

**MANKATO
REGIONAL AIRPORT
ZONING ORDINANCE**

May 16, 2006

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TITLE AND INTRODUCTION

MANKATO REGIONAL AIRPORT ZONING ORDINANCE ***MANKATO REGIONAL AIRPORT JOINT AIRPORT ZONING BOARD***

AN ORDINANCE REGULATING AND RESTRICTING THE HEIGHT OF STRUCTURES AND OBJECTS OF NATURAL GROWTH, AND OTHERWISE REGULATING THE USE OF PROPERTY, IN THE VICINITY OF THE MANKATO REGIONAL AIRPORT BY CREATING THE APPROPRIATE ZONES AND ESTABLISHING THE BOUNDARIES THEREOF; PROVIDING FOR CHANGES IN THE RESTRICTIONS AND BOUNDARIES OF SUCH ZONES; DEFINING CERTAIN TERMS USED HEREIN; REFERRING TO THE MANKATO REGIONAL AIRPORT ZONING MAP WHICH IS INCORPORATED IN AND MADE A PART OF THIS ORDINANCE; PROVIDING FOR ENFORCEMENT; ESTABLISHING A BOARD OF ADJUSTMENT; AND IMPOSING PENALTIES.

IT IS HEREBY ORDAINED BY THE MANKATO REGIONAL AIRPORT JOINT AIRPORT ZONING BOARD PURSUANT TO THE AUTHORITY CONFERRED BY MINNESOTA STATUTES SECTION 360.061 THROUGH 360.074, AS FOLLOWS:

SECTION I: PURPOSE AND AUTHORITY

The Mankato Regional Airport Joint Airport Zoning Board, created and established by joint action of the City Council of the City of Mankato, the Board of Commissioners of Blue Earth County, the Board of Commissioners of Le Sueur County, the Board of Commissioners of Nicollet County; the City Council of St. Peter, and the Town Boards of Le Ray and Lime Townships, pursuant to the provisions and authority of Minnesota Statutes Section 360.063, hereby finds and declares that:

- A. The Mankato Regional Airport is deemed a beneficial essential public service that provides an important public need and serves a public good.
- B. An airport hazard endangers the lives and property of users of Mankato Regional Airport, and property or occupants of land in its vicinity; and also if the obstructive type, in effect reduces the size of the area available for the landing, takeoff, and maneuvering of aircraft, thus tending to destroy or impair the utility of said Airport and the public investment therein.
- C. The creation or establishment of an airport hazard is a public nuisance and an injury to the region served by the Mankato Regional Airport.
- D. For the protection of the public health, safety, order, convenience, prosperity, and general welfare, and for the promotion of the most appropriate use of land, it is necessary to prevent the creation of establishment of airport hazards.
- E. The prevention of these airport hazards should be accomplished, to the extent legally possible, by the exercise of the police power without compensation.
- F. The prevention of the creation or establishment of airport hazards, and the elimination, removal, alteration, mitigation, or marking and lighting of existing airport hazards are public purposes for which political subdivisions may raise and expend public funds.
- G. This Ordinance hereby supercedes the Airport Zoning Ordinance adopted on July 21, 1975.

SECTION II: SHORT TITLE

This Ordinance shall be known as the “Mankato Regional Airport Zoning Ordinance.” Those sections of land affected by this Ordinance are indicated in Exhibit “A”, which is attached to this Ordinance.

SECTION III: DEFINITIONS

As used in this Ordinance, unless the context otherwise requires:

“*AIRPORT*” means the Mankato Regional Airport located in parts of Sections 23, 24, 25, and 26 of Lime Township, Blue Earth County, Minnesota.

“*AIRPORT ELEVATION*” means the established elevation of the highest point on the usable landing area which elevation is established to be 1021 feet above mean sea level.

“*AIRPORT HAZARD*” means any structure, tree, or use of land which obstructs the air space required for, or is otherwise hazardous to, the flight of aircraft in landing or taking off at the airport; and any use of land which is hazardous to persons or property because of its proximity to the airport.

“*CITY-COUNTY ADMINISTRATOR*” means the Blue Earth County, City of Mankato, Zoning Administrator.

“*COMMISSIONER*” means the Commissioner of the Minnesota Department of Transportation.

“*DWELLING*” means any building or portion thereof designed or used as a residence or sleeping place of one or more persons.

“*ESTABLISHED RESIDENTIAL NEIGHBORHOOD IN A BUILT UP URBAN AREA*” (ERN - BUUA) means an area which, if it existed on or before January 1, 1978, (for low density structures and lots) and an area which, if it existed on or before July 2, 1979, (all other land uses) shall be considered a conforming use that shall not be prohibited except as provided below in SECTION V B 5, EXEMPTIONS - ESTABLISHED RESIDENTIAL NEIGHBORHOODS.

The following criteria shall be applied and considered in determining what constitutes an ERN-BUUA:

- (1) Location of the Airport
- (2) Nature of the terrain within Safety Zones A and B.
- (3) Existing land uses and character of the neighborhood around the airport.
- (4) Population of the community.
- (5) That the average population density in all areas within one mile of any point on a runway be equal to or greater than one dwelling unit per acre.
- (6) Population density near the airport compared with population density in other areas of the community.
- (7) The age, and the economic, political, and social stability of the neighborhood and the community as a whole.

- (8) The proximity of supporting school, commercial, religious, transportation and other facilities, and their degree of integration with residential land uses.
- (9) Presence or absence of public utilities including, but not limited to, public sanitary sewer system, electric service and gas mains.
- (10) Whether or not the factors listed in subparagraphs (8) and (9) above tend to make the community surrounding the airport a self-sufficient unit.
- (11) Whether the areas within one mile of the perimeter of the airport property would be considered primarily residential in character.
- (12) Other material factors deemed relevant by the governmental unit in distinguishing the area in question as established, residential, urban and built-up.

“*HEIGHT*,” for the purpose of determining the height limits in all zones set forth in this Ordinance and shown on the zoning map, the datum shall be mean sea level elevation unless otherwise specified.

“*INSTRUMENT RUNWAY*” means a runway equipped or to be equipped with a precision electronic navigation air or landing aid or other air navigation facilities suitable to permit the landing of aircraft by an instrument approach under restricted visibility conditions.

“*LANDING AREA*” means the area of the airport used for the landing, taking off, or taxiing of aircraft.

“*LOW DENSITY RESIDENTIAL STRUCTURE*” means a single-family or two-family home.

“*LOW DENSITY RESIDENTIAL LOT*” means a single lot located in an area which is zoned for single-family or two-family residences and in which the predominant land use is such type of residences.

“*NONCONFORMING USE*” means any pre-existing structure, tree, natural growth, or land use which is inconsistent with the provisions of this Ordinance or an amendment hereto.

“*NON-INSTRUMENT RUNWAY*” means a runway other than an instrument runway.

“*NONPRECISION INSTRUMENT RUNWAY*” means a runway having an existing or planned straight-in instrument approach procedure utilizing air navigation facilities with only horizontal guidance, and for which no precision approach facilities are planned or indicated on an approved planning document.

“*OTHER THAN UTILITY RUNWAY*” means a runway that is constructed for and intended to be used by jet aircraft or aircraft of more than 12,500 pounds maximum gross weight; or is 4,900 feet or more in length.

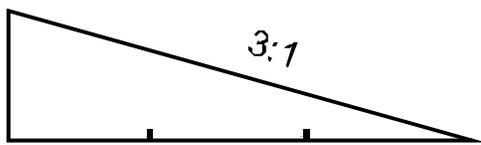
“*PERSON*” means an individual, firm, partnership, corporation, company, association, joint stock association, or body politic, and includes a trustee, receiver, assignee, administrator, executor, guardian, or other representative.

“*PLANNED,*” as used in this Ordinance, refers only to those proposed future airport developments that are so indicated on a planning document having the approval of the Federal Aviation Administration, Minnesota Department of Transportation Office of Aeronautics, and Mankato Regional Airport.

“*PRECISION INSTRUMENT RUNWAY*” means a runway having an existing instrument approach procedure utilizing an Instrument Landing System (ILS), or a Precision Approach Radar (PAR). Also, a runway for which a precision instrument approach system is planned and is so indicated on an approved planning document.

RUNWAY” means any existing or planned paved surface or turf covered area of the airport which is specifically designated and used or planned to be used for the landing and/or taking off of aircraft.

“*SLOPE*” means an incline from the horizontal expressed in an arithmetic ratio of horizontal magnitude to vertical magnitude.



Slope = 3:1 = 3 feet horizontal to 1 foot vertical

“*STRUCTURE*” means an object constructed or installed by man, including, but without limitations, buildings, towers, smokestacks, and overhead transmission lines.

“*TRAVERSE WAYS,*” for the purpose of determining height limits as set forth in this Ordinance, shall be increased in height by 17 feet for interstate highways; 15 feet for all other public roadways; 10 feet or the height of the highest mobile object that would normally traverse the road, whichever is greater, for private roads; 23 feet for railroads; and for waterways and all other traverse ways not previously mentioned, an amount equal to the height of the highest mobile object that would normally traverse it.

“*TREE*” means any object of natural growth.

