Jackson

CITY HALL

(507) 847-4410 • FAX (507) 847-5586

July 1, 2013

Mr. Ray Kirsch, Environmental Review Manager
Minnesota Department of Commerce
85 7th Place East, Suite 500
St. Paul, MN 55101

RE: **Docket Number ET-6675/CN-12-1053 and ET-6675/TI-12-1337**

Dear Mr. Kirsch:

The purpose of this letter is to notify you that the City of Jackson owns and operates a municipal airport two (2) miles north of the City of Jackson. Both proposed routes A and B for the 345kV transmission lines, as well as the existing 161kV line, are located north of the existing airport.

The City of Jackson has an approved airport layout plan, a copy of which is enclosed, with proposed runway alignments different from the existing runway configuration. The existing and ultimate airport layout plan was forwarded to Lori Broghammer with ITC Midwest on March 20, 2013.

The City of Jackson is "ok" with either of the proposed routes for the 345kV transmission line so long as the Federal Aviation Administration determines that the selected route is not a hazard to aviation, specifically, related to the existing and proposed operation of the Jackson Municipal Airport, and that the selected route is not in conflict with the existing airport zoning ordinance, and provided that the selected route is not an impact to either the existing or proposed runway approach surfaces or other Federal Part 77 surfaces for the Jackson Municipal Airport.

Thank you for your time and consideration of the above-listed concerns on behalf of the Jackson Municipal Airport.

Sincerely,

Jennifer J. Bromeland
City Administrator

RECEIVED
JUL 19 2013
MAILROOM

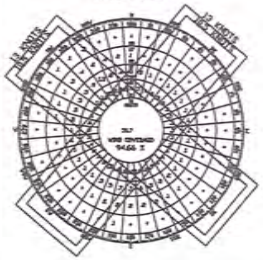
Cc: Jackson Mayor and City Council
Jackson Airport Commission
Mr. Bob Cohrs, SEH, Engineering Firm for Jackson Municipal Airport
Ms. Lori Broghammer, ITC Midwest

FEDERAL AVIATION ADMINISTRATION (FAA)
APPROVAL LETTER

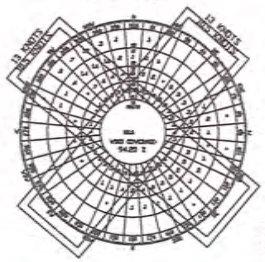
AIRPORT LAYOUT PLAN
JACKSON MUNICIPAL AIRPORT (MJQ)
JACKSON, MINNESOTA

AS-BUILT ALP DOCUMENT COMPLETED JUNE 2012

EXISTING
ALL WEATHER
WIND ROSE



EXISTING
INSTRUMENT FLIGHT RULES
WIND ROSE



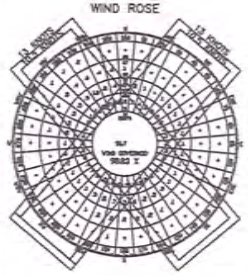
SOURCE: NATIONAL CLIMATIC DATA CENTER, ASHEVILLE, NC
FOR FAIRMONT, MN
PERIOD: 1994 – 2003

EXISTING WIND COVERAGE						
WIND SPEED	ALL WEATHER			IFR (1)		
	13/31	4/22	COMBINED	13/31	4/22	COMBINED
10.5 KNOTS	83.08	74.12	94.55	82.87	77.08	94.20
13 KNOTS	90.40	82.99	99.10	90.58	83.06	97.85

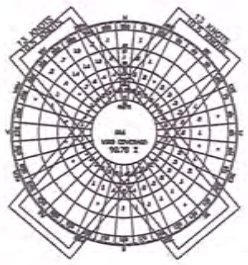
(1) 0.5 MI. < VISIBILITY < 3 MI.
200' < CEILING < 1000'

TRUE NORTH
MAGNETIC NORTH
(2004 MNA, ADMINISTRATIVE REPORT, 339°)

ULTIMATE
ALL WEATHER
WIND ROSE



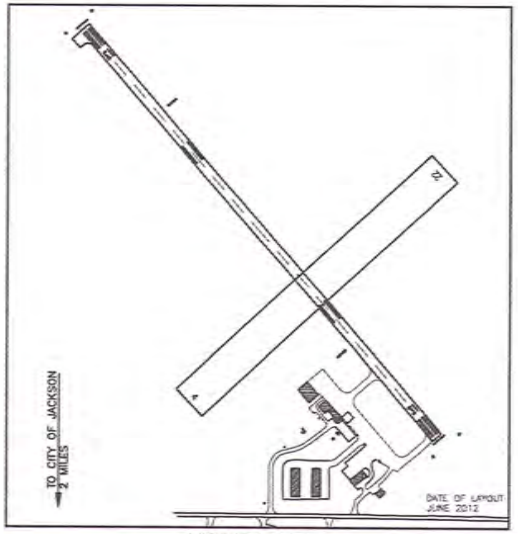
ULTIMATE
INSTRUMENT FLIGHT RULES
WIND ROSE



SOURCE: NATIONAL CLIMATIC DATA CENTER, ASHEVILLE, NC
FOR FAIRMONT, MN
PERIOD: 1994 – 2003

ULTIMATE WIND COVERAGE						
WIND SPEED	ALL WEATHER			IFR (1)		
	14/32	4/22	COMBINED	14/32	4/22	COMBINED
10.5 KNOTS	88.01	74.12	96.22	86.80	77.08	96.73
13 KNOTS	92.35	82.99	98.83	92.37	83.06	98.78

(1) 0.5 MI. < VISIBILITY < 3 MI.
200' < CEILING < 1000'



VICINITY MAP
1" = 400'

LOCATION MAP
1" = 10 MILE (APPROX)

STATE/COUNTY MAP

BASIC DATA TABLE			
AIRPORT DATA	EXISTING	NEAR TERM	ULTIMATE
AIRPORT ELEVATION (MSL)	1446.1'	1448.0'	1448.0'
AIRPORT REFERENCE POINT (NAD 83)	LAT=43°39'00.15"N LONG=94°59'11.57"W	LAT=43°39'08.31"N LONG=94°59'01.07"W	LAT=43°39'10.02"N LONG=94°59'06.85"W
MEAN MAX. TEMPERATURE OF HOTTEST MONTH	84°F	SAME	SAME
AIRPORT AND TERMINAL NAVAGATIONAL AIDS	GPS, NDB	GPS/LPV	GPS/LPV, ALS
VISUAL AIDS AND WEATHER FACILITIES	AWOS, WIND CONE BEACON, REILS, PAPI	SAME	SAME
AIRPORT REFERENCE CODE	B–II	B–II	C–II
AIRPORT IDENTIFIER	KMJQ	SAME	SAME

SHEET INDEX

1 TITLE SHEET
2 EXISTING / NEAR TERM AIRPORT LAYOUT DRAWING
3 ULTIMATE AIRPORT LAYOUT DRAWING
4 TERMINAL AREA PLAN
5 EXISTING RUNWAY 13 APPROACH PLAN & PROFILE
6 EXISTING RUNWAY 31 APPROACH PLAN & PROFILE
7 EXISTING & NEAR TERM RUNWAY 4–22 APPROACH PLAN & PROFILE
8 NEAR TERM RUNWAY 14 APPROACH PLAN & PROFILE
9 ULTIMATE RUNWAY 14 APPROACH PLAN & PROFILE
10 NEAR TERM & ULTIMATE RUNWAY 32 APPROACH PLAN & PROFILE
11 EXISTING LAND USE / ZONING MAP
12 ULTIMATE LAND USE / ZONING MAP
13 NEAR TERM FAR PART 77 AND MnDOT AIRSPACE
14 ULTIMATE FAR PART 77 AND MnDOT AIRSPACE
15 EXISTING & NEAR TERM "EXHIBIT A" AIRPORT PROPERTY MAP
16 ULTIMATE "EXHIBIT A" – AIRPORT PROPERTY MAP

Bolton & Menk, Inc. certifies that the ALP prepared for the Jackson Municipal Airport was prepared according to the applicable Advisory Circulars, FAA and Mn/DOT planning criteria, and the FAA Airports Division, Great Lakes Region, ALP Checklist.

AIRPORT LAYOUT PLAN APPROVAL

FEDERAL AVIATION ADMINISTRATION (FAA)

MINNESOTA DEPARTMENT OF TRANSPORTATION (MN/DOT)

CITY OF JACKSON, MINNESOTA
APPROVED BY:
APPROVED DATE: _____ MAYOR
ATTEST DATE: _____ CITY ADMINISTRATOR

BOLTON & MENK, INC.
APPROVED BY:
APPROVED DATE: _____ RONALD A. ROETZEL, P.E.
ATTEST DATE: _____ MARCUS WATSON

REVISIONS		
BY	DATE	CHANGE
BWK	02/22/08	MnDOT AERO REVIEW
BWK	02/22/10	MnDOT PLANNING/ETAL REVIEW
DMS	05/23/12	AS-BUILT ALP/TWGHWY

CITY OF JACKSON, MINNESOTA
JACKSON MUNICIPAL AIRPORT
TITLE SHEET

SCALE: VARIES | DESIGNED: MPL | DRAWN: MPL/JMS | CHECKED: BWK | DATE: 5/23/12 | SHEET 1 OF 16

BOLTON & MENK, INC.
Consulting Engineers & Surveyors
WARROAD, MN FAIRMONT, MN SLEEPY EYE, MN WILLMAR, MN BURNSVILLE, MN BRAINERD, MN CHASKA, MN BRADLEY, MN MAPLEWOOD, MN AMES, IA

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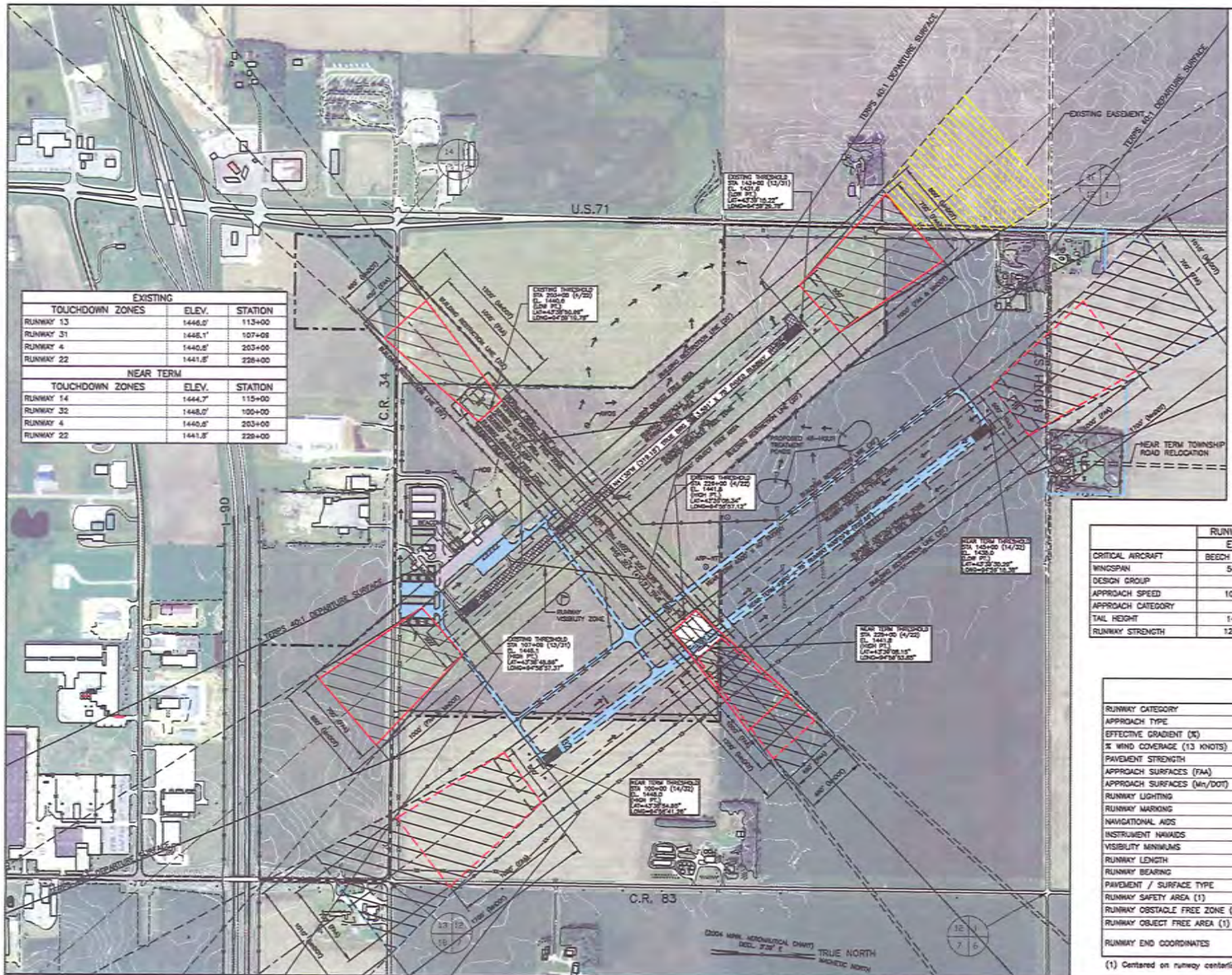

