AIRPORT CERTIFICATION MANUAL

Minneapolis-St. Paul International Airport (MSP)

Original Date: 12/09/04

Revision Date: 11/18/22

FAA Approval: Kenneth Taira

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Date: 2022.12.02 07:47:49 -06'00'

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FAA Approval: Kenneth M. Taira
Approval Date: December 02 2022

Airport Certification Manual

Minneapolis-St. Paul International Airport (MSP)

Chad Leqve
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Metropolitan Airports Commission

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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.

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.

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 101-1, Exhibit 101-2, Exhibit 317-1, and Exhibit 500-10

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Distribution List

1. Original ACM
2. FAA Airport Certification Inspector
3. MAC Executive Director/CEO
4. MAC Executive Vice President/COO
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 Public Safety
9. MAC Director of Terminal and Landside Operations
10. MAC Assistant Director of Field Maintenance
11. MAC Assistant Director of Airline Operations
12. MAC Emergency Programs Manager
13. MAC Airport Police Department
14. MAC Airport Fire Department
15. MAC SMS Manager
16. MAC Trades Department
17. MAC Field Maintenance Department
18. MAC Electrical Department
19. MAC Paint Department
20. MAC Airport Development Department
21. MAC Airside Operations Department
22. MAC Emergency Communications Department
23. Air Traffic Manager, FAA Air Traffic Control Tower
24. Manager, FAA Airways Facilities
25. Minnesota State Department of Transportation

Distribution List

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

Distribution List

51. Station Manager, Allegiant Airlines

Section 301 - Records

Furnish Records

Upon request of the Administrator, the Airport will furnish records listed under this section; records listed under this section are kept in paper hard copies, and electronic databases. Records kept in electronic databases can be transferred to hard copies when furnished to the Administrator.

List of Required Records

The Airport maintains the following records:

1. Personnel Training – 24 consecutive months for personnel training records under Sections 303 and 327.

2. Emergency Personnel Training – 24 consecutive months for ARFF and emergency medical service personnel training records under Section 319.

3. Airport Fueling Agent Inspection – 12 consecutive months for records of inspection of fueling agents under Section 321.

4. Fueling Personnel Training – 12 consecutive months for self-inspection records under Section 321.

5. Self-Inspection – 12 consecutive months for self-inspection records under Section 327.

6. Movement areas and safety areas training - 24 consecutive months for records of training given to personnel with access to movement areas and safety areas under Section 329.

7. Accident and Incident - 12 consecutive months for each accident or incident in movement areas and safety areas involving an air carrier and/or ground vehicle under Section 329.

8. Airport Condition – 12 consecutive months for records of airport condition information dissemination under Section 339.

Additional Records

The Airport will make and maintain additional records as may be required by the Administrator.

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Section 317 - ARFF: Equipment and Agents

A. ARFF equipment required by the airport index determination is housed between two stations. Station # 1 is located just north of Terminal 2 and Station # 2 is located near the base of the ATC Tower. Both stations provide direct access to taxiways, runways, and ramp areas. The stations and required equipment are staffed 24 hours a day, 7 days a week.

B. ARFF equipment consists of the following vehicles.

Crash 14: 2021 Oshkosh Global Striker 3000 w/HRET, 3000 gal. Water, 420 gal. AFFF, 460 lbs. Halotron I, 500 lbs. Purple K Dry Chemical. Hydro-Chem Bumper Turrent capable of flowing 625 gpm low rate/ 1250 gpm high rate of water or 3% foam mixture and 17 lbs. per second of Dry Chemical. HRET capable of flowing 500 gpm low rate / 1000 gpm high rate of water or 3% foam mixture. Piercing Nozzle capable of flowing 250 gpm water or 3% foam mixture. Dry Chemical hand line capable of flowing 7 lbs. per second, and Haltron I hand line capable of flowing 7 lbs. per second. Portable extinguishers: One 2.5 gallon water fire extinguisher, one 20 lb. Purple K fire extinguisher, and one 13.25 lb Clean Agent fire extinguisher.

