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Airport Certification Manual

Minneapolis-St. Paul International Airport (MSP)

Signed by:
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Original Date: 12/09/04

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Revision Control Sheet

Revision Number	Revision Date	Revision Contents and/or Remarks
001	07/01/07	Pages iv - vi, Revision Control Sheet, Distribution List
001	07/01/07	Page 11-2, Declared Distances & Displaced Thresholds
001	07/01/07	Page 11-3, safety areas for Taxiways K & L
001	07/01/07	Page 12-3, 12-4, 12-5, Taxiway reflectors
001	07/01/07	Page 15-1, & 15-2, paragraph a, vehicles 16 & 17
001	07/01/07	Page 16-1, items c & e
001	07/01/07	Page 21-1, 21-2, 21-3, 21-4, 21-5, Pedestrian and Ground Vehicles
001	07/01/07	Page 24-1, item 3.a
001	07/01/07	Exhibit 1, Operations Organization Chart
001	08/15/06	Exhibit 7, Sign Plan
001	07/01/07	Exhibit 9, Snow Plan
001	07/01/07	Exhibit 13, Letters of Agreement
002	01/22/09	Exhibit 7, Updated Sign Plan
003	03/31/09	Exhibit 9, Snow Plan: Added information related to continuous monitoring and crew resource management.
004	10/31/10	Complete update of the entire document.
005	01/01/12	Page 21-1, 21-2, 21-3, 21-4, 21-5, 21-6, Pedestrian and Ground Vehicles
006	03/18/13	Pages i, iv, Table of Contents and Revision Control Sheet. Pages v-vi, Elimination of Document Control Sheet (page renumbering). Page 4-1, Falsification, reproduction, or alteration of applications, certificates, reports, or records. Page 8-1, 8-2 (format), CEO, Personnel. Page 21-2, 21-4, Pedestrians and Ground Vehicles.
007	09/15/13	00 -Table of Contents; Sections 9, 11, 12, 15, 16, 20, 24, 26, 27; Exhibits 1, 2, 4, 5-2, 6, 7, 9-1, 9-2, 10, 11, 13-1, 13-2, 14, 16, 17.
008	07/31/14	00 - Table of Contents, Section 21
009	08/01/14	Table of Contents, Section 13, Exhibit 9
010	03/24/2016	Updates to 00 - Table of Contents and Sections 12, 15, 16, 17, 20, and 26 as well as Exhibits 1, 4, 7, 10, 12, 14, and 15. Addition of Exhibit 18.

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Revision Control Sheet (continued)

Revision Number	Revision Date	Revision Contents and/or Remarks
011	09/01/2016	Changes to Sections 13, 20, 26 and Exhibit 9 to incorporate Runway Condition Codes (RCCs) and other changes to Airport Condition Reporting methods.
012	02/11/2018	Updates to 00 - Table of Contents, Sections 9 and 12 and Revised Movement/Non-Movement Area Letter of Agreement in Exhibit 13.
013	05/11/2018	Updates to 00 - Table of Contents, Distribution List, Section 21, Exhibit 1, Exhibit 5, and Exhibit 9
014	08/31/2018	Updates to Table of Contents, Section 11-Safety Areas, Section 12-Marking, Signs and Lighting, Section 15-ARFF Equipment and Agents, Section 17-Handling and Storing of Hazardous Substances and Materials, Exhibit 10-ARFF Equipment/Personnel, Exhibit 16-Preventive Maintenance Procedures for PAPIs and Generators, Exhibit 17-Engineered Materials Arresting System (EMAS) Maintenance Program, Exhibit 18-Fuel System Inspection Reports and Exhibit 19 - Corrective Action Form
015	11/09/2018	Updates to Section 19- Airport Emergency Plan and Exhibit 11- Airport Emergency Plan
016	06/01/2019	Entire document reformatting, and reorganization. Updates to Section 317- ARFF: Equipment and Agents, Section 321 -Handling and Storing of Hazardous Substances and Materials, Exhibit 303-1-Organization Chart, Exhibit 313-1-Snow Plan, Exhibit 317-1-ARFF Equipment/Personnel, Exhibit 327-1-Daily Self-Inspection Forms, Exhibit 339-1-NOTAM Information
017	09/27/2019	Updates to Distribution List, Section 323-Air Traffic and Wind Direction Indicators, Exhibit 311-2-Preventive Maintenance Inspection Procedures for PAPIs and Generators, Exhibit 313-1-1-Snow Plan, 321-1-Fuel System Inspection Reports, Exhibit 327-1-Self-Inspection Forms
018	10/01/20	Updates to Distribution List, Section C of Section 321 and replacement of pages 4 and 5 of Exhibit 321-1 with new training form.
019	11/20/20	Updates to Distribution List, Section 309, Section 311, Section 321, Section 323, Exhibit 305-2, Exhibit 311-2, and Exhibit 500-1
020	12/23/20	Updates to the Table of Contents and the Sign Plan in Exhibit 311-1.