EXISTING		
TOUCHDOWN ZONES	ELEV.	STATION
RUNWAY 13	1446.0'	113+00
RUNWAY 31	1446.1'	107+09
RUNWAY 4	1440.8'	203+00
RUNWAY 22	1441.8'	228+00
NEAR TERM		
TOUCHDOWN ZONES	ELEV.	STATION
RUNWAY 14	1444.7'	115+00
RUNWAY 32	1448.0'	100+00
RUNWAY 4	1440.8'	203+00
RUNWAY 22	1441.8'	229+00

NOTES

1. Runway Protection Zones are to Mn/DOT, Office of Aeronautics criteria which exceeds FAA criteria.
2. Clearances (CL) shown on sheets are at Runway centerline and based on applicable FAA & Mn/DOT approach slopes.
3. In general, all land not needed for airport operational use should continue in its present agricultural land use.
4. Existing Airport Reference Point (ARP-E):
   STA. RWY 13/31 123+00, 20' RT
   STA. RWY 4/22 214+30, 315' LT
   LATITUDE = 43° 39' 01"
   LONGITUDE = 94° 59' 10"
5. Near Term Airport Reference Point (ARP-NT):
   STA. RWY 14/32 119+91, 463' LT
   STA. RWY 4/22 224+00, 417' LT
   LATITUDE = 43° 39' 08.31"
   LONGITUDE = 94° 59' 01.07"
6. All elevations, both existing and ultimate, are NAVD88.
7. All coordinates and bearings based on NAD83.
8. The Building Restriction Line has a maximum obstructions height of 20 feet on Runway 13/31 and 20 feet on Runway 4/22.
9. Roadways located in the Runway Protection Zones shall meet required gradient standards, including sideslopes No greater than 4:1.
10. Runway 4/22 is not a planned instrument runway.
11. Existing Runway 13/31 magnetic bearing is 316.80° (Nov. 2010). Recommended runway re-numbering to 14/32 as soon as possible.
12. Existing Runway 4/22 magnetic bearing is 45.00° as of July, 2012. Recommend future runway re-numbering to 5/23.

LEGEND

	EXISTING	PROPOSED
PAVEMENT		
BUILDING		
GROUND CONTOURS	1060	N/A
AIRPORT PROPERTY LINE		
RUNWAY PROTECTION ZONE (FAA)		
RUNWAY PROTECTION ZONE (Mn/DOT)		
AIRPORT REFERENCE POINT	ARP-E	ARP-NT
WIND CONE		SAME
BUILDING RESTRICTION LINE		
AWOS		
STORM SEWER		N/A
FENCE		
DRAINAGE ROUTING		SAME

CRITICAL DESIGN AIRCRAFT

	RUNWAY 13/31	RUNWAY 4/22	RUNWAY 4/22	RUNWAY 14/32
	EXISTING	EXISTING	NEAR TERM	NEAR TERM
CRITICAL AIRCRAFT	BEECH KING AIR 200	CESSNA 177	BEECH KING AIR 350	CESSNA 177
WINGSPAN	54.5 FEET	35.6 FEET	57.9 FEET	35.6 FEET
DESIGN GROUP	II	I	II	I
APPROACH SPEED	108 KNOTS	64 KNOTS	108 KNOTS	64 KNOTS
APPROACH CATEGORY	B	A	B	A
TAIL HEIGHT	14.3 FEET	9.1 FEET	14.3 FEET	9.1 FEET
RUNWAY STRENGTH	12,500 LBS	2,500 LBS	15,000 LBS	2,500 LBS

RUNWAY DATA TABLE

	RUNWAY 13/31	RUNWAY 4/22	RUNWAY 14/32	RUNWAY 4/22
	EXISTING	EXISTING	NEAR TERM	NEAR TERM
RUNWAY CATEGORY	UTILITY	UTILITY	OTHER-THAN-UTILITY	UTILITY
APPROACH TYPE	NON-PRECISION	VISUAL	NON-PRECISION	VISUAL
EFFECTIVE GRADIENT (%)	0.40%	0.05%	0.25%	0.23%
% WIND COVERAGE (13 KNOTS)	90.4%	83.0%	92.4%	83.0%
PAVEMENT STRENGTH	12,500 LBS	--	15,000 LBS	--
APPROACH SURFACES (FAA)	20:1	20:1	34:1	20:1
APPROACH SURFACES (Mn/DOT)	20:1	20:1	34:1	20:1
RUNWAY LIGHTING	MIRL	--	MIRL	--
RUNWAY MARKING	NON-PRECISION	--	PRECISION	--
NAVIGATIONAL AIDS	PAPI, RDLS	--	PAPI, RDLS	--
INSTRUMENT NAVAIDS	NDB, GPS	NO	NDB, GPS/LPV	NO
VISIBILITY MINIMUMS	1 MILE	VISUAL	1 MILE	VISUAL
RUNWAY LENGTH	3591'	2300'	4500'	2800'
RUNWAY BEARING	N41°30'W	N46°30'E	N38°29'W	N46°30'E
PAVEMENT / SURFACE TYPE	BITUMINOUS	TURF	BITUMINOUS	TURF
RUNWAY SAFETY AREA (1)	150' X 4,191'	120' X 2540'	300' X 5700'	120' X 3080'
RUNWAY OBSTACLE FREE ZONE (1)	250' X 3,991'	300' X 2700'	300' X 4900'	300' X 3000'
RUNWAY OBJECT FREE AREA (1)	500' X 4,191'	400' X 2540'	500' X 5100'	400' X 3080'
RUNWAY END COORDINATES	LAT=43°39'15.32"N LONG=94°59'09.19"W / LAT=43°38'50.69"N LONG=94°59'13.12"W	LAT=43°38'50.69"N LONG=94°59'13.12"W / LAT=43°39'08.34"N LONG=94°58'57.12"W	LAT=43°39'54.95"N LONG=94°59'41.25"W / LAT=43°39'01.05"N LONG=94°59'15.95"W	LAT=43°38'50.69"N LONG=94°59'13.12"W / LAT=43°39'06.15"N LONG=94°58'53.85"W

(1) Centered on runway centerlines.

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SCALE FEET

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DESIGNED MPL
DRAWN MPL/LRS
CHECKED RAK

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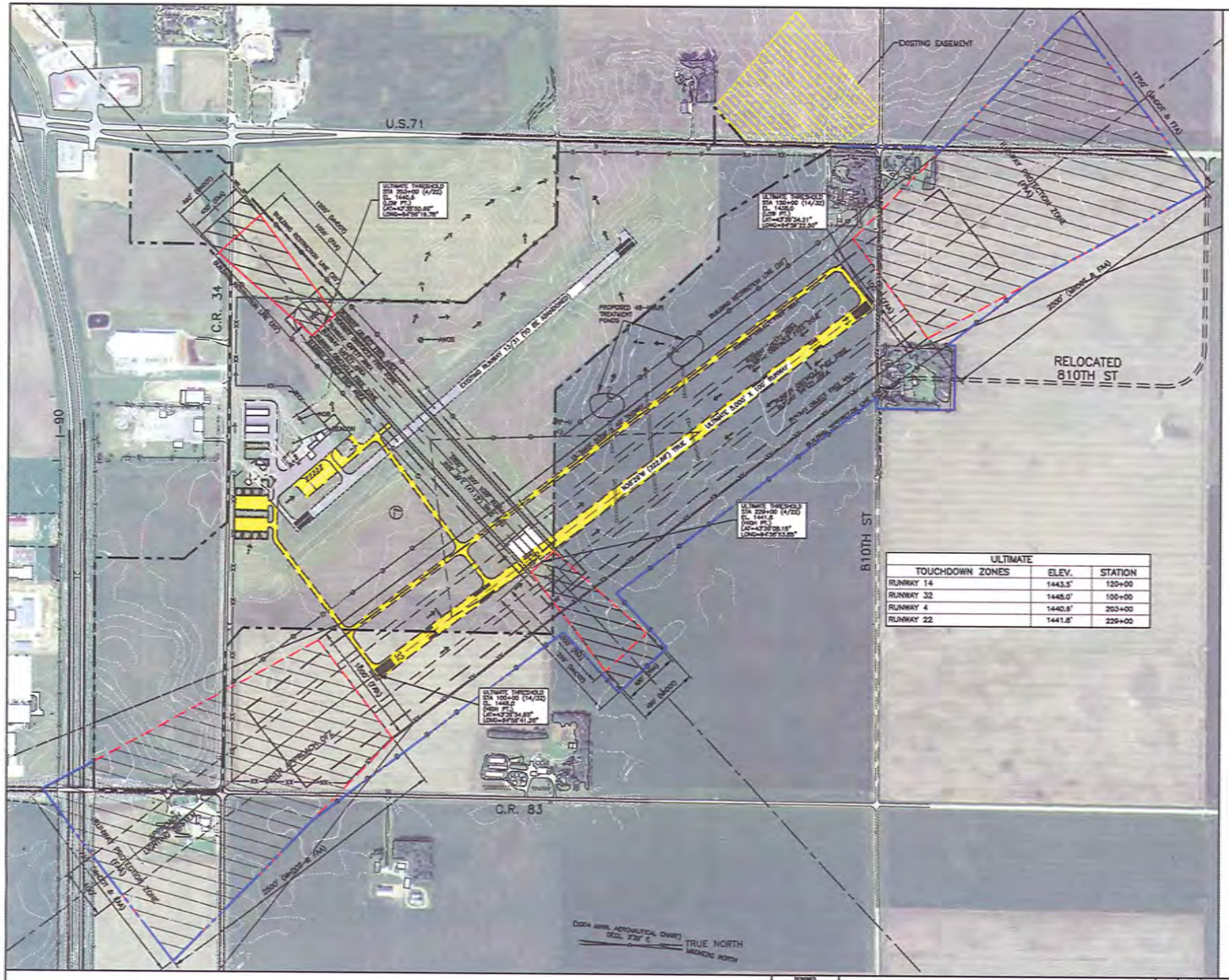
Consulting Engineers & Surveyors
MANKATO, MN FAIRMONT, MN SLEEPY EYE, MN WILLMAR, MN
BURNSVILLE, MN CHASKA, MN RAMSEY, MN AMES, IA

REV.	BY	DATE
1	MB	02/03/06
2	MB	06/08/10
3	DMS	06/1/11
4	DMS	5/23/12

JACKSON MUNICIPAL AIRPORT

EXISTING AND NEAR TERM AIRPORT LAYOUT DRAWING

SHEET 2 OF 16



ULTIMATE TOUCHDOWN ZONES	ELEV.	STATION
RUNWAY 14	1443.5'	120+00
RUNWAY 32	1448.0'	100+00
RUNWAY 4	1440.6'	253+00
RUNWAY 22	1441.6'	229+00

NOTES

1. Runway Protection Zones are to Mn/DOT, Office of Aeronautics criteria which exceeds FAA criteria.
2. Clearances (CL) shown on sheets are at Runway centerline and based on applicable FAA & Mn/DOT approach slopes.
3. In general, all land not needed for airport operational use should continue in its present agricultural land use.
4. Ultimate Airport Reference Point (ARP-U):
   STA. RWY 14/32 123+73, 675' LT
   STA. RWY 4/22 222+26, 818' RT
   LATITUDE = 43° 39' 10.02"
   LONGITUDE = 94° 59' 06.85"
5. All elevations, both existing and ultimate, are NAVD88.
6. All coordinates and bearings based on NAD83.
7. The Building Restriction Line has a maximum obstructions height of 20 feet on Runway 13/31 and 20 feet on Runway 4/22.
8. Roadways located in the Runway Protection Zones shall meet required gradient standards, including sideslopes No greater than 4:1.
9. Runway 4/22 is not a planned instrument runway.
10. Existing Runway 13/31 magnetic bearing is 316.50° (Nov. 2010). Recommended runway re-numbering to 14/32 as soon as possible.
11. Existing Runway 4/22 magnetic bearing is 45.00° as of July, 2012. Recommend future runway re-numbering to 5/23.

