

**METROPOLITAN AIRPORTS COMMISSION****ORDINANCE NO. 64**

An Ordinance to promote and conserve the public safety, health, peace, convenience and welfare; to promote air navigation and transportation locally, nationally and internationally; to assure residents of the Minneapolis/St. Paul metropolitan area the minimum environmental impact from air navigation and air transportation by regulating the categories of aircraft using Minneapolis/St. Paul international Airport.

The Metropolitan Airports Commission does ordain:

**Section 1. - Definitions.**

- a. "Airplane" shall mean any civil, subsonic turbo-jet powered airplane exceeding 75,000 lbs. in maximum certificated take-off weight.
- b. "Airport" shall mean Minneapolis/St. Paul International Airport - Wold-Chamberlain Field.
- c. "Stage 1 airplane" shall mean an airplane that does not meet the Stage 2 or Stage 3 noise levels prescribed in Section C36.5 (a)(2) or Section C36.5 (a)(3) of Appendix C of Federal Aviation Regulations Part 36.
- d. "Stage 2 airplane" shall mean an airplane that complies with the noise levels prescribed in Section C36.5(a)(2) of Appendix C of Federal Aviation Regulations Part 36 (including use of the applicable trade-off provisions).
- e. "Stage 3 airplane" shall mean an airplane that complies with the noise levels prescribed in Section C36.5 (a)(3) of Appendix C of Federal Aviation Regulations Part 36 (including use of the applicable trade-off provisions).
- f. "Noise compliant airplane" shall mean (a) until January 1, 1986, any two-engine Stage 1 airplane complying with the provisions of the Aviation Safety and Noise Abatement Act of 1979 Section 303 (b) or (b) until January 1, 1988, any two-engine State 1 airplane with 100 seats or less exempted by the Aviation Safety and Noise Abatement Act of 1979 Section 304 in order to promote air service to medium size and small communities.

**Section 2.** - No airplane may take-off or land at Minneapolis/St. Paul International Airport unless it is a Stage 2 or Stage 3 airplane; provided, however that any noise compliant airplane may continue to operate at the Airport.

**Section 3. - Severability.** If any part or parts of this Ordinance shall be held unconstitutional, such unconstitutionality shall not affect the validity of the remaining parts of this Ordinance. The Commission hereby declares it would have passed the remaining parts of this Ordinance if it had known that such part or parts thereof would be declared unconstitutional.

**Section 4. - Penalty.** Violation of any of the provisions of this Ordinance shall be a misdemeanor as the same is defined in the Minnesota Statutes.

**Section 5. - Effective Date.** This Ordinance shall be in full force and take effect upon the filing of the same with proof of publication thereof with the Secretary of State of the State of Minnesota.