

# **Saint Paul Downtown Airport**



## **ADVISORY COUNCIL**

### **Regular Meeting**

April 15, 2025



**This meeting is being  
recorded.**

**Please remember  
to mute yourself  
when you are not  
speaking.**

# DAAC Goal and Purpose

- GOAL:** This Council is formed to further the general welfare of the community and the Saint Paul Downtown Airport - Holman Field, a public airport in the City of Saint Paul, County of Ramsey, State of Minnesota, through minimizing or resolving problems created by the operation of the airport and aircraft.
- PURPOSE:**
- 1) To advise the Metropolitan Airports Commission (MAC) on future airport use and development.
  - 2) To study and evaluate complaints and problems concerning the airport and aircraft operations.
  - 3) To propose and promote reasonable and effective methods to minimize or resolve problems arising from and connected with aircraft operations and the airport.
  - 4) To disseminate information to the affected communities, neighborhoods and users of the airport.
  - 5) To bring information from the affected communities, neighborhoods and users of the airport back to the MAC

# Agenda

1. Introductions & Roll Call
2. Consent Items:  
Approval of Meeting Minutes  
Aircraft Operations & Noise Complaints Summary Q1 2025
3. Business Items:  
Approval of Draft Bylaws 2025  
Approval of STP Noise Abatement Best Practices
4. Information Items:  
Airport Manager Update  
Annual STP Sound Study Update 2025
5. Public Comment (up to 3 min. each speaker)
6. Member Announcements
7. Review Meeting Schedule

# Membership

Airport User Representatives	Public Representatives	Government Representatives
Larry Gregg – Vice Chair	Jon Fure (DC17) – Chair	Anton Jerve
Phil Martineau	Myra Avila (DC3)	David Napier
Tom Rehkamp	Pending (DC4)	
Kyle Schmaltz	Damien Schaab (DC5)	
Dave Lessard	Pending (DC6)	
David Wagner		
Chris Glatt		



# Consent Items



# Business Items



# Approval of DAAC Bylaws

Recommended changes address:

1. DAAC member roles in Long-term planning
2. Membership and quorum
3. Administrative clarifications and corrections



# Article IV

Voting membership of the Council is as follows:

## USER REPRESENTATION (7 members)

One (1) representative from the Minnesota Army National Guard.

Six (6) at-large airport user representatives to be determined by the MAC.

## COMMUNITY REPRESENTATION (7 members)

One (1) representative from the Dayton's Bluff District 4 Council.

One (1) representative from the Capitol River District 17 Council.

One (1) representative from the Payne-Phalen District 5 Council.

One (1) representative from the West Side District 3 Council.

One (1) representative from the North End District 6 Council.

***One (1) representative from the City of Saint Paul.***

***One (1) representative from the City of West Saint Paul.***

# Article IV

- (1) The Council membership, as hereinafter set forth, shall consist of the officially designated representatives with authority to act upon all matters within the purview of the Council's Bylaws.
- (2) Upon appointment of the officially designated representatives by the governing board or executive head of agencies, corporations and associations, governmental units, and neighborhood groups with respect to AIRPORT USER and COMMUNITY representation, the appointing authority shall provide the MAC with a notice of the appointment of such designated representatives setting forth their names, phone number, email addresses, and mailing address.
- (3) Representatives shall be appointed to serve for a two (2) year term or until their successor is appointed. If a representative resigns prior to the completion of his or her two (2) year term, the resulting vacancy shall be filled by the appointing authority, and such successor representative will serve for the remainder of the original appointee's term. All other vacancies shall be filled by the appointing authority for a new two (2) year term commencing upon January 1st every other year.

# Article VI

## Voting Rights of Membership

- (1) At all meetings of the Council, attendance by two (2) AIRPORT USER REPRESENTATIVES, and two (2) COMMUNITY REPRESENTATIVES shall constitute a quorum for the conduct of business.
- (2) Each AIRPORT USER and COMMUNITY REPRESENTATIVE, or their appointed alternate, shall have one (1) vote.
- (1) Voting may be conducted via email, or by members in attendance at a meeting in-person or through use of virtual collaboration tool.
- (1) These Bylaws may be amended or altered by majority vote of membership, provided that notification of the proposed changes was distributed to Council membership 10 days in advance of the vote.

