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METROPOLITAN AIRPORTS COMMISSION

ORDINANCE No. 115

AIRFIELD USE AND TERMINAL 2-HUMPHREY ORDINANCE

Adopted by Commission: August 27, 2012
Effective Date: January 1, 2013
Amended by Ordinance No. _____.
Amendment Effective Date: January 1, 2025

Metropolitan Airports Commission

ORDINANCE NO. 115

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METROPOLITAN AIRPORTS COMMISSION

ORDINANCE NO. 115

AIRFIELD USE AND TERMINAL 2-HUMPHREY ORDINANCE

An Ordinance to promote and conserve public safety, health, peace, convenience and welfare, to provide regulation on use of the Minneapolis-St. Paul International Airport – Wold – Chamberlain Field and to control the loading and unloading of passengers and freight thereat; to provide for payment of landing fees by aircraft other than signatory airlines and military aircraft; to provide for payment of Facility Use Fees, Aircraft Parking Fees, and Federal Inspections Services Facility Use Fees at Terminal 2-Humphrey; prescribing the penalty for violation thereof; and to repeal Commission Ordinance No. 96.

The Metropolitan Airports Commission does ordain:

SECTION 1 – DEFINITIONS.

1.1 Aircraft Parking Fees. The fees, established by the Commission or as from time to time amended, to be charged to the operator of aircraft parking at the Airport ramps adjacent to the Terminal 2-Humphrey, copy of the applicable fee schedule to be on file at all times within the Terminal 2-Humphrey and to be furnished on request by the Terminal 2-Humphrey Agent to the operator of aircraft incident to use of said facilities.

1.2 Airport. Minneapolis-St. Paul International Airport, Wold-Chamberlain Field, a public airport under the supervision, operation, direction and control of the Metropolitan Airports Commission, and located in the County of Hennepin and State of Minnesota.

1.3 Category I Aircraft. Aircraft with FAA approved maximum certificated gross landing weight less than or equal to 80,000 pounds.

1.4 Category II Aircraft. Aircraft with FAA approved maximum certificated gross landing weight greater than 80,000 pounds but less than or equal to 230,000 pounds.

1.5 Category III Aircraft. Aircraft with FAA approved maximum certificated gross landing weight greater than 230,000 pounds.

1.6 Commission. The Metropolitan Airports Commission (“MAC”), a public corporation organized and operating pursuant to Chapter 500, Laws of Minnesota 1943 and amendments thereto.

1.7 Common Ticket Counters. Ticket counters that are not leased.

1.8 Common Use Facilities. Common Use Gate holdrooms, ramp, jetbridges, Common Ticket Counters, and shared bag claim areas.

1.9 Common Use Gates. Aircraft gates that are not leased.

1.10 Facility Use Fee. The fees established by this Ordinance, or as from time to time amended by the Commission. A copy of the applicable schedule to be furnished on request to the operator of aircraft incident to use of said facilities. Facility Use Fees include, but are not limited to, fees charged per