“*UTILITY RUNWAY*” means a runway that is constructed for, and intended to be used by propeller-driven aircraft of 12,500 pounds maximum gross weight and less; and is less than 4,900 feet in length.

“*VISUAL RUNWAY*” means a runway intended solely for the operation of aircraft using visual approach procedures, with no straight-in instrument approach procedure and no instrument designation indicated on an approved planning document.

“*WATER SURFACES*” for the purpose of this ordinance, shall have the same meaning as land for the establishment of protected zones.

SECTION IV: AIR SPACE OBSTRUCTION ZONING

For purposes of this Ordinance, Runway 15-33 is a “Precision Instrument Runway,” and Runway 4-22 is an “Other than Utility Runway”.

A. AIR SPACE ZONES

In order to carry out the purpose of this Ordinance, as set forth above, the following air space zones are hereby established: Primary Zone, Horizontal Zone, Conical Zone, Approach Zone, Precision Instrument Approach Zone, and Transitional Zone, and whose locations and dimensions are as follows:

1. PRIMARY ZONE

All that land which lies directly under an imaginary primary surface longitudinally centered on a runway and:

- a. The length of the primary surface is:
 - Extending 200 feet beyond the end of Runway 15.
 - Extending 200 feet beyond each end of Runway 4-22.
- b. The elevation of any point on the primary surface is the same as the elevation of the nearest point on the runway centerline. The width of the primary surface is:
 - 1000 feet for Runway 15-33.
 - 500 feet for Runway 4-22.

2. HORIZONTAL ZONE

All that land which lies directly under an imaginary horizontal surface 150 feet above the established airport elevation, or a height of 1171 feet above mean sea level, the perimeter of which is constructed by swinging arcs of specified radii from the center of each end of the primary surface of each runway and connecting the adjacent arcs by lines tangent to those arcs. The radius of each arc of Runways 4-22 and 15-33 is 10,000 feet.

3. CONICAL ZONE

All that land which lies directly under an imaginary conical surface extending upward and outward from the periphery of the horizontal surface at a slope of 20:1 for a horizontal distance of 4,000 feet as measured outward from the periphery of the horizontal surface.

4. NON-PRECISION APPROACH ZONE

All that land which lies directly under an imaginary approach surface longitudinally centered on the extended centerline at each end of a runway. The inner edge of the approach surface is at the same width and elevation as, and coincides with, the end of the primary surface. The approach surface inclines upward and outward at a slope of 34:1 for Runway 4-22. The approach surface expands uniformly to a width of 3,500 feet for Runway 4-22 at a distance of 10,000 feet, and then continues at the same rate of divergence to the periphery of the conical surface.

5. PRECISION INSTRUMENT APPROACH ZONE

All that land which lies directly under an imaginary precision instrument approach surface longitudinally centered on the extended centerline at each end of Runway 15-33, a precision instrument runway. The inner edge of the precision instrument approach surface is at the same width and elevation as, and coincides with, the end of the primary surface. The precision instrument approach surface inclines upward and outward at a slope of 50:1 for a horizontal distance of 10,000 feet expanding uniformly to a width of 4,000 feet, then continues upward and outward for an additional horizontal distance of 40,000 feet at a slope of 40:1, expanding uniformly to an ultimate width of 16,000 feet.

6. TRANSITIONAL ZONE

All that land which lies directly under an imaginary surface extending upward and outward at right angles to the runway centerline and centerline extended at a slope of 7:1 from the sides of the primary surfaces and from the sides of the approach surfaces until they intersect the horizontal surface or the conical surface. Transitional surfaces for those portions of the precision instrument approach surface which project through and beyond the limits of the conical surface, extend a distance of 5,000 feet measured horizontally from the edge of the precision instrument approach surface and at right angles to the extended precision instrument runway centerline.

B. HEIGHT RESTRICTIONS

Except as otherwise provided in this Ordinance, and except as necessary and incidental to airport operations, no structure or tree shall be constructed, altered, maintained, or allowed to grow in any air space zone created in SECTION IV A so as to project above any of the imaginary air space surfaces described in said SECTION IV A hereof. Where an area is covered by more than one height limitation, the more restrictive limitation shall prevail.

C. BOUNDARY LIMITATIONS

The air space obstruction height zoning restrictions set forth in this section shall apply for a distance not to exceed one and one half miles beyond the perimeter of the airport boundary and in that portion of an airport hazard area under the approach zone for a distance not exceeding two miles from the airport boundary.

SECTION V: LAND USE SAFETY ZONING

A. SAFETY ZONE BOUNDARIES

In order to carry out the purpose of this Ordinance, as set forth above, to restrict those uses which may be hazardous to the operational safety of aircraft operating to and from the Mankato Regional Airport, and, furthermore, to limit population and building density in the runway approach areas, thereby creating sufficient open space to protect life and property in case of an accident, there are hereby created and established the following land use safety zones, which are illustrated in Exhibits B and C:

1. SAFETY ZONE A

All land in that portion of the approach zones of a runway, as defined in SECTION IV A hereof, which extends outward from the end of the primary surface a distance equal to two-thirds of the planned length of the runway, which distance shall be:

- a. As illustrated in Exhibits B and C for Runway 15-33.
- b. 2667 feet for Runway 4-22.

2. SAFETY ZONE B

All land in that portion of the approach zones of a runway, as defined in SECTION IV A hereof, which extends outward from Safety Zone A a distance equal to one-third of the planned length of the runway, which distance shall be:

- a. As illustrated in Exhibits B and C for Runway 15-33.
- b. 1333 feet for Runway 4-22.

3. SAFETY ZONE C

All that land enclosed within the area defined as a distance of the lesser of 1.5 miles from the Airport property as it exists on May 16, 2006, or 10,000 feet from the end of the primary surface develops the horizontal zone, as defined in SUBSECTION IV A hereof, and which is not included in Safety Zone A or Safety Zone B.

4. EXCEPTIONS – ESTABLISHED RESIDENTIAL NEIGHBORHOODS

There are no areas designated as Established Residential Neighborhoods in Built-Up Urban Areas, based upon the state of development of the areas on July 2, 1979.

B. USE RESTRICTIONS

1. GENERAL

Subject at all times to the height restrictions set forth in SECTION IV B, no use shall be made of any land in any of the safety zones defined in SECTION V A 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, make 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 Subsection IV B and to the general restrictions contained in Subsection V B 1, areas designated as Zone A shall contain no buildings, temporary structures, exposed transmission lines, or other similar above-ground land use structural hazards, and shall be restricted to those uses which will not create, attract, or bring together an assembly of persons thereon. Permitted uses may include, but are not limited to, such uses as agriculture (seasonal crops), horticulture, animal husbandry, raising of livestock, wildlife habitat, light outdoor recreation (non-spectator), cemeteries, and automobile parking.

3. ZONE B

Subject at all times to the height restrictions set forth in Subsection IV B, and to the general restrictions contained in Subsection V B 1, areas designated as Zone B shall be restricted in use as follows:

- a. Each use shall be on a site whose area shall not be less than three acres.
- b. Each use shall not create, attract, or bring together a site population that would exceed 15 times that of the site acreage
- c. Each site shall have no more than one building plot upon which any number of structures may be erected.
- d. A building plot shall be a single, uniform, and non-contrived area, whose shape is uncomplicated and whose area shall not exceed the following minimum ratios with respect to the total site area:

| Site Area | | Ratio of Building Site Area to Bldg. Plot Area | Max. Site Plot Area (sq. ft.) | Population (15 persons/acre) |
|-------------------------|------------------------------|---|--------------------------------------|-------------------------------------|
| At least (acres) | But Less Than (acres) | | | |
| 3 | 4 | 12:1 | 10,900 | 45 |
| 4 | 6 | 10:1 | 17,400 | 60 |
| 6 | 10 | 8:1 | 32,700 | 90 |
| 10 | 20 | 6:1 | 72,600 | 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, motels, trailer courts, campgrounds, and other places of frequent public or semi-public assembly.

4. ZONE C

Zone C is subject to the height restrictions set forth in SECTION IV B, and to the general restrictions contained in SECTION V B 1. Residential building eligibility within the area illustrated on Exhibit B and Exhibit C bounded by a red dashed line, labeled as 1975 Zoning Boundary, shall be limited to a maximum of one dwelling unit per 40 acres, except as follows:

- a. Within Lime Township, existing and as permitted in the Lime Township Land Use Ordinance dated July 1998, residential building eligibility shall be limited to a maximum of one dwelling unit per 40 acres or qualifying bonus lots within an agricultural zoning district or existing lot of record within a residential district.
- b. Within Le Sueur County, residential building eligibility shall as permitted in the Le Sueur County Zoning Ordinance dated June 27, 1996.

Residential building eligibility for areas between the 1975 Zoning Boundary and the 2006 Zoning Boundary shall be as provided for in the local zoning ordinance.

5. EXCEPTIONS – ESTABLISHED RESIDENTIAL NEIGHBORHOODS

There are no areas designated as Established Residential Neighborhoods in Built-Up Urban Areas, based upon the state of development of the areas on July 2, 1979.

