

# SOUTHWEST MINNESOTA REGIONAL AIRPORT

## AIRPORT SAFETY ZONING ORDINANCE UPDATE

### PROJECT FACT SHEET



#### Background

The City of Marshall is updating the airport zoning ordinance of the Southwest Minnesota Regional Airport. The airport is an essential public facility.

The purpose of the airport zoning ordinance is to restrict land uses and object heights near the airport to prevent the establishment of airport safety hazards to those on the ground and the flying public. This process will replace the current ordinance adopted in 1978.

The airport zoning process and standards follow Minnesota Statutes Chapter 360 and Minnesota Rules Chapter 8800.2400, respectively.

#### Frequently Asked Questions (FAQs)

##### Why is an airport zoning ordinance needed?

An airport zoning ordinance is needed for the safety of those on the ground and the flying public. Public airports must enact airport zoning to receive funding from MnDOT Office of Aeronautics for operations and airport improvements.

##### Why is the ordinance being updated?

The airport zoning ordinance needs to be updated to protect the existing and future runway configuration shown on the Airport Layout Plan (ALP).

##### Is the SW-MN Regional Airport expanding?

No. The airport has no current plans to extend the runways.

##### What is the Joint Airport Zoning Board?

The Joint Airport Zoning Board (JAZB) is made up of representatives of the affected jurisdictions within the airport hazard area. Local representatives include City of Marshall, City of Ghent, Lyon County, and Grandview Township. The JAZB is responsible for creating and adopting the ordinance.

#### Southwest Minnesota Regional Airport Facts

Owner: City of Marshall

Location: 1 mile west of the City, outside of the Heritage District

Runways: 12/30 (7,221' x 100')

2/20 (3,999' x 75')

Based Aircraft: 31

Average Takeoffs/Landings: 22,995 (est.)



#### Project Contact

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##### Who enforces the ordinance?

The local planning & zoning official within your jurisdiction is responsible for enforcing the ordinance.

##### What are the airport zoning restrictions on my property?

Land use and height restrictions depend on the location of your property relative to the airport. The second page of this fact sheet has proposed airport zoning maps with proposed restrictions.

The proposed restrictions meet *minimum* state laws. No additional restrictions are proposed.

