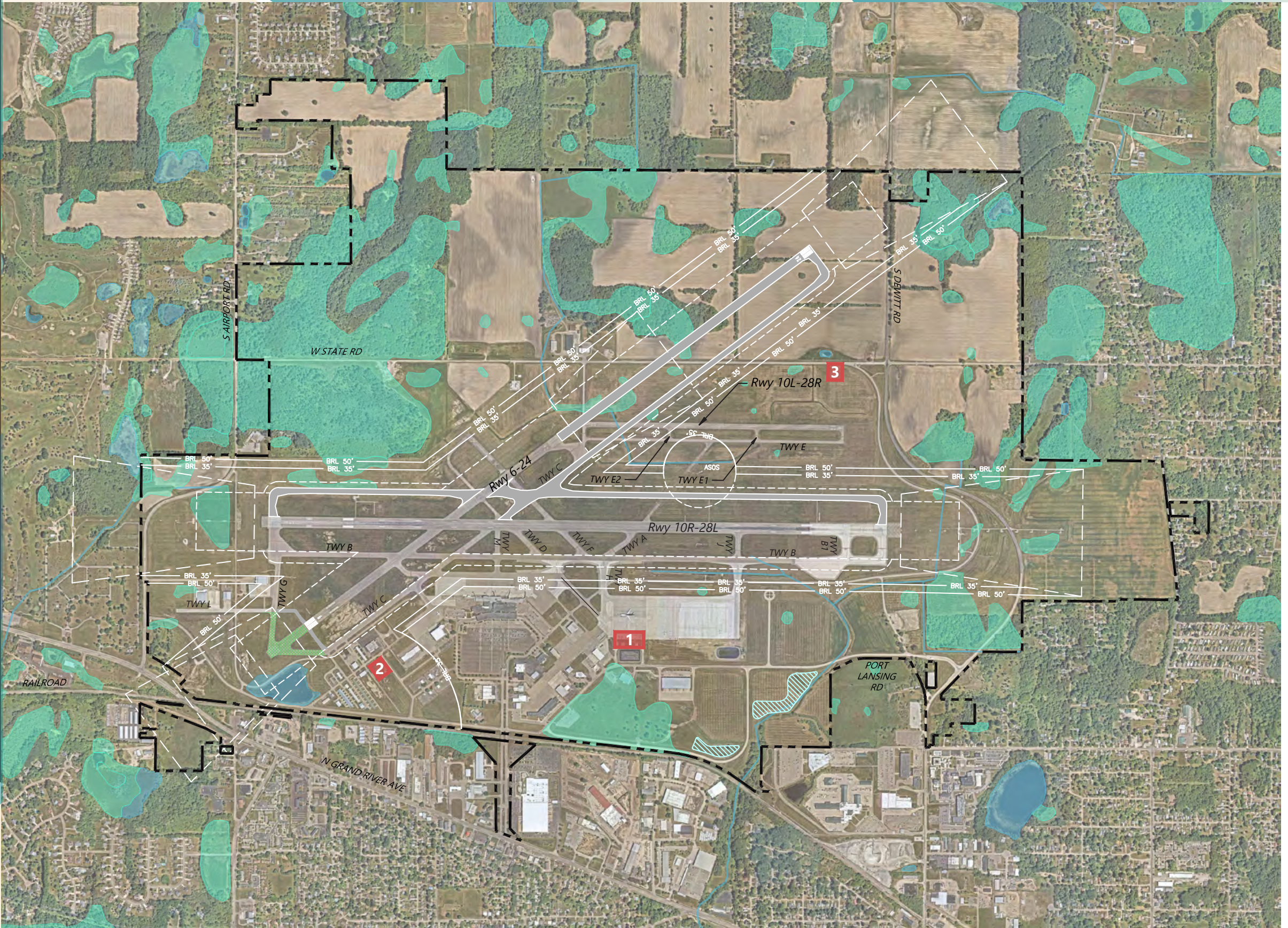
Source: RS&H, 2025; Nearmap Image Date 06/14/2024



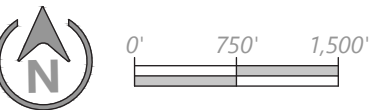
- Airport Maintenance and Snow Removal Equipment Storage**
- Property Boundary
 - Future Airfield
 - Runway Object Free Area (ROFA)/ Taxiway Object Free Area (TOFA)
 - Runway Protection Zone (RPZ)
 - Wetlands
 - Water/Drainage
 - Future Detention Pond
 - 35ft Building Restriction Line (BRL)
 - 50ft Building Restriction Line (BRL)
 - Automated Surface Observing System (ASOS)
 - Maintenance and SRE



