

AIRPORT LAYOUT PLAN

GLENCOE MUNICIPAL AIRPORT (GYL)

GLENCOE, MINNESOTA

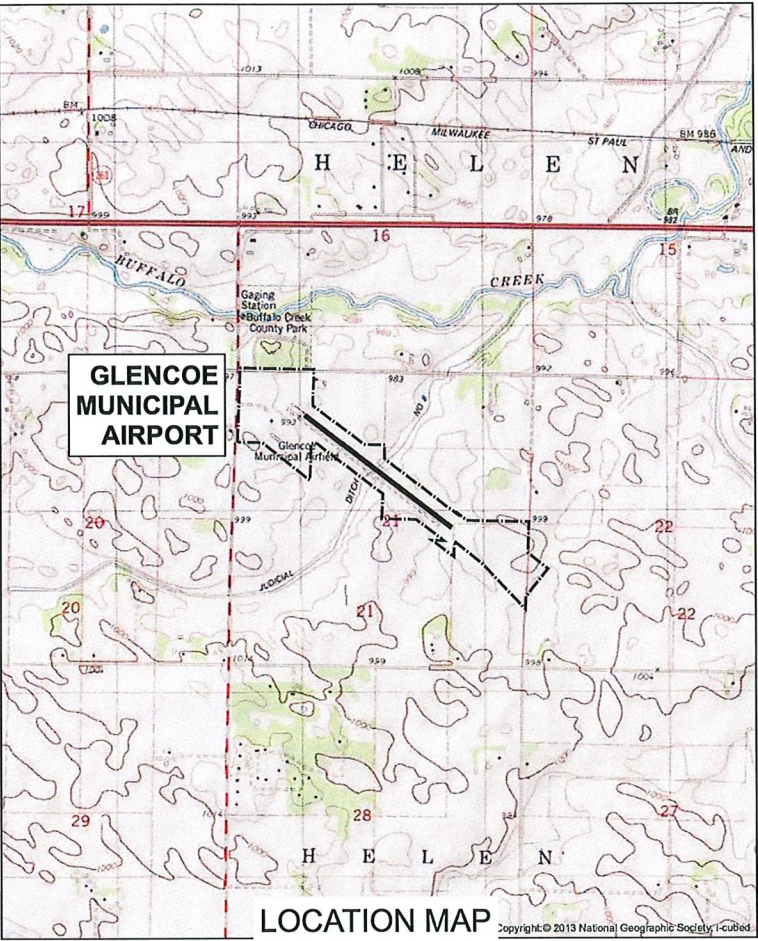
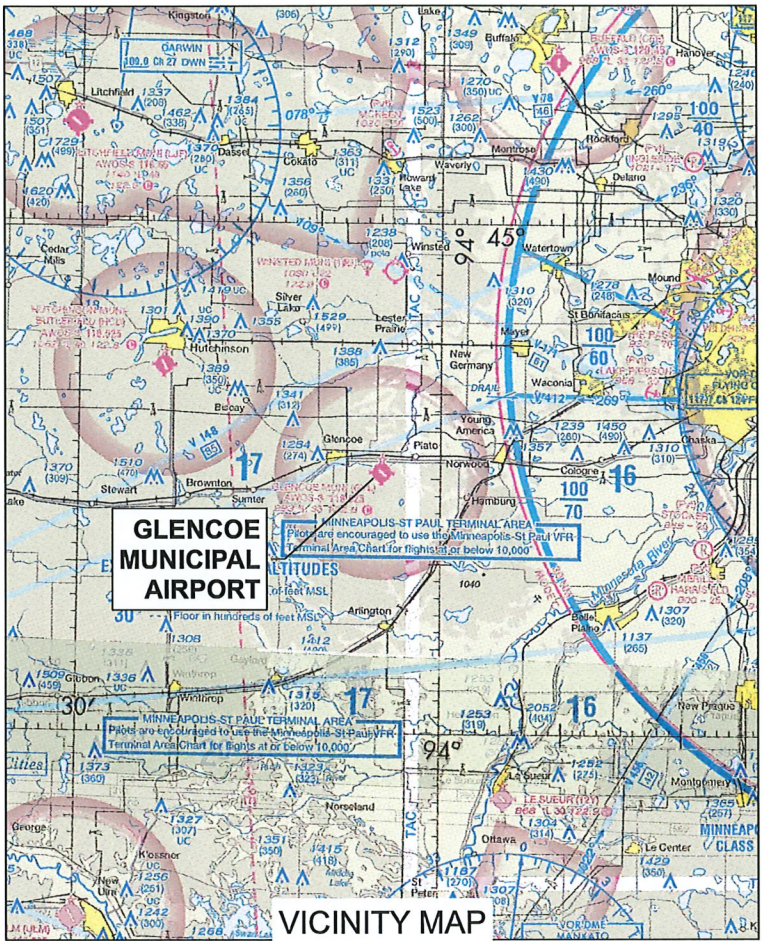
DECEMBER 23, 2022

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MAGNETIC DECLINATION: 0°48' EAST +/- 0°25' (0°4' W/YR)
SOURCE: NATIONAL GEOPHYSICAL DATA CENTER
WEBSITE: 9/9/2020
<http://www.ngdc.noaa.gov/geomag-web/#declination>



PLAN APPROVAL

AIRPORT SPONSOR

Approved [Signature]
Title CITY ADMINISTRATOR
Date 9/30/22

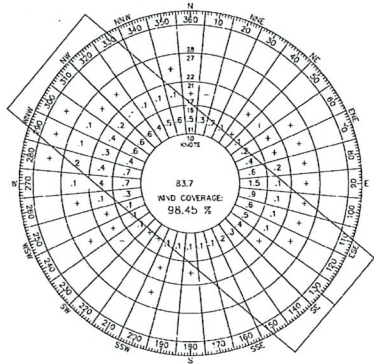
ALP REVIEW STATEMENT

On behalf of Short, Elliott, Hendrickson, Inc., This Airport Layout Plan (ALP) was prepared for the Glencoe Municipal Airport according to the applicable Advisory Circulars, the current version of the ARP SOP No. 2.00 ALP Checklist, and accurately depicts the proposed use of airspace at the time of submittal. The ALP conforms with FAA design standards, except as noted.

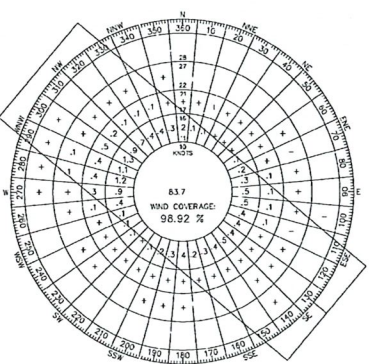
Signed [Signature] Date 9/28/2022
JACQUELEINE ZIRBES

WIND COVERAGE			
	10.5 KNOTS	13 KNOTS	16 KNOTS
ALL	97.06%	98.92%	99.82%
VFR	97.17%	98.98%	99.83%
IFR	96.01%	98.45%	99.76%

SOURCE: GLENCOE MUNICIPAL AIRPORT AWOS 2010-2019, OBTAINED FROM THE NATIONAL CLIMATIC DATA CENTER.



INSTRUMENT FLIGHT WIND ROSE
(RWY 13/31 = 13 kts)



ALL WEATHER WIND ROSE
(RWY 13/31 = 13 kts)

AIRPORT DATA TABLE

	EXISTING	ULTIMATE
AIRPORT ELEVATION (NAVD88)	992.5'	SAME
AIRPORT REFERENCE POINT	(LATITUDE) 44° 45' 21.621" N (LONGITUDE) 94° 04' 53.258" W	44° 45' 19.856" N 94° 04' 49.918" W
NPIAS ROLE	GENERAL AVIATION	SAME
MN SASP CLASSIFICATION	INTERMEDIATE	SAME
AIRPORT REFERENCE CODE (ARC)	B-II SMALL	SAME
MEAN MAX. TEMP OF HOTTEST MONTH	82.5 F° (JULY)	SAME
NAVIGATIONAL AIDS	REILS, BEACON, MRLS, PAPIs	SAME
TAXIWAY LIGHTING	N/A	MITLs
MISCELLANEOUS FACILITIES	LIGHTED WINDCONE, AWOS	SAME

SOURCE: NOAA. MATOPMA; WEATHER SERVICE FORECAST OFFICE, TWIN CITIES, GLENCOE STATION, MONTHLY CLIMATE NORMALS

Federal Aviation Administration

CONDITIONALLY APPROVED

Subject to the comments in letter dated below:

Federal Aviation Administration

DEPARTMENT OF
TRANSPORTATION
AERONAUTICS

CONDITIONALLY APPROVED

NAME: _____ DATE: _____
Regional Engineer / Representative



GLENCOE
SMALL CITY. BIG FUTURE.

GLENCOE MUNICIPAL AIRPORT
GLENCOE, MINNESOTA
AIRPORT LAYOUT PLAN SET
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NO. MARK DATE DESCRIPTION REVISIONS

DESIGNER: JMZ
DRAWN BY: BLM
QA/QC: KMN
DESIGN TEAM

AIP NO.: 3-27-0158-005-16

TITLE SHEET

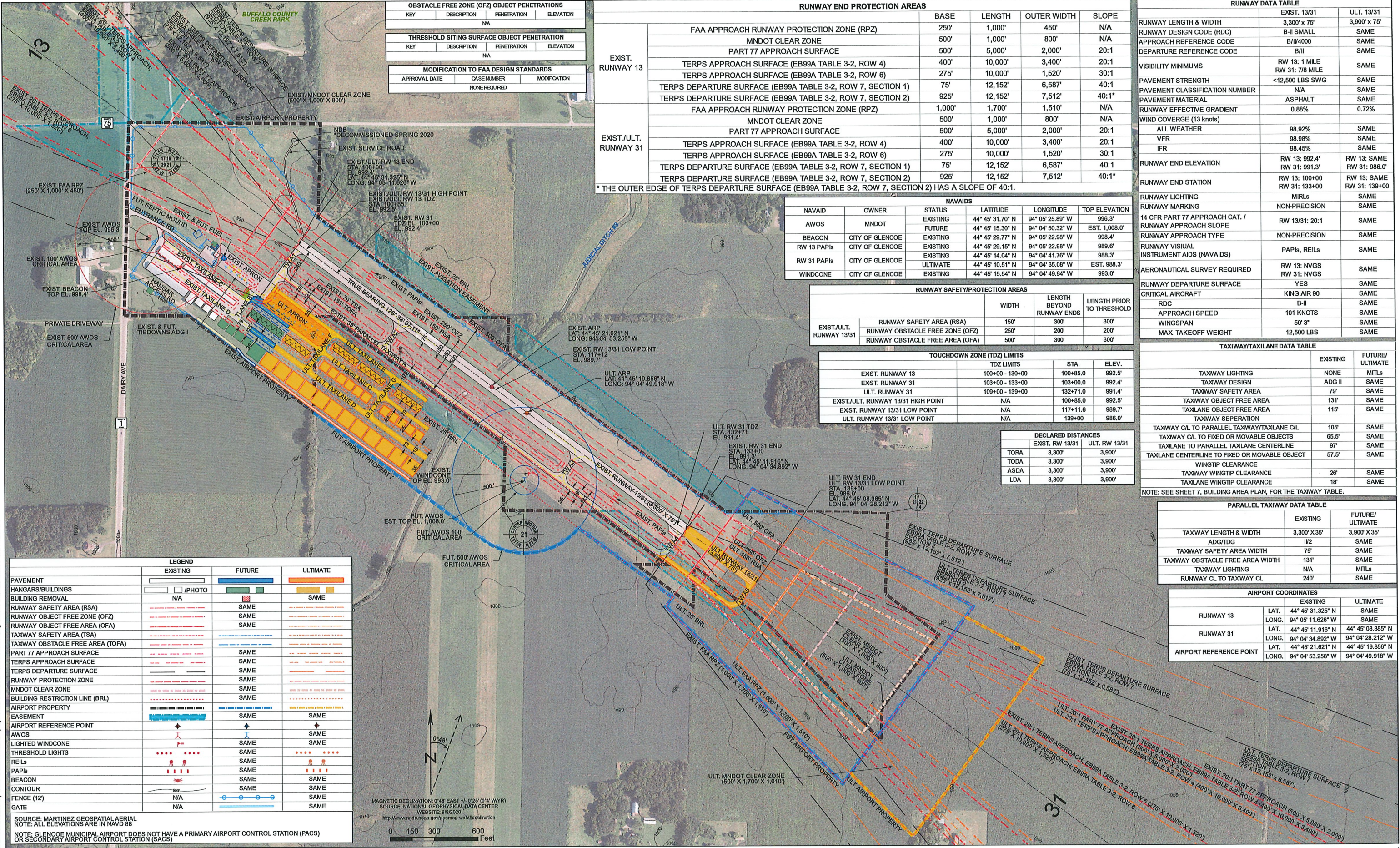
SEH FILE NO.: GLENC 138181

DATE: DECEMBER 23, 2022

SHEET NO.

01 OF 12

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	LEGEND		
	EXISTING	FUTURE	ULTIMATE
PAVEMENT			
HANGARS/BUILDINGS			
BUILDING REMOVAL	N/A		
RUNWAY SAFETY AREA (RSA)			
RUNWAY OBJECT FREE ZONE (OFZ)			
RUNWAY OBJECT FREE AREA (OFA)			
TAXIWAY SAFETY AREA (TSA)			
TAXIWAY OBSTACLE FREE AREA (TOFA)			
PART 77 APPROACH SURFACE			
TERPS APPROACH SURFACE			
TERPS DEPARTURE SURFACE			
RUNWAY PROTECTION ZONE			
MNDOT CLEAR ZONE			
BUILDING RESTRICTION LINE (BRL)			
AIRPORT PROPERTY			
EASEMENT			
AIRPORT REFERENCE POINT			
AWOS			
LIGHTED WINDCONE			
THRESHOLD LIGHTS			
REILS			
PAPIs			
BEACON			
CONTOUR			
FENCE (12)			
GATE			

SOURCE: MARTINEZ GEOSPATIAL AERIAL
NOTE: ALL ELEVATIONS ARE IN NAVD 83
NOTE: GLENCOE MUNICIPAL AIRPORT DOES NOT HAVE A PRIMARY AIRPORT CONTROL STATION (PACS) OR SECONDARY AIRPORT CONTROL STATION (SACS)

OBSTACLE FREE ZONE (OFZ) OBJECT PENETRATIONS			
KEY	DESCRIPTION	PENETRATION	ELEVATION
		N/A	

THRESHOLD SITING SURFACE OBJECT PENETRATION			
KEY	DESCRIPTION	PENETRATION	ELEVATION
		N/A	

MODIFICATION TO FAA DESIGN STANDARDS		
APPROVAL DATE	CASE NUMBER	MODIFICATION
		NONE REQUIRED

RUNWAY END PROTECTION AREAS					
		BASE	LENGTH	OUTER WIDTH	SLOPE
EXIST. RUNWAY 13	FAA APPROACH RUNWAY PROTECTION ZONE (RPZ)	250'	1,000'	450'	N/A
	MNDOT CLEAR ZONE	500'	1,000'	800'	N/A
	PART 77 APPROACH SURFACE	500'	5,000'	2,000'	20:1
	TERPS APPROACH SURFACE (EB99A TABLE 3-2, ROW 4)	400'	10,000'	3,400'	20:1
	TERPS APPROACH SURFACE (EB99A TABLE 3-2, ROW 6)	275'	10,000'	1,520'	30:1
	TERPS DEPARTURE SURFACE (EB99A TABLE 3-2, ROW 7, SECTION 1)	75'	12,152'	6,587'	40:1
	TERPS DEPARTURE SURFACE (EB99A TABLE 3-2, ROW 7, SECTION 2)	925'	12,152'	7,512'	40:1*
	FAA APPROACH RUNWAY PROTECTION ZONE (RPZ)	1,000'	1,700'	1,510'	N/A
EXIST./ULT. RUNWAY 31	MNDOT CLEAR ZONE	500'	1,000'	800'	N/A
	PART 77 APPROACH SURFACE	500'	5,000'	2,000'	20:1
	TERPS APPROACH SURFACE (EB99A TABLE 3-2, ROW 4)	400'	10,000'	3,400'	20:1
	TERPS APPROACH SURFACE (EB99A TABLE 3-2, ROW 6)	275'	10,000'	1,520'	30:1
	TERPS DEPARTURE SURFACE (EB99A TABLE 3-2, ROW 7, SECTION 1)	75'	12,152'	6,587'	40:1
	TERPS DEPARTURE SURFACE (EB99A TABLE 3-2, ROW 7, SECTION 2)	925'	12,152'	7,512'	40:1*
THE OUTER EDGE OF TERPS DEPARTURE SURFACE (EB99A TABLE 3-2, ROW 7, SECTION 2) HAS A SLOPE OF 40:1.					