- 101 Operation for Common Use Gates, FIS Fees, Aircraft Parking Fees and other fees under this
102 Ordinance.
103
- 104 1.11 FIS. Federal Inspection Service.
105
- 106 1.12 Fixed Base Operator. A commercial operator at the Airport whose operations under agreement
107 with the Commission at an assigned area under his/her control encompasses some or all of the
108 following: the furnishing of services such as aircraft storage, aircraft repairs, air charter flights, and
109 sale of aircraft, aircraft parts and equipment, aviation fuel and other petroleum products for use in
110 aircraft.
111
- 112 1.13 Fuel. Aviation gasoline and any other gasoline, petroleum product, fuel, or other substance used
113 in the propulsion of aircraft, automobiles, trucks and other ground vehicles.
114
- 115 1.14 Terminal 2-Humphrey. Terminal 2-Humphrey and aircraft ramp areas adjacent thereto, said area(s)
116 being designated on a master plan of the Airport on file in the office of the Airport Director.
117
- 118 1.15 Terminal 2-Humphrey Agent. The operator designated by the Commission or the Commission itself,
119 who, under agreement with the Commission, has the responsibility to manage, direct, supervise and
120 to otherwise control all aircraft operations to, at or from the Terminal 2-Humphrey, and who shall
121 conduct such operations from offices therein in accordance with the Commission's Terminal 2-
122 Humphrey Operating Policies and Procedures as amended, and under the supervision and direction
123 of the Commission.
124
- 125 1.16 Terminal 2-Humphrey Surcharge. The Terminal 2-Humphrey Surcharge generally covers the cost of
126 items provided by the Commission at Terminal 2-Humphrey, which are not in the judgment of the
127 Commission provided by the Commission at Terminal 1-Lindbergh. Such items include, but are not
128 limited to, passenger loading bridges, ticket counter inserts, bag belt to make-up area, ticket counter
129 signage, baggage make-up/sort device, gate podium and backwall, furniture and fixtures, FIDS, BIDS
130 and EVIDS, curbside baggage check, gate lobby interior finishes, and CUTE systems.
131
- 132 1.17 Into-Plane Fuel Provider. Tenant or Licensee of the Airport that is authorized to deliver fuel to
133 aircraft at MSP through the completion of a Limited Airside Services License Agreement with the
134 Commission.
135
- 136 1.18 Terminal 1-Lindbergh. Terminal 1-Lindbergh and the aircraft ramp areas adjacent thereto, said
137 area(s) being designated on a master plan of the Airport on file in the office of the Airport Director.
138
- 139 1.19 Military Aircraft. Aircraft owned and/or operated by components of the military forces of the United
140 States of America or of the State of Minnesota, making use of the Airport and paying for use of the
141 public runways, taxiways, aprons and air navigation facilities pursuant to Use Fee Agreements.
142
- 143 1.20 Non-Signatory Airline. Operator of aircraft that pays for use of the Airport pursuant to this
144 Ordinance, and not under a Use Fee Agreement.
145
- 146 1.21 Operation. An aircraft arrival to or departure from Terminal 2-Humphrey incident to the carrying of
147 passengers.
148

- 149 1.22 Signatory Airline. Operator of aircraft that pays for use of the Airport pursuant to a Use Fee
150 Agreement and, where applicable, this Ordinance.
151
- 152 1.23 Use Fee Agreements. Agreements between the Commission and Signatory Airlines and the military
153 by which the airlines and the military are charged fees for the use of public runways, taxiways,
154 aprons and air navigation facilities to defray in part the cost of development, maintenance and
155 operation thereof.
156

157 **SECTION 2. USE OF THE AIRPORT BY AIRCRAFT CARRYING CARGO OR FREIGHT.**
158

- 159 2.1 Prohibited Loading and Off-Loading Areas. No aircraft operator carrying cargo or freight not
160 incidental to the carrying of passengers, except air taxi mail flights, shall use Terminal 2-Humphrey
161 at the Airport for the parking of aircraft incident to the on-loading or off-loading of freight and cargo.
162 A representative of the Commission may authorize such aircraft operators to use such area on a
163 space available basis when unusual operational conditions exist.
164
- 165 2.2 Designated Loading or Unloading Areas. The loading or unloading of air freight, not incidental to
166 the carrying of passengers, shall be carried on at a cargo freight handling area as designated on a
167 master plan of the Airport. This provision shall not apply to airlines operating out of Terminal 1-
168 Lindbergh and Military Aircraft, who may be loaded and unloaded at their respective assigned apron
169 areas, and to air taxi mail carriers which may load or unload at Terminal 1-Lindbergh building.
170

171 **SECTION 3. USE OF THE AIRPORT.**
172

- 173 3.1 Aircraft Parking. Subject to the provisions of Section 2, the parking of aircraft incident to operations
174 to, at or from the Airport shall be limited to Fixed Base Operator locations and other areas
175 designated by the Commission for aircraft parking. Such parking shall be controlled by and subject
176 to the direction of the operator in charge of the ramp area so used.
177
- 178 Aircraft parking at Common Use Gates at the Terminal 2-Humphrey is prohibited without prior
179 approval by the Commission or its designated representative. If so approved, such parking shall be
180 subject to applicable parking fees set forth on Schedules A-1 and additional fees for the use of
181 facilities and other equipment provided by the Terminal 2-Humphrey Agent or others.
182
- 183 3.2 Loading and Unloading. The loading or unloading of passengers to or from aircraft using Common
184 Use Facilities at the Terminal 2-Humphrey shall be through the passenger lobby area and jetbridges
185 and in accordance with the Terminal 2-Humphrey Operating Procedures. All loading or unloading
186 of passengers and their luggage to or from aircraft shall be conducted by and subject to the direction
187 and control of the Commission or its designated representative in accordance with the Terminal 2-
188 Humphrey Operating Procedures.
189
- 190 3.3 Terminal 2-Humphrey. Use of the Terminal 2-Humphrey shall be according to the Terminal 2-
191 Humphrey Operating Policies and Procedures and any applicable policies adopted by the
192 Commission.
193
- 194 3.4 International Waste. Aircraft operators are responsible for the proper disposal of all international
195 waste as required by the United States Department of Agriculture ("USDA").
196