Source: RS&H, 2025; Nearmap Image Date 06/14/2024

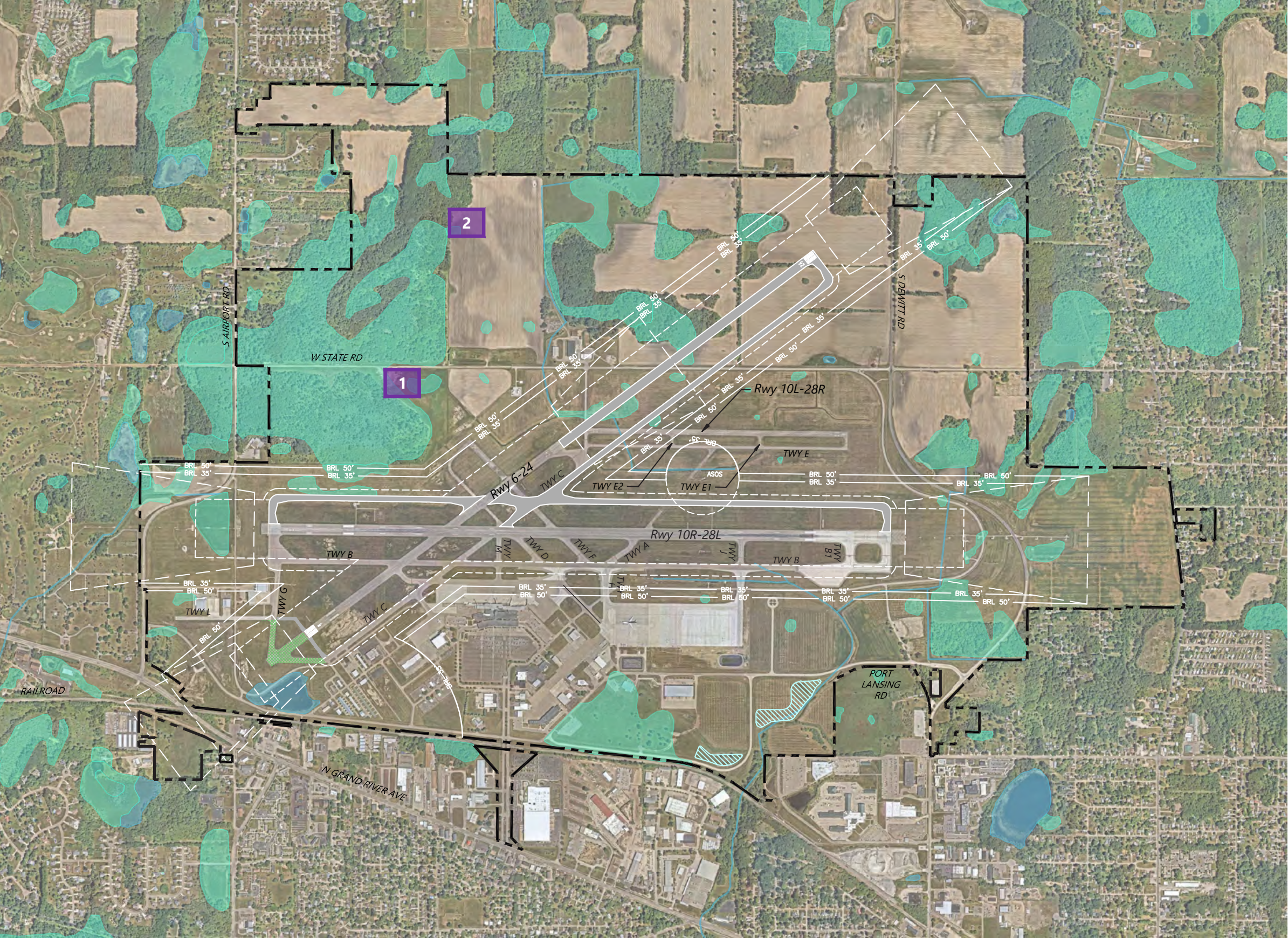


- Aircraft Fuel Storage Area Alternatives**
- Property Boundary
 - Future Airfield
 - Runway Object Free Area (ROFA)/ Taxiway Object Free Area (TOFA)
 - Runway Protection Zone (RPZ)
 - Wetlands
 - Water/Drainage
 - Future Detention Pond
 - 35ft Building Restriction Line (BRL)
 - 50ft Building Restriction Line (BRL)
 - Automated Surface Observing System (ASOS)
 - Fuel Storage



