

# Saint Paul Downtown Airport ADVISORY COUNCIL

DAAC

## DAAC Meeting Date and Time:

April 21, 2026 at 3:00 p.m.

## Meeting Location:

Saint Paul Downtown Airport (STP) Terminal Building  
644 Bayfield Street, St. Paul, MN 55107

*Remote Participation is available through TEAMS*

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Meeting ID: 279 153 891 358 45 Passcode: Sw6uv9eX

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## Agenda

1. Introductions & Roll Call
2. Consent Items:
  - a. Approval of Meeting Minutes:
    - April 15, 2025 – **Action**
    - May 20, 2025 – **Action**
    - September 16, 2025 – **Action**
  - b. Q1 2026 Aircraft Noise Complaints and Operations Summary
3. Business Items:
  - a. Chair and Vice Chair Elections – **Action**
  - b. Approval of 2026-2027 Work Plan – **Action**
4. Information Items:
  - a. STP Long-term Plan Update
  - b. Airport Manager Update
  - c. Annual STP Sound Study Plan (2026)
  - d. Tenant Update
5. Public Comment Period – (up to 3-min. each speaker)
6. Member Announcements

Adjourn

*The next DAAC meeting is scheduled for October 20, 2026*

***Unless otherwise noted, agenda topics are presented as information only.  
For assistance with meeting accommodations, please contact Jennifer Lewis, MAC Community  
Relations Coordinator: [jennifer.lewis@mspmac.org](mailto:jennifer.lewis@mspmac.org) or 612-725-6327***

**644 Bayfield Street, Saint Paul, MN 55107**

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# Saint Paul Downtown Airport ADVISORY COUNCIL

DAAC

St. Paul Downtown Airport Advisory Council

**DRAFT** Meeting Minutes

Tuesday, April 15, 2025, at 3:00 p.m.

644 Bayfield Street, St. Paul, MN 55107

St. Paul Downtown Airport (STP) Terminal Building

## Call to Order

A regularly scheduled meeting of the St. Paul Downtown Airport Advisory Council (DAAC) was held Tuesday, April 15, 2025, at the STP Terminal Building. In attendance were:

**Representatives:** J. Fure, District 17 Planning Council - Capitol River; J. Gadiant, Minnesota National Guard; L. Gregg, Best Jets International (via Teams); L. Hinsperger, Carlson Companies (via Teams); T. Marino, District 4 Planning Council - Dayton's Bluff (via Teams); D. Napier, Mayor - West St. Paul (via Teams); Y. Robinson, City of St. Paul; D. Schaab, District 5 - Payne Phalen;

**MAC Staff:** J. Lewis, Community Relations Coordinator; C. Metcalfe, Assistant Manager - Community Relations; B. Peterson, Airport Manager; M. Ross, Director - Stakeholder Engagement;

**Other:** L. Reidt - SEH; J. Ronken, FAA; R. Ziegler, Recording Secretary; J. Zunker, Advantage Court Reporting (via Teams)

## 1. Introduction and Roll Call

**Chair Fure** called the meeting to order at 3:03 p.m. Those present were invited to introduce themselves. There was a total of 16 participants.

A quorum of three User Representatives, two Public Representatives, and one Government Representative was established.

**User Representatives:** J. Gadiant, L. Gregg, L. Hinsperger,

**Public Representatives:** J. Fure, T. Marino, D. Schaab

**Government Representatives:** D. Napier, Y. Robinson

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2. **Consent Items**

a. **Approval of Meeting Minutes: October 15, 2024**

b. **STP Aircraft Noise Complaints and Operations Summary**

**Chair Fure** opened a discussion of the consent agenda items.

**Representative Napier moved and Vice Chair Gregg seconded to:**

**Approve the consent agenda items as presented.**

**No further discussion was had.**

**The motion passed by unanimous vote.**

3. **Business Items**

a. **Approval of Draft Bylaws 2025**

**Ms. Lewis** reviewed the history and a brief summary of the proposed bylaws changes, including the reasons for the proposed changes. She noted that the most substantive changes relate to the membership makeup of the Council.

**Chair Fure** asked for clarity as far as what motion was being sought.

**Ms. Lewis** explained that a motion could be to change the full set of bylaws as proposed. She noted that the full bylaws draft was included in the meeting packet.

