

Saint Paul Downtown Airport



DAAC

DAAC Meeting Date and Time:

In-Person Only
May 20, 2025 at 3:00 p.m.

Meeting Location:

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

Agenda

1. Introductions & Roll Call
2. Business Items:
 - a. Approval of STP Noise Abatement Best Practices
3. Adjourn to Airport Tour

***For assistance with meeting or tour accommodations, please contact:
Jennifer Lewis, MAC Community Relations Coordinator
Jennifer.lewis@mspmac.org or 612-725-6327***

644 Bayfield Street, Saint Paul, MN 55107

Blaine Peterson, MAC Airport Manager • blaine.peterson@mspmac.org • 651-224-4306



NOISE ABATEMENT BEST PRACTICES

St. Paul Downtown Airport (STP)

INTRODUCTION

These Noise Abatement Best Practices (measures) for the St. Paul Downtown Airport (STP) were developed in recognition of the need to promote a neighborly environment while continuing to facilitate air transportation services in this region.

The measures below suggest ways to reduce impacts of aircraft activity and noise experienced by people in areas surrounding the airport, including encouraging STP air traffic to overfly sparsely-populated areas such as the Mississippi River Valley, and/or nearby interstate highways or railroad areas and avoid flying over residential areas, when practical. The additional step of raising the traffic pattern altitude helps to reduce noise levels over sensitive areas.

Air Traffic Control instructions supersede any proposed measure in this document.

During non-tower operating hours, the success of these measures relies on voluntary efforts by aircraft operators to consider and apply as they operate to and from STP. These measures are voluntary and are not intended to conflict with safety considerations or flight operation requirements.

A Fly Neighborly Guide consolidates the voluntary measures contained in this document for easy reference during flight operations. Refer to the STP Fly Neighborly Guide in your navigation tool or call 612-726-8100 to request a copy.

1. TAKEOFF AND APPROACH

During takeoff and landing the measures below attempt to reduce the amount of aircraft noise affecting sensitive land uses, such as homes. It is recognized that Air Traffic Control will dictate the active runway when the tower is operational. Pilots are encouraged to operate aircraft as quietly as possible with due regard to the performance capabilities of the aircraft being flown, and with consideration of the measures below:

- A. Runway 14: calm wind runway.
- B. Runway 27: use right traffic.
- C. Precision Approach Path Indicator (PAPI) on all runways. Aircraft approaching to land on a runway served by a PAPI are advised to maintain an altitude at or above the glide slope until a lower altitude is necessary for a safe landing, and in accordance with Federal Aviation Regulations 14 CFR 91.119: Minimum Safe Altitudes.

- D. Use guidance published by FAA, NBAA, AOPA when arriving to or departing from the airport.

FAA AC 90-66C Non-Towered Airport Flight Operations: (embed website link)
www.faa.gov/regulations_policies/advisory_circulars/index.cfm/go/document.information/documentID/1041885

FAA AC 91-36D - Visual Flight Rules (VFR) Flight Near Noise-Sensitive Areas: (embed website link)
www.faa.gov/regulations_policies/advisory_circulars/index.cfm/go/document.information/documentid/23156

NBAA: (embed website link)

<https://nbaa.org/aircraft-operations/environmental-sustainability/noise-abatement-program/>

AOPA: (embed website link)
www.aopa.org/-/media/Files/AOPA/Home/Advocacy/AOPANoiseSteps.pdf

- E. Turbine-powered aircraft and itinerant aircraft, depart Runway 32 or 14, fly runway heading and turn to a northerly heading after attaining 700 feet above ground.
- F. During non-tower hours, under visual flight rules, please follow the procedures shown in **FIGURE F1** and **FIGURE F2** when practical while approaching to land on STP Runway 14 or Runway 32:



- G. During non-tower hours, under visual flight rules, when departing Runway 14, climb and fly shown in **FIGURE G1** (over the Mississippi River) when practical.



- H. During non-tower hours, under visual flight rules, when departing Runway 32, climb and fly runway heading for 1.7 nautical miles before turning to a northerly or northeasterly heading shown in **FIGURE H1** (turn over Interstate 35E or Highway 5/Railroad Line) when practical.



