

Airport Layout Plan

6



RST

MASTER PLAN

ROCHESTER

INTERNATIONAL AIRPORT | **MN**

AIRPORT LAYOUT PLAN

6.1 INTRODUCTION

The Airport Layout Plan (ALP) is intended to graphically portray existing conditions at the Rochester International Airport (RST or Airport), detail design standards outlined in Federal Aviation Administration (FAA) Advisory Circular (AC) 150/5300-13B *Airport Design*, identify planned future development, and identify areas in which future development may occur. This document consists of a set of public drawings used by the FAA when budgeting for future projects, assessing impacts to the Airport, and to determine zoning and other land uses in the Airport environment. The ALP also serves as a planning tool for the FAA to use when reviewing planned development and AIP grants and for the surrounding communities to use when determining zoning and land use planning. A planned project must be depicted on an approved ALP to receive federal or state funding for implementation.

This ALP drawing set was prepared to present conclusions of an update to the Master Plan for RST. The Master Plan thoroughly documented the existing conditions, forecasts, facility requirements, alternatives analysis, and recommendations for near-, mid-, and long-term development plans to meet future aviation demand. Prior to the ALP drawing set being finalized and approved, RST's Runway 2/20 was renumbered in April 2023 to Runway 3/21 due to ongoing change in the Earth's magnetic declination. While the bulk of this Master Plan refers to Runway 2/20, the Airport Layout Plan uses the Runway 3/21 numbering. All references to Runway 2/20 or Runway 3/21 are referring to RST's north-south runway.

The ALP graphically presents airport facilities, their location on the airport, and the pertinent clearance and dimensional information required to show conformance with applicable design standards. Specifically, the ALP depicts the airport as it exists today along with areas that are identified for future development to meet forecasted growth in aviation and related activity.

A reduced-sized copy of the FAA-approved ALP set is attached at the end of this section. The FAA and MnDOT Aeronautics Division conditionally approved the ALP set in September 2023. The ALP package for the Airport consists of the following drawings:

- ✓ Sheet 1 – Cover Sheet
- ✓ Sheet 2 – Airport Data
- ✓ Sheet 3 – Existing Airport Layout Plan
- ✓ Sheet 4 – Ultimate Airport Layout Plan
- ✓ Sheet 5 – Part 77 Airspace Plan
- ✓ Sheet 6 – Part 77 Airspace – Runway 13 Approach Plan
- ✓ Sheet 7 – Part 77 Airspace – Runway 31 Approach Plan
- ✓ Sheet 8 – Part 77 Airspace – Runway 3 Approach Plan
- ✓ Sheet 9 – Runway 13/31 Airspace Approach Profiles
- ✓ Sheet 10 – Runway 3/21 Airspace Approach Profiles
- ✓ Sheet 11 – Runway Centerline Profiles
- ✓ Sheet 12 – Inner Portion of the Approach Surface – Runway 13
- ✓ Sheet 13 – Inner Portion of the Approach Surface – Runway 31
- ✓ Sheet 14 – Inner Portion of the Approach Surface – Runway 3 (Existing)

- ✓ Sheet 15 – Inner Portion of the Approach Surface – Runway 3 (Ultimate)
- ✓ Sheet 16 – Inner Portion of the Approach Surface – Runway 21 (Existing)
- ✓ Sheet 17 – Inner Portion of the Approach Surface – Runway 21 (Ultimate)
- ✓ Sheet 18 – Departure Surface – Runway 13/31
- ✓ Sheet 19 – Departure Surface – Runway 3/21
- ✓ Sheet 20 – Terminal Area Plan
- ✓ Sheet 21 – General Aviation Development Area
- ✓ Sheet 22 – Airport Land Use Plan
- ✓ Sheet 23 – MnDOT Zoning Map Zones A, B, & C
- ✓ Sheet 24 – Exhibit ‘A’ – Existing Airport Property
- ✓ Sheet 25 – Exhibit ‘A’ – Existing Airport Property Details
- ✓ Sheet 26 – Exhibit ‘A’ – Historical Grant Property Map
- ✓ Sheet 27 – Exhibit ‘A’ – Existing Ground Lease Agreements
- ✓ Sheet 28 – Exhibit ‘A’ – Future Airport Property Map
- ✓ Sheet 29 – Exhibit ‘A’ – Existing Airport Property Data Tables
- ✓ Sheet 30 – Exhibit ‘A’ – Future Airport Property Data Tables

