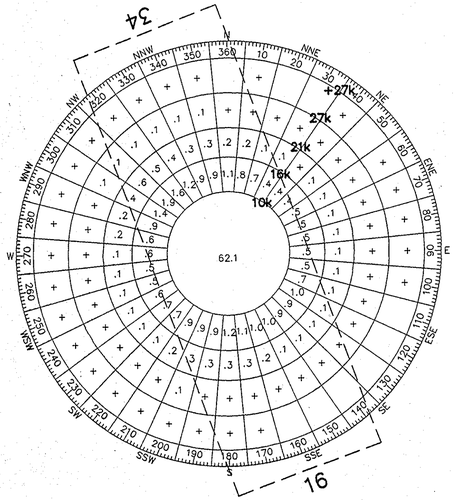
# Appendix F: Airport Layout Plan

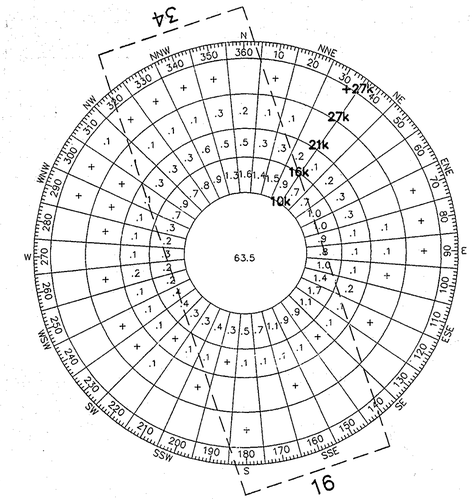
# AIRPORT LAYOUT PLAN

## SOUTH ST. PAUL MUNICIPAL AIRPORT

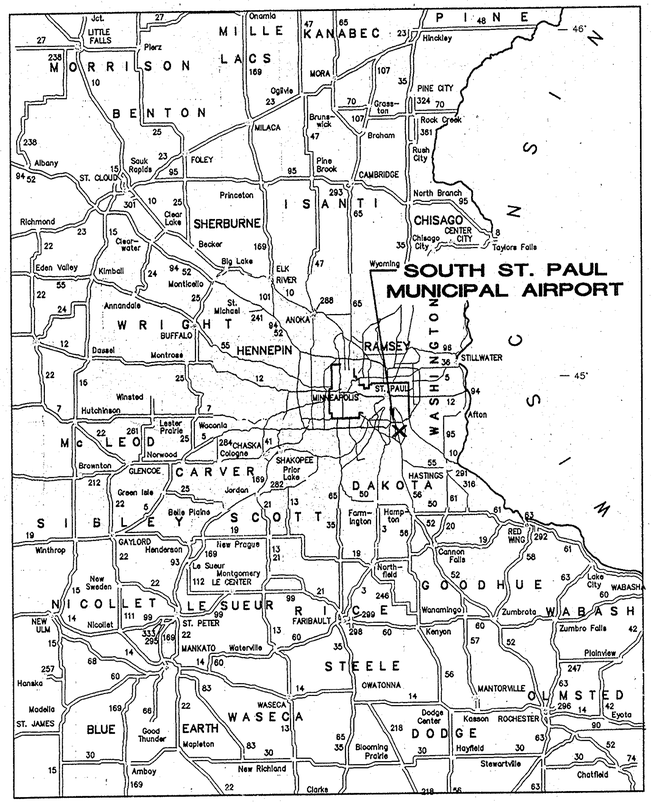
## SOUTH ST. PAUL, MINNESOTA




ALL WEATHER WIND ROSE

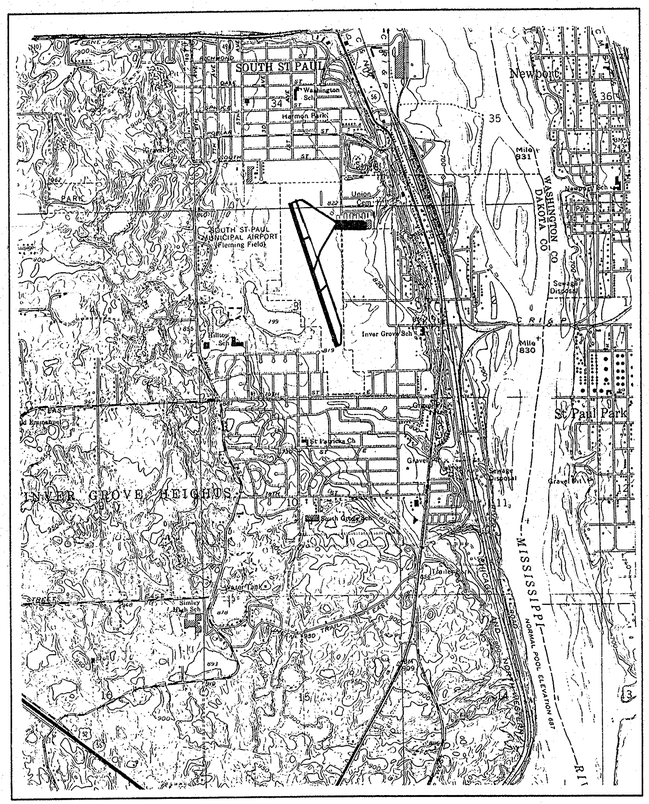



INSTRUMENT FLIGHT WIND ROSE




LOCATION MAP

NO SCALE




VICINITY MAP

GRAPHIC SCALE IN FEET
1" EQUALS APPROX. 4000'

MAGNETIC DECLINATION = 3.45° E
SOURCE: GEOMAGNETIC INFORMATION CENTER, USGS; SEPTEMBER 1, 1998

### INDEX TO SHEETS



### CRITICAL AIRCRAFT DATA

| | EXISTING | ULTIMATE |
|---|---|---|
| RUNWAY LENGTH | B-II | B-II |
| RUNWAY STRENGTH | S-30 DS7 | S-30 DS7 |
| APPROACH SPEED | DESIGN GROUP B | DESIGN GROUP B |
| WINGSPAN | DESIGN GROUP II | DESIGN GROUP II |
| TAIL HEIGHT | 20' | 20' |

### WIND COVERAGE

| | 10.5 KNOTS | 13 KNOTS | 16 KNOTS |
|---|---|---|---|
| RUNWAY 16/32 | 87.36% ALL | 93.42% ALL | 98.02% ALL |
| | 86.62% IFR | 92.57% IFR | 97.33% IFR |
| | 87.43% VFR | 93.49% VFR | 98.08% VFR |

SOURCE: MINNEAPOLIS – ST. PAUL WEATHER STATION
PERIOD: 1981–1990

### AIRPORT DATA

| | EXISTING | ULTIMATE |
|---|---|---|
| AIRPORT ELEVATION * Note all elevations contained herein, reference NGVD 83 | 820' MSL | 820' MSL |
| AIRPORT REFERENCE POINT (LATITUDE) | 44° 51' 25.68" N | 44° 51' 25.68" N |
| * Note all coordinates contained herein, reference NAD 83 (LONGITUDE) | 93° 01' 58.27" W | 93° 01' 58.27" W |
| MEAN MAX. TEMP. OF HOTTEST MONTH | 85° F | 85° F |
| TAXIWAY LIGHTING | NONE | MITL |
| AIRPORT AND TERMINAL NAVAIDS | NDB, GPS | NDB, GPS LOC, DME |
| AIRPORT AND TERMINAL VISUAL AIDS | MIRL, PAPI | MIRL, PAPI, |
| NPIAS SERVICE LEVEL | RELIEVER | RELIEVER |
| NPIAS AIRPORT ROLE | GENERAL UTILITY | GENERAL UTILITY |
| SASP CLASSIFICATION | INTERMEDIATE | INTERMEDIATE |
| AIRPORT REFERENCE CODE (ARC) | B-II | B-II |
| APPROACH MINIMUMS | NPI > 3/4 MILE | NPI > 3/4 MILE |

City of South St. Paul

APPROVED

Airport Manager — TITLE

5/24/2000 — DATE

| No. | BY | DATE | CHANGE |
|---|---|---|---|

REVISIONS

## TITLE SHEET

**SOUTH ST. PAUL MUNICIPAL AIRPORT**
RICHARD E. FLEMING FIELD

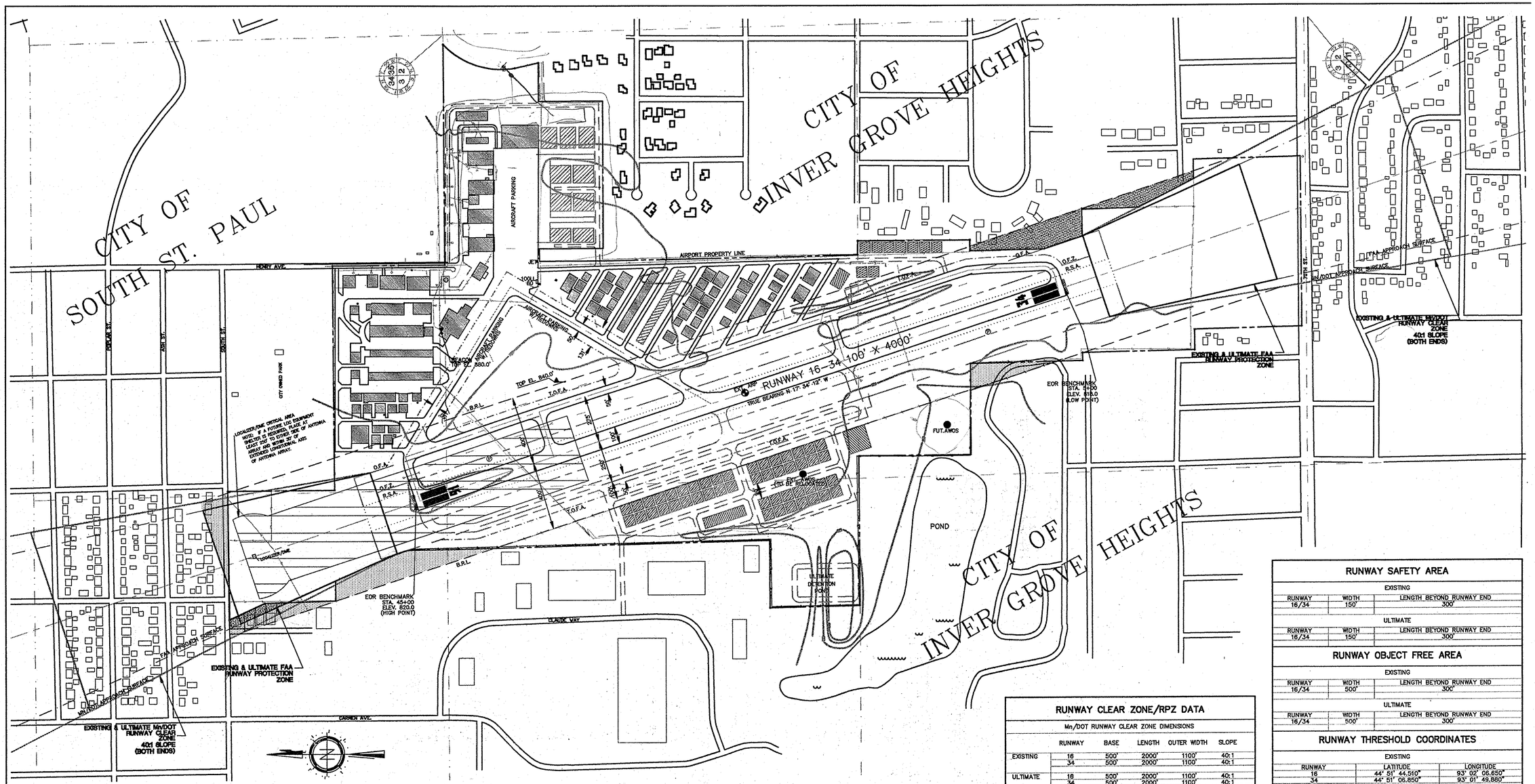
SEH
Aviation Services Group

I hereby certify that this plan was prepared by me or under my direct supervision and that I am a duly Registered Professional Engineer under the laws of the state of Minnesota.