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Revision Control Sheet (continued)

Revision Number	Revision Date	Revision Contents and/or Remarks
020A	06/16/2021	Updates to the Table of Contents, Distribution List, and the Sign Plan in Exhibit 311-1.
021	6/21/2021	Updated Wildlife Hazard Management Plan in Exhibit 337-1.
022	3/25/2022	Updated Table of Contents-Distribution List, Section 303, Section 327, Exhibit 309-1, Exhibit 311-2, and Exhibit 327-1.
023	04/22/2022	Updated Section 311, Section 325, Section 339, Exhibit 325-1 and Exhibit 339-1
024	08/26/2022	Updated Table of Contents, Section 305, Section 311, Exhibit 313-1, Exhibit 321-1, Exhibit 500-1
025	11/18/2022	Updated Table of Contents, Section 301, Section 317, Section 335, Exhibit 101-2, and Exhibit 500-10
026	07/14/2023	Updated Table of Contents, Section 201, Section 311, Section 327, Section 329, and Exhibit 327-1
027	10/06/2023	Updated Table of Contents Distribution List, Section 313 and Exhibit 313-1.
028	10/12/2023	Updated Exhibit 325-1, Airport Emergency Plan - Revision 06
029	12/29/2023	Updated Section 309, Section 317, Section 319, and Exhibit 317-1
030	01/26/2024	Update to the Sign Plan, Exhibit 311-1
031	01/31/2024	Updated Exhibit 325-1, Airport Emergency Plan - Revision 07
032	04/12/2024	Updated Section 337 and Exhibit 337-1, Wildlife Hazard Management Plan
033	05/30/2024	Updated Table of Contents Distribution List, Exhibit 500-6, and added new Exhibit 500-11.
034	07/10/2024	Updated Section 317, Exhibit 317-1, and Exhibit 500-6.
035	09/09/2024	Updated Exhibit 313-1, Snow and Ice Control Plan
036	09/18/2024	Updated Exhibit 325-1, Airport Emergency Plan
037	09/19/2024	Added Sections 401, 403, and Exhibit 500-12
038	11/01/2024	Updated Table of Contents Updated Exhibit 313-1, Snow and Ice Control Plan section 5.7 and Appendices 4, 5, 6, 7, 8, 9, 10, 11 Updated Section 309 page 3 and Exhibit 327-1 page 4
039	11/25/2024	Updated Table of Contents Updated Section 311 Added Exhibit 311-3
040	01/15/2025	Updated Section 317 page 2 and Exhibit 317-1

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Revision Control Sheet (continued)

