



AIRPORT ADVISORY BOARD MEETING

Minutes

June 21, 2022
6:00pm
Albert Lea Airport

In attendance were:

| <i>Board Members</i> | <i>Present</i> | <i>Absent</i> |
|----------------------|----------------|---------------|
| Michael Bowman | x | |
| Craig Ludtke | | x |
| Jerry Morstad | x | |
| Gerald Molkenthin | x | |
| Chuck Sandager | x | |
| Darren Schone | x | |
| Paul Stieler | z | |

Ex-Officos

- Steven Jahnke, City Engineer/Director of Public Works
- Robert Rasmussen, Councilmen
- Jim Hanson, Airport Manager
- Jill Steinhauer, Public Works Office Specialist
- Matt Wagner, Mead & Hunt

The Airport Advisory Board meeting was held at the Albert Lea Airport.

Jerry Morstad called the meeting to order.

The past minutes were reviewed. Darren Schone made the motion to approve the past minutes, Paul Stieler seconded it. The minutes were approved.

Master Plan Study

Matt Wagner gave an update on the Master Plan. The presentation is attached.

Rob Sims has updated Chapters 3 & 4 per his discussions with City staff, and Airport Manager Jim Hanson's written requests.

There was a change in funding and the Capital Improvement Plan (CIP) was reviewed again as a result.

The City will be receiving an additional \$159,000 or a total of \$309,000 of federal funds per year for the next five years to fulfil airport needs. After this year all runway needs will essentially be met and our priorities will be hangars. Unfortunately, federal funds are typically not eligible for use on hangars. The board continued discussions from the last meeting on how to restructure projects to optimize the federal funds.

Maintenance Hangar

- Maintenance hangars are not eligible for federal funds but is an essential need for the airport. The current maintenance hangar is 100' x 120' with three bays.
- A new maintenance hangar would be smaller and only have two bays for an approximate \$1.65 million.
- Modifying the current hangar involves restructuring and reinforcement to accommodate for a new bifold door that is becoming a requirement for larger equipment. Modifying the current hangar would cost approximate \$400,000.
- City staff and Mead & Hunt will continue to pursue federal and state funds for this hangar but will also continue to work on alternate options if funding is not possible. One option discussed was to relocate the maintenance hangar and use as the CRE building.

Tie Downs

- Relocate tie-downs and add additional tie-downs by shifting the current tie-downs to the south and removing one tie-down from the current area, then add additional tie-downs to the north (across from t-hangars).

Clearways/Stop-ways

- Jim Hanson asked again about adding a clearway to the runway. A clearway is an area beyond the paved runway, free of obstructions. The length of the clearway may be included in the length of the takeoff distance available without physically adding pavement to the runway. This option has been evaluated several times but it is not an option that will work at the Albert Lea Airport, adding clearways creates other impediments.

T-hangars/Private Hangars

- Construction of new t-hangars is included in the CIP. There have also been discussions of private hangar construction but both are costly. Updates to the current hangars is a higher priority at this time.

Priorities established at this meeting:

1. Update current t-hangars (roofs and floors)
2. Construction of Maintenance Hangar
3. Relocation of old maintenance hangar for CRE (and storage of de-icing products/equipment)

Tree & Fence Project Update (CATEX)

Albert Lea Tree Service has removed all the trees. Rolling Green Fencing has not started the fence relocation due to the Catex that was required for this project. Rolling Green Fencing will not be able to complete the work until September at the earliest, the completion deadline is now December 15, 2022.

Pavement Rehabilitation Project

The project has been awarded to American Road Maintenance. The grant for this work has not yet been issued, the City should be receiving this grant in the coming weeks. The construction schedule will be finalized once the grant is in place.


New Business

1. Wentzler has finished painting the airport entrance sign.
2. The airports minimums have recently been raised, it is believed that an existing tower on the court house is the cause for these changes. Mead & Hunt & the City will be working to identify the cause and resolve the issue to get the minimums lowered (back to what they were).

Having the next airport advisory board meeting with the City Council was discussed. The next meeting will be held **Tuesday, August 16, 2022 at 6:00pm** at the airport. If everything with the Master Plan is approved this will be reschedule to present at a council meeting.


Paul Stieler made a motion to adjourn, Michael Bowman seconded it. The meeting was adjourned.

Respectfully submitted,



Jill Steinhauer
Public Works Office Specialist

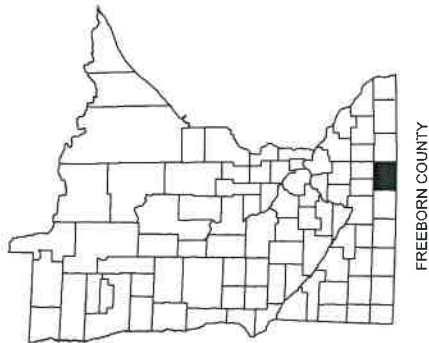
Approved:



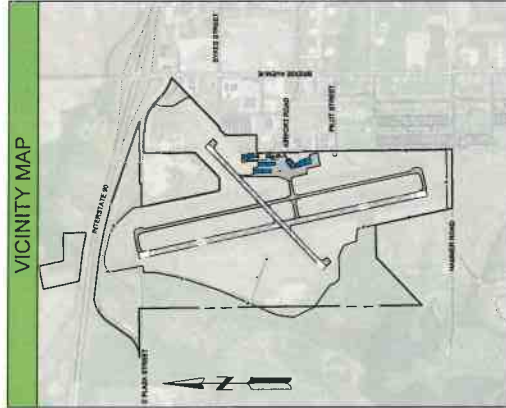
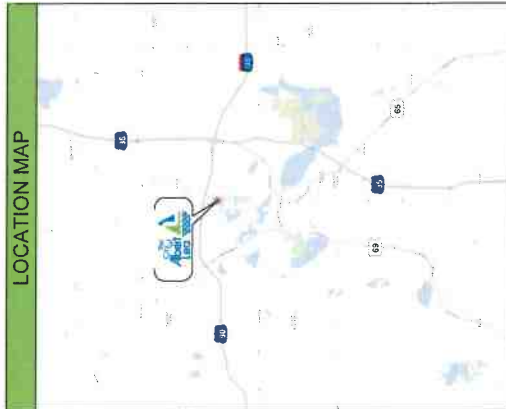
Craig Ludtke
Airport Advisory Board Secretary

ALBERT LEA MUNICIPAL AIRPORT (AEL)

CITY OF ALBERT LEA
 221 E CLARK STREET
 ALBERT LEA, MN 56007
 AIP NO.: 3-53-0052-018-2016



FREEBORN COUNTY



| NUMBER | DESCRIPTION | REVISION |
|--------|---|----------|
| 1 | TITLE SHEET | |
| 2 | AIRPORT DATA SHEET | |
| 3 | AIRPORT LAYOUT PLAN DRAWING - EXISTING | |
| 4 | AIRPORT LAYOUT PLAN DRAWING - ULTIMATE | |
| 5 | AIRPORT AIRSPACE DRAWING - CONICAL SURFACE | |
| 6 | AIRPORT AIRSPACE DRAWING - RUNWAY 17-35 PROFILE | |
| 7 | AIRPORT AIRSPACE DRAWING - RUNWAY 17-35 PROFILE | |
| 8 | INNER PORTION OF THE APPROACH SURFACE DRAWING - EX & IAT 15 | |
| 9 | INNER PORTION OF THE APPROACH SURFACE DRAWING - EXISTING 15 | |
| 10 | INNER PORTION OF THE APPROACH SURFACE DRAWING - EXISTING 15 | |
| 11 | INNER PORTION OF THE APPROACH SURFACE DRAWING - EXISTING 17 | |
| 12 | INNER PORTION OF THE APPROACH SURFACE DRAWING - EXISTING 17 | |
| 13 | RUNWAY DEPARTURE SURFACE DRAWING - EX & IAT 17-35 | |
| 14 | RUNWAY DEPARTURE SURFACE DRAWING - EXISTING | |
| 15 | TERMINAL AREA DRAWING - ULTIMATE | |
| 16 | LAND USE DRAWING | |
| 17 | AIRPORT PROPERTY MAP | |

MINNESOTA DEPARTMENT OF
 TRANSPORTATION OFFICE OF
 AERONAUTICS

REVIEWED BY: _____ P. E.
 DATE: _____
 APPROVED BY: _____ P. E.
 DATE: _____

ALBERT LEA MUNICIPAL AIRPORT

APPROVED BY: _____ DATE: _____
 TITLE: _____

FAA APPROVAL

REVISIONS AND NOTES

| NO. | DESCRIPTION | DATE | PREP. | BY |
|-----|-------------|------|-------|----|
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NOTES:
 1. THIS DRAWING REFLECTS PLANNING STANDARDS SPECIFIC TO AIRPORTS WITH AN APPROACH CATEGORY OF CATEGORY 1. THIS DRAWING IS NOT INTENDED TO BE USED FOR CONSTRUCTION DOCUMENTATION OR NAVIGATION.
 2. ALL LATITUDE COORDINATES ARE IN UTM 18Q AND UTM 18R.