CRITICAL DESIGN AIRCRAFT

	RUNWAY 14/32	RUNWAY 4/22
CRITICAL AIRCRAFT	CHALLENGER	CESSNA 177
WINGSPAN	63.8 FEET	35.6 FEET
DESIGN GROUP	II	I
APPROACH SPEED	125 KNOTS	64 KNOTS
APPROACH CATEGORY	C	A
TAIL HEIGHT	20.3 FEET	9.1 FEET
RUNWAY STRENGTH	40000 LBS	2500 LBS

RUNWAY DATA TABLE

	RUNWAY 14/32	RUNWAY 4/22
	ULTIMATE	ULTIMATE
RUNWAY CATEGORY	OTHER-THAN-UTILITY	UTILITY
EFFECTIVE GRADIENT (%)	0.25%	0.23%
% WIND COVERAGE (13 KNOTS)	92.4%	83.0%
PAVEMENT STRENGTH	40,000S LBS	–
APPROACH SURFACES (FAA)	50:1	20:1
APPROACH SURFACES (Mn/DOT)	50:1	20:1
RUNWAY LIGHTING	HIRL	–
RUNWAY MARKING	PRECISION	–
NAVIGATIONAL AIDS	PAPI, ALS	–
INSTRUMENT RUNWAY	GPS/LPV	NO
VISIBILITY MINIMUMS	< 3/4 MILE	VISUAL
RUNWAY LENGTH	5000'	2800'
RUNWAY BEARING	N36°29'W	N44°30'E
PAVEMENT / SURFACE TYPE	BITUMINOUS	TURF
RUNWAY SAFETY AREA (1)	500' X 7000'	120' X 3080'
RUNWAY OBSTACLE FREE ZONE (1)	400' X 5400'	250' X 3200'
RUNWAY OBJECT FREE AREA (1)	800' X 7000'	400' X 3080'
RUNWAY END COORDINATES	LAT=43°39'34.21"N LONG=94°59'22.53"W LAT=43°39'46.50"N LONG=94°59'41.38"W	LAT=43°39'00.69"N LONG=94°59'13.93"W LAT=43°39'19.37"N LONG=94°58'51.80"W

(1) Centered on runway centerlines.

LEGEND

	EXISTING	PROPOSED
PAVEMENT		
BUILDING		
GROUND CONTOURS	1060	N/A
AIRPORT PROPERTY LINE		
RUNWAY PROTECTION ZONE (FAA)		
RUNWAY PROTECTION ZONE (Mn/DOT)		
AIRPORT REFERENCE POINT	ARP-E	ARP-U
WIND CONE		SAME
BUILDING RESTRICTION LINE.		
AWOS		SAME
STORM SEWER		N/A
FENCE		XX
DRAINAGE ROUTING		SAME

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SCALE FEET

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DRAWN MPL/JMS
CHECKED RWF

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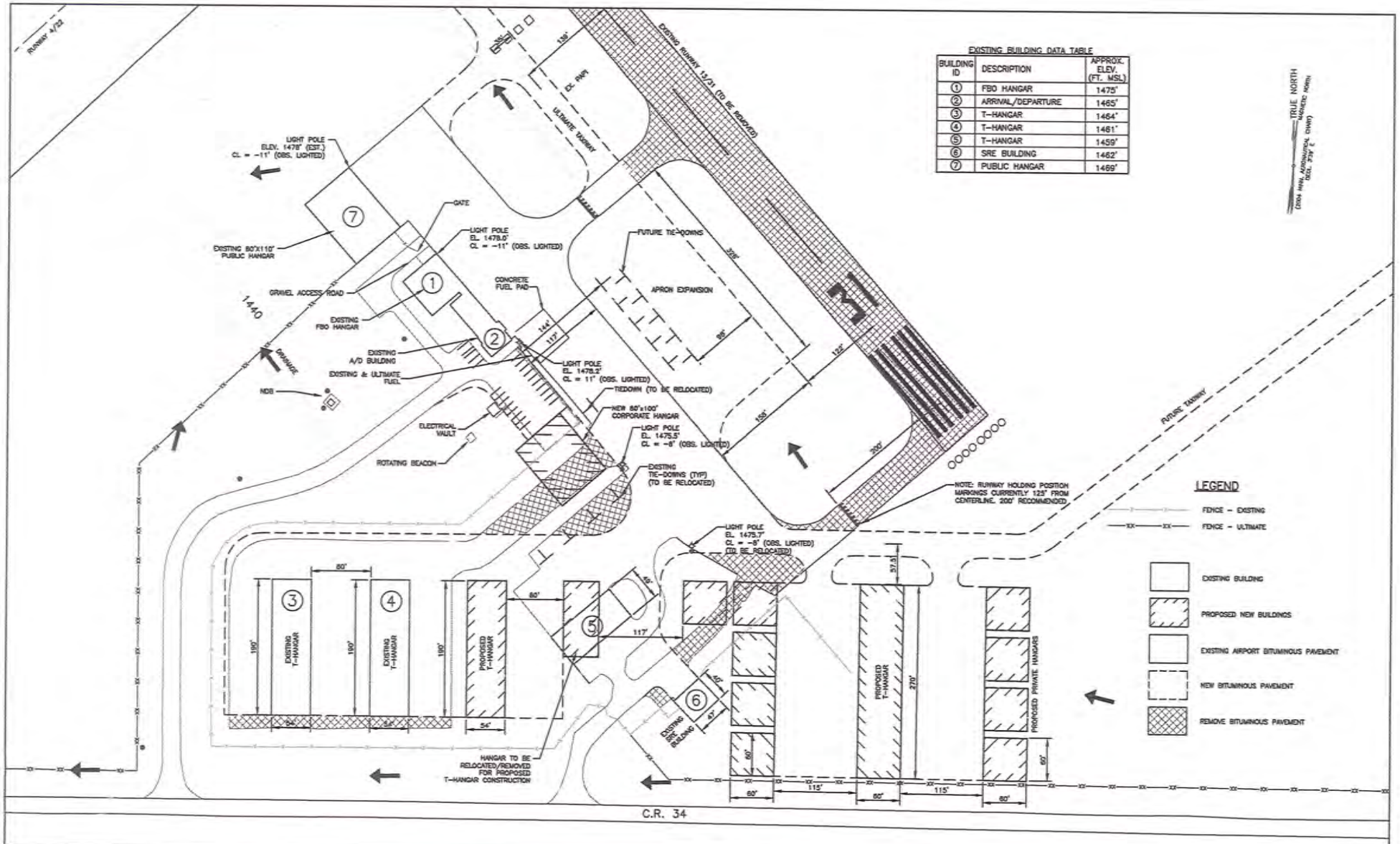
MANKATO, MN FAIRMONT, MN SLEEPY EYE, MN WILLMAR, MN
BURNSVILLE, MN CHASKA, MN RAMSEY, MN AMES, IA

REV.	BY	DATE
1	RWF	02/05/10
2	RWF	06/08/10
3	RWF	08/11/11
4	RWF	5/03/12

JACKSON MUNICIPAL AIRPORT
ULTIMATE
AIRPORT LAYOUT DRAWING

SHEET 3 OF 16



EXISTING BUILDING DATA TABLE

BUILDING ID	DESCRIPTION	APPROX. ELEV. (FT. MSL)
1	FBO HANGAR	1475'
2	ARRIVAL/DEPARTURE	1465'
3	T-HANGAR	1464'
4	T-HANGAR	1461'
5	T-HANGAR	1459'
6	SRE BUILDING	1462'
7	PUBLIC HANGAR	1469'

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SCALE FEET

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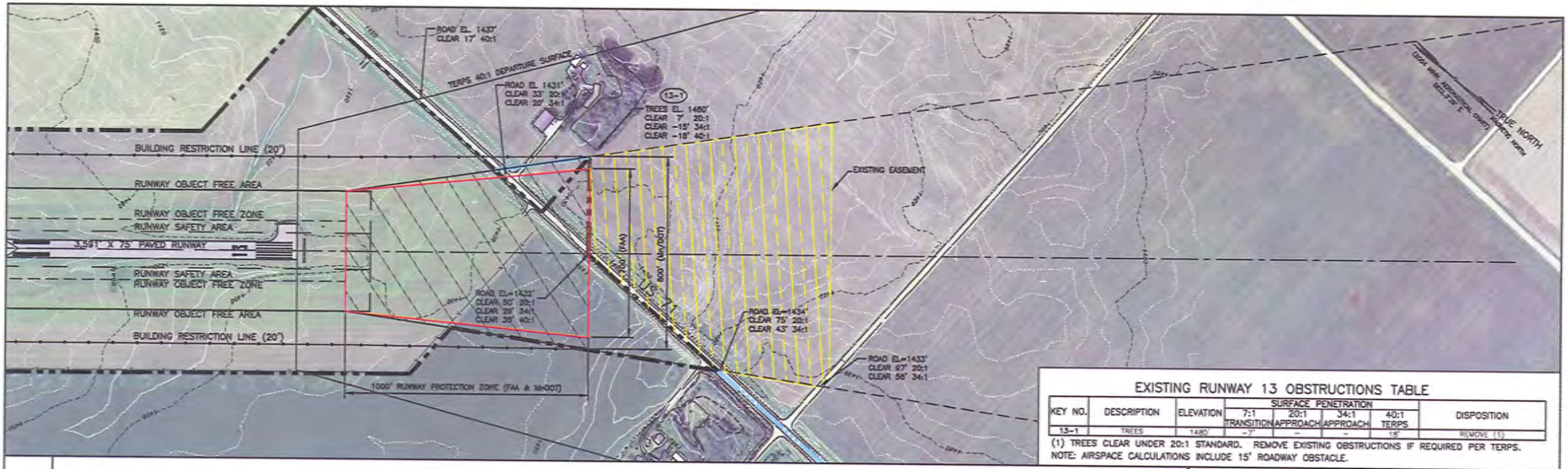
JACKSON MUNICIPAL AIRPORT
TERMINAL AREA PLAN