Date 5/22/2000 Reg. No. 14429

6\25\99

FILE NO. SSTPA9901.00




MAGNETIC DECLINATION = 3.45° E

SOURCE: GEOMAGNETIC INFORMATION CENTER, USGS; SEPTEMBER 1, 1998

GRAPHIC SCALE IN FEET

0 300 600 900

**NOTES:**

1. THIS ALP HAS BEEN PREPARED ACCORDING TO AC 150/5300-13, CHANGE 5 AND PPM 5050.5C.
2. RUNWAY AND AIRPORT DATA BASED ON MAY 1999 AIRPORT FACILITY DIRECTORY.
3. UTILITY LOCATIONS ARE BASED ON DATA RECIEVED IN MARCH 1999.
4. OBSTRUCTIONS ARE DEPICTED ON SHEETS 6-8.

## LEGEND

| EXISTING | ULTIMATE | |
|---|---|---|
| | | PROPERTY LINE |
| | | PAVEMENT |
| | | BUILDING ON AIRPORT |
| | NONE | BUILDING OFF AIRPORT |
| | | FENCE |
| EXT ARP | NONE | AIRPORT REFERENCE POINT |
| | NONE | ROTATING BEACON |
| | NONE | WIND CONE |
| | NONE | RUNWAY PROTECTION ZONE |
| | NONE | RUNWAY OBJECT FREE AREA |
| | NONE | TAXIWAY OBJECT FREE AREA |
| | NONE | RUNWAY SAFETY AREA |
| | NONE | MN/DOT CLEAR ZONE |
| | NONE | MN/DOT APPROACH SURFACE |
| | NONE | PART 77 APPROACH SURFACE |
| | NONE | BUILDING RESTRICTION LINE (BRL) |

## LEGEND (CONT'D)

| EXISTING | ULTIMATE | |
|---|---|---|
| | NONE | RUNWAY OBJECT FREE ZONE |
| | | UNDERGROUND GASMAIN |
| OH-T | NONE | OVERHEAD TELEPHONE |
| OH-E | NONE | OVERHEAD ELECTRIC |
| | NONE | DRAINAGE PIPE |
| | NONE | BASIC DRAINAGE DIRECTION |
| 820 | NONE | CONTOUR LINE W/ELEV |
| 0000 0000 | NONE | RUNWAY THRESHOLD LIGHTS |
| | | AVIGATION EASEMENT |
| P | NONE | PAPIs |

## TAXIWAY DATA TABLE

| | EXISTING | ULTIMATE |
|---|---|---|
| TAXIWAY WIDTHS | 50' | 50' |
| TAXIWAY OBJECT FREE AREAS (T.O.F.A.) | 131' | 131' |

## RUNWAY DATA TABLE

| | RUNWAY 16/34 - PAVED | |
|---|---|---|
| | EXISTING | ULTIMATE |
| RUNWAY LENGTH & WIDTH | 100' X 4000' | SAME |
| DISPLACED THRESHOLD | NONE | SAME |
| RUNWAY GRADIENT | 0.05% | SAME |
| PAVEMENT TYPE | BITUMINOUS | SAME |
| PAVEMENT STRENGTH (DESIGN) | 12,500 LBS. | SAME |
| RUNWAY LIGHTING | MIRL | SAME |
| RUNWAY MARKING | NON PRECISION | SAME |
| VISIBILITY MINIMUMS | 1 MILE | SAME |
| RUNWAY NAVAIDS | PAPI | SAME |
| DESIGN APPROACH SLOPE (FAA) | 16=20:1 34=20:1 | SAME |
| CLEAR APPROACH SLOPE (FAA) | 16=40:1 34=50:1 | SAME |
| DESIGN APPROACH SLOPE (Mn/DOT) | 16=40:1 34=40:1 | SAME |
| CLEAR APPROACH SLOPE (Mn/DOT) | 16=40:1 34=50:1 | SAME |
| WIND COVERAGE* ALL (13 knots) | 93.42% | SAME |
| VFR | 93.49% | SAME |
| IFR | 92.57% | SAME |

* SOURCE: MINNEAPOLIS - ST. PAUL WEATHER STATION PERIOD: 1981 - 1990

## RUNWAY TOUCHDOWN STATION AND ELEVATION

| EXISTING | | |
|---|---|---|
| RUNWAY | STATION | ELEVATION |
| 16 | 15+00.00 | 820.0 |
| 34 | 35+00.00 | 819.5 |
| **ULTIMATE** | | |
| RUNWAY | STATION | ELEVATION |
| 16 | 15+00.00 | 820.0 |
| 34 | 35+00.00 | 819.5 |

## RUNWAY CLEAR ZONE/RPZ DATA

Mn/DOT RUNWAY CLEAR ZONE DIMENSIONS

| | RUNWAY | BASE | LENGTH | OUTER WIDTH | SLOPE |
|---|---|---|---|---|---|
| EXISTING | 16 | 500' | 2000' | 1100' | 40:1 |
| | 34 | 500' | 2000' | 1100' | 40:1 |
| ULTIMATE | 16 | 500' | 2000' | 1100' | 40:1 |
| | 34 | 500' | 2000' | 1100' | 40:1 |

FAA RUNWAY PROTECTION ZONE DIMENSIONS

| | RUNWAY | BASE | LENGTH | OUTER WIDTH |
|---|---|---|---|---|
| EXISTING | 16 | 500' | 1000' | 700' |
| | 34 | 500' | 1000' | 700' |
| ULTIMATE | 16 | 500' | 1000' | 700' |
| | 34 | 500' | 1000' | 700' |

## RUNWAY APPROACH SURFACES DATA

MN/DOT APPROACH SURFACES

| | RUNWAY | BASE | LENGTH | OUTER WIDTH | SLOPE |
|---|---|---|---|---|---|
| EXISTING | 16 | 500' | 10000' | 3500' | 40:1 |
| | 34 | 500' | 10000' | 3500' | 40:1 |
| ULTIMATE | 16 | 500' | 10000' | 3500' | 40:1 |
| | 34 | 500' | 10000' | 3500' | 40:1 |

FAA APPROACH SURFACES

| | RUNWAY | BASE | LENGTH | OUTER WIDTH | SLOPE |
|---|---|---|---|---|---|
| EXISTING | 16 | 500' | 5000' | 2000' | 20:1 |
| | 34 | 500' | 5000' | 2000' | 20:1 |
| ULTIMATE | 16 | 500' | 5000' | 2000' | 20:1 |
| | 34 | 500' | 5000' | 2000' | 20:1 |

## RUNWAY SAFETY AREA

| EXISTING | | |
|---|---|---|
| RUNWAY | WIDTH | LENGTH BEYOND RUNWAY END |
| 16/34 | 150' | 300' |
| **ULTIMATE** | | |
| RUNWAY | WIDTH | LENGTH BEYOND RUNWAY END |
| 16/34 | 150' | 300' |

## RUNWAY OBJECT FREE AREA

| EXISTING | | |
|---|---|---|
| RUNWAY | WIDTH | LENGTH BEYOND RUNWAY END |
| 16/34 | 500' | 300' |
| **ULTIMATE** | | |
| RUNWAY | WIDTH | LENGTH BEYOND RUNWAY END |
| 16/34 | 500' | 300' |

## RUNWAY THRESHOLD COORDINATES

| EXISTING | | |
|---|---|---|
| RUNWAY | LATITUDE | LONGITUDE |
| 16 | 44° 51' 44.510" | 93° 02' 06.850" |
| 34 | 44° 51' 06.850" | 93° 01' 49.880" |
| **ULTIMATE** | | |
| RUNWAY | LATITUDE | LONGITUDE |
| 16 | 44° 51' 44.510" | 93° 02' 06.850" |
| 34 | 44° 51' 06.850" | 93° 01' 49.880" |

## RUNWAY THRESHOLD STATION AND ELEVATION

| EXISTING | | |
|---|---|---|
| RUNWAY | STATION | ELEVATION |
| 16 | 45+00.00 | 820.0 |
| 34 | 5+00.00 | 818.0 |
| **ULTIMATE** | | |
| RUNWAY | STATION | ELEVATION |
| 16 | 45+00.00 | 820.0 |
| 34 | 5+00.00 | 818.0 |

## AIRPORT REFERENCE POINT

| | EXISTING | ULTIMATE |
|---|---|---|
| LATITUDE | 44° 51' 25.68" | 44° 51' 25.68" |
| LONGITUDE | 93° 01' 58.27" | 93° 01' 58.27" |

## CRITICAL AIRCRAFT DATA

| | EXISTING | ULTIMATE |
|---|---|---|
| RUNWAY LENGTH | B-II | B-II |
| RUNWAY STRENGTH | S-30 D57 | S-30 D57 |
| APPROACH SPEED | DESIGN GROUP B | DESIGN GROUP B |
| WINGSPAN | DESIGN GROUP II | DESIGN GROUP II |
| TAIL HEIGHT | 22.5' | 22.5' |

1. MMR 01-11-01
△ REVISION

SSTPA9901.00
FILE NUMBER
6-25-99
DATE
JAG
DRAWN BY

I hereby certify that this plan was prepared by me or under my direct supervision and that I am a duly Registered Professional Engineer under the laws of the state of Minnesota.