Mead & Hunt
 Mead and Hunt, Inc.
 7900 International Drive,
 Bloomington, MN 55425
 phone: 952-941-5819
 meadhunt.com



ALBERT LEA MUNICIPAL AIRPORT
 CITY OF ALBERT LEA
 221 E CLARK STREET
 ALBERT LEA, MN 56007

DRAFT

NOT FOR CONSTRUCTION

PROJECT NO: 0118096-198761.01
 DATE: DECEMBER 2021
 ADDRESS: NAC
 DRAWING NO: 0118096-198761.01-001
 SHEET NO: 1

DRAFT

NOT FOR CONSTRUCTION

DATE: 01/18/2016
 DRAWING NO: AIRPAC-0211
 SHEET NO: 5

PROJECT: AIRPORT AIRSPACE
 DRAWING - CONICAL
 SURFACE

**SIGNIFICANT OBJECTS IN APPROACHES
 (ROADS, RAILROADS, RIVERS)**

| NO | OBJECT NAME | ELEVATION | POSITION | COMPARISON | TRIGGERING EVENT |
|----|---------------|-----------|----------|------------|------------------|
| 1 | LANE DIVIDERS | 151.0 | 53 | CORICAL | 10-25 FEET |
| 2 | LANE DIVIDERS | 151.0 | 53 | CORICAL | 10-25 FEET |
| 3 | LANE DIVIDERS | 151.0 | 53 | CORICAL | 10-25 FEET |
| 4 | LANE DIVIDERS | 151.0 | 53 | CORICAL | 10-25 FEET |
| 5 | LANE DIVIDERS | 151.0 | 53 | CORICAL | 10-25 FEET |
| 6 | LANE DIVIDERS | 151.0 | 53 | CORICAL | 10-25 FEET |
| 7 | LANE DIVIDERS | 151.0 | 53 | CORICAL | 10-25 FEET |
| 8 | LANE DIVIDERS | 151.0 | 53 | CORICAL | 10-25 FEET |
| 9 | LANE DIVIDERS | 151.0 | 53 | CORICAL | 10-25 FEET |
| 10 | LANE DIVIDERS | 151.0 | 53 | CORICAL | 10-25 FEET |
| 11 | LANE DIVIDERS | 151.0 | 53 | CORICAL | 10-25 FEET |
| 12 | LANE DIVIDERS | 151.0 | 53 | CORICAL | 10-25 FEET |
| 13 | LANE DIVIDERS | 151.0 | 53 | CORICAL | 10-25 FEET |
| 14 | LANE DIVIDERS | 151.0 | 53 | CORICAL | 10-25 FEET |
| 15 | LANE DIVIDERS | 151.0 | 53 | CORICAL | 10-25 FEET |
| 16 | LANE DIVIDERS | 151.0 | 53 | CORICAL | 10-25 FEET |
| 17 | LANE DIVIDERS | 151.0 | 53 | CORICAL | 10-25 FEET |
| 18 | LANE DIVIDERS | 151.0 | 53 | CORICAL | 10-25 FEET |
| 19 | LANE DIVIDERS | 151.0 | 53 | CORICAL | 10-25 FEET |
| 20 | LANE DIVIDERS | 151.0 | 53 | CORICAL | 10-25 FEET |

PART 77 OBJECT OBSTRUCTIONS

| ID | DESCRIPTION | LATITUDE | ELEVATION | PERIOD | SURFACE | COMPARISON | TRIGGERING EVENT |
|--------|-------------|----------|-----------|--------|---------|--------------------|-----------------------------|
| 77-001 | MAINT ROAD | 46.2241 | 102.22 | 11.1' | CONICAL | TO BE CIRCUMVENTED | RECURRING SURFACE ELEVATION |
| 77-002 | MAINT ROAD | 46.2241 | 102.22 | 11.1' | CONICAL | TO BE CIRCUMVENTED | RECURRING SURFACE ELEVATION |
| 77-003 | MAINT ROAD | 46.2241 | 102.22 | 11.1' | CONICAL | TO BE CIRCUMVENTED | RECURRING SURFACE ELEVATION |
| 77-004 | MAINT ROAD | 46.2241 | 102.22 | 11.1' | CONICAL | TO BE CIRCUMVENTED | RECURRING SURFACE ELEVATION |
| 77-005 | MAINT ROAD | 46.2241 | 102.22 | 11.1' | CONICAL | TO BE CIRCUMVENTED | RECURRING SURFACE ELEVATION |
| 77-006 | MAINT ROAD | 46.2241 | 102.22 | 11.1' | CONICAL | TO BE CIRCUMVENTED | RECURRING SURFACE ELEVATION |
| 77-007 | MAINT ROAD | 46.2241 | 102.22 | 11.1' | CONICAL | TO BE CIRCUMVENTED | RECURRING SURFACE ELEVATION |
| 77-008 | MAINT ROAD | 46.2241 | 102.22 | 11.1' | CONICAL | TO BE CIRCUMVENTED | RECURRING SURFACE ELEVATION |
| 77-009 | MAINT ROAD | 46.2241 | 102.22 | 11.1' | CONICAL | TO BE CIRCUMVENTED | RECURRING SURFACE ELEVATION |
| 77-010 | MAINT ROAD | 46.2241 | 102.22 | 11.1' | CONICAL | TO BE CIRCUMVENTED | RECURRING SURFACE ELEVATION |

PART 77 TREE OBSTRUCTIONS

| ID | DESCRIPTION | LATITUDE | ELEVATION | PERIOD | SURFACE | COMPARISON | TRIGGERING EVENT |
|--------|-------------|----------|-----------|--------|---------|--------------------|-----------------------------|
| 77-011 | TREE | 46.2241 | 102.22 | 11.1' | CONICAL | TO BE CIRCUMVENTED | RECURRING SURFACE ELEVATION |
| 77-012 | TREE | 46.2241 | 102.22 | 11.1' | CONICAL | TO BE CIRCUMVENTED | RECURRING SURFACE ELEVATION |
| 77-013 | TREE | 46.2241 | 102.22 | 11.1' | CONICAL | TO BE CIRCUMVENTED | RECURRING SURFACE ELEVATION |
| 77-014 | TREE | 46.2241 | 102.22 | 11.1' | CONICAL | TO BE CIRCUMVENTED | RECURRING SURFACE ELEVATION |
| 77-015 | TREE | 46.2241 | 102.22 | 11.1' | CONICAL | TO BE CIRCUMVENTED | RECURRING SURFACE ELEVATION |
| 77-016 | TREE | 46.2241 | 102.22 | 11.1' | CONICAL | TO BE CIRCUMVENTED | RECURRING SURFACE ELEVATION |
| 77-017 | TREE | 46.2241 | 102.22 | 11.1' | CONICAL | TO BE CIRCUMVENTED | RECURRING SURFACE ELEVATION |
| 77-018 | TREE | 46.2241 | 102.22 | 11.1' | CONICAL | TO BE CIRCUMVENTED | RECURRING SURFACE ELEVATION |
| 77-019 | TREE | 46.2241 | 102.22 | 11.1' | CONICAL | TO BE CIRCUMVENTED | RECURRING SURFACE ELEVATION |
| 77-020 | TREE | 46.2241 | 102.22 | 11.1' | CONICAL | TO BE CIRCUMVENTED | RECURRING SURFACE ELEVATION |



REVISIONS AND NOTES

| NO | REVISIONS AND NOTES | DATE |
|----|---|------------|
| 1 | REVISED FOR AIRSPACE SURFACE ELEVATIONS | 01/18/2016 |

NOTES:
 1. DRAWING FOR AIRSPACE SURFACE ELEVATIONS AT SCALE 1:500.
 2. DRAWING FOR AIRSPACE SURFACE ELEVATIONS AT SCALE 1:500.
 3. USED AS A REFERENCE FOR PLANNING OR DESIGN.
 4. ALL SURFACE ELEVATIONS ARE BASED ON THE MEAN SEA LEVEL DATUM.
 5. SURFACE ELEVATIONS ARE BASED ON ULTIMATE CONDIION.

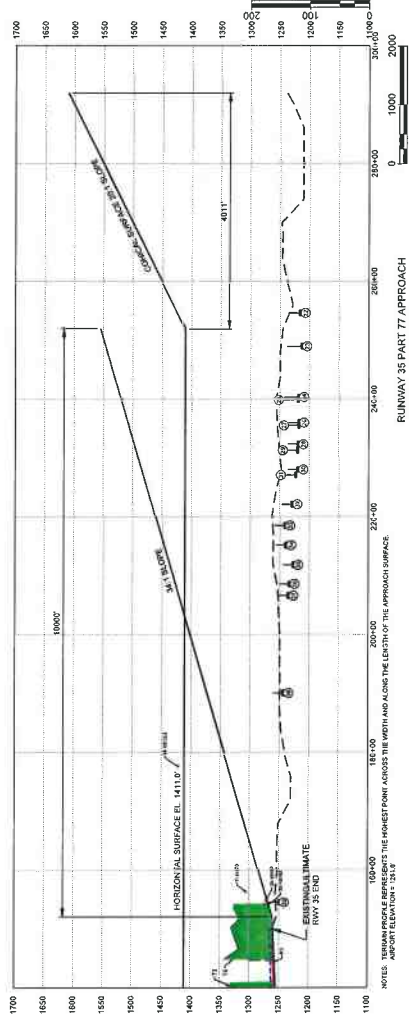
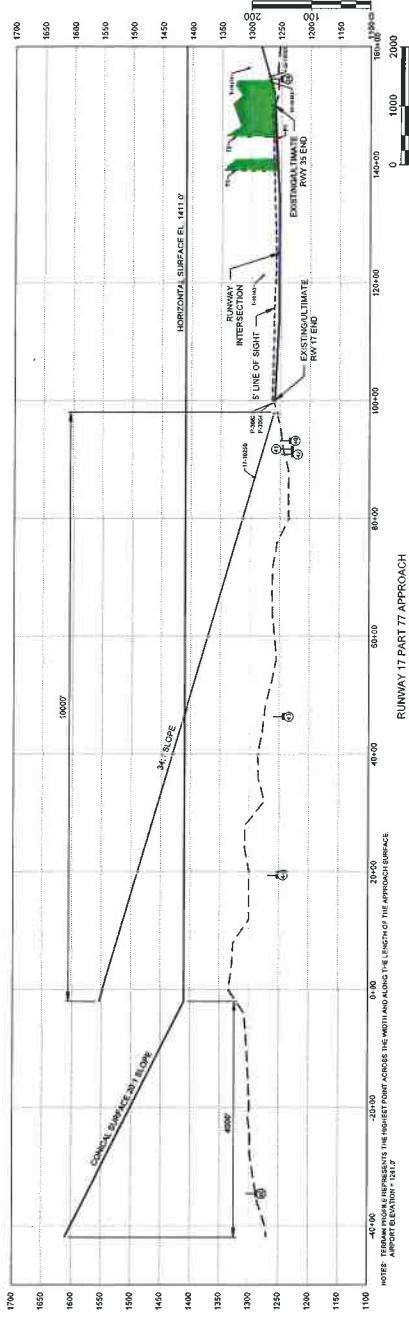
DRAWING LEGEND

| SYMBOL | DESCRIPTION |
|-----------------------------|--------------------------|
| (Circle with dot) | SINGLE TREE OBSTRUCTION |
| (Circle with cross) | TREE GROUP OBSTRUCTION |
| (Circle with vertical line) | OBJECT GROUP OBSTRUCTION |



HEIGHT RESTRICTION ZONING IN PLACE FOR AREAS ON AND AROUND THE AIRPORT IN BOTH FREEDORN COUNTY AND FREEDORN COUNTY, MN. LAST UPDATED IN 2017.