**Representative Schaab** inquired regarding use of the word “staff” and what that verbiage means for voting purposes, reporting purposes, and for general delineation of power. He sought confirmation that use of the word “staff” is simply referring to a downstream reporting structure.

**Ms. Lewis** clarified that MAC staff does not vote and that all voting power rests with the Chair, Vice Chair, and Representatives. She agreed that the reference to “staff” is administrative in nature.

**Representative Schaab** noted that the document had some missing punctuation.

**Ms. Lewis** and **Mr. Peterson** commented that, after Council approval, the document would be reviewed for formatting and punctuation.

**Representative Schaab** inquired whether there would be another approval vote after that final go-through.

**Ms. Lewis** indicated that there would not be another vote.



**Chair Fure** sought confirmation that the major changes related to the membership makeup of the Council and that other proposed changes are more technical and less substantive in nature.

**Ms. Lewis** agreed that his understanding of the proposed changes was correct.

**Representative Marino** noted appreciation for the work done on the bylaws and for the proposed increase to community member representation.

**Chair Fure** called for any further discussion or questions and, hearing none, called for a motion.

**Vice Chair Gregg moved and Representative Marino seconded to:  
Approve the 2025 Draft Bylaws as presented.  
No further discussion was had.  
The motion passed by unanimous vote.**

**b. Approval of STP Noise Abatement Best Practices**

**Ms. Lewis** gave a brief history of the best practices document and explained that the name change was made to avoid conflicts with other FAA regulations and guidance. She reviewed the document's six main bullet points: Takeoff and Approach, Traffic Patterns, Maintenance Run-ups, Helicopter Operations, Nighttime Operations (2200-0700), and the Fly Neighborly Guide. She indicated that the changes being proposed are intended to better coordinate with FAA recommendations, standardize language, standardize practices across the MAC system, and add the Fly Neighborly Guide.

**Representative Schaab** asked whether the move away from using terms like "planning" and "procedure" to "best practices" allowed more wiggle room for remaining compliant.

**Ms. Lewis** answered that the change is to avoid conflict with existing FAA definitions and terms.

**Representative Schaab** noted that noise abatement discussion is often human-driven. He inquired whether or not any studies have occurred regarding the impacts on nonhuman species of airport noise.

**Mr. Peterson** stated that he was unaware of any long-term study on that subject other than more general environmental studies, which wildlife is a part of. He expressed willingness to double-check to see if studies like that have previously occurred.



**Representative Schaab** noted that human-derived complaints often come from particular people and that reporting from other species may be likewise not uniformly received.

**Ms. Reidt** said that the environmental process typically comes after the planning study and specified that noise and wildlife are both part of the environmental reviews.

**Representative Schaab** inquired about the environmental impact that the airport has on landscape and native foliage. He asked whether there was any effort to replace non-native species and foliage with native species to better harmonize with the environment.

**Ms. Ross** indicated that the long-term planning process is just starting to look into what needs the airport might have. She informed the Council that there is environmental analysis after the long-term plan is completed and that both processes include public engagement. She further commented that there are no thresholds of significance established for impacts on nonhuman species, which makes evaluation and comparison more difficult as there are no standard measurable metrics currently established.

**Representative Marino** noted that passage of the cumulative impacts law in 2023 may impact future environmental work and/or set standards. He inquired whether or not any long-term plan could be reopened or whether it would be locked in.

**Ms. Ross** answered that the environmental review is a joint federal-state process and that all metrics and criteria put in place by a regulatory agency will be followed. She noted that the process won't change but that the methodology or levels of significance determined to be appropriate for assessment and disclosure will be followed.

**Chair Fure** indicated that safety always has to be the first priority.

**Mr. Ronken** concurred that safety is always the biggest concern. He recommended adding additional references to clarify that the traffic pattern guidance only applies when the air traffic control tower is not in operation. He suggested adding such language to the document's introduction and/or the beginning of the traffic pattern section for increased clarity and to avoid confusion. He inquired regarding the guidance for turbine-powered aircraft and whether it replaced current guidance or was new in the best practices.

**Ms. Lewis** explained that there was not previous guidance specific to turbine-powered aircraft and that it came about because of changes made in the AIM and other documents.