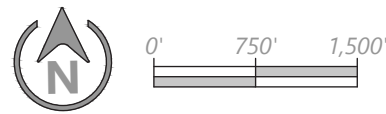
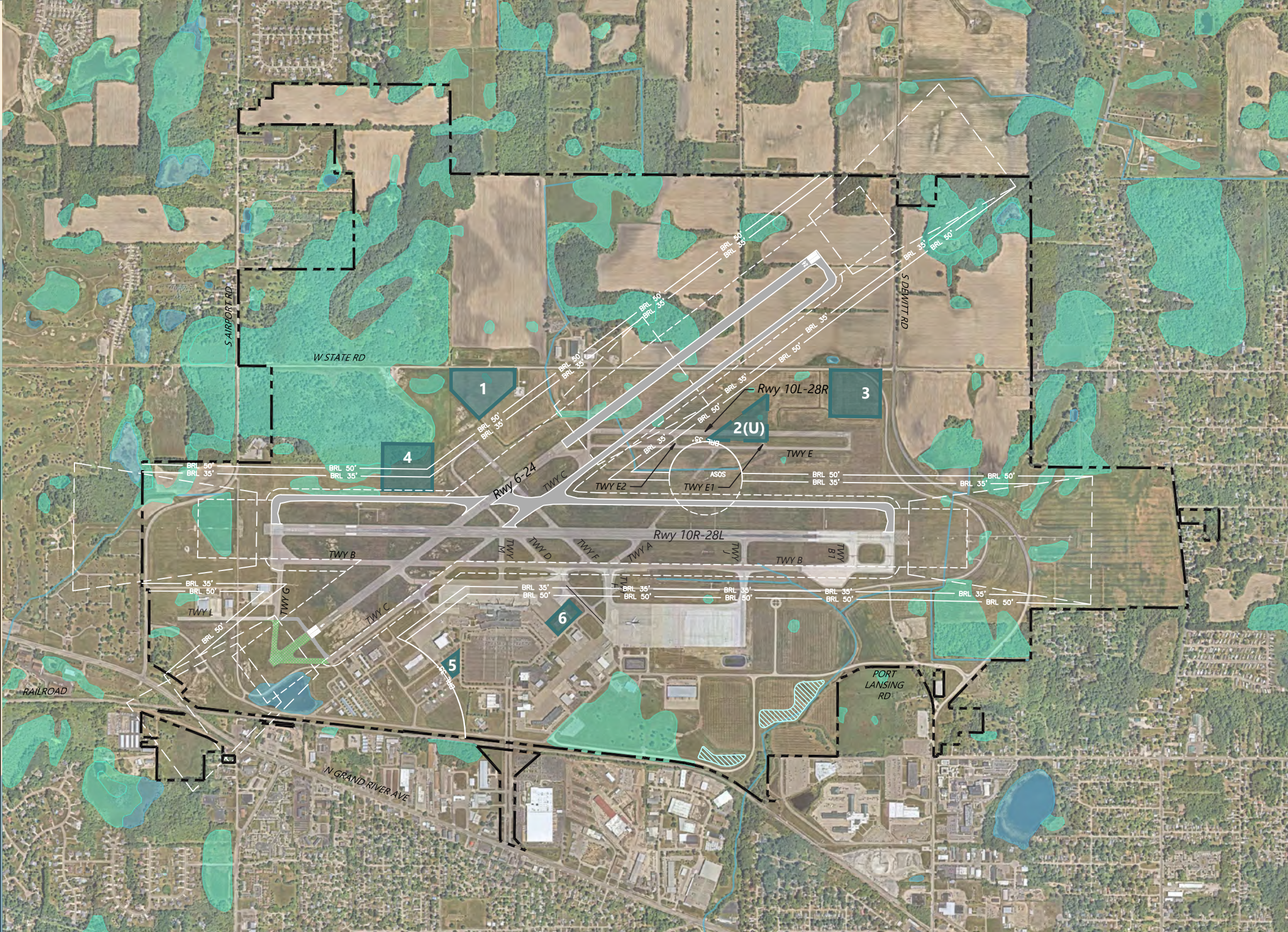
Source: RS&H, 2025; Nearmap Image Date 06/14/2024