NAVAIDS					
NAVAID	OWNER	STATUS	LATITUDE	LONGITUDE	TOP ELEVATION
AWOS	MNDOT	EXISTING	44° 45' 31.70" N	94° 05' 25.89" W	996.3'
		FUTURE	44° 45' 15.30" N	94° 04' 50.32" W	EST. 1,008.0'
BEACON	CITY OF GLENCOE	EXISTING	44° 45' 29.77" N	94° 05' 22.98" W	998.4'
RW 13 PAPIs	CITY OF GLENCOE	EXISTING	44° 45' 29.15" N	94° 05' 22.98" W	998.6'
		EXISTING	44° 45' 14.04" N	94° 04' 41.76" W	988.3'
RW 31 PAPIs	CITY OF GLENCOE	ULTIMATE	44° 45' 10.51" N	94° 04' 35.08" W	EST. 988.3'
WINDCONE	CITY OF GLENCOE	EXISTING	44° 45' 15.54" N	94° 04' 49.94" W	993.0'

RUNWAY SAFETY/PROTECTION AREAS			
EXIST./ULT. RUNWAY 13/31			
	WIDTH		LENGTH BEYOND RUNWAY ENDS
			LENGTH PRIOR TO THRESHOLD
	RUNWAY SAFETY AREA (RSA)		150'
	RUNWAY OBSTACLE FREE ZONE (OFZ)		250'
	RUNWAY OBSTACLE FREE AREA (OFA)		500'

TOUCHDOWN ZONE (TDZ) LIMITS			
	TDZ LIMITS	STA.	ELEV.
EXIST. RUNWAY 13	100+00 - 130+00	100+85.0	992.5'
EXIST. RUNWAY 31	103+00 - 133+00	103+00.0	992.4'
EXIST. RUNWAY 31	109+00 - 139+00	132+71.0	991.4'
EXIST./ULT. RUNWAY 13/31 HIGH POINT	N/A	100+85.0	992.5'
EXIST. RUNWAY 13/31 LOW POINT	N/A	117+11.6	989.7'
ULT. RUNWAY 13/31 LOW POINT	N/A	139+00	986.0'

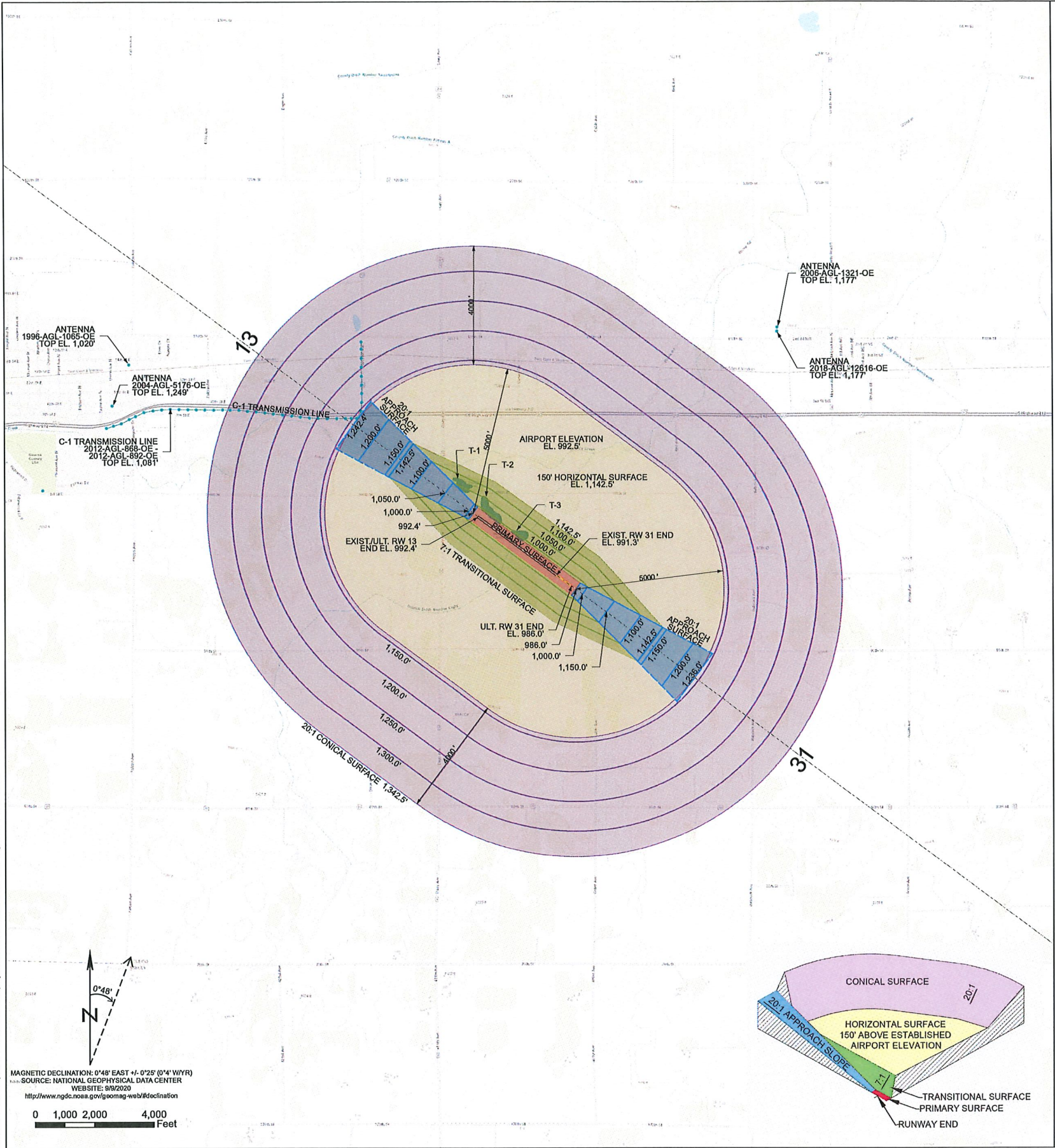
DECLARED DISTANCES		
	EXIST. RW 13/31	ULT. RW 13/31
TORA	3,300'	3,900'
TODA	3,300'	3,900'
ASDA	3,300'	3,900'
LDA	3,300'	3,900'

RUNWAY DATA TABLE		
	EXIST. 13/31	ULT. 13/31
RUNWAY LENGTH & WIDTH	3,300' x 75'	3,900' x 75'
RUNWAY DESIGN CODE (RDC)	B-II SMALL	SAME
APPROACH REFERENCE CODE	B/II/4000	SAME
DEPARTURE REFERENCE CODE	B/II	SAME
VISIBILITY MINIMUMS	RW 13: 1 MILE RW 31: 7/8 MILE	SAME
PAVEMENT STRENGTH	<12,500 LBS SWG	SAME
PAVEMENT CLASSIFICATION NUMBER	N/A	SAME
PAVEMENT MATERIAL	ASPHALT	SAME
RUNWAY EFFECTIVE GRADIENT	0.88%	0.72%
WIND COVERAGE (13 knots)		
ALL WEATHER	98.92%	SAME
VFR	98.98%	SAME
IFR	98.45%	SAME
RUNWAY END ELEVATION	RW 13: 992.4' RW 31: 991.3'	RW 13: SAME RW 31: 986.0'
RUNWAY END STATION	RW 13: 100+00 RW 31: 133+00	RW 13: SAME RW 31: 139+00
RUNWAY LIGHTING	MIRLS	SAME
RUNWAY MARKING	NON-PRECISION	SAME
14 CFR PART 77 APPROACH CAT. / RUNWAY APPROACH SLOPE	RW 13/31: 20:1	SAME
RUNWAY APPROACH TYPE	NON-PRECISION	SAME
RUNWAY VISUAL INSTRUMENT AIDS (NAVAIDS)	PAPIs, REILs	SAME
AERONAUTICAL SURVEY REQUIRED	RW 13: NVGS RW 31: NVGS	SAME
RUNWAY DEPARTURE SURFACE	YES	SAME
CRITICAL AIRCRAFT	KING AIR 90	SAME
RDC	B-II	SAME
APPROACH SPEED	101 KNOTS	SAME
WINGSPAN	50' 3"	SAME
MAX TAKEOFF WEIGHT	12,500 LBS	SAME

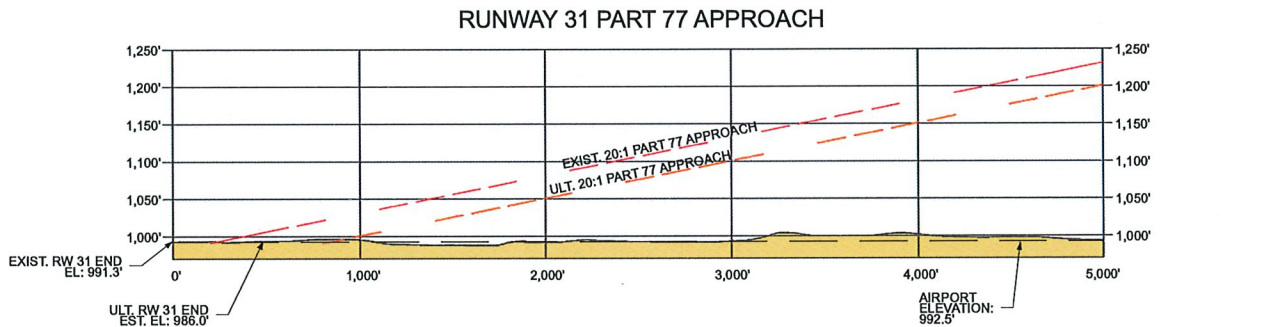
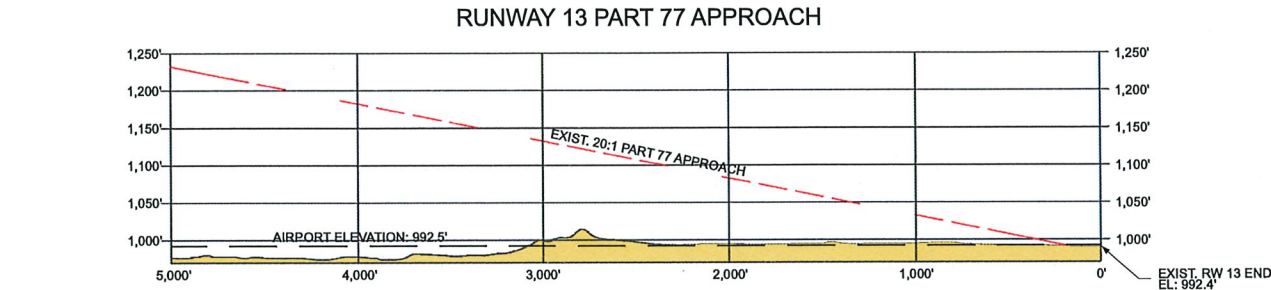
TAXIWAY/TAXILANE DATA TABLE		
	EXISTING	FUTURE/ ULTIMATE
TAXIWAY LIGHTING	NONE	MTLs
TAXIWAY DESIGN	ADG II	SAME
TAXIWAY SAFETY AREA	79'	SAME
TAXIWAY OBJECT FREE AREA	131'	SAME
TAXILANE OBJECT FREE AREA	115'	SAME
TAXIWAY SEPERATION		
TAXIWAY CL TO PARALLEL TAXIWAY/TAXILANE CL	105'	SAME
TAXIWAY CL TO FIXED OR MOVABLE OBJECTS	65.5'	SAME
TAXILANE TO PARALLEL TAXILANE CENTERLINE	97'	SAME
TAXILANE CENTERLINE TO FIXED OR MOVABLE OBJECT	57.5'	SAME
WINGTIP CLEARANCE		
TAXIWAY WINGTIP CLEARANCE	26'	SAME
TAXILANE WINGTIP CLEARANCE	18'	SAME

PARALLEL TAXIWAY DATA TABLE		
	EXISTING	FUTURE/ ULTIMATE
TAXIWAY LENGTH & WIDTH	3,300' X 35'	3,900' X 35'
ADG/TDZ	II/2	SAME
TAXIWAY SAFETY AREA WIDTH	79'	SAME
TAXIWAY OBJECT FREE AREA WIDTH	131'	SAME
TAXIWAY LIGHTING	N/A	MTLs
RUNWAY CL TO TAXIWAY CL	240'	SAME

AIRPORT COORDINATES			
		EXISTING	ULTIMATE
RUNWAY 13	LAT.	44° 45' 31.325" N	SAME
	LONG.	94° 05' 11.626" W	SAME
RUNWAY 31	LAT.	44° 45' 11.916" N	44° 45' 08.385" N
	LONG.	94° 04' 34.892" W	94° 04' 28.212" W
AIRPORT REFERENCE POINT	LAT.	44° 45' 21.621" N	44° 45' 19.856" N
	LONG.	94° 04' 53.258" W	94° 04' 49.918" W



SCHEDULE OF OBSTRUCTIONS											
PENETRATION (ft)											
KEY	TYPE	GROUND ELEVATION (ft)	OBJECT ELEVATION (ft)	HORIZONTAL SURFACE	CONICAL SURFACE	APPROACH SURFACE	TRANSITIONAL SURFACE	PRIMARY SURFACE	DISPOSITION	OE/AAA NUMBER	ON/OFF AIRPORT
T-1	TREE GROUPING	EST. 991'	1,040.4'	-	-	-	45.6'	-	TO REMAIN	N/A	OFF
T-2	TREE GROUPING	EST. 991'	1,048.0'	-	-	-	54.2'	-	TO REMAIN	N/A	OFF
T-3	TREE GROUPING	EST. 987'	1,029.7'	-	-	-	37.3'	-	TO REMAIN	N/A	ON/OFF
C-1	TRANSMISSION LINE	983' - 1,011'	1,049' - 1,081'	-	(67.3') - (267.9')	-	-	-	TO REMAIN	2012-AGL-868-OE TO 2012-AGL-892-OE	OFF



NOTE: SEE SHEET 8 FOR THE GLENCOE MUNICIPAL AIRPORT ZONING ORDINANCE INFORMATION.

SOURCES
BASEMAP: ESRI USA TOPO MAP
GROUND ELEVATION DATA: MARTINEZ GEOSPATIAL AND MNTPO
OBSTRUCTIONS: MARTINEZ GEOSPATIAL AGIS SURVEY 2016 AND OEAAA



Short Elliott Hendrickson, Inc.
3535 Vadnais Center Drive
St. Paul, MN 55110-3507
651.490.2000
800.325.2055
651.490.2150 fax
www.sehinc.com



GLENCOE MUNICIPAL AIRPORT
GLENCOE, MINNESOTA
AIRPORT LAYOUT PLAN SET
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NO.	MARK	DATE	DESCRIPTION
REVISIONS			

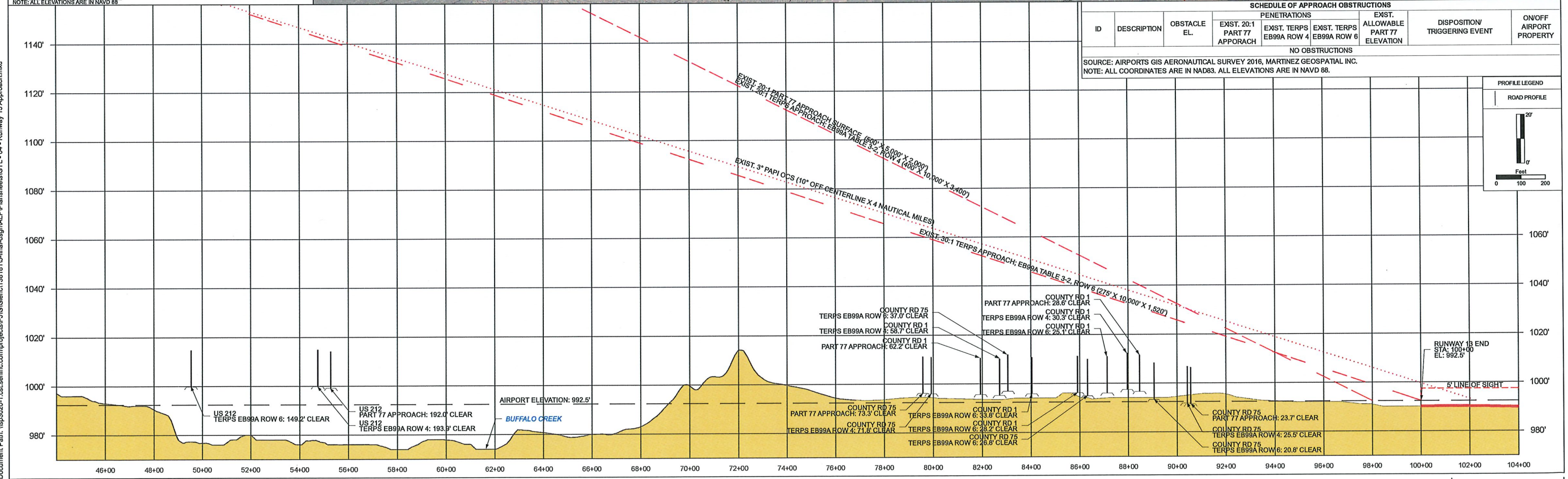
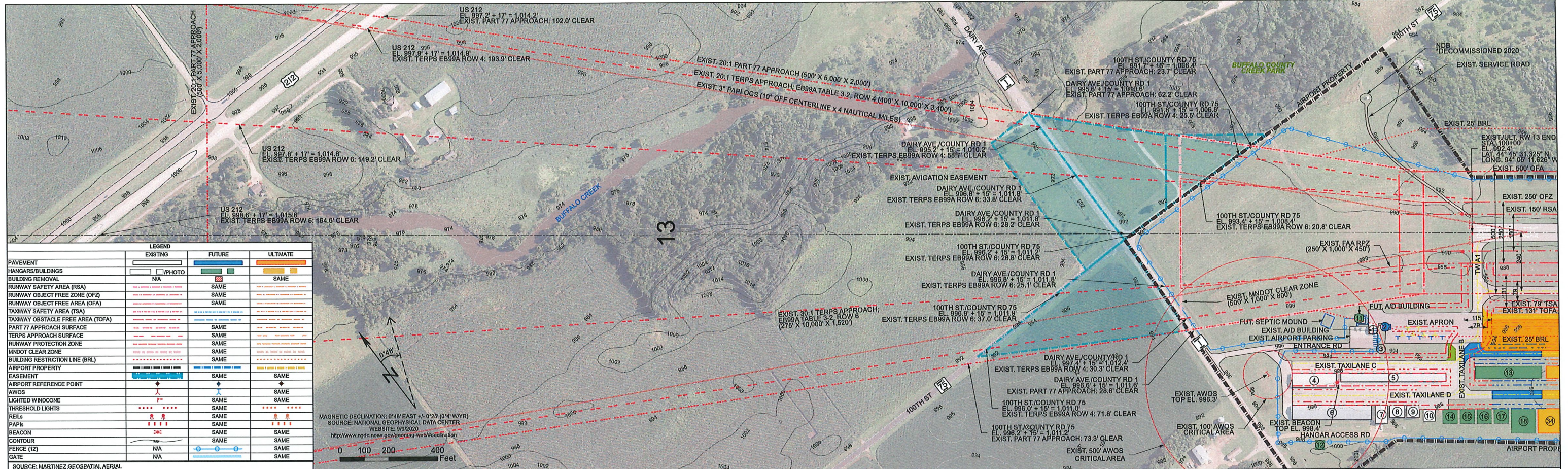
DESIGNER: JMJ
DRAWN BY: BLM
QA/QC: KMN
DESIGN TEAM