C. BOUNDARY LIMITATIONS

The land use zoning restrictions set forth in Sections V.B.2, V.B.3, and V.B.4 shall apply for a distance not to exceed one mile beyond the perimeter of the airport boundary and in that portion of an airport hazard area under the approach zone for a distance not exceeding two miles from the airport boundary.

SECTION VI: AIRPORT MAPS

The several zones herein established are shown on the Mankato Regional Airport Zoning Maps identified as Exhibits B through I consisting of 10 sheets, prepared by Bolton & Menk, Inc., and dated May 16, 2006, attached hereto and made a part hereof, which maps, together with such amendments thereto as may from time to time be made, and all notations, references, elevations, data, zone boundaries, and other information thereon, shall be and the same is hereby adopted as part of this Ordinance.

SECTION VII: NONCONFORMING USES

Regulations not retroactive. The regulations prescribed by this Ordinance shall not be construed to require the removal, lowering, or other changes or alteration of any structure or tree not conforming to the regulations as of the effective date of this Ordinance, or otherwise interfere with the continuance of any nonconforming use. Nothing herein contained shall require any change in the construction, alteration, or intended use of any structure, the construction or alteration of which was begun prior to the effective date of this Ordinance, and is diligently prosecuted and completed within two years thereof.

SECTION VIII: PERMITS

A. FUTURE USES

Except as specifically provided in Paragraphs 1 and 2 hereunder, no material change shall be made in the use of land and no structure shall be erected, altered, or otherwise established in any zone hereby created unless a permit therefore shall have been applied for and granted by the zoning administrator, hereinafter, provided for. Each application for a permit shall indicate the purpose for which the permit is desired, with sufficient particularity to permit it to conform to the regulations herein prescribed. If such determination is in the affirmative, the permit shall be granted.

1. However, a permit for a tree or structure of less than 75 feet of vertical height above the ground shall not be required in the horizontal and conical zones or in any approach and transitional zones beyond a horizontal distance of 4,200 feet from each end of the runway except when such tree or structure, because of terrain, land contour, or topographic features, would extend the height or land use limit prescribed for the respective zone.
2. Nothing contained in this foregoing exception shall be construed as permitting or intending to permit any construction, alteration, or growth of any structure or tree in excess of any of the height limitations established by this ordinance as set forth in SECTION IV and the land use limitations set forth in SECTION V.

B. EXISTING USES

Before any existing use or structure may be replaced, substantially altered or repaired, or rebuilt within any zone established herein, a permit must be secured authorizing such replacement, change, or repair. No permit shall be granted that would allow the establishment or creation of an airport hazard or permit a nonconforming use, structure, or tree to become a greater hazard to air navigation than it was on the effective date of this Ordinance or any amendments thereto, or than it is when the application for a permit is made. Except as indicated, all applications for such a permit shall be granted.

C. NONCONFORMING USES ABANDONED OR DESTROYED

Whenever the zoning administrator determines that a nonconforming structure or tree has been abandoned or more than 50% torn down, deteriorated, or decayed, no permit shall be granted that would allow such structure or tree to exceed the applicable height limit or otherwise deviate from the zoning regulations. Whether application is made for a permit under this paragraph or not, the zoning administrator may order the owner of the abandoned or partially destroyed nonconforming structure, at his own expense, to lower, remove, reconstruct, or equip the same in the manner necessary to conform to the provisions of this Ordinance. In the event the owner of the nonconforming structure shall neglect or refuse to comply with such order for ten days after receipt of written notice of such order, the zoning administrator may, by appropriate legal action, proceed to have the abandoned or partially destroyed nonconforming structure lowered, removed, reconstructed, or equipped and assess

the cost and expense thereof against the land on which the structure is or was located. Unless such an assessment is paid within ninety days from the service of notice thereof on the owner of the land, the sum shall bear interest at the rate of eight percent per annum from the date the cost and expense is incurred until paid, and shall be collected in the same manner as are general taxes.

SECTION IX: VARIANCES

Any person desiring to erect or increase the height of any structure, permit the growth of any tree, or use his property not in accordance with the regulations prescribed in this Ordinance may apply to the Board of Adjustment, hereinafter provided for, for a variance from such regulations. If the Board of Adjustment fails to grant or deny the variance within 60 days after the City of Mankato Zoning Administrator receives the application by certified mail, or as provided for within Minnesota State Statutes 15.99, the variance shall be deemed to be granted by the Board. When the variance is granted by reason of the failure of the Board to act on the variance, the person receiving the variance shall notify the Board and the Commissioner, by certified mail, that the variance has been granted. The applicant shall include a copy of the original application for the variance with this notice to the Commissioner. The variance shall be effective sixty days after this notice is received by the Commissioner subject to any action taken by the Commissioner pursuant to Minnesota Statutes Section 360.063, Subdivision 6a. Such variances shall be allowed where it is duly found that a literal application or enforcement of the regulations would result in practical difficulty or unnecessary hardship, and relief granted would not be contrary to the public interest but do substantial justice and be in accordance with the spirit of this Ordinance provided any variance so allowed may be subject to any reasonable conditions that the Board or Commissioner may deem necessary to effectuate the purpose of this Ordinance.

SECTION X: HAZARD MARKING AND LIGHTING

A. NONCONFORMING USES

The owner of any nonconforming structure or tree is hereby required to permit the installation, operation, and maintenance thereon of such markers and lights as shall be deemed necessary by the zoning administrator, to indicate to the operators of aircraft in the vicinity of the airport the presence of such airport hazards. Such markers and lights shall be installed, operated, and maintained at the expense of the Mankato Regional Airport.

B. PERMITS AND VARIANCES

Any permit or variance deemed advisable to effectuate the purpose of this Ordinance and be reasonable in the circumstances, and granted by the zoning administrator or Board, shall require the owner of the structure or tree in question, at his own expense, to install, operate, and maintain thereon such markers and lights as may be necessary to indicate to pilots the presence of an airport hazard.

SECTION XI: AIRPORT ZONING ADMINISTRATOR

It shall be the duty of the City of Mankato, Blue Earth County, and Le Sueur County Zoning Administrators to administer and enforce the regulations prescribed herein, based on the area they have jurisdictional authority over. Applications for permits and variances shall be made to the appropriate jurisdiction's zoning administrator upon a form furnished by them. Permit applications shall be promptly considered and granted or denied by them in accordance with the regulations prescribed herein. Variance applications shall be forthwith transmitted by the appropriate jurisdiction's Zoning Administrator to the City of Mankato Zoning Administrator for action by the Board of Adjustment, hereinafter provided for.

SECTION XII: BOARD OF ADJUSTMENT

A. ESTABLISHMENT

The Board of Adjustment for the Airport Zoning Ordinance shall be comprised of one non-elected (i.e. not elected in any capacity), appointed person identified by the City of Mankato City Council, Blue Earth County Board of Commissioners, Le Sueur County Board of Commissioners, Lime Township Board of Supervisors, and Le Ray Township Board of Supervisors for a term of three years at their individual government's annual organization meeting. The City of Mankato's appointment shall serve as Chair of the Board of Adjustment.

B. POWERS

The Board of Adjustment shall have and exercise the following powers:

1. Hear and decide appeals from any order, requirement, decision, or determination made by administrator in the enforcement of this Ordinance.

2. Hear and decide special exceptions to the terms of this Ordinance upon which such Board of Adjustment under such regulations may be required to pass.
3. Hear and decide specific variances.

C. PROCEDURES

1. A request for a variance or an appeal to the Zoning Administrator's ruling shall be filed with the Zoning Administrator of the City of Mankato. The City of Mankato Zoning Administrator shall forward the request to the Minnesota Department of Transportation Office of Aeronautics for review and comment prior to consideration of the request by the Board of Adjustment.
2. Rules governing the Board of Adjustment shall be consistent with those established by the City of Mankato and the provisions of this Ordinance. Meetings of the Board of Adjustment shall be held at the call of the Zoning Administrator of the City of Mankato or chairperson and at such other times as the Board of Adjustment may determine. The chairperson, or in his/her absence the acting chairperson, may administer oaths and compel the attendance of witnesses. All hearings of the Board of Adjustment shall be public. The Board of Adjustment shall keep minutes of its proceedings showing the vote of each member upon each question or, if absent or failing to vote, indicating such fact, and shall keep records of its examinations and other official actions, all of which shall immediately be filed in the office of the Zoning Administrator and County Recorder's Office to serve as the public record.
3. The Board of Adjustment shall make written findings of facts and conclusions of law giving the facts upon which it acted and its legal conclusions from such facts in reversing, affirming, or modifying any order, requirement, decision, or determination which comes before it under the provisions of this ordinance.
4. The concurring vote of a majority of the members of the Board of Adjustment shall be sufficient to reverse any order, requirement, decision, or determination of the Zoning Administrator or to decide in favor of the applicant on any matter upon which it is required to pass under this Ordinance, or to effect any variation in this Ordinance.