FACILITY SITE ALTERNATIVES



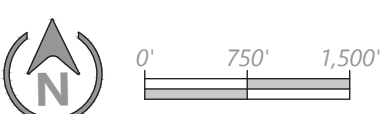
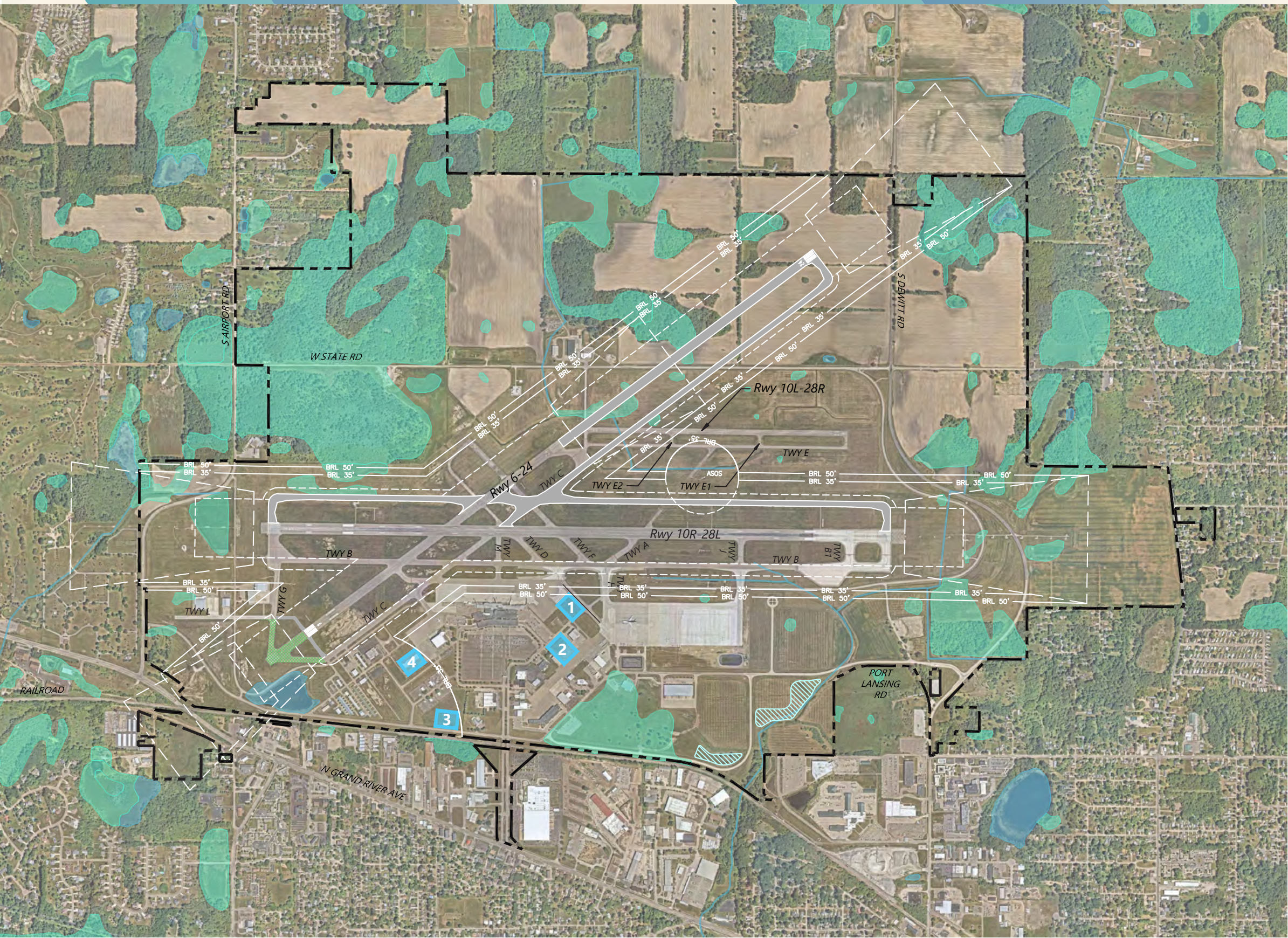
ARFF Training

- Property Boundary
- Future Airfield
- Runway Object Free Area (ROFA)/ Taxiway Object Free Area (TOFA)
- Runway Protection Zone (RPZ)
- Wetlands
- Water/Drainage
- Future Detention Pond
- 35ft Building Restriction Line (BRL)
- 50ft Building Restriction Line (BRL)
- Automated Surface Observing System (ASOS)
- ARFF Training