Revision Number	Revision Date	Revision Contents and/or Remarks
041	04/07/2025	Added Exhibit 500-13
042	04/08/2025	Updated Section 317 and Exhibit 317-1
043	04/24/2025	Updated Exhibit 325-1 - Airport Emergency Plan
044	05/01/2025	Updated Section 321 and Exhibit 321-1
045	05/16/2025	Updated Section 301, Section 303, and Section 401, and added Section 402
046	07/08/2025	Updated Section 317, Exhibit 317-1, and Exhibit 500-13
047	09/18/2025	Updated Section 329, Exhibit 305-1, Exhibit 311-1, Exhibit 329-1
048	09/23/2025	Updated Section 309, page 1
049	10/09/2025	Updated Exhibit 313-1, Snow and Ice Control Plan
050	10/23/2025	Updated Exhibit 311-1, Sign Plan Area 5
051	11/12/2025	Updated Exhibit 325-1, Airport Emergency Plan, Section 339, Exhibit 339-1, Section 327, and Exhibit 327-1
052	11/25/2025	Updated Section 317, Exhibit 317-1, and Exhibit 500-3
053	02/05/2026	Updated Exhibit 321-1, Exhibit 500-1, renamed Section 115 to 14 CFR Part 3, completely revised Section 14 CFR Part 3, and updated Table of Contents to reflect the renamed section.
054	03/19/2026	Updated Exhibit 500-3
055	05/18/2026	Updated Exhibit 311-2, Removed Exhibits 500-8 and 500-9 due to LOAs being rescinded.
056	09/13/2026	Updated Section 327, Section 329, Section 339, Exhibit 325-1, and Exhibit 327-1

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Distribution List

1. Original ACM
2. FAA Airport Certification Inspector
3. MAC Executive Director/CEO
4. MAC Chief Operating Officer
5. MAC Vice President Management and Operations
6. MAC Director of Integrated Operations
7. MAC Director of Airport Maintenance and Asset Management
8. MAC Director of Terminal and Landside Operations
9. MAC Assistant Director of Field Maintenance
10. MAC Director of Real Estate and Airline Affairs
11. MAC Emergency Manager
12. MAC Airport Police Department
13. MAC Airport Fire Department
14. MAC SMS Manager
15. MAC Trades Department
16. MAC Field Maintenance Department
17. MAC Electrical Department
18. MAC Paint Department
19. MAC Airport Development Department
20. MAC Airside Operations Department
21. MAC Emergency Communications Department
22. Air Traffic Manager, FAA Air Traffic Control Tower
23. Manager, FAA Airways Facilities
24. Minnesota State Department of Transportation
25. General Manager, Signature Flight Support

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Distribution List

26. Station Manager, Air Canada
27. Station Manager, WestJet Airlines
28. Station Manager, American Airlines
29. Station Manager, Southwest Airlines
30. Station Manager, Delta Air Lines
31. Station Manager, FedEx
32. Station Manager, Frontier Airlines
33. Station Manager, Icelandair
34. Station Manager, UNIFI
35. Station Manager, Skywest Airlines
36. Station Manager, Endeavor Airlines
37. Station Manager, United Airlines
38. Station Manager, Sun Country Airlines
39. Station Manager, Alaska Airlines
40. Station Manager, DHL
41. Station Manager United Parcel Service
42. 934th Air Force Reserve
43. 133rd Air National Guard
44. Swissport
45. Station Manager, Denver Air Connection
46. Station Manager, Air France/KLM
47. Station Manager, Atlas Air
48. Station Manager, Allegiant Airlines
49. Station Manager, Amazon Air
50. Station Manager, Aer Lingus

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51. Station Manager, Discover Airlines

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Section 327 - Self-Inspection Program

Frequency of Inspection

To ensure the Airport is maintained in accordance with the requirements of FAR 139, MSP has developed an inspection program that utilizes Cityworks software. This platform includes computers placed in inspection vehicles which provide a map display of airfield assets. The Airside Operations department is responsible for conducting the Airport's Self-Inspection. Discrepancies are noted in the Cityworks asset management system, and work order searches are generated to track discrepancies and alert the responsible parties in their assigned work orders inboxes. MSP uses a day/night airfield inspection report that is used to satisfy the requirements of MSP's daily self-inspection. A sample of the inspection report is shown in Exhibit 327-1.

Inspections are conducted as follows:

1. An inspection shall occur at least once daily
2. Non-scheduled inspections are conducted when required by unusual conditions and activities affecting or possibly affecting safe aircraft operations. Such conditions and activities may include:
   a. Immediately following aircraft accidents/incidents
   b. Adverse meteorological conditions
   c. Foreign object debris
   d. Wildlife hazards
   e. Construction/maintenance
   f. Any other unusual condition on the airport

To ensure that all inspection requirements have been met, a FAR Part 139 Inspection Compliance form will be completed for each Part 139 inspection.