2. TRAFFIC PATTERN

The following procedures pertain to aircraft while operating in the STP traffic pattern:

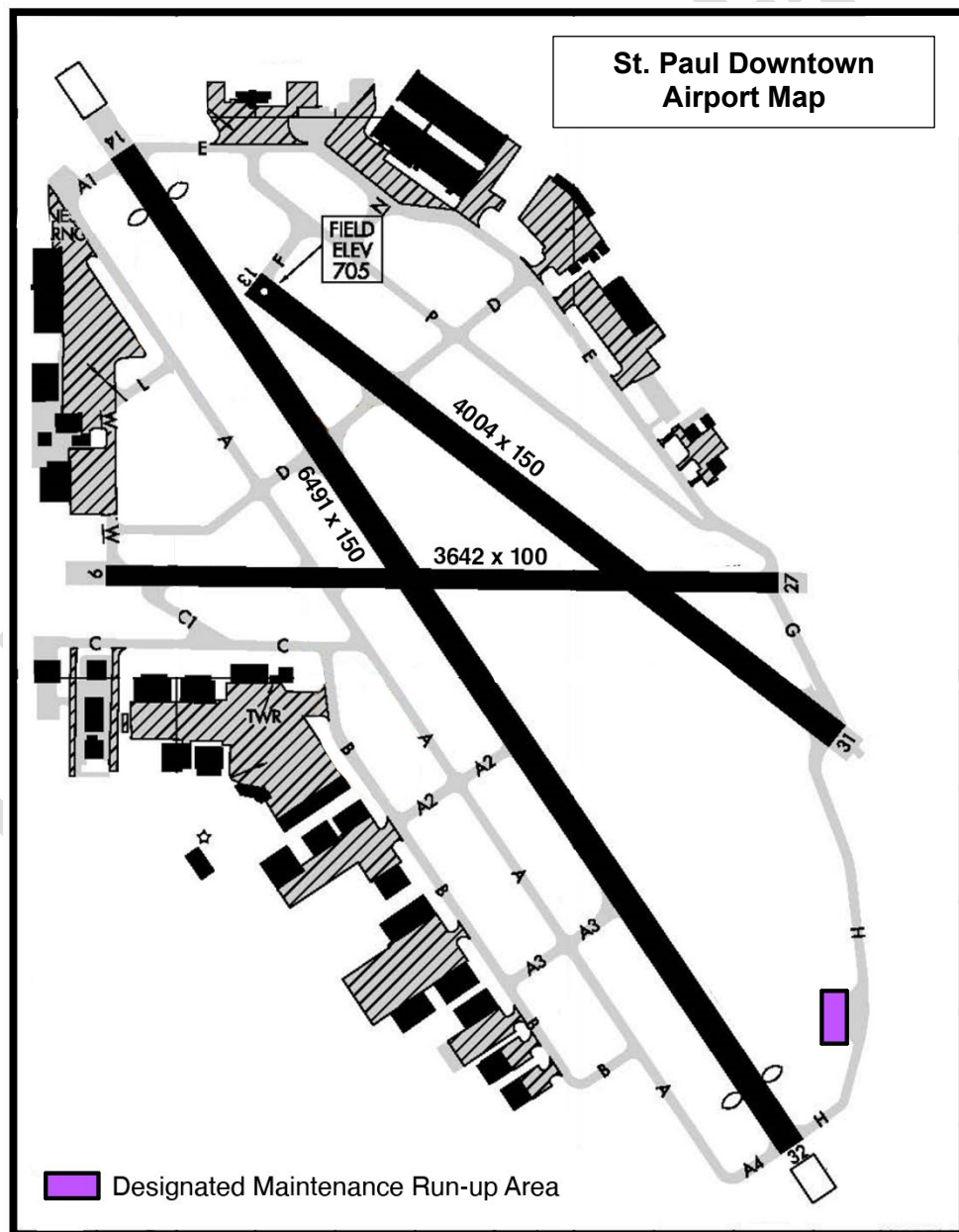
- A. Operate aircraft at the published airport traffic pattern in accordance with Federal Aviation Regulations.
- B. Avoid multiple training events by turbine-powered aircraft in the airport traffic pattern.
- C. Keep traffic pattern legs as short as possible and close to the airport without risking safety.
- D. Use the full length of runway for departures: avoid stop and go operations and avoid intersection takeoffs.
- E. Avoid repetitive activity over residences.
- F. When departing the traffic pattern, choose a path that avoids overflying residential areas if practical. Refer to **FIGURE G1** and **FIGURE H1** below.



3. MAINTENANCE RUN-UPS

One location at STP is designated for engine tests and maintenance run-ups as shown in the map below. This location is selected to minimize the amount of noise projected toward adjacent residential areas.