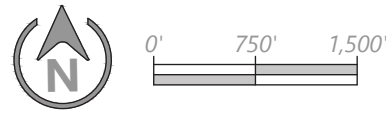
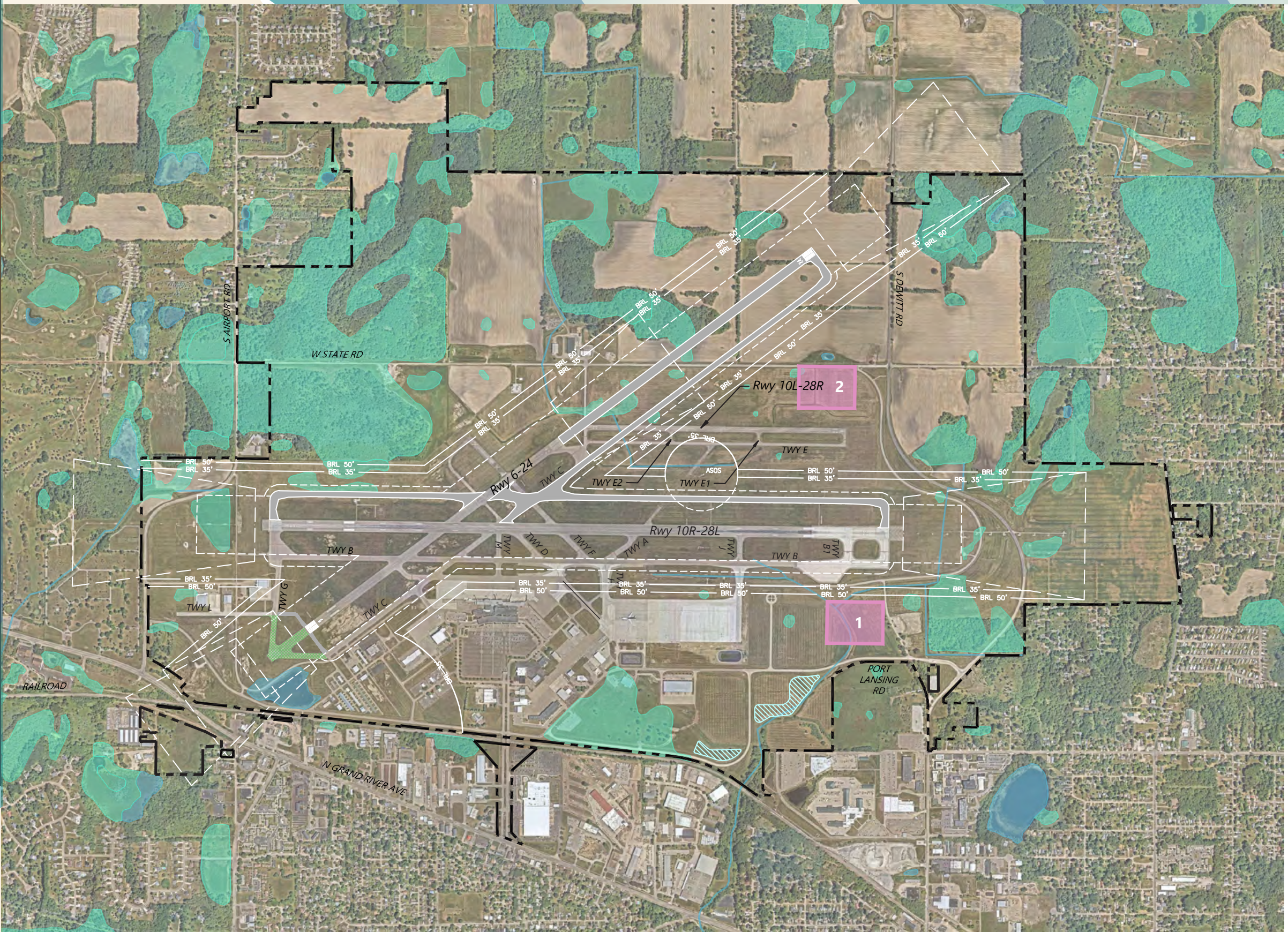
Air Traffic Control Tower Siting

- Property Boundary
- Future Airfield
- Runway Object Free Area (ROFA)/ Taxiway Object Free Area (TOFA)
- Runway Protection Zone (RPZ)
- Wetlands
- Water/Drainage
- Future Detention Pond
- 35ft Building Restriction Line (BRL)
- 50ft Building Restriction Line (BRL)
- Automated Surface Observing System (ASOS)
- ATCT
- ATCT (Ultimate)



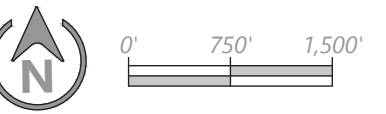
AAM Sites

- Property Boundary
- Future Airfield
- Runway Object Free Area (ROFA)/ Taxiway Object Free Area (TOFA)
- Runway Protection Zone (RPZ)
- Wetlands
- Water/Drainage
- Future Detention Pond
- 35ft Building Restriction Line (BRL)
- 50ft Building Restriction Line (BRL)
- Automated Surface Observing System (ASOS)
- AAM Sites



MRO

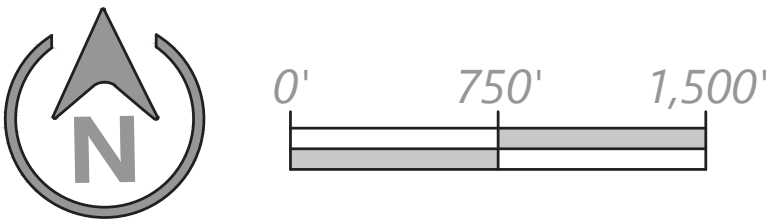
- Property Boundary
- Future Airfield
- Runway Object Free Area (ROFA)/ Taxiway Object Free Area (TOFA)
- Runway Protection Zone (RPZ)
- Wetlands
- Water/Drainage
- Future Detention Pond
- 35ft Building Restriction Line (BRL)
- 50ft Building Restriction Line (BRL)
- Automated Surface Observing System (ASOS)
- MRO



