



SAINT PAUL
DOWNTOWN AIRPORT



(DAAC)

DAAC Meeting

October 20, 2026

Agenda

1. Introductions and Roll Call
 2. Consent Items
 3. Business Items (None for this meeting)
 4. Information Items
 5. Public Comment (up to 3 min. each speaker)
 6. Member Announcements
- Adjourn

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 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.

Consent Items



Approval of Meeting Minutes

**DAAC Meeting:
April 21, 2026**

Information Items



STP Long-Term Plan Update



**ST. PAUL
DOWNTOWN AIRPORT**

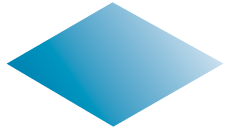
Long-Term Plan 2045

STP AIRPORT LONG-TERM PLAN

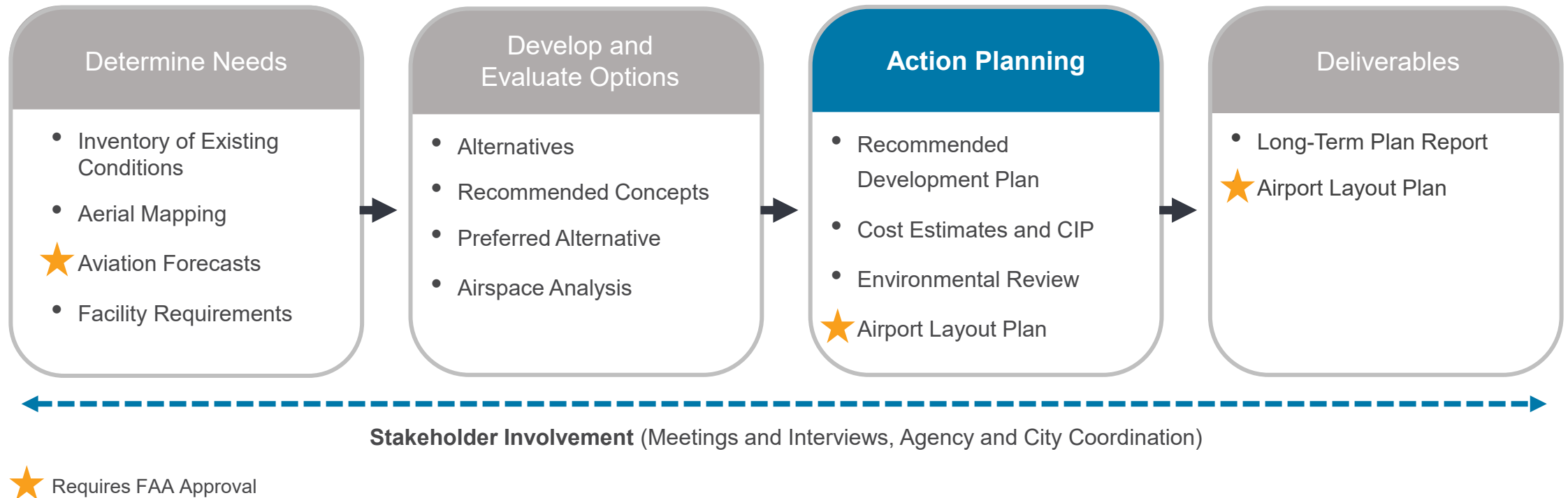
St. Paul Downtown Airport Advisory Council (DAAC)