0.241 E (0.47 MAG. DEC.
 0.241 E (0.47 MAG. DEC.
 0.241 E (0.47 MAG. DEC.
 0.241 E (0.47 MAG. DEC.)



DRAWING LEGEND

| | |
|--------------------------|---|
| EXISTING OBSTRUCTION | ○ |
| SPACE OR SET OBSTRUCTION | □ |
| TREE GROUP OBSTRUCTION | ■ |
| OBJECT GROUP OBSTRUCTION | ■ |

REVISIONS AND NOTES

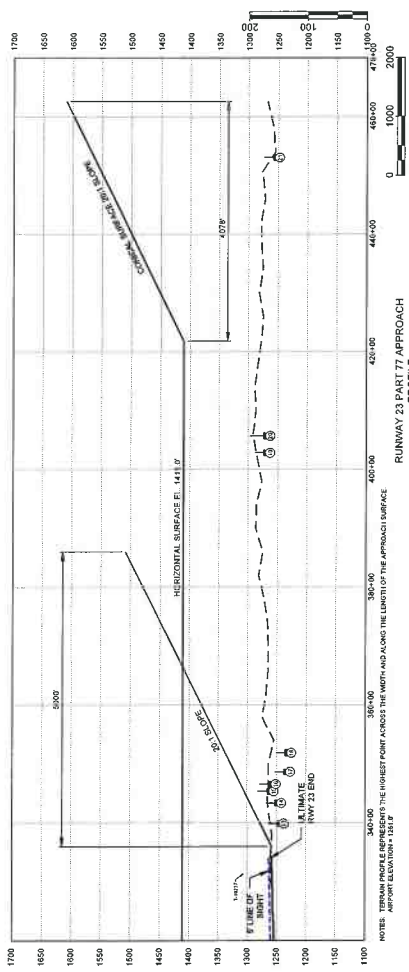
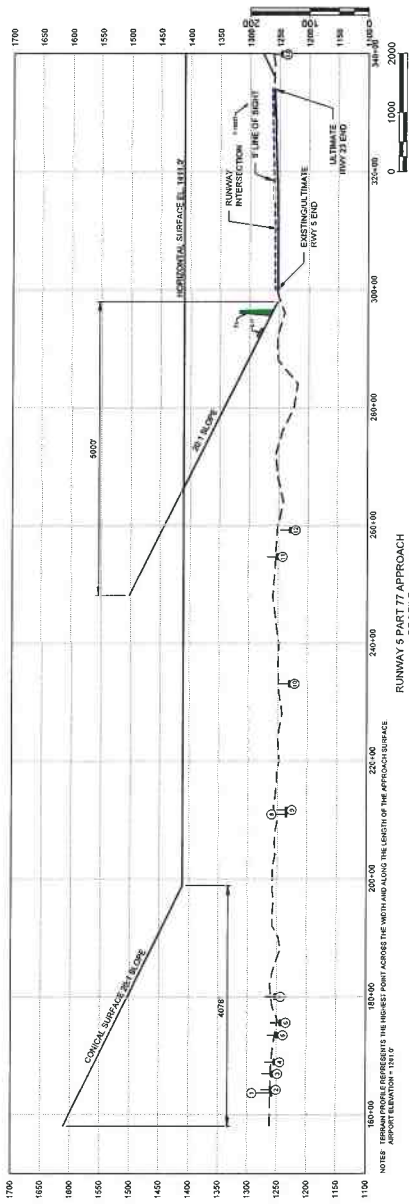
| NO. | DESCRIPTION | DATE |
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NOTES:
 1. THE DRAWING REFLECTS PLANNING STANDARDS APPLICABLE TO AIRPORT AIRSPACE. THESE STANDARDS SHOULD NOT BE USED AS A STANDARD FOR PLANNING OR DESIGN.
 2. ALL SURFACE CONTOURS ARE BASED ON ULTIMATE CONDITION.
 3. SURFACE CONTOURS ARE BASED ON ULTIMATE CONDITION.
 4. ALL FIELD SURVEY IS COMPLIANT WITH AC 150/5060-10A, 17C, AND 18B AND COLLECTED UNDER AIP NUMBER 17-35 PROFILE.

HEIGHT RESTRICTION ZONING IN PLACE FOR AREAS ON AND AROUND THE AIRPORT AIRSPACE. CITY OF ALBERT LEA CODE, LAST UPDATED IN 2017.

NOT FOR CONSTRUCTION

DATE: 01/06/2017
 DRAWN BY: GREGORY J. HUNT
 CHECKED BY: NAK
 PROJECT: AIRPORT AIRSPACE
 SHEET: 523 PROFILE



DRAWING LEGEND

| | |
|----------------------------|---|
| SMALL TREE OBSTRUCTION | 1 |
| MEDIUM TREE OBSTRUCTION | 2 |
| LARGE TREE OBSTRUCTION | 3 |
| OBSTACLE GROUP OBSTRUCTION | 4 |

REVISIONS AND NOTES

| NO. | DESCRIPTION | DATE |
|-----|-------------|------|
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NOTES: DRAWINGS FOR CITY OF ALBERT LEA. SURFACE ELEVATIONS TO BE USED AS A STANDARD FOR PLANNING OR DESIGN.
 1. ALBERT LEA MUNICIPAL AIRPORT THE DRAWINGS SHOULD NOT BE USED AS A STANDARD FOR PLANNING OR DESIGN.
 2. ELEVATION DATA FOR OBSTRUCTION IS BASED ON THE SURVEY OF OCTOBER 9, 2010. ALL FIELD SURVEY IS COMPLIANT WITH AC 150/5060-4A, 17C, AND 18E AND COLLECTED UNDER AIP NUMBER 150/5060-4A.
 3. SURFACE CONTOURS ARE BASED ON ULTIMATE CONDITION.

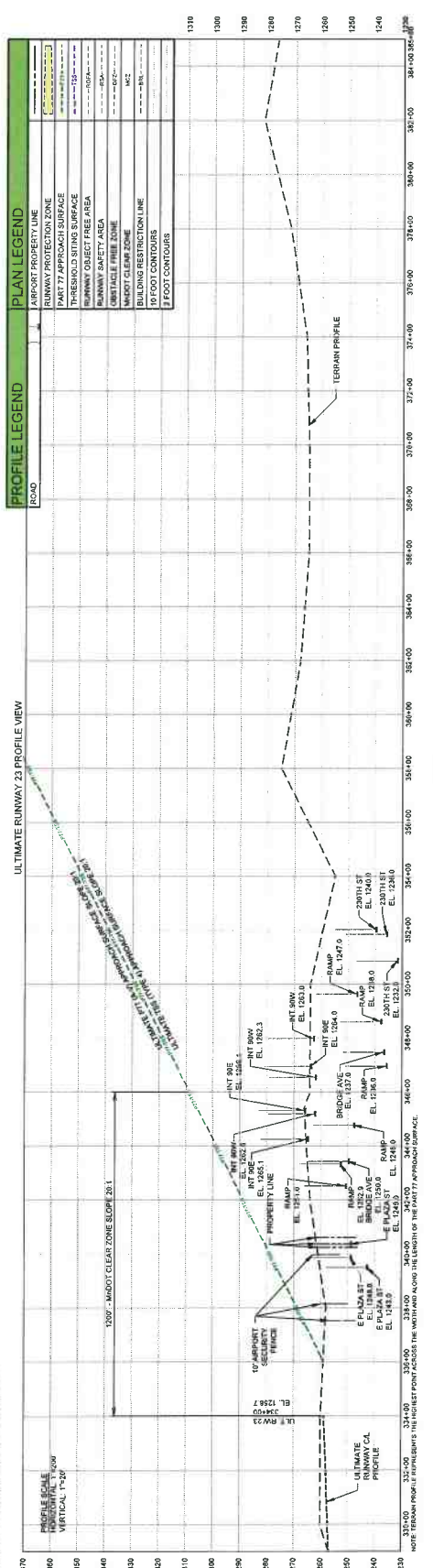
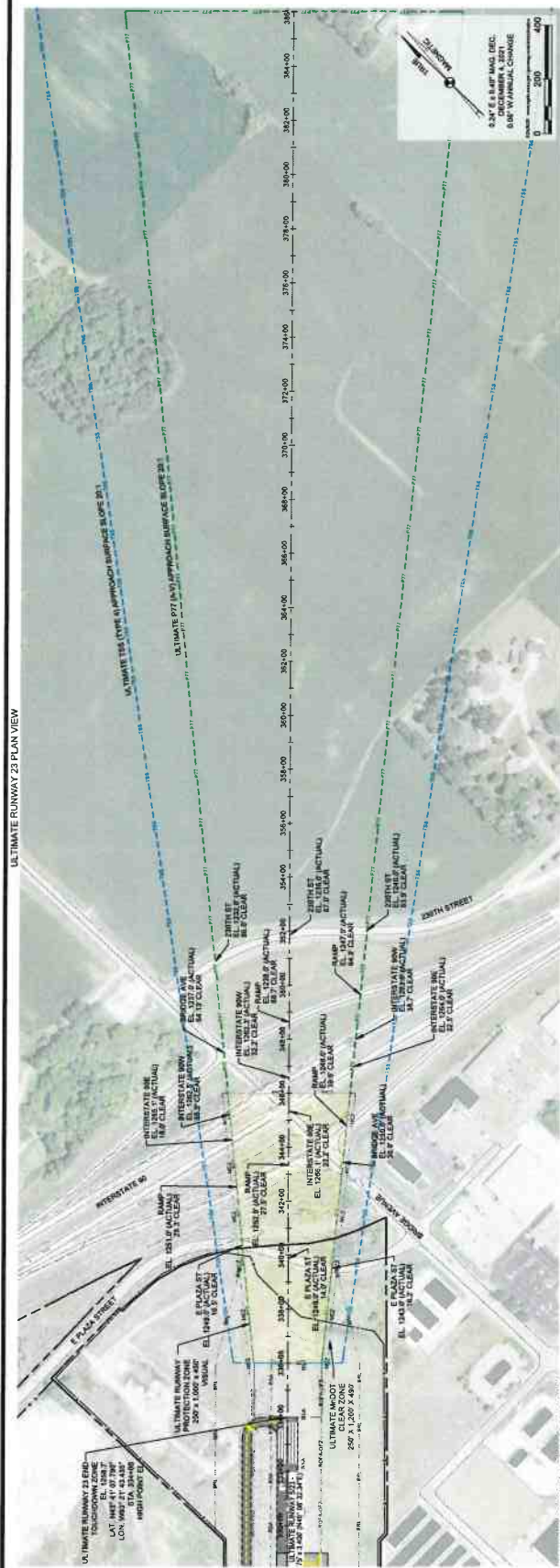
HEIGHT RESTRICTION ZONING IN PLACE
 IN ALBERT LEA AND AROUND THE
 AIRPORT AND CITY OF ALBERT LEA CODE
 AND CITY OF ALBERT LEA CODE.
 LAST UPDATED IN 2017.