The airport shall provide facilities and equipment for use in conducting safety inspections of the Airport, including equipment to measure coefficient of friction readings during winter months.

Reporting System

Any unsafe conditions discovered during an inspection will be reported utilizing the procedures outlined in Section 339 Airport Condition Reporting.

Following field inspections, and at other appropriate times, maintenance work orders are issued by Airside Operations and corrective work is accomplished. If there is any delay in correcting an unsafe condition, an appropriate NOTAM is issued. The following are standard maintenance instructions:

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1. Promptly repair each crack, hole, or rough area in a runway pavement that exceeds FAR 139 criteria.
2. Promptly, and as completely as practicable, remove from pavement areas; snow, ice, slush, standing water, mud, loose aggregate, rubber deposits, and other contaminants as required by operational consideration.
3. Clean any chemical solvent used to remove rubber deposits from pavement areas as soon as possible, consistent with manufacturer's instructions.
4. Promptly repaint all markings that have become obscured or obliterated.
5. Promptly prevent ponding on any runway pavement area caused by inadequate drainage.
6. Promptly prevent ponding on paved taxiways and aprons that has a depth or other dimension that obscures markings.

Promptly repair any conditions that drop below the following: If there is any delay in correcting an unsafe condition, an appropriate NOTAM is issued.

1. Touchdown zone lights - 90% on and no more than two adjacent lights in the same bar or longitudinally in the same row unserviceable.
   35 = 162/180 on (or no more than 18 unserviceable).
   12L = 162/180 on (or no more than 18 unserviceable).
   12R/30L = 162/180 on (or no more than 18 unserviceable).

2. Centerline lights - 95% on and no two adjacent lights unserviceable.
   17/35 = 151/158 on (or no more than 7 unserviceable).
   12L/30R = 154/162 on (or no more than 8 unserviceable).
   12R/30L = 189/198 on (or no more than 9 unserviceable).

3. Runway edge lights - 85% on except for CAT II and CAT III runways which require 95% serviceable. No two adjacent lights unserviceable.

   CAT II/III = 95% on:
   35 = 78/82 on (or no more than 4 unserviceable).
   12L = 84/88 on (or no more than 4 unserviceable).
   12R/30L = 103/108 on (or no more than 5 unserviceable).

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CAT I = 85% on:
4 = 99/116 on (or no more than 17 unserviceable).
22 = 99/116 on (or no more than 17 unserviceable).
17 = 70/82 on (or no more than 12 unserviceable).
30R = 75/88 on (or no more than 13 unserviceable).

4. Taxiway edge lights - 85% on; along low-visibility (CAT III) taxi routes no two adjacent lights or reflectors unserviceable.

5. Threshold lights - 75% on and no two lights in the same bar unserviceable.

6. Obstruction lights - obstruction must be lighted.

7. Elevated runway guard lights - No more than one light in a fixture unserviceable.

8. In-pavement runway guard lights - No more than three lights per location unserviceable nor two adjacent lights unserviceable.

FAA Advisory Circulars in the 150 series shall be used to establish conditions acceptable to the Administrator.

Training

Airside Operations Managers and Assistant Managers are responsible for training Airside Operations personnel to ensure that qualified personnel perform the inspections. In addition to on-the-job training, a training program has been established and includes initial and recurrent training every 12 consecutive calendar months in the following areas:

1. Airport Familiarization including markings, signs, lighting, and runway and taxiway designations.
2. Airport Emergency Plan
3. Notice to Air Missions (NOTAM) notification procedures
4. FICON notification procedures
5. Driver training including procedures for pedestrian and ground vehicles in movement areas and safety areas
6. Discrepancy reporting procedures
7. Any other training deemed necessary by the administrator

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Records

A copy of the Airport Safety Inspection Checklist used is included as Exhibit 327-1. Inspection records will show the work orders and NOTAMS issued as part of the inspection. Inspection records are kept on file for at least 12 months.

Training

Training records for each individual include a description and date of training received. Training records are kept for at least 24 months.