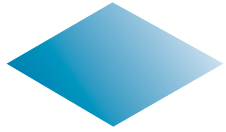
October 20, 2026





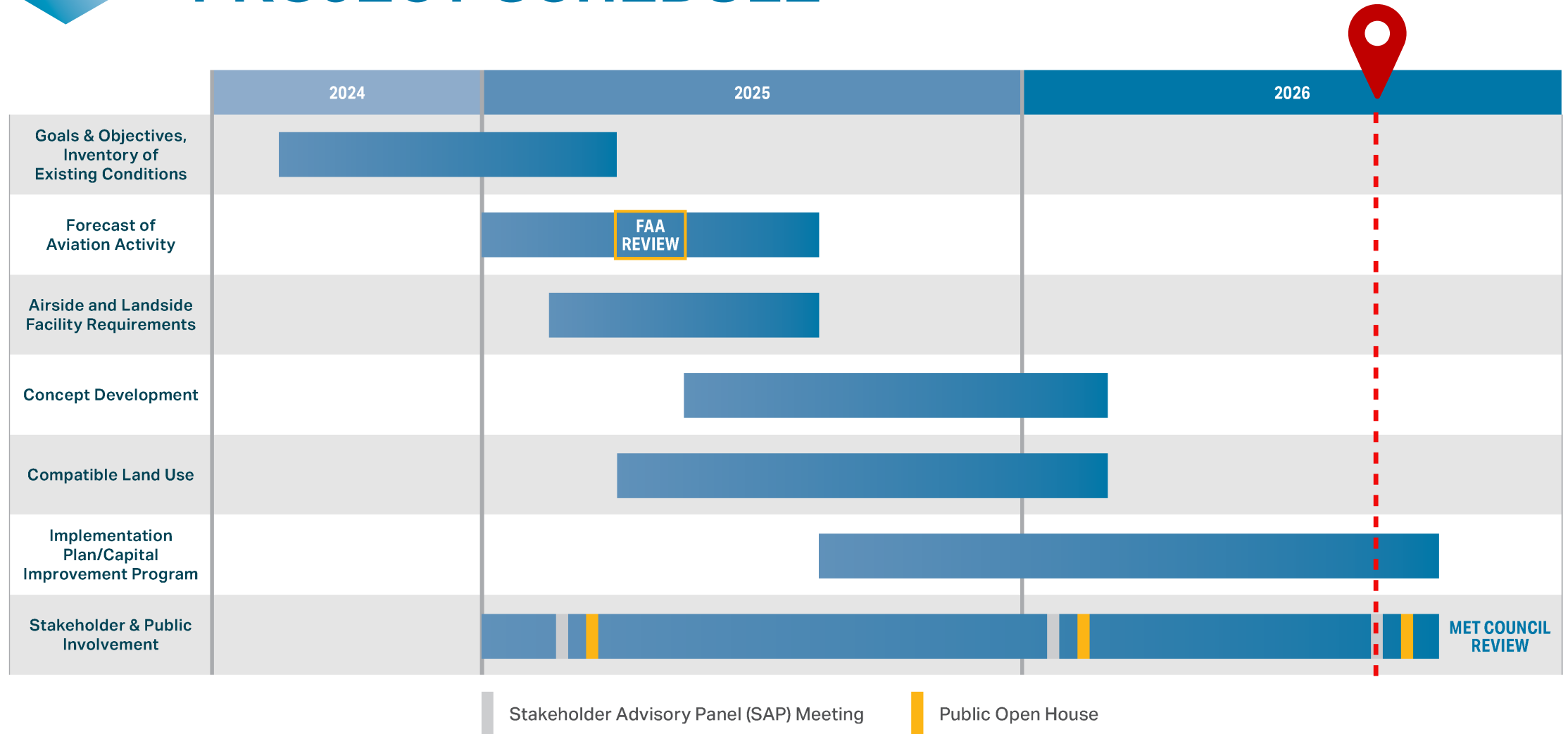
LONG-TERM PLANNING PROCESS





PROJECT SCHEDULE

WE ARE HERE





REVIEW OF STAKEHOLDER/PUBLIC ENGAGEMENT

Stakeholder Advisory Panel

SAP #1 – May 2025

- Existing Conditions
- Forecast Preview

SAP #2 – February 2026

- Facility Requirements
- Preliminary Alternatives

SAP #3 – September 2026

- Preferred Alternatives
- Recommended Development Plan

Public Meetings

Discover STP #1 – June 2025

- Existing Conditions
- Forecast Preview

Discover STP #2 – April 2026

- Facility Requirements
- Preliminary Alternatives

Discover STP #3 – November 2026

- Preferred Alternatives
- Recommended Development Plan

The narrative report public comment period will open on 10/26/2026



RECOMMENDED DEVELOPMENT PLAN



Preferred Runway Layouts



Preferred Taxiway System



Recommended Development Plan (RDP)