DRAFT

NOT FOR CONSTRUCTION

PROJECT NO: 0118904-00078-01
DATE: 12/01/2021
DRAWN BY: NAK
CHECKED BY: NAK
DATE: 12/01/2021

THIS DRAWING IS THE ULTIMATE PORTION OF THE APPROACH DRAWING - ULMIMATE 23



| NO. | REVISIONS | DATE |
|-----|-----------|------|
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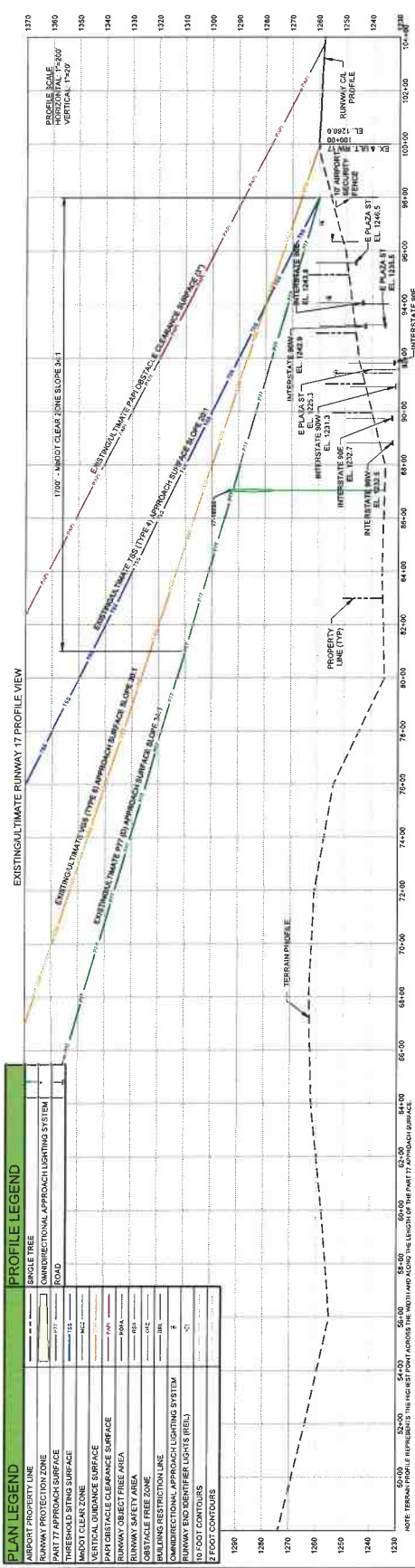
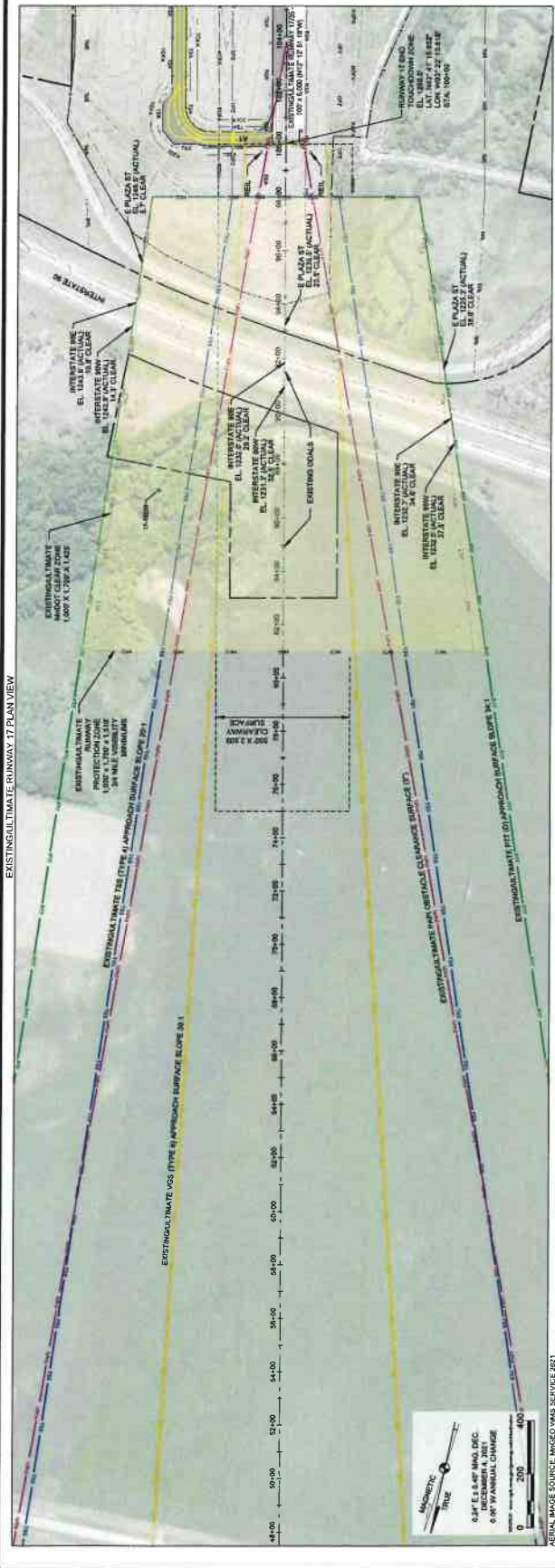
NOTES:
1. THE DRAWING REFLECTS PLANNING STANDARDS APPLICABLE TO ALBERT LEA MUNICIPAL AIRPORT. THE DRAWING SHOULD NOT BE USED FOR CONSTRUCTION.
2. ALL LAT/CON COORDINATE DATA IS NAD83.
3. THIS DRAWING IS THE ULTIMATE PORTION OF THE APPROACH DRAWING - ULMIMATE 23.
4. CONSTRUCTION SURVEY PROVIDED BY SAMBA/TEK, DATED OCTOBER 8, 2020. ALL FIELD SURVEY IS COMPLIANT WITH AC 17C. AND 48/24/10 COLLECTED UNDER JOB NUMBER 3-15-0039-41.

DRAFT

NOT FOR CONSTRUCTION

DATE: 01/26/2016
 DESIGNED BY: J. B. BROWN
 CHECKED BY: J. B. BROWN
 CONTRACT NO.: 16-01-0000-0000

INNER PORTION OF THE APPROACH EXISTING 17'



| PROFILE LEGEND | |
|----------------|--|
| [Symbol] | SINGLE TREE |
| [Symbol] | OMNIDIRECTIONAL APPROACH LIGHTING SYSTEM |
| [Symbol] | ROAD |
| [Symbol] | AIRPORT PROPERTY LINE |
| [Symbol] | RUNWAY PROTECTION ZONE |
| [Symbol] | PART 17 APPROACH SURFACE |
| [Symbol] | THRESHOLD SETTING SURFACE |
| [Symbol] | HORIZONTAL OBSTACLE SURFACE |
| [Symbol] | PAPI OBSTACLE CLEARANCE SURFACE |
| [Symbol] | RUNWAY OBJECT FREE AREA |
| [Symbol] | RUNWAY SAFETY AREA |
| [Symbol] | BUILDING RESTRICTION LINE |
| [Symbol] | OMNIDIRECTIONAL APPROACH LIGHTING SYSTEM |
| [Symbol] | RUNWAY END IDENTIFIER LIGHTS (REEL) |
| [Symbol] | 1:500 CONTOURS |
| [Symbol] | 1:200 CONTOURS |

| EXISTING/ULTIMATE RUNWAY 17 APPROACH OBSTRUCTIONS | | | | | | | | | | |
|---|-------------|------------|--------------|--------------|------------|--------------|-------------------|-------------------|------------|--------------|
| NO. | DESCRIPTION | HT. (FEET) | HT. (METERS) | GROUND LEVEL | HT. (FEET) | HT. (METERS) | PROPOSED POSITION | PROPOSED POSITION | HT. (FEET) | HT. (METERS) |
| | | | | | | | | | | |