Crash 15 : 2014 Oshkosh Global Striker 3000, 3000 gal. Water, 420 gal. AFFF, 460 lbs. Halotron I, 450 lbs. Purple K Dry Chemical, Hydro-Chem Bumper Turret capable of flowing 625 gpm low rate / 1250 gpm high rate of water or 3% foam mixture and 20 lbs. per second of Dry Chemical, Roof Turret capable of flowing 625 gpm low rate / 1250 gpm high rate of water or 3% foam mixture, Dry Chemical hand line capable of flowing 5.4 lbs. per second. Portable extinguishers: One 2.5 gallon water fire extinguisher, one 20 lb. Purple K fire extinguisher, and one 13.25 lb Clean Agent fire extinguisher.

Crash 16: 2005 Oshkosh Striker 3000, 3130 gal. Water, 420 gal. AFFF, 450 lbs. Purple K Dry Chemical, Hydro-Chem Bumper Turret capable of flowing 625 gpm low rate / 1250 gpm high rate of water or 3% foam mixture and 20 lbs. per second of Dry Chemical, Roof Turret capable of flowing 375 gpm low rate / 500 gpm high rate of water or 3% foam mixture, Dry Chemical hand line capable of flowing 5-7 lbs. per second.

Portable extinguishers: One 2.5 gallon water fire extinguisher, one 20 lb. Purple K fire extinguisher, and one 13.25 lb Clean Agent fire extinguisher.

Crash 17: 2014 Oshkosh Global Striker 3000 w/Snozzle, 3000 gal. Water, 420 gal. AFFF, 460 lbs. Halotron I, 450 lbs. Purple K Dry Chemical, Hydro-Chem Bumper Turret capable of flowing 625 gpm low rate / 1250 gpm high rate of water or 3% foam mixture and 20 lbs. per second of Dry Chemical, Snozzle Turret capable of flowing 500 gpm of water or 3% foam mixture, Piercing Nozzle capable of flowing 250 gpm water or 3% foam mixture, Dry Chemical hand line capable of flowing 5.4 lbs. per second.
Portable extinguishers: One 2.5 gallon water fire extinguisher, one 20 lb. Purple K fire extinguisher, and one 13.25 lb Clean Agent fire extinguisher.

Crash 18: 2009 Oshkosh Striker 3000, 3130 gal. Water, 420 gal. AFFF, 450 lbs. Purple K Dry Chemical, Hydro-Chem Bumper Turret capable of flowing 625 gpm low rate / 1250 gpm high rate of water or 3% foam mixture and 20 lbs. per second of Dry Chemical, Roof Turret capable of flowing 375 gpm low rate / 500 gpm high rate of water or 3% foam mixture, Dry Chemical hand line capable of flowing 5-7 lbs. per second. The vehicle also has a 460 lbs Halotron (clean agent) system.
Portable extinguishers: One 2.5 gallon water fire extinguisher, one 20 lb. Purple K fire extinguisher, and one 13.25 lb Clean Agent fire extinguisher.

C. Vehicle capacity and discharge rates are depicted in a table in Exhibit 317-1.

Section 335 - Public Protection

Fencing

Fencing at the Minneapolis-Saint Paul International Airport meets TSA requirements and shall prevent inadvertent entry on to airport property by persons or vehicles. Signs restricting access are posted on all gates and at regular intervals around the perimeter. The airport has established procedures in the Airport Security Program for controlling access through perimeter gates.

Access Control

1. AOA Access

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.

2. Ground Boarding / Deplaning

It is the responsibility of each airline to establish procedures for ground boarding / deplaning of passengers. At a minimum, each airline will provide adequate badged personnel to ensure all provisions of the Airport Security Plan are met during these operations.

Inspection and Maintenance

Perimeter fencing, gates and signs are inspected regularly. Gates shall be closed and locked if found open and reported to the Airport Police Department. The MAC Field Maintenance Department is responsible for maintaining fencing.

Aircraft Blast Protection

a. An aircraft run-up pad with surrounding blast fence located east of taxiway "S" and north of the Delta Air Lines hangar "C" complex.
b. A blast fence on the southwest edge of taxiway "W" between taxiways "W1" and "W3" and an additional section at the intersection of taxiways "W" and "W5.
c. Blast fences on the northwest and southwest sides of the runway 30R deicing pad.

