

# HOUSE RESEARCH

## Bill Summary

**FILE NUMBER:** H. F. 849

**DATE:** March 19, 1999

**Version:** First Engrossment

**Authors:** Haake and others

**Subject:** Airport classifications; Creating a Reliever Airport Sound Abatement Council

**Analyst:** Wendy Simons, 651-296-5052

This publication can be made available in alternative formats upon request. Please call 651-296-6753 (voice); or the Minnesota State Relay Service at 1-800-627-3529 (TTY) for assistance. Summaries are also available on our website at: [www.house.mn/hrd](http://www.house.mn/hrd).

---

### Overview

The bill defines minor use and intermediate use airports in the metropolitan area for the purpose of prohibiting expenditures to expand or upgrade a minor use airport to an intermediate use airport. The subdivision being amended is also known as the McCarron amendment of 1980. "Minor use" and "intermediate use" are currently defined in the aviation chapter of the metropolitan development guide which the metropolitan council amends from time to time. The proposed change would reduce the maximum length of the primary runway at a minor use airport from 5,000 feet to 4,000 feet, which is a return to the pre-1986 definition.

The bill also directs the metropolitan airports commission (MAC) to study the reliever airport system and report back to the legislature, and to create a regional airport sound abatement council.

### Section

- 1 Expansion or upgrade of metro airport.** Defines minor use airports as those with primary runways of 2,500 to 4,000 feet in length, and intermediate use airports as those with primary runways of 4,001 to 8,000 feet in length. These terms are defined only for the purpose of prohibiting expenditures for expansion or upgrade of minor use airports to intermediate use. Minor use airports include Flying Cloud, Crystal, Anoka County-Blaine, Lake Elmo, and Airlake. The St. Paul downtown airport is an intermediate airport.
- 2 Report to the legislature.** Directs the metropolitan airports commission (MAC) to develop specific policies and programs to divert the maximum number of aircraft operations away from the Minneapolis-St. Paul international airport to the reliever airports using existing reliever airport capacity. Requires MAC to report back to the legislature by January 15, 2000, on the results of these policies and programs, and on whether a need exists for an additional intermediate use airport to serve the metropolitan area.
- 3 Reliever airport sound abatement council.** Directs MAC to create a regional airport sound abatement council by October 1, 1999, to provide an opportunity for interested communities to

participate in decision-making on reliever airport noise issues.

**4** **Application.** Identifies the seven metropolitan counties in which sections 1 through 3 apply.