SECTION XIII: APPEALS

- A. Any person aggrieved, or any taxpayer affected by any decision of the Zoning Administrator made in his administration of this Ordinance may appeal to the Board of Adjustment. Such appeals may also be made by any governing body of a municipality, county, or airport zoning board, which is of the opinion that a decision of the Zoning Administrator is an improper application of this Ordinance as it concerns such governing body or board.
- B. All appeals hereunder must be commenced within 30 days of the Zoning Administrator's decision, by filing with the Zoning Administrator of the City of Mankato a notice of appeal specifying the grounds thereof. The City of Mankato Zoning Administrator shall forthwith transmit to the Board of Adjustment all the papers constituting the record upon which the action appealed from was taken. In addition, any person aggrieved, or any taxpayer affected by any decisions of the Zoning Administrator of any jurisdiction made in his administration of this Ordinance who desires to appeal such decision shall submit an application for a variance, by certified mail, to the City of Mankato Zoning Administrator in the manner set forth in Minnesota Statutes Section 360.068, Subdivision 2.
- C. An appeal shall stay all proceedings in furtherance of the action appealed from, unless the Zoning Administrator certifies to the Board of Adjustment after the notice of appeal has been filed with it, that by reason of the facts stated in the certificate a stay would, in his opinion, cause imminent peril to life or property. In such case, proceedings shall not be stayed except by order of the Board of Adjustment on notice to the Zoning Administrator and on due cause shown.
- D. The Board of Adjustment shall fix a reasonable time for hearing appeals, give public notice and due notice to the parties in interest, and decide the same within 60 days of receipt of the application for appeal, or as provided for within Minnesota State Statutes 15.99. Upon the hearing, any party may appear in person, by agent, or by attorney.
- E. The Board of Adjustment may, in conformity with the provisions of this ordinance, reverse or affirm, in whole or in part, or modify the order, requirement, decision or determination appealed from and may make such order, requirement, decision or determination, as may be appropriate under the circumstances, and to that end shall have all the powers of the Zoning Administrator.

SECTION XIV: JUDICIAL REVIEW

Any person aggrieved, or any taxpayer affected by any decision of the Board of Adjustment, or any governing body of a municipality, county, or airport zoning board, which is of the opinion that a decision of the Board of Adjustment is illegal may present to the District Court of the county which the property is located in (Blue Earth County or Le Sueur County), a verified petition setting forth that the decision or action is illegal, in whole or in part, and specifying the grounds of the illegality. Such petition shall be presented to the court within 30 days after the decision is filed in the office of the Board of Adjustment. The petitioner must exhaust the remedies provided in this Ordinance before availing himself of the right to petition a court as provided by this section.

SECTION XV: PENALTIES

Every person who shall construct, establish, substantially change, alter or repair any existing structure of use, or permit the growth of any tree without having complied with the provision of this Ordinance or who, having been granted a permit or variance under the provisions of this Ordinance, shall construct, establish, substantially change or substantially alter or repair any existing growth or structure or permit the growth of any tree, except as permitted by such permit or variance, shall be guilty of a misdemeanor and shall be punished by a fine of not more than \$700 or imprisonment for not more than 90 days or by both. Each day a violation continues to exist shall constitute a separate offence. The airport zoning administrator may enforce all provisions of this Ordinance through such proceedings for injustice relief and other relief as may be proper under the laws of Minnesota Statutes Section 360.073 and other applicable law.

SECTION XVI: CONFLICTS

Where there exists a conflict between any of the regulations or limitations prescribed in this Ordinance and any other regulations applicable to the same area, whether the conflict be with respect to the height of structures or trees, the use of land, or any other matter, the more stringent limitation or regulation shall govern and prevail.

SECTION XVII: SEVERABILITY

- A. In any case in which the provision of this Ordinance, although generally reasonable, is held by a court to interfere with the use or enjoyment of a particular structure or parcel of land to such an extent, or to be so onerous in their application to such a structure or parcel of land, as to constitute a taking or deprivation of that property in violation of the constitution of this state or the constitution of the United States, such holding shall not affect the application of this Ordinance as to other structures and parcels of land, and to this end the provisions of this Ordinance are declared to be severable.
- B. Should any section or provision of this Ordinance be declared by the courts to be unconstitutional or invalid, such decision shall not affect the validity of the Ordinance as a whole or any part thereof other than the parts so declared to be unconstitutional or invalid.

SECTION XVIII: EFFECTIVE DATE

This ordinance shall take effect on the 16th day of May 2006. Copies thereof shall be filed with the Commissioner through the Office of Aeronautics, State of Minnesota, and the Register of Deeds of Blue Earth and Le Sueur Counties, Minnesota. Passed and adopted after public hearing by the Mankato Regional Airport Joint Airport Zoning Board this 16th day of May, 2006.

RESOLUTION NO. 03-2006

A RESOLUTION OF THE MANKATO JOINT AIRPORT ZONING BOARD AS TO FINAL ADOPTION OF A ZONING ORDINANCE

At a meeting of the above Board held on May 16, 2006, Member George Rosati, seconded by Member Robert Kluntz, introduced the following Resolution and moved its adoption.

WHEREAS, A public hearing has been held on a proposed zoning ordinance pursuant to Minnesota Statutes Section 360.065; and

WHEREAS, No changes in said proposed ordinance are necessary;

NOW, THEREFORE, It is hereby resolved as that the Zoning Ordinance and Map attached thereto are hereby adopted.

ROLL CALL table with columns: Member, Voted Aye, Voted Nay, Absent from Voting, Member, Voted Aye, Voted Nay, Absent from Voting. Rows include Chair Patrick Hentges, George Rosati, Najwa Massad, Scott Fichtner, Louise Dickmeyer, Tom Brielmeier, Jo Schultz, John Hinz, David Moratz, Roxy Traxler, Robert Kluntz, Russ Wille, Lewis Giesking, Robert Podradsky, Michael Riley.

Resolution declared passed and certified as a true and correct copy of the original resolution:

Signature of Patrick Hentges, Chair

Attest by notary: The foregoing instrument was acknowledged before me this

30th day of May 20 06

by Terry L. Rosati Notary Public

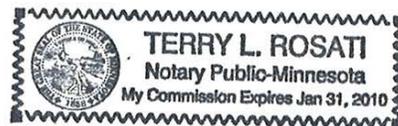
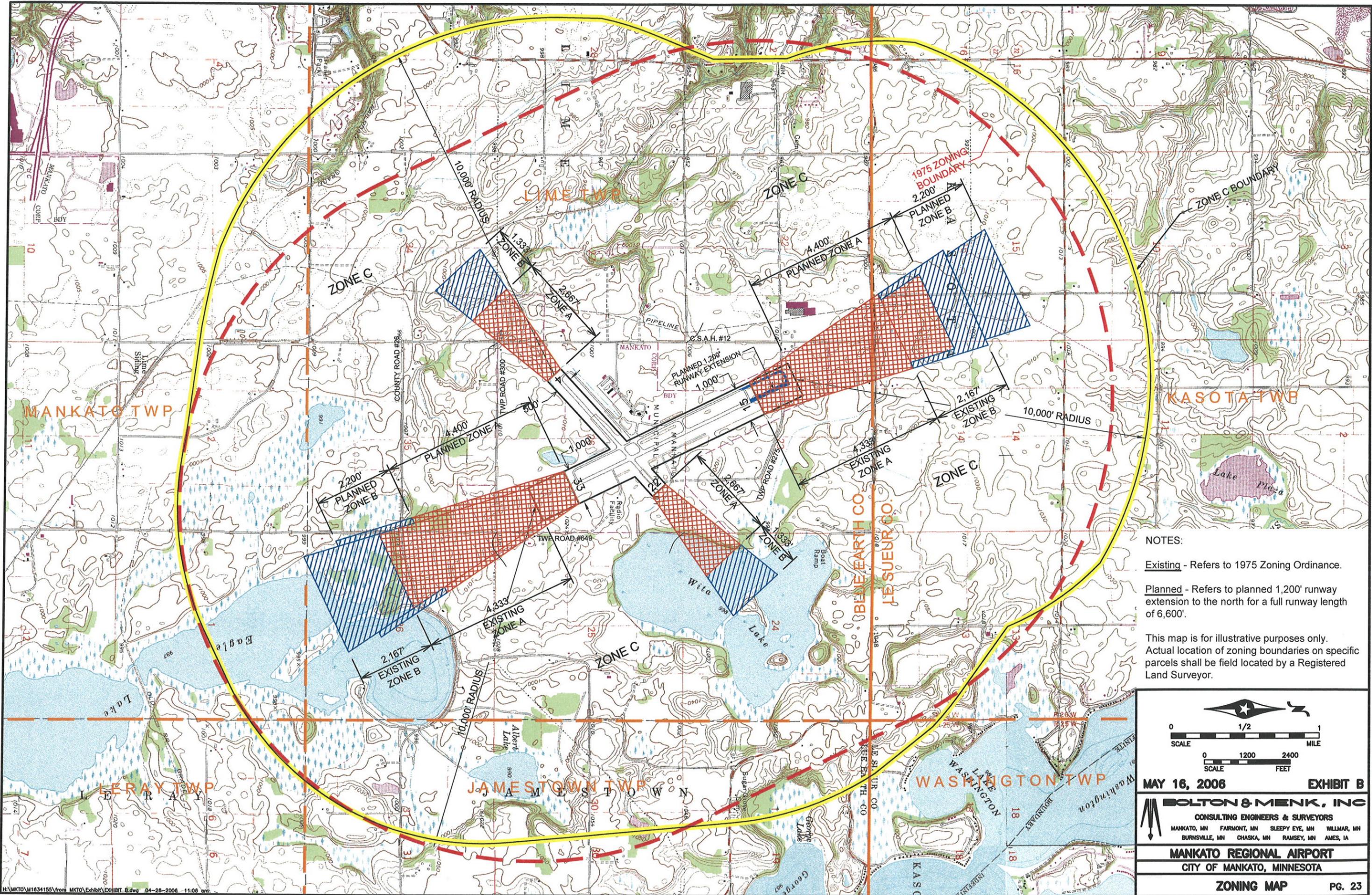