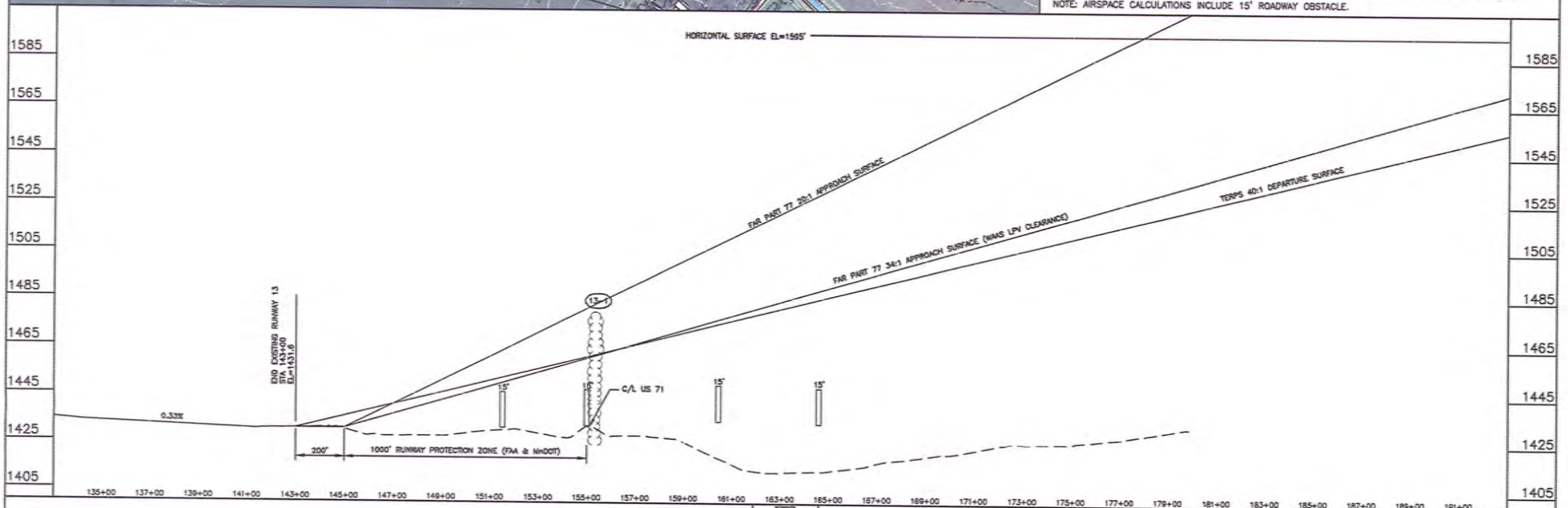
SHEET 4 OF 16



EXISTING RUNWAY 13 OBSTRUCTIONS TABLE

KEY NO.	DESCRIPTION	ELEVATION	SURFACE PENETRATION 7:1 TRANSITION	20:1 APPROACH	34:1 APPROACH	40:1 TERPS	DISPOSITION
13-1	TREES	1480'	-7'	-	-	18'	REMOVE (1)

(1) TREES CLEAR UNDER 20:1 STANDARD. REMOVE EXISTING OBSTRUCTIONS IF REQUIRED PER TERPS.
NOTE: AIRSPACE CALCULATIONS INCLUDE 15' ROADWAY OBSTACLE.



HORIZ. 0 200 400 SCALE FEET
VERT. 0 20 40 SCALE FEET

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DESIGNED MPL
DRAWN MPL/LRS
CHECKED RAR

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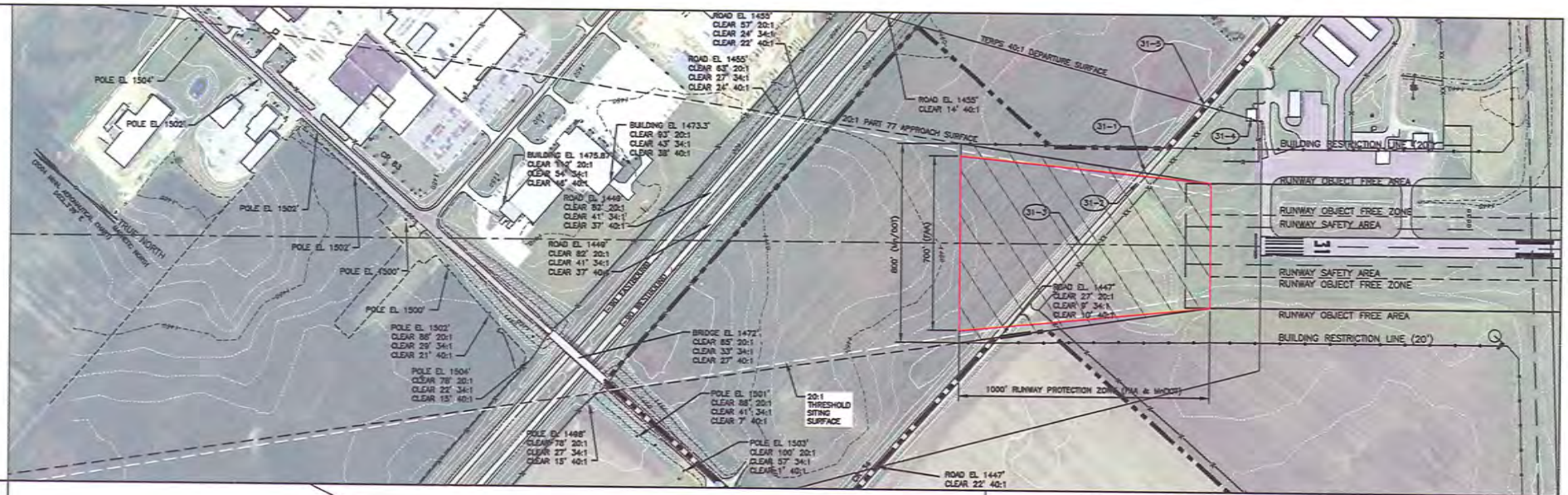
Consulting Engineers & Surveyors
MANKATO, MN FAIRMONT, MN SLEEPY EYE, MN WILLMAR, MN
BURNSVILLE, MN CHASKA, MN RAMSEY, MN AMES, IA

REV.	BY	DATE
1	RAR	02/09/10
2	RAR	02/09/10

JACKSON MUNICIPAL AIRPORT

EXISTING
RUNWAY 13 APPROACH PLAN & PROFILE

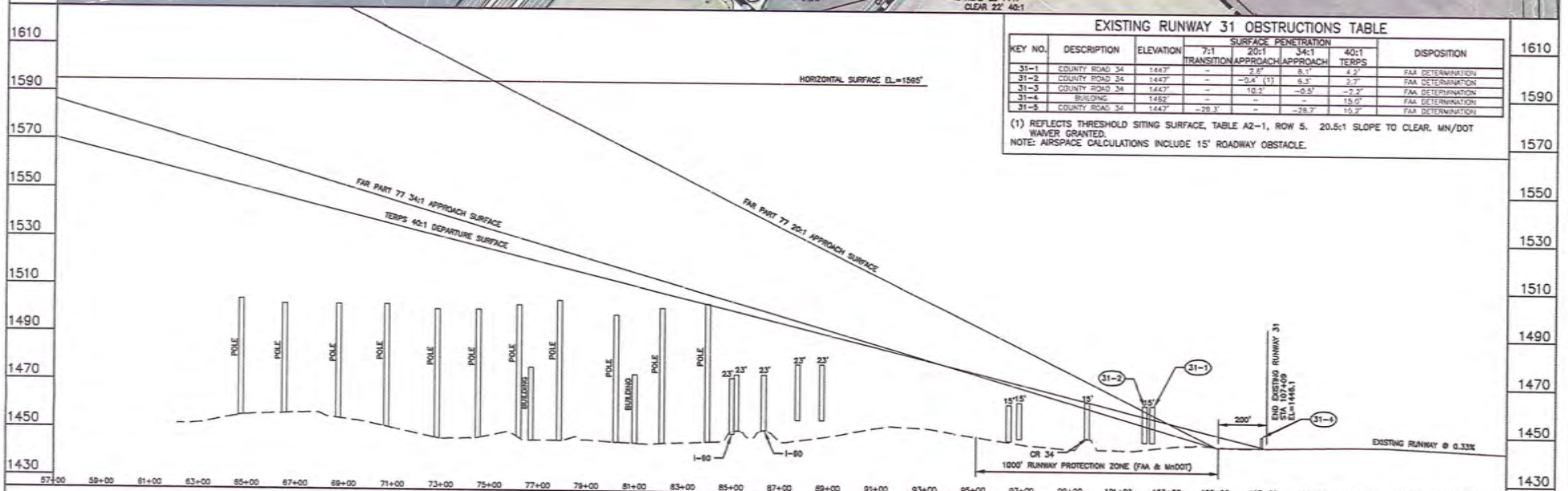
SHEET 5 OF 16



EXISTING RUNWAY 31 OBSTRUCTIONS TABLE

KEY NO.	DESCRIPTION	ELEVATION	SURFACE PENETRATION 7:1 TRANSITION	20:1 APPROACH	34:1 APPROACH	40:1 TERPS	DISPOSITION
31-1	COUNTY ROAD 34	1447'	–	2.6'	8.1'	4.2'	FAA DETERMINATION
31-2	COUNTY ROAD 34	1447'	–	−0.4' (1)	6.3'	2.7'	FAA DETERMINATION
31-3	COUNTY ROAD 34	1447'	–	10.2'	−0.5'	−2.2'	FAA DETERMINATION
31-4	BUILDING	1462	–	–	–	15.0'	FAA DETERMINATION
31-5	COUNTY ROAD 34	1447'	−26.3'	–	−28.7'	10.2'	FAA DETERMINATION

(1) REFLECTS THRESHOLD SITING SURFACE, TABLE A2-1, ROW 5. 20.5:1 SLOPE TO CLEAR. MN/DOT WAIVER GRANTED.
NOTE: AIRSPACE CALCULATIONS INCLUDE 15' ROADWAY OBSTACLE.



HORIZ. 0 200 400 SCALE FEET
VERT. 0 20 40 SCALE FEET

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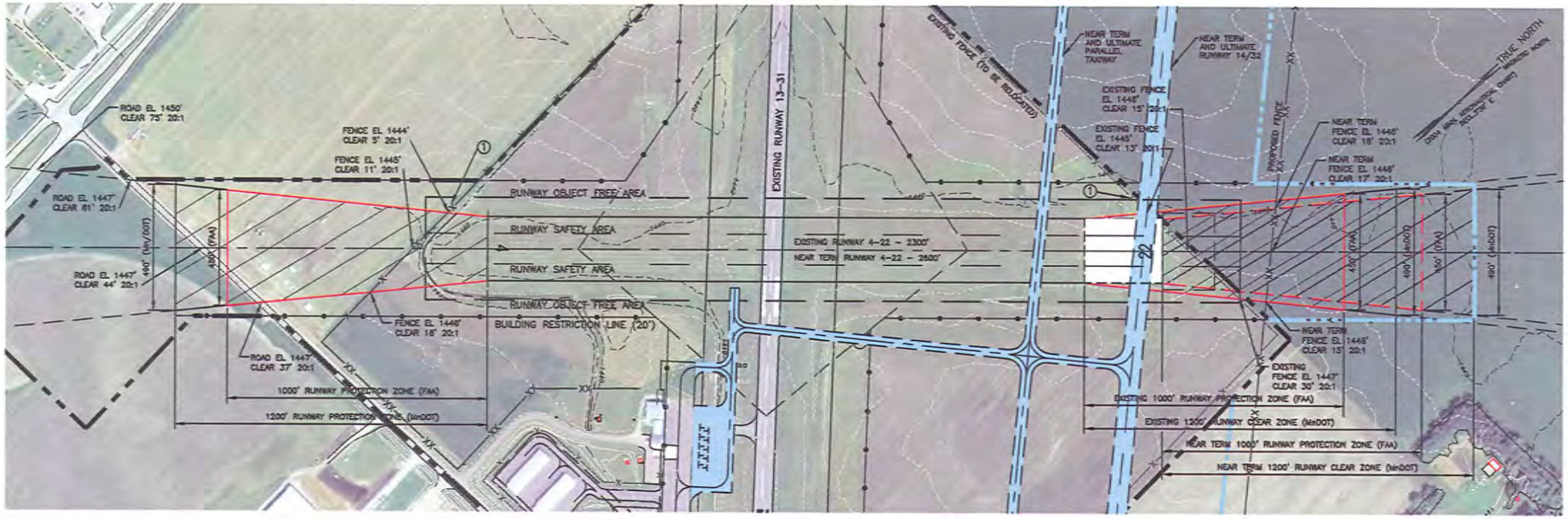
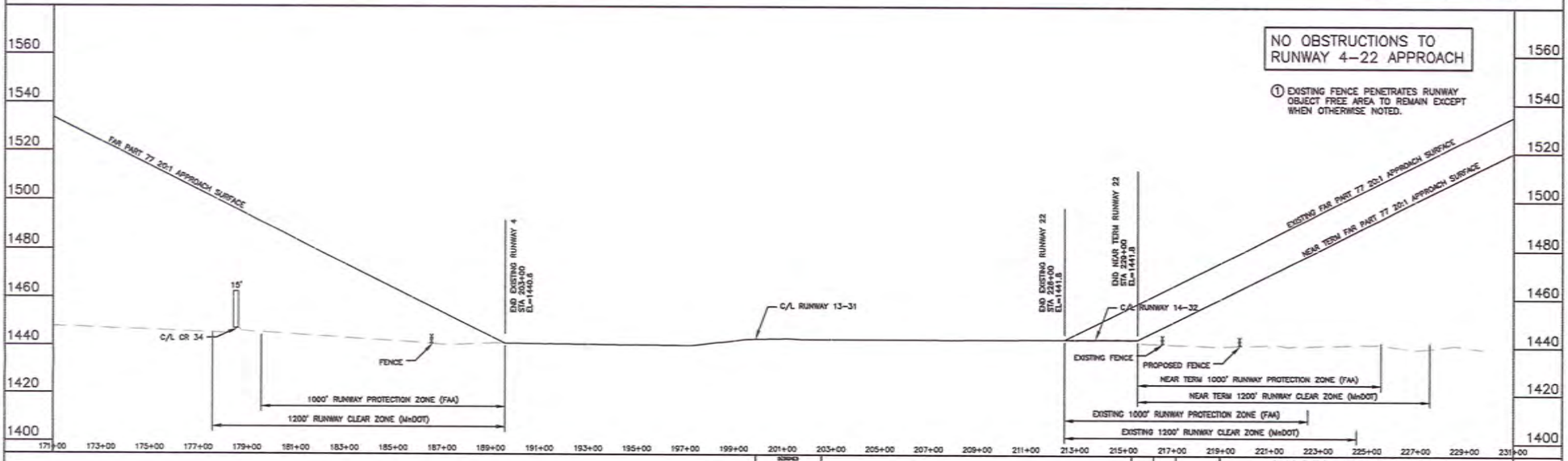
1	RAR	05/29/13
2	RAR	06/06/13