ULTIMATE PART 77 AIRSPACE

AIP NO.: 3-27-0158-005-16 SEH FILE NO.: GLENC 138181 DATE: DECEMBER 23, 2022

SHEET NO.
03 OF 12

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GLENCOE MUNICIPAL AIRPORT
GLENCOE, MINNESOTA
AIRPORT LAYOUT PLAN SET

NO.	MARK	DATE	DESCRIPTION
REVISIONS			

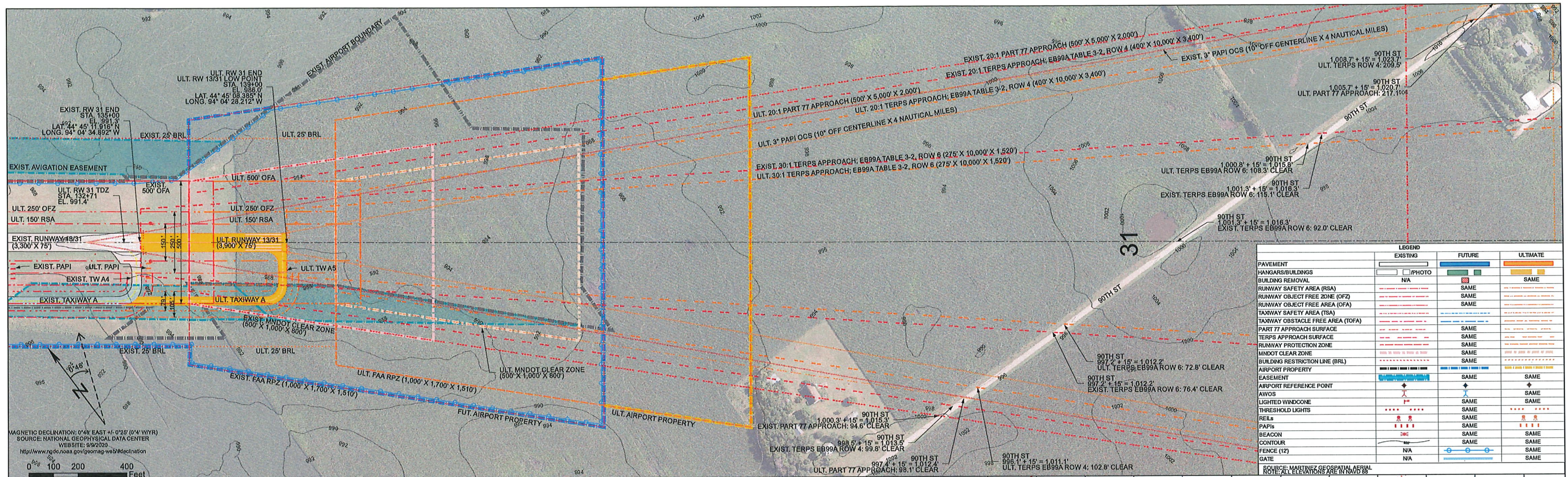
DESIGNER: JMC
DRAWN BY: BLM
QA/QC: KMN
DESIGN TEAM

EXIST. RW 13 APPROACH

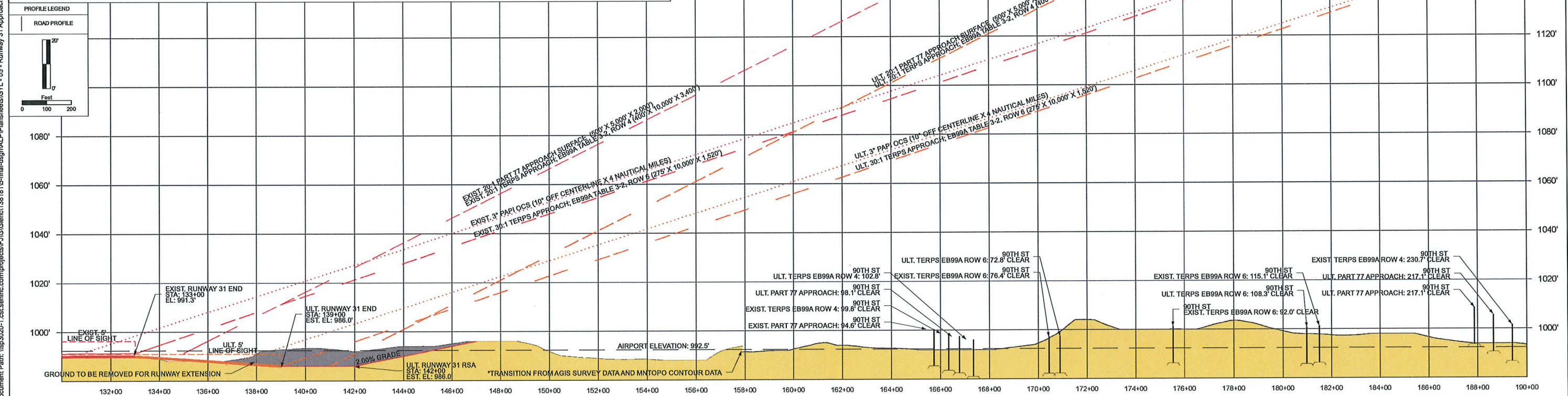
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DATE: DECEMBER 23, 2022

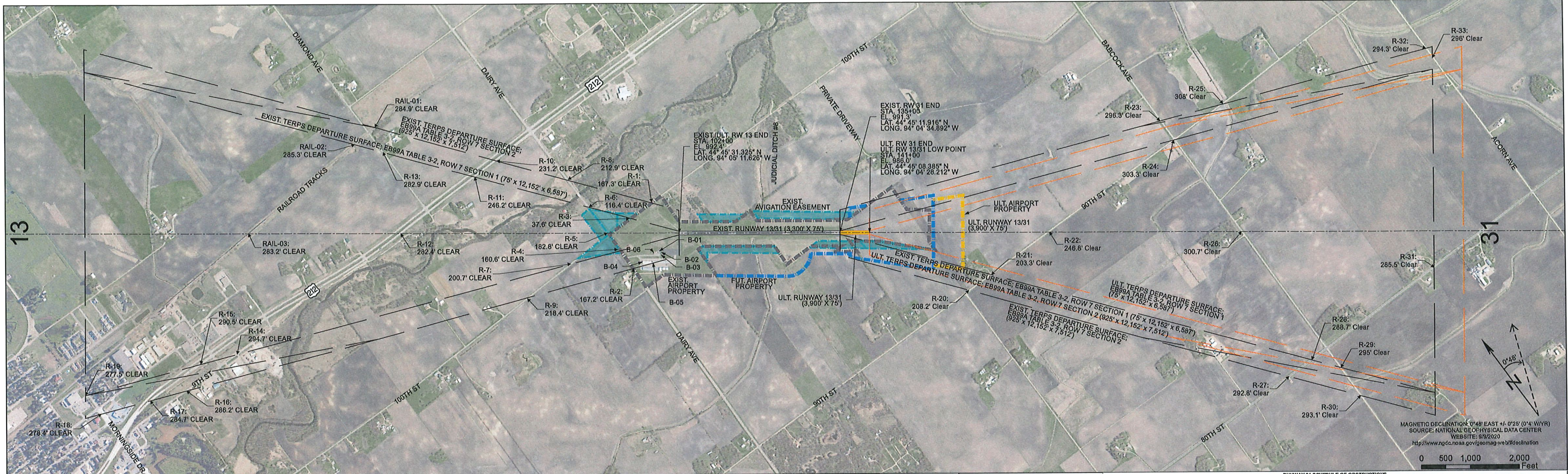
SHEET NO.

04 OF 12



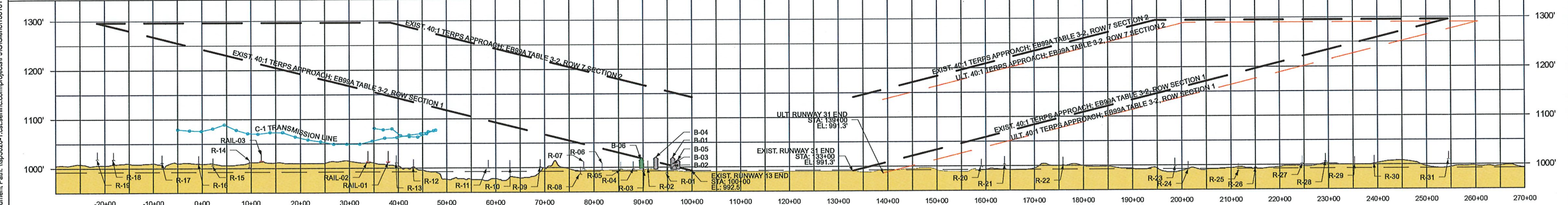
SCHEDULE OF APPROACH OBSTRUCTIONS												
ID	DESCRIPTION	OBSTACLE EL.	PENETRATIONS						EXST. ALLOWABLE PART 77 ELEVATION	ULT. ALLOWABLE PART 77 ELEVATION	DISPOSITION/ TRIGGERING EVENT	ON/OFF AIRPORT PROPERTY
			EXST. 20:1 PART 77 APPROACH	EXST. TERPS EB99A ROW 4	EXST. TERPS EB99A ROW 6	ULT. 20:1 PART 77 APPROACH	ULT. TERPS EB99A ROW 4	ULT. TERPS EB99A ROW 6				
NO OBSTRUCTIONS												
SOURCE: AIRPORTS GIS AERONAUTICAL SURVEY 2016, MARTINEZ GEOSPATIAL INC. NOTE: ALL COORDINATES ARE IN NAD83. ALL ELEVATIONS ARE IN NAVD 88.												