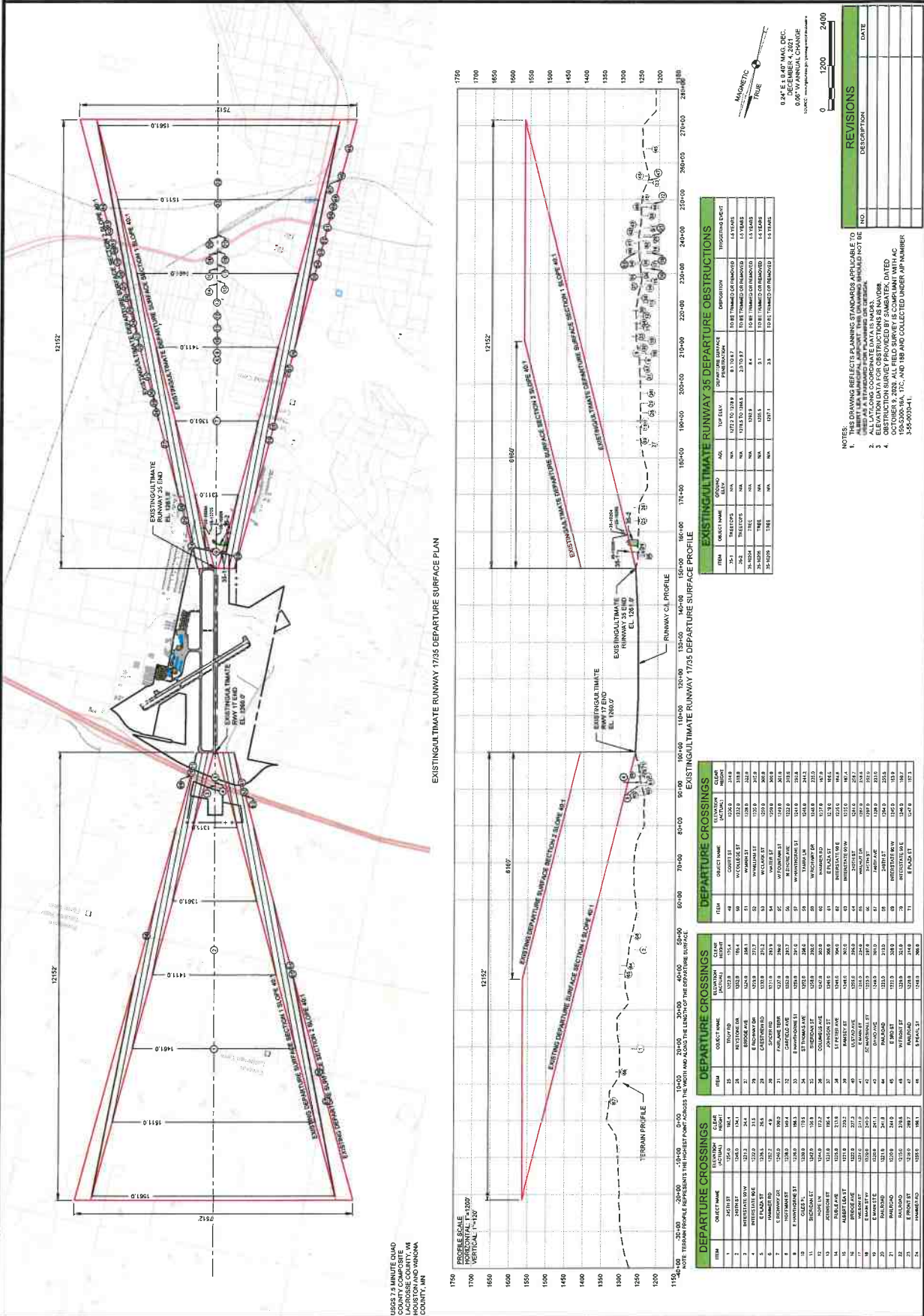
NOTE: TERRAIN PROFILE REPRESENTS THE HIGHEST POINT ACROSS THE WIDTH AND ALSO THE LENGTH OF THE PART 17 APPROACH SURFACE.

NON-PRECISION APPROACH
 APPROACH INSTRUMENT RUNWAY
 APPROACH CATEGORY D
 VISIBILITY MINIMA 3/4 MILE DAY/NIGHT

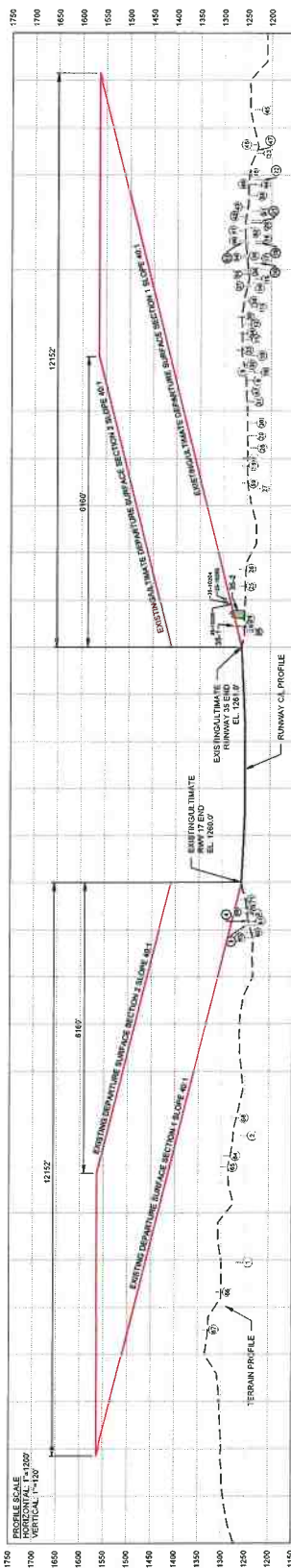
NOTES:

1. THIS DRAWING REFLECTS PLANNING STANDARDS APPLICABLE TO NON-PRECISION INSTRUMENT RUNWAYS. IT SHOULD NOT BE USED AS A STANDARD FOR PLANNING OR CONSTRUCTION.
2. ALL OBSTRUCTIONS SHOWN ARE FROM THE SURVEY DATA PROVIDED BY SAMBAK, DATED 10/13/15.
3. ALL OBSTRUCTIONS SHOWN ARE FROM THE SURVEY DATA PROVIDED BY SAMBAK, DATED 10/13/15.
4. OBSTRUCTION SURVEY PROVIDED BY SAMBAK, DATED 10/13/15.
5. ALL OBSTRUCTIONS SHOWN ARE FROM THE SURVEY DATA PROVIDED BY SAMBAK, DATED 10/13/15.
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9. ALL OBSTRUCTIONS SHOWN ARE FROM THE SURVEY DATA PROVIDED BY SAMBAK, DATED 10/13/15.
10. ALL OBSTRUCTIONS SHOWN ARE FROM THE SURVEY DATA PROVIDED BY SAMBAK, DATED 10/13/15.

| REVISIONS | | |
|-----------|-------------|------|
| NO. | DESCRIPTION | DATE |
| | | |



EXISTING ULTIMATE RUNWAY 35 DEPARTURE SURFACE PROFILE



| EXISTING ULTIMATE RUNWAY 35 DEPARTURE SURFACE OBLSTRUCTIONS | | | | |
|---|-------------|---------------|------------|---------------------------|
| ITEM | OBJECT NAME | ORDINANCE NO. | TYPE ELEV. | DEPARTURE SURFACE ADVANCE |
| 50-1 | RELECTORS | 19A | NA | 1722 TO 319.9 |
| 50-2 | RELECTORS | 19A | NA | 1743 TO 244.5 |
| 50-3 | RELECTORS | 19C | NA | 150.9 |
| 50-4 | RELECTORS | 19E | NA | 150.1 |
| 50-5 | RELECTORS | 19E | NA | 150.1 |

| DEPARTURE CROSSINGS | | | |
|---------------------|-------------|-----------|-----------|
| ITEM | OBJECT NAME | ELEVATION | CLEARANCE |
| 40 | CORNY ST | 1238.9 | 214.9 |
| 41 | WYOMING ST | 1255.8 | 224.9 |
| 42 | WYOMING ST | 1255.8 | 224.9 |
| 43 | WYOMING ST | 1255.8 | 224.9 |
| 44 | WYOMING ST | 1255.8 | 224.9 |
| 45 | WYOMING ST | 1255.8 | 224.9 |
| 46 | WYOMING ST | 1255.8 | 224.9 |
| 47 | WYOMING ST | 1255.8 | 224.9 |
| 48 | WYOMING ST | 1255.8 | 224.9 |
| 49 | WYOMING ST | 1255.8 | 224.9 |
| 50 | WYOMING ST | 1255.8 | 224.9 |
| 51 | WYOMING ST | 1255.8 | 224.9 |
| 52 | WYOMING ST | 1255.8 | 224.9 |
| 53 | WYOMING ST | 1255.8 | 224.9 |
| 54 | WYOMING ST | 1255.8 | 224.9 |
| 55 | WYOMING ST | 1255.8 | 224.9 |
| 56 | WYOMING ST | 1255.8 | 224.9 |
| 57 | WYOMING ST | 1255.8 | 224.9 |
| 58 | WYOMING ST | 1255.8 | 224.9 |
| 59 | WYOMING ST | 1255.8 | 224.9 |
| 60 | WYOMING ST | 1255.8 | 224.9 |
| 61 | WYOMING ST | 1255.8 | 224.9 |
| 62 | WYOMING ST | 1255.8 | 224.9 |
| 63 | WYOMING ST | 1255.8 | 224.9 |
| 64 | WYOMING ST | 1255.8 | 224.9 |
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| 66 | WYOMING ST | 1255.8 | 224.9 |
| 67 | WYOMING ST | 1255.8 | 224.9 |
| 68 | WYOMING ST | 1255.8 | 224.9 |
| 69 | WYOMING ST | 1255.8 | 224.9 |
| 70 | WYOMING ST | 1255.8 | 224.9 |
| 71 | WYOMING ST | 1255.8 | 224.9 |
| 72 | WYOMING ST | 1255.8 | 224.9 |
| 73 | WYOMING ST | 1255.8 | 224.9 |
| 74 | WYOMING ST | 1255.8 | 224.9 |
| 75 | WYOMING ST | 1255.8 | 224.9 |
| 76 | WYOMING ST | 1255.8 | 224.9 |
| 77 | WYOMING ST | 1255.8 | 224.9 |
| 78 | WYOMING ST | 1255.8 | 224.9 |
| 79 | WYOMING ST | 1255.8 | 224.9 |
| 80 | WYOMING ST | 1255.8 | 224.9 |