JACKSON MUNICIPAL AIRPORT

EXISTING
RUNWAY 31 APPROACH PLAN & PROFILE

SHEET 6 OF 16





HORIZ. 0 200 400 SCALE FEET
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BURNSVILLE, MN CHASKA, MN RAMSEY, MN AMES, IA

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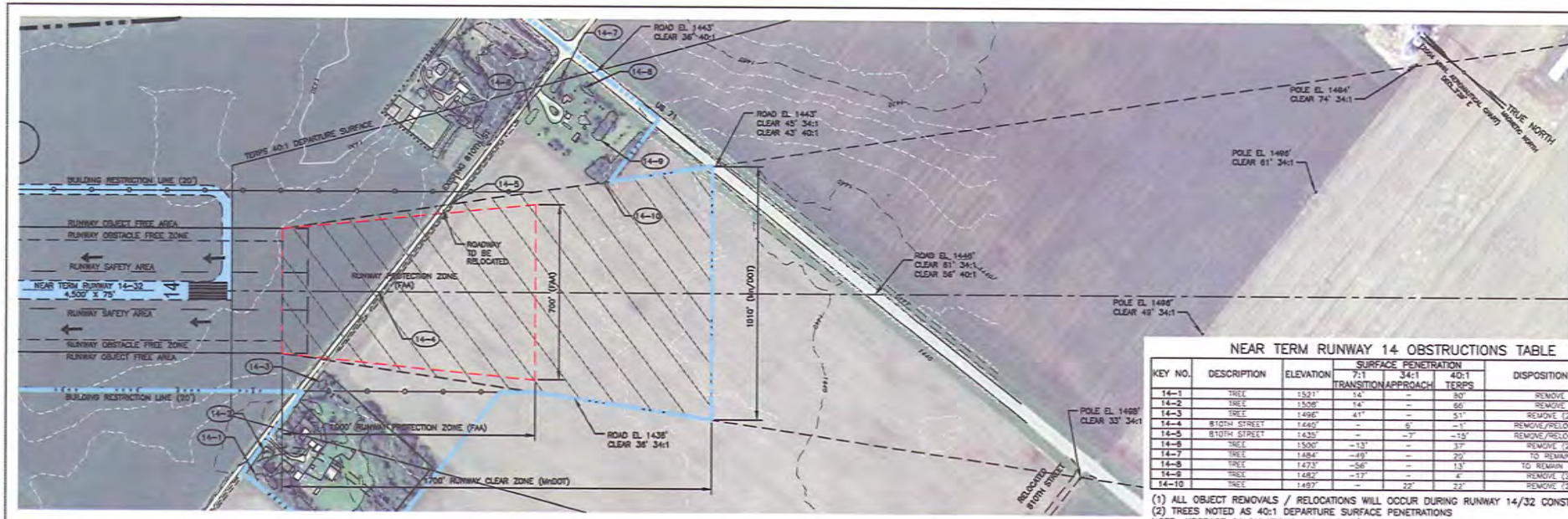
2	[illegible]	[illegible]

JACKSON MUNICIPAL AIRPORT

EXISTING AND NEAR TERM
RUNWAY 4-22 APPROACH PLAN & PROFILE

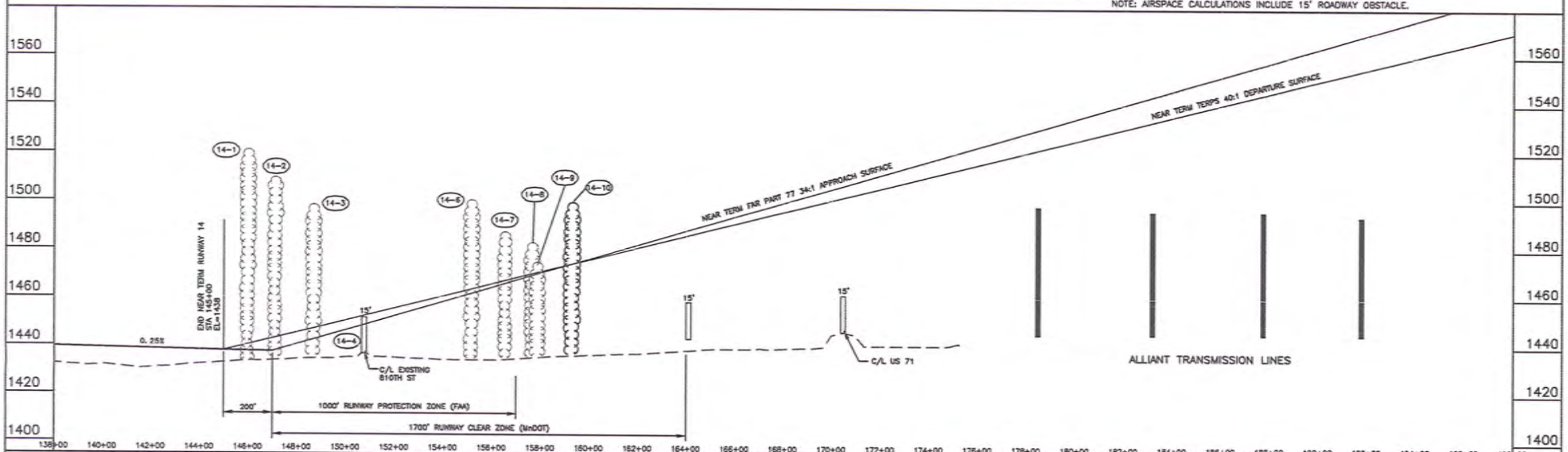
SHEET 7 OF 16



NEAR TERM RUNWAY 14 OBSTRUCTIONS TABLE

KEY NO.	DESCRIPTION	ELEVATION	SURFACE PENETRATION 7:1 TRANSITION	34:1 APPROACH	40:1 TERPS	DISPOSITION (1)
14-1	TREE	1521'	14'	–	80'	REMOVE
14-2	TREE	1508'	14'	–	66'	REMOVE
14-3	TREE	1496'	41'	–	51'	REMOVE (2)
14-4	810TH STREET	1440'	–	6'	-1'	REMOVE/RELOCATE
14-5	810TH STREET	1435'	–	-7'	-15'	REMOVE/RELOCATE
14-6	TREE	1500'	-13'	–	37'	REMOVE (2)
14-7	TREE	1484'	-49'	–	20'	TO REMAIN
14-8	TREE	1473'	-56'	–	13'	TO REMAIN (2)
14-9	TREE	1482'	-17'	–	4'	REMOVE (2)
14-10	TREE	1497'	–	22'	22'	REMOVE (2)

(1) ALL OBJECT REMOVALS / RELOCATIONS WILL OCCUR DURING RUNWAY 14/32 CONSTRUCTION
(2) TREES NOTED AS 40:1 DEPARTURE SURFACE PENETRATIONS
NOTE: AIRSPACE CALCULATIONS INCLUDE 15' ROADWAY OBSTACLE.



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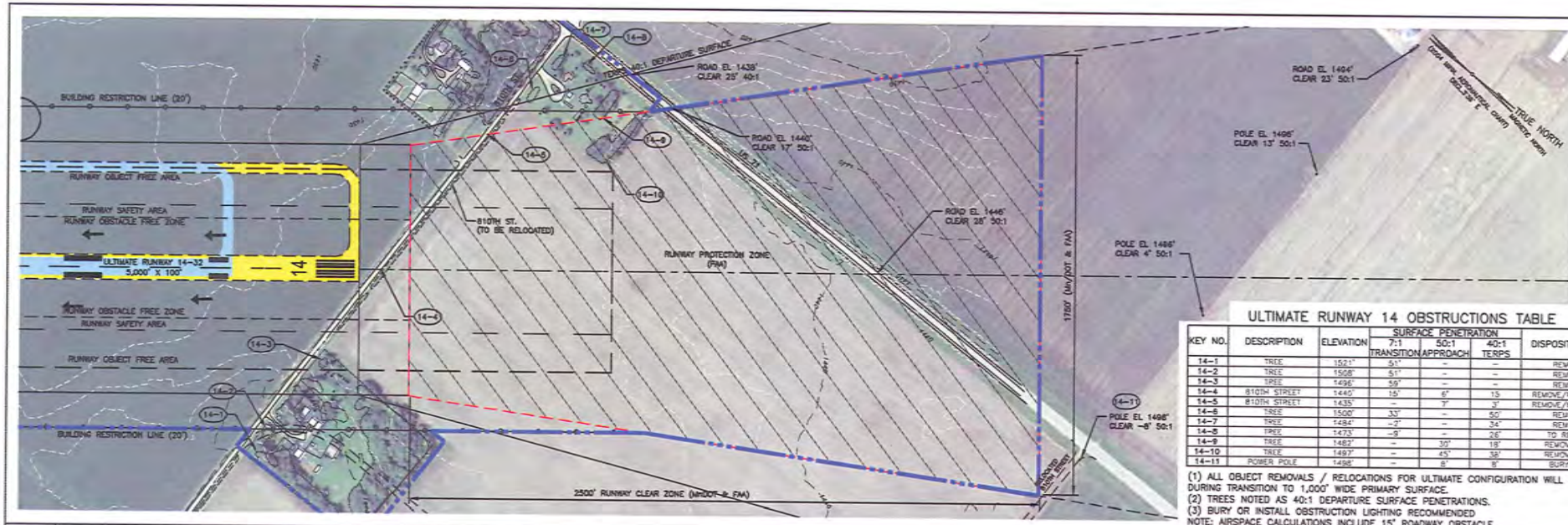
1	RAR	02/08/10
2	RAR	02/08/10