6.2 AIRPORT DATA SHEET

The Airport Data Sheet is designed to be a compiled source of all pertinent Airport data. This sheet is intended to be used in conjunction with the ALP sheet as a reference document for existing and planned Airport development. Various tables and graphics depicted on this sheet are as follows:

Runway Data Table – This table is a compiled tabulation of information relating specifically to runways at the Airport. Various specifications are listed for each existing and future runway, including runway location, dimensions, design group, available lighting and navigational aids, as well as safety areas as defined in AC 150/5300-13B. This table also depicts the approach visibility minimums for each runway, as well as dimensions for various safety areas, including the runway safety area/object free area, runway protection zone, and obstacle free zone. The coordinates and elevation of each runway end are also provided in this table.

Airport Data Table – This table lists existing and future information specific to the Airport, such as Airport elevation, service level, role, reference code, design aircraft, Airport Reference Point, temperature information, and available navigational aids.

Taxiway and Taxilane Data Tables – These tables list the existing and future width and safety area dimensions for each major taxiway and taxilane at the Airport.

Modifications to Standards – This table shows any approved modifications to applicable design standards that may be depicted on the ALP or present at the Airport. RST does not have any listed modifications to standards.

Wind Rose and Wind Coverage Table – These components detail the percentage of time a runway end or combination of ends are available for arrivals. When combined, the coverage is intended to be as near as possible to 100 percent. The Wind Rose depicts the runway orientation and percentages over which winds from a given direction occur. The box width varies based on the crosswind component desired and is intended to graphically portray the information displayed in the Wind Coverage Table.

NAVAID Ownership – This table lists the navigational aids (NAVAIDs) present at the Airport along with the associated runway and whether each NAVAID is Airport- or FAA-owned.

Facilities Legend – This table lists the major facilities and buildings at the Airport along with the elevation above mean sea level. The facility numbers correspond to the building numbers shown on various sheets of the ALP set.

6.3 AIRPORT LAYOUT PLAN

The Airport Layout Plan sheets depict both the existing and planned Airport facilities and safety areas. All existing and planned airfield and Airport-related development is depicted on these sheets and identified with legend items for quick reference. Together with the Airport Data Sheet, these sheets serve as an overview for the FAA and Airport sponsors as grants and other federal funding for future improvements are assigned. The ALP also graphically depicts compliance with standards set forth in AC 150/5300-13B.

6.4 AIRPORT AIRSPACE

The Part 77 Airspace sheets are a set of drawings depicting the 14 Code of Federal Regulations Part 77, “Safe, Efficient Use, and Preservation of the Navigable Airspace” (Part 77) imaginary airspace surfaces for the Airport. These surfaces are intended to provide airports and sponsors with a mechanism to evaluate existing and proposed objects as part of the 7460 process for determining hazards to air navigation. Part 77 surfaces correspond to available navigational aids and types of approaches available to a runway end. The following surfaces are depicted on the Airport Airspace sheets:

Primary Surface – The primary surface is located closest to the runway environment. It is a rectangular area symmetrically located on the runway centerline and extends a distance of 200 feet beyond each runway threshold. Its elevation is the same as the runway centerline at a point perpendicular to the runway centerline. The width of the primary surface depends on the type of runway approach capability (visual, non-precision, or precision). The primary surface must remain clear of most objects to allow unobstructed passage of aircraft. Objects are only permitted if they are no taller than 2 feet above the ground, and if they are constructed on frangible (breakaway) mounts. The only exception to this rule is for objects for which location is “fixed by function,” such as navigational and visual aid facilities (glide slope, precision approach path indicator, windsock, etc.).