# Article II

- PURPOSE: 1) To advise Metropolitan Airports Commission (MAC) staff on future airport use, long-term planning, land use zoning, and development.
- 2) To study and evaluate complaints and problems concerning the airport and aircraft operations.
- 3) To propose and promote reasonable and effective methods to minimize or resolve problems arising from and connected with aircraft operations and the airport.
- 4) To disseminate information to the affected communities, neighborhoods and users of the airport.
- 5) To bring information from the affected communities, neighborhoods and users of the airport back to MAC staff.

# Discussion



# **Proposed Action:**

**Approve recommended  
changes to the DAAC Bylaws  
as presented.**

# STP Noise Abatement Best Practices

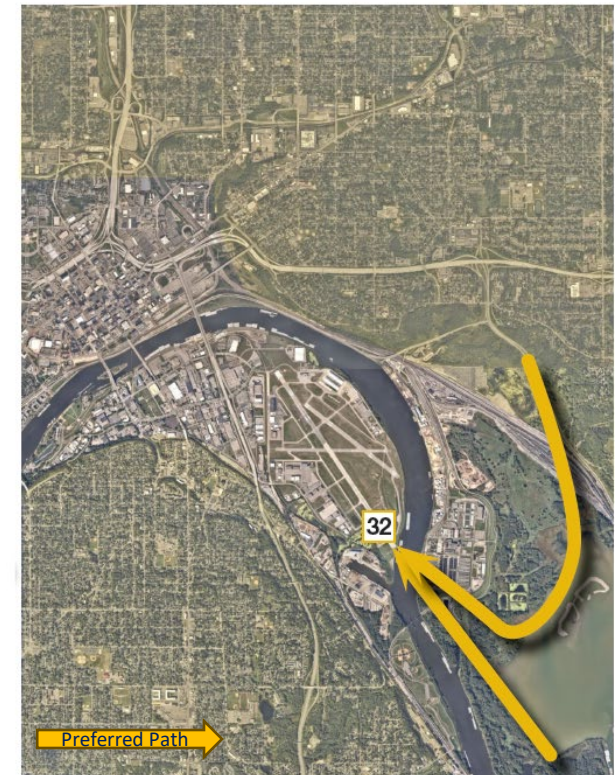
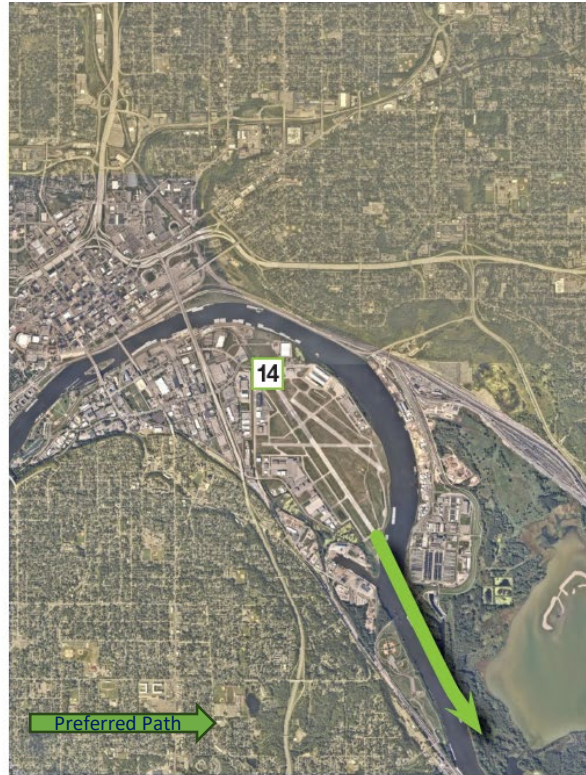
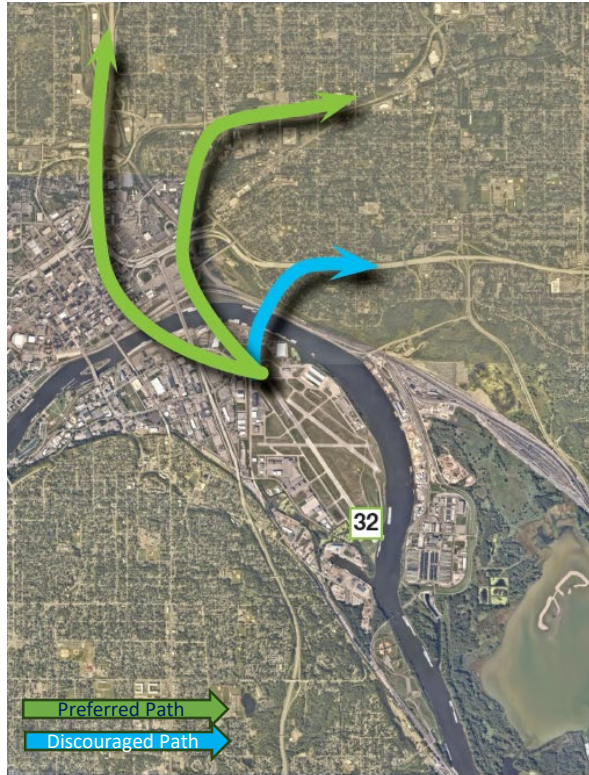
Noise Abatement Best Practices (measures) for the St. Paul Downtown Airport (STP) were developed in recognition of the need to promote a neighborly environment while continuing to facilitate air transportation services in this region. The measures address:

1. TAKEOFF AND APPROACH
2. TRAFFIC PATTERN
3. MAINTENANCE RUN-UPS
4. HELICOPTER OPERATIONS
5. NIGHTTIME OPERATIONS (2200-0700)
6. FLY NEIGHBORLY GUIDE





# TAKEOFF AND APPROACH





# TRAFFIC PATTERN

Operate aircraft at the 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)
- Propellor-driven aircraft: 1,200 feet agl (1906 msl)

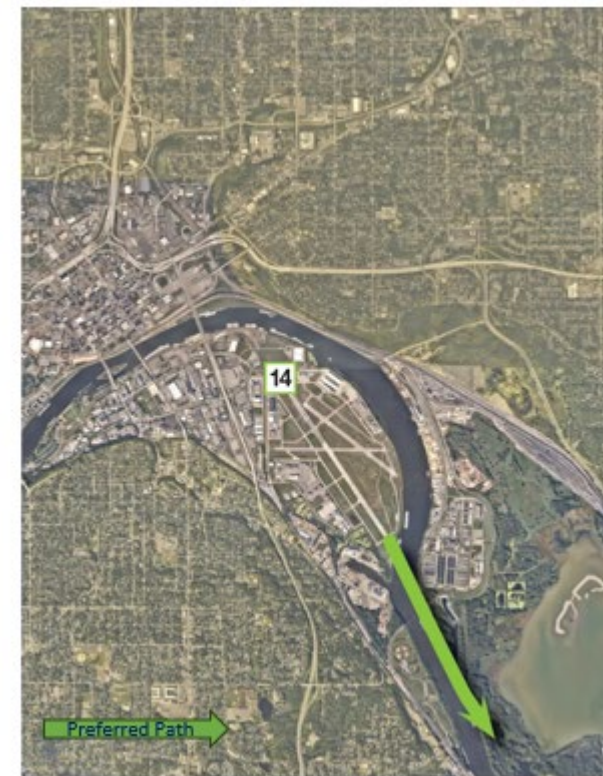
Avoid multiple training events by turbine-powered.

Keep traffic pattern legs as short as possible.

Use the full length of runway.

Avoid repetitive activity over residences.