JACKSON MUNICIPAL AIRPORT
NEAR TERM
RUNWAY 14 APPROACH PLAN & PROFILE

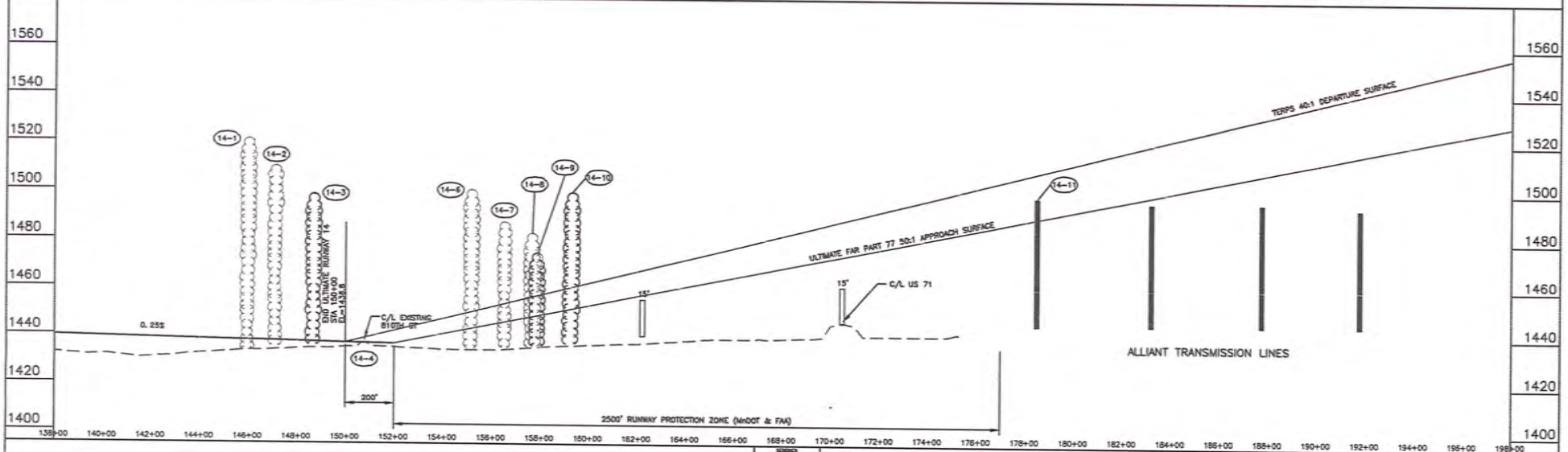
SHEET 8 OF 16



ULTIMATE RUNWAY 14 OBSTRUCTIONS TABLE

KEY NO.	DESCRIPTION	ELEVATION	SURFACE PENETRATION 7:1 TRANSITION	50:1 APPROACH	40:1 TERPS	DISPOSITION (1)
14-1	TREE	1521'	51'	–	–	REMOVE
14-2	TREE	1508'	51'	–	–	REMOVE
14-3	TREE	1496'	59'	–	–	REMOVE
14-4	810TH STREET	1440'	15'	6'	15	REMOVE/RELOCATE
14-5	810TH STREET	1435'	–	7'	3'	REMOVE/RELOCATE
14-6	TREE	1500'	33'	–	50'	REMOVE
14-7	TREE	1484'	-2'	–	34'	REMOVE
14-8	TREE	1473'	-9'	–	26'	TO REMAIN
14-9	TREE	1482'	–	30'	18'	REMOVE (2)
14-10	TREE	1497'	–	45'	38'	REMOVE (2)
14-11	POWER POLE	1498'	–	8'	8'	BURY (3)

(1) ALL OBJECT REMOVALS / RELOCATIONS FOR ULTIMATE CONFIGURATION WILL OCCUR DURING TRANSITION TO 1,000' WIDE PRIMARY SURFACE.
(2) TREES NOTED AS 40:1 DEPARTURE SURFACE PENETRATIONS.
(3) BURY OR INSTALL OBSTRUCTION LIGHTING RECOMMENDED
NOTE: AIRSPACE CALCULATIONS INCLUDE 15' ROADWAY OBSTACLE.



HORIZ. 0 200 400 SCALE FEET
VERT. 0 20 40 SCALE FEET

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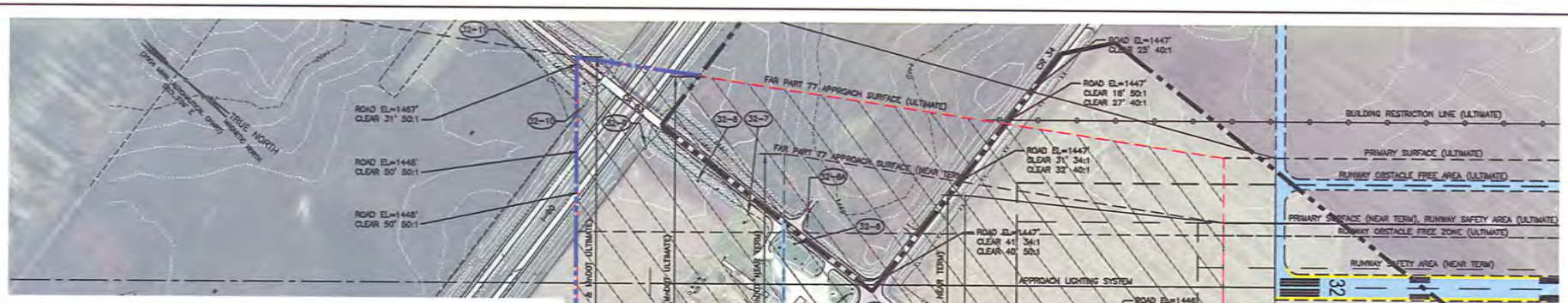
BURNSVILLE, MN CHASKA, MN RAMSEY, MN AMES, IA

REV.	BY	DATE
1	[illegible]	[illegible]
2	[illegible]	[illegible]

JACKSON MUNICIPAL AIRPORT

ULTIMATE
RUNWAY 14 APPROACH PLAN & PROFILE

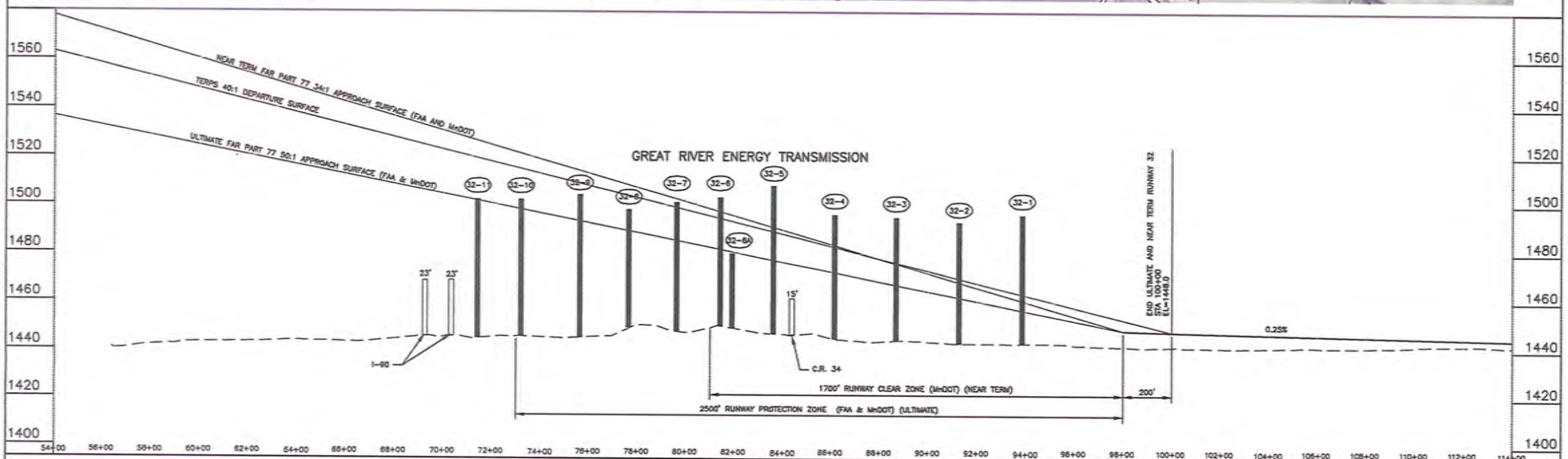
SHEET 9 OF 16



NEAR TERM & ULTIMATE RUNWAY 32 OBSTRUCTIONS TABLE

KEY NO.	DESCRIPTION	ELEVATION	SURFACE PENETRATION					
			NEAR TERM			ULTIMATE		
			7:1 TRANSITION	34:1 APPROACH	DISPOSITION (1)	50:1 APPROACH	40:1 TERPS	DISPOSITION (1)
32-1	POWER POLE	1496'	-37'	-		3'	32'	REMOVE/RELOCATE
32-2	POWER POLE	1483'	-13'	-		29'	24'	REMOVE/RELOCATE
32-3	POWER POLE	1495'	15'	-	REMOVE/RELOCATE	28'	18'	REMOVE/RELOCATE
32-4	POWER POLE	1496'	-	13'	REMOVE/RELOCATE	24'	14'	REMOVE/RELOCATE
32-5	POWER POLE	1508'	-	18'	REMOVE/RELOCATE	31'	20'	REMOVE/RELOCATE
32-6	POWER POLE	1503'	-	8'	REMOVE/RELOCATE	22'	8'	REMOVE/RELOCATE
32-6A	POWER POLE	1480'	-	-15'	REMOVE/RELOCATE	0'	14'	REMOVE/RELOCATE
32-7	POWER POLE	1501'	-	-1'	REMOVE/RELOCATE	16'	2'	REMOVE/RELOCATE
32-8	POWER POLE	1498'	-	-10'		9'	-6'	REMOVE/RELOCATE
32-9	POWER POLE	1504'	-	-10'		11'	-6'	REMOVE/RELOCATE
32-10	POWER POLE	1502'	-19'	-		4'	-13'	REMOVE/RELOCATE
32-11	POWER POLE	1502'	-54'	-		1'	-13'	REMOVE/RELOCATE

(1) ALL OBJECT REMOVALS / RELOCATIONS FOR ULTIMATE CONFIGURATION WILL OCCUR DURING CONSTRUCTION OF RUNWAY 14/32 FOR APPROPRIATE APPROACH CONFIGURATION.
NOTE: AIRSPACE CALCULATIONS INCLUDE 15' ROADWAY OBSTACLE.



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REV.	BY	DATE
1	BMR	03/05/08
2	BMR	06/05/10

JACKSON MUNICIPAL AIRPORT
NEAR TERM AND ULTIMATE
RUNWAY 32 APPROACH PLAN & PROFILE

SHEET 10 OF 16

CITY OF JACKSON
AIRPORT ZONING ORDINANCE (1978)

NOTES:

Land use and zoning shall be subject to Minnesota Rules Chapter 8800.2400, Subpart 6:

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 population and building density in the runway approach areas, thereby creating sufficient open space so as to protect life and property in case of accident, the following use restrictions are applied to the land use safety zones.

1. No use shall be made of any land in any of the safety zones which creates or causes interference with the operation of radio or electronic facilities on the airport or with radio or electronic communications between the airport and aircraft, makes it difficult for pilots to distinguish between airport lights and other lights, results in glare in the eyes of pilots using the airport, impairs visibility in the vicinity of the airport, or otherwise endangers the landing, taking off, or maneuvering of aircraft.

2. Zone A shall contain no buildings, temporary structures, exposed transmission 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 theron, Permitted uses may include, but are not limited to, such uses as agriculture (seasonal crops), horticulture, raising of livestock, animal husbandry, wildlife habitat, light outdoor recreation (nonspectator), cemeteries, and auto parking.

3. Zone B shall be restricted in use as follows.
Each use shall be on a site whose area shall not be less than three acres. Each use shall not create, attract, or bring together a site population that would exceed 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.

A building plot shall be single, uniform, and noncontrived area, whose shape is uncomplicated and whose area shall not exceed the following minimum ratios with respect to the total site area:

Site Area at Least (Acres)	But Less Than (Acres)	Ratio of Site area to Building Plot Area	Building Plot Area square feet	Maximum Site Population (15 Persons/Acre)
3	4	12:1	10,900	45
4	6	10:1	17,400	60
6	10	8:1	32,600	90
10	20	6:1	72,500	150
20	and up	4:1	218,000	300

The following uses are specifically prohibited in zone B: churches, hospitals, schools, theatres, stadiums, hotels and motels, trailer courts, camp grounds, and other places of public or semipublic assembly.