Noise Analysis



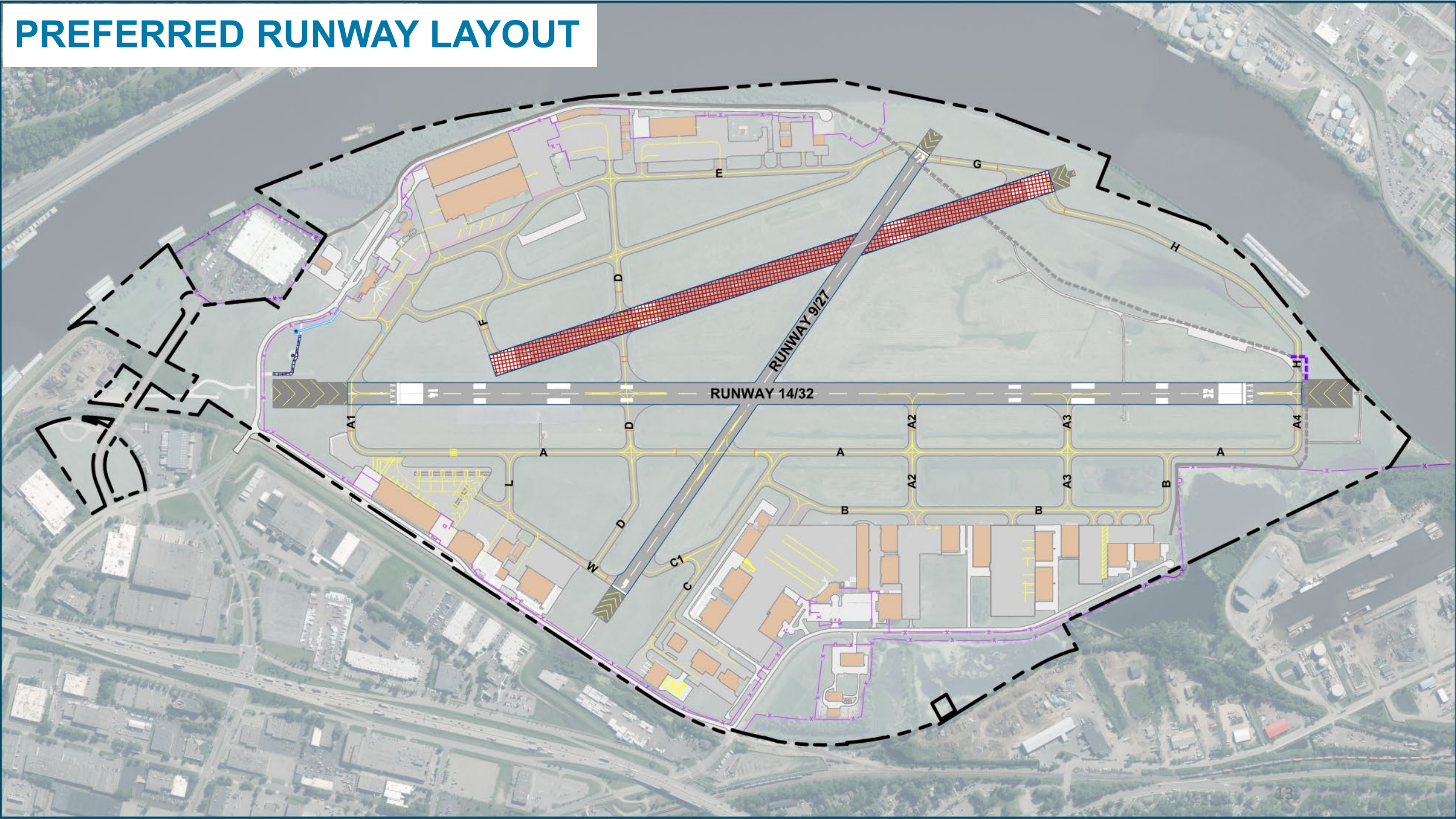
Next Steps



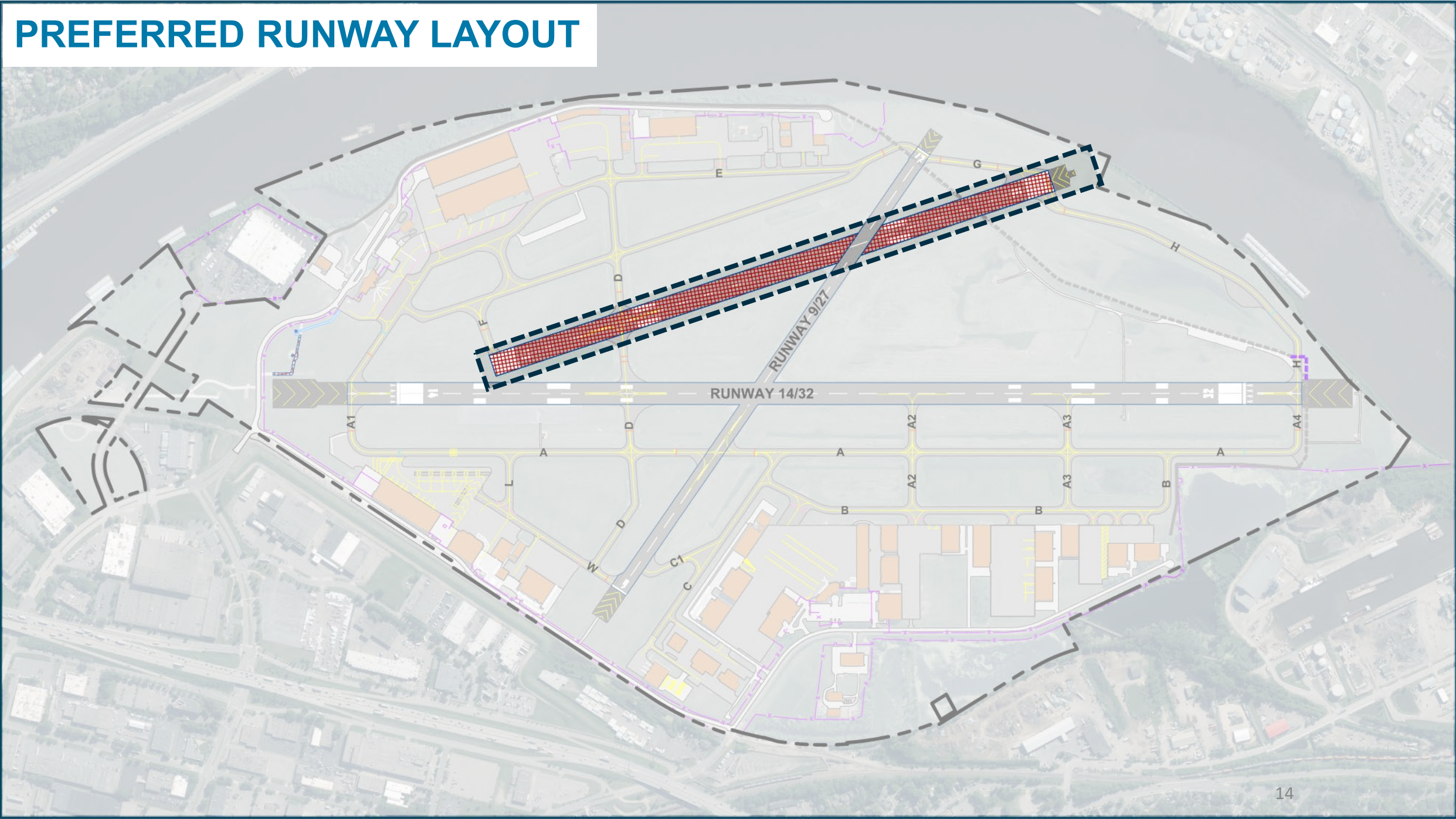
Discussion / Q&A



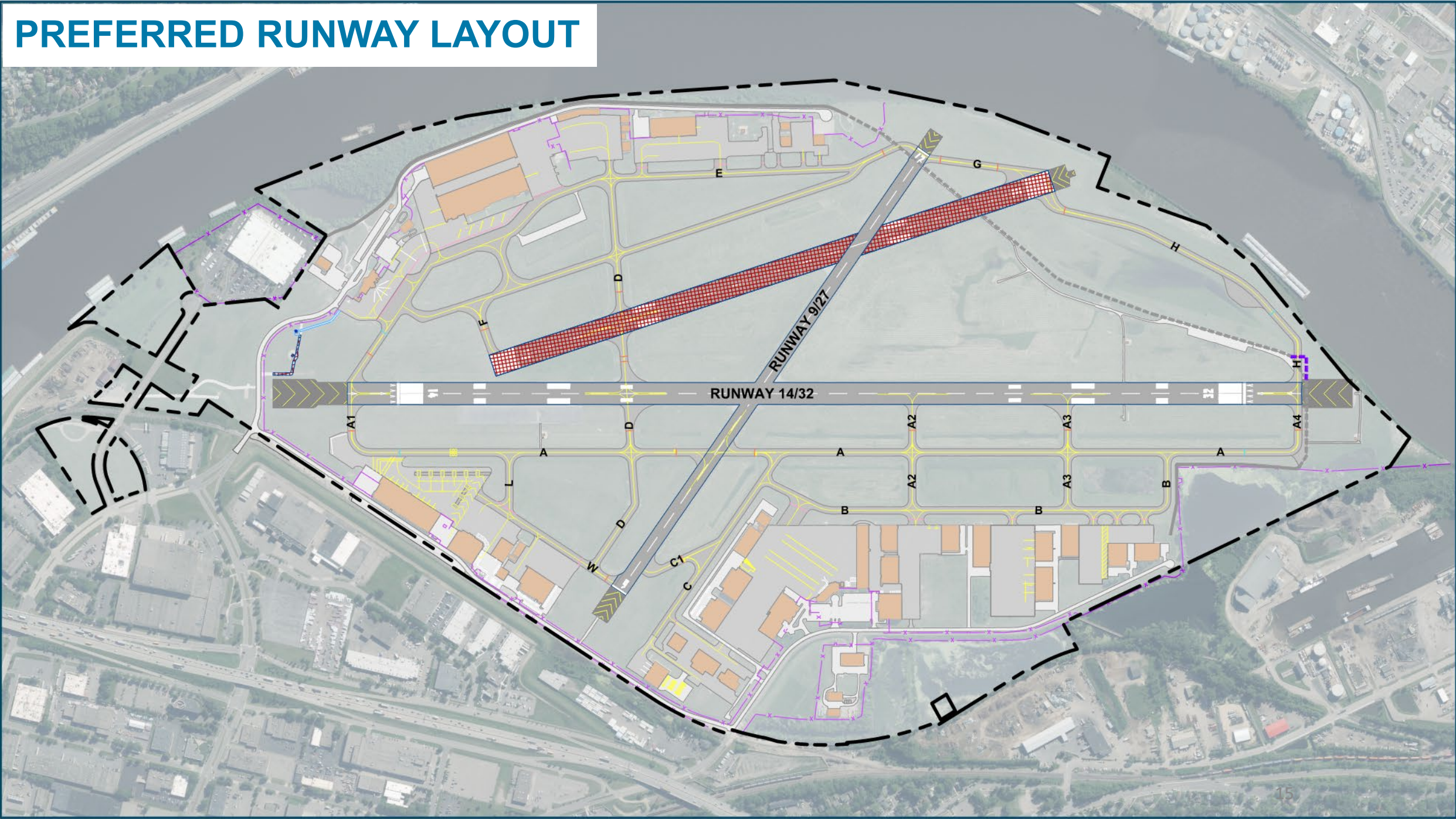
PREFERRED RUNWAY LAYOUT



PREFERRED RUNWAY LAYOUT



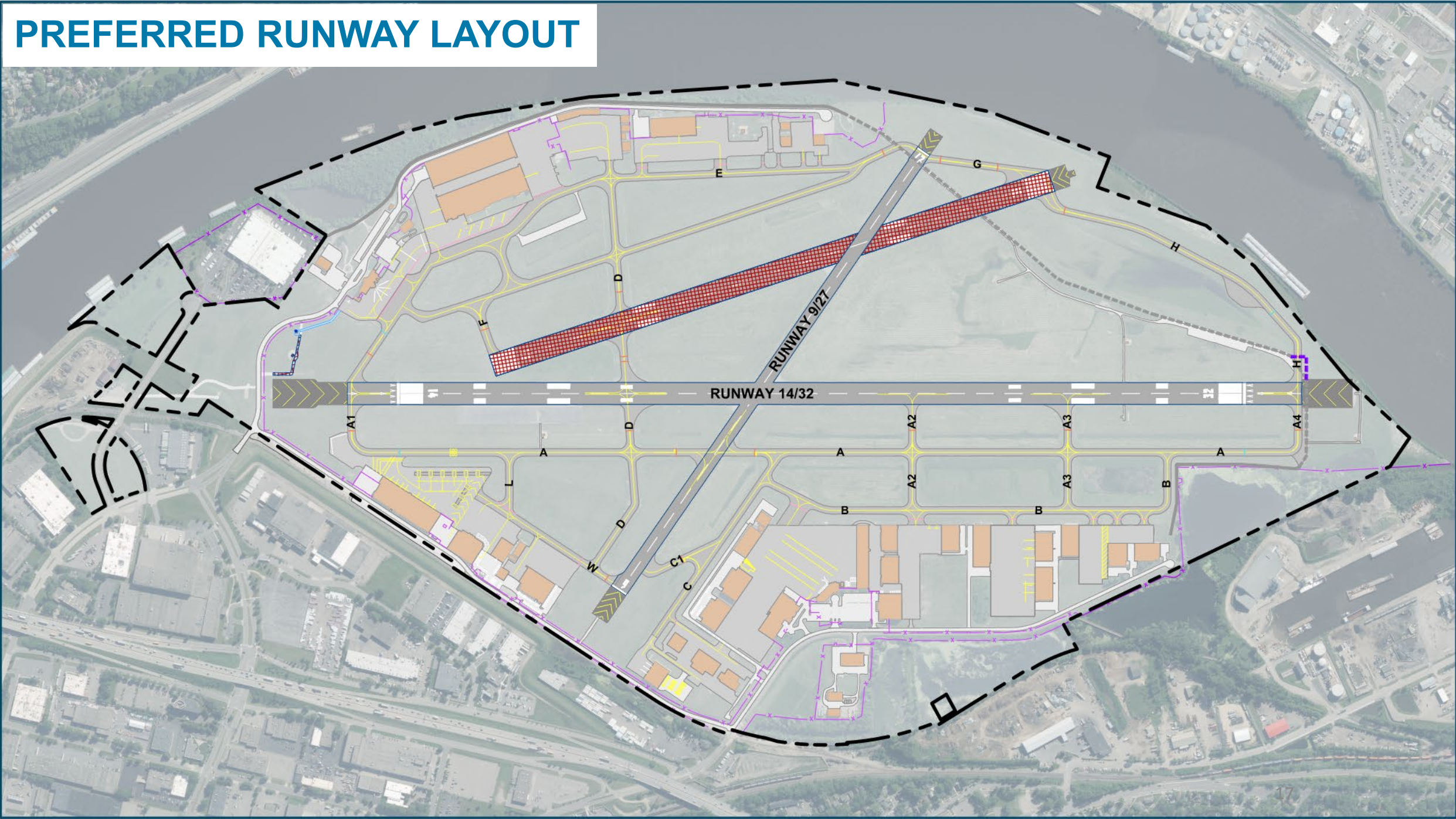