**Ms. Lewis** and **Mr. Ronken** discussed altitudes listed in the document, including topics of turbine-powered aircraft, ground elevation, and potential conflicts with MSP airspace.

**Representative Gadiant** commented that altitude calculation issues could also affect departures.

**Mr. Ronken** noted that care is needed to avoid potential conflicts with MSP Bravo airspace.

**Ms. Ross** clarified the meaning of terms being used.

**Mr. Ronken** discussed the different airspaces and their requirements and controls.

**Chair Fure** inquired if the group wanted to discuss further revisions to the best practices.

**Representative Schaab made a motion that the STP Noise Abatement Best Practices be withheld from current ratification and that it be revised for review and approval at a later date so the discussed concerns could be addressed.**

**[Motion later amended. See page 7.]**

**Representative Schaab** noted wanting to ensure that the concerns were addressed and the information harmonized to avoid any potential negative outcomes.

**Chair Fure** stated that the motion being made is to request that the document be revised and brought back to the Council at a later date.

**Representative Gadiant seconded the motion.**

**Ms. Lewis** inquired as to whether it was only the discussed issues that would need to be changed in the document.

**Chair Fure** stated that, if so, it possibly could be approved by a vote today with the noted changes suggested by the Council.

**Ms. Ross** added that a future vote on the matter could be done via email.

**Ms. Lewis** inquired as to whether any further changes were being requested at this time.

**Chair Fure** asked whether the current motion would need to be withdrawn and whether anyone had further information or feedback on the topic.

**Representative Gadiant** inquired regarding the intent of the turbine-power aircraft guidance.

**Ms. Lewis** clarified her understanding that its intent was to apply to fixed-wing aircraft.

**Representative Gadiet** noted his assumption that helicopters would fall under best practices for propeller-driven aircraft.

**Ms. Lewis** proposed removing specific numerical altitude references and instead using “traffic pattern altitude” to avoid confusion or potential conflicts.

**Mr. Ronken** agreed that such a change would be beneficial.

**Ms. Lewis** further clarified her suggested revision to eliminate the numerical altitude references.

**Ms. Ronken** again agreed with **Ms. Lewis’s** suggested change.

**Representative Schaab** highlighted the difficulties for those less familiar with the rules and regulations in evaluating the information to ensure compliance standards are met. He noted his chief concern would be any potential computational errors. He questioned if there may be a need for a deeper dive into the document to ensure it is error-free.

**Ms. Lewis** clarified that, while only some specific altitudes were listed on the slide, all the information was provided in the packet. She indicated that she would be happy to make the identified changes and discuss further suggestions now or also to give the Council more time to review and comment. The original review deadline was 12/31/24, but she suggested 6/30/25 for another deadline and that the group could then further discuss at the September meeting.

**Representative Schaab** noted his concern that any traffic pattern references that occur in the document be accurate and consistent.

**Mr. Ronken** discussed the traffic pattern section, specifically regarding the use of Runway 4 and landing/departure locations, and inquired regarding the intent of that provision.

**Ms. Lewis** responded that the intent of the provision is to maximize use of as much of the runway as possible. She indicated she would be happy to receive suggestions for rewording for clarity if needed.

**Mr. Ronken** inquired whether the word “arrivals” was necessary in Section D of the traffic pattern section.

**Ms. Lewis** clarified the suggestion and proposed that Item D be changed to “Use full length of runway for departures; avoid stop and go operations and avoid intersection takeoffs.”

**Mr. Ronken** agreed that would fix his concern.



**Chair Fure** called for further questions or comments and sought clarification on the exact motion that had been made.

**Ms. Ziegler** repeated the motion made by **Representative Schaab**.

**Mr. Peterson** proposed using the May 20 airport tour date as a time when the revised document could be reviewed and potentially voted upon.