PREFERRED DEVELOPMENT

Comprehensive Development

- Property Boundary
- Future Airfield
- Runway Object Free Area (ROFA)/ Taxiway Object Free Area (TOFA)
- Runway Protection Zone (RPZ)
- USFWS Wetlands
- Delineated Wetlands
- Water/Drainage
- Future Detention Pond
- 35ft Building Restriction Line (BRL)
- 50ft Building Restriction Line (BRL)
- Automated Surface Observing System (ASOS)
- Airport Surveillance Radar (ASR)
- Existing Localizer / Glide Slope Critical Areas
- Pavement Removal
- Future Airfield Development
- Future Building Development
- Future Roadway / Parking Development
- Ultimate Airfield Development
- Ultimate Building Development
- Ultimate Roadway / Parking Development



IMPLEMENTATION

Development Phasing Plan

NEAR-TERM PROJECTS (2025-2028)

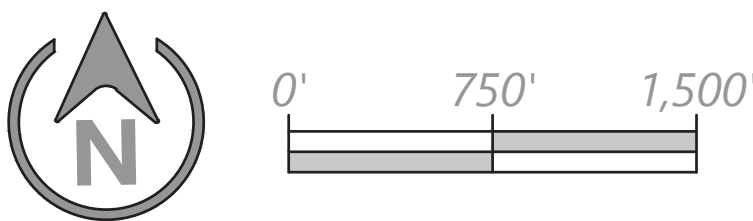
- 1 Transient Apron
- 2 Maintenance and SRE Storage Facility - Env *
- 3 Maintenance and SRE Storage Facility - Design/Constr
- 4 New Taxilane and Connectors
- 5 Twys M, D, F, and A - Planning/Environmental *
- 6 Twy M Removal - Design/Construction

MID-TERM PROJECTS (2029-2033)

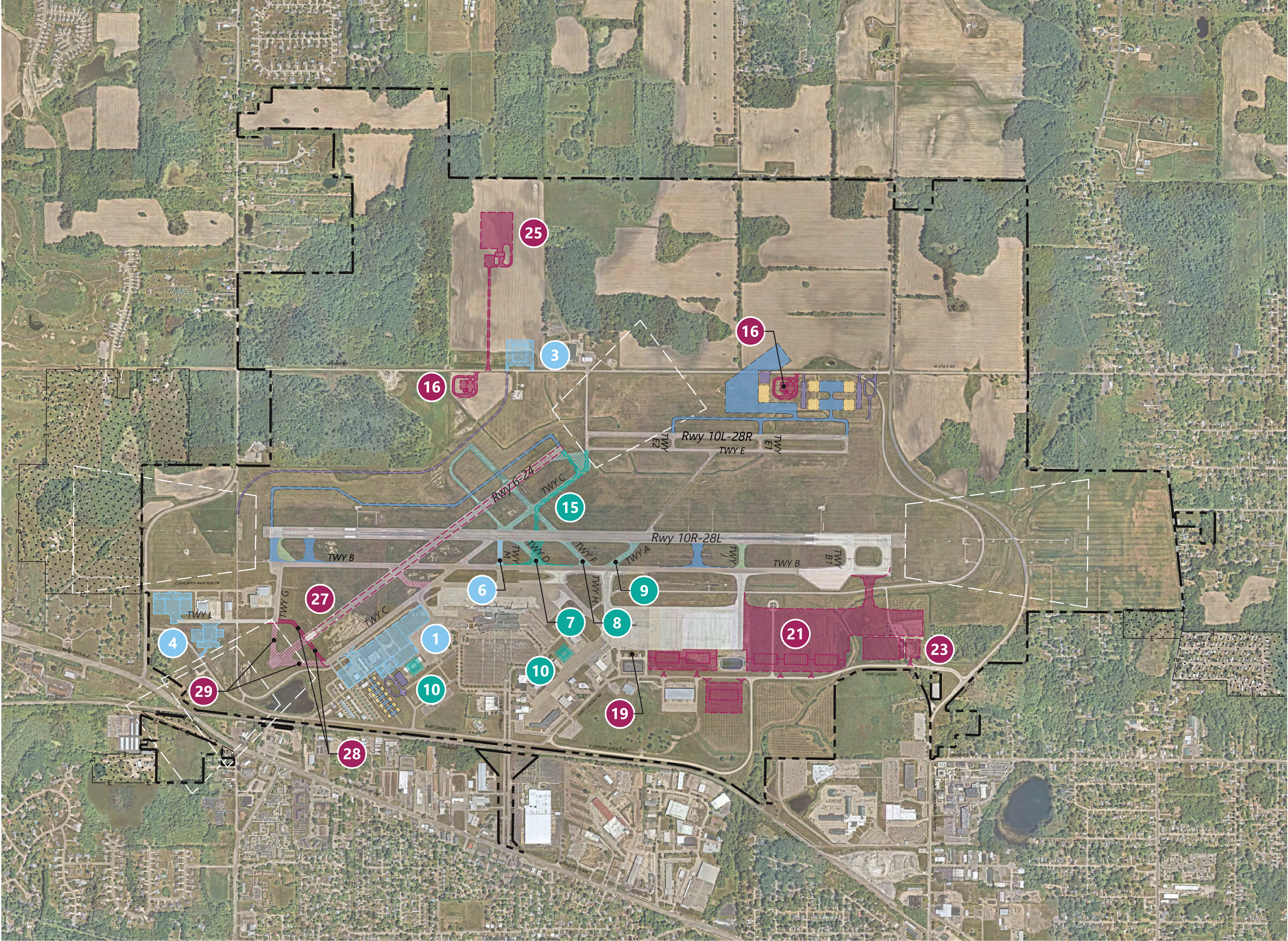
- 7 Twy D Removal/Reconfiguration - Design/Constr
- 8 Twy F Removal - Design/Construction
- 9 Twy A Removal - Design/Construction
- 10 AAM/eVTOL Pad Study - Planning
- 11 Airport Utility Master Plan - Planning *
- 12 North Development Area - Environmental *
- 13 North Development Area - Non-Aeronautical Dev *
- 14 Twy C Rehabilitation - Planning/Environmental *
- 15 Twy C Rehabilitation - Design/Construction