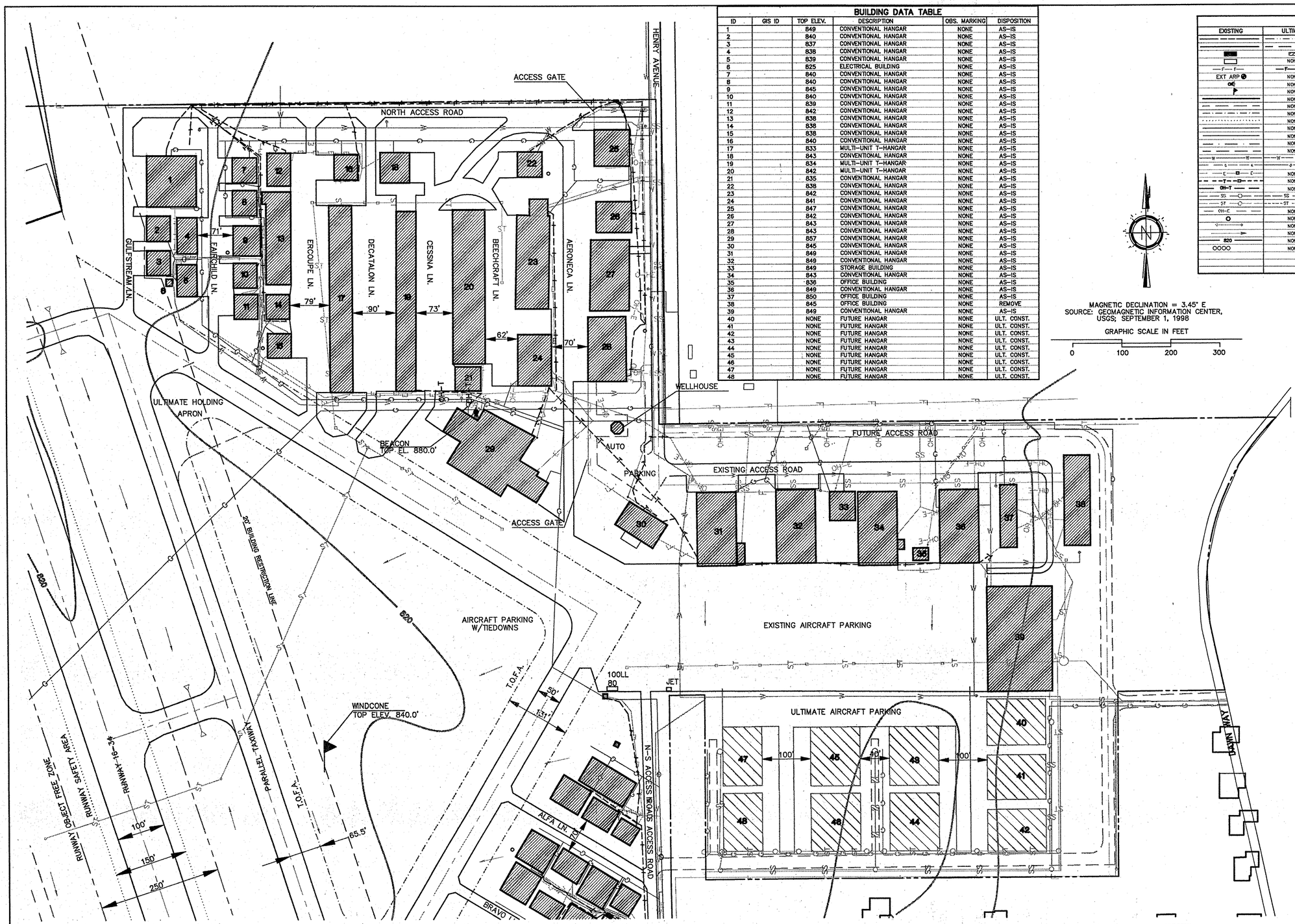
Date: 01/11/01 Reg. No. 14429

AIRPORT LAYOUT PLAN

SOUTH ST. PAUL MUNICIPAL AIRPORT
AIRPORT LAYOUT PLAN


AVIATION SERVICES GROUP
3535 VADNAIS CENTER DRIVE
ST. PAUL, MINNESOTA 55110
PHONE: (612) 490 - 2000
WATTS: (800) 325-2065
FAX: (612) 490-2150
WEBSITE: www.sehinc.com


SHEET
2
OF 10 SHEETS




## BUILDING DATA TABLE

| ID | GIS ID | TOP ELEV. | DESCRIPTION | OBS. MARKING | DISPOSITION |
|---|---|---|---|---|---|
| 1 | | 849 | CONVENTIONAL HANGAR | NONE | AS-IS |
| 2 | | 840 | CONVENTIONAL HANGAR | NONE | AS-IS |
| 3 | | 837 | CONVENTIONAL HANGAR | NONE | AS-IS |
| 4 | | 838 | CONVENTIONAL HANGAR | NONE | AS-IS |
| 5 | | 839 | CONVENTIONAL HANGAR | NONE | AS-IS |
| 6 | | 825 | ELECTRICAL BUILDING | NONE | AS-IS |
| 7 | | 840 | CONVENTIONAL HANGAR | NONE | AS-IS |
| 8 | | 840 | CONVENTIONAL HANGAR | NONE | AS-IS |
| 9 | | 845 | CONVENTIONAL HANGAR | NONE | AS-IS |
| 10 | | 840 | CONVENTIONAL HANGAR | NONE | AS-IS |
| 11 | | 839 | CONVENTIONAL HANGAR | NONE | AS-IS |
| 12 | | 842 | CONVENTIONAL HANGAR | NONE | AS-IS |
| 13 | | 838 | CONVENTIONAL HANGAR | NONE | AS-IS |
| 14 | | 838 | CONVENTIONAL HANGAR | NONE | AS-IS |
| 15 | | 838 | CONVENTIONAL HANGAR | NONE | AS-IS |
| 16 | | 840 | CONVENTIONAL HANGAR | NONE | AS-IS |
| 17 | | 833 | MULTI-UNIT T-HANGAR | NONE | AS-IS |
| 18 | | 843 | CONVENTIONAL HANGAR | NONE | AS-IS |
| 19 | | 834 | MULTI-UNIT T-HANGAR | NONE | AS-IS |
| 20 | | 842 | MULTI-UNIT T-HANGAR | NONE | AS-IS |
| 21 | | 835 | CONVENTIONAL HANGAR | NONE | AS-IS |
| 22 | | 838 | CONVENTIONAL HANGAR | NONE | AS-IS |
| 23 | | 842 | CONVENTIONAL HANGAR | NONE | AS-IS |
| 24 | | 841 | CONVENTIONAL HANGAR | NONE | AS-IS |
| 25 | | 847 | CONVENTIONAL HANGAR | NONE | AS-IS |
| 26 | | 842 | CONVENTIONAL HANGAR | NONE | AS-IS |
| 27 | | 843 | CONVENTIONAL HANGAR | NONE | AS-IS |
| 28 | | 843 | CONVENTIONAL HANGAR | NONE | AS-IS |
| 29 | | 857 | CONVENTIONAL HANGAR | NONE | AS-IS |
| 30 | | 845 | CONVENTIONAL HANGAR | NONE | AS-IS |
| 31 | | 849 | CONVENTIONAL HANGAR | NONE | AS-IS |
| 32 | | 849 | CONVENTIONAL HANGAR | NONE | AS-IS |
| 33 | | 849 | STORAGE BUILDING | NONE | AS-IS |
| 34 | | 843 | CONVENTIONAL HANGAR | NONE | AS-IS |
| 35 | | 836 | OFFICE BUILDING | NONE | AS-IS |
| 36 | | 849 | CONVENTIONAL HANGAR | NONE | AS-IS |
| 37 | | 850 | OFFICE BUILDING | NONE | AS-IS |
| 38 | | 845 | OFFICE BUILDING | NONE | REMOVE |
| 39 | | 849 | CONVENTIONAL HANGAR | NONE | AS-IS |
| 40 | | NONE | FUTURE HANGAR | NONE | ULT. CONST. |
| 41 | | NONE | FUTURE HANGAR | NONE | ULT. CONST. |
| 42 | | NONE | FUTURE HANGAR | NONE | ULT. CONST. |
| 43 | | NONE | FUTURE HANGAR | NONE | ULT. CONST. |
| 44 | | NONE | FUTURE HANGAR | NONE | ULT. CONST. |
| 45 | | NONE | FUTURE HANGAR | NONE | ULT. CONST. |
| 46 | | NONE | FUTURE HANGAR | NONE | ULT. CONST. |
| 47 | | NONE | FUTURE HANGAR | NONE | ULT. CONST. |
| 48 | | NONE | FUTURE HANGAR | NONE | ULT. CONST. |

## LEGEND

| EXISTING | ULTIMATE | |
|---|---|---|
| | | PROPERTY LINE |
| | | PAVEMENT |
| | | BUILDING ON AIRPORT |
| | NONE | BUILDING OFF AIRPORT |
| | | FENCE |
| EXT ARP | NONE | AIRPORT REFERENCE POINT |
| | NONE | ROTATING BEACON |
| | NONE | WIND CONE |
| | NONE | RUNWAY PROTECTION ZONE |
| | NONE | RUNWAY OBJECT FREE AREA |
| | NONE | TAXIWAY OBJECT FREE AREA |
| | NONE | RUNWAY SAFETY AREA |
| | NONE | MN/DOT CLEAR ZONE |
| | NONE | MN/DOT APPROACH SURFACE |
| | NONE | PART 77 APPROACH SURFACE |
| | NONE | BUILDING RESTRICTION LINE (BRL) |
| W | W | UNDERGROUND WATERMAIN |
| G | G | UNDERGROUND GASMAIN |
| E | NONE | UNDERGROUND ELECTRIC W/PAD |
| T | NONE | UNDERGROUND TELEPHONE W/PEDESTAL |
| OH-T | NONE | OVERHEAD TELEPHONE |
| SS | SS | UNDERGROUND SANITARY SEWER |
| ST | ST | UNDERGROUND STORM SEWER |
| OH-E | NONE | OVERHEAD ELECTRIC |
| | NONE | HOLDING TANK CAP |
| | NONE | DRAINAGE PIPE |
| | NONE | BASIC DRAINAGE DIRECTION |
| 820 | NONE | CONTOUR LINE W/ELEV |
| | NONE | PAPI'S |

MAGNETIC DECLINATION = 3.45° E
SOURCE: GEOMAGNETIC INFORMATION CENTER, USGS; SEPTEMBER 1, 1998

GRAPHIC SCALE IN FEET
0 100 200 300

## NORTH BUILDING AREA

**NOTES:**

1. THIS ALP HAS BEEN PREPARED ACCORDING TO AC 150/5300-13, CHANGE 5 AND PPM 5050.5C.
2. RUNWAY AND AIRPORT DATA BASED ON MAY 1999 AIRPORT FACILITY DIRECTORY.
3. UTILITY LOCATIONS ARE BASED ON DATA RECIEVED FROM NSP IN MARCH 1999.
4. OBSTRUCTIONS ARE DEPICTED ON SHEETS 6-8.