All safety inspection personnel receive extensive on the job training and are trained and qualified to perform thorough inspections of the airport including identification, assessment, and reporting of hazardous conditions. They have a working knowledge of recommended safety standards concerning paved and safety areas, lighting and marking systems, and protection of NAVAIDS. They are trained to identify, assess, and report hazards that may be associated with: rough or cracking pavement; foreign substances on paved areas such as standing water, sand, snow, slush, ice, gas, oil, or rubber deposits; construction and maintenance work in operating areas; possible obstructions to aircraft and NAVAIDS; and other potentially hazardous conditions.

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Section 329 - Pedestrians and Ground Vehicles

Limited Access

1. Personnel and Equipment

Pedestrians and ground vehicles authorized by the Vice President of Management and Operations to operate on the movement and safety areas at the airport are limited to those pedestrians and vehicles necessary for airport operations and include the following type of vehicles:

a. Airport owned vehicles properly equipped with radio and beacon.
b. FAA Airway Facilities vehicles authorized for maintenance of FAA equipment.
c. Authorized construction vehicles.
d. Air carrier vehicles authorized to operate on the remote deice pads for aircraft deicing operations.
e. Air carrier vehicles that are authorized to operate on the movement area to perform aircraft push back and towing operations.
f. Other individuals/vehicles that need access to the movement areas are escorted by qualified Airport personnel.
g. Vehicle and pedestrian access to a runway is limited to only those movements with an operational need.

Private air cargo/courier services, air carriers, fixed based operators, and all other vehicles having authorized access to the airport shall confine their operations to their areas of business as designated by the Vice President of Management and Operations. Under no circumstances shall their ground vehicles be permitted on the runways or taxiways.

2. Controls

Access onto the apron areas is limited to persons who have an operational need. An airport identification system has been established in accordance with the Airport Security Plan for persons authorized on the air operations area or portions of the AOA.

The airport provides fencing, gates, signs, and procedures to safeguard against inadvertent entry onto airport movement areas by persons or vehicles that may endanger aircraft operations.

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Procedures for Ground Vehicle Operations

All operators of ground vehicles in the airport operations area are required to comply with the requirements of MAC Ordinance No. 132. This ordinance establishes procedures for the safe and orderly access to, and operation on, the movement area and safety areas, and includes provisions which identify the consequences of non-compliance with the procedures by all persons. Any person driving a vehicle within the AOA shall use perimeter roads as well as designated roadways when available and to the extent possible. Designated roadways are identified by solid parallel white lines, with dashed white lines used as centerline dividers. Where a roadway intersects a taxiway, a solid white stop line is provided across the vehicle lane at a point that assures adequate clearance to taxiing aircraft. Standard stop and yield signs are installed in line with the stop line on the right side of the roadway at each entrance. All tenant organizations and contractors which conduct ground vehicle operations on the movement area or safety areas are provided access to Ordinance No. 132. The non-movement training material includes the restrictions associated with low-visibility operations as defined in the MSP Surface Movement Guidance Control System (SMGCS) Plan.

1. **Communications**

   All vehicles authorized to operate on movement areas are equipped with two-way radios capable of communicating with the tower. These are the only vehicles permitted on the aircraft movement areas. If the need arises to have a vehicle enter the aircraft movement area that does not have a radio capable of communicating with the tower, a vehicle with a radio capable of communicating with the tower will act as an escort to the necessary area. In any event, an appropriate radio will be used to contact or monitor appropriate airport radio frequencies. If communications between vehicles and the control tower should happen to fail, drivers are instructed to depart the movement area and call Airside Operations.

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2. **Marking and Lighting**

   All airport vehicles are equipped with a yellow rotating beacon or yellow strobe lights. The vehicle operator will energize the rotating beacons or yellow strobe lights prior to entering any aircraft movement area. Emergency vehicles are equipped with red rotating beacons or flashing lights.

   During times when construction-related vehicles are required to enter or work within an active aircraft movement area, they will be marked with an approved orange and white checkered flag, or a yellow rotating beacon or be under the escort of an appropriately marked vehicle.