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Exhibit 101-1 - Reference List

Paved Areas - 139.305

150/5320-6 Airport Pavement Design and Evaluation

150/5210-24 Airport Foreign Object Debris (FOD) Management

Safety Areas - 139.309

150/5220-22 Engineered Materials Arresting Systems (EMAS) for Aircraft Overruns

150/5300-13 Airport Design

150/5320-5 Airport Drainage Design

Marking, Signs, and Lighting - 139.311

150/5340-1 Standards for Airport Markings

150/5340-5 Segmented Circle Airport Marker System

150/5340-18 Standards for Airport Sign Systems

150/5340-26 Maintenance of Airport Visual Aid Facilities

150/5340-30 Design and Installation Details for Airport Visual Aids

150/5345-12 Specification for Airport and Heliport Beacon

150/5345-28 Precision Approach Path Indicator (PAPI) Systems

150/5345-43 Specification for Obstruction Lighting Equipment

150/5345-44 Specifications for Runway and Taxiway Signs

Snow and Ice Control - 139.313

150/5200-28 Notice to Air Missions (NOTAMs) for Airport Operators

150/5200-30 Airport Field Condition Assessments and Winter Operations Safety

150/5220-20 Airport Snow and Ice Control Equipment

Aircraft Rescue and Fire Fighting (ARFF) - 139.315 -139.319

150/5200-12 First Responders' Responsibility for Protecting Evidence at the Scene of an Aircraft Accident/Incident

150/5210-6 Aircraft Fire Extinguishing Agents

150/5210-7 Aircraft Rescue and Fire Fighting Communications

150/5210-13 Airport Water Rescue Plans and Equipment

150/5210-14 Aircraft Rescue Fire Fighting Equipment, Tools and Clothing

150/5210-15 Aircraft Rescue and Fire Fighting Station Building Design

150/5210-17 Programs for Training of Aircraft Rescue and Fire Fighting Personnel

150/5220-10 Guide Specification for Aircraft Rescue and Fire Fighting (ARFF) Vehicles

150/5220-17 Aircraft Rescue and Fire Fighting (ARFF) Training Facilities

Hazardous Materials - 139.321

20-43 Aircraft Fuel Control

150/5230-4 Aircraft Fuel Storage, Handling, and Dispensing on Airports

Traffic and Wind Direction Indicators - 139.323

150/5340-5 Segmented Circle Airport Marker System

150/5340-30 Design and Installation Details for Airport Visual Aids

150/5345-27 FAA Specification for Wind Cone Assemblies

Airport Emergencies - 139.325

150/5200-31 Airport Emergency Plan

150/5210-13 Airport Water Rescue Plans and Equipment

150/5340-30 Design and Installation Details for Airport Visual Aids

Self-Inspection Program - 139.327

150/5200-18 Airport Safety Self-Inspection

150/5210-18 Systems for Interactive Training of Airport Personnel

Ground Vehicles - 139.329

90-67 Light Signals from the Control Tower for Ground Vehicles, Equipment and Personnel

150/5210-5 Painting, Marking and Lighting of Vehicles Used on an Airport

150/5210-20 Ground Vehicle Operations to include Taxiing or Towing an Aircraft on Airports

150/5370-2 Operational Safety on Airports During Construction

Obstructions - 139.331

70/7460-1 Obstruction Marking and Lighting

150/5340-30 Design and Installation Details for Airport Visual Aids

150/5345-43 Specification for Obstruction Lighting Equipment

Protection of NAVAIDs - 139.333

150/5300-13 Airport Design

150/5340-1 Standards for Airport Markings

150/5340-18 Standards for Airport Sign Systems

Public Protection - 139.335

150/5300-13 Airport Design

Wildlife Hazard Management - 139.337

150/5200-33 Hazardous Wildlife Attractants On or Near Airports

150/5200-34 Construction or Establishment of Landfills Near Public Airports

Airport Condition Reporting - 139.339

150/5200-28 Notice to Air Missions (NOTAMs) for Airport Operators

Identifying, Marking and Reporting Construction and Unserviceable Areas - 139.341

150/5200-28 Notice to Air Missions (NOTAMs) for Airport Operators

150/5340-1 Standards for Airport Markings

150-5370-2 Operational Safety on Airports During Construction

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Approval Date: December 02 2022