**Chair Fure** agreed that would be a workable option.

**Representative Schaab** sought clarity about motion procedure.

**Chair Fure** suggested that **Representative Schaab** could modify his motion.

**Representative Schaab modified his original motion as follows: that the document be withheld from current ratification and that a revised version be prepared for later review to occur on May 20.**

**Representative Gadiant seconded the motion as revised.**

**Ms. Lewis** restated the motion to be voted upon.

**Mr. Peterson** sought clarity on the May 20 date being added to the motion.

**Ms. Ziegler** indicated that the minutes would reflect the added date.

**Chair Fure** called for further questions or comments, and there were none at this time. He then called for a vote.

**The motion passed by unanimous vote.**

#### **4. Information Items**

##### **a. Airport Manager Update**

**Mr. Peterson**, Airport Manager, gave an update regarding the 14/32 Runway construction coming up from June 2 through August 9, depending on weather. He added that nighttime closures will be needed at least 30 days after the initial closures for runway grooving. He reviewed how updates would be provided as the construction proceeds.

**Representative Napier** asked for clarification of the date of the airport tour.

**Mr. Peterson** and **Ms. Ross** clarified the date is May 20 and that a reminder will be sent out.



**Mr. Peterson** then gave brief additional information regarding the airport tour.

**Mr. Peterson** noted that the bid opening for construction work for Taxiway Bravo, Eaton Street, and edge lighting had occurred today. He stated that construction will happen in the July timeframe and that more updates will be forthcoming.

**Representative Schaab** asked about any potential outpouring of traffic onto city streets resulting from the airfield construction projects.

**Mr. Peterson** clarified that some traffic impact is expected but that there are plans in place to help mitigate some of the truck traffic impacts.

**Representative Schaab** asked whether there were any planned road closures.

**Mr. Peterson** answered that the impact was not expected to include closures.

**Mr. Peterson** and **Ms. Reidt** discussed the history of maintenance on the runway.

**Mr. Peterson** noted that the tenant appreciation barbecue is scheduled for September 17 from 11 a.m. to 1 p.m. He then reviewed the 14/32 construction map, including information regarding the planned phases, laydown areas, and contractor locations.

**Representative Schaab** inquired about a St. Paul Art Collective email regarding an upcoming installation at the airport.

**Chair Fure** and **Mr. Peterson** both stated they were unaware of an airport event and that it may be referring to an installation at the restaurant. **Mr. Peterson** said that he would look into it further to ensure that all were properly informed regarding any potential event or installation.

**Chair Fure** called for further questions or comments, and there were none at this time.

**b. Annual STP Sound Study Update (2025)**

**Ms. Ross** gave a brief history and introduction to the sound study, which has typically been done in August each year. She informed the Council that a change is being made this year from a mobile study method with physical monitoring equipment in the field to a modeling study method and noted that they will try to avoid any construction period to give a more accurate snapshot. She stated that results will be prepared and shared when available, hopefully by the fall meeting.

**Representative Schaab** asked about the possibility of doing the study before construction begins.



**Ms. Ross** agreed that May or April could be options and that August has historically been used to better compare results from year to year.

**Representative Schaab** stated that, because there's already a change to the study method, maybe a timing change could be appropriate as well.

**Ms. Ross** indicated that, if the Council prefers, the study could be moved into May and then the report could be completed by the September meeting.

**Ms. Lewis** highlighted the additional flexibility allowed with the modeling study method.

**Ms. Ross** clarified that no motion would be needed to change the study timing.

**Chair Fure** called for further questions or comments, and there were none at this time. He stated that the study will be moved up to occur in May.

#### 5. Public Comment Period

**Chair Fure** introduced the public comment period and reminded attendees of the ground rules for public comment. There were no public comments.

#### 6. Member Announcements

**Ms. Ross** reminded the Council that the first meeting of the Stakeholder Advisory Panel for longer-term planning will be held May 13 from 1 p.m. to 3 p.m. The panel will be convened approximately three times over 12 to 18 months, and there will be events to inform the public about the process and share outcomes of the plan.

**Chair Fure** called for further questions or comments, and there were none at this time. He then inquired regarding the public events.

**Ms. Ross** noted that all members of the Council are invited, as well as additional entities. She discussed that no voting occurs, so any additional or alternate representatives would also be welcome to participate to get input and perspectives of tenants and community members and to foster a robust process.

**Representative Schaab** inquired regarding whether meeting locations within the communities may be better for public engagement. He asked if greater effort could be made to present at district council meetings to foster ground-level community engagement and give the citizenry a chance to voice concerns and be informed.