| | |
|---|---|
| 1. | MMR 01-11-01 |
| △ | REVISION |

SSTPA9901.00
FILE NUMBER
6-25-99
DATE
JAG
DRAWN BY

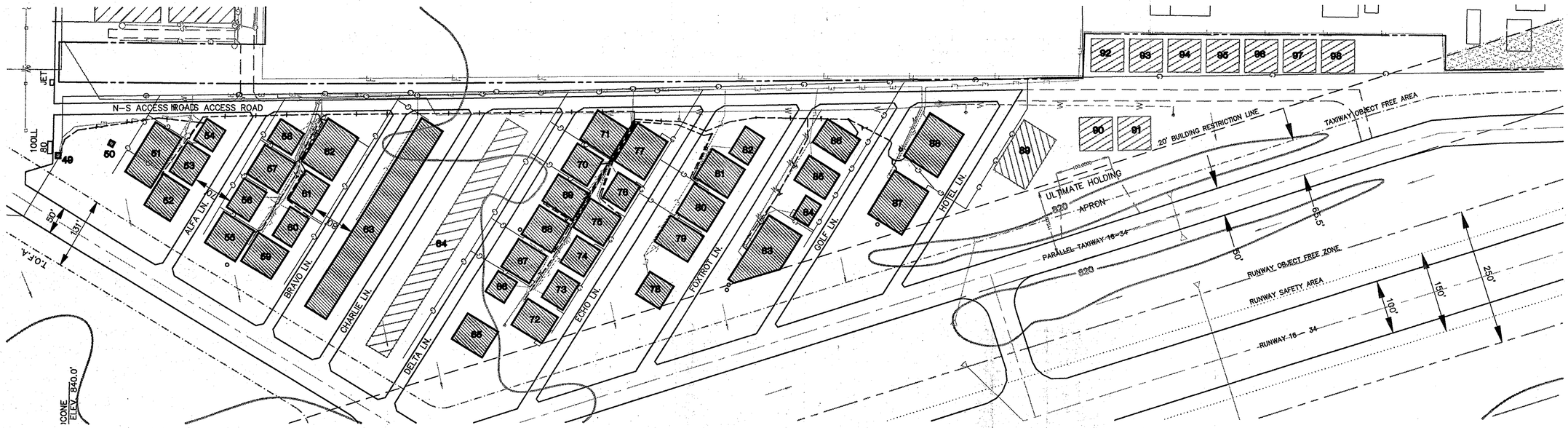
I hereby certify that this plan was prepared by me or under my direct supervision and that I am a duly Registered Professional Engineer under the laws of the state of Minnesota.
Signature
Date: 01/11/01 Reg. No. 14429

AIRPORT LAYOUT PLAN

SOUTH ST. PAUL MUNICIPAL AIRPORT
NORTH TERMINAL AREA


SEH
AVIATION SERVICES GROUP
3535 VADNAIS CENTER DRIVE
ST. PAUL, MINNESOTA 55110
PHONE: (612) 490-2000
WATTS: (800) 325-2055
FAX: (612) 490-2150
WEBSITE: www.sehinc.com


SHEET
3
OF 10 SHEETS




## EAST BUILDING AREA

**NOTES:**

1. THIS ALP HAS BEEN PREPARED ACCORDING TO AC 150/5300-13, CHANGE 5 AND PPM 5050.5C.
2. RUNWAY AND AIRPORT DATA BASED ON MAY 1999 AIRPORT FACILITY DIRECTORY.
3. UTILITY LOCATIONS ARE BASED ON DATA RECIEVED FROM NSP IN MARCH 1999.
4. OBSTRUCTIONS ARE DEPICTED ON SHEETS 6-8.

MAGNETIC DECLINATION = 3.45° E
SOURCE: GEOMAGNETIC INFORMATION CENTER, USGS; SEPTEMBER 1, 1998

GRAPHIC SCALE IN FEET

0 100 200 300

### BUILDING DATA TABLE

| ID | GIS ID | TOP ELEV. | DESCRIPTION | OBSTRUCTION MARKING | DISPOSITION |
|---|---|---|---|---|---|
| 49 | | 834 | FUEL BUILDING | NONE | AS-IS |
| 50 | | 834 | METAL R.C.O. BUILDING | NONE | AS-IS |
| 51 | | 837 | CONVENTIONAL HANGAR | NONE | AS-IS |
| 52 | | 844 | CONVENTIONAL HANGAR | NONE | AS-IS |
| 53 | | 837 | CONVENTIONAL HANGAR | NONE | AS-IS |
| 54 | | 834 | CONVENTIONAL HANGAR | NONE | AS-IS |
| 55 | | 843 | CONVENTIONAL HANGAR | NONE | AS-IS |
| 56 | | 838 | CONVENTIONAL HANGAR | NONE | AS-IS |
| 57 | | 839 | CONVENTIONAL HANGAR | NONE | AS-IS |
| 58 | | 835 | CONVENTIONAL HANGAR | NONE | AS-IS |
| 59 | | 838 | CONVENTIONAL HANGAR | NONE | AS-IS |
| 60 | | 839 | CONVENTIONAL HANGAR | NONE | AS-IS |
| 61 | | 840 | CONVENTIONAL HANGAR | NONE | AS-IS |
| 62 | | 844 | CONVENTIONAL HANGAR | NONE | AS-IS |
| 63 | | 840 | MULTI-UNIT T-HANGAR | NONE | AS-IS |
| 64 | | MAX. 840 | ULTIMATE CONSTRUCTION | NONE | ULT. CONST. |
| 65 | | 839 | CONVENTIONAL HANGAR | NONE | AS-IS |
| 66 | | 840 | CONVENTIONAL HANGAR | NONE | AS-IS |
| 67 | | 842 | CONVENTIONAL HANGAR | NONE | AS-IS |
| 68 | | 841 | CONVENTIONAL HANGAR | NONE | AS-IS |
| 69 | | 839 | CONVENTIONAL HANGAR | NONE | AS-IS |
| 70 | | 837 | CONVENTIONAL HANGAR | NONE | AS-IS |
| 71 | | 838 | CONVENTIONAL HANGAR | NONE | AS-IS |
| 72 | | 835 | CONVENTIONAL HANGAR | NONE | AS-IS |
| 73 | | 838 | CONVENTIONAL HANGAR | NONE | AS-IS |
| 74 | | 838 | CONVENTIONAL HANGAR | NONE | AS-IS |
| 75 | | 838 | CONVENTIONAL HANGAR | NONE | AS-IS |
| 76 | | 845 | CONVENTIONAL HANGAR | NONE | AS-IS |
| 77 | | 835 | CONVENTIONAL HANGAR | NONE | AS-IS |
| 78 | | 839 | CONVENTIONAL HANGAR | NONE | AS-IS |
| 79 | | 838 | CONVENTIONAL HANGAR | NONE | AS-IS |
| 80 | | 835 | CONVENTIONAL HANGAR | NONE | AS-IS |
| 81 | | 846 | CONVENTIONAL HANGAR | NONE | AS-IS |
| 82 | | 835 | CONVENTIONAL HANGAR | NONE | AS-IS |
| 83 | | 836 | CONVENTIONAL HANGAR | NONE | AS-IS |
| 84 | | 835 | CONVENTIONAL HANGAR | NONE | AS-IS |
| 85 | | 845 | CONVENTIONAL HANGAR | NONE | AS-IS |
| 86 | | 846 | CONVENTIONAL HANGAR | NONE | AS-IS |
| 87 | | 845 | CONVENTIONAL HANGAR | NONE | AS-IS |
| 88 | | 846 | CONVENTIONAL HANGAR | NONE | AS-IS |
| 89 | | MAX. 840' | ULTIMATE CONSTRUCTION | NONE | ULT. CONST. |
| 90 | | MAX. 843' | ULTIMATE CONSTRUCTION | NONE | ULT. CONST. |
| 91 | | MAX. 840' | ULTIMATE CONSTRUCTION | NONE | ULT. CONST. |
| 92 | | MAX. 862' | ULTIMATE CONSTRUCTION | NONE | ULT. CONST. |
| 93 | | MAX. 858' | ULTIMATE CONSTRUCTION | NONE | ULT. CONST. |
| 94 | | MAX. 855' | ULTIMATE CONSTRUCTION | NONE | ULT. CONST. |
| 95 | | MAX. 851' | ULTIMATE CONSTRUCTION | NONE | ULT. CONST. |
| 96 | | MAX. 849' | ULTIMATE CONSTRUCTION | NONE | ULT. CONST. |
| 97 | | MAX. 845' | ULTIMATE CONSTRUCTION | NONE | ULT. CONST. |
| 98 | | MAX. 843' | ULTIMATE CONSTRUCTION | NONE | ULT. CONST. |

### LEGEND

| EXISTING | ULTIMATE | |
|---|---|---|
| | | PROPERTY LINE |
| | | PAVEMENT |
| | | BUILDING ON AIRPORT |
| | NONE | BUILDING OFF AIRPORT |
| | | FENCE |
| | NONE | ROTATING BEACON |
| | NONE | WIND CONE |
| | NONE | RUNWAY PROTECTION ZONE |
| | NONE | RUNWAY OBJECT FREE AREA |
| | NONE | TAXIWAY OBJECT FREE AREA |
| | NONE | RUNWAY SAFETY AREA |
| | NONE | BUILDING RESTRICTION LINE (BRL) |
| | | UNDERGROUND WATERMAIN |
| | | UNDERGROUND GASMAIN |
| | NONE | UNDERGROUND ELECTRIC W/PAD |
| | NONE | UNDERGROUND TELEPHONE W/PEDESTAL |
| | NONE | OVERHEAD TELEPHONE |
| | | UNDERGROUND SANITARY SEWER |
| | | UNDERGROUND STORM SEWER |
| | NONE | OVERHEAD ELECTRIC |
| | NONE | HOLDING TANK CAP |
| | NONE | DRAINAGE PIPE |
| | NONE | BASIC DRAINAGE DIRECTION |
| | NONE | CONTOUR LINE W/ELEV |

| | |
|---|---|
| 1. | MMR 01-11-01 |
| △ | REVISION |

SSTPA9901.00
FILE NUMBER

6-25-99
DATE

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I hereby certify that this plan was prepared by me or under my direct supervision and that I am a duly Registered Professional Engineer under the laws of the state of Minnesota.