LONG-TERM PROJECTS (2034-2043)

- 16 ATCT Siting Study - Planning
- 17 ATCT - Environmental *
- 18 ATCT - Design/Construction *
- 19 Fuel Tank
- 20 Cargo Apron Expansion - Planning/Env *
- 21 Cargo Apron Expansion - Design/Construction
- 22 MRO Site - Planning/Environmental *
- 23 MRO Site - Design/Construction
- 24 ARFF Training Center - Planning/Environmental *
- 25 ARFF Training Center - Design/Construction
- 26 Rwy 6-24, Twys C, G, and F - Planning/Env *
- 27 Rwy 6-24 Rehabilitation - Design/Construction
- 28 Twy L - Design/Construction
- 29 Rwy End 6 Partial, Twy G and C Removal - Design/Constr



* Project not shown in graphic.



Source: RS&H, 2025; Nearmap, Image Date 06/14/2024

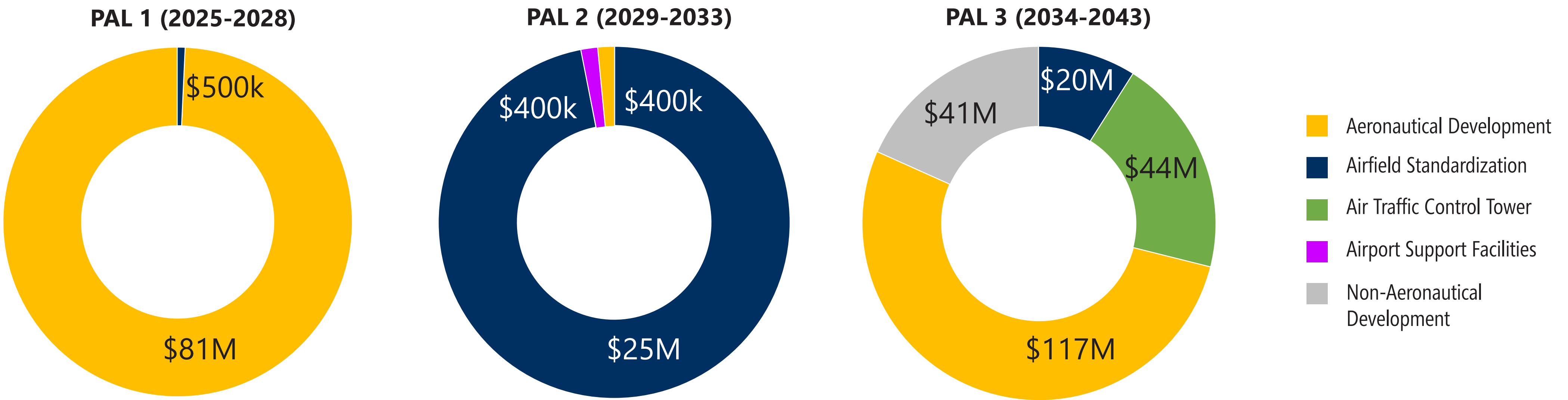
INVESTING IN THE FUTURE

Capital Region International Airport (LAN) serves as a commercial aviation gateway to the Michigan capital, providing critical passenger, cargo, and business connectivity that supports economic activities throughout the Lansing metropolitan area. The airport connects residents, employers, state government, and educational institutions to national and international markets while also supporting logistics, trade, and corporate aviation through its U.S. Port of Entry and cargo facilities. As a key regional transportation asset, LAN generates significant economic activity, creates jobs, and enhances the quality of life for local communities by improving mobility, access, and business opportunities.