PREFERRED RUNWAY LAYOUT



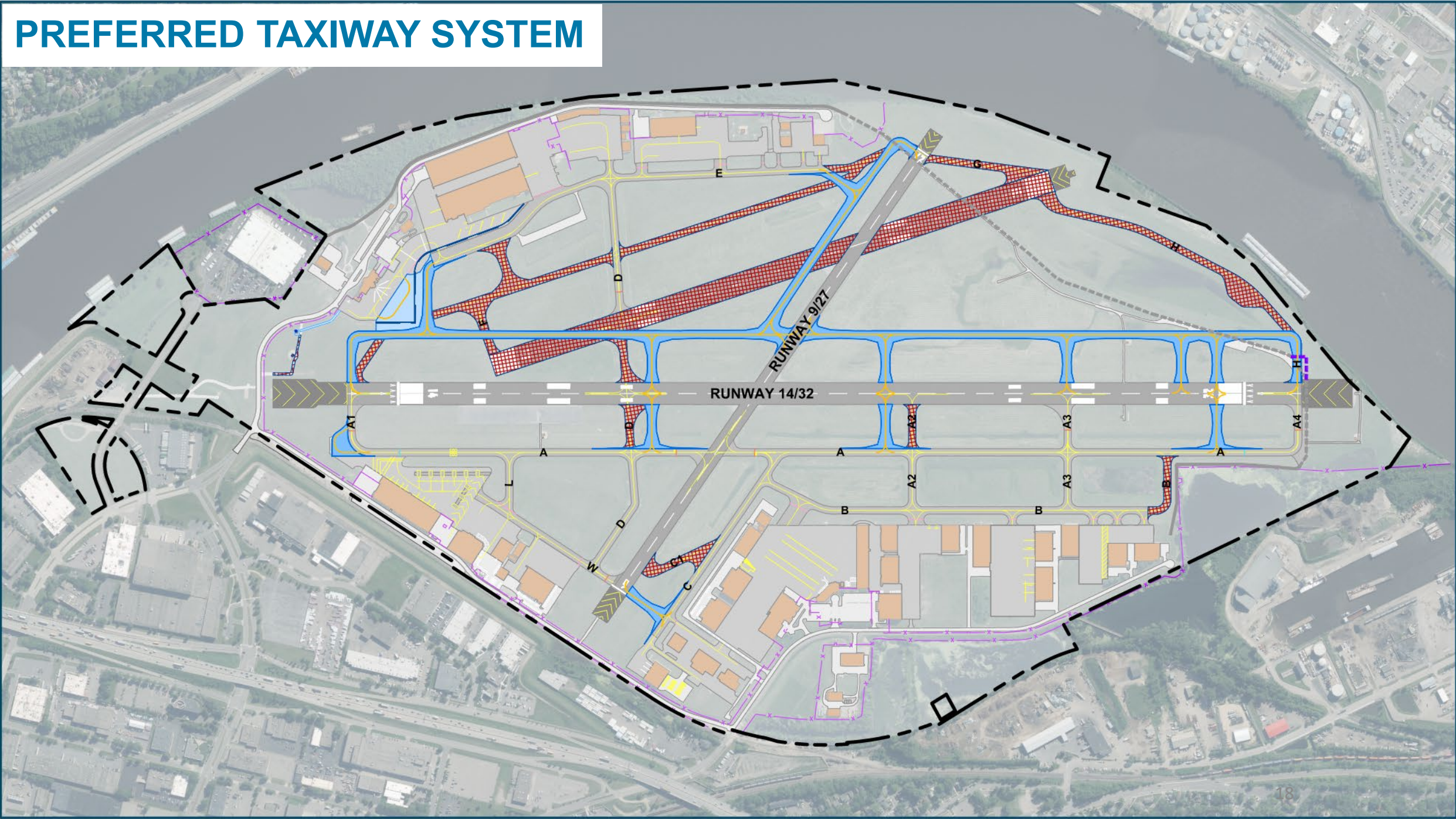
PREFERRED RUNWAY LAYOUT

The image is an aerial photograph of an airport with a preferred runway layout overlaid. The layout includes Runway 14/32, Runway 9/27, and Runway 12. Two dashed boxes highlight specific areas: one on the left side of Runway 14/32 and one on the right side. Various taxiways and runways are labeled with letters A through H. The map also shows surrounding infrastructure, including buildings, roads, and a body of water.