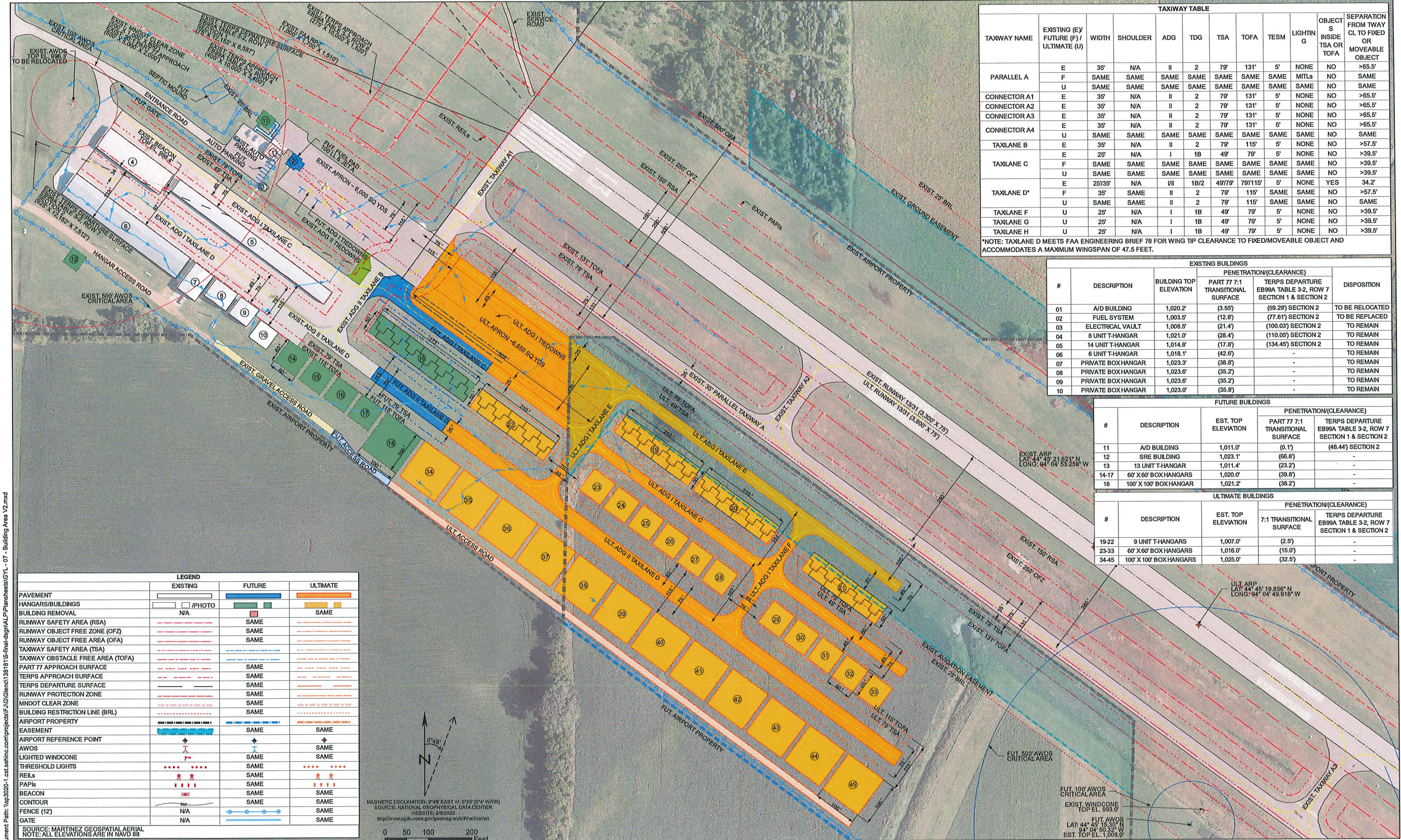


RUNWAY 13 SCHEDULE OF OBSTRUCTIONS								
ID	DESCRIPTION	OBSTACLE GROUND ELEVATION	OBSTACLE TOP ELEVATION	PENETRATION(CLEARANCE)		EXST. ALLOWABLE DEPARTURE ELEVATION	DISPOSITION/ THREATENING EVENT	ON/OFF AIRPORT PROPERTY
				EXST. TERP'S DEPARTURE ED99A TABLE 3-2, ROW 7 SECTION 1 & SECTION 2	ULT. TERP'S DEPARTURE ED99A TABLE 3-2, ROW 7 SECTION 1 & SECTION 2			
R-01	100TH ST.	966.1'	1,003.1'	(152.3) SECTION 2	-	1,153.3'	TO REMAIN	OFF
R-02	DAIRY AVE.	997.8'	1,012.8'	(152.2) SECTION 2	-	1,165.0'	TO REMAIN	OFF
R-03	100TH ST.	992.4'	1,007.4'	(37.6) SEC. 1 & 2	-	1,045.0'	TO REMAIN	OFF
R-04	DAIRY AVE.	996.8'	1,011.8'	(160.6) SEC. 1 & 2	-	1,172.4'	TO REMAIN	OFF
R-05	DAIRY AVE.	996.1'	1,011.1'	(187.8) SECTION 1	-	1,178.9'	TO REMAIN	OFF
R-06	DAIRY AVE.	994.3'	1,009.3'	(101.4) SEC. 1 & 2	-	1,110.7'	TO REMAIN	OFF
R-07	100TH ST.	965.4'	1,001.4'	(197.0) SEC. 1 & 2	-	1,196.3'	TO REMAIN	OFF
R-08	DAIRY AVE.	1,001.4'	1,016.4'	(203.4) SECTION 2	-	1,219.8'	TO REMAIN	OFF
R-09	100TH ST.	997.0'	1,012.0'	(185.7) SECTION 2	-	1,197.7'	TO REMAIN	OFF
R-10	US-212	999.7'	1,016.7'	(214.2) SECTION 2	-	1,230.9'	TO REMAIN	OFF
R-11	US-212	1,000.1'	1,017.1'	(229.2) SEC. 1 & 2	-	1,248.3'	TO REMAIN	OFF
R-12	US-212	1,002.4'	1,019.4'	(265.4) SECTION 1	-	1,284.8'	TO REMAIN	OFF
R-13	DIAMOND AVE.	1,010.7'	1,025.7'	(267.9) SEC. 1 & 2	-	1,293.6'	TO REMAIN	OFF
R-14	9TH ST.	1,001.7'	1,016.7'	(274.7) SEC. 1 & 2	-	1,296.4'	TO REMAIN	OFF
R-15	US-212	1,005.9'	1,022.9'	(273.5) SEC. 1 & 2	-	1,298.4'	TO REMAIN	OFF
R-16	9TH ST.	1,011.7'	1,026.7'	(290.7) SECTION 2	-	1,298.4'	TO REMAIN	OFF
R-17	US-212	1,010.2'	1,027.2'	(299.2) SECTION 2	-	1,298.4'	TO REMAIN	OFF
R-18	MORNINGSIDE DR.	1,018.0'	1,033.0'	(263.4) SECTION 2	-	1,296.4'	TO REMAIN	OFF
R-19	MORNINGSIDE DR.	1,018.9'	1,033.9'	(262.5) SEC. 1 & 2	-	1,296.4'	TO REMAIN	OFF
RAIL-01	RAILROAD TRACKS	1,011.5'	1,033.5'	(262.9) SECTION 2	-	1,296.4'	TO REMAIN	OFF
RAIL-02	RAILROAD TRACKS	1,011.1'	1,033.1'	(263.3) SEC. 1 & 2	-	1,296.4'	TO REMAIN	OFF
RAIL-03	RAILROAD TRACKS	1,013.2'	1,035.2'	(281.2) SECTION 1	-	1,296.4'	TO REMAIN	OFF
C-1	TRANSMISSION LINES	989.1'-1,014'	1,049.1'-1,069'	(166.3)-(247.4) SEC. 1 & 2	-	1,273.3'-1,296.4'	TO REMAIN	OFF
B-1	AID BUILDING (01)	994.9'	1,007.2'	(132.1) SECTION 2	-	1,155.4'	TO BE REPLACED	ON
B-2	FUEL SYSTEM (02)	994.9'	1,003.5'	(147.9) SECTION 2	-	1,115.1'	TO BE REPLACED	ON
B-3	ELECTRICAL VAULT (03)	994.8'	1,008.9'	(143.5) SECTION 2	-	1,152.0'	TO REMAIN	ON
B-4	8 UNIT THANGAR (04)	996.0'	1,021.0'	(138.9) SECTION 2	-	1,190.9'	TO REMAIN	ON
B-5	14 UNIT THANGAR (05)	995.8'	1,014.8'	(135.0) SECTION 2	-	1,190.9'	TO REMAIN	ON
B-6	FUTURE AID BUILDING (06)	EST. 994.0'	1,014.5'	(129.1) SECTION 2	-	1,143.6'	TO BE CONSTRUCTED	ON

SOURCE: AIRPORTS GIS AERONAUTICAL SURVEY 2018, MATRINEZ GEOSPATIAL INC.
NOTE: ALL COORDINATES ARE IN NAD83. ALL ELEVATIONS ARE IN NAVD 88.



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TAXIWAY TABLE											
TAXIWAY NAME	EXISTING (E)/ FUTURE (F)/ ULTIMATE (U)	WIDTH	SHOULDER	ADG	TDG	TSA	TOFA	TESM	LIGHTING	OBJECT S INSIDE TSA OR TOFA	SEPARATION FROM TWAY CL TO FIXED OR MOVEABLE OBJECT
PARALLEL A	E	35'	N/A	II	2	79'	131'	5'	NONE	NO	>65.5'
	F	SAME	SAME	SAME	SAME	SAME	SAME	SAME	MTLS	NO	SAME
	U	SAME	SAME	SAME	SAME	SAME	SAME	SAME	SAME	NO	SAME
CONNECTOR A1	E	35'	N/A	II	2	79'	131'	5'	NONE	NO	>65.5'
CONNECTOR A2	E	35'	N/A	II	2	79'	131'	5'	NONE	NO	>65.5'
CONNECTOR A3	E	35'	N/A	II	2	79'	131'	5'	NONE	NO	>65.5'
CONNECTOR A4	E	35'	N/A	II	2	79'	131'	5'	NONE	NO	>65.5'
TAXILANE B	E	35'	N/A	II	2	79'	115'	5'	NONE	NO	>57.5'
	F	SAME	SAME	SAME	SAME	SAME	SAME	SAME	SAME	NO	>39.5'
	U	SAME	SAME	SAME	SAME	SAME	SAME	SAME	SAME	NO	>39.5'
TAXILANE C	E	25/35'	N/A	VII	1B/2	49/79'	79/115'	5'	NONE	YES	34.2'
	F	35'	SAME	II	2	79'	115'	SAME	SAME	NO	>57.5'
	U	SAME	SAME	II	2	79'	115'	SAME	SAME	NO	SAME
TAXILANE D	E	25'	N/A	I	1B	49'	79'	5'	NONE	NO	>39.5'
TAXILANE F	E	25'	N/A	I	1B	49'	79'	5'	NONE	NO	>39.5'
TAXILANE G	E	25'	N/A	I	1B	49'	79'	5'	NONE	NO	>39.5'
TAXILANE H	E	25'	N/A	I	1B	49'	79'	5'	NONE	NO	>39.5'

*NOTE: TAXILANE D MEETS FAA ENGINEERING BRIEF 78 FOR WING TIP CLEARANCE TO FIXED/MOVEABLE OBJECT AND ACCOMMODATES A MAXIMUM WINGSPAN OF 47.5 FEET.

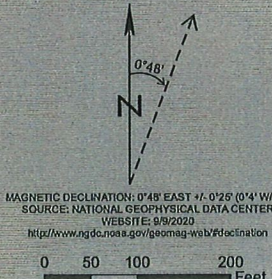
EXISTING BUILDINGS					
#	DESCRIPTION	BUILDING TOP ELEVATION	PENETRATION/(CLEARANCE)		DISPOSITION
			PART 77 7:1 TRANSITIONAL SURFACE	TERPS DEPARTURE EB99A TABLE 3-2, ROW 7 SECTION 1 & SECTION 2	
01	A/D BUILDING	1,020.2'	(3.55')	(59.29') SECTION 2	TO BE RELOCATED
02	FUEL SYSTEM	1,003.5'	(12.8')	(77.61') SECTION 2	TO BE REPLACED
03	ELECTRICAL VAULT	1,008.5'	(21.4')	(100.03') SECTION 2	TO REMAIN
04	8 UNIT T-HANGAR	1,021.0'	(28.4')	(110.05') SECTION 2	TO REMAIN
05	14 UNIT T-HANGAR	1,014.8'	(17.8')	(134.45') SECTION 2	TO REMAIN
06	6 UNIT T-HANGAR	1,018.1'	(42.6')	-	TO REMAIN
07	PRIVATE BOX HANGAR	1,023.3'	(38.8')	-	TO REMAIN
08	PRIVATE BOX HANGAR	1,023.6'	(35.2')	-	TO REMAIN
09	PRIVATE BOX HANGAR	1,023.6'	(35.2')	-	TO REMAIN
10	PRIVATE BOX HANGAR	1,023.0'	(35.8')	-	TO REMAIN

FUTURE BUILDINGS					
#	DESCRIPTION	EST. TOP ELEVATION	PENETRATION/(CLEARANCE)		DISPOSITION
			PART 77 7:1 TRANSITIONAL SURFACE	TERPS DEPARTURE EB99A TABLE 3-2, ROW 7 SECTION 1 & SECTION 2	
11	A/D BUILDING	1,011.0'	(0.1')	(48.44') SECTION 2	-
12	SRE BUILDING	1,023.1'	(66.8')	-	-
13	13 UNIT T-HANGAR	1,011.4'	(23.2')	-	-
14-17	60' X 60' BOX HANGARS	1,020.0'	(39.8')	-	-
18	100' X 100' BOX HANGAR	1,021.2'	(38.2')	-	-

ULTIMATE BUILDINGS					
#	DESCRIPTION	EST. TOP ELEVATION	PENETRATION/(CLEARANCE)		DISPOSITION
			7:1 TRANSITIONAL SURFACE	TERPS DEPARTURE EB99A TABLE 3-2, ROW 7 SECTION 1 & SECTION 2	
19-22	9 UNIT T-HANGARS	1,007.0'	(2.5')	-	-
23-33	60' X 60' BOX HANGARS	1,016.0'	(15.0')	-	-
34-45	100' X 100' BOX HANGARS	1,025.0'	(32.5')	-	-

	EXISTING	FUTURE	ULTIMATE
PAVEMENT			
HANGARS/BUILDINGS			
BUILDING REMOVAL	N/A		SAME
RUNWAY SAFETY AREA (RSA)		SAME	
RUNWAY OBJECT FREE ZONE (OFZ)		SAME	
RUNWAY OBJECT FREE AREA (OFA)		SAME	
TAXIWAY SAFETY AREA (TSA)			
TAXIWAY OBSTACLE FREE AREA (TOFA)			
PART 77 APPROACH SURFACE		SAME	
TERPS APPROACH SURFACE		SAME	
TERPS DEPARTURE SURFACE		SAME	
RUNWAY PROTECTION ZONE		SAME	
MNDOT CLEAR ZONE		SAME	
BUILDING RESTRICTION LINE (BRL)		SAME	
AIRPORT PROPERTY			
EASEMENT		SAME	SAME
AIRPORT REFERENCE POINT			
AWOS		SAME	SAME
LIGHTED WINDCONE		SAME	SAME
THRESHOLD LIGHTS		SAME	
REILs		SAME	
PAPIs		SAME	
BEACON		SAME	SAME
CONTOUR		SAME	SAME
FENCE (12')	N/A		SAME
GATE	N/A		SAME

SOURCE: MARTINEZ GEOSPATIAL AERIAL
NOTE: ALL ELEVATIONS ARE IN NAVD 88



Short Elliott Hendrickson, Inc.
3535 Vadnais Center Drive
St. Paul, MN 55110-3007
651.492.2000
800.325.2055
651.492.150 fax
www.sehinc.com



GLENCOE MUNICIPAL AIRPORT
GLENCOE, MINNESOTA
AIRPORT LAYOUT PLAN SET
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NO.	MARK	DATE	DESCRIPTION
REVISIONS			

DESIGNER: JMZ
DRAWN BY: BLM
QA/QC: KMN
DESIGN TEAM

BUILDING AREA PLAN

AIP NO.: 3-27-0158-005-16

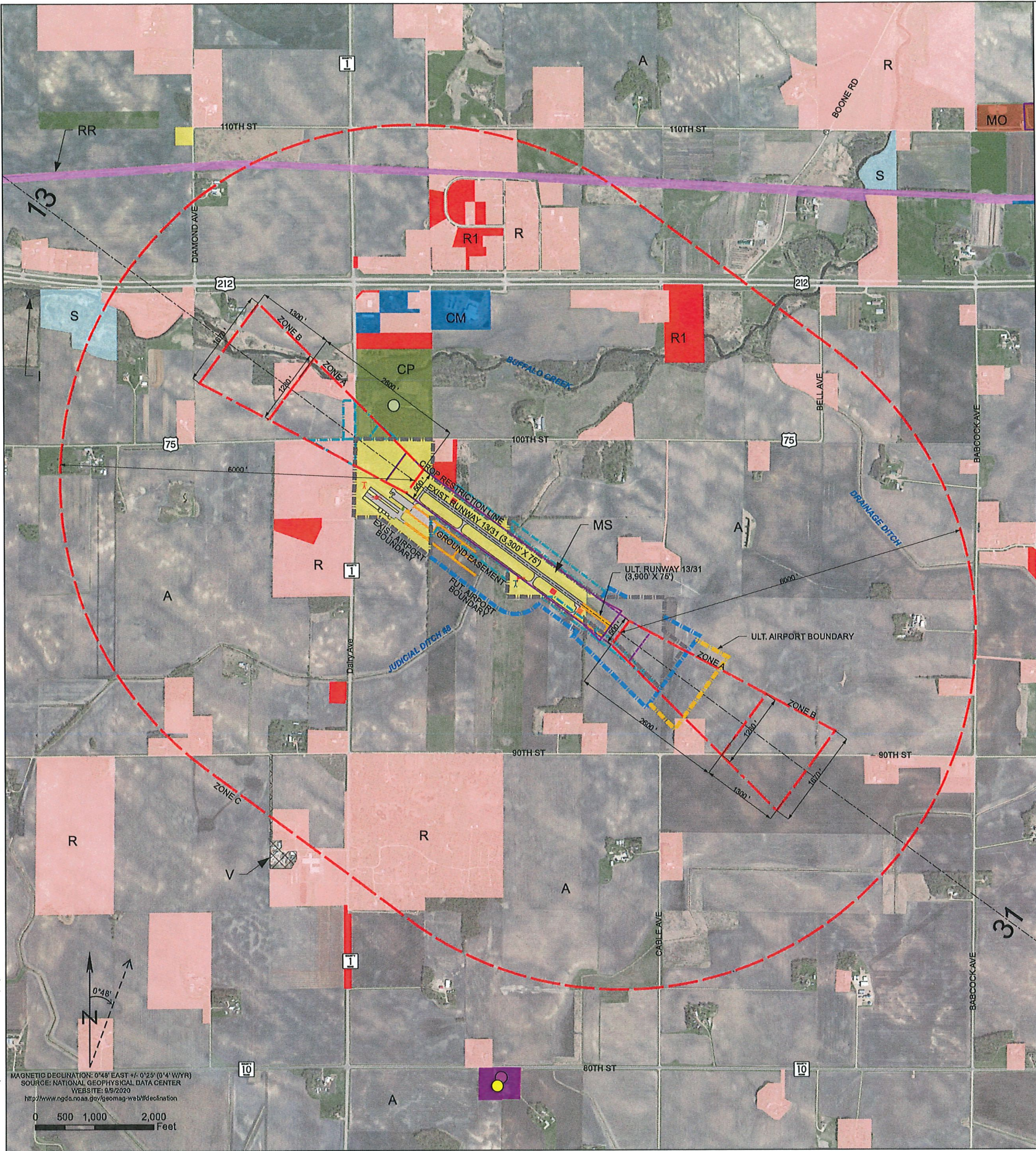
SEH FILE NO.: GLENC 138181

DATE: DECEMBER 23, 2022

SHEET NO.

07 OF 12

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Glencoe Municipal Airport Zoning Ordinance, 1973

- (1) GENERAL: Subject at all times to the height restrictions set forth in Section IV, no use shall be made of any land in any of the zones defined in Section IV. B. which creates or causes interference with the operations 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: Subject at all times to the height restrictions set forth in Section IV and to the general restrictions contained in Subsection B(1), areas designated as Zone A shall contain no buildings or temporary structures and shall be restricted to those uses which will not create, attract, or bring together an assembly of persons thereon. Permitted uses may include agriculture, light outdoor recreation (non-spectator), cemeteries and auto parking.
- (3) ZONE B: Subject at all times to the height restrictions set forth in Section IV, and to the general restrictions contained in Subsection B(1) land included in Zone B shall be used for the following purposes only:
 1. For agricultural and residential purposes, provided there shall not be more than one single-family dwelling per three (3) acre tract of land.
 2. Any commercial or industrial use which meets the following minimum standards:
 - a. Each single commercial or industrial use shall not create, attract, or bring together a site population that would exceed 15 times that of the site acreage.
 - b. Each single commercial or industrial site shall be of a size not less than three acres.
 - c. Each single commercial or industrial site shall contain no dwellings and shall contain no more than one building per three acre tract of land.
 - d. The maximum ground area to be covered by a single commercial or industrial building shall not exceed the following minimum ratios with respect to the building site area:

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

e. The following uses are specifically prohibited in Zone B: Churches, hospitals, schools, theaters, stadiums, hotels and motels, trailer courts, camp grounds, and other places of public or semi-public assembly.

ZONE C: Subject at all times to the height restrictions set forth in Section IV, and to the general restrictions contained in Subsection B(1), land included in Zone C may be used for any agricultural, residential, commercial, or industrial purpose, with the exception that dwellings are restricted to single-family dwellings constructed on not less than one and one-half (1 1/2) acre lots.

Airport Safety Zoning Dimensions								
	Runway	Planned Runway Length	Safety Zone A			Safety Zone B		
			Length	Inner Width	Outer Width	Length	Inner Width	Outer Width
Exist. Safety Zoning	13/31	3,900'	2,600'	500'	1,280'	1,300'	1,280'	1,670'
Existing Safety Zone C Height Restriction: 6,000' Radius - No Object shall exceed 1,067' MSL.								

McCleod County Land Use

A - Agricultural	MO - Municipal Public Other
CH - Church	R1 - Residential 1-3 Units
CM - Commercial Land & Buildings	R - Residential
CP - County Public Service	RR - Railroad Land & Buildings
I - Industrial Land and Buildings	V - Rural Vacant Land
MS - Municipal Public Service	S - Seasonal Recreation Land

Public Spaces

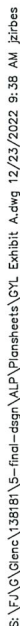
Church Park School

Glencoe Municipal Airport

MNDOT Zoning (Zones A, B & C)	Existing AWOS
Future Airport Property	Existing Beacon
Ultimate Airport Property	Existing PAPI
Existing Airport Property	Existing Windcone
Easement	Future AWOS
Ultimate Runway	Ultimate PAPI
Existing Pavement	
Existing Crop Restriction Line	
Ultimate Crop Restriction Line	

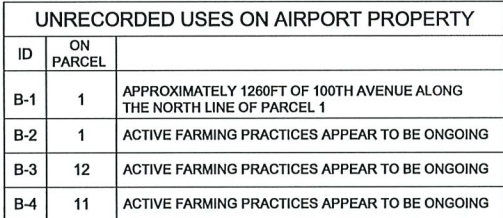
SOURCE
LAND USE: MCCLEOD COUNTY PARCEL DATA
AERIAL: ESRI

NOTE
THE LAND USE DISPLAYED IS TAKEN FROM THE CLASS DESCRIPTION FIELD IN THE SHAPEFILE PROVIDED BY MCCLEOD COUNTY.