Date: 01 / LV / 01 Reg. No. 14429

AIRPORT LAYOUT PLAN

SOUTH ST. PAUL MUNICIPAL AIRPORT
EAST BUILDING AREA TERMINAL PLAN


AVIATION SERVICES GROUP
3535 VADNAIS CENTER DRIVE
ST. PAUL, MINNESOTA 55110
PHONE (612) 490-2000
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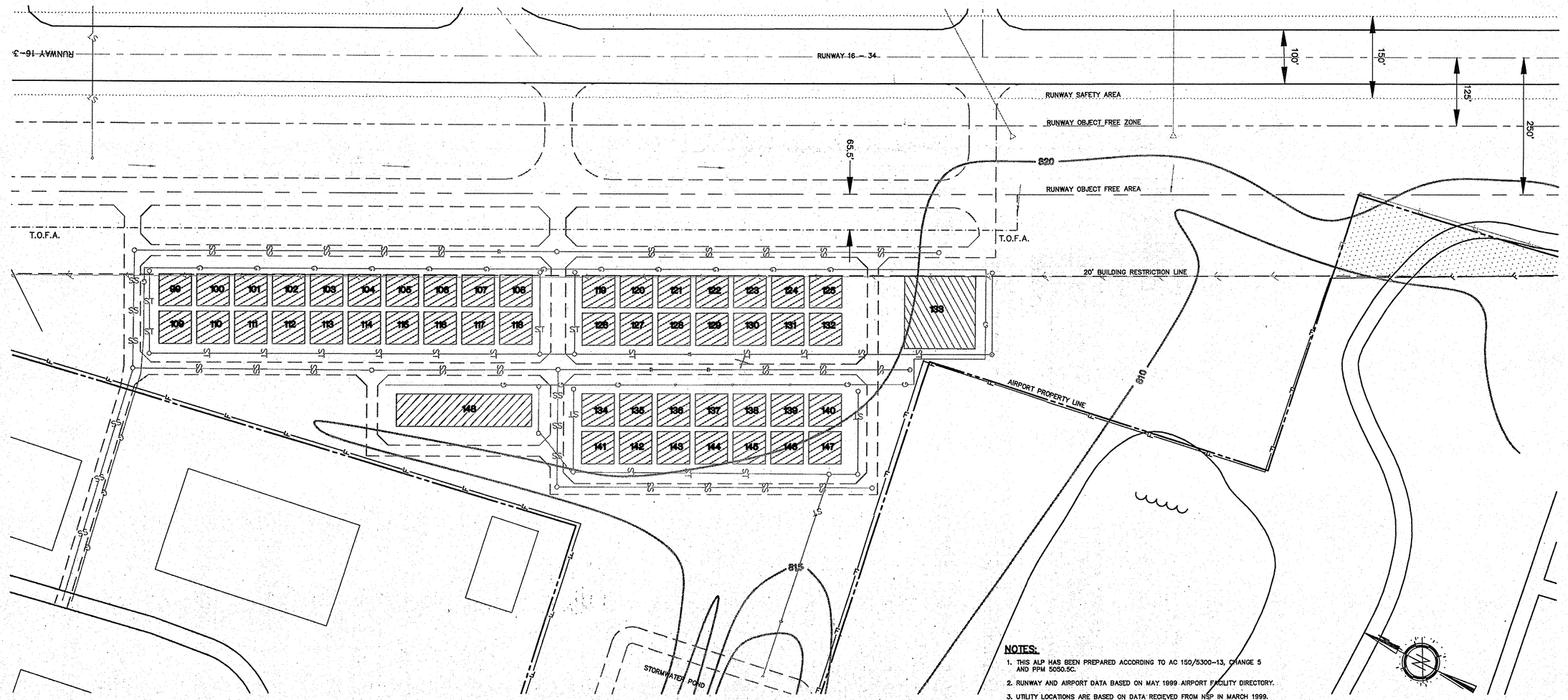
WEBSITE www.sehinc.com


SHEET
4
OF 10 SHEETS




## WEST BUILDING AREA

**NOTES:**

1. THIS ALP HAS BEEN PREPARED ACCORDING TO AC 150/5300-13, CHANGE 5 AND PPM 5050.5C.
2. RUNWAY AND AIRPORT DATA BASED ON MAY 1999 AIRPORT FACILITY DIRECTORY.
3. UTILITY LOCATIONS ARE BASED ON DATA RECIEVED FROM NSP IN MARCH 1999.
4. OBSTRUCTIONS ARE DEPICTED ON SHEETS 6-8.

MAGNETIC DECLINATION = 3.45° E
SOURCE: GEOMAGNETIC INFORMATION CENTER, USGS; SEPTEMBER 1, 1998

GRAPHIC SCALE IN FEET

0 100 200 300

**BUILDING DATA TABLE**

| ID | GIS ID | TOP ELEV. | DESCRIPTION | OBSTRUCTION MARKING | DISPOSITION |
|---|---|---|---|---|---|
| 99 | | MAX. 840' | ULTIMATE CONSTRUCTION | NONE | ULTIMATE CONSTRUCTION |
| 100 | | MAX. 840' | ULTIMATE CONSTRUCTION | NONE | ULTIMATE CONSTRUCTION |
| 101 | | MAX. 840' | ULTIMATE CONSTRUCTION | NONE | ULTIMATE CONSTRUCTION |
| 102 | | MAX. 840' | ULTIMATE CONSTRUCTION | NONE | ULTIMATE CONSTRUCTION |
| 103 | | MAX. 840' | ULTIMATE CONSTRUCTION | NONE | ULTIMATE CONSTRUCTION |
| 104 | | MAX. 840' | ULTIMATE CONSTRUCTION | NONE | ULTIMATE CONSTRUCTION |
| 105 | | MAX. 840' | ULTIMATE CONSTRUCTION | NONE | ULTIMATE CONSTRUCTION |
| 106 | | MAX. 840' | ULTIMATE CONSTRUCTION | NONE | ULTIMATE CONSTRUCTION |
| 107 | | MAX. 840' | ULTIMATE CONSTRUCTION | NONE | ULTIMATE CONSTRUCTION |
| 108 | | MAX. 840' | ULTIMATE CONSTRUCTION | NONE | ULTIMATE CONSTRUCTION |
| 109 | | MAX. 850' | ULTIMATE CONSTRUCTION | NONE | ULTIMATE CONSTRUCTION |
| 110 | | MAX. 850' | ULTIMATE CONSTRUCTION | NONE | ULTIMATE CONSTRUCTION |
| 111 | | MAX. 850' | ULTIMATE CONSTRUCTION | NONE | ULTIMATE CONSTRUCTION |
| 112 | | MAX. 850' | ULTIMATE CONSTRUCTION | NONE | ULTIMATE CONSTRUCTION |
| 113 | | MAX. 850' | ULTIMATE CONSTRUCTION | NONE | ULTIMATE CONSTRUCTION |
| 114 | | MAX. 850' | ULTIMATE CONSTRUCTION | NONE | ULTIMATE CONSTRUCTION |
| 115 | | MAX. 850' | ULTIMATE CONSTRUCTION | NONE | ULTIMATE CONSTRUCTION |
| 116 | | MAX. 850' | ULTIMATE CONSTRUCTION | NONE | ULTIMATE CONSTRUCTION |
| 117 | | MAX. 850' | ULTIMATE CONSTRUCTION | NONE | ULTIMATE CONSTRUCTION |
| 118 | | MAX. 850' | ULTIMATE CONSTRUCTION | NONE | ULTIMATE CONSTRUCTION |
| 119 | | MAX. 840' | ULTIMATE CONSTRUCTION | NONE | ULTIMATE CONSTRUCTION |
| 120 | | MAX. 840' | ULTIMATE CONSTRUCTION | NONE | ULTIMATE CONSTRUCTION |
| 121 | | MAX. 840' | ULTIMATE CONSTRUCTION | NONE | ULTIMATE CONSTRUCTION |
| 122 | | MAX. 840' | ULTIMATE CONSTRUCTION | NONE | ULTIMATE CONSTRUCTION |
| 123 | | MAX. 840' | ULTIMATE CONSTRUCTION | NONE | ULTIMATE CONSTRUCTION |
| 124 | | MAX. 840' | ULTIMATE CONSTRUCTION | NONE | ULTIMATE CONSTRUCTION |
| 125 | | MAX. 840' | ULTIMATE CONSTRUCTION | NONE | ULTIMATE CONSTRUCTION |
| 126 | | MAX. 840' | ULTIMATE CONSTRUCTION | NONE | ULTIMATE CONSTRUCTION |
| 127 | | MAX. 840' | ULTIMATE CONSTRUCTION | NONE | ULTIMATE CONSTRUCTION |
| 128 | | MAX. 840' | ULTIMATE CONSTRUCTION | NONE | ULTIMATE CONSTRUCTION |
| 129 | | MAX. 850' | ULTIMATE CONSTRUCTION | NONE | ULTIMATE CONSTRUCTION |
| 130 | | MAX. 850' | ULTIMATE CONSTRUCTION | NONE | ULTIMATE CONSTRUCTION |
| 131 | | MAX. 850' | ULTIMATE CONSTRUCTION | NONE | ULTIMATE CONSTRUCTION |
| 132 | | MAX. 850' | ULTIMATE CONSTRUCTION | NONE | ULTIMATE CONSTRUCTION |
| 133 | | MAX. 840' | ULTIMATE CONSTRUCTION | NONE | ULTIMATE CONSTRUCTION |

**BUILDING DATA TABLE**

| ID | GIS ID | TOP ELEV. | DESCRIPTION | OBSTRUCTION MARKING | DISPOSITION |
|---|---|---|---|---|---|
| 134 | | MAX. 871' | ULTIMATE CONSTRUCTION | NONE | ULTIMATE CONSTRUCTION |
| 135 | | MAX. 871' | ULTIMATE CONSTRUCTION | NONE | ULTIMATE CONSTRUCTION |
| 136 | | MAX. 871' | ULTIMATE CONSTRUCTION | NONE | ULTIMATE CONSTRUCTION |
| 137 | | MAX. 871' | ULTIMATE CONSTRUCTION | NONE | ULTIMATE CONSTRUCTION |
| 138 | | MAX. 871' | ULTIMATE CONSTRUCTION | NONE | ULTIMATE CONSTRUCTION |
| 139 | | MAX. 871' | ULTIMATE CONSTRUCTION | NONE | ULTIMATE CONSTRUCTION |
| 140 | | MAX. 871' | ULTIMATE CONSTRUCTION | NONE | ULTIMATE CONSTRUCTION |
| 141 | | MAX. 881' | ULTIMATE CONSTRUCTION | NONE | ULTIMATE CONSTRUCTION |
| 142 | | MAX. 881' | ULTIMATE CONSTRUCTION | NONE | ULTIMATE CONSTRUCTION |
| 143 | | MAX. 881' | ULTIMATE CONSTRUCTION | NONE | ULTIMATE CONSTRUCTION |
| 144 | | MAX. 881' | ULTIMATE CONSTRUCTION | NONE | ULTIMATE CONSTRUCTION |
| 145 | | MAX. 881' | ULTIMATE CONSTRUCTION | NONE | ULTIMATE CONSTRUCTION |
| 146 | | MAX. 881' | ULTIMATE CONSTRUCTION | NONE | ULTIMATE CONSTRUCTION |
| 147 | | MAX. 881' | ULTIMATE CONSTRUCTION | NONE | ULTIMATE CONSTRUCTION |
| 148 | | MAX. 871' | ULTIMATE CONSTRUCTION | NONE | ULTIMATE CONSTRUCTION |

**LEGEND**

| EXISTING | ULTIMATE | |
|---|---|---|
| | | PROPERTY LINE |
| | | PAVEMENT |
| | | BUILDING ON AIRPORT |
| | NONE | BUILDING OFF AIRPORT |
| | | FENCE |
| | NONE | ROTATING BEACON |
| | NONE | WIND CONE |
| | NONE | RUNWAY PROTECTION ZONE |
| | NONE | RUNWAY OBJECT FREE AREA |
| | NONE | TAXIWAY OBJECT FREE AREA |
| | NONE | RUNWAY SAFETY AREA |
| | NONE | MN/DOT CLEAR ZONE |
| | NONE | MN/DOT APPROACH SURFACE |
| | NONE | PART 77 APPROACH SURFACE |
| | NONE | BUILDING RESTRICTION LINE (BRL) |
| | | UNDERGROUND WATERMAIN |
| | | UNDERGROUND GASMAIN |
| | NONE | UNDERGROUND ELECTRIC W/PAD |
| | NONE | UNDERGROUND TELEPHONE W/PEDESTAL |
| | NONE | OVERHEAD TELEPHONE |
| | | UNDERGROUND SANITARY SEWER |
| | | UNDERGROUND STORM SEWER |
| | NONE | OVERHEAD ELECTRIC |
| | NONE | HOLDING TANK CAP |
| | NONE | DRAINAGE PIPE |
| | NONE | BASIC DRAINAGE DIRECTION |
| 820 | NONE | CONTOUR LINE W/ELEV |
| | NONE | PAPI'S |
| | | AVIGATION EASEMENT |

| | |
|---|---|
| 1. | MMR 01-11-01 |
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Date: 01/17/01 Reg. No. 14429