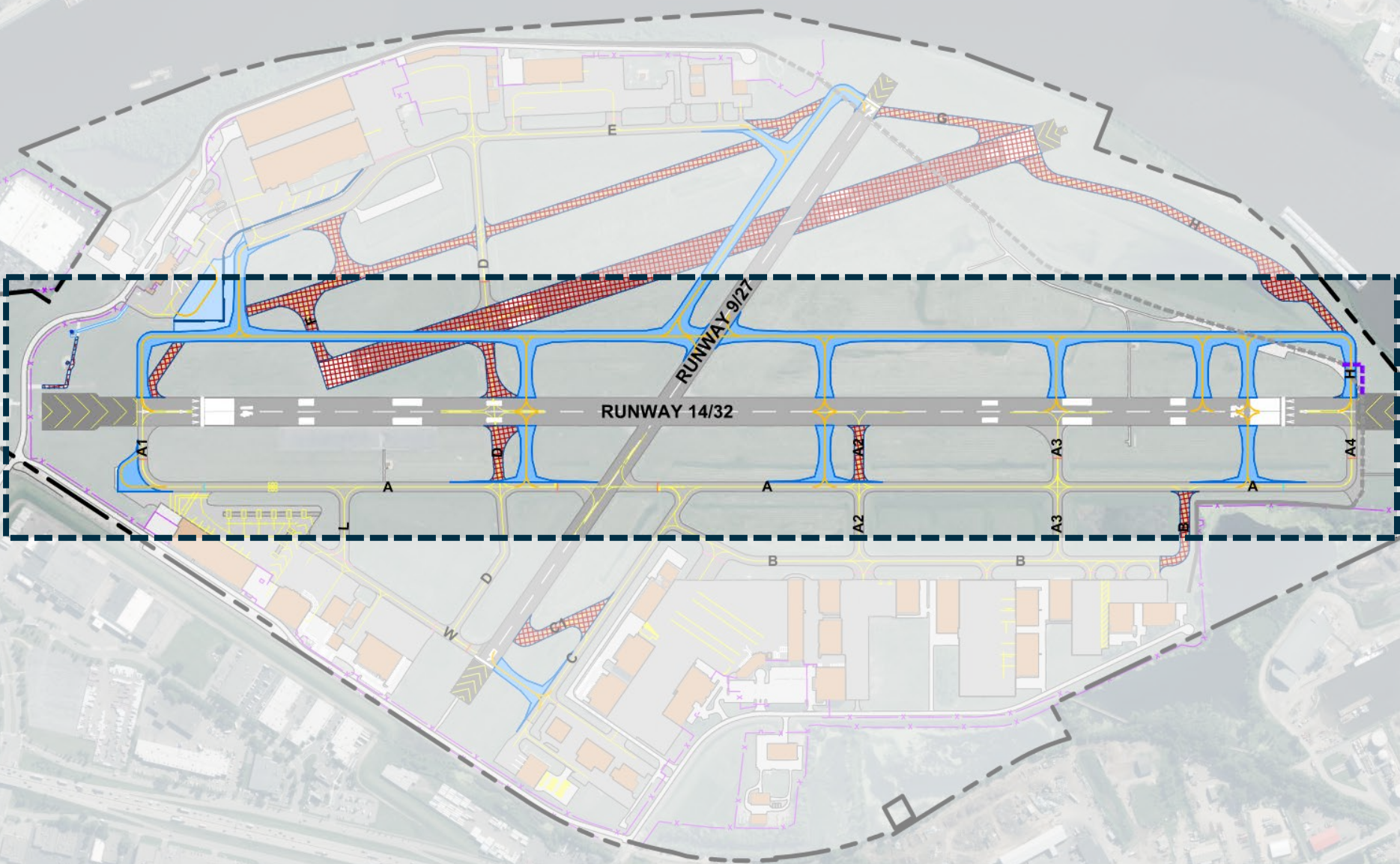
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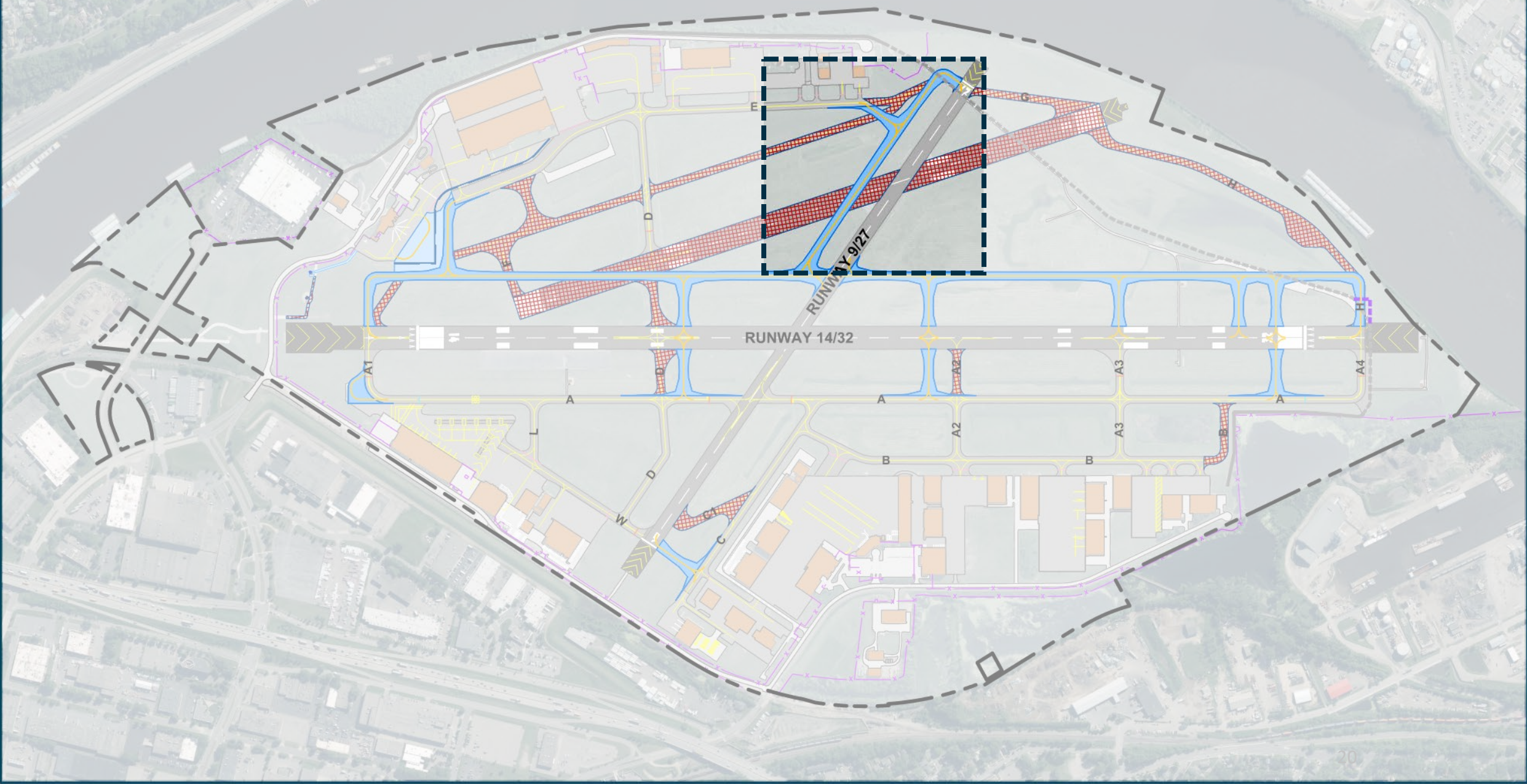
PREFERRED TAXIWAY SYSTEM