EXHIBIT A – Airspace & Land Use Safety Zoning

MANKATO REGIONAL AIRPORT ZONING ORDINANCE

This Ordinance affects all or a portion of the following sections of land:

| NAME & # OF TOWNSHIP | AIR SPACE OBSTRUCTION ZONING: Section IV of Ordinance and Exhibit D | LAND USE SAFETY ZONING: Section V of Ordinance and Zoning Map Exhibits B & C |
|---|--|--|
| Lime Township T 109 N, R 26 W | Sections: 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 32, 33, 34, 35 & 36 | Sections: 20, 21, 22, 23, 24, 25, 26, 27, 28, 33, 34, 35 & 36 |
| Mankato Township T 108 N, R 26 W | Sections: 1, 2, 3, 4, 5, 9, 10, 11, 12, 13, 14, 24, 25 & 36 | Sections: 1, 2, 3 & 4 |
| Le Ray Township T 108 N, R 25 W | Sections: 5, 6, 7, 8, 9, 16, 17, 18, 19, 20, 21, 22, 26, 27, 28, 29, 30, 31, 32, 33, 34 & 35 | Section: 6 |
| McPherson Township T 107 N, R 25 W | Sections: 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 17 & 18 | None |
| Jamestown Township T 109 N, R 25 W | Sections: 19, 20, 29, 30, 31 & 32 | Sections: 19, 30 & 31 |
| Decoria Township T 107 N, R 26 W | Section: 1 | None |
| Kasota Township T 109 N, R 26 W T 110 N, R, 26 W | Sections: 1, 2, 3, 4, 5, 6, 8, 9, 10, 11, 12, 13, 14, 15, 16 & 17 Sections: 15, 21, 22, 27, 28, 29, 31, 32, 33, 34 & 35 | Sections: 9, 10, 11, 12, 13, 14, 15 & 16 None |
| Washington Township T 109 N, R 25 W | Sections: 7, 17 & 18 | Section: 18 |
| Traverse Township T 110 N, R 27 W T 110 N, R 26 W | Sections: 1, 10, 11, 12, 13, 14 & 15 Sections: 4, 5, 6, 7, 8, 9, 10, 15, 16, 17 & 18 | None None |
| Oshawa Township T 109 N, R 27 W T 109 N, R 26 W | Sections: 23, 24, 25 & 36 Sections: 17, 18, 19, 20, 21, 28, 29, 30 & 31 | None None |



NOTES:

Existing - Refers to 1975 Zoning Ordinance.

Planned - Refers to planned 1,200' runway extension to the north for a full runway length of 6,600'.

This map is for illustrative purposes only. Actual location of zoning boundaries on specific parcels shall be field located by a Registered Land Surveyor.

0 1/2 1
SCALE MILE

0 1200 2400
SCALE FEET

MAY 16, 2006 **EXHIBIT B**

BOLTON & MENK, INC
CONSULTING ENGINEERS & SURVEYORS
MANKATO, MN FARMONT, MN SLEEPY EYE, MN WILLMAR, MN
BURNSVILLE, MN CHASKA, MN RAMSEY, MN AMES, IA

MANKATO REGIONAL AIRPORT
CITY OF MANKATO, MINNESOTA

ZONING MAP **PG. 23**

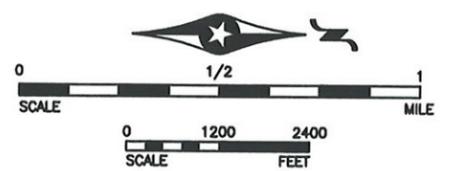


NOTES:

Existing - Refers to 1975 Zoning Ordinance.

Planned - Refers to planned 1,200' runway extension to the north for a full runway length of 6,600'.

This map is for illustrative purposes only. Actual location of zoning boundaries on specific parcels shall be field located by a Registered Land Surveyor.

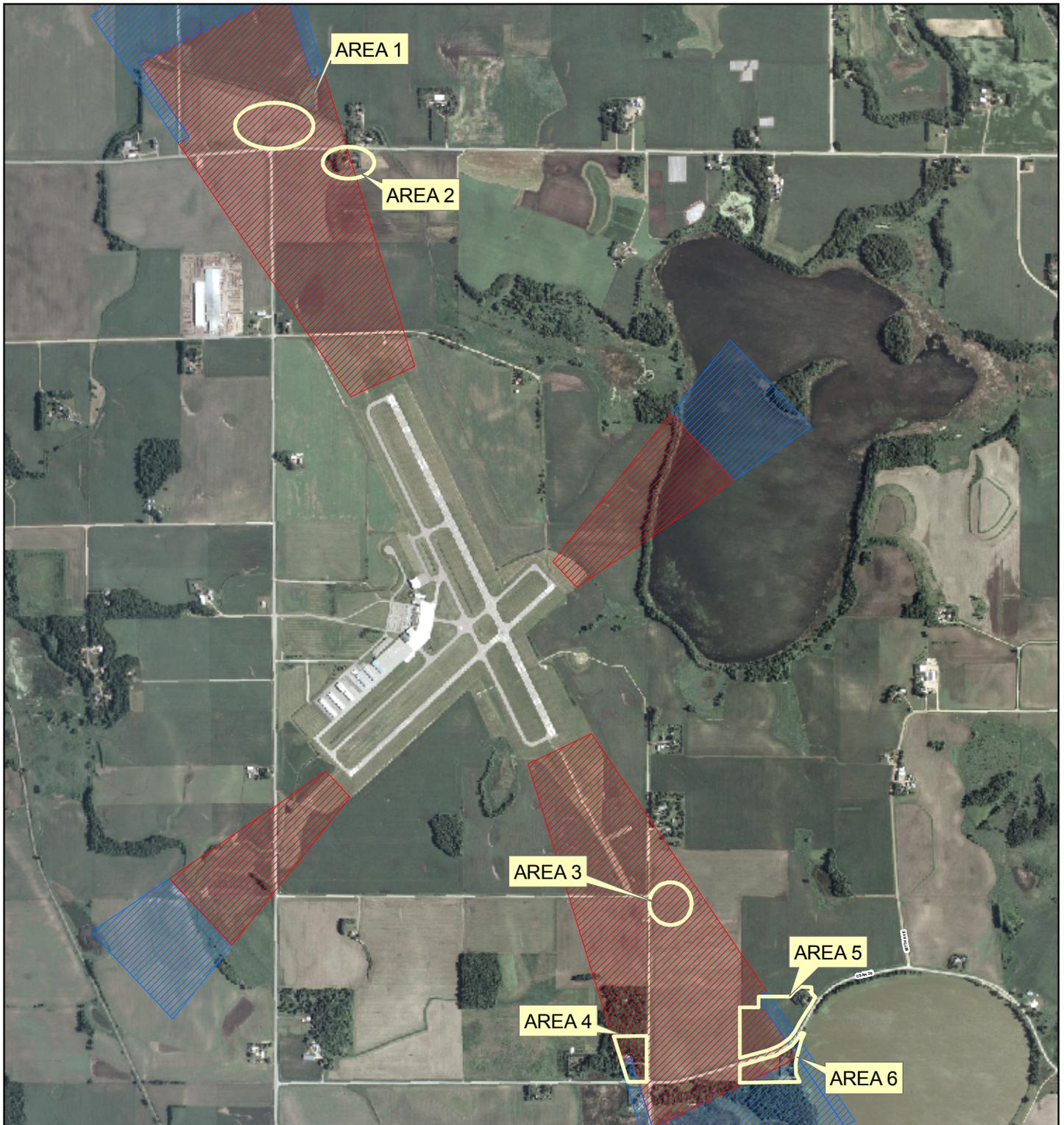


MAY 16, 2006 EXHIBIT C

BOLTON & MENK, INC
 CONSULTING ENGINEERS & SURVEYORS
 MANKATO, MN FARMONT, MN SLEEPY EYE, MN WILLMAR, MN
 BURNSVILLE, MN CHASKA, MN RAMSEY, MN AMES, IA