Training of Employees Authorized to Operate on the Non-movement Area, Movement Area and Safety Areas

1. **Non-Movement Area**

   The MAC requires all persons having access to the non-movement area be trained in Ordinance 132 requirements, airport familiarization, and vehicle operations in the non-movement area. Non-movement area drivers are required to take training prior to driving in the non-movement area and take recurrent training every 24 months.

2. **Movement Area**

   The MAC requires all personnel with unescorted access to the movement area to be trained, tested and licensed in the following areas:

   a. Airport familiarization, including airport marking, lighting, and sign systems.
   b. Procedures for access to, and operation in, movement and safety areas.
   c. Airport communications, including the use of ATCT frequencies.
   d. MAC Ordinance No. 132.

   All persons driving on the movement and safety areas are required to be trained in the areas listed above specific to the Minneapolis-Saint Paul International Airport prior to the initial performance of such duties and at least once every twelve (12) consecutive calendar months. MAC requires each driver to pass an initial assessment before their license will be issued and one annually thereafter before their license will be renewed.

Consequences of Non-Compliance

If a report is received of unauthorized vehicles or persons on the airport operations area, an airport police vehicle will be dispatched to intercept and escort the violator from the premises. A report will be prepared and kept on file concerning all incidents. Airport police officers may issue citations under the parameters of MAC Ordinance No. 132. Any person convicted of violating any

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requirement of MAC Ordinance No. 132 shall be punished by sentence within the parameters of the maximum penalty for misdemeanors set forth in Minnesota Statute § 609.03, or its amended version. Continuous surveillance shall be maintained to ensure that only authorized vehicles operate on the movement areas, that established rules are complied with, and that appropriate action is taken when violations are observed or reported. A complete schedule of violations and consequences, including runway incursions and movement area violations, can be found in MAC Ordinance 132. MAC Ordinance 132 is included in this manual as Exhibit 329-1.

Records

1. **Training**

   The Airport maintains a description of the date of training completed by each individual operating in the movement areas, safety areas, and non-movement areas. Records are maintained for 24 consecutive calendar months after the termination of an individual's access to the movement areas, safety areas, and non-movement areas.

2. **Accidents/Incidents**

   The Airport maintains records of accidents or incidents in the movement areas and safety areas involving air carrier aircraft and/or ground vehicles. Records of each accident or incident are maintained for 12 consecutive calendar months from the date of accident or incident.

Audits

The MAC Airside Operations department personnel will conduct or ensure the following audits of movement area and non-movement area drivers:

a. Regular field audits of drivers operating in the movement area and non-movement area to verify they have appropriate credentials.
b. Monthly system automated audits of all current movement area drivers training records followed by automated letters/emails to the employers of those drivers whose movement area driving privileges have lapsed, advising them that their drivers are no longer authorized to operate on the movement area or non-movement area until they meet current training requirements.
c. Monthly system automated correspondence to those employers whose drivers' licenses will expire at the end of the current month.

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Section 339 - Airport Condition Reporting

Airport Conditions Reporting

A copy of the Airport Condition Report form is included in Exhibit 339-1.
The procedures for issuing the Airport Conditions Reports are as follows:

The Airside Operations Department shall provide current and accurate information pertaining to airport conditions. NOTAMs, FICONs, and Runway Condition Codes (Rwy CCs) will be disseminated via the Federal Digital NOTAM System. Additionally, the date and time of issuance, and the person's name who issues the FICON or NOTAM shall be included in the NOTAM message format.

Personnel Authorized to Issue Airport Condition Reports

Airport personnel in the following positions are authorized to issue Airport Condition Reports to the AFSS, or disseminate airport conditions locally to the ATCT and airlines:

1. Airside/Integrated Operations - Managers
2. Airside Operations - Assistant Managers
3. Airside/Integrated Operations - Coordinators

Conditions Requiring a Surface Condition Report

The following airport conditions that may affect the safe operation of air carriers shall be disseminated to the AFSS, or disseminated locally to the ATCT and airlines if AFSS shall not accept the condition for NOTAM distribution:

1. Construction or maintenance work within movement areas or safety areas.
2. Surface irregularities on movement areas, safety areas, or loading ramps and parking areas.
3. Snow, ice, slush, or water on movement areas or loading ramps and parking areas.
4. Snow piled or drifted on or near movement areas in such a height that all air carrier aircraft propellers, engine pods, rotors, and wing tips may not clear the snowdrift or snowbanks as the aircraft's landing gear traverses any full strength portion of the movement area.
5. Objects on the movement area or safety area contrary to 139.309.
6. Malfunction of any required lighting system, holding position signs, or ILS critical area signs.
7. Unresolved wildlife hazards in accordance with 139.337.
8. Non-availability of any required rescue and fire fighting capability required in 139.317 and 139.319.
9. Any other conditions that may adversely affect the safe operations of air carriers.

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Exhibit 325-1 - Airport Emergency Plan

Exhibit maintained as a separate document.

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Exhibit 327-1 - Daily Self-Inspection Forms

Minneapolis/St. Paul International Airport

Master Self-Inspection # 573007

11/6/2025 7:55:19 AM

Inspection Type: Daily - Day	**Status: CLOSED**	**Inspector: Handeland, Zeb**
Inspection Desc:	**Start: 11/6/2025 7:55:19 AM**	**End: 11/6/2025 1:35:11 PM**

Zone(s) Inspected

04-22

12L Deice Pad

12L-30R

12R Deice Pad

12R-30L

17 Deice Pad

17-35

30L Deice Pad

30R Deice Pad

A-B Alley

Aerodrome

E-F Alley

EMAS

Infield Cargo Apron

Jet Blast Barriers

L5 Apron

Sample Inspection Report for Airport Certification Manual

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Minneapolis/St. Paul International Airport

Master Self-Inspection # 573007

11/6/2025 7:55:19 AM

Zone(s) Inspected

Runup Pad

Terminal 1 Apron

Terminal 2 Apron

Terminal 2 Remote Apron

TWY A

TWY A1

TWY A10

TWY A2

TWY A3

TWY A4

TWY A5

TWY A7

TWY A8

TWY A9

TWY B

TWY B8

TWY C

TWY C1

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Minneapolis/St. Paul International Airport

Master Self-Inspection # 573007

11/6/2025 7:55:19 AM

Zone(s) Inspected

TWY C10

TWY C2

TWY C5

TWY C6

TWY C9

TWY D

TWY G

TWY G1

TWY G2

TWY H

TWY J

TWY K

TWY K1

TWY K10

TWY K2

TWY K3

TWY K6

TWY K8

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Minneapolis/St. Paul International Airport

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11/6/2025 7:55:19 AM

Zone(s) Inspected

TWY L

TWY L10

TWY L3

TWY L5

TWY L6

TWY L7

TWY L9

TWY M

TWY M2

TWY M6

TWY N

TWY P

TWY P1

TWY P10

TWY P2

TWY P3

TWY P4

TWY P8

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Minneapolis/St. Paul International Airport

Master Self-Inspection # 573007

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Zone(s) Inspected

TWY P9

TWY Q

TWY R

TWY R10

TWY R3

TWY R4

TWY R5

TWY R6

TWY R7

TWY R8

TWY R9

TWY S

TWY S1

TWY S2

TWY S3

TWY S4

TWY T

TWY W

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Minneapolis/St. Paul International Airport

Master Self-Inspection # 573007

11/6/2025 7:55:19 AM

Zone(s) Inspected

TWY W1

TWY W10

TWY W2

TWY W3

TWY W5

TWY W6

TWY W7

TWY W8

TWY W9

TWY Y

TWY Z

West Cargo Apron

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Minneapolis/St. Paul International Airport

Master Self-Inspection # 573007

11/6/2025 7:55:19 AM

Attached Images

Linked Service Requests and NOTAMS with No Assigned Zones:

Service Request #	Template Description
120199	Wildlife Control/Harassment/Observation
120200	Foreign Object Debris
120203	Foreign Object Debris
120210	Wildlife Control/Harassment/Observation

Linked Inspections with SRs:

InspectionId	Template Inspection	LinkType

Linked Inspections with WOs:

InspectionId	Template Description	LinkType

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