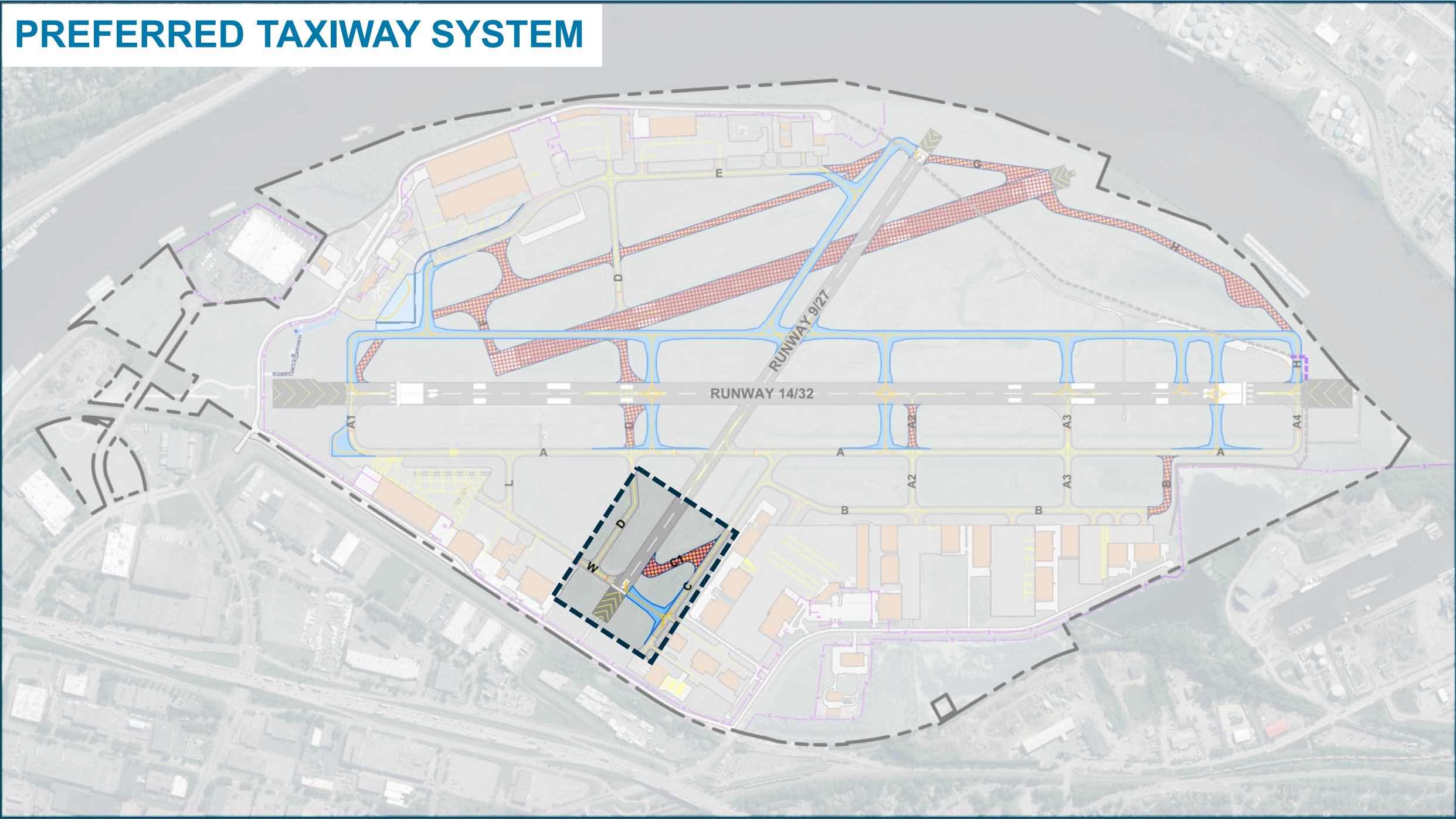
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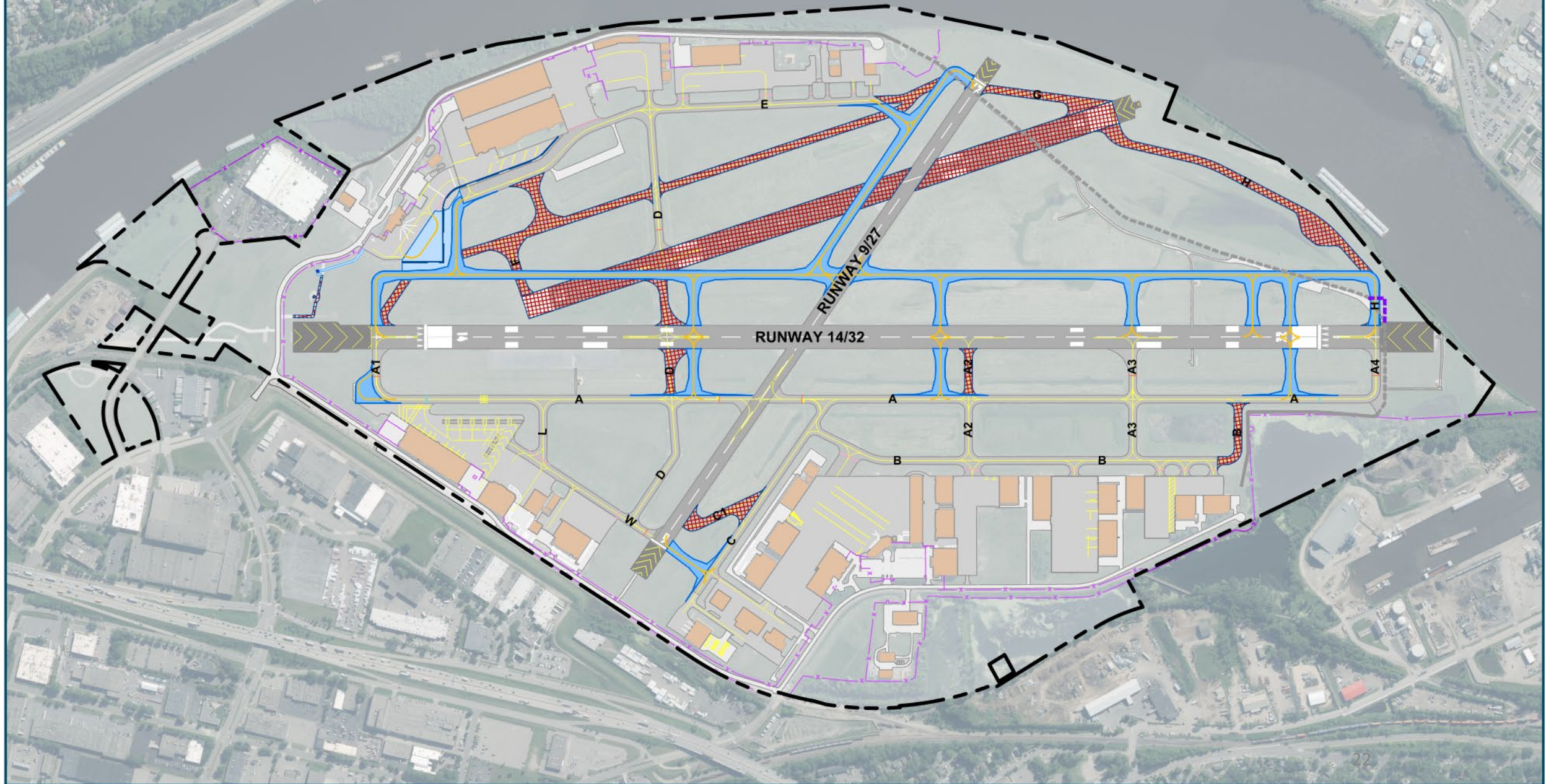