EXISTING AIRPORT EASEMENTS										
PARCEL	WITHIN TRACT	ACREAGE	EASEMENT TYPE	OWNER	DOC. NO.	DATE	SUBORDINATE	PARTICIPATION	PURPOSE OF ACQUISITION	GRANT ID
2	N/A	4.04	AVIGATION	CITY OF GLENCOE	265381	4/25/1995	NO	-	APPROACH PROTECTION	N/A
4	N/A	2.99	AVIATION	CITY OF GLENCOE	268991	10/26/1995	NO	S.P. 4301-17 (1995)	APPROACH PROTECTION	4
6	1, 19	4.15	AVIATION	CITY OF GLENCOE	269567	11/29/1995	NO	S.P. 4301-17 (1995)	BRL	6
7	1, 19	3.16	AVIATION	CITY OF GLENCOE	269568	11/29/1995	NO	S.P. 4301-17 (1995)	APPROACH PROTECTION	7
8	N/A	3.51	AVIATION	CITY OF GLENCOE	266807	7/6/1995	NO	S.P. 4301-17 (1995)	BRL	8
15	N/A	6.40	AVIATION	CITY OF GLENCOE	269425	11/20/1995	NO	S.P. 4301-17 (1995)	BRL	15
16	N/A	2.72	AVIATION	CITY OF GLENCOE	267548	8/16/1995	NO	S.P. 4301-17 (1995)	BRL	16
17	N/A	1.42	AVIATION	CITY OF GLENCOE	276834	1/29/1997	NO	S.P. 4301-17 (1995)	APPROACH PROTECTION	17
18	N/A	3.48	AVIATION	CITY OF GLENCOE	276834	1/29/1997	NO	S.P. 4301-17 (1995)	APPROACH PROTECTION	18
20	12	18.22	AVIGATION	CITY OF GLENCOE	149310	12/8/1967	YES	-	BRL	N/A

EXISTING RECORDED INTERESTS ON AIRPORT PROPERTY							
I.D.	WITHIN TRACT	ACREAGE	INTEREST TYPE	OWNER	DOC. NO.	DATE	SUBORDINATE
A-1	1	1.82	EASEMENT	MCLEOD COUNTY	265385	4/26/1995	NO



*NOTE: PARCELS 3, 9, & 10 WERE IDENTIFIED ON PREVIOUS EXHIBIT 'A' DOCUMENTS AS TO BE ACQUIRED, AND THOSE PARCELS NUMBERS ARE NO LONGER IN USE.

-
- LEGEND**
- EXIST. VAIRPORT BOUNDARY
 - FUT. AIRPORT BOUNDARY
 - INTERIOR AIRPORT BOUNDARIES
 - HIGHWAY RIGHT-OF-WAY LINE
- GRAPHIC SCALE IN FEET**
- 0 400 800 1200

[illegible]

AIP NO. 3-27-0158-005-16

DATE: DECEMBER 23, 2022



Short Elliott Hendrickson Inc.
3535 Vadnais Center Drive
St. Paul, MN 55110-3507
651.490.2000
800.325.2055
651.490.2150 fax
www.sehinc.com

GLENCOE
SMALL CITY & BIG FUTURE

GLENCOE MUNICIPAL AIRPORT

GLENCOE, MINNESOTA

AIRPORT LAYOUT PLAN SET

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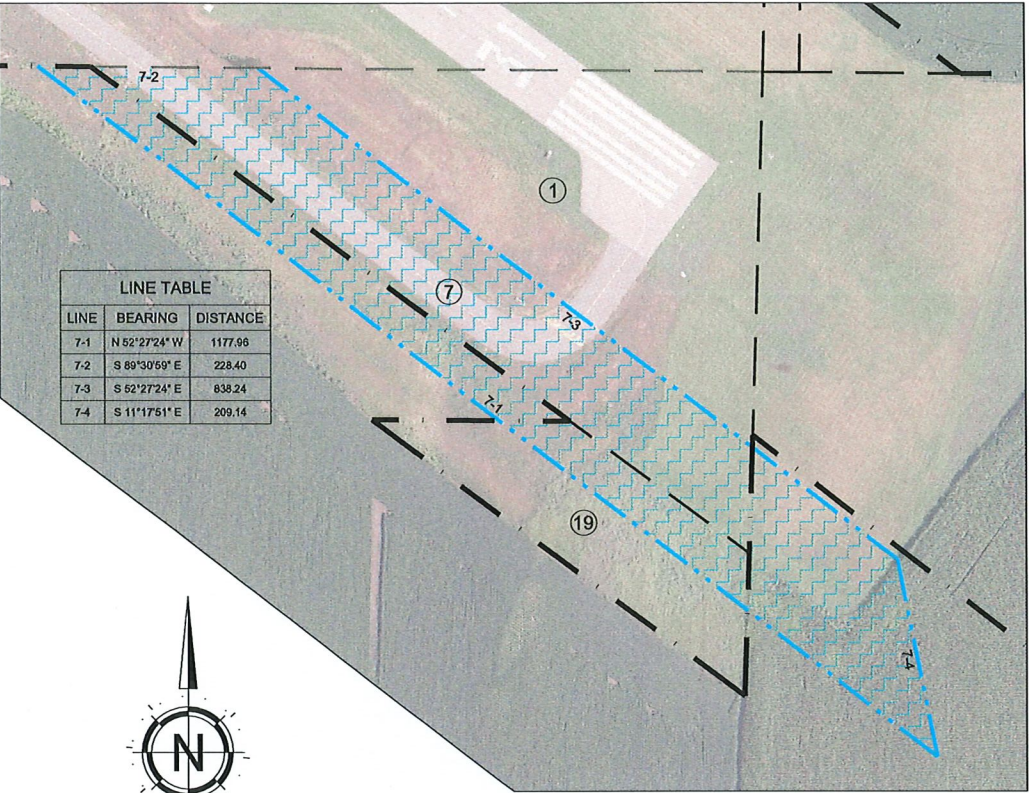


	EXIST. AIRPORT BOUNDARY
	FUT. AIRPORT BOUNDARY
	INTERIOR AIRPORT BOUNDARIES
	FUT. INTERIOR AIRPORT BOUNDARIES
	HIGHWAY RIGHT-OF-WAY LINE
	SECTION LINE
	SECTION (QUARTER) LINE
	ADJACENT PROPERTY LINE
	AIRPORT PARCEL NUMBER
	INTERIOR PARCEL DEED LINES
	FUTURE PROPERTY
	RECORDED ENCUMBRANCE AND ID NO.
	UNRECORDED USE AND ID NO.
	AVIGATION EASEMENT AND ID NO.
	POSSIBLE GAP IN AIRPORT INTERESTS
	EXIST. RSA
	ULT. RSA
	EXIST. OFZ
	ULT. OFZ
	EXIST. OFA
	ULT. OFA
	EXIST. RPZ
	ULT. RPZ
	EXIST. MNDOT CLEAR ZONE
	ULT. MNDOT CLEAR ZONE
	EXIST. BRL
	ULT. BRL

SURVEYORS NOTES

1. REFER TO ATTACHED AIRPORT PROPERTY SUMMARIES FOR DETAILED PROPERTY INFORMATION & DOCUMENTS
2. ALL PARCEL LINES WERE PROVIDED TO SEH AND ARE BASED OFF OF MCLEOD COUNTY'S G.I.S.
3. NO BOUNDARY SURVEY WAS COMPLETED.
4. PROPERTY LINES SHOWN ARE IN NO WAY DEPICTED TO BE ACCURATE AND ARE SHOWN IN AN APPROXIMATE WAY ONLY.

PARCEL 7 DETAIL



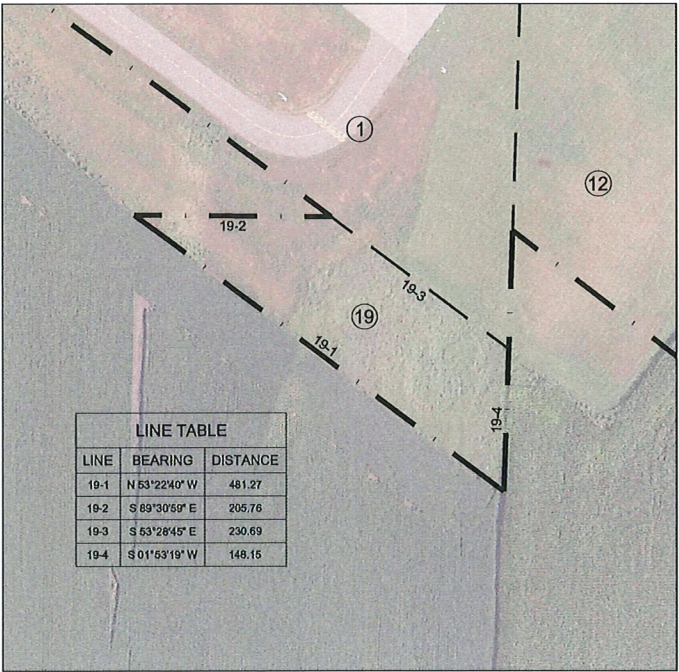
LINE TABLE		
LINE	BEARING	DISTANCE
7-1	N 52°27'24" W	1177.99
7-2	S 89°30'59" E	228.40
7-3	S 52°27'24" E	838.24
7-4	S 11°17'51" E	209.14



GRAPHIC SCALE IN FEET
0 100 200 300

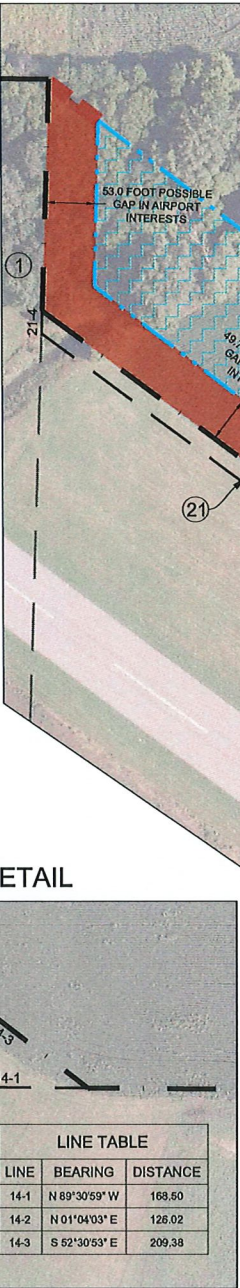
LEGEND	
	EXIST. AIRPORT BOUNDARY
	INTERIOR AIRPORT BOUNDARIES
	INTERIOR PARCEL DEED LINES
	SECTION LINE
	SECTION (QUARTER) LINE
	ADJACENT PROPERTY LINE
	AIRPORT PARCEL NUMBER
	AVIGATION EASEMENT AND ID NO.
	POSSIBLE GAP IN AIRPORT INTERESTS

PARCEL 19 DETAIL



LINE TABLE		
LINE	BEARING	DISTANCE
19-1	N 53°22'40" W	481.27
19-2	S 89°30'59" E	205.76
19-3	S 53°26'45" E	230.69
19-4	S 01°53'19" W	148.15

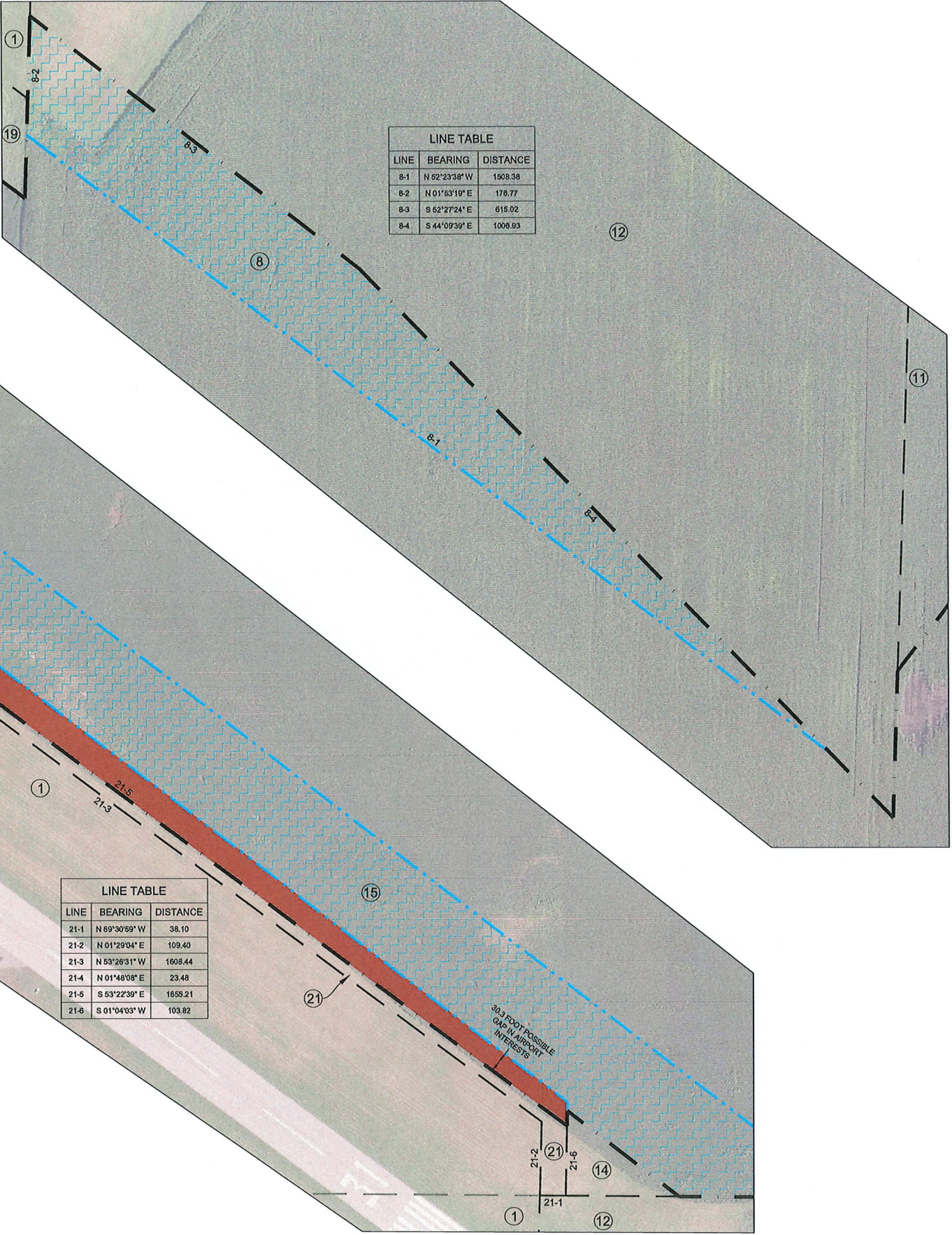
PARCEL 21 DETAIL



LINE TABLE		
LINE	BEARING	DISTANCE
14-1	N 89°30'59" W	168.50
14-2	N 01°04'03" E	126.02
14-3	S 52°30'53" E	209.38

- SURVEYORS NOTES
1. REFER TO ATTACHED AIRPORT PROPERTY SUMMARIES FOR DETAILED PROPERTY INFORMATION & DOCUMENTS
 2. ALL PARCEL LINES WERE PROVIDED TO SEH AND ARE BASED OFF OF MCLEOD COUNTY'S G.I.S.
 3. NO BOUNDARY SURVEY WAS COMPLETED.
 4. PROPERTY LINES SHOWN ARE IN NO WAY DEPICTED TO BE ACCURATE AND ARE SHOWN IN AN APPROXIMATE WAY ONLY.