**Ms. Ross** indicated that has been done in the past and that she would welcome the opportunity to do so again.



**Representative Schaab** discussed communication between the stakeholders and that it needs to be both ways, although he noted that the timelines of differing groups can be difficult to sync up.

**Ms. Ross** confirmed that she would keep all stakeholders informed. She stated that the public events utilize the lure of seeing the airports as a draw for more public engagement.

**Representative Schaab** discussed wanting to make it more of a draw and also wanting to find ways to most effectively engage the public.

**Ms. Ross** noted that historic attendance has been best at the airport sites as opposed to other locations. She expressed that she would be happy to come to any location to present and give further information.

**Representative Schaab** inquired about notice for such opportunities.

**Ms. Ross** expressed that the MAC wants to take every opportunity to get feedback and keep all stakeholders informed.

**Chair Fure** thanked **Ms. Ross** and **Representative Schaab** for their discussion and positive suggestions. He then called for further questions or comments, and there were none at this time.

**7. Review Meeting Schedule 2025**

**Chair Fure** reminded the Council of the upcoming schedule, including the May 20 date for the airport tour and further discussion of the best practices document and the September 16 date for the fall meeting.

**8. Adjournment**

**Chair Fure** adjourned the meeting at 4:19 p.m.



# Saint Paul Downtown Airport ADVISORY COUNCIL

DAAC

St. Paul Downtown Airport Advisory Council

**DRAFT** Meeting Minutes

Tuesday, May 20, 2025, at 3:00 p.m.

644 Bayfield Street, St. Paul, MN 55107

St. Paul Downtown Airport (STP) Terminal Building

## Call to Order

A special meeting of the St. Paul Downtown Airport Advisory Council (DAAC) was held Tuesday, May 20, 2025, at the STP Terminal Building. In attendance were:

**Representatives:** J. Carroll, St. Paul Flight Center; J. Fure, District 17 Planning Council - Capitol River; L. Gregg, Best Jets International; P. Martineau, At-Large Airport User; D. Napier, Mayor - West St. Paul; T. Rehkemp, Hubbard;

**MAC Staff:** R. Anderson, Manager - Community Relations; K. Fisher, Attorney; J. Lewis, Community Relations Coordinator; C. Metcalfe, Assistant Manager - Community Relations; B. Peterson, Airport Manager;

**Other:** J. Ronken, FAA; R. Ziegler, Recording Secretary.

## 1. Introduction and Roll Call

**Co-Chair Fure** called the meeting to order at 3:02 p.m. Those present introduced themselves. There was a total of 13 participants present.

A quorum of two User Representatives and two Community Representatives was established.

**User Representatives:** J. Carroll, L. Gregg, P. Martineau, T. Rehkemp

**Community Representatives:** J. Fure, D. Napier

## 2. Business Items

### a. Approval of STP Noise Abatement Best Practices

**Co-Chair Fure** reviewed the agenda item and invited discussion on the new document draft.

**Ms. Lewis** summarized the action taken since the previous meeting to implement suggested changes into the new version. She noted the final draft had been circulated and that the vote sought today would be whether to recommend the MAC move forward with publishing the final version and creating the Fly Neighborly Guide for the airport.

**Co-Chair Gregg** clarified the formatting of the meeting materials regarding what changes were made.

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**Co-Chair Fure** called for any further questions or comments. There were none at this time.

**Co-Chair Gregg** moved to accept the final draft of the STP Noise Abatement Best Practices document as written. **Representative Rehkemp** seconded the motion. **Co-Chair Fure** called for any further discussion, and no further comments were made at this time.

The motion was carried by unanimous vote of all present.\*\*\*

**2. Adjourn to Airport Tour**

**Co-Chair Fure** adjourned the meeting at 3:04 p.m.

\*\*\* Votes to approve the STP Noise Abatement Best Practices in its final form were received by email before the meeting from: Jed Gadiant, Airport User - Minnesota National Guard; Lane Hinsperger, At-Large Airport User; Phil Martineau, At-Large Airport User; Dillon Paul, Airport User - Signature; Damien Schaab, District 5 Planning Council (Payne Phalen); and Kyle Schmaltz, Airport User - Signature.