Approach Surface – The approach surface is established for each runway end. The approach surface has the same inner width as the primary surface, and then flares (gets wider) as it rises upward and outward along the extended runway centerline. The approach surface begins 200 feet beyond the runway end. The slope and length of each approach surface is dictated by the runway approach type (visual, non-precision, or precision), and by the approach category of the design aircraft.

Transitional Surface – Each runway has a transitional surface that begins at the outside edge of the primary surface at the same elevation as the runway centerline. There are three transitional surfaces: the first is off the sides of the primary surface, the second is off the sides of the approach surface, and the third is outside the conical surface and pertains to precision runways only. The transitional surface rises at a slope of 1 foot vertically for each 7 feet of horizontal distance (7:1) up to a height that is 150 feet above the airport elevation.

Horizontal Surface – The horizontal surface is established at 150 feet above the published airport elevation. This is an oval-shaped flat surface that connects the transitional and approach surfaces to the conical surface at 10,000 feet from the primary surface.

Conical Surface – The conical surface begins at the outer edge of the horizontal surface. The conical surface continues outward for 4,000 feet horizontally at a slope of 1-foot rise for each 20 feet of horizontal distance (20:1).

6.5 INNER PORTION OF RUNWAY APPROACH SURFACE DRAWINGS

The Inner Approach Surface drawings present the entirety of the Part 77 approach surface to the end of each runway. They also depict the runway centerline profile with elevations. These drawings provide profile details that the Approach Profiles do not. The drawings include identified penetrations to the approach surface, which the FAA considers obstructions. The FAA will determine if any obstructions are also hazards that require mitigation. The FAA utilizes other design criteria such as the threshold siting surface (TSS) and various surfaces defined in FAA Order 8260.3B, Terminal Instrument Procedures (TERPS), to determine if an obstruction is a hazard. If an obstruction is a hazard, the FAA can take many steps to protect air navigation. The mitigation options range from the airport owner removing the hazard to installing obstruction lighting, to the FAA adjusting the instrument approach minimums.

6.6 DEPARTURE SURFACE

The Departure Surface drawings provide detailed analysis of the existing and ultimate departure surface for each corresponding runway end. A composite profile of the extended ground line is depicted for each runway end. Obstructions to the departure surface are shown where appropriate.

6.7 BUILDING AREA PLANS

The Building Area Plans depict detailed plan view drawings of existing and planned aprons, buildings, hangars, parking lots, and other landside facilities within the terminal area and general aviation area. Each sheet of the Building Area Plans includes a plan view of the area; facilities data table/legend; taxiway/taxilane data table; drawing legend; and title and revision blocks. Additionally, the Building Area Plans identify each building's height if available and any existing or planned obstruction markings.

6.8 ON- AND OFF-AIRPORT LAND USE

The Airport Land Use drawing is a composite drawing that depicts land uses for areas within and around airport property in a manner compatible with the functional design of the airport facility. Airport land use planning is important for orderly development and efficient use of available space. There are two primary considerations for airport land use planning. These are to secure those areas essential to the safe and efficient operation of the airport and to determine

compatible land uses for the balance of the property that would be most advantageous to the airport and community. In essence, this drawing depicts the suggested highest and best potential uses for airport property. This drawing also presents generalized proposed uses of property for the future. The on-airport land uses on this drawing become the official FAA acceptance of current and future land uses. The map also depicts the existing and ultimate noise exposure limits set at the 65 Yearly Day-Night, Average Sound Level (DNL). The MnDOT Zoning Map Zones A, B, & C sheet depicts the existing and ultimate MnDOT Zones A, B, and C. Airport zoning is required by MnDOT. These zones have been established to prevent incompatible land uses that may present a hazard to those using RST as well as those in close quarters.

6.9 EXHIBIT ‘A’ AIRPORT PROPERTY MAP

The Exhibit ‘A’ Airport Property Map consists of seven sheets and identifies parcels that make up dedicated airport property. Exhibit ‘A’ indicates how the land was acquired, the funding source for the land, and if the land was conveyed as Federal surplus land or Government Property. Other detached parcels owned by the Airport Sponsor that are dedicated to airport purposes must also be shown on Exhibit ‘A.’ Exhibit ‘A’ must show all dedicated airport property regardless of the type of funds (Airport Improvement Program, state, local, etc.) used to acquire that property.