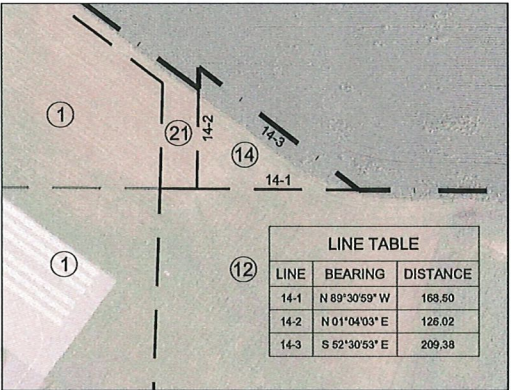
PARCEL 8 DETAIL



LINE TABLE		
LINE	BEARING	DISTANCE
8-1	N 62°23'38" W	1508.38
8-2	N 01°53'19" E	178.77
8-3	S 62°27'24" E	615.02
8-4	S 44°09'39" E	1006.93

LINE TABLE		
LINE	BEARING	DISTANCE
21-1	N 89°30'59" W	38.10
21-2	N 01°29'04" E	109.40
21-3	N 53°26'31" W	1608.44
21-4	N 01°48'08" E	23.48
21-5	S 53°22'39" E	1659.21
21-6	S 01°04'03" W	103.82

PARCEL 14 DETAIL



LINE TABLE		
LINE	BEARING	DISTANCE
14-1	N 89°30'59" W	168.50
14-2	N 01°04'03" E	126.02
14-3	S 52°30'53" E	209.38

ENCUMBRANCE DETAIL:

1. **EASEMENT A-1 – PERMANENT ROADWAY EASEMENT:** A PERMANENT AND ASSIGNABLE EASEMENT FOR ROADWAY PURPOSES. THE EASEMENT GRANTS THE EASEMENT HOLDER THE RIGHT TO USE AND REMOVE ALL EARTH AND OTHER MATERIAL LYING WITHIN THE LIMITS OF THE PERMANENT ROAD EASEMENT. IT IS UNDERSTOOD THAT THE EASEMENT HOLDER MAY PERMIT CITIES, TOWNSHIPS, UTILITY COMPANIES AND OTHERS TO PLACE AND MAINTAIN POWER, TELEPHONE, GAS, TILE, WATER, SEWER AND OTHER UTILITIES ABOVE AND/OR UNDER THE GROUND WITHIN THE LIMITS OF THE PERMANENT ROADWAY EASEMENT. THE MAINTENANCE OF SUCH UTILITIES MAY INCLUDE THE CUTTING OR CLEARING OF TREES AND OTHER VEGETATION, WITHIN AND ABOVE THE PERMANENT ROADWAY EASEMENT, THAT WOULD BE NECESSARY FOR THE PROPER OPERATION OF SUCH UTILITIES. THE OWNER AGREES NOT TO CONSTRUCT FENCES, FLOW OR PERFORM ANY DETRIMENTAL OPERATION WITHIN THE PERMANENT ROADWAY EASEMENT, EXCEPT THE OWNER IS THEREBY PERMITTED TO PLANT AND HARVEST HAY CROPS WITHIN THE LIMITS OF THE PERMANENT ROADWAY EASEMENT UNTIL SUCH TIME AS THE EASEMENT HOLDER DIRECTS OTHERWISE. THE OWNER, HIS SUCCESSORS AND ASSIGNS, THEREBY RELEASE THE EASEMENT HOLDER, ITS OFFICERS AND AGENTS, FROM ANY AND ALL LIABILITY AND CLAIMS CONCERNING THE PERMANENT ROADWAY EASEMENT AND THE OWNER'S ADJOINING PREMISES THAT MAY RESULT BY VIRTUE OF THE CONSTRUCTION, MAINTENANCE, AND USE OF A PUBLIC ROADWAY OVER AND UPON THE DESCRIBED PERMANENT ROADWAY EASEMENT.

2. **EASEMENT A-2 – POSSESSORY RIGHTS:** AGREEMENT GRANTING CERTAIN POSSESSORY RIGHTS TO THE STUEDEMANN HEIRS, PURSUANT TO SECTION 3(i) THIS POSSESSORY RIGHT HAS TERMINATED BY VIRTUE OF QUIT CLAIM DEEDS 400599, 400600, AND 400601. THE DETAILS OF THE ORIGINAL AGREEMENT ARE FOR REFERENCE.

1. THE RIGHTS GRANTED THEREIN GRANT THE RIGHT OF POSSESSION AND OCCUPANCY OF THE DESCRIBED LANDS FOR THE PURPOSE OF THE PRODUCTION OF AGRICULTURAL CROPS, SUBJECT TO RESTRICTIONS.

2. THE CONTINUED POSSESSION BY STUEDEMANN HEIRS PURSUANT TO THE AGREEMENT SHALL BE SO LONG AS THE STUEDEMANN HEIRS REMAIN IN OWNERSHIP OF THE THE REMAINING PORTION OF SECTION 22, TOWNSHIP 115, RANGE 27, EXCEPT THAT PORTION DESCRIBED AS COMMENCING AT THE SOUTHWEST CORNER OF THE SAID SECTION 22, THENCE EASTERLY ALONG THE SOUTH LINE OF SAID SOUTHWEST QUARTER 239.14 FEET TO THE POINT OF BEGINNING OF THE TRACT TO BE DESCRIBED; THENCE CONTINUING EASTERLY ALONG SAID SOUTH LINE OF THE SOUTHWEST QUARTER 506.68 FEET; THENCE NORTHERLY DEFLECTING LEFT 88°32'25" PARALLEL TO THE WEST LINE OF SAID SOUTHWEST QUARTER 602.00 FEET; THENCE WESTERLY DEFLECTING LEFT 91°27'35" PARALLEL TO SAID SOUTH LINE OF THE SOUTHWEST QUARTER 506.68 FEET; THENCE SOUTHERLY DEFLECTING LEFT 88°32'25" PARALLEL TO SAID WEST LINE OF THE SOUTHWEST QUARTER 602.00 FEET TO THE POINT OF BEGINNING. PURCHASE BY ONE OR MORE OF THE STUEDEMANN HEIRS FROM ONE OR MORE OF THE OTHER STUEDEMANN HEIRS OF THEIR INTEREST IN THE PREMISES DESCRIBED IN THIS PREMISES SHALL NOT BE DEEMED TO BE A CONVEYANCE BUT RATHER SHALL BE CONSIDERED CONTINUING POSSESSION BY THE REMAINING STUEDEMANN HEIRS.

3. THE AGREEMENT MAY BE TERMINATED BY THE PARTIES THERETO IN THE FOLLOWING MANNER: (i) THE WRITTEN AGREEMENT OF THE PARTIES IN SUCH FORM AS TO BE CAPABLE OF RECORDING IN THE OFFICE OF THE MCLEOD COUNTY RECORDER; OR (ii) A CONVEYANCE AS DESCRIBED IN PARAGRAPH 2 ABOVE OF THE ADJACENT FARM LAND OWNED BY THE STUEDEMANN HEIRS, INCLUDING CONVEYANCES BY OPERATION OF LAW, PROBATE DECREE, CONTRACT FOR DEED, OR OTHER TRANSFER OF THE LEGAL, EQUITABLE, OR POSSESSORY RIGHT TO THE PREMISES (EXCEPT FOR FARM CROP LEASES); OR (iii) UPON DUE AND PROPER PROCEDURE FOR EMINENT DOMAIN AFFECTING THESE LANDS IN THE MODE AND MANNER PROVIDED BY LAW.

4. THE POSSESSORY RIGHT RETAINED BY THE CITY SHALL BE ACCORDING TO RESTRICTIONS ATTACHED THERETO AS EXHIBIT "A", EXCEPT THAT THE CITY MAY ENTER AT REASONABLE TIMES AND PLACES FOR THE ORDERLY AND EFFICIENT ADMINISTRATION OF ITS AIRPORT, SUBJECT HOWEVER TO THE OBLIGATION OF THE CITY TO REASONABLY COMPENSATE STUEDEMANN HEIRS FOR ANY DAMAGE TO CROPS THAT MAY RESULT.

5. THE AGREEMENT SHALL BE BINDING UPON THE PARTIES THERETO, THEIR HEIRS, SUCCESSORS AND ASSIGNS; EXCEPT THE POSSESSORY RIGHTS GRANTED TO STUEDEMANN HEIRS THEREIN ARE EXCLUSIVELY PERSONAL TO THEM AND ARE NOT SUBJECT TO ASSIGNMENT, INCLUDING BY OPERATION OF LAW. STUEDEMANN HEIRS SHALL NOT BE PERMITTED TO LEASE (EXCEPT FOR FARM CROP LEASES) THE ABOVE DESCRIBED LANDS TO ANY THIRD PARTY.

3. **EASEMENT A-3 – POSSESSORY RIGHTS:** AGREEMENT GRANTING CERTAIN POSSESSORY RIGHTS TO LANGE, PURSUANT TO SECTION 4(ii) AND 4(iii) THIS POSSESSORY RIGHT HAS TERMINATED BY VIRTUE OF AFFIDAVIT OF IDENTITY AND SURVIVORSHIP (DOC. NO.S 297025 & 405357) AND CONSERVATOR'S DEED (DOC. NO. 420909), THE DETAILS OF THE ORIGINAL AGREEMENT ARE FOR REFERENCE.

1. THE RIGHTS GRANTED THEREIN GRANT THE RIGHT OF POSSESSION AND OCCUPANCY OF THE DESCRIBED LANDS FOR THE PURPOSE OF THE PRODUCTION OF AGRICULTURAL CROPS, SUBJECT TO RESTRICTIONS.

2. THE CONTINUED POSSESSION BY LANGE PURSUANT TO THE AGREEMENT SHALL BE UNTIL THE DEATH OF THE SURVIVOR OF ORLIN W. LANGE AND MAVIS LANGE.

3. THE CITY AGREES TO COMPENSATE LANGE FOR ANY DAMAGE TO GROWING CROPS AS A RESULT OF CONSTRUCTION TO EXPAND THE AIRPORT.

4. THE AGREEMENT MAY BE TERMINATED BY THE PARTIES THERETO IN THE FOLLOWING MANNER: (i) THE WRITTEN AGREEMENT OF THE PARTIES IN SUCH FORM AS TO BE CAPABLE OF RECORDING IN THE OFFICE OF THE MCLEOD COUNTY RECORDER; OR (ii) THE FILING OF AFFIDAVITS OF SURVIVORSHIP WITH CERTIFIED COPIES OF DEATH CERTIFICATES EVIDENCING THE DEATHS OF ORLIN W. LANGE AND MAVIS LANGE, ALL IN A FORM CAPABLE OF RECORDING IN THE OFFICE OF THE MCLEOD COUNTY RECORDER; OR (iii) ANY CONVEYANCE BY LANGE OF THE BALANCE OF THE PREMISES LOCATED IN THE EAST HALF OF THE SOUTHEAST QUARTER OF SECTION 21, TOWNSHIP 115, RANGE 27, LYING IMMEDIATELY SOUTHERLY OF THE DESCRIBED LANDS (LANGE MAY HOWEVER, SELL THE BUILDING SITE AND SURROUNDING THE AREA TO MEET ZONING REQUIREMENTS WITH REASONABLE ACCESS WHICH SHALL NOT BE CONSIDERED A CONVEYANCE FOR THE PURPOSE OF THIS CONDITION), INCLUDING CONVEYANCES BY OPERATION OF LAW, PROBATE DECREE, CONTRACT FOR DEED, OR OTHER TRANSFER OF THE LEGAL, EQUITABLE OR POSSESSORY RIGHT TO SUCH PREMISES (EXCEPT LANGE MAY LEASE THE PREMISES TO A THIRD PARTY, PROVIDED LANGE REMAINS THE FEE OWNER OF THE FARM LAND LOCATED IN THE EAST HALF OF THE SOUTHEAST QUARTER OF SECTION 21, TOWNSHIP 115, RANGE 27 LYING IMMEDIATELY SOUTHERLY OF THE PREMISE); OR (iv) UPON DUE AND PROPER PROCEDURE FOR EMINENT DOMAIN AFFECTING THESE LANDS IN THE MODE AND MANNER PROVIDED BY LAW.

5. THE POSSESSORY RIGHT RETAINED BY THE LANGE SHALL BE ACCORDING TO RESTRICTIONS ATTACHED THERETO AS EXHIBIT "A", EXCEPT THAT THE CITY MAY ENTER AT REASONABLE TIMES AND PLACES FOR THE ORDERLY AND EFFICIENT ADMINISTRATION OF ITS AIRPORT, SUBJECT HOWEVER TO THE OBLIGATION OF THE CITY TO REASONABLY COMPENSATE LANGE FOR ANY DAMAGE TO CROPS THAT MAY RESULT.

6. THE AGREEMENT SHALL BE BINDING UPON THE PARTIES THERETO, THEIR HEIRS, SUCCESSORS AND ASSIGNS; EXCEPT THE POSSESSORY RIGHTS GRANTED TO LANGE THEREIN ARE EXCLUSIVELY PERSONAL TO LANGE AND ARE NOT SUBJECT TO ASSIGNMENT, INCLUDING BY OPERATION OF LAW.
- RESTRICTIONS:
1. THE CITY RESERVES UNTO ITSELF THE RIGHT OF A PERPETUAL AVIATION EASEMENT AND RIGHT-OF-WAY FOR THE UNOBSTRUCTED AND UNRESTRICTED FLIGHT OF AIRCRAFT IN, THROUGH, AND ACROSS THE AIR SPACE OVER AND ABOVE THE ABOVE-DESCRIBED LANDS, AT ANY ALTITUDE OR HEIGHT ABOVE THE SURFACE OF THE LAND.

2. LANGE AGREES AND DOES HEREBY COVENANT THAT LANGE WILL NOT ERECT, MAINTAIN OR ALLOW ANY BUILDING STRUCTURES OR OBJECTS TO REMAIN OR BE PLACED UPON THE PREMISES DESCRIBED ABOVE, SUBJECT TO THE RIGHT OF LANGE TO THE USE OF THE LANDS FOR CROP FARMING PURPOSES (EXCLUDING TREE FARMS) TO A HEIGHT NOT TO EXCEED TEN (10) FEET ABOVE THE GROUND, AND MAY BRING MACHINERY ON THE LAND TEMPORARILY AS NECESSARY TO CARRY OUT FARMING TASKS.

3. LANGES' USE OF THE LAND SHALL NOT CREATE OR CAUSE INTERFERENCE WITH THE OPERATION OF RADIO OR ELECTRICAL FACILITIES ON THE GLENCOE MUNICIPAL AIRPORT, OR WITH RADIO OR ELECTRONIC COMMUNICATIONS BETWEEN THE GLENCOE MUNICIPAL AIRPORT AND AIRCRAFT, OR IN A MANNER WHICH MAKES IT DIFFICULT FOR PILOTS TO DISTINGUISH BETWEEN AIRPORT LIGHTS AND OTHER LIGHTS, RESULTS IN GLARE IN THE EYES OF PILOTS USING THE AIRPORT, AND IMPAIRS THE VISIBILITY IN THE VICINITY OF THE AIRPORT.

4. LANGE COVENANTS AND AGREES THAT LANGE WILL NOT SUFFER SAID LANDS TO BE USED BY ANY ASSEMBLY OF PERSONS IN ANY MANNER AS MIGHT ATTRACT OR BRING TOGETHER AN ASSEMBLY OF PERSONS THEREON.

5. THE CITY RESERVES THE CONTINUED RIGHT OF ENTRY UPON THE LANDS FOR THE PURPOSE OF REMOVING OR PREVENTING THE CONSTRUCTION OR ERECTION OF ANY BUILDINGS, STRUCTURES, OR FACILITIES, OR THE GROWTH OF ANY TREES OR OTHER OBJECTS UPON THE LAND, OTHER THAN THOSE EXPRESSLY ACCEPTED.
- ENTITLEMENT DETAIL:
1. **PARCEL 2 – AVIGATION AGREEMENT:** THE AGREEMENT GRANTS THE EASEMENT HOLDER A PERPETUAL AND ASSIGNABLE AVIGATION EASEMENT.

2. THE AVIGATION EASEMENT SHALL CONFORM TO THE PROVISIONS AND RESTRICTIONS OF THE AIRPORT ZONING ORDINANCE IN AFFECT FOR THE GLENCOE MUNICIPAL AIRPORT INCLUDING HEIGHT LIMITATION, GLIDES, SLOPES AND ALL RESTRICTIONS THUS IMPOSED, INCLUDING ANY FUTURE AMENDMENTS THERETO, WHICH ORDINANCE AND ALL STATE AND FEDERAL REGULATIONS INCIDENT THERETO AND ALL REQUIREMENTS THEREOF ARE HEREBY INCORPORATED BY REFERENCE TO THIS EASEMENT. THE GRANTOR THEREFORE AGREES TO CONDUCT NO ACTIVITY OR PERMIT AND CONSTRUCTION UPON THE EASED PREMISES WHICH WOULD VIOLATE SAID ORDINANCE.

3. THAT GRANTEE SHALL BE ENTITLED TO ENTER THE PREMISES FOR THE PURPOSE FOR THE REMOVAL OF ALL EXISTING TREES, LIVING OR DEAD. THE GRANTEE SHALL REMOVE ALL SLASH, BRUSH, TWIGS AND DEBRIS FROM THE PREMISES, HOWEVER THE GRANTOR SHALL BE ENTITLED TO RETAIN ALL TREE TRUNKS AND LARGE BRANCHES, PROVIDED HOWEVER, THE GRANTEE REMOVES THE SAME FROM THE PREMISES AND ONTO THE GRANTORS ADJACENT LAND.

4. THE GRANTEE AGREES TO PLANT PERENNIAL VEGETATION UPON THE PREMISES SUCH AS LOW TREES OR SHRUBS WHICH ARE PERMITTED UNDER THE AIRPORT ZONING ORDINANCE OR RELATED REGULATIONS, BUT NOT AS TO CONSTITUTE A HAZARD TO AIR TRAFFIC AND IN REASONABLE NUMBERS AND LOCATIONS AS THE GRANTOR AND GRANTEE AGREE. THE GRANTEE SHALL HAVE THE RIGHT AT ALL REASONABLE TIMES AND PLACES TO ENTER THE PREMISES FOR THE PURPOSE OF TRIMMING AND REMOVING AND TREES, VEGETATION, IMPROVEMENTS OR STRUCTURES LOCATED THEREON WHICH CONSTITUTE A VIOLATION OF THE AIRPORT ZONING ORDINANCE AND RELATED REGULATIONS THERETO OR WHICH OTHERWISE CONSTITUTES A HAZARD TO AIR TRAFFIC USING THE GLENCOE MUNICIPAL AIRPORT.