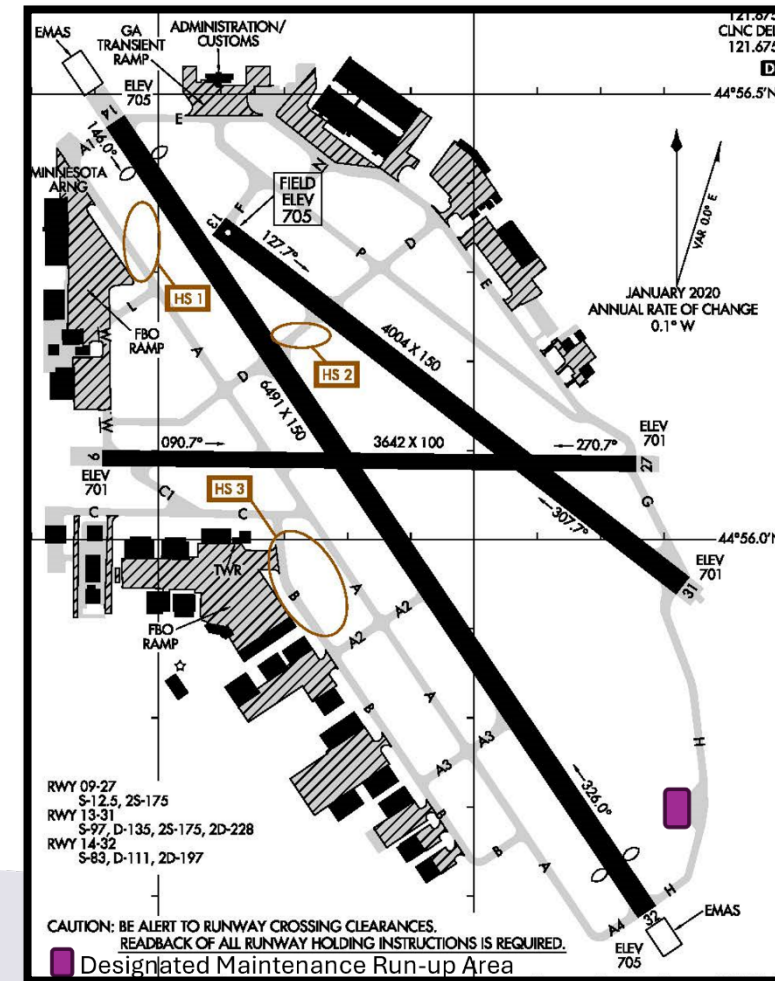
When departing the traffic pattern, choose a path that avoids overflying residential areas if practical.



# MAINTENANCE RUN-UPS

Two locations at STP are designated for engine tests and maintenance run-ups, shown in map below. These locations are selected to minimize the amount of noise projected toward adjacent residential areas.

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





# HELICOPTER OPERATIONS

- 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.



# 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.



# Discussion

# **Proposed Action:**

**Approve recommended  
changes to the STP Noise  
Abatement Best Practices as  
presented.**

# Information Items



SAINT PAUL DOWNTOWN AIRPORT



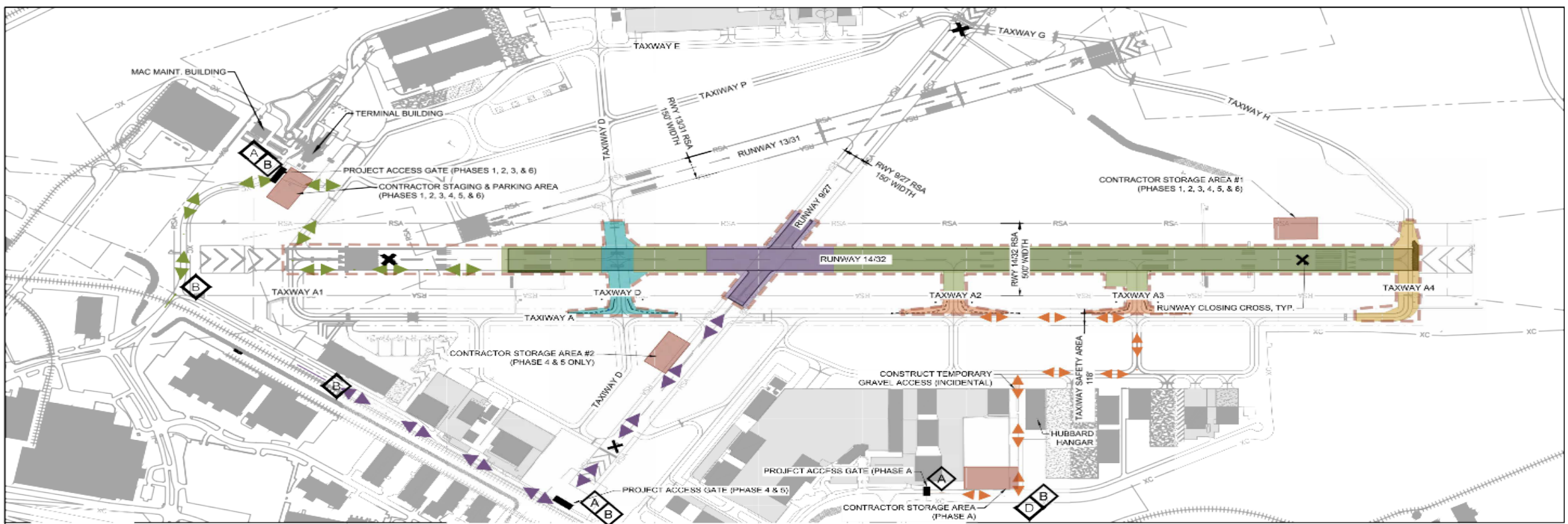


# Airport Manager Update

- 14/32 Runway Construction – update notice coming soon
- TXY B and Eaton Street Reconstruction/Edge Lighting
- STP Airport Tour
- Save the date: STP Tenant Appreciation BBQ – Sept 17, 2025