- A. Use designated areas (see map below) to conduct all engine tests and maintenance run-ups in excess of 5-minutes. **Pre-departure Run-ups may be conducted in other areas.**
- B. Engine tests and maintenance run-ups during nighttime hours are prohibited.



4. HELICOPTER OPERATIONS

The unique design characteristics and capabilities of helicopters allow and sometimes require operations to and from movement areas not designated for fixed wing aircraft. In general, helicopter operators are instructed to avoid the flow of fixed wing aircraft. The following procedures shall apply to helicopter training at STP:

- A. Utilize designated helicopter training areas determined by Air Traffic Control.
- B. Avoid helicopter training in the traffic pattern during nighttime hours.
- C. Avoid hovering for extended durations in the vicinity of residential areas.
- D. Avoid repetitive activity over the same neighborhoods
- E. During non-tower hours, helicopters shall follow the preferred noise abatement routes when practical. Refer to **FIGURES F1, F2, G1, and H1** in section 1.

5. NIGHTTIME OPERATIONS (2200-0700)

Nighttime hours (2200 to 0700 local time) are noise sensitive because people are resting, and noise intrusions are more noticeable. When nighttime flight activity is needed, please limit noise and operate with consideration for neighbors by following these measures:

- A. Avoid operating aircraft during nighttime hours.
- B. Avoid nighttime currency operations and flight training in the traffic pattern after 2400 local time.
- C. Avoid unnecessary low-level flyovers at the airport.

6. FLY NEIGHBORLY GUIDE

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NOISE ABATEMENT BEST PRACTICES

St. Paul Downtown Airport (STP)

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INTRODUCTION

These Noise Abatement Best Practices (measures) for the St. Paul Downtown Airport (STP) were developed in recognition of the need to promote a neighborly environment while continuing to facilitate air transportation services in this region.

The measures below suggest ways to reduce impacts of aircraft activity and noise experienced by people in areas surrounding the airport, including encouraging STP air traffic to overfly sparsely-populated areas such as the Mississippi River Valley, and/or nearby interstate highways or railroad areas and avoid flying over residential areas, when practical. The additional step of raising the traffic pattern altitude ~~to 1,200 feet~~ helps to reduce noise levels over sensitive areas.

Air Traffic Control instructions supersede any proposed measure in this document.

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~~During non-tower operating hours, the~~ success of these measures relies on voluntary efforts by aircraft operators to consider and apply ~~these measures~~ as they operate to and from STP. ~~All of these measures are voluntary and are not. None of these measures are~~ intended to conflict with safety considerations or flight operation requirements. ~~dictated by federal law.~~

A Fly Neighborly Guide consolidates the voluntary measures contained in this document for easy reference during flight operations. Refer to the STP Fly Neighborly Guide in your navigation tool or call 612-726-8100 to request a copy.

MAC AIRPORT USE AND INFRASTRUCTURE LIMITATIONS

~~The Metropolitan Airports Commission (MAC) approved the Supplemental Conditions of Agreement at its June 19, 2006 board meeting. The Supplemental Conditions of Agreement outline specific commitments pertaining to managing STP described below:~~

Runway Length

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~~As part of the conditions of agreement the MAC will not take any action to increase the length of the runways at STP in excess the of the current length, unless required to do so by State law, provided that the MAC will not initiate, promote, or otherwise support enactment of such law.~~

Pavement Strength

~~As part of the conditions of agreement the MAC will not take any action to increase the Runway Pavement Weight Bearing Capacity at STP beyond the maximum presently available, unless required to do so by State law, provided that the MAC will not initiate, promote, or otherwise support enactment of such law.~~

Cargo Operations

~~The MAC represents that, based on operational and space limitations, major air cargo transfer/sortation operations (such as Federal Express, UPS and other similar companies) are not able to use STP, nor will the MAC take action to accommodate such activity.~~

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During takeoff and landing the measures below attempt to reduce the amount of aircraft noise affecting sensitive land uses, such as homes. It is recognized that Air Traffic Control will dictate the active runway when the tower is operational. Pilots are encouraged to operate aircraft as quietly as possible with due regard to the performance capabilities of the aircraft being flown, and with consideration of the measures below:

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~~A. Runway 14: calm wind runway.~~

~~A.~~

B. Runway 27: use right traffic.

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C. Precision Approach Path Indicator (PAPI) on all runways. Aircraft approaching to land on a runway served by a PAPI are advised to maintain an altitude at or above the glide slope until a lower altitude is necessary for a safe landing, and in accordance with Federal Aviation Regulations 14 CFR 91.119: Minimum Safe Altitudes.