197 **SECTION 4. PAYMENT OF FEES FOR AIRCRAFT USE OF THE AIRPORT.**
198

199 4.1 Use Fee Agreements. The operators of Signatory Airlines and Military Aircraft making use of the
200 Airport pay charges for use of the public runways, taxiways, aprons and air navigation facilities
201 pursuant to Use Fee Agreements.
202

203 4.2 Landing Fee. The operators of all aircraft, other than Signatory Airlines or operators of Military
204 Aircraft, including without limiting the foregoing aircraft based at all of the Commission’s airports,
205 shall pay a landing fee charge based on the weight of the aircraft for each landing of such aircraft at
206 the Airport in an amount equal to one hundred twenty-five percent (125%) of the then current
207 estimated compensatory field and runway use fee charged to Signatory Airlines; provided that the
208 landing fee charged hereunder shall be no less than the established Minimum Landing Fee
209 (“Minimum Landing Fee”). The Minimum Landing Fee will thereafter be indexed to the total
210 budgeted airfield cost percentage change each year, as reflected in the Commission’s operating
211 budget. The Minimum Landing Fee will thus be adjusted annually by Commission action through the
212 Commission’s adoption of the operating budget, which is usually first presented to the Commission
213 in September of each year. The adjusted amount will become effective on January 1, following the
214 Commission’s adoption of the operating budget. Following the Commission’s adoption of the
215 operating budget, the Commission shall provide written notice to interested parties of the
216 adjustment to the Minimum Landing Fee, prior to its implementation.
217

218 4.3 Facility Use Fees.
219

220 (a) Establishment of Facility Use Fees. The Facility Use Fees are intended to reflect the
221 Commission’s operating and capital costs of the Terminal 2-Humphrey or a percentage
222 thereof (“Recoverable Costs”). Recoverable Costs are the amount of the total Terminal 2-
223 Humphrey costs that the Commission determines shall be recovered by Terminal 2-
224 Humphrey users each year, which may include but are not limited to costs of Common Use
225 Gates, Common Use Ticket Counters, ramp lineal footage, Terminal 2-Humphrey Surcharge,
226 and depreciation and interest.
227

228 1. Common Use Facilities Fee. The operator of aircraft using Common Use Gates,
229 Common Use Ticket Counters and other Common Use Facilities at the Terminal 2-
230 Humphrey shall pay Common Use Facilities Fee for use of that terminal building
231 and ramp as set forth by this Ordinance. The rates established on the effective date
232 of this Ordinance are set forth in Schedule A-1. This fee may be adjusted periodically
233 by Commission action as set forth in Section 4.6.
234

235 The Commission shall also establish a Cap for the Common Use Facilities Fee for
236 use of the Terminal 2-Humphrey (“Cap”) in which an aircraft operator shall pay
237 no more than the Cap rate for each Common Use Gate. For any calendar year,
238 the Cap shall only apply to Common Use Facilities Fee for the aircraft operator’s
239 Operations on a single Common Use Gate and does not include FIS Charges,
240 Landing Fees, Fuel Flowage Fees, Aircraft Parking Fees, rent for leased premises
241 paid to MAC or any other fees payable to MAC. The Cap may be adjusted into
242 rates for Category I, II and III Aircraft and may be adjusted periodically as set forth
243 in Section 4.6.
244

245 An aircraft operator assigned an FIS accessible gate as its priority gate may be
246 reassigned to another gate to accommodate an international arrival and
247 corresponding departure. In that event, the fees incurred at the gate the aircraft
248 operator is reassigned to will apply against the Cap at the aircraft operator's
249 normally assigned priority gate. If an aircraft operator has reached the Cap on the
250 effective date of this Ordinance, the aircraft operator shall incur no more
251 Common Use Gate fees for a single gate for the calendar year.
252