| DEPARTURE CROSSINGS | | | |
|---------------------|-------------|-----------|-----------|
| ITEM | OBJECT NAME | ELEVATION | CLEARANCE |
| 81 | WYOMING ST | 1255.8 | 224.9 |
| 82 | WYOMING ST | 1255.8 | 224.9 |
| 83 | WYOMING ST | 1255.8 | 224.9 |
| 84 | WYOMING ST | 1255.8 | 224.9 |
| 85 | WYOMING ST | 1255.8 | 224.9 |
| 86 | WYOMING ST | 1255.8 | 224.9 |
| 87 | WYOMING ST | 1255.8 | 224.9 |
| 88 | WYOMING ST | 1255.8 | 224.9 |
| 89 | WYOMING ST | 1255.8 | 224.9 |
| 90 | WYOMING ST | 1255.8 | 224.9 |
| 91 | WYOMING ST | 1255.8 | 224.9 |
| 92 | WYOMING ST | 1255.8 | 224.9 |
| 93 | WYOMING ST | 1255.8 | 224.9 |
| 94 | WYOMING ST | 1255.8 | 224.9 |
| 95 | WYOMING ST | 1255.8 | 224.9 |
| 96 | WYOMING ST | 1255.8 | 224.9 |
| 97 | WYOMING ST | 1255.8 | 224.9 |
| 98 | WYOMING ST | 1255.8 | 224.9 |
| 99 | WYOMING ST | 1255.8 | 224.9 |
| 100 | WYOMING ST | 1255.8 | 224.9 |

| DEPARTURE CROSSINGS | | | |
|---------------------|-------------|-----------|-----------|
| ITEM | OBJECT NAME | ELEVATION | CLEARANCE |
| 101 | WYOMING ST | 1255.8 | 224.9 |
| 102 | WYOMING ST | 1255.8 | 224.9 |
| 103 | WYOMING ST | 1255.8 | 224.9 |
| 104 | WYOMING ST | 1255.8 | 224.9 |
| 105 | WYOMING ST | 1255.8 | 224.9 |
| 106 | WYOMING ST | 1255.8 | 224.9 |
| 107 | WYOMING ST | 1255.8 | 224.9 |
| 108 | WYOMING ST | 1255.8 | 224.9 |
| 109 | WYOMING ST | 1255.8 | 224.9 |
| 110 | WYOMING ST | 1255.8 | 224.9 |
| 111 | WYOMING ST | 1255.8 | 224.9 |
| 112 | WYOMING ST | 1255.8 | 224.9 |
| 113 | WYOMING ST | 1255.8 | 224.9 |
| 114 | WYOMING ST | 1255.8 | 224.9 |
| 115 | WYOMING ST | 1255.8 | 224.9 |
| 116 | WYOMING ST | 1255.8 | 224.9 |
| 117 | WYOMING ST | 1255.8 | 224.9 |
| 118 | WYOMING ST | 1255.8 | 224.9 |
| 119 | WYOMING ST | 1255.8 | 224.9 |
| 120 | WYOMING ST | 1255.8 | 224.9 |

| REVISIONS | | | |
|-----------|------|-------------|--|
| NO. | DATE | DESCRIPTION | |
| 1 | | | |
| 2 | | | |
| 3 | | | |
| 4 | | | |

NOTES:
 1. THIS DRAWING REFLECTS PLANNING STANDARDS APPLICABLE TO RUNWAYS WITH RUNWAY WIDTHS OF 150 FEET OR MORE.
 2. THIS DRAWING IS NOT TO BE USED FOR CONSTRUCTION.
 3. OBSTRUCTION SURVEY PROVIDED BY SAMBAEK, DATED DECEMBER 4, 2021.
 4. OBSTRUCTION SURVEY PROVIDED BY SAMBAEK, DATED DECEMBER 4, 2021.
 5. 155-2005: HA, 102, AND 180 AND COLLECTED UNDER AP NUMBER 35-9000-41.

DRAFT

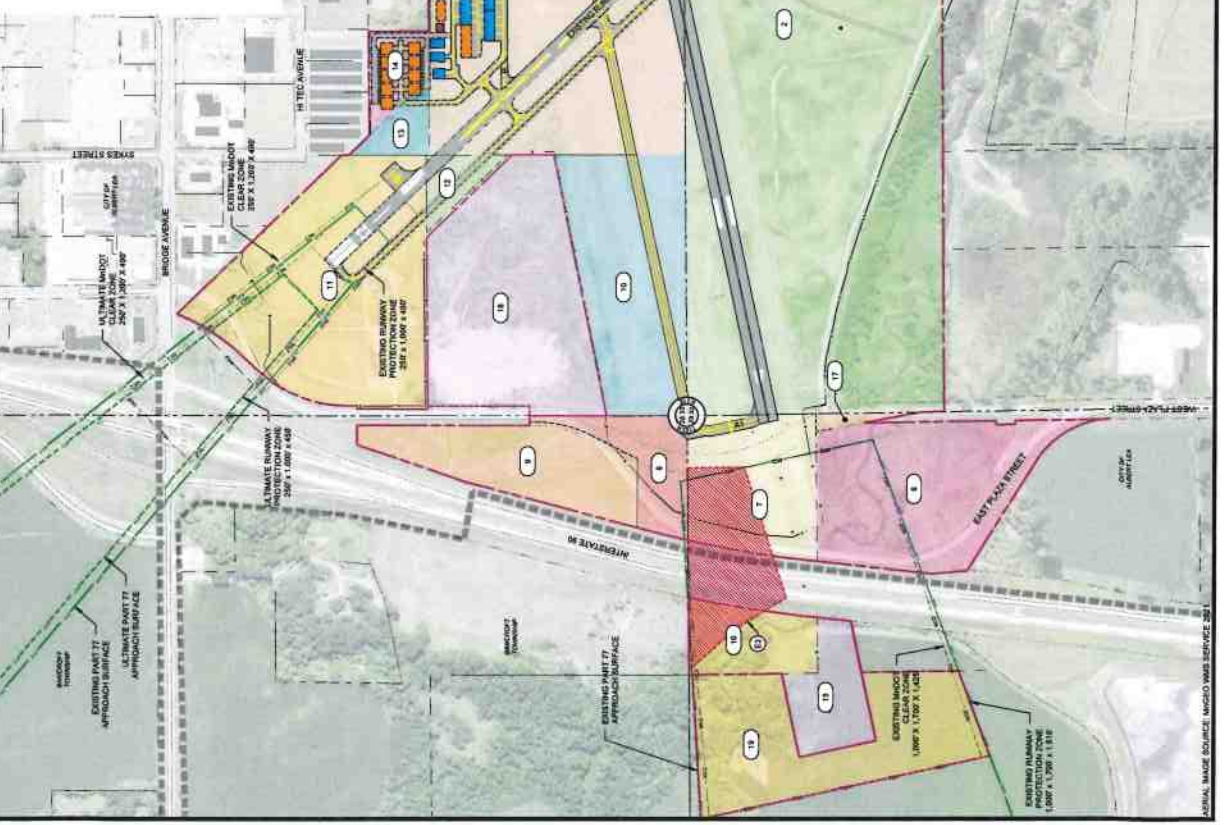
NOT FOR CONSTRUCTION
 DATE: 01/06/2016
 PROJECT: AIRPORT PROPERTY MAP
 DRAWN BY: [Name]
 CHECKED BY: [Name]
 SCALE: AS SHOWN
 SHEET: 17 OF 17

DRAWING LEGEND

| SYMBOL | DESCRIPTION |
|----------|-----------------------------------|
| [Symbol] | EXISTING |
| [Symbol] | EXISTING PROPERTY LINE |
| [Symbol] | EXISTING AIR RIGHTS |
| [Symbol] | EXISTING PROTECTION ZONE |
| [Symbol] | EXISTING PART II APPROACH SURFACE |
| [Symbol] | EXISTING CLEAR ZONE |
| [Symbol] | EXISTING PART II APPROACH SURFACE |
| [Symbol] | EXISTING CLEAR ZONE |

EXISTING AIRPORT PROPERTY

| PARCEL | OWNER | ACQUISITION PROGRAM | CLASS # | ACRES |
|--------|-------|---------------------|---------|-------|
| 1 | ... | ... | ... | ... |
| 2 | ... | ... | ... | ... |
| 3 | ... | ... | ... | ... |
| 4 | ... | ... | ... | ... |
| 5 | ... | ... | ... | ... |
| 6 | ... | ... | ... | ... |
| 7 | ... | ... | ... | ... |
| 8 | ... | ... | ... | ... |
| 9 | ... | ... | ... | ... |
| 10 | ... | ... | ... | ... |
| 11 | ... | ... | ... | ... |
| 12 | ... | ... | ... | ... |
| 13 | ... | ... | ... | ... |
| 14 | ... | ... | ... | ... |
| 15 | ... | ... | ... | ... |
| 16 | ... | ... | ... | ... |
| 17 | ... | ... | ... | ... |
| 18 | ... | ... | ... | ... |
| 19 | ... | ... | ... | ... |
| 20 | ... | ... | ... | ... |
| 21 | ... | ... | ... | ... |
| 22 | ... | ... | ... | ... |
| 23 | ... | ... | ... | ... |
| 24 | ... | ... | ... | ... |
| 25 | ... | ... | ... | ... |
| 26 | ... | ... | ... | ... |
| 27 | ... | ... | ... | ... |
| 28 | ... | ... | ... | ... |
| 29 | ... | ... | ... | ... |
| 30 | ... | ... | ... | ... |