6.10 CONDITIONALLY APPROVED AIRPORT LAYOUT PLAN – DISCLAIMER

The preparation of this ALP was supported, in part, with financial assistance from the FAA through the Airport Improvement Program. The contents do not necessarily reflect the official views or policy of the FAA. Acceptance of these documents by the FAA does not in any way constitute a commitment on the part of the United States to participate in any development depicted herein nor does it indicate that the proposed development is environmentally acceptable in accordance with appropriate public law. The ALP has been developed in accordance with accepted FAA standards to include FAA Standard Operating Procedure (SOP) 2.00, *Standard Procedure for FAA Review and Approval of Airport Layout Plans (ALPs)*, and ALP SOP 3.00, *Standard Operating Procedure for FAA Review of Exhibit ‘A’ Airport Property Inventory Maps*.

The FAA conditionally approved the ALP, subject to the provisions outlined in its ALP Approval Letter, and accepted the Exhibit ‘A’ on September 14, 2023. The MnDOT Office of Aeronautics approved the ALP on the same date. Attached to the end of this chapter are the FAA’s ALP Approval Letter and an ALP Approval and Exhibit ‘A’ Acceptance Coordination Document. The FAA’s approval is subject to the condition that any “proposed airport development requiring environmental processing shall not be undertaken without the FAA’s prior, written approval.” The FAA’s approval is also subject to the acknowledgement that proposed development must conform to current standards, advisory circulars, orders, or other federal guidance in effect at the time of undertaking said development, and that additional planning initiatives and subsequent ALP updates may be required.

During the ALP airspace review, the following FAA Lines of Business entered a comment of “No objection”:

- ✓ Air Traffic / Airport Traffic Control Tower (ATCT)
- ✓ Airports District Office
- ✓ Air Traffic / Operational Service Group (OSG)
- ✓ Flight Standards

The following FAA Lines of Business entered a comment of “No Objection with Provision”:

- ✓ Air Traffic/Obstruction Evaluation Group (OEG) – Noted the evaluation did not include any obstacle evaluations. “Any changes to the runway physical end latitude/longitude coordinates, usage or elevations must be uploaded into this iOEAAA runway/data base, to ensure the FAR Part 77 and TP calculations are run on the most recent data. All proposed construction projects (terminal buildings, taxiways, etc.) and associated equipment must be filed separately as individual studies for impact on the National Airspace System.”
- ✓ Airports Part 139 Inspectors – Noted the following requirements: 1) “Install signs at service roads that lead into the RSA.” 2) “Taxiway A intersection with Runway 21 needs to be angled 90 degrees +/- 15 degrees, or a non-standard condition needs to be shown, and addressed during the project.”
- ✓ Tech Ops – Noted “The extension of Runway 2-20 to the southwest will result in a deficiency in Low Level Windshear Alert System (LLWAS) windshear coverage beyond Runway 3 threshold. An additional remote station would be required to meet the siting guidelines provided in FAA Order 6560.21A. Future development may impact existing LLWAS remote station #3.”

Additionally, Flight Procedures noted an IFR effect, requiring the amendment of Instrument Flight Procedures (IFPs). Requests have already been submitted to create an ILS RWY 31 CAT II procedure with a tentative chart date of 3/21/24 and to amend existing IFPs to RWY 3/21 due to the runway extension and shortening and to add a new ILS or LOC RWY 3 procedure with a tentative chart date of 11/27/2025. To complete these in a timely manner, Flight Procedures requires receipt of the runway’s vertically guided survey data and an accepted and validated GIS survey at least 18 months prior to the chart date.

Further conditions of the approval include the need for RST to coordinate with the FAA Airports District Office (ADO) during preliminary design of taxiway projects that intersect with runways to verify FAA geometric design standards are met and to coordinate with the FAA on any proposed Low Level Windshear Alert System (LLWAS) actions, environmental reviews, and potential reimbursable agreements required to maintain LLWAS system compatibility in connection with the Runway 3/21 project.