253 2. Federal Inspection Services ("FIS") Facility Use Fee. In addition to Common Use
254 Facilities Fee and all other fees due under this Ordinance, the operator of aircraft
255 using the Terminal 2-Humphrey FIS facility shall pay an FIS Facility Use Fee per
256 Operation. This fee may be adjusted periodically by Commission action as set
257 forth in Section 4.6. The rates established on the effective date of this Ordinance
258 are set forth in Schedule A-1.
259

260 3. Aircraft Parking Fees. All aircraft parked in designated areas as directed by the
261 Commission or its designated representative, including but not limited to remote
262 ramp areas and parking and overnighing aircraft on Common Use Gates, shall
263 pay Aircraft Parking Fees as set forth on Schedules A-1. Parking shall mean any
264 time period an aircraft is authorized to occupy a Common Use Gate for a time
265 period longer than provided for in the Terminal 2-Humphrey Operating Policies
266 and Procedures for an Operation. No parking fees shall apply to parking on an
267 aircraft operator's priority use gate as defined in the Terminal 2-Humphrey
268 Operating Policies and Procedures. This fee may be adjusted periodically by
269 Commission action as set forth in Section 4.6.
270

271 (b) Delay Fee. If the operator of aircraft exceeds the approved occupancy times for Common
272 Use Gates as established by the Terminal 2-Humphrey Operating Policies and Procedures
273 by more than 15 minutes and that delay affects the next flight using that gate, the aircraft
274 operator shall pay additional Facility Use Fees, unless the delay is caused by circumstances
275 beyond the operator's control, including but not limited to weather, air traffic control, FIS
276 delays, or delays of earlier flights on the gate other than flights by that aircraft operator.
277 The delay fee is applicable to delays caused by mechanical problems where the aircraft
278 operator has the ability to tow the aircraft off the gate. The Commission will make the final
279 decision as to the cause of the delay.
280

281 4.4 Fuel Flowage Fees. Fixed Base Operators that are authorized to dispense Fuel at the Airport shall
282 pay the Fuel Flowage Fees stated in Chart D4 of Ordinance No. _____ for every gallon of Fuel sold
283 or delivered by the Fixed Based Operator at the Airport, regardless of Fuel type, including Fuel sold
284 or delivered to customers, subsidiaries, licensees, or subtenants of the Fixed Base Operator at the
285 Airport, and customers, subsidiaries, licensees, or subtenants of a subtenant of the Fixed Base
286 Operator at the Airport. Additionally, into-plane fuel provided by a Fixed Base Operator is subject
287 to the Fuel Flowage Fees stated in Chart D4 of Ordinance No. _____.
288

289 Into-Plane Fuel Providers operating at the Airport shall pay the Fuel flowage fees stated in
290 Schedule A-2 of Ordinance No. 115 for every gallon of Fuel sold or delivered by the Into-Plane
291 Fuel Provider at the Airport, including Fuel sold or delivered to customers, subsidiaries, licensees,
292 or subtenants of the Into-Plane Fuel Providers.

293
294 Notwithstanding the foregoing, Fuel Flowage Fees shall not apply to fuel supplied to Military
295 Aircraft, aircraft operated by Signatory Airlines, or aircraft which are fueled while using gates at
296 either the Terminal 1-Lindbergh or Terminal 2-Humphrey.

297
298 Fuel Flowage Fees for Into-Plane Fuel Providers will be adjusted periodically as set forth in Section
299 4.6(b).

300
301 Fuel Flowage Fees for Fixed Base Operators at the Airport will be adjusted periodically as set forth
302 in Section 11 of Ordinance No. ____.

303
304 4.5 Payment of Fees. Operators of aircraft will be charged for each approved use of a Common Use
305 Gate or Common Ticket Counter, whether or not they are actually used, unless cancelled in writing
306 at least 10 days in advance. All use of Common Use Facilities must be approved in advance by the
307 Commission or its designated representative.

308
309 Payment of the use fee charges shall be made prior to release and clearance of such aircraft for
310 departure from the Airport to the Fixed Base Operator having under its control the apron area at
311 the Airport used by the landing aircraft, including, in the case of aircraft landing and making use of
312 the Terminal 2-Humphrey, the Terminal 2-Humphrey Agent in charge of such facility.