X:\01\MMAC001754-25-Final.dwg(15-drawing)65-Author\Plan\STP-175413-CSP.dwg 4/15/2024 11:20 AM ischulz



PHASE A - TAXIWAY A2 & A3 RECONSTRUCTION

DURATION: 72 WORKING DAYS

- ACTIVE CLOSURES: TAXIWAY A2, TAXIWAY A3, TAXIWAY A BETWEEN TAXIWAY C AND TAXIWAY B
- SCOPE OF WORK: RECONSTRUCT TAXIWAY A2 & A3 IN DENOTED AREAS SOUTH OF RUNWAY 14-32 HOLD-AND-RELEASE BASE LAYER. THIS PHASE WILL BEGIN PRIOR TO ALL OTHER PHASES IF BID ALT 2 IS SELECTED. ALL BITUMINOUS BASE PAVING MAY BE COMPLETED IN SUBSEQUENT PHASES.

PHASE 1 - RUNWAY 14/32 RECONSTRUCTION

DURATION: 54 WORKING DAYS

- ACTIVE CLOSURES: RUNWAY 14/32, TAXIWAY A2, TAXIWAY A3
- SCOPE OF WORK: RECONSTRUCT RUNWAY 14/32 IN DENOTED AREAS, LEAVING ALL INTERSECTING PAVEMENTS OPEN. PHASES 2, 3, & 4 WILL PROGRESSIVELY OCCUR CONCURRENTLY STARTING WITH PHASE 2 AFTER 30 CALENDAR DAYS. ALL BITUMINOUS BASE PAVING SHALL BE COMPLETE PRIOR TO END OF THIS PHASE. SURFACE COURSE PAVING MUST OCCUR IN PHASE 5.

PHASE 2 - TAXIWAY D INTERSECTION RECONSTRUCTION

DURATION: 24 WORKING DAYS (CONCURRENT TO PHASE 1)

- IN ADDITION TO PHASE 1: ACTIVE CLOSURES: TAXIWAY D (BETWEEN RUNWAY 13/31 AND TAXIWAY A), TAXIWAY A BETWEEN RUNWAY 9/27 AND TAXIWAY I IF ALT 1 IS AWARDED
- SCOPE OF WORK: CONTINUE RECONSTRUCTION OF RUNWAY 14/32 TO INCLUDE THE TAXIWAY D INTERSECTION. IT IS ANTICIPATED THAT THIS PHASE WILL RUN 24 WORKING DAYS, BEGINNING ON WORKING DAY 30 OF PHASE 1. PHASES 3 & 4 WILL PROGRESSIVELY OCCUR CONCURRENTLY. ALL BITUMINOUS BASE PAVING SHALL BE COMPLETE PRIOR TO END OF THIS PHASE. SURFACE COURSE PAVING MUST OCCUR IN PHASE 5.

PHASE 3 - TAXIWAY A4 AND H INTERSECTION RECONSTRUCTION

DURATION: 18 WORKING DAYS (CONCURRENT TO PHASE 1 & 2)

- IN ADDITION TO PHASE 2: ACTIVE CLOSURES: TAXIWAY H, TAXIWAY A4
- SCOPE OF WORK: CONTINUE RECONSTRUCTION OF RUNWAY 14/32 TO INCLUDE THE TAXIWAY A4 AND H INTERSECTION. IT IS ANTICIPATED THAT THIS PHASE WILL RUN 18 WORKING DAYS, BEGINNING ON WORKING DAY 36 OF PHASE 1. PHASE 4 WILL COMMENCE CONCURRENTLY. ALL BITUMINOUS BASE PAVING SHALL BE COMPLETE PRIOR TO END OF THIS PHASE. SURFACE COURSE PAVING MUST OCCUR IN PHASE 5.