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D. Use guidance published by FAA, NBAA, AOPA when arriving to or departing from the airport.

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FAA AC 90-66C Non-Towered Airport Flight Operations: (embed website link)
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NBAA: (embed website link)

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AOPA:-(embed_website_link)

www.aopa.org/-/media/Files/AOPA/Home/Advocacy/AOPANoiseSteps.pdf

- E. Turbine-powered aircraft and itinerant aircraft, depart Runways 32 or 14, fly runway heading and turn to a northerly heading after attaining 700 feet above ground.
- F. During non-tower hours, under visual flight rules, please follow the procedures shown in **FIGURE F1** and **FIGURE F2** when practical while approaching to land on STP Runway 14 or Runway 32:



- G. During non-tower hours, under visual flight rules, when departing Runway 14, climb and fly shown in **FIGURE G1** (over the Mississippi River) when practical.



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- H. During non-tower hours, under visual flight rules, when departing Runway 32, climb and fly runway heading for 1.7 nautical miles before turning to a northerly or northeasterly heading shown in **FIGURE H1** (turn over Interstate 35E or Highway 5/Railroad Line) when practical.



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2. TRAFFIC PATTERN

The following procedures pertain to aircraft while operating in the STP traffic pattern:

A. Operate aircraft at the published airport traffic pattern altitude as follows, unless a lower altitude is needed while in the process of departing or arriving in accordance with Federal Aviation Regulations, 14 CFR 91.119: Minimum Safe Altitudes:

— Turbine-powered aircraft: 1,700 feet agl (2605 msl)

A.

— Propeller-driven aircraft: 1,200 feet agl (1906 msl)

B. Avoid multiple training events by turbine-powered aircraft in the airport traffic pattern.

C. Keep traffic pattern legs as short as possible and close to the airport without risking safety.

D. Use the full length of runway for arrivals and departures; avoid stop and go operations and avoid intersection takeoffs.

E. Avoid repetitive activity over residences.

F. When departing the traffic pattern, choose a path that avoids overflying residential areas if practical. Refer to **FIGURE G1** and **FIGURE H1** below in the previous section.

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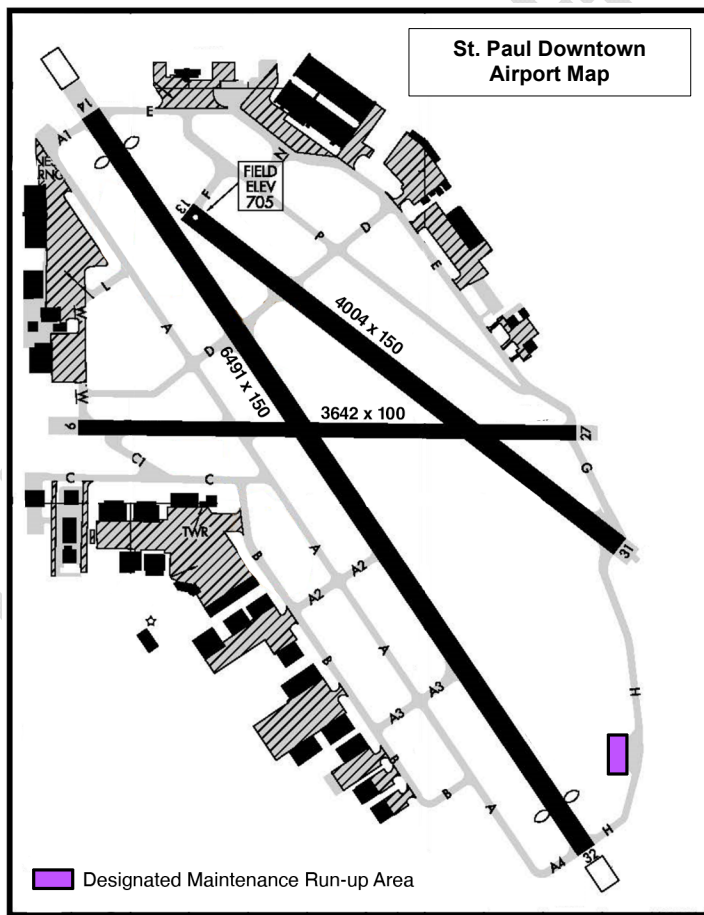


2.3. MAINTENANCE RUN-UPS

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