Exhibit 317-1 - ARFF Equipment/Personnel

Vehicle Call Sign	Crash 14	Crash 15	Crash 16	Crash 17	Crash 18	Engine 31	Engine 32	Engine 34	Captain 4	Foam 43
Year	2021	2014	2005	2014	2009	2017	2018	2006	2019	2014
Manufacturer	Oshkosh	Oshkosh	Oshkosh	Oshkosh	Oshkosh	Pierce	Pierce	Custom/ Spartan	Chevrolet	KME/Ford
Model	Global Striker	Global Striker	Striker	Global Striker	Striker	Dash	Dash	Gladiator	Tahoe	F-550
Condition of Vehicle	Excellent	Excellent	Good	Excellent	Good	Excellent	Excellent	Good	Excellent	Excellent
Number of Personnel Assigned to Vehicle	2*	2*		2*	2*	3	3*		1	1*
Water capacity (gallons)	3000	3000	3000	3000	3000	500	500	500		
Main Turret Discharge rate (gal/min)	1250	1250	1250	1250	1250					
AFFF capacity (gallons)	420	420	420	420	420	40	40	40		1000
Halotron capacity (pounds)	460	460		460	460					
Dry Chemical capacity (pounds)	500	500	450	500	450					
Water Fire Extinguisher	1 - 2.5 gal	1 - 2.5 gal	1 - 2.5 gal	1 - 2.5 gal	1 - 2.5 gal	1 - 2.5 gal	1 - 2.5 gal	1 - 2.5 gal		
AR Foam Fire Extinguisher						1 - 2.5 gal	1 - 2.5 gal			
Purple K Fire Extinguisher	1 - 20 lb	1 - 20 lb	1 - 20 lb	1 - 20 lb	1 - 20 lb	1 - 20 lb	1 - 20 lb	1 - 20 lb		
Dry Chem Fire Extinguisher						1 - 20 lb	1 - 20 lb	1 - 20 lb	1 - 10 lb	1 - 10 lb
Clean Agent Fire Extinguisher	1 - 13.25 lb	1 - 13.25 lb	1 - 13.25 lb	1 - 13.25 lb	1 - 13.25 lb					
Additional Info	w/HRET (Snozzle)		Reserve Status	w/HRET (Snozzle)				Reserve Status	Shift Commander	Foam Tender

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Exhibit 500-10 Runway Safety Areas

FEDERAL AVIATION ADMINISTRATION, MINNEAPOLIS AIRPORT TRAFFIC CONTROL TOWER (MSP ATCT), MINNEAPOLIS TECHNICAL OPERATIONS (MSP TECH OPS) AND METROPOLITAN AIRPORTS COMMISSION (MAC)

LETTER OF AGREEMENT

EFFECTIVE: 10/17/2022

SUBJECT: Runway Safety Areas (RSA)

1. PURPOSE. This Letter of Agreement defines jurisdictional responsibilities between Minneapolis Airport Traffic Control Tower (MSP ATCT), Minneapolis Technical Operations (MSP Tech Ops) and the Metropolitan Airports Commission (MAC) for operating within Runway Safety Areas at Minneapolis-St. Paul International Airport.

2. CANCELLATION. This Letter of Agreement will remain in effect until canceled by Minneapolis Airport Traffic Control Tower (MSP ATCT), Minneapolis Technical Operations (MSP Tech Ops) and the Metropolitan Airports Commission (MAC).

3. DEFINITIONS. Runway Safety Area (RSA) – a defined surface surrounding the runway prepared or suitable for reducing the risk of damage to airplanes in the event of an excursion, overshoot, or undershoot from the runway. The RSA at MSP are depicted in Attachment 1. The unpaved RSA includes those portions of the RSA not designated as a movement area.

4. RESPONSIBILITIES.

a. MAC Responsibilities

(1) Must retain sole authority to approve access to the unpaved portion of any RSA.

(2) Ensure the safety of RSA and specify what activities, if any, may take place in an RSA during aircraft operations.

(3) Must limit access to, movement on or across all unpaved RSA, only to personnel with an operational need.

(4) Must require all personnel to monitor the appropriate MSP ATCT local control frequency when in RSA.

(5) Must require all personnel follow all rules and regulations published in MAC Ordinance 127, or as it may be amended.

(6) Ensure personnel who are authorized to operate in an RSA receive initial and recurrent training on the provisions of this LOA or are escorted and supervised by MAC Airside Operations.

