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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

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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

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

149 passengers.

150

151 1.22 Signatory Airline. Operator of aircraft that pays for use of the Airport pursuant to a Use Fee
152 Agreement and, where applicable, this Ordinance.

153

154 1.23 Use Fee Agreements. Agreements between the Commission and Signatory Airlines and the military
155 by which the airlines and the military are charged fees for the use of public runways, taxiways,
156 aprons and air navigation facilities to defray in part the cost of development, maintenance and
157 operation thereof.

158

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

160

161 2.1 Prohibited Loading and Off-Loading Areas. No aircraft operator carrying cargo or freight not
162 incidental to the carrying of passengers, except air taxi mail flights, shall use Terminal 2-Humphrey
163 at the Airport for the parking of aircraft incident to the on-loading or off-loading of freight and cargo.
164 A representative of the Commission may authorize such aircraft operators to use such area on a
165 space available basis when unusual operational conditions exist.

166

167 2.2 Designated Loading or Unloading Areas. The loading or unloading of air freight, not incidental to
168 the carrying of passengers, shall be carried on at a cargo freight handling area as designated on a
169 master plan of the Airport. This provision shall not apply to airlines operating out of Terminal 1-
170 Lindbergh and Military Aircraft, who may be loaded and unloaded at their respective assigned apron
171 areas, and to air taxi mail carriers which may load or unload at Terminal 1-Lindbergh building.

172

173 **SECTION 3. USE OF THE AIRPORT.**

174

175 3.1 Aircraft Parking. Subject to the provisions of Section 2, the parking of aircraft incident to operations
176 to, at or from the Airport shall be limited to Fixed Base Operator locations and other areas
177 designated by the Commission for aircraft parking. Such parking shall be controlled by and subject
178 to the direction of the operator in charge of the ramp area so used.

179

180 Aircraft parking at Common Use Gates at the Terminal 2-Humphrey is prohibited without prior
181 approval by the Commission or its designated representative. If so approved, such parking shall be
182 subject to applicable parking fees set forth on Schedules A-1 and additional fees for the use of
183 facilities and other equipment provided by the Terminal 2-Humphrey Agent or others.

184

185 3.2 Loading and Unloading. The loading or unloading of passengers to or from aircraft using Common
186 Use Facilities at the Terminal 2-Humphrey shall be through the passenger lobby area and jetbridges
187 and in accordance with the Terminal 2-Humphrey Operating Procedures. All loading or unloading
188 of passengers and their luggage to or from aircraft shall be conducted by and subject to the direction
189 and control of the Commission or its designated representative in accordance with the Terminal 2-
190 Humphrey Operating Procedures.

191

192 3.3 Terminal 2-Humphrey. Use of the Terminal 2-Humphrey shall be according to the Terminal 2-
193 Humphrey Operating Policies and Procedures and any applicable policies adopted by the
194 Commission.

195

196 3.4 International Waste. Aircraft operators are responsible for the proper disposal of all international

waste as required by the United States Department of Agriculture (“USDA”).

SECTION 4. PAYMENT OF FEES FOR AIRCRAFT USE OF THE AIRPORT.

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

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

4.3 Facility Use Fees.

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

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

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

245 in Section 4.6.

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

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

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

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

282
283 4.4 Fuel Flowage Fees. Fixed Base Operators ~~who that~~ are authorized to dispense Fuel at the Airport
284 shall pay the Fuel Flowage Fees stated in ~~Schedule A-2~~Chart D4 of Ordinance No. _____ for every
285 gallon of Fuel sold or delivered by the Fixed Based Operator at the Airport, regardless of Fuel type,
286 including Fuel sold or delivered to customers, subsidiaries, licensees, or subtenants of the Fixed Base
287 Operator at the Airport, and customers, subsidiaries, licensees, or subtenants of a subtenant of the
288 Fixed Base Operator at the Airport. ~~Additionally, Additionally, into-plane fuel provided by a Fixed~~
289 Base Operator is subject to the Fuel Flowage Fees stated in Chart D4 of Ordinance No. _____.

290
291 ~~4.4~~ Into-Plane Fuel Providers operating at the Airport shall pay the Fuel flowage fees stated in
292 Schedule A-2 of Ordinance No. 115 for every gallon of Fuel sold or delivered by the Into-Plane

293 Fuel Provider at the Airport, including Fuel sold or delivered to customers, subsidiaries, licensees,
294 or subtenants of the Into-Plane Fuel Providers.

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

299
300 Fuel Flowage Fees for Into-Plane Fuel Providers will be adjusted periodically as set forth in Section
301 4.6(b).

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

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

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

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

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

327
328 4.6 Adjustment of Fees.

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

337
338 (b) Fuel Flowage Fees. Fuel Flowage Fees paid by Into-Plane Fuel Providers will be adjusted on
339 January 1 of each year, according to the attached Schedule A-2. The Commission may,
340 however, reevaluate and adjust the rates and fees in the attached Schedule A-2 by

341 Commission action. If the Fuel Flowage Fees paid by Into-Plane Fuel Providers on the
342 attached Schedule A-2 are not modified by the Commission before December 31, 2018, the
343 rents and fees shall be increased in the same manner and at the same percentage rates per
344 year until the Commission determines other rates and fees. This means that the Fuel
345 Flowage Fees paid by Into-Plane Fuel Providers shall be increased at four percent (4%) per
346 year. If the Commission plans deviate from Schedule A-2 through Commission action, it will
347 send out notice 15 days in advance of the public meeting to affected parties.

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

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

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

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

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

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

389 **SECTION 6. IMPOUNDING AIRCRAFT.**

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

397
398 **SECTION 7. PENALTY.**

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

403
404 **SECTION 8. PROVISIONS SEVERABLE.**

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

409
410 **SECTION 9. NOTICE.**

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

416
417 9.2 Time Periods. The time periods set forth in this Ordinance shall be based on calendar days unless
418 otherwise specified.

419
420 **SECTION 10. REPEALER.**

421
422 As of the effective date of this Ordinance, the Commission's Ordinance No. 96 is hereby revoked.

423
424 **SECTION 11. EFFECTIVE DATE.**

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

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**SCHEDULE A - 1
 Rates for 2012**

LANDING FEES

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

FACILITY USE FEES

Common Use Facilities Fee - Gate Charge Per Operation

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

440
441
442
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444

Cap for Calendar Year 2012: \$738,101.00

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

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

445
446
447

Aircraft Parking Fees

Per Hour

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

448

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

450

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

453

Schedule A-2

454
 455
 456
 457

Fuel Flowage Fees (rate per gallon)

| | 2013 2025 | 2014 2026 | 2015 2027 | 2016 2028 | 2017 2029 | 2018 2030 |
|------------|---|---|---|---|---|---|
| MSP | \$0. 100 <u>16</u> <u>0</u> | \$0. 104 <u>16</u> <u>7</u> | \$0. 108 <u>17</u> <u>3</u> | \$0. 112 <u>18</u> <u>0</u> | \$0. 117 <u>18</u> <u>7</u> | \$0. 122 <u>19</u> <u>5</u> |

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