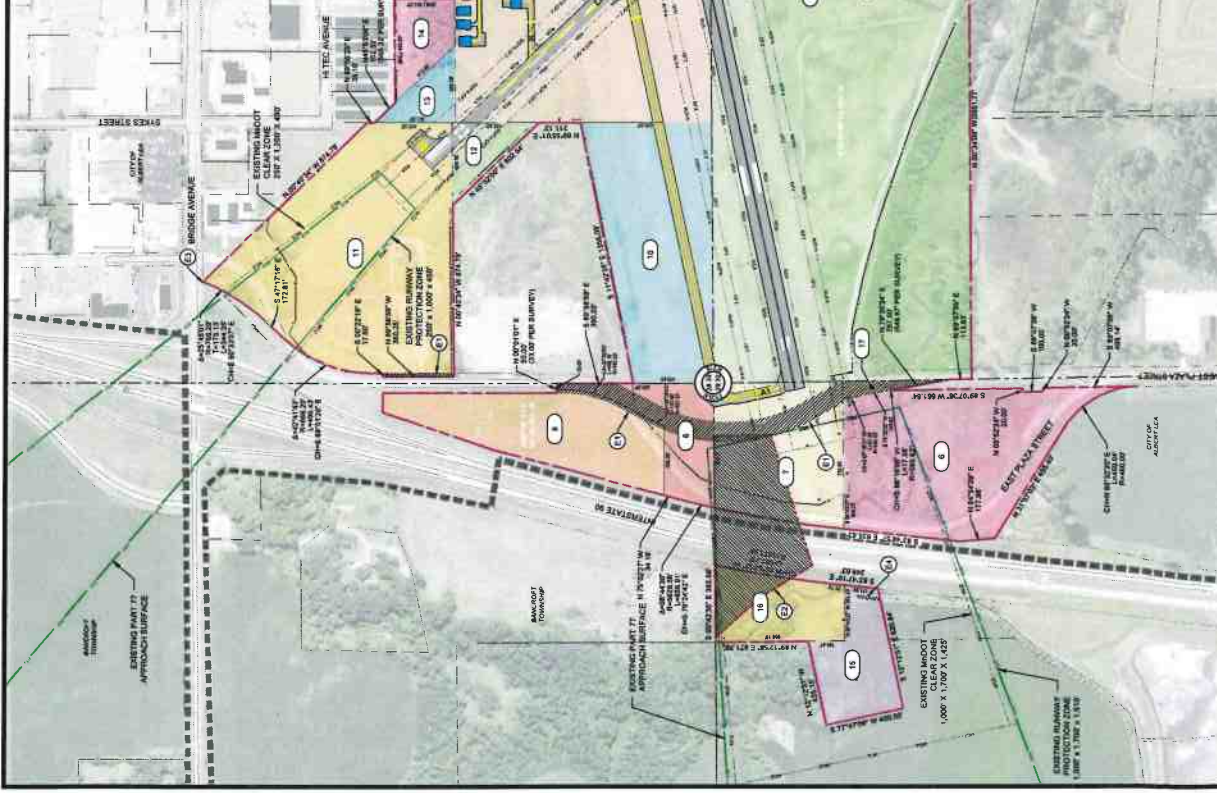
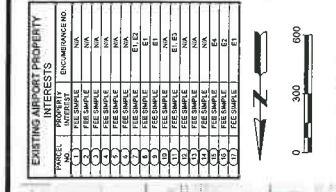
DRAFT

NOT FOR CONSTRUCTION
 DATE: 01/05/2024
 PROJECT: 24001-10000-10000-10000
 REVISION: 01/11/2024
 DRAWING: MMK
 CLIENT: CITY OF ALBERT LEA
 PROJECT NUMBER: 24001-10000-10000-10000
 SHEET NUMBER: 1 of 3

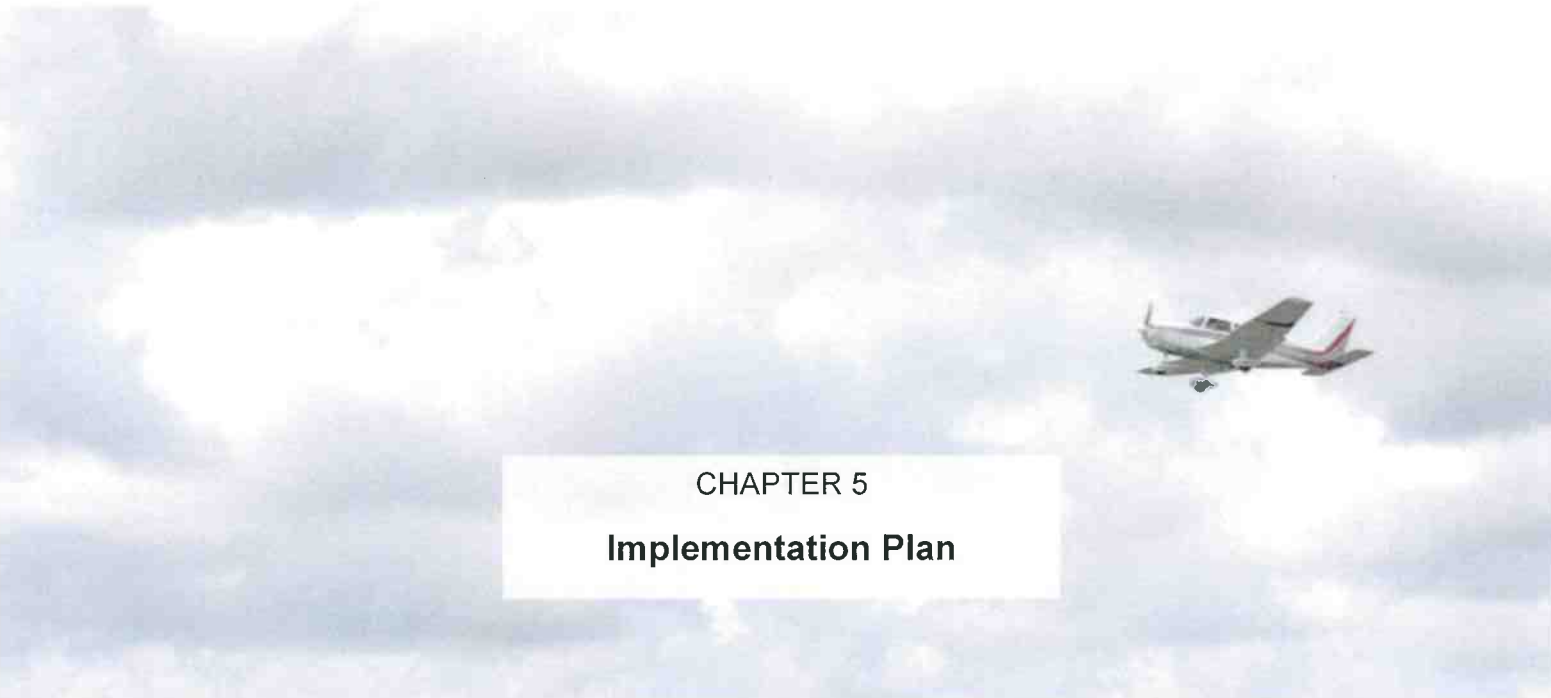
EXHIBIT 'K' LEGEND

| | |
|----------|---------------------------|
| [Symbol] | EXISTING AIRPORT PROPERTY |
| [Symbol] | EXISTING AIRPORT PROPERTY |
| [Symbol] | EXISTING AIRPORT PROPERTY |
| [Symbol] | EXISTING AIRPORT PROPERTY |
| [Symbol] | EXISTING AIRPORT PROPERTY |
| [Symbol] | EXISTING AIRPORT PROPERTY |
| [Symbol] | EXISTING AIRPORT PROPERTY |
| [Symbol] | EXISTING AIRPORT PROPERTY |
| [Symbol] | EXISTING AIRPORT PROPERTY |
| [Symbol] | EXISTING AIRPORT PROPERTY |
| [Symbol] | EXISTING AIRPORT PROPERTY |
| [Symbol] | EXISTING AIRPORT PROPERTY |
| [Symbol] | EXISTING AIRPORT PROPERTY |
| [Symbol] | EXISTING AIRPORT PROPERTY |
| [Symbol] | EXISTING AIRPORT PROPERTY |
| [Symbol] | EXISTING AIRPORT PROPERTY |

- NOTES:**
- ALL AIRPORT PARCELS ARE SUBJECT TO THE ALBERT LEA MUNICIPAL AIRPORT ZONING ORDINANCE, DATED APRIL 8, 2013, FILED APRIL 16, 2013 AS DOCUMENT NO. A-56852, AND THE AMENDMENT OF THE AIRPORT ZONING ORDINANCE, DATED APRIL 8, 2013, FILED APRIL 16, 2013 AS DOCUMENT NO. A-56853, AND THE AMENDMENT OF THE AIRPORT ZONING ORDINANCE, DATED APRIL 8, 2013, FILED APRIL 16, 2013 AS DOCUMENT NO. A-56854.
 - EXISTING AIRPORT PROPERTY PARCELS 8, 9, 10, 11, 12, 13, 14, 15, AND 16 WERE ADDED AFTER THE BOUNDARY SURVEY WAS CONDUCTED BY JONES HAUGHT & SMITH, INC. DATED 1/28/1997. PARCELS 8, 9, 14, 15, AND 16 WERE ADDED AFTER THE BOUNDARY SURVEY WAS CONDUCTED BY JONES HAUGHT & SMITH, INC. DATED 1/28/1997. PARCELS 8, 9, 14, 15, AND 16 WERE ADDED AFTER THE BOUNDARY SURVEY WAS CONDUCTED BY JONES HAUGHT & SMITH, INC. DATED 1/28/1997.
 - EXISTING AIRPORT PROPERTY PARCELS 1, 2, 3, 4, 5, 6, 7, 11, 12, 13, 14, 15, AND 16 WERE ADDED AFTER THE BOUNDARY SURVEY WAS CONDUCTED BY JONES HAUGHT & SMITH, INC. DATED 1/28/1997.
 - EXISTING AIRPORT PROPERTY PARCELS 1, 2, 3, 4, 5, 6, 7, 11, 12, 13, 14, 15, AND 16 WERE ADDED AFTER THE BOUNDARY SURVEY WAS CONDUCTED BY JONES HAUGHT & SMITH, INC. DATED 1/28/1997.
 - EXISTING AIRPORT PROPERTY PARCELS 1, 2, 3, 4, 5, 6, 7, 11, 12, 13, 14, 15, AND 16 WERE ADDED AFTER THE BOUNDARY SURVEY WAS CONDUCTED BY JONES HAUGHT & SMITH, INC. DATED 1/28/1997.
 - EXISTING AIRPORT PROPERTY PARCELS 1, 2, 3, 4, 5, 6, 7, 11, 12, 13, 14, 15, AND 16 WERE ADDED AFTER THE BOUNDARY SURVEY WAS CONDUCTED BY JONES HAUGHT & SMITH, INC. DATED 1/28/1997.