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Acceptance Date: December 02 2022
*For inclusion to the ACM only

(7) MAC Airside Operations will normally provide MSP ATCT with 30 minutes lead time prior to allowing access to an unpaved RSA. MAC Airside Operations must also provide MSP ATCT with the identity of who will be accessing the unpaved RSA and an estimate of the length of time they will be in the area.

(8) The MAC must require all personnel to obtain clearance from MSP ATCT on the appropriate local control frequency prior to entering any RSA of an open runway.

(9) All questions regarding any RSA should be directed to MAC Airside Operations at (612) 726-5111.

(10) The MAC must require all personnel to advise MSP ATCT on the appropriate local control frequency when they are clear of any RSA of an open runway.

(11) When a movement area is closed within any active RSA, MAC must use coordination and notification procedures established herein if personnel have need to access any RSA on this closed movement area.

b. MSP ATCT Responsibilities.

(1) Provide clearance for entry into the requested RSA in accordance with the provisions of this LOA.

(2) Provide advisories to arriving and departing aircraft concerning personnel operating in the requested RSA IAW FAA JO 7110.65.

(3) Ensure that personnel under MSP ATCT authority receive training (initial and recurrent) on the provisions of this agreement.

(4) Not approve entry into any RSA when weather conditions are less than reported ceiling 800 feet or visibility of 2 miles.

c. MSP TECH OPS Responsibilities.

(1) Must coordinate all unpaved RSA operations with MAC.

(2) Receive clearance from MSP ATCT to enter and move within any RSA.

(3) Maintain two-way radio communication with MSP ATCT on the proper local control frequency while operating in any RSA.

(4) Advise MSP ATCT and MAC Airside Operations when work is completed and the RSA is clear.

(6) Ensure all personnel under MSP Tech Op's authority receive training (initial and recurrent) on the provisions of this agreement.

FAA Acceptance*: Kenneth M. Taire
Acceptance Date: December 02 2022
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Original Date: 12/09/04

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5. PROCEDURES.

a. All requests to enter the unpaved portion of any RSA must be directed to MAC for approval.

b. MAC Airside Operations must initiate any Runway Safety Area coordination process by coordinating with the MSP ATCT Supervisor at (612) 713-4055.

c. MAC has determined that any RSA must be clear of all vehicles and equipment during aircraft operations. Personnel may be in any RSA during aircraft operations with proper coordination.

d. If work in any RSA necessitates utilizing vehicles or equipment, MAC must coordinate a runway closure with MSP ATCT prior to the vehicles or equipment entering any RSA.

e. Personnel must maintain two-way radio communication with MSP ATCT while in any RSA.

f. Personnel whose work has been coordinated through MAC must contact and maintain communication with MSP ATCT on 123.95 for 12L/30R, 126.7 for 12R/30L and 4/22, or 123.675 for 17/35 to request access to any RSA. They may not enter any RSA until instructed to do so by MSP ATCT.

g. Personnel must advise MSP ATCT when they exit any RSA. Subsequent re-entry into any RSA requires subsequent MSP ATCT approval.

h. Arriving Emergency Aircraft. MSP ATCT must instruct personnel to exit any RSA for an arriving emergency aircraft. Personnel must exit any RSA immediately and advise MSP ATCT of any equipment, etc., that could not be removed from any RSA.

