

**MINNEAPOLIS-SAINT PAUL METROPOLITAN AIRPORTS COMMISSION****ORDINANCE NO. 53**

An Ordinance of the Minneapolis-St. Paul Metropolitan Airports Commission relating to the management and operation of the Minneapolis-St. Paul Metropolitan Airports Commission secondary airports; adopted in the public interest to promote the public health, safety and welfare; relating to the security of aircraft based at secondary airports; and prescribing the penalties for violation thereof.

The Minneapolis-St. Paul Metropolitan Airports Commission does ordain:

**Section 1. Definitions.** The following words and phrases, when used in this Ordinance, shall have the meanings respectively ascribed to them in this section.

- 1.1 Secondary Reliever Airports – any airport owned by and under the supervision, operation, direction and control of the Minneapolis-St. Paul Metropolitan Airports Commission, other than the Minneapolis St. Paul International Airport – Wold Chamberlain Field.
- 1.2 Unattended or unattended aircraft – any aircraft which is not in the physical presence of its owner, operator, or bailee or which is not under the actual control or observation of said owner, operator or bailee.

**Section 2.** It shall be the responsibility of the aircraft owner, operator or bailee to adequately secure all aircraft left unattended at any secondary reliever airport.

**Section 3.** No owner, operator or bailee of any aircraft shall leave any aircraft unattended at any secondary reliever airport, except as provided below.

- 3.1 Any aircraft left unattended shall be locked and the key shall be removed from the aircraft ignition.
- 3.2 An unattended aircraft may be stored in a hangar, provided said hangar is securely locked.
- 3.3 An unattended aircraft may be secured to a tie-down, provided it is locked to said tie-down.
- 3.4 An unattended aircraft may be stored in a shelter hangar without doors, provided said aircraft is securely locked to said shelter hangar.
- 3.5 An unattended itinerate aircraft which does not require tie-down may be left free-standing, provided it is locked and the key is removed from the aircraft ignition.

**Section 4.** Any person violating the provisions of this Ordinance is guilty of a misdemeanor and shall upon conviction be punished in the manner as set forth in Minn. Stat. §609.031, as the same may from time to time be amended.

**Section 5. Commission Right to Action.** Prosecution and conviction under this Ordinance shall be without prejudice to and the Commission shall have such civil rights at law or equity as airport owner and operator and as persist under agreements now or hereafter in effect between it and persons having legal authority over and control of the operation of any aircraft to, at or from the airport.

**Section 6. Saving Clause.** If any part, provision or provisions of this Ordinance shall be held to be unconstitutional or otherwise illegal, such unconstitutionality or illegality shall not affect the validity of remaining parts of the Ordinance; and the Commission hereby declares that it would have passed the remaining parts of this Ordinance in any event, had it known that such part, provision or provisions might be unenforceable because unconstitutional or illegal.

**Section 7. Effective Date.** This Ordinance, upon its adoption and upon filing of the same with proof of publication with the Secretary of State of the State of Minnesota, shall thereupon be of full force and effect.