

Sec. 2. This act is effective the day following its final enactment.

Approved May 24, 1973.

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CHAPTER 760—H.F.No.2015

*An act relating to aeronautics; increasing the number of intermediate system airports permitted; amending Minnesota Statutes 1971, Section 360.305, Subdivisions 2, 3 and 4.*

Be it enacted by the Legislature of the State of Minnesota:

Section 1. Minnesota Statutes 1971, Section 360.305, Subdivision 2, is amended to read:

Subd. 2. **AERONAUTICS; INTERMEDIATE SYSTEM AIRPORTS.** Before any expenditure of any of the moneys appropriated pursuant to sections 360.301 to 360.306 to assist political subdivisions, municipalities, and public corporations in acquiring, constructing, improving, maintaining, and operating airports and other air navigation facilities may be authorized, the commissioner of aeronautics shall have made, with the approval of the governor, an order designating the municipalities and airports which are a part of the key airport system, the secondary intermediate airport system, the landing strip system, and the state system of radio and navigational aids, in accordance with the definitions and limitations stated in subdivision 3.

Sec. 2. Minnesota Statutes 1971, Section 360.305, Subdivision 3, is amended to read:

Subd. 3. (1) Key system airports are those used or intended to be used by aircraft of all sizes up to and including large multi-engine and jet aircraft, not exceeding 40.

(2) Secondary Intermediate system airports shall be those used or intended for use by single engine or light to medium multi-engine aircraft and shall include vertical takeoff and landing areas and short takeoff and landing areas not exceeding ~~60~~ 70.

(3) The landing strip system shall consist of those small airports which may be unattended, sod or hard surfaced and which are used or intended for use by single or multi-engine light aircraft, and not exceeding 85.

Changes or additions indicated by underline, deletions by ~~strikeout~~.

(4) The commissioner may amend such order from time to time to expand or modify the airport system to serve best the interest of the state, subject to the approval of the governor.

Sec. 3. Minnesota Statutes 1971, Section 360.305, Subdivision 4, is amended to read:

Subd. 4. (1) Except as otherwise provided in this subdivision, the commissioner of aeronautics shall require as a condition of such assistance by the state that the political subdivision, municipality, or public corporation itself make a substantial contribution to the cost of the construction, improvement, maintenance, or operation, such costs are hereinafter referred to as project costs, in connection with which the assistance of the state is sought.

(2) For any airport, whether key, secondary or landing strip, where only state and local funds are to be used, said contribution shall be not less than ~~one-third~~ one-fifth of the sum of:

(a) the said project costs,

(b) acquisition costs of the land and clear zones, hereinafter "acquisition costs."

Where federal, state and local funds are to be used, said contribution shall not be less than one tenth of said sum.

(3) The commissioner may pay the total cost of radio and navigational aids.

(4) However, notwithstanding subdivision 4, clause (2) above, the commissioner may pay all of the said project costs of a new landing strip, but not a secondary airport or key airport, or may pay an amount equal to the federal funds granted and used for a new landing strip plus all of the remaining project costs; but the total amount paid by the commissioner for the project costs of a new landing strip, unless specifically authorized by an act appropriating moneys therefor, shall not exceed \$50,000.

(5) To receive aid hereunder for acquisition costs the municipality must enter into an agreement with the commissioner giving assurance that said airport will be operated and maintained in a safe, serviceable manner for aeronautical purposes only for the use and benefit of the public for a period of twenty years after the date that the state funds are received by the municipality. The agreement may contain such other conditions as the commissioner deems reasonable.

(6) The commissioner shall establish a hangar construction revolving account which shall be used for the purpose of financing the construction of hangar buildings to be constructed by municipi-

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palties owning airports. All municipalities owning airports are authorized to enter into contracts for the construction of hangars, and contracts with the commissioner for the financing of such hangar construction for such amount and period of time as may be determined by the commissioner and municipality. All receipts from the financing contracts shall be deposited in the hangar construction revolving account and are hereby reappropriated for the purpose of financing construction of hangar buildings. The commissioner may pay from the hangar construction revolving account 80 percent of the cost of financing construction of hangar buildings. For purposes of this clause, the "construction" of hangars shall include their design.

(7) The commissioner may pay a portion of the purchase price of any airport maintenance and safety equipment and of the actual airport snow removal costs incurred by any municipality. The portion to be paid by the state shall not exceed ~~one-half~~ two-thirds of the cost of such purchase price or snow removal. To receive such aid such municipality must enter into an agreement of the type referred to in clause (5) above.

(8) This subdivision shall apply only to project costs or acquisition costs of municipally owned airports which are incurred after June 1, 1971.

Approved May 24, 1973.

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## CHAPTER 761—H.F.No.2087

[Not Coded]

*An act relating to the city of Duluth, authorizing the city of Duluth to create development districts within the city boundaries; to acquire, construct, reconstruct, improve, alter, extend, operate, maintain, and promote development programs to be carried out in each of the districts created; to authorize the city to issue bonds to carry out such development programs; to authorize the city and the county auditor to use the tax increment created in the development districts to pay off the principal and interest on such bonds; to authorize the city to operate pedestrian systems and special lighting and similar systems; to authorize the city to assess the cost of operations against the development districts; to authorize the city to lease space in structures and to lease or sell air rights over structures and to lease or sell property for private development.*

Changes or additions indicated by underline, deletions by ~~strikeout~~.