PHASE 4 - RUNWAY 9/27 INTERSECTION RECONSTRUCTION

DURATION: 12 WORKING DAYS (CONCURRENT TO PHASE 1, 2, & 3)

- IN ADDITION TO PHASE 3: ACTIVE CLOSURES: RUNWAY 9/27
- SCOPE OF WORK: CONTINUE RECONSTRUCTION OF RUNWAY 14/32 TO INCLUDE THE RUNWAY 9/27 INTERSECTION. IT IS ANTICIPATED THAT THIS PHASE WILL RUN 12 WORKING DAYS, BEGINNING ON WORKING DAY 42 OF PHASE 1. ALL BITUMINOUS BASE PAVING SHALL BE COMPLETE PRIOR TO END OF THIS PHASE. SURFACE COURSE PAVING MUST OCCUR IN PHASE 5.

PHASE 5 - RUNWAY SURFACE COURSE PAVING AND MARKINGS

DURATION: 6 WORKING DAYS (COMMENCES ON WORKING DAY 55 OF THE OVERALL PROJECT) AFTER THE START OF PHASE 1

- ACTIVE CLOSURES: RUNWAY 9/27, TAXIWAY H, TAXIWAY A4, TAXIWAY D (BETWEEN RUNWAY 13/31 AND TAXIWAY A), RUNWAY 14/32, TAXIWAY A2, TAXIWAY A3
- SCOPE OF WORK: PHASE TO INCLUDE FINAL BITUMINOUS SURFACE COURSE PAVING ON ALL SURFACES, PAVEMENT MARKINGS, TOPSOILING, AND TURF ESTABLISHMENT. RUNWAY 14/32 AND ALL OTHER SURFACES TO OPEN FOR AIR TRAFFIC BY THE END OF PHASE 5 WORK.

PHASE 6 - SAWCUT GROOVING (NOT DEPICTED, SEE SHEET C9.01)

DURATION: 12 WORKING DAYS (NIGHT CLOSURES, 10:00PM - 6:00AM)

- ACTIVE CLOSURES: RUNWAY 14/32 (NIGHTLY, 10:00PM - 6:00AM)
- SCOPE OF WORK: COMPLETE SAWCUT GROOVING ON RUNWAY 14/32.

LEGEND

X

LIGHTED CLOSING CROSS MARKER (CONTRACTOR PROVIDED) SEE SHEET G1.01

—>—

HAUL ROUTE - PHASE A SITE ACCESS (SEE PHASING SHEETS)

—>—

HAUL ROUTE - PHASE 1, 2, 3, & 6 SITE ACCESS (SEE PHASING SHEETS)

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HAUL ROUTE - PHASE 4 & 5 SITE ACCESS (SEE PHASING SHEETS)

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CONTRACTOR STORAGE AREA (SEE PHASING SHEETS)

—X—

CONTRACTOR GATE ACCESS

◇

PROJECT SIGNAGE

0 100 200

Feet

SEH

MAC

St. Paul Downtown Airport (Holman Field) 2024 Runway 14/32 Reconstruction

ST. PAUL, MINNESOTA

175413

MAC PROJECT NO

1074-086

ISSUE DATE

APRIL 15, 2024

DESIGNED BY

KCN

DRAWN BY

KCN

Sheet Title

CONSTRUCTION SAFETY PLAN

SHEET

G1.00

175413

MAC PROJECT NO

1074-086

ISSUE DATE

APRIL 15, 2024

DESIGNED BY

KCN

DRAWN BY

KCN

Sheet Title

CONSTRUCTION SAFETY PLAN

SHEET

G1.00

# STP Annual Sound Study Update 2025

- Data will focus on aircraft activity in August 2025
- Analysis will be conducted using the FAA Aviation Environmental Design Tool (AEDT)
- Results will be shared in the fall and published on our website:

<https://metroairports.org/our-airports/st-paul-downtown-airport>



# Public Comment

Open to Members of the  
Public in Attendance

Please state your name and  
address for the record, and  
share your remarks within a  
timeframe of 3 minutes





# Member Announcements





# Meeting Schedule



SAINT PAUL DOWNTOWN AIRPORT



# 2025 Meeting Dates

- STP Airport Tour: May 20, 2025
- Next DAAC Meeting: September 16, 2025



**Thank you for  
Attending!**