MANKATO REGIONAL AIRPORT
 CITY OF MANKATO, MINNESOTA

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**MANKATO REGIONAL AIRPORT
ZONING ORDINANCE**

**EXHIBIT D - VARIANCE &
NON-CONFORMITY LOCATIONS**
May 16, 2006

Legend

Land Use Safety Zones

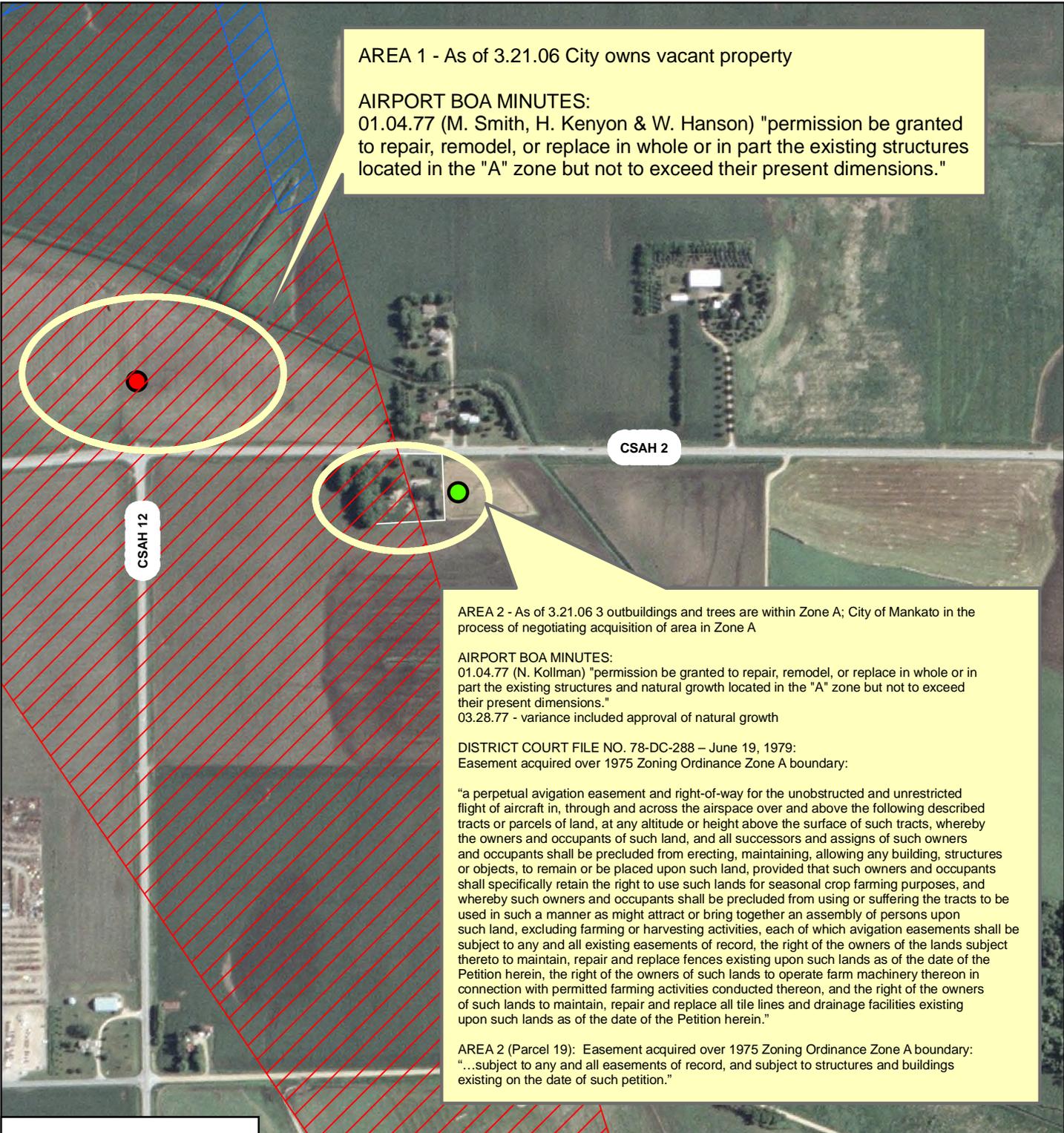
-  Zone A
-  Zone B



Note: This map is for illustrative purposes only. Actual location of zoning boundaries on specific parcels shall be field located by a Registered Land Surveyor.



BOLTON & MENK, INC.
Consulting Engineers & Surveyors



AREA 1 - As of 3.21.06 City owns vacant property

AIRPORT BOA MINUTES:
 01.04.77 (M. Smith, H. Kenyon & W. Hanson) "permission be granted to repair, remodel, or replace in whole or in part the existing structures located in the "A" zone but not to exceed their present dimensions."

AREA 2 - As of 3.21.06 3 outbuildings and trees are within Zone A; City of Mankato in the process of negotiating acquisition of area in Zone A

AIRPORT BOA MINUTES:
 01.04.77 (N. Kollman) "permission be granted to repair, remodel, or replace in whole or in part the existing structures and natural growth located in the "A" zone but not to exceed their present dimensions."
 03.28.77 - variance included approval of natural growth

DISTRICT COURT FILE NO. 78-DC-288 – June 19, 1979:
 Easement acquired over 1975 Zoning Ordinance Zone A boundary:

"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 following described tracts or parcels of land, at any altitude or height above the surface of such tracts, whereby the owners and occupants of such land, and all successors and assigns of such owners and occupants shall be precluded from erecting, maintaining, allowing any building, structures or objects, to remain or be placed upon such land, provided that such owners and occupants shall specifically retain the right to use such lands for seasonal crop farming purposes, and whereby such owners and occupants shall be precluded from using or suffering the tracts to be used in such a manner as might attract or bring together an assembly of persons upon such land, excluding farming or harvesting activities, each of which avigation easements shall be subject to any and all existing easements of record, the right of the owners of the lands subject thereto to maintain, repair and replace fences existing upon such lands as of the date of the Petition herein, the right of the owners of such lands to operate farm machinery thereon in connection with permitted farming activities conducted thereon, and the right of the owners of such lands to maintain, repair and replace all tile lines and drainage facilities existing upon such lands as of the date of the Petition herein."

AREA 2 (Parcel 19): Easement acquired over 1975 Zoning Ordinance Zone A boundary: "...subject to any and all easements of record, and subject to structures and buildings existing on the date of such petition."

Legend

Land Use Safety Zones

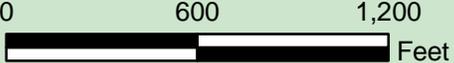
-  Zone A
-  Zone B

Variations & Non-Conformities Status

-  Active
-  Not Active

MANKATO REGIONAL AIRPORT ZONING ORDINANCE

EXHIBIT E - AREAS 1 & 2 VARIANCE & NON-CONFORMITY LOCATIONS
 May 16, 2006



0 600 1,200
 Feet



BOLTON & MENK, INC.
 Consulting Engineers & Surveyors

Note: This map is for illustrative purposes only. Actual location of zoning boundaries on specific parcels shall be field located by a Registered Land Surveyor.

AREA 3 - As of 03.21.06 City owns vacant property

AIRPORT BOA MINUTES:

01.04.77 (E. Schweim) - "permission be granted to repair, remodel, or replace in whole or in part the existing structures [small fuel pump] located in the "A" zone but not to exceed their present dimensions."

AREA 4 - As of 3.21.06 3 out buildings & trees

AIRPORT BOA MINUTES:

01.04.77 (R. Kvittek) - "permission be granted to repair, remodel, or replace in whole or in part the existing structures [mobile home & several outbuildings] located in the "A" zone but not to exceed their present dimensions."

03.28.77 - variance included natural growth for a specific area [approximate area outlined]

DISTRICT COURT FILE NO. 78-DC-288 – June 19, 1979:

Easement acquired over 1975 Zoning Ordinance Zone A boundary:

"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 following described tracts or parcels of land, at any altitude or height above the surface of such tracts, whereby the owners and occupants of such land, and all successors and assigns of such owners and occupants shall be precluded from erecting, maintaining, allowing any building, structures or objects, to remain or be placed upon such land, provided that such owners and occupants shall specifically retain the right to use such lands for seasonal crop farming purposes, and whereby such owners and occupants shall be precluded from using or suffering the tracts to be used in such a manner as might attract or bring together an assembly of persons upon such land, excluding farming or harvesting activities, each of which avigation easements shall be subject to any and all existing easements of record, the right of the owners of the lands subject thereto to maintain, repair and replace fences existing upon such lands as of the date of the Petition herein, the right of the owners of such lands to operate farm machinery thereon in connection with permitted farming activities conducted thereon, and the right of the owners of such lands to maintain, repair and replace all tile lines and drainage facilities existing upon such lands as of the date of the Petition herein."

AREA 4 (Parcel 4A): Easement acquired over 1975 Zoning Ordinance Zone A boundary:

"...subject to any and all easements of record, and subject to structures and buildings existing on the date of such petition and existing trees in yard area near such structures and buildings."

Legend

Land Use Safety Zones

-  Zone A
-  Zone B

Variations & Non-Conformities

Status

-  Active
-  Not Active



Note: This map is for illustrative purposes only. Actual location of zoning boundaries on specific parcels shall be field located by a Registered Land Surveyor.