4. Zone C is subject only to the general restrictions contained in item 1.

LEGEND

EXISTING AIRPORT ZONING	
MINIMUM SAFETY ZONE A	
MINIMUM SAFETY ZONE B	
MINIMUM SAFETY ZONE C	

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REV.	BY	DATE
1	RAR	03/28/08
2	RAR	06/08/10

JACKSON MUNICIPAL AIRPORT

EXISTING
LAND USE / ZONING MAP

SHEET 11 OF 16

CITY OF JACKSON
AIRPORT ZONING ORDINANCE

NOTES:

Land use and zoning shall be subject to Minnesota Rules Chapter 8800.2400, Subpart 6:

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 population and building density in the runway approach areas, thereby creating sufficient open space so as to protect life and property in case of accident, the following use restrictions are applied to the land use safety zones.

1. No use shall be made of any land in any of the safety zones which creates or causes interference with the operation of radio or electronic facilities on the airport or with radio or electronic communications between the airport and aircraft, makes it difficult for pilots to distinguish between airport lights and other lights, results in glare in the eyes of pilots using the airport, impairs visibility in the vicinity of the airport, or otherwise endangers the landing, taking off, or maneuvering of aircraft.

2. Zone A shall contain no buildings, temporary structures, exposed transmission 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 theron. Permitted uses may include, but are not limited to, such uses as agriculture (seasonal crops), horticulture, raising of livestock, animal husbandry, wildlife habitat, light outdoor recreation (nonspectator), cemeteries, and auto parking.

3. Zone B shall be restricted in use as follows.
Each use shall be on a site whose area shall not be less than three acres. Each use shall not create, attract, or bring together a site population that would exceed 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.

A building plot shall be single, uniform, and noncontrived area, whose shape is uncomplicated and whose area shall not exceed the following minimum ratios with respect to the total site area:

Site Area at Least (Acres)	But Less Than (Acres)	Ratio of Site area to Building Plot Area	Building Plot Area square feet	Maximum Site Population (15 Persons/Acre)
3	4	12:1	10,900	45
4	6	10:1	17,400	60
6	10	8:1	32,600	90
10	20	6:1	72,500	150
20	and up	4:1	218,000	300

The following uses are specifically prohibited in zone B: churches, hospitals, schools, theatres, stadiums, hotels and motels, trailer courts, camp grounds, and other places of public or semipublic assembly.

4. Zone C is subject only to the general restrictions contained in item 1.

LEGEND

EXISTING AIRPORT ZONING	
NEAR TERM SAFETY ZONE A	
NEAR TERM SAFETY ZONE B	
NEAR TERM SAFETY ZONE C	
ULTIMATE SAFETY ZONE A	
ULTIMATE SAFETY ZONE B	
ULTIMATE SAFETY ZONE C	

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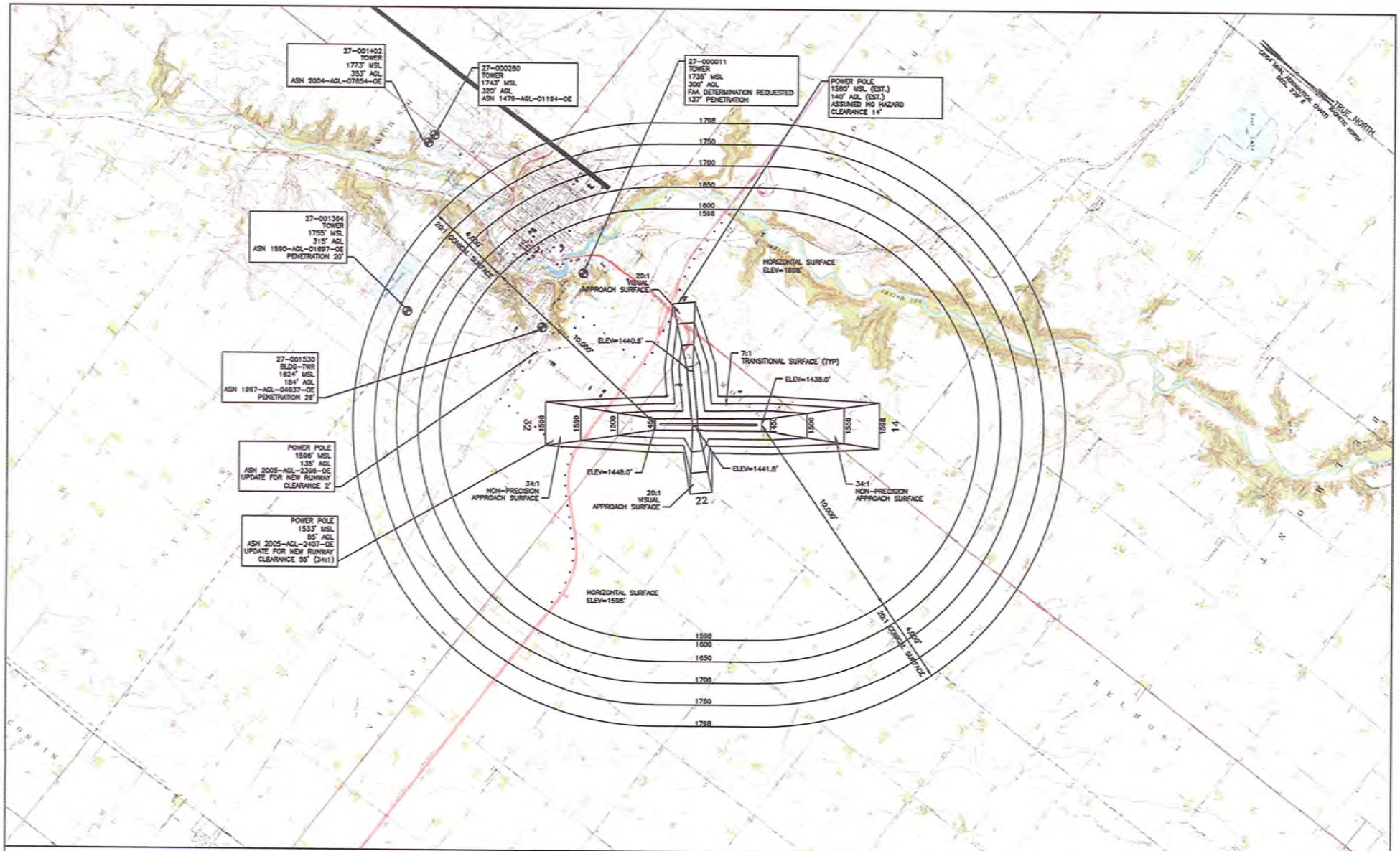
1	RAR	03/08/08
2	RAR	06/08/10

JACKSON MUNICIPAL AIRPORT

ULTIMATE
LAND USE / ZONING MAP

SHEET 12 OF 16



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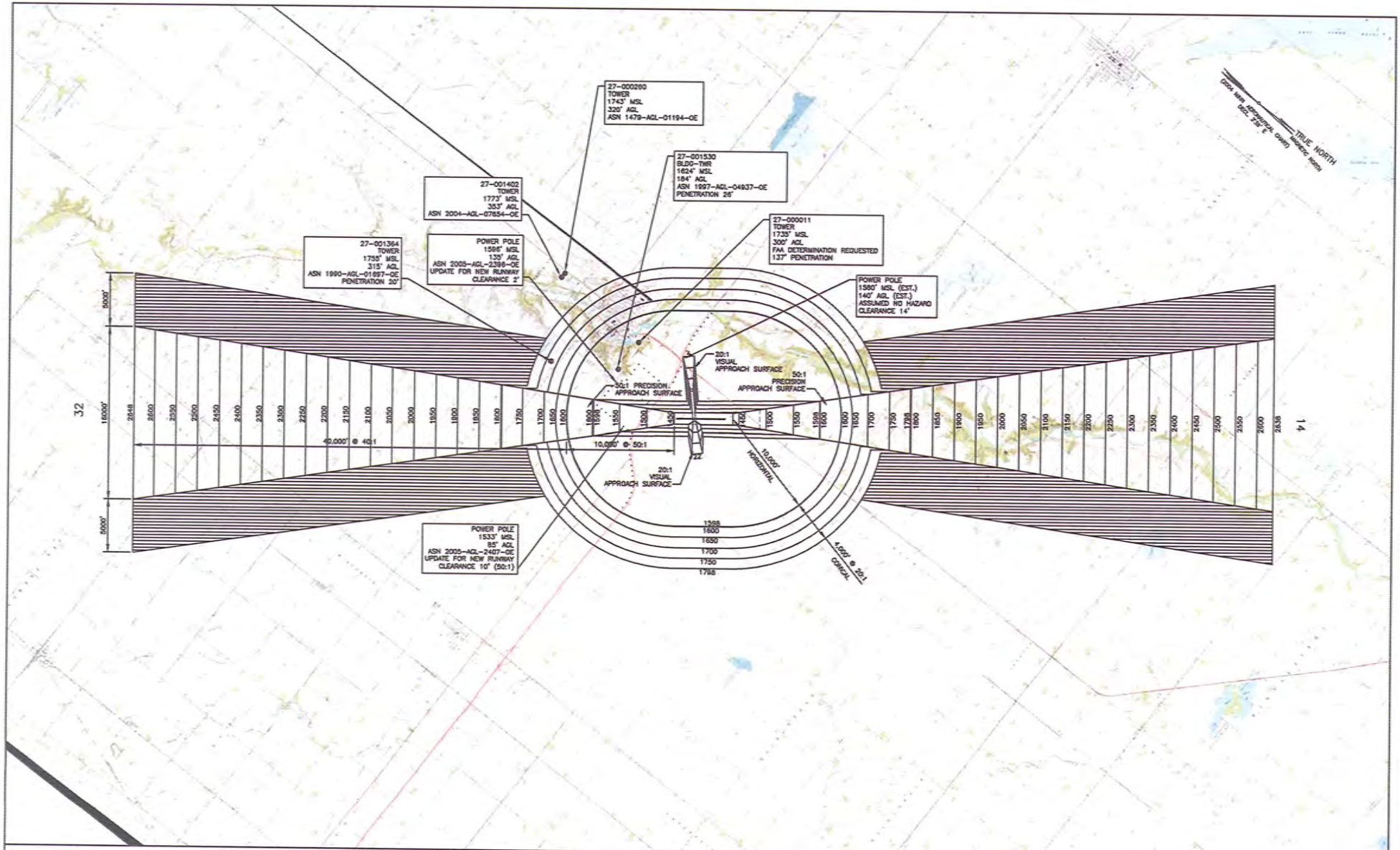
REV.	BY	DATE
1	RAR	02/08/12
2	RAR	06/05/12