313
314 Aircraft Parking Fees, landing fees, Common Use Gate fees, and FIS use fees for Operation to, at or
315 from the Terminal 2-Humphrey shall be paid to the Terminal 2-Humphrey Agent for Non-Signatory
316 Airlines prior to release and clearance of such aircraft for departure from the Airport. Such fees
317 shall be paid directly to the Commission for Signatory Airlines pursuant to payment provisions of
318 the Use Fee Agreement.

319
320 Fixed Base Operators and Into-Plane Fuel Providers shall pay Fuel flowage fees (and provide
321 reports to the Commission as described in Section 5.1) within twenty (20) days after the end of
322 each calendar month for Fuel sold or delivered (as described in Section 4.4 above) during the
323 previous calendar month, unless otherwise notified by the Commission in writing of different
324 payment dates.

325
326 4.6 Adjustment of Fees.

327
328 (a) Landing Fee and Facility Use Fees. The Commission intends to establish rates in
329 approximately September through December timeframe of each year for the upcoming
330 calendar year. In addition, the Commission may periodically adjust these fees for reasons
331 that include, but are not limited to, change in expected Operations, carrier(s) new to the
332 Terminal 2-Humphrey, unanticipated expenses, and budget adjustments. Fees remain in
333 effect until such time as changed by the Commission. The Commission shall provide notice
334 of any changes in the Facility Use Fee structure prior to its implementation.

335
336 (b) Fuel Flowage Fees. Fuel Flowage Fees paid by Into-Plane Fuel Providers will be adjusted on
337 January 1 of each year, according to the attached Schedule A-2. The Commission may,
338 however, reevaluate and adjust the rates and fees in the attached Schedule A-2 by
339 Commission action. If the Fuel Flowage Fees paid by Into-Plane Fuel Providers on the
340 attached Schedule A-2 are not modified by the Commission before December 31, 2018, the

341 rents and fees shall be increased in the same manner and at the same percentage rates per
342 year until the Commission determines other rates and fees. This means that the Fuel
343 Flowage Fees paid by Into-Plane Fuel Providers shall be increased at four percent (4%) per
344 year. If the Commission plans deviate from Schedule A-2 through Commission action, it will
345 send out notice 15 days in advance of the public meeting to affected parties.
346

- 347 4.7 Late Fees. Any payment not received by the Commission or the Terminal 2-Humphrey Agent within
348 thirty (30) days of the due date shall accrue interest at the rate of one and one-half percent (1 ½ %)
349 per month measured from the due date until paid in full.
350

351 **SECTION 5. REPORTS AND PAYMENTS TO THE COMMISSION.**
352

- 353 5.1 Reports. Fixed Base Operators, and the Terminal 2-Humphrey Agent, shall within twenty (20) days
354 after the end of each calendar month, report to the Commission covering the previous calendar
355 month as to the aircraft which have landed and parked at the apron area(s) assigned to and under
356 the control of such operator. Reports shall include the type of aircraft by Federal Aviation
357 Administration approved gross certificated maximum landing weights, the number of landings and
358 take-offs made by such aircraft during the month of reporting, and the landing fee charge due and
359 owing in respect to such aircraft. In the case of the Terminal 2-Humphrey Agent, the report shall in
360 addition include Aircraft Parking Fees, Facility Use Fees, FIS use fees and the number of aircraft
361 Operations by category using the Terminal 2-Humphrey.
362

363 Fixed Base Operators and Into-Plane Fuel Providers shall provide reports to the Commission
364 within twenty (20) days after the end of each calendar month for Fuel sold or delivered (as
365 described in Section 4.5 above) during the previous calendar month, unless otherwise notified by
366 the Commission in writing of different reporting dates. The reports shall state fueling activity for
367 the calendar month, including the number of gallons of Fuel sold or delivered broken down by
368 Fuel type, the dates on which the Fuel was supplied, the number of gallons dispensed, broken
369 down by Fuel type; the meter readings on the pumps for the beginning and end of the calendar
370 month, and any other information relating to the fueling activity requested in writing by the
371 Commission.
372

- 373 5.2 Fixed Base Operator and Terminal 2-Humphrey Agent Payments. Together with such report, the
374 Fixed Base Operator and Terminal 2-Humphrey Agent shall remit to the Commission payment of all
375 fees reported and to be paid pursuant to this Ordinance, whether or not collected from the aircraft
376 operator.
377