All provisions noted by the FAA Lines of Business will be considered during design and construction.



U.S. Department
of Transportation
**Federal Aviation
Administration**

Dakota-Minnesota Airports District Office
Bismarck Office
2301 University Drive, Building 23B
Bismarck, ND 58504

Dakota-Minnesota Airports District Office
Minneapolis Office
6020 28th Avenue South, Suite 102
Minneapolis, MN 55450

September 14, 2023

Mr. Kevin Carlson
Planning Program Coordinator
MnDOT Office of Aeronautics
395 John Ireland Boulevard, MS 410
St. Paul, MN 55155-1800

Rochester International Airport (RST) – Rochester, MN
Conditional ALP Update Approval
Airspace Case No. 2023-AGL-9714-NRA

Dear Mr. Carlson:

The Dakota-Minnesota Airports District Office, Minneapolis Office has completed the review of the Airport Layout Plan (ALP) update dated 06/30/2023 for the Rochester International Airport (RST) and we have found it acceptable from a planning standpoint, as detailed below. At a future date, the FAA may request the sponsor provide full size copies of the ALP to be routed for signature consistent with the RST ALP Approval enclosure.

This determination does not constitute FAA approval or disapproval of the physical development involved in the proposal. It is a determination with respect to the safe and efficient use of navigable airspace by aircraft and with respect to the safety of persons and property on the ground.

In making this determination, the FAA has considered matters such as the effects the proposal would have on existing or planned traffic patterns of neighboring airports, the effects it would have on the existing airspace structure and projected programs of the FAA, the effects it would have on the safety of persons and property on the ground, and the effects that existing or proposed manmade objects (on file with the FAA), and known natural objects within the affected area would have on the airport proposal.

The FAA has only limited means to prevent the construction of structures near an airport. The airport sponsor has the primary responsibility to protect the airport environs through such means as local zoning ordinances, property acquisition, avigation easements, letters of agreement or other means. We encourage the appropriate local agencies to adopt land use and height restrictive zoning based on the revised plan.

Approval of the plan does not indicate that the United States will participate in the cost of any development proposed. AIP funding requires evidence of eligibility and justification at the time a funding request is ripe for consideration. When construction of any proposed structure or development indicated on the plan is undertaken, such construction requires normal 45-day advance notification to FAA for review in accordance with applicable Federal Aviation Regulations (i.e., Parts 77, 157, 152, etc.).

More notice is generally beneficial to ensure that all statutory, regulatory, technical and operational issues can be addressed in a timely manner.

The FAA Reauthorization Act of 2018, section 163(d), has limited the FAA's review and approval authority for ALPs. The Act limits the FAA's authority to those portions of the ALP that:

- Materially impact the safe and efficient operation of aircraft at, to, or from the airport;
- Adversely affect the safety of people or property on the ground adjacent to the airport as a result of aircraft operations; or
- Adversely affect the value of prior Federal investments to a significant extent.

The FAA's approval of this ALP is limited to existing facilities only for which the FAA retains approval authority. The FAA has not made a determination on whether or not it retains review and approval authority for any proposed facilities depicted on the ALP associated with this letter (unless otherwise noted). Under Title 49 U.S.C. § 47107(a)(16) (as revised per section 163(d) of Pub.L. 115-254), FAA will determine whether it retains approval authority for ALP changes reflecting future facilities when such facilities are ripe for consideration (when such facilities are intended to be built), and such approval, if required, must be granted before construction occurs.

Although section 163(d) has limited the FAA's review and approval authority of proposed projects depicted on an ALP, airport sponsors must continue to maintain an up-to-date ALP in accordance with Federal law, 49 U.S.C. § 47107(a)(16).

The approval indicated by my signature is given subject to the condition that the proposed airport development requiring environmental processing shall not be undertaken without the FAA's prior, written approval.