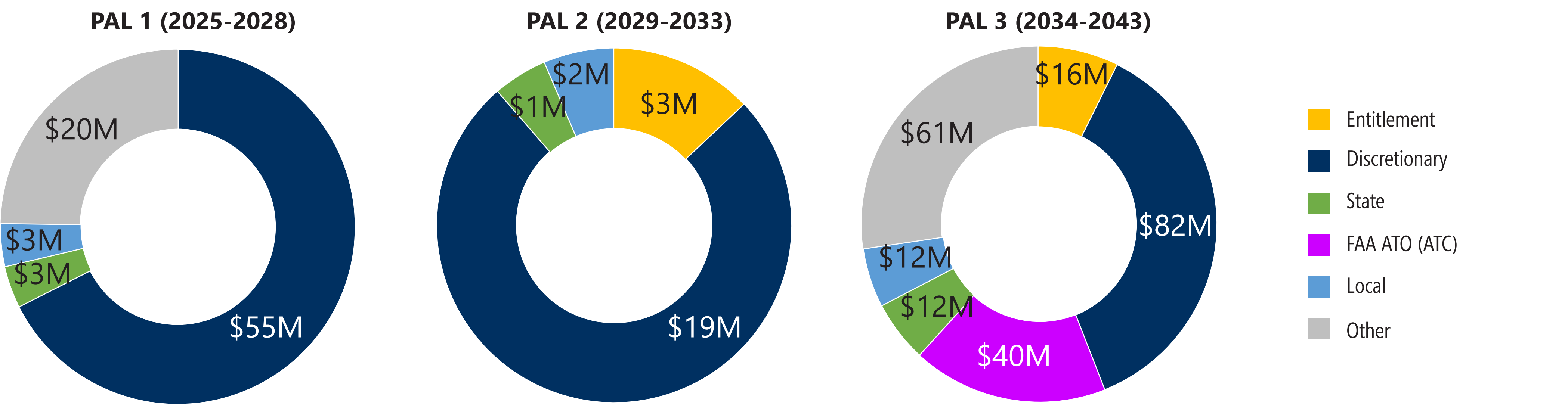
LAN is supported by state and federal funding as well as airport revenues for facility investments. The primary federal funding source is FAA Airport Improvement Program (AIP) grants. The AIP draws from the Airport and Airway Trust Fund which is supported by airport user fees, aviation fuel taxes, and similar aviation sources. State funds are gathered through similar means and also support airport projects. Local funds are derived from fees generated through airport operations which must, by law, be reinvested into airport facilities, maintenance, operations, and development. No local taxes are levied to fund improvements at LAN.

The Airport Master Plan establishes a strategic 20-year development program that aligns future facility investments with forecast aviation demand, operational needs, safety enhancements, and economic development opportunities. The recommended capital improvement program includes 29 projects with an estimated investment of approximately \$330 million through 2043, focused primarily on aeronautical development, airfield standardization, cargo facilities, and critical airport support infrastructure, while complementing the Airport’s existing terminal modernization efforts. Major investments include expansion of the transient and cargo aprons, airfield standardization projects, a new maintenance and snow removal equipment facility, replacement of the aging air traffic control tower, and development-ready infrastructure to support future aviation and business growth. Collectively, the plan provides a financially feasible roadmap that protects for future strategic investments, positions the Airport to respond to changing market demands, and supports the Airport Authority’s long-term operational, economic, and community goals.

Funding Breakdown By Program



Funding Breakdown By Term

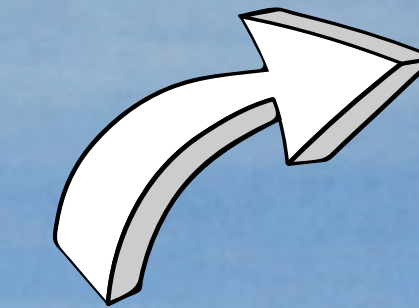


PAL 1 (2025-2028)	PAL 2 (2029-2033)	PAL 3 (2034-2043)	Total
\$81M	\$26M	\$223M	\$330M

Note: Total dollar amounts rounded. Some totals to not perfectly align due to rounding.

ADDITIONAL INFORMATION

Thank you for attending the final LAN Master Plan public open house.
For more information, please visit the LAN Master Plan Website.



Scan Here