**MANKATO REGIONAL AIRPORT
ZONING ORDINANCE**

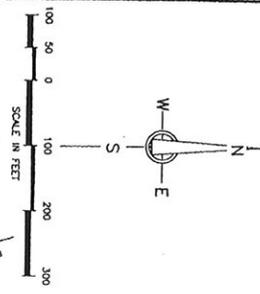
EXHIBIT F - AREAS 3 & 4
VARIANCE & NON-CONFORMITY
LOCATIONS
May 16, 2006



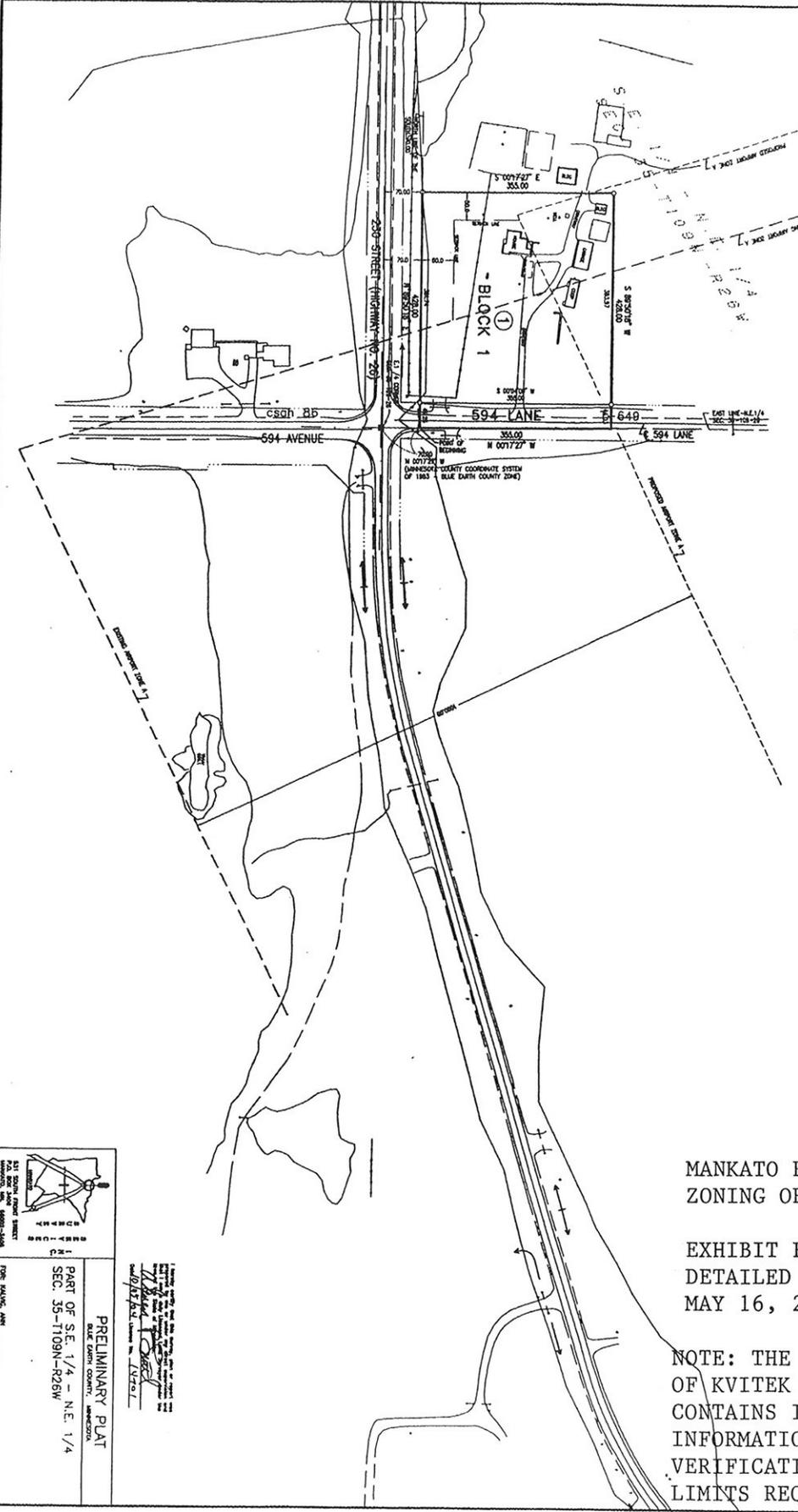
BOLTON & MENK, INC.
Consulting Engineers & Surveyors

KVITEK WILD WOODS

BLUE EARTH COUNTY, MINNESOTA



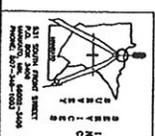
PROJECT: 1/2" ON A 1" = 20'
 LAYER: 1/2" ON A 1" = 20'
 LICENSE: 0013174
 REGISTERED PROFESSIONAL ENGINEER
 MINNESOTA



MANKATO REGIONAL AIRPORT
ZONING ORDINANCE

EXHIBIT F-1- AREA 4
DETAILED INFORMATION
MAY 16, 2006

NOTE: THE PRELIMINARY PLAT
OF KVITEK WILD WOODS
CONTAINS INACCURATE ZONE A
INFORMATION. FIELD
VERIFICATION OF ZONE A
LIMITS REQUIRED.



PRELIMINARY PLAT
 BLUE EARTH COUNTY, MINNESOTA
 PART OF S.E. 1/4 - N.E. 1/4
 SEC. 35-T109N-R25W

FOR: KVLING, ANN
 DATE: OCT. 2004
 SHEET NO. 1 OF 1

AREA 5 - HILGERS' SUBDIVISION No. 2 - as of 03.21.06 only L4 B2 is built upon

AIRPORT BOA MINUTES:

01.04.77 - "...variance to develop, repair, remodel or replace the existing structures and natural growth... except L1 B1, L2 B1 & L3 B1... and a variance to repair, remodel or replace the existing dwelling on L1 B3..."
 03.28.77 - "...to include all those uses permitted in Zone C...except the height limitation is reduced from 100 feet to 60 feet on L1 B2, L1 B3, and L2 B3. Residential uses would be expressly permitted."

CONDITIONAL: SEE DISTRICT COURT NOTES BELOW

AREAS 5 & 6 DISTRICT COURT FILE NO. 78-DC-288 – June 19, 1979:
 Easement acquired over 1975 Zoning Ordinance Zone A boundary:

"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 following described tracts or parcels of land, at any altitude or height above the surface of such tracts, whereby the owners and occupants of such land, and all successors and assigns of such owners and occupants shall be precluded from erecting, maintaining, allowing any building, structures or objects, to remain or be placed upon such land, provided that such owners and occupants shall specifically retain the right to use such lands for seasonal crop farming purposes, and whereby such owners and occupants shall be precluded from using or suffering the tracts to be used in such a manner as might attract or bring together an assembly of persons upon such land, excluding farming or harvesting activities, each of which aviation easements shall be subject to any and all existing easements of record, the right of the owners of the lands subject thereto to maintain, repair and replace fences existing upon such lands as of the date of the Petition herein, the right of the owners of such lands to operate farm machinery thereon in connection with permitted farming activities conducted thereon, and the right of the owners of such lands to maintain, repair and replace all tile lines and drainage facilities existing upon such lands as of the date of the Petition herein."

CONDITIONAL - AREAS 5 & 6 (Parcels 6A and 6B):

Based on previous Board of Adjustment rulings and 78-DC-288 District Court Order, Lot 1, Block 2 Hilgers' Subdivision, Lot 2, Block 2 Hilgers' Subdivision, Lot 1, Block 2 Hilgers' Subdivision No. 2, and Lot 2, Block 3 Hilgers' Subdivision No. 2 shall be considered buildable provided all improvements are located outside of the 1975 "Zone A" zoning boundary and the requirements of the official land use controls in effect at the time of application are met. Lot 2 and Lot 3 Block 1 and the south 10' of Outlot B Hilgers' Subdivision were excluded from easement.

AREA 6 - HILGERS' SUBDIVISION - as of 03.21.06 all lots are vacant

AIRPORT BOA MINUTES:

11.26.73 - "variance... from "use restrictions..., however no structure will be built on any of said lots, the area which exceeds 40,000 feet."
 01.04.77 - "...variance permitting the development and maintenance of the approved subdivision..."
 03.28.77 - "...to include all those uses permitted in Zone C...except the height limitation is reduced from 100 feet to 60 feet. Residential uses would be expressly permitted."