The approval indicated by my signature is given subject to the acknowledgement that the proposed airport development illustrated on said ALP may not conform to current standards, advisory circulars (AC), orders, or other federally established guidance. In particular since said ALP was initiated, specific elements of the design illustrated on said ALP may require re-evaluation according to FAA policy, standards, and criteria (e.g. Airport Design - AC 150/5300-13B). Additional airport master planning initiatives, including updating said ALP, may be required prior to pursuing the proper National Environmental Policy Act (NEPA) document to obtain authorization to carry out an action identified on said ALP. Airport development shall comply with the requirements of the National Environmental Policy Act of 1969 (Pub.L. 91-190) as applicable.

The airport's Capital Improvement Plan (CIP) indicates the year in which the airport sponsor plans to initiate development projects. While the Dakota-Minnesota ADO will consider this CIP to develop and amend the FAA's Airports Capital Improvement Plan (ACIP) for the airport, please note that the FAA will periodically review and revise your ACIP and it may vary from the CIP proposed by the airport.

The following comments have been provided during the ALP airspace review:

Air Traffic / Airport Traffic Control Tower (ATCT): No objection.

Air Traffic / Operational Service Group (OSG): No objection.

Air Traffic / Obstruction Evaluation Group (OEG): No Objection with Provision. ALP reviewed as a planning document and this evaluation does not include any obstacle evaluations. Any changes to the runway physical end latitude/longitude coordinates, usage or elevations must be uploaded into this iOEAAA runway/data base, to ensure the FAR Part 77 and TP calculations are run on the most recent data. All proposed construction projects (terminal buildings, taxiways, etc.) and associated equipment must be filed separately as individual studies for impact on the National Airspace System.

Airports Part 139 Inspectors: No Objection with Provision. No objection to the subject proposal provided the following items are submitted in writing to the airport sponsor:

- Install signs at service roads that lead into the RSA.
- Taxiway A intersection with Runway 21 needs to be angled 90 degrees +/- 15 degrees, or a non-standard condition needs to be shown, and addressed during the project.

Airports District Office: No objection.

Flight Procedures: IFR Effect. This proposal will require the amendment of Instrument Flight Procedures (IFPs). An IFP Gateway Request has been submitted to create an ILS RWY 31 CAT II procedure with a tentative chart date 03/21/2024. A request has also been submitted to amend the existing IFPs to RWY 03/22 due to runway extension/ shortening and to add a new ILS or LOC RWY 3 procedure with a tentative chart date 11/27/2025. Our ability to develop your procedures in a timely manner is dependent upon the receipt of the runway's Vertically Guided (VG) survey data and an accepted & validated GIS survey at least 18 months prior to chart date to complete procedure development and coordination. Any other construction impact to existing procedures, if any, will be provided when the NR/NRA for the actual construction is filed. Proponent must provide proposed relocation/location information of any equipment that will be relocated or added: Lighting, Localizer, AWOS, PAPIs, etc. via the NFDC Portal. Future structures and/or construction equipment were not evaluated as part of this study. Obstructions must be surveyed IAW AC 150/5300-18B specifications and submitted through Airports GIS system to be included in the obstruction database. Review of this ALP does not result in newly identified obstructions being added or removed from the obstruction database. The FAA Office of Airports - Airport Data and Airspace Branch (AAS-120) has developed the new "Runway/Airspace Management Tool (RAM)" tool within Airport Data and Information Portal (ADIP) system that will allow for the mitigation of airport Obstacle Authoritative Source (OAS) data and is a direct replacement of the EB-91 project type option which currently resides within the AGIS Survey module.

Flight Standards: No objection.

Tech Ops: No objection with Provision. The extension of Runway 2-20 to the southwest will result in a deficiency in Low Level Windshear Alert System (LLWAS) windshear coverage beyond Runway 3 threshold. An additional remote station would be required to meet the siting guidelines provided in FAA Order 6560.21A. Future development may impact existing LLWAS remote station #3.

We expect the airport to coordinate with the ADO during the preliminary design phase of taxiway projects that cross runways (e.g. TXY A @ RWY 21, TXY B @ RWY 13/31) to verify FAA geometric design standards are met.

Coordinate with the FAA to identify any potential proposed LLWAS proposed actions, environmental reviews, and potential reimbursable agreement(s) required as part of the Runway 3/21 project to maintain LLWAS system compatibility.