##### Can existing land uses remain?

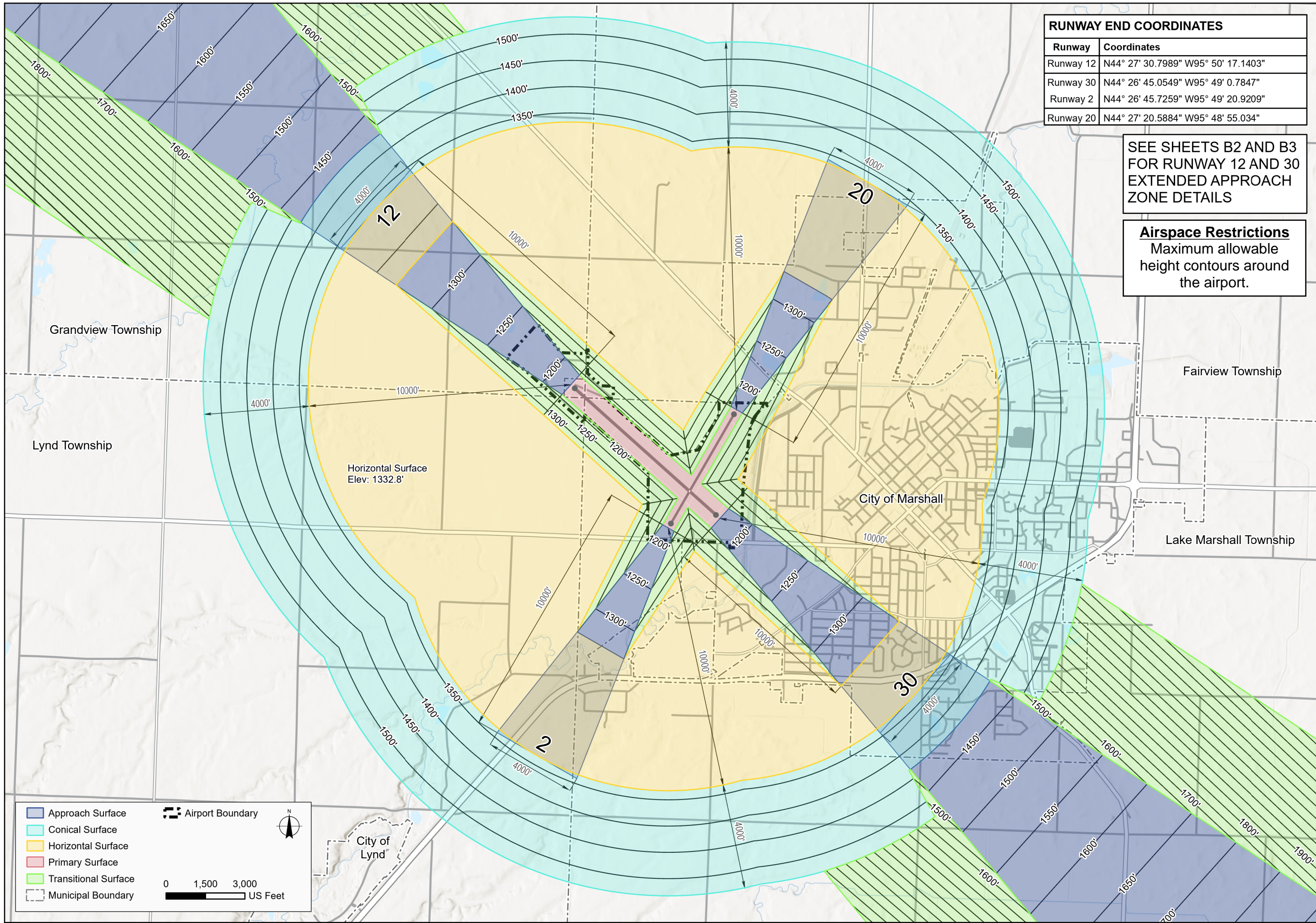
With some exceptions, regulations are not retroactive and existing land uses can remain. All existing land uses within the safety zones will remain unchanged.

##### Can variances be issued?

Yes, there is a process for a Board of Adjustment to consider issuing variances to the ordinance.

##### How can I learn more?

The draft ordinance and maps can be viewed at [ci.marshall.mn.us](http://ci.marshall.mn.us). There will be a public hearing held to learn more about the zoning ordinance and share your input.



RUNWAY END COORDINATES	
Runway	Coordinates
Runway 12	N44° 27' 30.7989" W95° 50' 17.1403"
Runway 30	N44° 26' 45.0549" W95° 49' 0.7847"
Runway 2	N44° 26' 45.7259" W95° 49' 20.9209"
Runway 20	N44° 27' 20.5884" W95° 48' 55.034"