BLUE EARTH COUNTY BOA:

08.13.87 - setback and lot area variances from shoreland regulations for L2 B1 & L3 B1

CONDITIONAL: SEE DISTRICT COURT NOTES ABOVE

Legend

Land Use Safety Zones

-  Zone A
-  Zone B

Variations & Non-Conformities

Status

-  Active
-  Conditional
-  Not Active



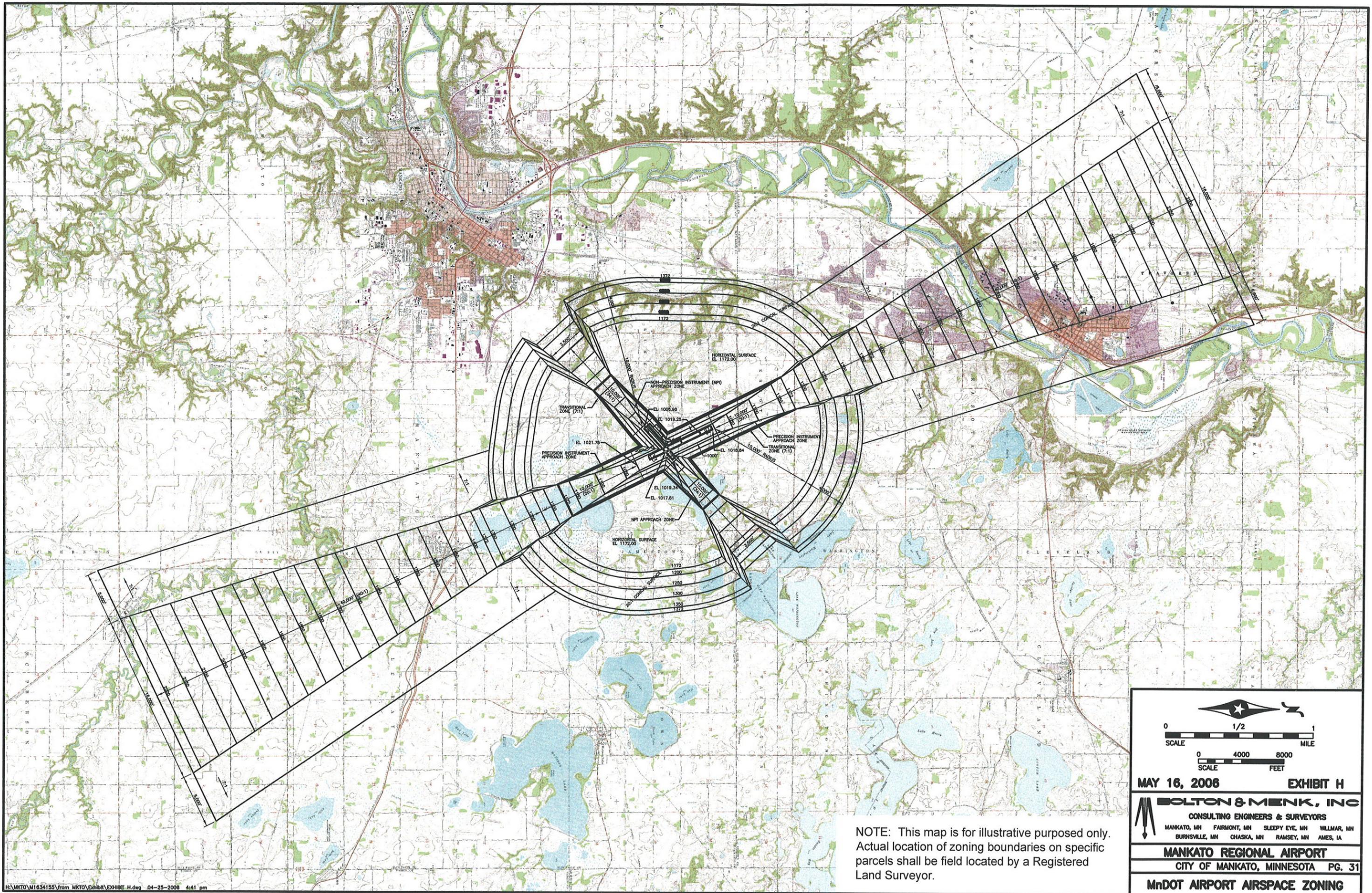
Note: This map is for illustrative purposes only. Actual location of zoning boundaries on specific parcels shall be field located by a Registered Land Surveyor.

MANKATO REGIONAL AIRPORT ZONING ORDINANCE

EXHIBIT G - AREAS 5 & 6
 VARIANCE & NON-CONFORMITY LOCATIONS
 May 16, 2006



BOLTON & MENK, INC.
 Consulting Engineers & Surveyors



NOTE: This map is for illustrative purposes only. Actual location of zoning boundaries on specific parcels shall be field located by a Registered Land Surveyor.

0 1/2 1
SCALE MILE

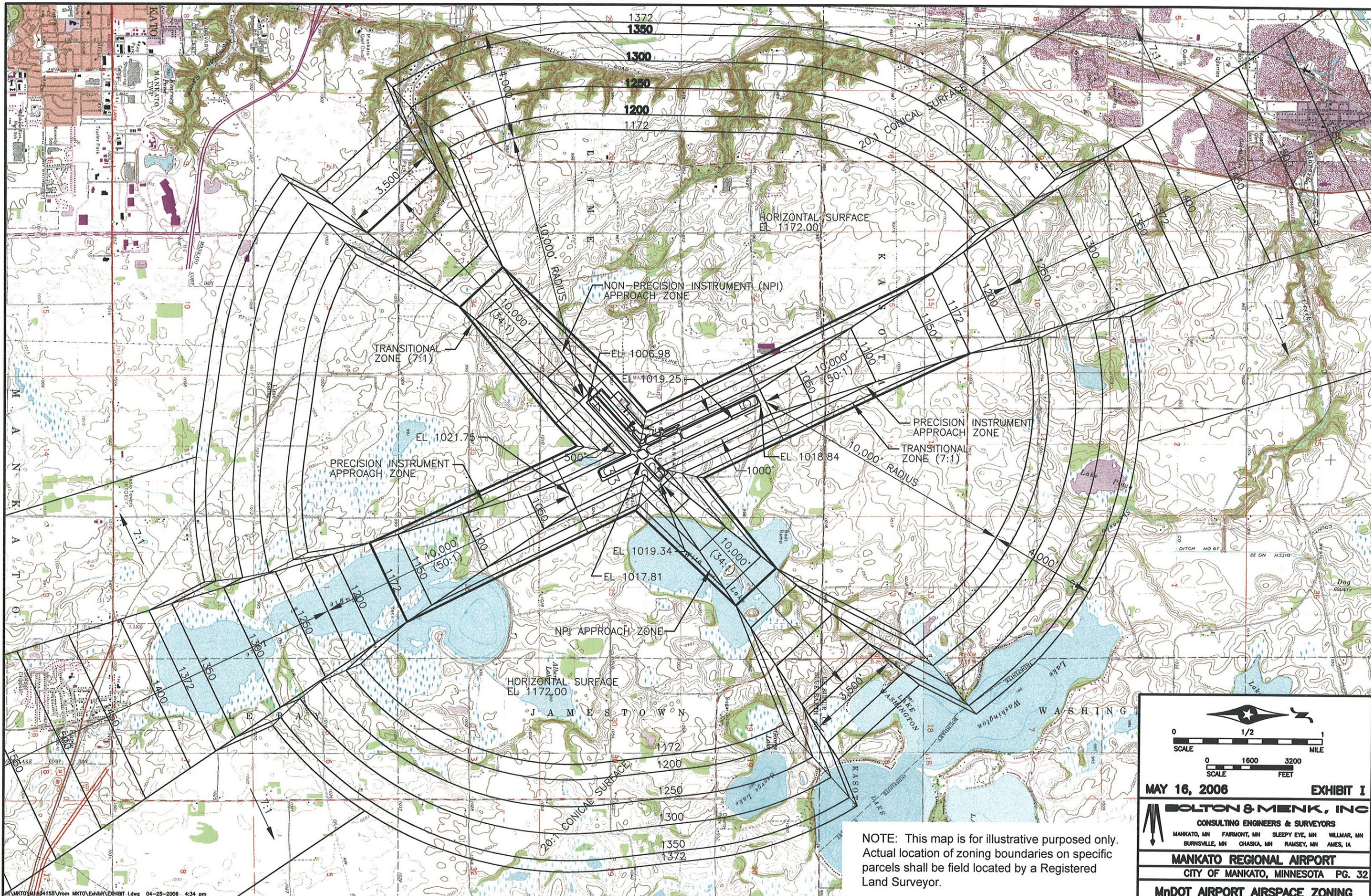
0 4000 8000
SCALE FEET

MAY 16, 2006 EXHIBIT H

BOLTON & MENK, INC
CONSULTING ENGINEERS & SURVEYORS
MANKATO, MN FAIRMONT, MN SLEEPY EYE, MN WILLMAR, MN
BURNSVILLE, MN CHASKA, MN RAMSEY, MN AMES, IA

MANKATO REGIONAL AIRPORT
CITY OF MANKATO, MINNESOTA PG. 31

MnDOT AIRPORT AIRSPACE ZONING



NOTE: This map is for illustrative purposes only. Actual location of zoning boundaries on specific parcels shall be field located by a Registered Land Surveyor.



0 1/2 1
SCALE MILE

0 1600 3200
SCALE FEET

MAY 16, 2006 **EXHIBIT I**

BOLTON & MENK, INC
CONSULTING ENGINEERS & SURVEYORS
MANKATO, MN FARMONT, MN SLEEPY EYE, MN WILLMAR, MN
BURNSVILLE, MN CHASKA, MN RAMSEY, MN AMES, IA

MANKATO REGIONAL AIRPORT
CITY OF MANKATO, MINNESOTA PG. 32

MnDOT AIRPORT AIRSPACE ZONING