5. THE GRANTOR SHALL BE ENTITLED TO USE THE EASED PREMISES, PROVIDED, HOWEVER THAT NO USE SHALL CONSTITUTE A VIOLATION OF THE AIRPORT ZONING ORDINANCE AND ALL REGULATIONS RELATED THERETO, OR OTHERWISE CONSTITUTE A HAZARD TO AIR TRAFFIC USING THE GLENCOE MUNICIPAL AIRPORT. THE GRANTOR SHALL FURTHER REMAIN LIABLE FOR ANY REAL ESTATE TAXES IMPOSED UPON THE PREMISES AND AT ALL TIMES SHALL BE IN COMPLIANCE WITH ALL OTHER LAND USE REGULATIONS WHATSOEVER, INCLUDING BUT NOT LIMITED TO, GRASS MOWING AND WEED ERADICATION UNDER STATE OR LOCAL REGULATIONS.

6. THIS EASEMENT IS GRANTED TO THE GRANTEE IN PERPETUITY AND SHALL BE ALTERED, AMENDED OR RELEASED ONLY BY THE EXPRESS WRITTEN AGREEMENT SIGNED BY THE GRANTEE UPON DUE AND PROPER RESOLUTION PASSED BY ITS CITY COUNCIL.

2. **PARCEL 4 – EASEMENT TO THE GROUND:** 1. THE EASEMENT GRANTS THE EASEMENT HOLDER A PERPETUAL AVIATION EASEMENT AND RIGHT-OF-WAY FOR THE UNOBSTRUCTED AND UNRESTRICTED FLIGHT OF AIRCRAFT IN, THROUGH, AND ACROSS THE AIRSPACE OVER AND ABOVE THE DESCRIBED LANDS, AT ANY ALTITUDE OR HEIGHT ABOVE THE SURFACE OF THE LAND.

2. THE GRANTORS, FOR THEMSELVES, THEIR HEIRS, SUCCESSORS AND ASSIGNS DO THEREBY COVENANT AND AGREE THAT THEY WILL NOT ERECT, MAINTAIN OR ALLOW ANY BUILDINGS, STRUCTURES, OR OBJECTS TO REMAIN OR BE PLACED ON THE REAL ESTATE DESCRIBED IN PARAGRAPH 1 THEREIN; PROVIDED; HOWEVER, THAT THE GRANTORS RESERVE UNTO THEMSELVES, THEIR HEIRS, SUCCESSORS AND ASSIGNS, THE RIGHT OF USE OF SAID LAND FOR CROP FARMING PURPOSES, (EXCLUDING TREE FARMS) TO A HEIGHT NOT TO EXCEED 10 FEET ABOVE THE GROUND, AND MAY BRING FARM MACHINERY ON THE LAND TEMPORARILY AS NECESSARY TO CARRY OUT FARMING TASKS.

3. AND FURTHER, THAT THE USE OF THE LAND SHALL NOT CREATED OR CAUSE INTERFERENCE WITH THE OPERATION OF RADIO OR ELECTRICAL FACILITIES ON THE AIRPORT OR WITH RADIO OR ELECTRONIC COMMUNICATIONS BETWEEN THE AIRPORT AND THE AIRCRAFT, OR IN A MANNER WHICH MAKES IT DIFFICULT FOR PILOTS TO DISTINGUISH BETWEEN AIRPORT LIGHTS AND OTHER LIGHTS, RESULTS IN GLARE IN THE EYES OF PILOTS USING THE AIRPORT AND IMPAIRS VISIBILITY IN THE VICINITY OF THE AIRPORT.

4. THE GRANTORS, FOR THEMSELVES, THEIR HEIRS, SUCCESSORS AND ASSIGNS, DO THEREBY FURTHER COVENANT AND AGREE THAT THEY WILL NOT USE OR SUFFER THE SAID LAND TO BE USED BY ANY ASSEMBLY OF PERSONS OR IN SUCH A MANNER AS MIGHT ATTRACT OR BEING TOGETHER AN ASSEMBLY OF PERSONS THEREON.

5. THE GRANTORS, FOR THEMSELVES, THEIR HEIRS, SUCCESSORS AND ASSIGNS, DO THEREBY FURTHER GIVE AND GRANT TO THE GRANTEE A CONTINUING RIGHT OF ENTRY UPON THE AFORESAID LAND FOR THE PURPOSE OF REMOVING AND PREVENTING THE CONSTRUCTION OR ERECTION OF ANY BUILDINGS, STRUCTURES, OR FACILITIES AND THE GROWTH OF ANY TREES OR OTHER OBJECTS UPON THE LAND, OTHER THAN THOSE THEREIN EXPRESSLY EXCEPTED.

6. IT IS UNDERSTOOD AND AGREED THAT THESE COVENANTS AND AGREEMENTS SHALL BE BINDING UPON THE HEIRS, ADMINISTRATORS, EXECUTORS AND ASSIGNS OF THE PARTIES, THAT THESE COVENANTS AND AGREEMENTS SHALL RUN WITH THE LAND.

3. **PARCEL 6 – EASEMENT TO THE GROUND:** 1. THE EASEMENT GRANTS THE EASEMENT HOLDER A PERPETUAL AVIATION EASEMENT AND RIGHT-OF-WAY FOR THE UNOBSTRUCTED AND UNRESTRICTED FLIGHT OF AIRCRAFT IN, THROUGH, AND ACROSS THE AIRSPACE OVER AND ABOVE THE DESCRIBED LANDS, AT ANY ALTITUDE OR HEIGHT ABOVE THE SURFACE OF THE LAND.

2. THE GRANTORS, FOR THEMSELVES, THEIR HEIRS, SUCCESSORS AND ASSIGNS DO THEREBY COVENANT AND AGREE THAT THEY WILL NOT ERECT, MAINTAIN OR ALLOW ANY BUILDINGS, STRUCTURES, OR OBJECTS TO REMAIN OR BE PLACED ON THE REAL ESTATE DESCRIBED IN PARAGRAPH 1 THEREIN; PROVIDED; HOWEVER, THAT THE GRANTORS RESERVE UNTO THEMSELVES, THEIR HEIRS, SUCCESSORS AND ASSIGNS, THE RIGHT OF USE OF SAID LAND FOR CROP FARMING PURPOSES, (EXCLUDING TREE FARMS) TO A HEIGHT NOT TO EXCEED 10 FEET ABOVE THE GROUND, AND MAY BRING FARM MACHINERY ON THE LAND TEMPORARILY AS NECESSARY TO CARRY OUT FARMING TASKS.

3. AND FURTHER, THAT THE USE OF THE LAND SHALL NOT CREATED OR CAUSE INTERFERENCE WITH THE OPERATION OF RADIO OR ELECTRICAL FACILITIES ON THE AIRPORT OR WITH RADIO OR ELECTRONIC COMMUNICATIONS BETWEEN THE AIRPORT AND THE AIRCRAFT, OR IN A MANNER WHICH MAKES IT DIFFICULT FOR PILOTS TO DISTINGUISH BETWEEN AIRPORT LIGHTS AND OTHER LIGHTS, RESULTS IN GLARE IN THE EYES OF PILOTS USING THE AIRPORT AND IMPAIRS VISIBILITY IN THE VICINITY OF THE AIRPORT.

4. THE GRANTORS, FOR THEMSELVES, THEIR HEIRS, SUCCESSORS AND ASSIGNS, DO THEREBY FURTHER COVENANT AND AGREE THAT THEY WILL NOT USE OR SUFFER THE SAID LAND TO BE USED BY ANY ASSEMBLY OF PERSONS OR IN SUCH A MANNER AS MIGHT ATTRACT OR BEING TOGETHER AN ASSEMBLY OF PERSONS THEREON.

5. THE GRANTORS, FOR THEMSELVES, THEIR HEIRS, SUCCESSORS AND ASSIGNS, DO THEREBY FURTHER GIVE AND GRANT TO THE GRANTEE A CONTINUING RIGHT OF ENTRY UPON THE AFORESAID LAND FOR THE PURPOSE OF REMOVING AND PREVENTING THE CONSTRUCTION OR ERECTION OF ANY BUILDINGS, STRUCTURES, OR FACILITIES AND THE GROWTH OF ANY TREES OR OTHER OBJECTS UPON THE LAND, OTHER THAN THOSE THEREIN EXPRESSLY EXCEPTED.

6. IT IS UNDERSTOOD AND AGREED THAT THESE COVENANTS AND AGREEMENTS SHALL BE BINDING UPON THE HEIRS, ADMINISTRATORS, EXECUTORS AND ASSIGNS OF THE PARTIES, THAT THESE COVENANTS AND AGREEMENTS SHALL RUN WITH THE LAND.

4. **PARCEL 7 – EASEMENT TO THE GROUND:** 1. THE EASEMENT GRANTS THE EASEMENT HOLDER A PERPETUAL AVIATION EASEMENT AND RIGHT-OF-WAY FOR THE UNOBSTRUCTED AND UNRESTRICTED FLIGHT OF AIRCRAFT IN, THROUGH, AND ACROSS THE AIRSPACE OVER AND ABOVE THE DESCRIBED LANDS, AT ANY ALTITUDE OR HEIGHT ABOVE THE SURFACE OF THE LAND.

2. THE GRANTORS, FOR THEMSELVES, THEIR HEIRS, SUCCESSORS AND ASSIGNS DO THEREBY COVENANT AND AGREE THAT THEY WILL NOT ERECT, MAINTAIN OR ALLOW ANY BUILDINGS, STRUCTURES, OR OBJECTS TO REMAIN OR BE PLACED ON THE REAL ESTATE DESCRIBED IN PARAGRAPH 1 THEREIN; PROVIDED; HOWEVER, THAT THE GRANTORS RESERVE UNTO THEMSELVES, THEIR HEIRS, SUCCESSORS AND ASSIGNS, THE RIGHT OF USE OF SAID LAND FOR CROP FARMING PURPOSES, (EXCLUDING TREE FARMS) TO A HEIGHT NOT TO EXCEED 10 FEET ABOVE THE GROUND, AND MAY BRING FARM MACHINERY ON THE LAND TEMPORARILY AS NECESSARY TO CARRY OUT FARMING TASKS.

3. AND FURTHER, THAT THE USE OF THE LAND SHALL NOT CREATED OR CAUSE INTERFERENCE WITH THE OPERATION OF RADIO OR ELECTRICAL FACILITIES ON THE AIRPORT OR WITH RADIO OR ELECTRONIC COMMUNICATIONS BETWEEN THE AIRPORT AND THE AIRCRAFT, OR IN A MANNER WHICH MAKES IT DIFFICULT FOR PILOTS TO DISTINGUISH BETWEEN AIRPORT LIGHTS AND OTHER LIGHTS, RESULTS IN GLARE IN THE EYES OF PILOTS USING THE AIRPORT AND IMPAIRS VISIBILITY IN THE VICINITY OF THE AIRPORT.

4. THE GRANTORS, FOR THEMSELVES, THEIR HEIRS, SUCCESSORS AND ASSIGNS, DO THEREBY FURTHER COVENANT AND AGREE THAT THEY WILL NOT USE OR SUFFER THE SAID LAND TO BE USED BY ANY ASSEMBLY OF PERSONS OR IN SUCH A MANNER AS MIGHT ATTRACT OR BEING TOGETHER AN ASSEMBLY OF PERSONS THEREON.

5. THE GRANTORS, FOR THEMSELVES, THEIR HEIRS, SUCCESSORS AND ASSIGNS, DO THEREBY FURTHER GIVE AND GRANT TO THE GRANTEE A CONTINUING RIGHT OF ENTRY UPON THE AFORESAID LAND FOR THE PURPOSE OF REMOVING AND PREVENTING THE CONSTRUCTION OR ERECTION OF ANY BUILDINGS, STRUCTURES, OR FACILITIES AND THE GROWTH OF ANY TREES OR OTHER OBJECTS UPON THE LAND, OTHER THAN THOSE THEREIN EXPRESSLY EXCEPTED.

6. IT IS UNDERSTOOD AND AGREED THAT THESE COVENANTS AND AGREEMENTS SHALL BE BINDING UPON THE HEIRS, ADMINISTRATORS, EXECUTORS AND ASSIGNS OF THE PARTIES, THAT THESE COVENANTS AND AGREEMENTS SHALL RUN WITH THE LAND.

5. **PARCEL 8 – EASEMENT TO THE GROUND:** 1. THE EASEMENT GRANTS THE EASEMENT HOLDER A PERPETUAL AVIATION EASEMENT AND RIGHT-OF-WAY FOR THE UNOBSTRUCTED AND UNRESTRICTED FLIGHT OF AIRCRAFT IN, THROUGH, AND ACROSS THE AIRSPACE OVER AND ABOVE THE DESCRIBED LANDS, AT ANY ALTITUDE OR HEIGHT ABOVE THE SURFACE OF THE LAND.

2. THE GRANTORS, FOR THEMSELVES, THEIR HEIRS, SUCCESSORS AND ASSIGNS DO THEREBY COVENANT AND AGREE THAT THEY WILL NOT ERECT, MAINTAIN OR ALLOW ANY BUILDINGS, STRUCTURES, OR OBJECTS TO REMAIN OR BE PLACED ON THE REAL ESTATE DESCRIBED IN PARAGRAPH 1 THEREIN; PROVIDED; HOWEVER, THAT THE GRANTORS RESERVE UNTO THEMSELVES, THEIR HEIRS, SUCCESSORS AND ASSIGNS, THE RIGHT OF USE OF SAID LAND FOR CROP FARMING PURPOSES, (EXCLUDING TREE FARMS) TO A HEIGHT NOT TO EXCEED 10 FEET ABOVE THE GROUND, AND MAY BRING FARM MACHINERY ON THE LAND TEMPORARILY AS NECESSARY TO CARRY OUT FARMING TASKS.

3. AND FURTHER, THAT THE USE OF THE LAND SHALL NOT CREATED OR CAUSE INTERFERENCE WITH THE OPERATION OF RADIO OR ELECTRICAL FACILITIES ON THE AIRPORT OR WITH RADIO OR ELECTRONIC COMMUNICATIONS BETWEEN THE AIRPORT AND THE AIRCRAFT, OR IN A MANNER WHICH MAKES IT DIFFICULT FOR PILOTS TO DISTINGUISH BETWEEN AIRPORT LIGHTS AND OTHER LIGHTS, RESULTS IN GLARE IN THE EYES OF PILOTS USING THE AIRPORT AND IMPAIRS VISIBILITY IN THE VICINITY OF THE AIRPORT.

4. THE GRANTORS, FOR THEMSELVES, THEIR HEIRS, SUCCESSORS AND ASSIGNS, DO THEREBY FURTHER COVENANT AND AGREE THAT THEY WILL NOT USE OR SUFFER THE SAID LAND TO BE USED BY ANY ASSEMBLY OF PERSONS OR IN SUCH A MANNER AS MIGHT ATTRACT OR BEING TOGETHER AN ASSEMBLY OF PERSONS THEREON.

5. THE GRANTORS, FOR THEMSELVES, THEIR HEIRS, SUCCESSORS AND ASSIGNS, DO THEREBY FURTHER GIVE AND GRANT TO THE GRANTEE A CONTINUING RIGHT OF ENTRY UPON THE AFORESAID LAND FOR THE PURPOSE OF REMOVING AND PREVENTING THE CONSTRUCTION OR ERECTION OF ANY BUILDINGS, STRUCTURES, OR FACILITIES AND THE GROWTH OF ANY TREES OR OTHER OBJECTS UPON THE LAND, OTHER THAN THOSE THEREIN EXPRESSLY EXCEPTED.

6. IT IS UNDERSTOOD AND AGREED THAT THESE COVENANTS AND AGREEMENTS SHALL BE BINDING UPON THE HEIRS, ADMINISTRATORS, EXECUTORS AND ASSIGNS OF THE PARTIES, THAT THESE COVENANTS AND AGREEMENTS SHALL RUN WITH THE LAND.

6. **PARCEL 15 – EASEMENT TO THE GROUND:** 1. THE EASEMENT GRANTS THE EASEMENT HOLDER A PERPETUAL AVIATION EASEMENT AND RIGHT-OF-WAY FOR THE UNOBSTRUCTED AND UNRESTRICTED FLIGHT OF AIRCRAFT IN, THROUGH, AND ACROSS THE AIRSPACE OVER AND ABOVE THE DESCRIBED LANDS, AT ANY ALTITUDE OR HEIGHT ABOVE THE SURFACE OF THE LAND.

2. THE GRANTORS, FOR THEMSELVES, THEIR HEIRS, SUCCESSORS AND ASSIGNS DO THEREBY COVENANT AND AGREE THAT THEY WILL NOT ERECT, MAINTAIN OR ALLOW ANY BUILDINGS, STRUCTURES, OR OBJECTS TO REMAIN OR BE PLACED ON THE REAL ESTATE DESCRIBED IN PARAGRAPH 1 THEREIN; PROVIDED; HOWEVER, THAT THE GRANTORS RESERVE UNTO THEMSELVES, THEIR HEIRS, SUCCESSORS AND ASSIGNS, THE RIGHT OF USE OF SAID LAND FOR CROP FARMING PURPOSES, (EXCLUDING TREE FARMS) TO A HEIGHT NOT TO EXCEED 10 FEET ABOVE THE GROUND, AND MAY BRING FARM MACHINERY ON THE LAND TEMPORARILY AS NECESSARY TO CARRY OUT FARMING TASKS.