JACKSON MUNICIPAL AIRPORT

NEAR TERM
FAR PART 77 AND MnDOT AIRSPACE

SHEET 13 OF 16



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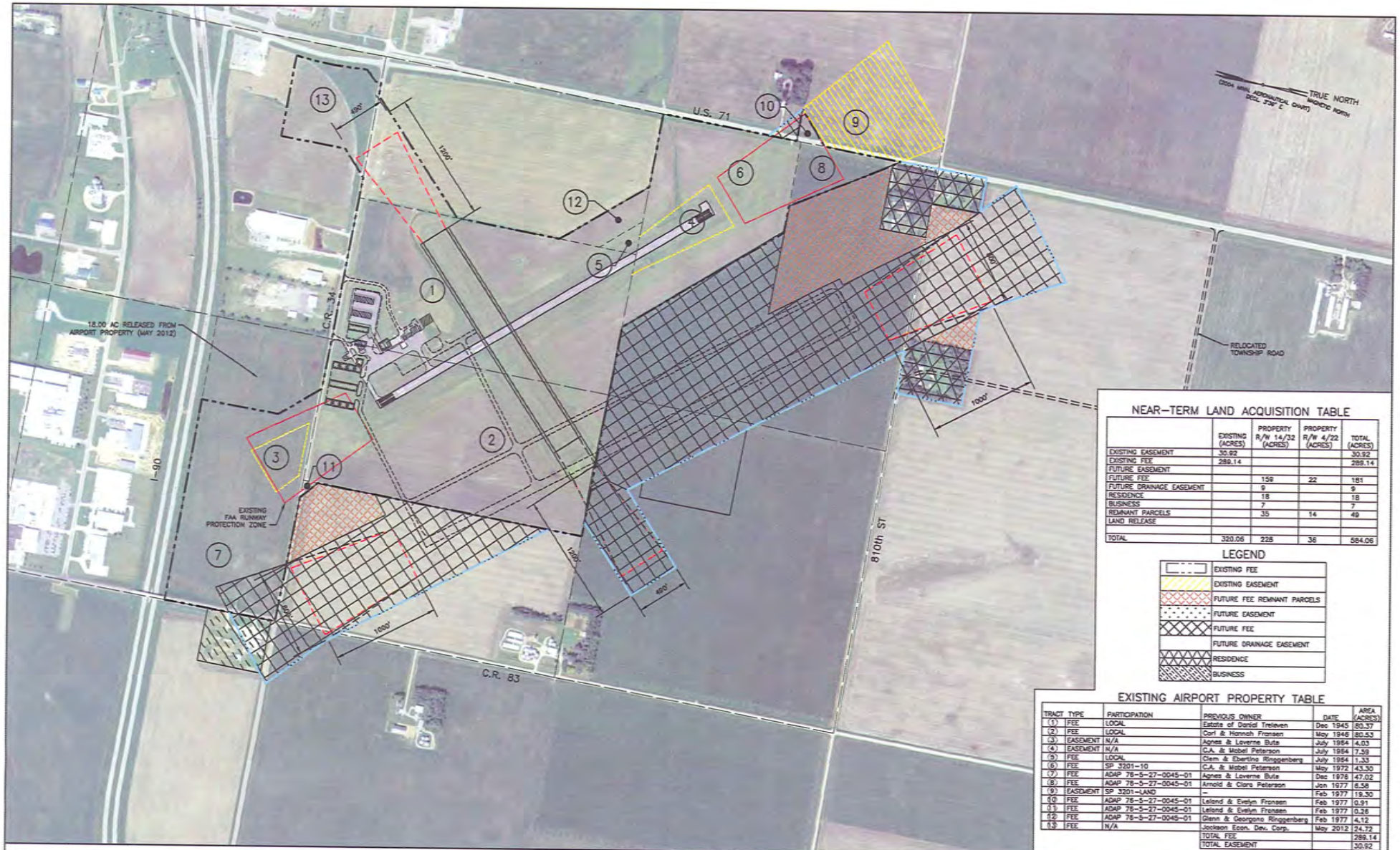
REV.	BY	DATE
1	RMF	10/29/14
2	RMF	10/29/14

JACKSON MUNICIPAL AIRPORT

ULTIMATE
FAR PART 77 AND MnDOT AIRSPACE

SHEET 14 OF 16



NEAR-TERM LAND ACQUISITION TABLE

	EXISTING (ACRES)	PROPERTY R/W 14/32 (ACRES)	PROPERTY R/W 4/22 (ACRES)	TOTAL (ACRES)
EXISTING EASEMENT	30.92			30.92
EXISTING FEE	289.14			289.14
FUTURE EASEMENT				
FUTURE FEE		159	22	181
FUTURE DRAINAGE EASEMENT		9		9
RESIDENCE		18		18
BUSINESS		7		7
REMNANT PARCELS		35	14	49
LAND RELEASE				
TOTAL	320.06	228	36	584.06

LEGEND

- EXISTING FEE
- EXISTING EASEMENT
- FUTURE FEE REMNANT PARCELS
- FUTURE EASEMENT
- FUTURE FEE
- FUTURE DRAINAGE EASEMENT
- RESIDENCE
- BUSINESS

EXISTING AIRPORT PROPERTY TABLE

TRACT	TYPE	PARTICIPATION	PREVIOUS OWNER	DATE	AREA (ACRES)
(1)	FEE	LOCAL	Estate of Daniel Treleven	Dec 1945	80.37
(2)	FEE	LOCAL	Carl & Hannah Fransen	May 1946	80.53
(3)	EASEMENT	N/A	Agnes & Laverne Bute	July 1964	4.03
(4)	EASEMENT	N/A	C.A. & Mabel Peterson	July 1964	7.59
(5)	FEE	LOCAL	Clem & Ebertina Ringgenberg	July 1964	1.33
(6)	FEE	SP 3201-10	C.A. & Mabel Peterson	May 1972	43.30
(7)	FEE	ADAP 76-5-27-0045-01	Agnes & Laverne Bute	Dec 1976	47.02
(8)	FEE	ADAP 76-5-27-0045-01	Arnold & Clara Peterson	Jan 1977	6.58
(9)	EASEMENT	SP 3201-LAND	–	Feb 1977	19.30
(10)	FEE	ADAP 76-5-27-0045-01	Leland & Evelyn Fransen	Feb 1977	0.91
(11)	FEE	ADAP 76-5-27-0045-01	Leland & Evelyn Fransen	Feb 1977	0.26
(12)	FEE	ADAP 76-5-27-0045-01	Glenn & Georgana Ringgenberg	Feb 1977	4.12
(13)	FEE	N/A	Jackson Econ. Dev. Corp.	May 2012	24.72
			TOTAL FEE		289.14
			TOTAL EASEMENT		30.92

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SCALE FEET

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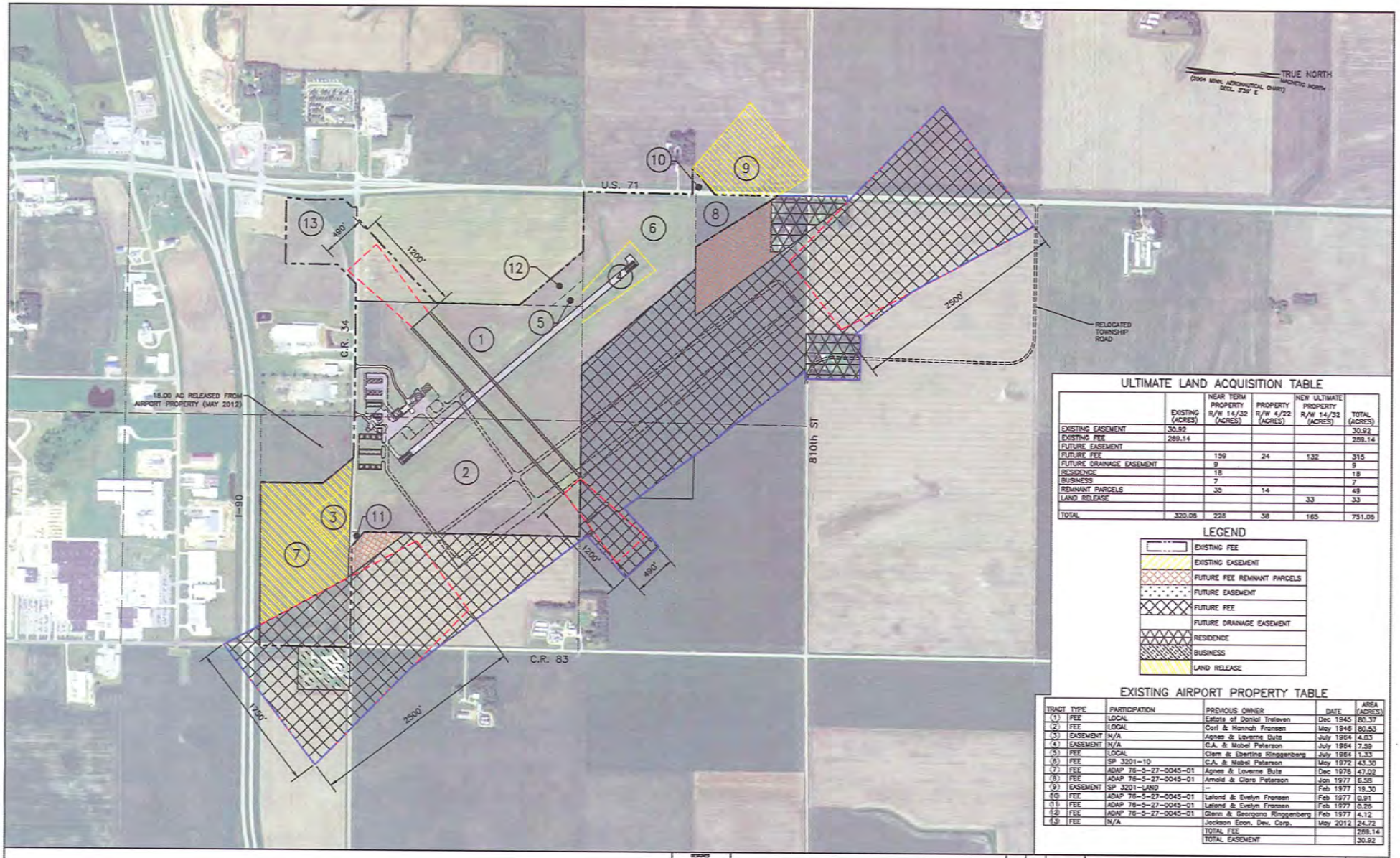
REV.	BY	DATE
1	RAR	03/08/06
2	RAR	06/08/10
3	EPR	6/23/12

JACKSON MUNICIPAL AIRPORT

EXISTING & NEAR TERM
"EXHIBIT A" AIRPORT PROPERTY MAP

SHEET 15 OF 16



ULTIMATE LAND ACQUISITION TABLE

	EXISTING (ACRES)	NEAR TERM PROPERTY R/W 14/32 (ACRES)	PROPERTY R/W 4/22 (ACRES)	NEW ULTIMATE PROPERTY R/W 14/32 (ACRES)	TOTAL (ACRES)
EXISTING EASEMENT	30.92				30.92
EXISTING FEE	269.14				269.14
FUTURE EASEMENT					
FUTURE FEE		159	24	132	315
FUTURE DRAINAGE EASEMENT		9			9
RESIDENCE		18			18
BUSINESS		7			7
REMNANT PARCELS		35	14		49
LAND RELEASE				33	33
TOTAL	320.06	228	38	165	751.06

LEGEND

- EXISTING FEE
- EXISTING EASEMENT
- FUTURE FEE REMNANT PARCELS
- FUTURE EASEMENT
- FUTURE FEE
- FUTURE DRAINAGE EASEMENT
- RESIDENCE
- BUSINESS
- LAND RELEASE

EXISTING AIRPORT PROPERTY TABLE

TRACT	TYPE	PARTICIPATION	PREVIOUS OWNER	DATE	AREA (ACRES)
(1)	FEE	LOCAL	Estate of Daniel Treleven	Dec 1945	80.37
(2)	FEE	LOCAL	Carl & Hannah Fransen	May 1946	80.53
(3)	EASEMENT	N/A	Agnes & Laverne Bute	July 1964	4.03
(4)	EASEMENT	N/A	C.A. & Mabel Peterson	July 1964	7.59
(5)	FEE	LOCAL	Clem & Ebertina Ringgenberg	July 1964	1.33
(6)	FEE	SP 3201-10	C.A. & Mabel Peterson	May 1972	43.30
(7)	FEE	ADAP 76-5-27-0045-01	Agnes & Laverne Bute	Dec 1976	47.02
(8)	FEE	ADAP 76-5-27-0045-01	Arnold & Clara Peterson	Jan 1977	6.58
(9)	EASEMENT	SP 3201-LAND	–	Feb 1977	19.30
(10)	FEE	ADAP 76-5-27-0045-01	Leland & Evelyn Fransen	Feb 1977	0.91
(11)	FEE	ADAP 76-5-27-0045-01	Leland & Evelyn Fransen	Feb 1977	0.26
(12)	FEE	ADAP 76-5-27-0045-01	Glenn & Georgana Ringgenberg	Feb 1977	4.12
(13)	FEE	N/A	Jackson Econ. Dev. Corp.	May 2012	24.72
			TOTAL FEE		269.14
			TOTAL EASEMENT		30.92

0 500 1000
SCALE FEET

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DESIGNED MPL
DRAWN MPL/LRS
CHECKED RAR

BOLTON & MENK, INC.
Consulting Engineers & Surveyors
MANKATO, MN FAIRMONT, MN SLEEPY EYE, MN WILLMAR, MN
BURNSVILLE, MN CHASKA, MN RAMSEY, MN AMES, IA

REV.	BY	DATE
1	RAR	03/09/10
2	RAR	06/09/10
3	DVG	5/23/12

JACKSON MUNICIPAL AIRPORT

ULTIMATE
"EXHIBIT A" AIRPORT PROPERTY MAP

SHEET 16 OF 16