AIRPORT LAYOUT PLAN

SOUTH ST. PAUL MUNICIPAL AIRPORT
WEST BUILDING AREA TERMINAL PLAN

SEH
AVIATION SERVICES GROUP
3535 VADNAIS CENTER DRIVE
ST. PAUL, MINNESOTA 55110
PHONE: (612) 490-2000
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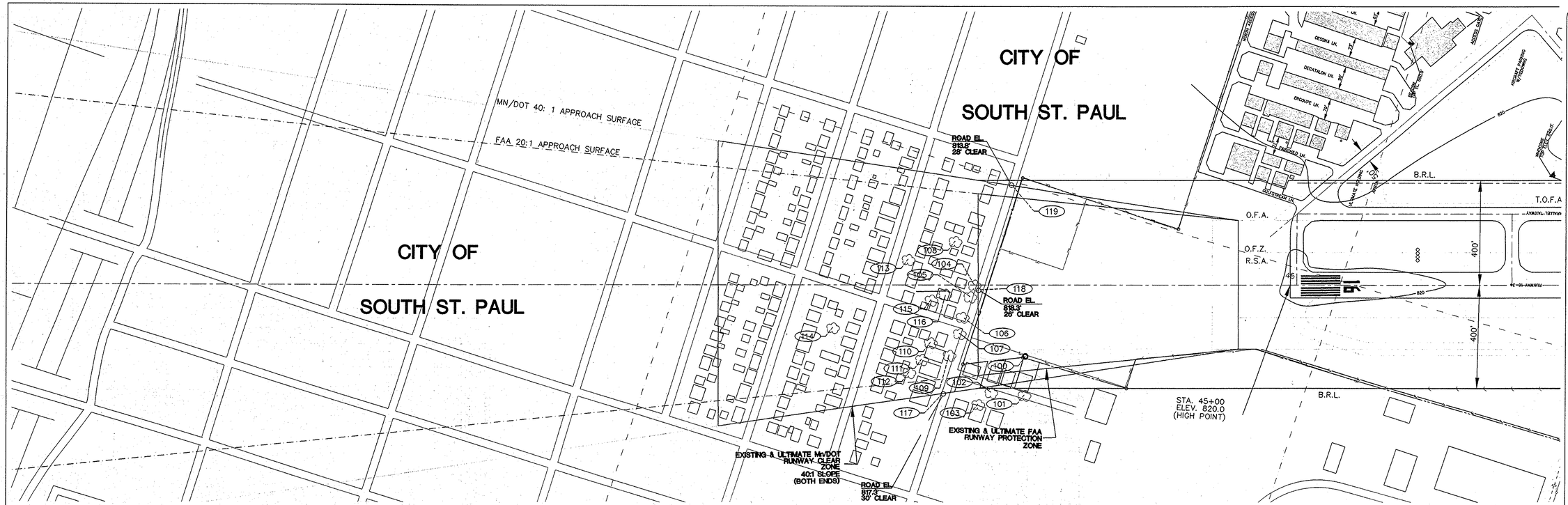
WEBSITE: www.sehinc.com

SHEET
5
OF 10 SHEETS




NOTES:

1. OBSTRUCTIONS IN THE PRIMARY SURFACE AND APPROACH SURFACE ARE SHOWN ON SHEET 8.

MAGNETIC DECLINATION = 3.45° E
SOURCE: GEOMAGNETIC INFORMATION CENTER, USGS; SEPTEMBER 1, 1998

GRAPHIC SCALE IN FEET

0 200 300 400

## LEGEND

SEE COMPLETE LEGEND ON SHEET 2

- INDICATES TOP OF OBJECT
- INDICATES NEW PENETRATION PLANE
- INDICATES POINT OF PENETRATION
- INDICATES BASE OF OBJECT (ie. GROUND LEVEL)
- (100) INDICATES OBJECT KEY NUMBER

SCHEDULE OF OBSTRUCTIONS

| KEY | DESCRIPTION | ELEVATION | PENETRATION IN FEET 40:1 APPROACH | 20:1 APPROACH | 7:1 TRANSITION | PRIMARY SURFACE | DISPOSITION |
|---|---|---|---|---|---|---|---|
| 100 | POWER POLE | 842' | 1.5' | | | | REMOVAL/TRIMMING |
| 101 | TREES | 860' | | | 6.7' | | REMOVAL/TRIMMING |
| 102 | TREES | 853' | | | 1.0' | | REMOVAL/TRIMMING |
| 103 | TREES | 856' | | | 6.1' | | REMOVAL/TRIMMING |
| 104 | TREES | 856' | 10.6' | | | | REMOVAL/TRIMMING |
| 105 | TREES | 850' | 4.4' | | | | REMOVAL/TRIMMING |
| 106 | TREES | 849' | 2.8' | | | | REMOVAL/TRIMMING |
| 107 | TREES | 849' | 2.1' | | | | REMOVAL/TRIMMING |
| 108 | TREES | 871' | 23.8' | | | | REMOVAL/TRIMMING |
| 109 | TREES | 856' | 8.1' | | | | REMOVAL/TRIMMING |
| 110 | TREES | 871' | 21.4' | | | | REMOVAL/TRIMMING |
| 111 | TREES | 873' | 22.6' | | | | REMOVAL/TRIMMING |
| 112 | TREES | 880' | 28.4' | | | | REMOVAL/TRIMMING |
| 113 | TREES | 861' | 9.2' | | | | REMOVAL/TRIMMING |
| 114 | TREES | 868' | 8.9' | | | | REMOVAL/TRIMMING |
| 115 | TREES | 864' | 14.6' | | | | REMOVAL/TRIMMING |
| 116 | TREES | 872' | 24.0' | | | | REMOVAL/TRIMMING |
| 117 | ROAD | 817.3' | | | | | TO REMAIN |
| 118 | ROAD | 818.2' | | | | | TO REMAIN |
| 119 | ROAD | 815.8' | | | | | TO REMAIN |

(Obstruction Survey, April, 1999)

| | |
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Date: 5/15/2000 Reg. No. 14429

AIRPORT LAYOUT PLAN

SOUTH ST. PAUL MUNICIPAL AIRPORT
RUNWAY 16 R.P.Z. PLAN & PROFILE

SEH
AVIATION SERVICES GROUP
3535 VADNAIS CENTER DRIVE
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PHONE: (612) 490-2000
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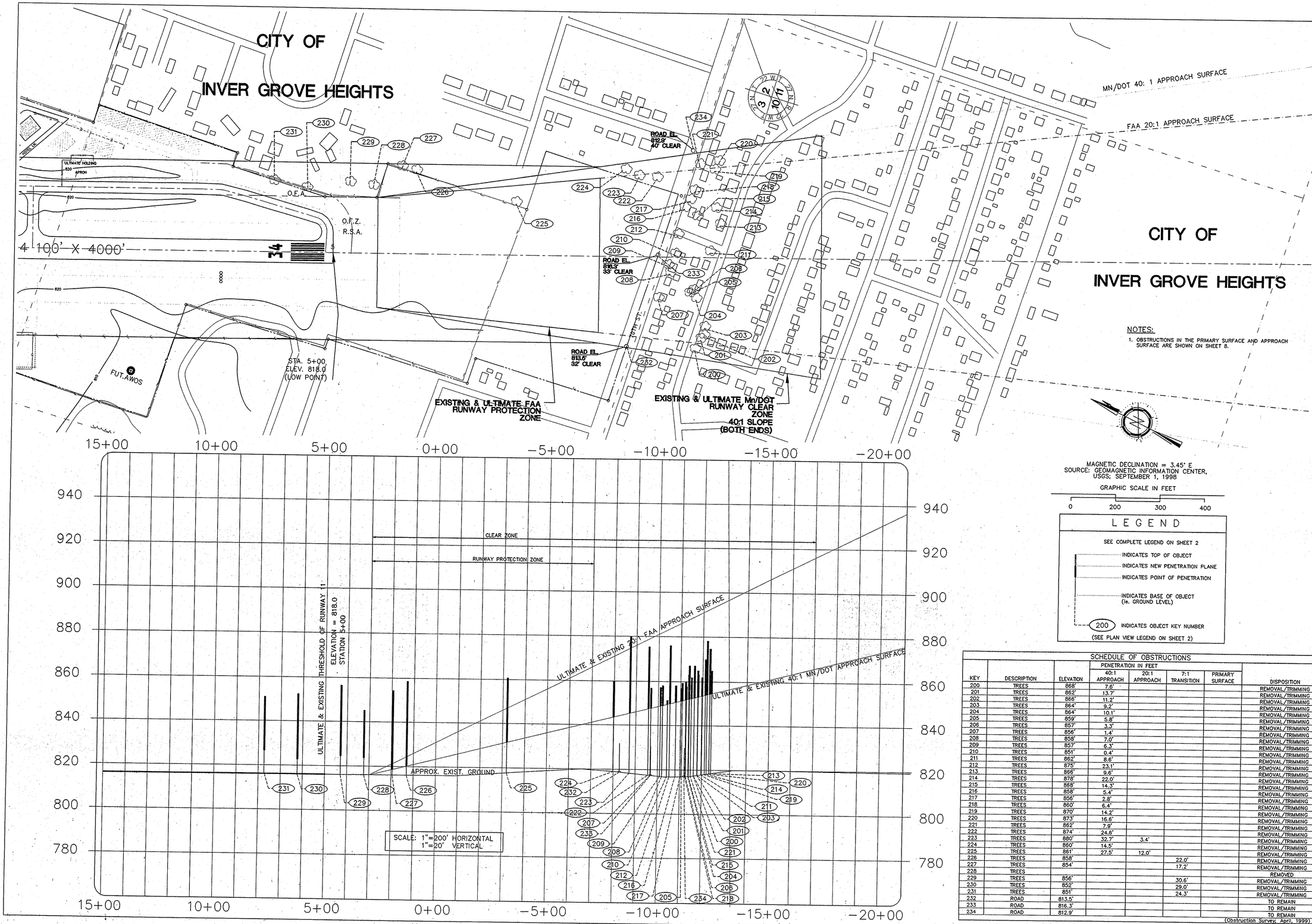
SHEET
6
OF 10 SHEETS




LEGEND

SEE COMPLETE LEGEND ON SHEET 2

- INDICATES TOP OF OBJECT
- INDICATES NEW PENETRATION PLANE
- INDICATES POINT OF PENETRATION
- INDICATES BASE OF OBJECT (ie. GROUND LEVEL)
- (200) INDICATES OBJECT KEY NUMBER

(SEE PLAN VIEW LEGEND ON SHEET 2)