GENERAL IMAGE SOURCE: IMGPS/WMS SERVICE



CHAPTER 5 Implementation Plan

5.1 Introduction

Keeping a current Capital Improvement Plan (CIP) that accurately reflects the anticipated expense and timing of upcoming projects is crucial for any publicly funded airport. Projects must be listed on the CIP in order to be eligible for funding. In Minnesota there are 136 publicly funded airports in the state and 97 federally funded airports. The CIP allows projects to be reviewed and funding distributed to airports based on priority.

5.2 CIP General Outline

This table shows the order of many of the focal projects discussed in the previous chapter in addition to their potential funding sources. This serves to demonstrate not only the priority of these projects but how they can fit together over the long-term vision of the Airport. While correcting issues or building hangars as the need arises can be a tempting avenue, it can lead to long-term congestion or an inefficient use of space. The order of projects below is intended to meet immediate needs while also adhering to the Airport's long-term vision. The CIP for the planning period at the Albert Lea Municipal Airport is shown in **Table 5-1**.

Table 5-1: Airport Capital Improvement Plan

| Description | FAA | MnDOT | Local | Total |
|---|-------------|-------------|-----------|--------------------|
| 2022 (SFY 2019) | | | | |
| Airfield Crack Routing, Cleaning & Sealing, Seal Coat and Pavement Marking ¹ | \$360,000 | \$90,000 | \$50,000 | \$500,000 |
| Bi-Fold Door & Heat for Maintenance Building | \$0 | \$47,600 | \$20,400 | \$68,000 |
| Glider Area Turf Rehab ² | \$0 | \$7,000 | \$3,000 | \$10,000 |
| Fuel System EMV Upgrade | \$0 | \$21,000 | \$9,000 | \$30,000 |
| Replacement Runway Guidance Signs and Updates to LED | \$0 | \$28,000 | \$12,000 | \$40,000 |
| 2023 (SFY 2022) | | | | |
| Loader, Blower and Mower Replacement, Sweeper Attachment | \$0 | \$140,000 | \$60,000 | \$200,000 |
| Existing Hangar Repair & Updates | \$0 | \$70,000 | \$30,000 | \$100,000 |
| Improve Ramp Lighting | \$0 | \$17,500 | \$7,500 | \$25,000 |
| Design for T-Hangar (6-unit) | \$0 | \$50,000 | \$50,000 | \$100,000 |
| 2024 (SFY 2023) | | | | |
| Construct T-Hangar (6-unit) | \$0 | \$500,000 | \$500,000 | \$1,000,000 |
| Snow Removal Equipment Building Design | \$135,000 | \$7,500 | \$7,500 | \$150,000 |
| Airport Welcome Sign Update | \$0 | \$52,500 | \$22,500 | \$75,000 |
| 2025 (SFY 2024) | | | | |
| Snow Removal Equipment Building Construction ³ | \$1,350,000 | \$75,000 | \$75,000 | \$1,500,000 |
| Site Design for Central Wooden Hangar Relocation | \$0 | \$35,000 | \$15,000 | \$50,000 |
| Design Fixed Based Operator ⁴ | \$0 | \$101,500 | \$43,500 | \$145,000 |
| Snow Removal Equipment Vehicle | \$144,000 | \$8,000 | \$8,000 | \$160,000 |
| 2026 (SFY 2025) | | | | |
| Central Wooden Hangar Site Preparation and Relocation | \$0 | \$210,000 | \$90,000 | \$300,000 |
| Construct Fixed Base Operator Hangar | \$0 | \$1,050,000 | \$450,000 | \$1,500,000 |
| Fee Simple Land Purchase of Ulland Pit - Approx. 21 acres | \$225,000 | \$12,500 | \$12,500 | \$250,000 |
| South Building Area Site Design | \$180,000 | \$10,000 | \$10,000 | \$200,000 |
| Existing Hangar Repair & Updates | \$0 | \$35,000 | \$15,000 | \$50,000 |

Table 5-1: Airport Capital Improvement Plan (continued)

| Description | FAA | MnDOT | Local | Total |
|---|-------------|----------|----------|--------------------|
| 2027 (SFY 2028) | | | | |
| South Building Area Site Preparation and Construction | \$1,620,000 | \$90,000 | \$90,000 | \$1,800,000 |
| 2028 (SFY 2029) | | | | |
| Precision Approach Preparation (Environmental & Land Acquisition) | \$238,000 | \$13,250 | \$13,250 | \$264,500 |
| 2031 (SFY 2030) | | | | |
| Airfield Crack Routing, Cleaning & Sealing, Seal Coat and Pavement Marking ¹ | \$360,000 | \$90,000 | \$50,000 | \$500,000 |
| Hangar Repair & Updates | \$0 | \$35,000 | \$15,000 | \$50,000 |
| 2035 (SFY 2034) | | | | |
| Airfield Crack Routing, Cleaning & Sealing | \$40,500 | \$2,250 | \$2,250 | \$45,000 |
| 2036 (SFY 2035) | | | | |
| Hangar Repair & Updates | \$0 | \$35,000 | \$15,000 | \$50,000 |
| 2041 (SFY 2040) | | | | |
| Runway 17/35 Pavement Overlay & Pavement Marking | \$810,000 | \$45,000 | \$45,000 | \$900,000 |

Notes: FFY: Federal Fiscal Year

1: Crosswind Runway 5/23 pavement maintenance is not AIP eligible

2: Approximately 800-foot section of turf

3: Assumes a new 7,000 square foot building

4: Assumed to be a 100-foot by 120-foot hangar with a concrete floor and average finishes

5.3 Annual Project Descriptions

Part of any planning effort should include a more detailed description of the scope of anticipated projects. This assists in ensuring that needs are met, and projects are completed in a complementary fashion. Previous chapters describe the development of these in greater detail overall while the remainder of this section provides additional details on each project per year.

5.3.1 2022 (FFY 2019)

The routing maintenance for crack sealing and pavement markings will include the airport surfaces, but Runway 5/23 may not be eligible for federal funding based on its current status. This routine maintenance for the Airport is expected to cover the airfield surfaces, such as the runways, taxiways, and aprons. The improvements for the maintenance building include a bi-fold door as current equipment does not fit through the current opening. Other immediate projects include rehabilitating the turf surface east of Runway 17/35, which is used during glider operations, improving payment options for the existing fueling system, and improving Airport signage.

5.3.2 2023 (FFY 2022)

Projects slated for this year focus on providing the Airport with adequate equipment and improving the existing hangar areas. Attachments for the maintenance and snow removal equipment will be added to the Airport vehicle fleet. Hangar improvements include repairs to the existing T-hangars in the terminal area as many are in disrepair even as several new based aircraft have relocated to the Airport. Another of the hangar improvements slated for this year is the relocation of the large 80-foot-by-80-foot wooden hangar currently located adjacent to the Arrival/Departure Building. As the currently unoccupied area to the south of the existing terminal area is intended to build a row of larger box hangars, this hangar will be relocated to that area to initiate this hangar row.

5.3.3 2024 (FFY 2023)

The space that the wooden hangar will vacate, described above in 2023, would be an excellent location for a Fixed Base Operator (FBO). Projects in 2024 would include the design and construction of the hangar for the proposed FBO. Another hangar that would be designed and constructed in this year is a T-hangar that would align with existing T-hangars on the north side of the terminal area to meet based aircraft demand.

5.3.4 2025 (FFY 2024)

In addition to acquiring a snow removal equipment vehicle, the major effort slated for this year is the design of the south building area. This space is intended to be developed into larger box hangars with an entrance from Pilot Street with connected taxiways and parking. Design will include detailed layouts for this area.

5.3.5 2026 (FFY 2025)

The construction of the south building development area will include enacting the design of the previous year. This construction will include site preparation for privately developed hangars, such as preparing parking areas and bringing utilities to the area. Existing hangars will be repaired and updated for routine upkeep and the purchase of the Ulland Pit immediately north of existing Airport property is also scheduled for this year. The fee simple purchase of this land is dependent on availability and Airport demand.

5.3.6 2031 (FFY 2030)

This year includes regular maintenance and upkeep for the Airport through crack sealing and seal coating for the airfield as well as normal hangar upkeep and repair.

5.3.7 2035 (FFY 2034)

Normal maintenance upkeep of the airfield is scheduled for this year.

5.3.8 2036 (FFY 2035)

Additional hangar repairs for the existing terminal area are planned for this year.

5.3.9 2041 (FFY 2040)

Runway maintenance and updated pavement markings are planned for this year.