3. AND FURTHER, THAT THE USE OF THE LAND SHALL NOT CREATED OR CAUSE INTERFERENCE WITH THE OPERATION OF RADIO OR ELECTRICAL FACILITIES ON THE AIRPORT OR WITH RADIO OR ELECTRONIC COMMUNICATIONS BETWEEN THE AIRPORT AND THE AIRCRAFT, OR IN A MANNER WHICH MAKES IT DIFFICULT FOR PILOTS TO DISTINGUISH BETWEEN AIRPORT LIGHTS AND OTHER LIGHTS, RESULTS IN GLARE IN THE EYES OF PILOTS USING THE AIRPORT AND IMPAIRS VISIBILITY IN THE VICINITY OF THE AIRPORT.

4. THE GRANTORS, FOR THEMSELVES, THEIR HEIRS, SUCCESSORS AND ASSIGNS, DO THEREBY FURTHER COVENANT AND AGREE THAT THEY WILL NOT USE OR SUFFER THE SAID LAND TO BE USED BY ANY ASSEMBLY OF PERSONS OR IN SUCH A MANNER AS MIGHT ATTRACT OR BEING TOGETHER AN ASSEMBLY OF PERSONS THEREON.

5. THE GRANTORS, FOR THEMSELVES, THEIR HEIRS, SUCCESSORS AND ASSIGNS, DO THEREBY FURTHER GIVE AND GRANT TO THE GRANTEE A CONTINUING RIGHT OF ENTRY UPON THE AFORESAID LAND FOR THE PURPOSE OF REMOVING AND PREVENTING THE CONSTRUCTION OR ERECTION OF ANY BUILDINGS, STRUCTURES, OR FACILITIES AND THE GROWTH OF ANY TREES OR OTHER OBJECTS UPON THE LAND, OTHER THAN THOSE THEREIN EXPRESSLY EXCEPTED.

6. IT IS UNDERSTOOD AND AGREED THAT THESE COVENANTS AND AGREEMENTS SHALL BE BINDING UPON THE HEIRS, ADMINISTRATORS, EXECUTORS AND ASSIGNS OF THE PARTIES, THAT THESE COVENANTS AND AGREEMENTS SHALL RUN WITH THE LAND.

7. **PARCEL 16 – EASEMENT TO THE GROUND:** 1. THE EASEMENT GRANTS THE EASEMENT HOLDER A PERPETUAL AVIATION EASEMENT AND RIGHT-OF-WAY FOR THE UNOBSTRUCTED AND UNRESTRICTED FLIGHT OF AIRCRAFT IN, THROUGH, AND ACROSS THE AIRSPACE OVER AND ABOVE THE DESCRIBED LANDS, AT ANY ALTITUDE OR HEIGHT ABOVE THE SURFACE OF THE LAND.

2. THE GRANTORS, FOR THEMSELVES, THEIR HEIRS, SUCCESSORS AND ASSIGNS DO THEREBY COVENANT AND AGREE THAT THEY WILL NOT ERECT, MAINTAIN OR ALLOW ANY BUILDINGS, STRUCTURES, OR OBJECTS TO REMAIN OR BE PLACED ON THE REAL ESTATE DESCRIBED IN PARAGRAPH 1 THEREIN; PROVIDED; HOWEVER, THAT THE GRANTORS RESERVE UNTO THEMSELVES, THEIR HEIRS, SUCCESSORS AND ASSIGNS, THE RIGHT OF USE OF SAID LAND FOR CROP FARMING PURPOSES, (EXCLUDING TREE FARMS) TO A HEIGHT NOT TO EXCEED 10 FEET ABOVE THE GROUND, AND MAY BRING FARM MACHINERY ON THE LAND TEMPORARILY AS NECESSARY TO CARRY OUT FARMING TASKS.

3. AND FURTHER, THAT THE USE OF THE LAND SHALL NOT CREATED OR CAUSE INTERFERENCE WITH THE OPERATION OF RADIO OR ELECTRICAL FACILITIES ON THE AIRPORT OR WITH RADIO OR ELECTRONIC COMMUNICATIONS BETWEEN THE AIRPORT AND THE AIRCRAFT, OR IN A MANNER WHICH MAKES IT DIFFICULT FOR PILOTS TO DISTINGUISH BETWEEN AIRPORT LIGHTS AND OTHER LIGHTS, RESULTS IN GLARE IN THE EYES OF PILOTS USING THE AIRPORT AND IMPAIRS VISIBILITY IN THE VICINITY OF THE AIRPORT.

4. THE GRANTORS, FOR THEMSELVES, THEIR HEIRS, SUCCESSORS AND ASSIGNS, DO THEREBY FURTHER COVENANT AND AGREE THAT THEY WILL NOT USE OR SUFFER THE SAID LAND TO BE USED BY ANY ASSEMBLY OF PERSONS OR IN SUCH A MANNER AS MIGHT ATTRACT OR BEING TOGETHER AN ASSEMBLY OF PERSONS THEREON.

5. THE GRANTORS, FOR THEMSELVES, THEIR HEIRS, SUCCESSORS AND ASSIGNS, DO THEREBY FURTHER GIVE AND GRANT TO THE GRANTEE A CONTINUING RIGHT OF ENTRY UPON THE AFORESAID LAND FOR THE PURPOSE OF REMOVING AND PREVENTING THE CONSTRUCTION OR ERECTION OF ANY BUILDINGS, STRUCTURES, OR FACILITIES AND THE GROWTH OF ANY TREES OR OTHER OBJECTS UPON THE LAND, OTHER THAN THOSE THEREIN EXPRESSLY EXCEPTED.

6. IT IS UNDERSTOOD AND AGREED THAT THESE COVENANTS AND AGREEMENTS SHALL BE BINDING UPON THE HEIRS, ADMINISTRATORS, EXECUTORS AND ASSIGNS OF THE PARTIES, THAT THESE COVENANTS AND AGREEMENTS SHALL RUN WITH THE LAND.

8. **PARCEL 17 – EASEMENT TO THE GROUND:** 1. THE EASEMENT GRANTS THE EASEMENT HOLDER A PERPETUAL AVIATION EASEMENT AND RIGHT-OF-WAY FOR THE UNOBSTRUCTED AND UNRESTRICTED FLIGHT OF AIRCRAFT IN, THROUGH, AND ACROSS THE AIRSPACE OVER AND ABOVE THE DESCRIBED LANDS, AT ANY ALTITUDE OR HEIGHT ABOVE THE SURFACE OF THE LAND.

2. THE GRANTORS, FOR THEMSELVES, THEIR HEIRS, SUCCESSORS AND ASSIGNS DO THEREBY COVENANT AND AGREE THAT THEY WILL NOT ERECT, MAINTAIN OR ALLOW ANY BUILDINGS, STRUCTURES, OR OBJECTS TO REMAIN OR BE PLACED ON THE REAL ESTATE DESCRIBED IN PARAGRAPH 1 THEREIN; PROVIDED; HOWEVER, THAT THE GRANTORS RESERVE UNTO THEMSELVES, THEIR HEIRS, SUCCESSORS AND ASSIGNS, THE RIGHT OF USE OF SAID LAND FOR CROP FARMING PURPOSES, (EXCLUDING TREE FARMS) TO A HEIGHT NOT TO EXCEED 10 FEET ABOVE THE GROUND, AND MAY BRING FARM MACHINERY ON THE LAND TEMPORARILY AS NECESSARY TO CARRY OUT FARMING TASKS.

3. AND FURTHER, THAT THE USE OF THE LAND SHALL NOT CREATED OR CAUSE INTERFERENCE WITH THE OPERATION OF RADIO OR ELECTRICAL FACILITIES ON THE AIRPORT OR WITH RADIO OR ELECTRONIC COMMUNICATIONS BETWEEN THE AIRPORT AND THE AIRCRAFT, OR IN A MANNER WHICH MAKES IT DIFFICULT FOR PILOTS TO DISTINGUISH BETWEEN AIRPORT LIGHTS AND OTHER LIGHTS, RESULTS IN GLARE IN THE EYES OF PILOTS USING THE AIRPORT AND IMPAIRS VISIBILITY IN THE VICINITY OF THE AIRPORT.

4. THE GRANTORS, FOR THEMSELVES, THEIR HEIRS, SUCCESSORS AND ASSIGNS, DO THEREBY FURTHER COVENANT AND AGREE THAT THEY WILL NOT USE OR SUFFER THE SAID LAND TO BE USED BY ANY ASSEMBLY OF PERSONS OR IN SUCH A MANNER AS MIGHT ATTRACT OR BEING TOGETHER AN ASSEMBLY OF PERSONS THEREON.

5. THE GRANTORS, FOR THEMSELVES, THEIR HEIRS, SUCCESSORS AND ASSIGNS, DO THEREBY FURTHER GIVE AND GRANT TO THE GRANTEE A CONTINUING RIGHT OF ENTRY UPON THE AFORESAID LAND FOR THE PURPOSE OF REMOVING AND PREVENTING THE CONSTRUCTION OR ERECTION OF ANY BUILDINGS, STRUCTURES, OR FACILITIES AND THE GROWTH OF ANY TREES OR OTHER OBJECTS UPON THE LAND, OTHER THAN THOSE THEREIN EXPRESSLY EXCEPTED.

6. IT IS UNDERSTOOD AND AGREED THAT THESE COVENANTS AND AGREEMENTS SHALL BE BINDING UPON THE HEIRS, ADMINISTRATORS, EXECUTORS AND ASSIGNS OF THE PARTIES, THAT THESE COVENANTS AND AGREEMENTS SHALL RUN WITH THE LAND.

9. **PARCEL 18 – EASEMENT TO THE GROUND:** 1. THE EASEMENT GRANTS THE EASEMENT HOLDER A PERPETUAL AVIATION EASEMENT AND RIGHT-OF-WAY FOR THE UNOBSTRUCTED AND UNRESTRICTED FLIGHT OF AIRCRAFT IN, THROUGH, AND ACROSS THE AIRSPACE OVER AND ABOVE THE DESCRIBED LANDS, AT ANY ALTITUDE OR HEIGHT ABOVE THE SURFACE OF THE LAND.

2. THE GRANTORS, FOR THEMSELVES, THEIR HEIRS, SUCCESSORS AND ASSIGNS DO THEREBY COVENANT AND AGREE THAT THEY WILL NOT ERECT, MAINTAIN OR ALLOW ANY BUILDINGS, STRUCTURES, OR OBJECTS TO REMAIN OR BE PLACED ON THE REAL ESTATE DESCRIBED IN PARAGRAPH 1 THEREIN; PROVIDED; HOWEVER, THAT THE GRANTORS RESERVE UNTO THEMSELVES, THEIR HEIRS, SUCCESSORS AND ASSIGNS, THE RIGHT OF USE OF SAID LAND FOR CROP FARMING PURPOSES, (EXCLUDING TREE FARMS) TO A HEIGHT NOT TO EXCEED 10 FEET ABOVE THE GROUND, AND MAY BRING FARM MACHINERY ON THE LAND TEMPORARILY AS NECESSARY TO CARRY OUT FARMING TASKS.

3. AND FURTHER, THAT THE USE OF THE LAND SHALL NOT CREATED OR CAUSE INTERFERENCE WITH THE OPERATION OF RADIO OR ELECTRICAL FACILITIES ON THE AIRPORT OR WITH RADIO OR ELECTRONIC COMMUNICATIONS BETWEEN THE AIRPORT AND THE AIRCRAFT, OR IN A MANNER WHICH MAKES IT DIFFICULT FOR PILOTS TO DISTINGUISH BETWEEN AIRPORT LIGHTS AND OTHER LIGHTS, RESULTS IN GLARE IN THE EYES OF PILOTS USING THE AIRPORT AND IMPAIRS VISIBILITY IN THE VICINITY OF THE AIRPORT.

4. THE GRANTORS, FOR THEMSELVES, THEIR HEIRS, SUCCESSORS AND ASSIGNS, DO THEREBY FURTHER COVENANT AND AGREE THAT THEY WILL NOT USE OR SUFFER THE SAID LAND TO BE USED BY ANY ASSEMBLY OF PERSONS OR IN SUCH A MANNER AS MIGHT ATTRACT OR BEING TOGETHER AN ASSEMBLY OF PERSONS THEREON.

5. THE GRANTORS, FOR THEMSELVES, THEIR HEIRS, SUCCESSORS AND ASSIGNS, DO THEREBY FURTHER GIVE AND GRANT TO THE GRANTEE A CONTINUING RIGHT OF ENTRY UPON THE AFORESAID LAND FOR THE PURPOSE OF REMOVING AND PREVENTING THE CONSTRUCTION OR ERECTION OF ANY BUILDINGS, STRUCTURES, OR FACILITIES AND THE GROWTH OF ANY TREES OR OTHER OBJECTS UPON THE LAND, OTHER THAN THOSE THEREIN EXPRESSLY EXCEPTED.

6. IT IS UNDERSTOOD AND AGREED THAT THESE COVENANTS AND AGREEMENTS SHALL BE BINDING UPON THE HEIRS, ADMINISTRATORS, EXECUTORS AND ASSIGNS OF THE PARTIES, THAT THESE COVENANTS AND AGREEMENTS SHALL RUN WITH THE LAND.

10. **PARCEL 20 – AVIGATION EASEMENT:** 1. A PERPETUAL AVIGATION EASEMENT AND RIGHT-OF-WAY FOR THE UNOBSTRUCTED AND UNRESTRICTED FLIGHT OF AIRCRAFT IN, THROUGH, AND ACROSS THE AIRSPACE OVER AND ABOVE THE DESCRIBED LAND, AT ANY ALTITUDE OR HEIGHT ABOVE THE SURFACE OF THE LAND.

2. THE GRANTORS, FOR THEMSELVES, THEIR HEIRS, SUCCESSORS AND ASSIGNS, DO THEREBY COVENANT AND AGREE THAT THEY WILL NOT ERECT, MAINTAIN OR ALLOW ANY BUILDINGS, STRUCTURES, OR OBJECTS TO REMAIN OR BE PLACED ON THE REAL ESTATE DESCRIBED IN PARAGRAPH 1 THEREIN, OR PERMIT ANY GROWTHS THEREON; PROVIDED, HOWEVER, THAT THE GRANTORS RESERVE UNTO THEMSELVES, THEIR HEIRS, SUCCESSORS AND ASSIGNS, THE RIGHT OF USE OF THE SAID LAND FOR CROP FARMING PURPOSES AND MAY BRING FARM MACHINERY ON THE LAND TEMPORARILY AS NECESSARY TO CARRY OUT FARMING TASKS.

3. THE GRANTORS, FOR THEMSELVES, THEIR HEIRS, SUCCESSORS AND ASSIGNS, DO THEREBY FURTHER COVENANT AND AGREE THAT THEY WILL NOT USE OR SUFFER THE SAID LAND TO BE USED BY ANY ASSEMBLY OF PERSONS OR IN SUCH A MANNER AS MIGHT ATTRACT OR BRING TOGETHER AN ASSEMBLY OF PERSONS THEREON.

4. THE GRANTORS, FOR THEMSELVES, THEIR HEIRS, SUCCESSORS AND ASSIGNS, DO THEREBY FURTHER GIVE AND GRANT TO THE GRANTEE A CONTINUING RIGHT OF ENTRY UPON THE AFORESAID LAND FOR THE PURPOSE OF REMOVING AND PREVENTING THE CONSTRUCTION OR ERECTION OF ANY BUILDINGS, STRUCTURES, OR FACILITIES AND THE GROWTH OF ANY TREES OR OTHER OBJECTS UPON THE LAND, OTHER THAN THOSE THEREIN EXPRESSLY EXCEPTED.

5. IT IS UNDERSTOOD AND AGREED THAT THESE COVENANTS AND AGREEMENTS SHALL BE BINDING UPON THE HEIRS, ADMINISTRATORS, EXECUTORS AND ASSIGNS OF THE PARTIES, THAT THESE COVENANTS AND AGREEMENTS SHALL RUN WITH THE LAND, AND THAT FOR THE PURPOSES FOR THE INSTRUMENT, THE REAL ESTATE DESCRIBED IN PARAGRAPH 1 AND OWNED BY THE GRANTORS SHALL BE THE SERVIENT TENEMENT, AND THE DESCRIBED LAND, OWNED BY THE GRANTEE, SHALL BE THE DOMINANT TENEMENT.

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Short Elliott Hendrickson Inc.
3535 Vadnais Center Drive
St. Paul, MN 55110-3507
651.490.2000
800.325.2055
651.490.2150 fax
www.sehinc.com



GLENCOE MUNICIPAL AIRPORT
GLENCOE, MINNESOTA

AIRPORT LAYOUT PLAN SET

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_____	DESIGNER:	JMZ
_____	DRAWN BY:	BRW
_____	QA/QC:	BRW
_____	DESIGN TEAM	
NO. MARK DATE DESCRIPTION		
	REVISIONS	

DESIGNER: JMZ
DRAFTSMAN: BRW
QA/QC: BRW
DESIGN TEAM

EXHIBIT "A" AIRPORT PROPERTY
INVENTORY MAP
(SHEET 4 OF 4)

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SHEET NO.

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