SCHEDULE OF OBSTRUCTIONS

| KEY | DESCRIPTION | ELEVATION | PENETRATION IN FEET 40:1 APPROACH | 20:1 APPROACH | 7:1 TRANSITION | PRIMARY SURFACE | DISPOSITION |
|---|---|---|---|---|---|---|---|
| 200 | TREES | 868' | 7.6' | | | | REMOVAL/TRIMMING |
| 201 | TREES | 862' | 13.7' | | | | REMOVAL/TRIMMING |
| 202 | TREES | 866' | 11.2' | | | | REMOVAL/TRIMMING |
| 203 | TREES | 864' | 9.2' | | | | REMOVAL/TRIMMING |
| 204 | TREES | 864' | 10.1' | | | | REMOVAL/TRIMMING |
| 205 | TREES | 859' | 5.8' | | | | REMOVAL/TRIMMING |
| 206 | TREES | 857' | 3.3' | | | | REMOVAL/TRIMMING |
| 207 | TREES | 856' | 1.4' | | | | REMOVAL/TRIMMING |
| 208 | TREES | 858' | 7.0' | | | | REMOVAL/TRIMMING |
| 209 | TREES | 857' | 6.3' | | | | REMOVAL/TRIMMING |
| 210 | TREES | 851' | 0.4' | | | | REMOVAL/TRIMMING |
| 211 | TREES | 862' | 8.6' | | | | REMOVAL/TRIMMING |
| 212 | TREES | 875' | 23.1' | | | | REMOVAL/TRIMMING |
| 213 | TREES | 866' | 9.6' | | | | REMOVAL/TRIMMING |
| 214 | TREES | 878' | 22.0' | | | | REMOVAL/TRIMMING |
| 215 | TREES | 868' | 14.3' | | | | REMOVAL/TRIMMING |
| 216 | TREES | 858' | 5.4' | | | | REMOVAL/TRIMMING |
| 217 | TREES | 856' | 2.8' | | | | REMOVAL/TRIMMING |
| 218 | TREES | 860' | 6.4' | | | | REMOVAL/TRIMMING |
| 219 | TREES | 870' | 14.2' | | | | REMOVAL/TRIMMING |
| 220 | TREES | 873' | 16.6' | | | | REMOVAL/TRIMMING |
| 221 | TREES | 862' | 7.9' | | | | REMOVAL/TRIMMING |
| 222 | TREES | 874' | 24.6' | | | | REMOVAL/TRIMMING |
| 223 | TREES | 880' | 32.7' | 3.4' | | | REMOVAL/TRIMMING |
| 224 | TREES | 860' | 14.5' | | | | REMOVAL/TRIMMING |
| 225 | TREES | 861' | 27.5' | 12.0' | | | REMOVAL/TRIMMING |
| 226 | TREES | 858' | | | 22.0' | | REMOVAL/TRIMMING |
| 227 | TREES | 854' | | | 17.2' | | REMOVAL/TRIMMING |
| 228 | TREES | | | | | | REMOVED |
| 229 | TREES | 856' | | | 30.6' | | REMOVAL/TRIMMING |
| 230 | TREES | 852' | | | 29.0' | | REMOVAL/TRIMMING |
| 231 | TREES | 851' | | | 24.3' | | REMOVAL/TRIMMING |
| 232 | ROAD | 813.5' | | | | | TO REMAIN |
| 233 | ROAD | 816.3' | | | | | TO REMAIN |
| 234 | ROAD | 812.9' | | | | | TO REMAIN |

(Obstruction Survey, April, 1999)

| | |
|---|---|
| 1. | |
| △ | REVISION |

SSTPA9901.00
FILE NUMBER

6-25-99
DATE

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Date: 5/22/2000 Reg. No. 14429

AIRPORT LAYOUT PLAN

SOUTH ST. PAUL MUNICIPAL AIRPORT
RUNWAY 34 R.P.Z. PLAN & PROFILE


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AVIATION SERVICES GROUP
3535 VADNAIS CENTER DRIVE
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PHONE: (612) 490-2150
WATTS: (800) 325-2065
FAX: (612) 490-2000
WEBSITE: www.sehinc.com


SHEET
7
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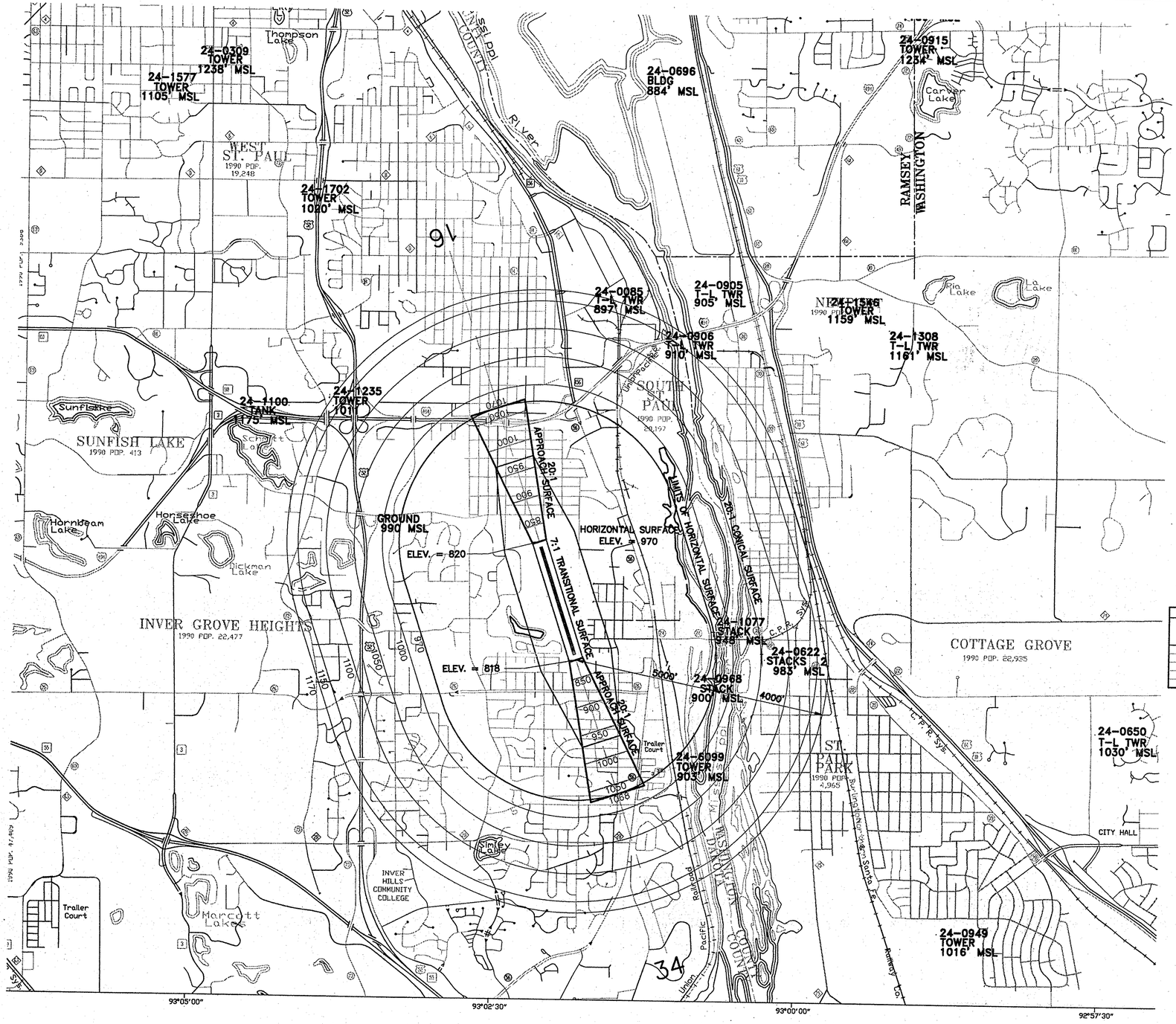


MAGNETIC DECLINATION = 3.45° E
SOURCE: GEOMAGNETIC INFORMATION CENTER, USGS; SEPTEMBER 1, 1998

GRAPHIC SCALE IN FEET

0 2000 4000 6000

SCHEDULE OF OBSTRUCTIONS

| KEY | DESCRIPTION | ELEVATION | PENETRATION IN FEET | | | | DISPOSITION |
|---|---|---|---|---|---|---|---|
| | | | PRIMARY SURFACE | HORIZONTAL SURFACE | 20:1 CONICAL | OBSTRUCTION LIGHTED | |
| | | | | | | | |

NOTES:

1. NO PENETRATIONS OF FAA PART 77 CONICAL OR HORIZONTAL SURFACES.
2. ALL OBSTRUCTIONS IN THE TRANSISTIONAL SURFACE AND APPROACH SURFACES ARE SHOWN ON THE RPZ PLAN AND PROFILE SHEETS.
3. FAA DIGITAL OBSTRUCTION FILE OBSTRUCTION INFORMATION DEPICTED.

RUNWAY APPROACH SURFACES DATA

| | RUNWAY | BASE | LENGTH | OUTER WIDTH | SLOPE |
|---|---|---|---|---|---|
| EXISTING | 16 | 500' | 5000' | 2000' | 20:1 |
| | 34 | 500' | 5000' | 2000' | 20:1 |
| ULTIMATE | 16 | 500' | 5000' | 2000' | 20:1 |
| | 34 | 500' | 5000' | 2000' | 20:1 |

| | |
|---|---|
| 1. | MMR 01-11-01 |
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Date: 01/11/01 Reg. No. 14429

