



Metropolitan Airports Commission

4300 Glumack Drive, Suite 3000, Saint Paul, MN 55111 • 612-725-6464 • metroairports.org

DATE: February 7, 2025
NOTICE TO: All Airport Users
FROM: Roy Fuhrmann, Chief Operating Officer
SUBJECT: Field Rule: Taxilane S and Terminal 2 Remote Apron Aircraft Movements at MSP

The Metropolitan Airports Commission, in consideration of aircraft movements in an uncontrolled non-movement area, has implemented the following Field Rule at Minneapolis-St. Paul Airport for aircraft movements, both taxied and towed, in the non-movement areas on Taxilane S and the Terminal 2 Remote Apron, effective February 7, 2025. All airport operators must abide by the rules set forth below when operating in these non-movement areas. NOTE: All aircraft operations in the non-movement area are at the discretion of the pilot-in-command or the non-flight crew taxiing or towing the aircraft.

1. All aircraft must enter the non-movement area from Taxiway C, and all aircraft must exit the non-movement area from Taxilane S.
2. Aircraft entering the non-movement area must receive direction from ATC to proceed into the non-movement area. Upon entering the non-movement area, the aircraft must stop at Control Point 11 and give way to any northbound aircraft movements on Taxilane S before proceeding southbound on Taxilane S to their intended destination.
3. Aircraft departing deicing positions 1, 2, and 3 on the north end of the Terminal 2 Remote Apron must hold short of Taxilane S1 at the intermediate holding position marking south of Taxilane S1, give way to any aircraft inbound on Taxilane S1 or northbound on Taxilane S, and then proceed to Control Point 88. Upon reaching Control Point 88, outbound aircraft must contact ATC to receive their full taxi clearance.
4. Aircraft departing the runup pad on Taxilane S2 must hold short of Taxilane S at the intermediate holding position marking east of Taxilane S, give way to any aircraft on Taxilane S, and then proceed on Taxilane S. Upon reaching Control Point 88, outbound aircraft must contact ATC to receive their full taxi clearance.
5. Aircraft departing from south of Taxilane S3 must hold short of Taxilane S3 at the intermediate holding position marking south of Taxilane S3 on Taxilane S, give way to aircraft on Taxilane S3 and southbound aircraft on Taxilane S, and then proceed to Control Point 88. Upon reaching Control Point 88, outbound aircraft must contact ATC to receive their full taxi clearance.
6. Aircraft departing from south of Taxilane S4 must hold short of Taxilane S4, give way to aircraft on Taxilane S, and then proceed to Control Point 88. Upon reaching Control Point 88, outbound aircraft must contact ATC to receive their full taxi clearance.

7. If there are no aircraft or ground equipment parked on the Terminal 2 Remote Apron between Taxilane S3 and Taxilane S1, aircraft may use that portion of the Apron to tow or taxi at their discretion to avoid traffic on Taxilane S. Centerlines on the Terminal 2 Remote Apron do not guarantee aircraft separation.

This Field Rule contains provisions for aircraft and personnel safety while operating on the AOA. It is essential that each company emphasize to their employees the need to comply with the Field Rule. Violations of this Field Rule will be enforced under MAC Ordinance No. 127 (through 8/31/2025) and No. 132 (pending effective date of 9/1/2025).

DocuSigned by:



0C7DD99AEADB432...

Roy Fuhrmann
Chief Operating Officer
Metropolitan Airports Commission