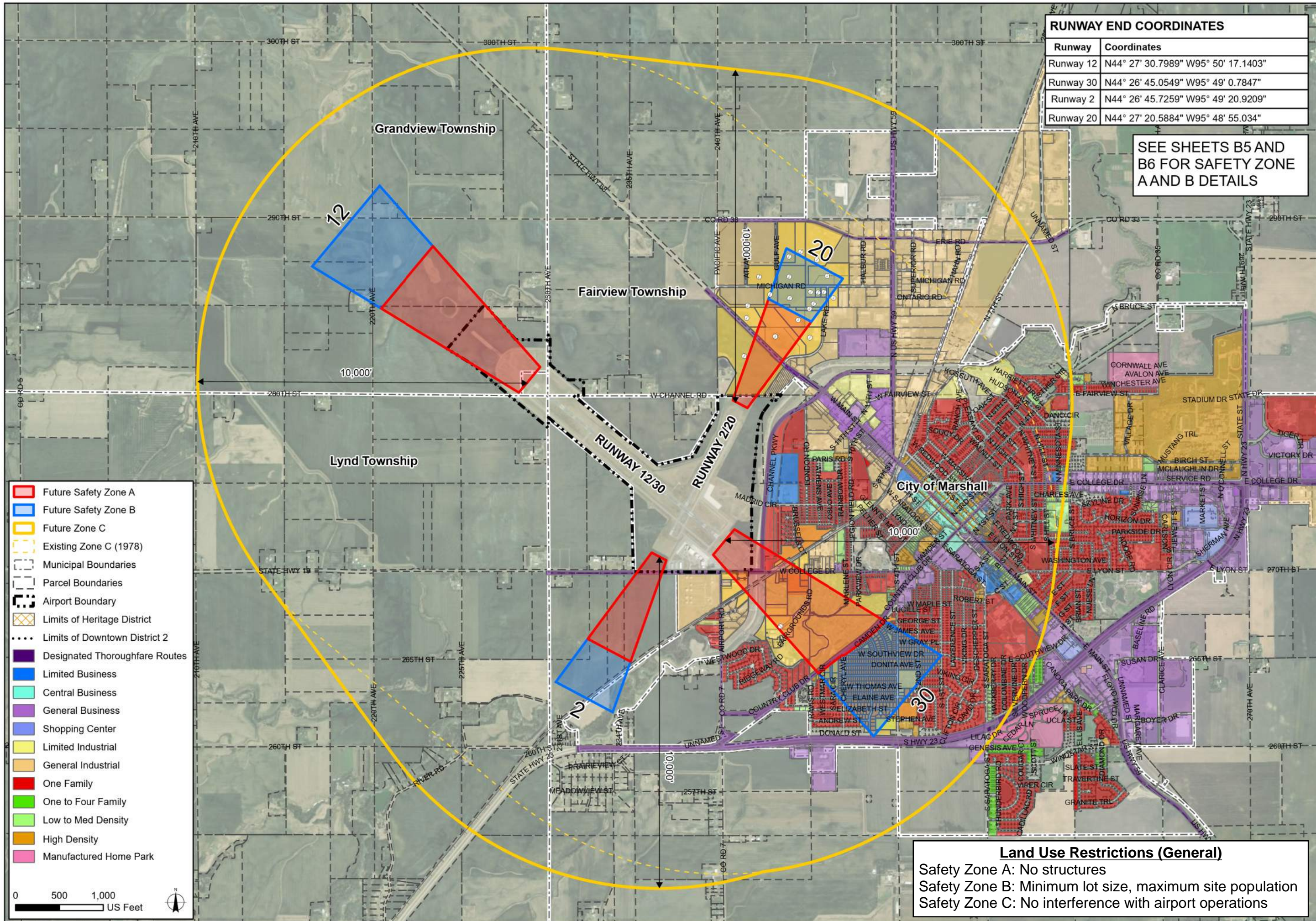
SEE SHEETS B2 AND B3 FOR RUNWAY 12 AND 30 EXTENDED APPROACH ZONE DETAILS

**Airspace Restrictions**  
Maximum allowable height contours around the airport.



**MARSHALL**  
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**B1: AIRSPACE ZONING MAP**  
Southwest Minnesota Regional Airport - Marshall/Ryan Field  
PROJ. NO. 18423  
DATE: FEBRUARY 2023



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Runway 30	N44° 26' 45.0549" W95° 49' 0.7847"
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SEE SHEETS B5 AND B6 FOR SAFETY ZONE A AND B DETAILS

- Future Safety Zone A
- Future Safety Zone B
- Future Zone C
- Existing Zone C (1978)
- Municipal Boundaries
- Parcel Boundaries
- Airport Boundary
- Limits of Heritage District
- Limits of Downtown District 2
- Designated Thoroughfare Routes
- Limited Business
- Central Business
- General Business
- Shopping Center
- Limited Industrial
- General Industrial
- One Family
- One to Four Family
- Low to Med Density
- High Density
- Manufactured Home Park



**Land Use Restrictions (General)**  
 Safety Zone A: No structures  
 Safety Zone B: Minimum lot size, maximum site population  
 Safety Zone C: No interference with airport operations