DRAFT



# Saint Paul Downtown Airport ADVISORY COUNCIL

DAAC



St. Paul Downtown Airport Advisory Council  
**DRAFT** Meeting Minutes  
Tuesday, September 16, 2025, at 3:00 p.m.  
644 Bayfield Street, St. Paul, MN 55107  
St. Paul Downtown Airport (STP) Terminal Building

## **Call to Order**

A regularly scheduled meeting of the St. Paul Downtown Airport Advisory Council (DAAC) was held Tuesday, September 16, 2025, at the STP Terminal Building. In attendance were:

**Representatives:** J. Fure, District 17 Planning Council - Capitol River; R. Horkey, District 5 - Payne Phalen Alternate (via Teams); P. Martineau, At-Large Airport User; R. Matchey, Minnesota National Guard; D. Napier, Mayor - West St. Paul; D. Schaab, District 5 - Payne Phalen;

**MAC Staff:** R. Anderson, Manager - Community Relations; S. Lakku, Intern - Community Relations; B. Peterson, Airport Manager; M. Ross, Director - Stakeholder Engagement;

**Other:** J. Vossen, Bolton & Menk (via Teams); R. Ziegler, Recording Secretary (via Teams)

## **1. Introductions & Roll Call**

**Chair Fure** called the meeting to order at 3:02 p.m. The roll was taken. There was a total of 12 participants.

## **2. Consent Items**

**a. Approval of Meeting Minutes: April 15, 2025 & May 20, 2025**

**b. STP Aircraft Noise Complaints and Operations Summary**

**Chair Fure** opened a discussion of the consent items. He asked that members review the materials and send any requested changes to MAC staff so the minutes can be approved at a later meeting where a quorum is established.

## **3. Business Items**

**Chair Fure** noted there were no business items on the agenda.

## **4. Information Items**

**a. Airport Manager Update**

**Mr. Peterson**, Airport Manager, provided updates on runway reconstruction, which he noted was complete as far as paving goes. He gave information about upcoming nightly runway closures for grooving operations, which will run for six nights

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from Sunday at 10 p.m. through Saturday morning at 6 a.m. Once the operation reaches the intersection of Runways 14/32 and 9/27, both runways will be closed for two consecutive weeks. NOTAMs have been sent out on the closures. Once grooving concludes, the runway projects will be complete. He then asked if there were any questions regarding the runway construction, and there were none at this time.

He then invited everyone to attend a tenant appreciation barbecue to be held on September 17th and gave additional information regarding the event.

He discussed the upcoming MPR happy hour on September 23rd and discussed preparations for the event.

He also talked about construction between the terminal building and 3M, which will be a new Customs and Border Protection facility. Fencing has started and construction materials are being delivered, with foundation construction to begin soon. Construction is planned to continue until July of 2026.

**Chair Fure** called for questions or comments for **Mr. Peterson**. There were none at this time.

**b. Annual STP Sound Study (2025)**

**Mr. Anderson** reviewed a brief history and overview of the annual sound study for St. Paul Downtown Airport. He noted that, earlier this year, it was decided the study would be done in May to avoid the year's construction. The study was conducted from May 12th through May 18th. He discussed the models and methods used in the study.

He then briefly reviewed the study's results, including operation numbers and runway usage data both for arrivals and departures as well as during daytime and nighttime. He gave information about two metrics used for the noise study: events and time above 65 decibels. The study results were compared to previous studies and a grid analysis of noise monitoring studies to identify trends. He gave highlights of the results and their correlation to flight patterns and noted complaints received during the study period.

**Representative Martineau** asked how granular the data is that was compiled in the study, particularly regarding altitude.

**Mr. Anderson** explained how the tracks that actually occurred during the week were used to build a model and create representative tracks to which the math was applied for altitude and direction. He said the study did capture the majority of flight operations that occurred.

**Representative Martineau** asked if there was any comment on altitude's effects in the study.

**Mr. Anderson** stated that higher aircraft have, typically, less noise impact on the surface and that departures, while they can be louder than arrivals, are usually near the ground for a shorter period of time so that arrivals can have a larger noise impact.

**Chair Fure** asked if there were any further questions, and there were none at this time. He thanked **Mr. Anderson** and MAC staff for their work on the study.