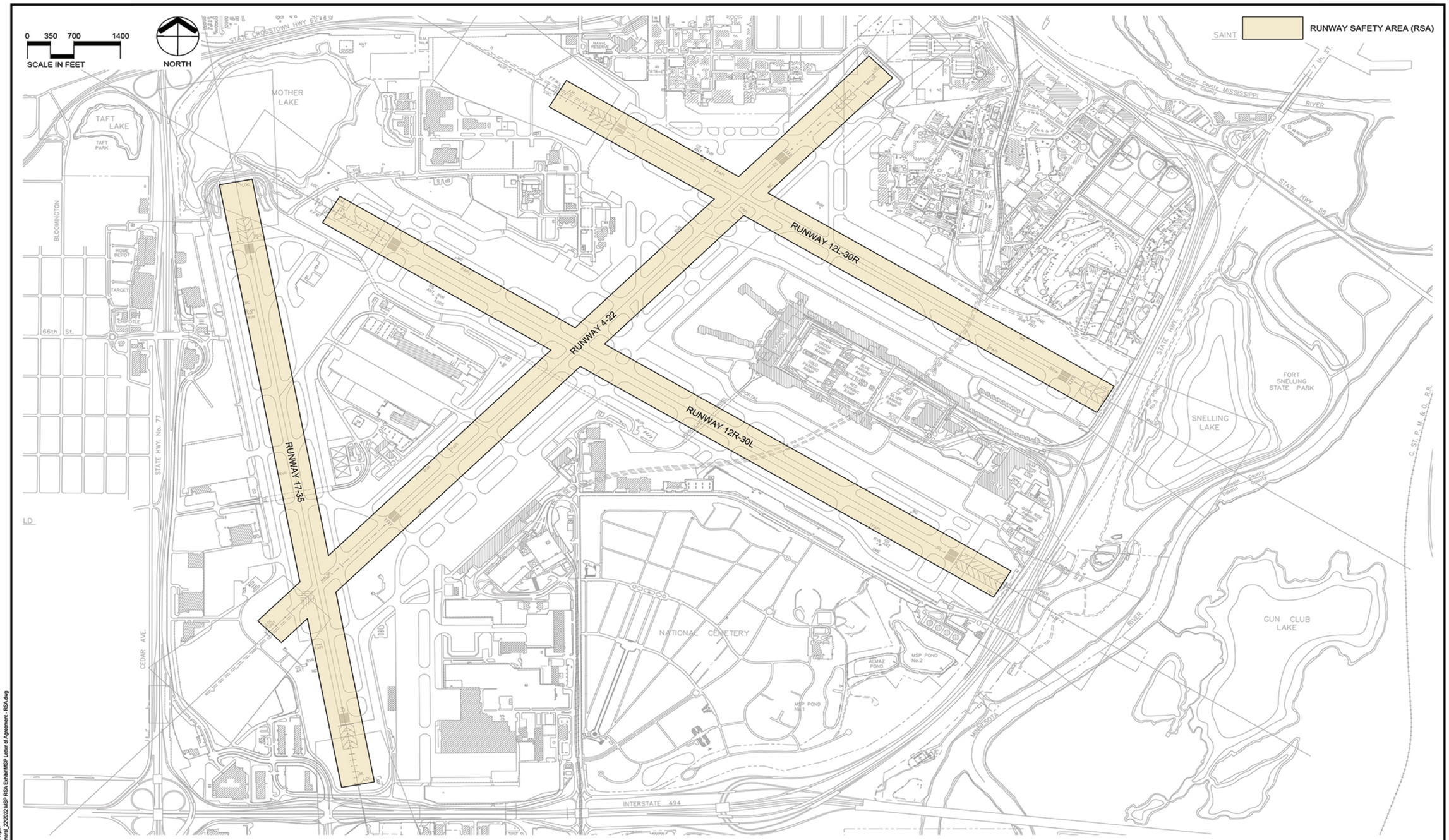
6. DEVIATIONS. Deviations from procedures identified herein must be approved only after coordination between the Minneapolis Airport Traffic Control Tower, Minneapolis-Technical Operations, and the Metropolitan Airports Commission.

Heidi Wulf
Air Traffic Manager
Minneapolis Airport Traffic Control Tower

Daniel Picardo
District Facilities Manager
Minneapolis Technical Operations

DocuSigned by:
Chad Leqve
Chad Leqve
Vice President, Management & Operations
Metropolitan Airports Commission

FAA Acceptance*:
Acceptance Date: December 02 2022
*For inclusion to the ACM only



Metropolitan Airports Commission	RUNWAY SAFETY AREAS (RSA)	**Original Date: 12/09/04**	**Revision Date: 11/18/22**	DATE	DRAWING NO.
	MINNEAPOLIS-ST. PAUL INTERNATIONAL AIRPORT	**FAA Approval:**	FAA Acceptance*: Kenneth M. Taire Acceptance Date: December 02 2022 *For inclusion to the ACM only	7/18/2022	1

CURRENT: Jul 18, 2022 - 2:41pm
DIR: K:\MAC\12695\AIR\General_2\2022 MSP RSA Exhibit\MSP Letter of Agreement - RSA.dwg