Please keep a copy of this letter with the ALP and retain it at the airport. We wish the airport great success in your plans for the development of the airport. If you have any questions or would like to discuss this information further, please feel welcome to contact me at (612) 253-4635 or marcus.s.watson@faa.gov.

Sincerely,

MARCUS SLOAN
WATSON



Digitally signed by MARCUS
SLOAN WATSON
Date: 2023.09.14 15:41:00 -05'00'

Marcus S. Watson, CM
Community Planner
Dakota-Minnesota Airports District Office, Minneapolis Office

enc: RST ALP

cc: John Reed, RST (email)
Matt Wagner, Mead & Hunt (email)
Ben Garrow, FAA (email)

ALP APPROVAL & EXHIBIT A ACCEPTANCE

Rochester International Airport (RST) | Rochester, MN

Background

This updated ALP was developed to reflect current as-built conditions and identify future projects proposed by a recently completed Airport Master Plan for RST. The updated ALP and Exhibit A – Airport Property Map consists of sheets 1 through 30 dated June 2023.

ALP

The ALP consists of Sheets 1 through 23. It was prepared in accordance with current FAA airport design standards, FAA Standard Operating Procedure (SOP) 2.00, and MnDOT Office of Aeronautics guidelines. The most recent previous comprehensive ALP update for RST was approved by FAA in 2010. Major future projects depicted on this June 2023 ALP that were not included on the previous version include:

- Southern shift and extension of Runway 3/21 and associated land acquisition and relocation of roads, utilities, and petroleum pipeline.
- Closure, widening, and/or reconfiguration of numerous non-standard taxiways.
- Partial parallel taxiway on northwest side of Runway 13/31.
- CAT-I Instrument landing system (ILS) and MALSR for Runway 3.
- CAT-II Instrument landing system (ILS) and ALSF-II for Runway 31.
- Expansion of the passenger terminal and airport operations building.
- Expansion of the passenger terminal and air cargo aprons.
- Development of additional air cargo apron and processing facilities.
- Grading of runway visibility zone (RVZ).
- Reconfiguration and expansion of vehicle service road network.
- Critical aircraft upgrade to C-IV for both Runway 13/31 and 3/21 to reflect needs of current aircraft operators.

Exhibit A

The Exhibit A – Airport Property Map consists of Sheets 24 through 30. It has been prepared in accordance with FAA SOP 3.00. Major updates in this June 2023 Exhibit A Update from the previous version includes:

- Additional details for all existing airport property interests.
- Anticipated Future and Ultimate airport property interests for the revised airport development plans and design standards identified on the ALP.


This new Exhibit A reflects accurate parcel numbers and Federal grant history. Additional updates to the Exhibit A will be made in the future to conform with FAA SOP requirements for documenting encumbrances within the FAA's authority as defined within Section 163.

Signature Blocks

The FAA signature below acknowledges partial approval of the ALP and acceptance of the Exhibit A.

The MnDOT Aeronautics signature below acknowledges approval of the ALP.

FAA:

MARCUS SLOAN WATSON	 Digitally signed by MARCUS SLOAN WATSON Date: 2023.09.14 14:45:42 -05'00'
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MnDOT Aeronautics:

Luke Bourassa	 Digitally signed by Luke Bourassa Date: 2023.09.14 11:26:56 -05'00'
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Airport Sponsor (City of Rochester):

John C. Reed	 Digitally signed by John C. Reed Date: 2023.09.08 13:54:16 -05'00'
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Consultant (Mead & Hunt, Inc.):

	 Digitally signed by Evan Barrett DN: CN=Evan Barrett Date: 2023.08.29 09:04:15-05'00'
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cc: John Reed, RST
Kurt Claussen, RST
Jason Stini, RST
Matt Wagner, Mead & Hunt
Rob Sims, Mead & Hunt
Marcus Watson, FAA ADO
Gina Mitchell, FAA ADO
Ben Garrow, FAA ADO
Jake Martin, FAA ADO
Lindsay Terry, FAA ADO
Kevin Carlson, MnDOT
Luke Bourassa, MnDOT