#### **5. Public Comment Period**

**Chair Fure** opened the public comment period.

**Representative Napier** stated that a resident contacted him who was very frustrated with airport noise from the Minneapolis-St. Paul Airport (MSP) coming over their home. He asked if any flight patterns had changed. The resident had provided him historical information on flight patterns and current data. He inquired whether any changes may be related to construction.

**Mr. Anderson** stated that there was significant construction at MSP which did result in flight-pattern changes. He indicated he would be happy to discuss further with **Representative Napier** after the meeting as well.

**Representative Napier** thanked **Mr. Anderson** for that information.

**Chair Fure** stated it is good to bring up those comments and questions even if they do not relate directly to St. Paul Downtown Airport. He inquired if there were any further public comments, and there were none at this time.

#### **6. Member Announcements**

**Chair Fure** asked if any members present in person or online had member announcements, and there were none at this time.

**7. Set Next Meeting Dates: March - May 2026**

**Chair Fure** asked if there were any conflicts or suggestions for the 2026 meeting schedule, starting with the window from March through May.

**Mr. Anderson** pointed to suggested dates in the packet and stated that, typically, the Council has met once in the spring and once in the fall on the third Tuesday of the month at 3 p.m.

**Chair Fure** asked if there were any preferences or conflicts for any of the suggested dates.

**Representative Napier** expressed preference for the March 17th date.

**Mr. Anderson** indicated that is St. Patrick's Day but otherwise still an option.

**Representative Napier** indicated maybe the April 21, 2026 date would be better.

**Representative Schaab** inquired as to when spring planting usually occurs.

**Chair Fure** stated it could be around that April date.

**Representative Schaab** noted that there had been discussions about user green space around the airport property and that, if the meeting could be held before spring planting, then any such projects could be discussed.

**Ms. Ross** noted that spring planting can occur up to around Memorial Day.

**Chair Fure** said that spring planting could occur around the time of any of the meetings.

**Representative Schaab** stated that we have shifted into a different climate pattern and a different planting zone.

**Chair Fure** stated that he did not recall specific topics about planting in the past and inquired further about **Representative Schaab's** comments.

**Representative Schaab** gave further information about his thoughts on biodiversity planting and environmentally friendly ground cover that would be more accommodating to tenants and residents as well as possibly allow for green tax credits.

**Chair Fure** indicated that there could be discussions on those topics before the spring meeting, and the April date was selected for the spring 2026 meeting. He then inquired regarding preferences for the fall 2026 meeting. No Council members had preferences or objections, so he then inquired if there was any input from a staff perspective.

**Mr. Anderson** noted the dates in September, October, and November would all work and suggested October 20th as a happy medium.

**Chair Fure** asked for any objections to the October date selection, and there were none.

**Representative Schaab** noted that selection would allow November to be available in case the meeting needs to be rescheduled.

**Chair Fure** indicated that October 20, 2026 was selected for the fall meeting and asked staff to create the schedule for 2026. He then inquired whether anyone had any further issues for discussion.

**Representative Martineau** expressed appreciation for the detailed noise information on the reliever airports. He noted MSP data was not included and asked if it was available.

**Mr. Anderson** stated that information is available and is produced in a stand-alone report on a monthly basis. He noted that, historically, it has not been included in the reliever airport report package but that it is available online and that he would be happy to send the link to the report to any interested Council members.

**Representative Martineau** said MSP noise data would be helpful, especially for long-range planning, and that they hear discussions about overall expenditures and capital expenses that include MSP, so it would be helpful to have the MSP numbers.

**Chair Fure** thanked **Representative Martineau** for his comments and asked if there were any further comments or questions, and there were none at this time. He thanked everyone for their participation in the meeting.

## **8. Adjourn**

**Chair Fure** adjourned the meeting at 3:28 p.m.

## DRAFT DAAC Work Plan 2026-2027

1. STP Annual Sound Study
2. Review of aircraft noise complaints and aircraft operations summary
3. Tenant Highlight/Update
4. Metropolitan Airports Commission Update  
-Long Term Planning Process
5. Reliever Airport Advisory Commission Update
6. STP Airport Manager Update
7. Airport/Community Events
8. Airport Tour