# AIRPORT LAYOUT PLAN

SOUTH ST. PAUL MUNICIPAL AIRPORT

# AIRPORT AIRSPACE DRAWING


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SHEET
8
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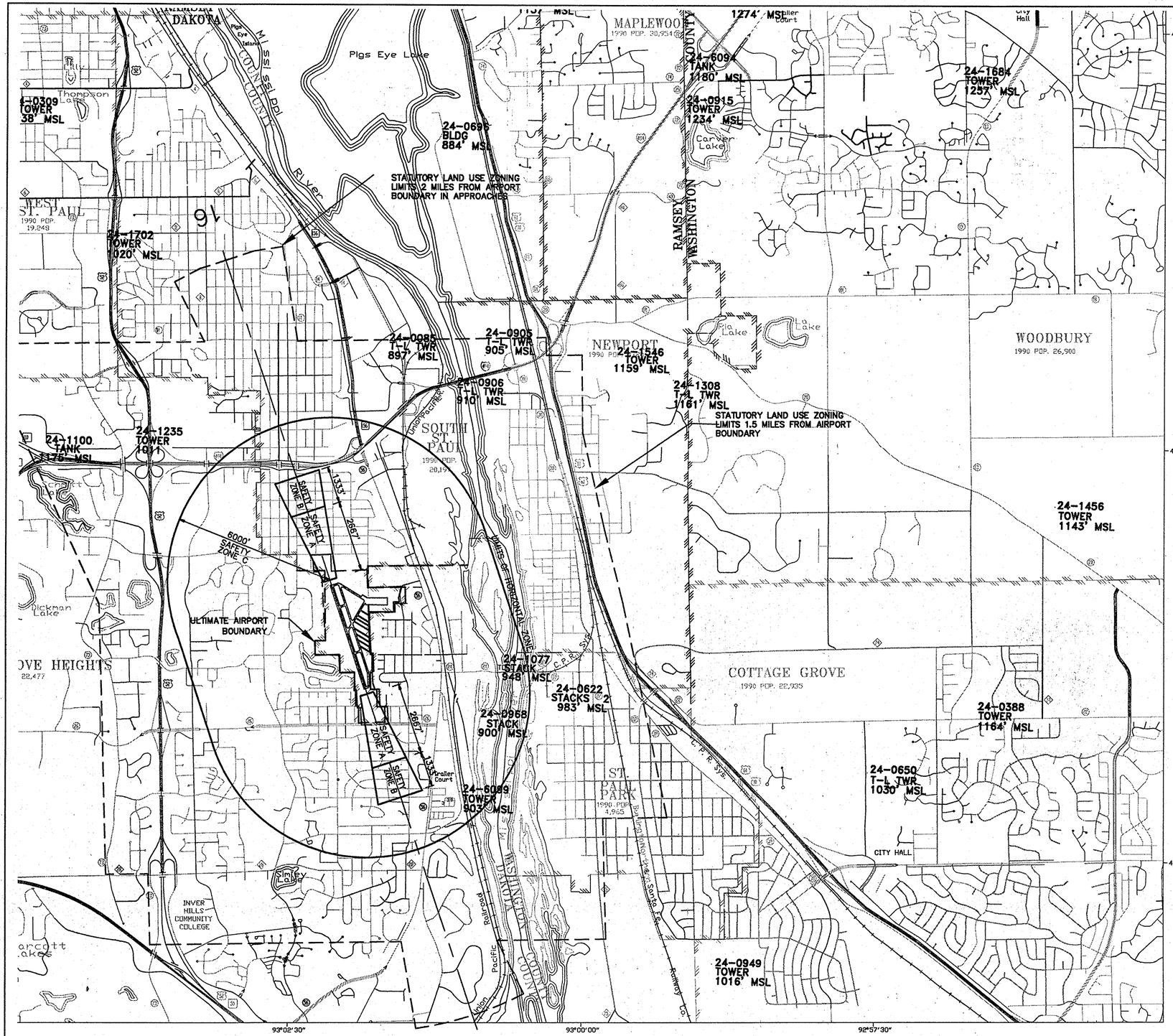


MAGNETIC DECLINATION = 3.45° E
SOURCE: GEOMAGNETIC INFORMATION CENTER, USGS; SEPTEMBER 1, 1998

GRAPHIC SCALE IN FEET

0 2000 4000 6000

In order to restrict those uses which may be hazardous to the operational safety of aircraft operating to and from an airport and furthermore to limit the population and building density in the runway approach areas, thereby creating sufficient open space so as to protect life and property in case of an accident, the following use restrictions are applied to the land use safety zones.

Safety Zone "A"
shall contain no buildings, structures, overhead telephone or power lines, or other similar land use structural hazards, and shall be restricted to those uses which will not create, attract, or bring together an assembly of persons thereon. Permitted uses may include, but are not limited to, such uses as agriculture (seasonal crops), raising of livestock, animal husbandry, wildlife habitat, light outdoor recreation, cemeteries, and auto parking.

Safety Zone "B"
shall be restricted in use as follows. Each use shall be on a site whose area shall not be less than two and one half acres. Each use shall not create, attract, or bring together a nominal site population greater than 15 times that of the site acreage. Each site shall have no more than one building plot upon which any number of structures may be erected.
Specifically prohibited in Zone B are uses that would create a significant percentage of exposure time for high concentrations of persons within confined buildings or structures. Such land uses would include, but not be limited to hospitals, nursing homes, schools, multi-unit apartment buildings, hotels, motels and other such confining structures of continual use and high population density.

Safety Zone "C"
is subject only to the general restrictions contained in item A. Safety Zone "C" is enclosed within the perimeter of the horizontal zone.

Source: MnDOT Aeronautical Rules Chapter 8800

| | |
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| 1. | MMR 01-11-01 |
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Date: 6/17/01 Reg. No. 14429

AIRPORT LAYOUT PLAN

SOUTH ST. PAUL MUNICIPAL AIRPORT
AIRPORT LAND USE PLAN

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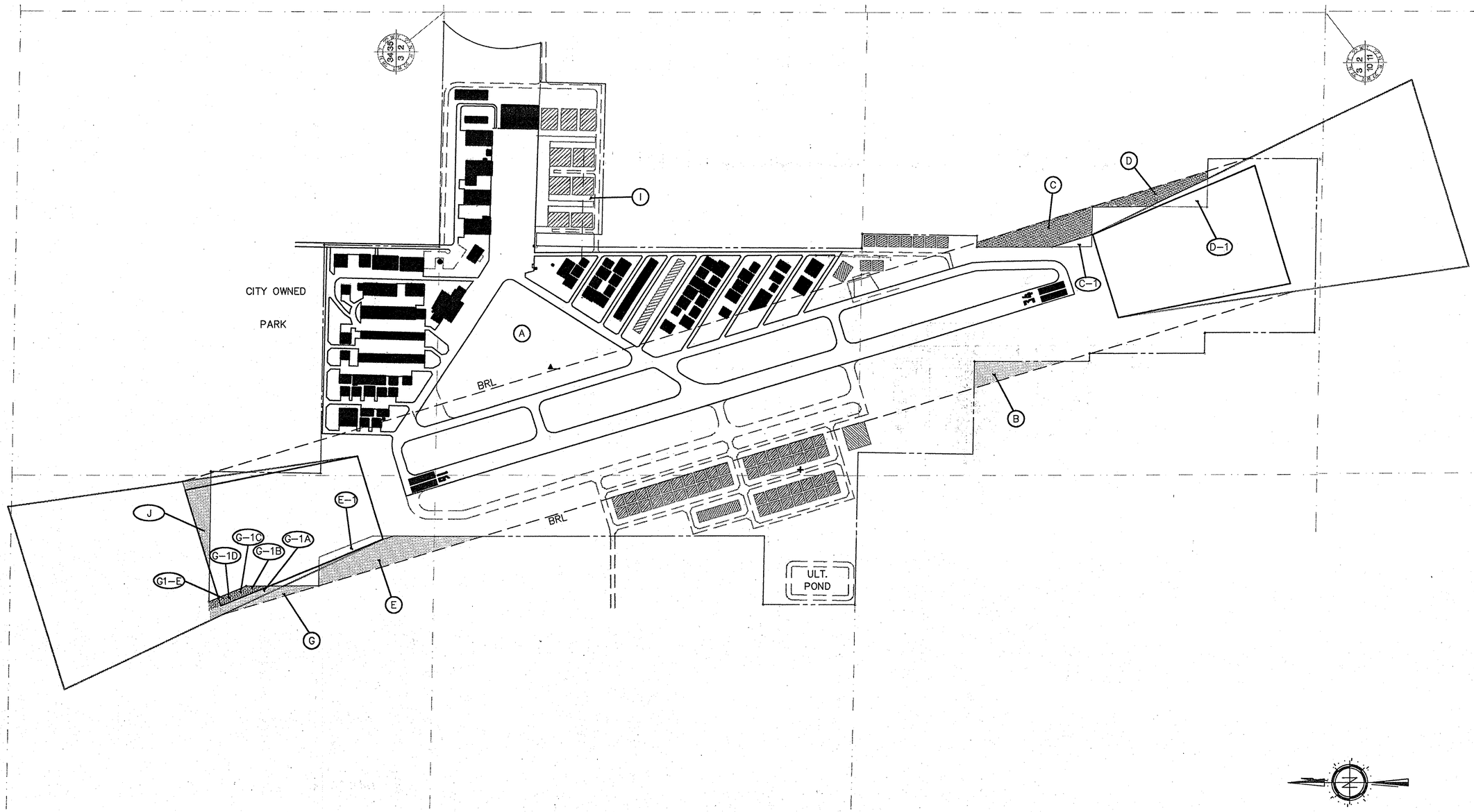
WEBSITE: www.sehinc.com

SHEET
9
OF 10 SHEETS




MAGNETIC DECLINATION = 3.45° E
SOURCE: GEOMAGNETIC INFORMATION CENTER, USGS; SEPTEMBER 1, 1998

GRAPHIC SCALE IN FEET

0 300 600 900

**EXISTING AIRPORT PROPERTY**

| PARCEL | AREA | TYPE OF INTEREST | DISPOSITION | PROJECT NUMBER | DATE |
|---|---|---|---|---|---|
| A | 211.22 | AIRPORT PROPERTY | OWNED | AIRPORT PROPERTY AS OF JULY 1991 | |
| B | 0.91 | EASEMENT | TO BE ACQUIRED | | |
| C | 1.73 | EASEMENT | ACQUIRED | ADAP 5-27-0093-01 | 8-91 |
| C-1 | 0.17 | FEE | ACQUIRED | ADAP 5-27-0093-01 | 8-91 |
| D | 0.90 | EASEMENT | ACQUIRED | ADAP 5-27-0093-01 | 8-91 |
| D-1 | 0.53 | FEE | ACQUIRED | ADAP 5-27-0093-01 | 8-91 |
| E | 2.22 | EASEMENT | TO BE ACQUIRED | | |
| E-1 | 0.70 | FEE | TO BE ACQUIRED | | |
| G | 0.46 | EASEMENT | TO BE ACQUIRED | | |
| G-1A | 0.09 | EASEMENT | ACQUIRED | AIP 3-27-0093-06 | 3-98 |
| G-1B | 0.12 | EASEMENT | ACQUIRED | AIP 3-27-0093-06 | 3-98 |
| G-1C | 0.15 | EASEMENT | ACQUIRED | AIP 3-27-0093-06 | 3-98 |
| G-1D | 0.15 | EASEMENT | ACQUIRED | AIP 3-27-0093-06 | 3-98 |
| G-1E | 0.22 | EASEMENT | ACQUIRED | AIP 3-27-0093-06 | 3-98 |
| H | | | *IDENTIFIER ELIMINATED* | | |
| I | 7.27 | FEE | ACQUIRED | NONE | 6-95 |
| J | 0.96 | EASEMENT | TO BE ACQUIRED | | |
| SUBTOTAL | 248.80 | | | | |

**LEGEND**

| EXISTING | ULTIMATE | |
|---|---|---|
| | | PROPERTY LINE |
| | | PAVEMENT |
| | | BUILDING ON AIRPORT |
| | NONE | RUNWAY PROTECTION ZONE |
| | NONE | MN/DOT CLEAR ZONE |
| | NONE | BUILDING RESTRICTION LINE (BRL) |
| | | AVIGATION EASEMENT |

1. MMR 01-11-01
△ REVISION

SSTPA9901.00
FILE NUMBER
6-11-99
DATE
JAG
DRAWN BY

I hereby certify that this plan was prepared by me or under my direct supervision and that I am a duly Registered Professional Engineer under the laws of the state of Minnesota.
Date: 01/10/01 Reg. No. 14429

AIRPORT LAYOUT PLAN

SOUTH ST. PAUL MUNICIPAL AIRPORT
AIRPORT PROPERTY MAP

SEH AVIATION SERVICES GROUP
3535 VADNAIS CENTER DRIVE
ST. PAUL, MINNESOTA 55110
PHONE: (612) 490-2150
WATS: (800) 325-2053
FAX: (612) 490-2150
WEBSITE: www.sehinc.com

SHEET
10
OF 10 SHEETS