- 378 5.3 Records. The Commission, through its representatives, shall have the right at any time during the
379 business day to inspect the records of the Fixed Base Operators, Into-Plane Fuel Providers, and
380 Terminal 2-Humphrey Agent as to Operations from the apron area assigned to and under the control
381 of each such operator, to ascertain the veracity of the operator's reports hereunder. If, as a result
382 of such inspection and upon audit a deficiency in payments made to the Commission hereunder of
383 more than five percent (5%) is disclosed, the cost of audit shall be borne by the operator. Otherwise
384 the cost of inspection and audit shall be borne by the Commission. The Terminal 2-Humphrey
385 Agent's dispatch log shall be the official document for activity subject to fees under this Ordinance.
386

387 **SECTION 6. IMPOUNDING AIRCRAFT.**

388
389 The Airport Director shall have the right to impound, tow away and cause to be stored with any Fixed Base
390 Operator at the Airport, any aircraft, vehicle or other equipment parked or left unattended in violation
391 hereof, of whose operator fails to pay aircraft landing fee charges and/or any other fee due under this
392 Ordinance from aircraft Operation at or from the Terminal 2-Humphrey. The operator of the aircraft so
393 impounded, in addition to payment of the fees due and owing, shall, prior to release of the same, pay all
394 costs incident to such impounding, including charges for towing and storage of such aircraft.

395
396 **SECTION 7. PENALTY.**

397
398 Any person violating any of the provisions of this Ordinance shall upon conviction be punished by sentence
399 within the parameters of the maximum penalty for misdemeanors set forth in Minn. Stat. §609.03 or as
400 amended

401
402 **SECTION 8. PROVISIONS SEVERABLE.**

403
404 If any part of this Ordinance shall be held unconstitutional or invalid, this does not affect the validity of the
405 remaining parts of this Ordinance. The Commission declares it would have passed the remaining parts of
406 this Ordinance without the unenforceable provisions.

407
408 **SECTION 9. NOTICE.**

409
410 9.1 Method of Providing Notice. Notice as required by Section 4.6 or any other notice required by this
411 Ordinance, is sufficient if delivered in person, sent by U.S. mail to the last address on file with the
412 Commission, or transmitted by fax or email. Notice is effective when it is hand delivered, placed in
413 the mail, faxed, or emailed.

414
415 9.2 Time Periods. The time periods set forth in this Ordinance shall be based on calendar days unless
416 otherwise specified.

417
418 **SECTION 10. REPEALER.**

419
420 As of the effective date of this Ordinance, the Commission's Ordinance No. 96 is hereby revoked.

421
422 **SECTION 11. EFFECTIVE DATE.**

423
424 This Ordinance is effective January 1, 2013. The amendments to Sections 4.4., 4.6(b), and Schedule A-2
425 passed as part of Ordinance No. _____ are effective January 1, 2025.

426

427 **SCHEDULE A - 1**
 428 **Rates for 2012**

430 **LANDING FEES**

431 **Non-Signatory Landing Fee Rate:** \$3.03/1,000 lbs.
 432 **Non-Signatory Minimum Landing Fee:** \$59.42

434 **FACILITY USE FEES**

436 **Common Use Facilities Fee - Gate Charge Per Operation**

437

Category I Aircraft	\$ 112.00
Category II Aircraft	\$582.00
Category III Aircraft	\$1,383.00

438

439 **Cap for Calendar Year 2012:** \$738,101.00

440

441 **F.I.S. Facilities Use Fee - Charge Per International Arrival Operation**

442

Category I Aircraft	\$112.00
Category II Aircraft	\$1,108.00
Category III Aircraft	\$2,411.00

443

444 **Aircraft Parking Fees**

445

Per Hour

Category I Aircraft	\$ 5.00
Category II Aircraft	\$ 15.00
Category III Aircraft	\$ 20.00

446

447 **Fees have been rounded to the nearest dollar.**

448

449 **Fees may be adjusted periodically by the Commission according to Section 4.6. Check with the Commission or the**
450 **Terminal 2-Humphrey Agent for Current Amounts.**

451

452
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455

Schedule A-2

Fuel Flowage Fees (rate per gallon)

	2025	2026	2027	2028	2029	2030
MSP	\$0.160	\$0.167	\$0.173	\$0.180	\$0.187	\$0.195

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459

Fees may be adjusted periodically by the Commission according to Section 4.6. Check with the Commission for Current Amounts.