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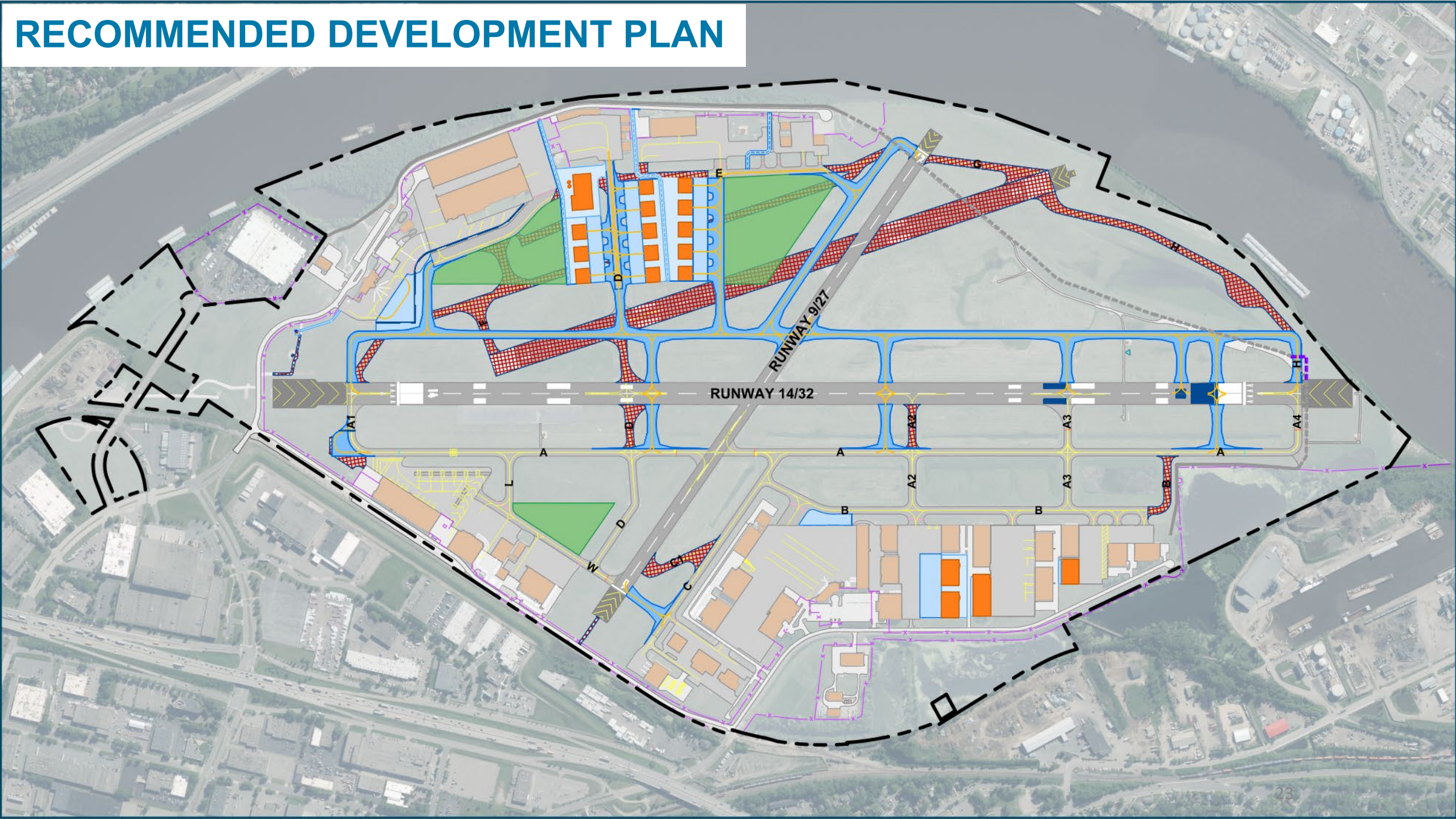
PREFERRED TAXIWAY SYSTEM



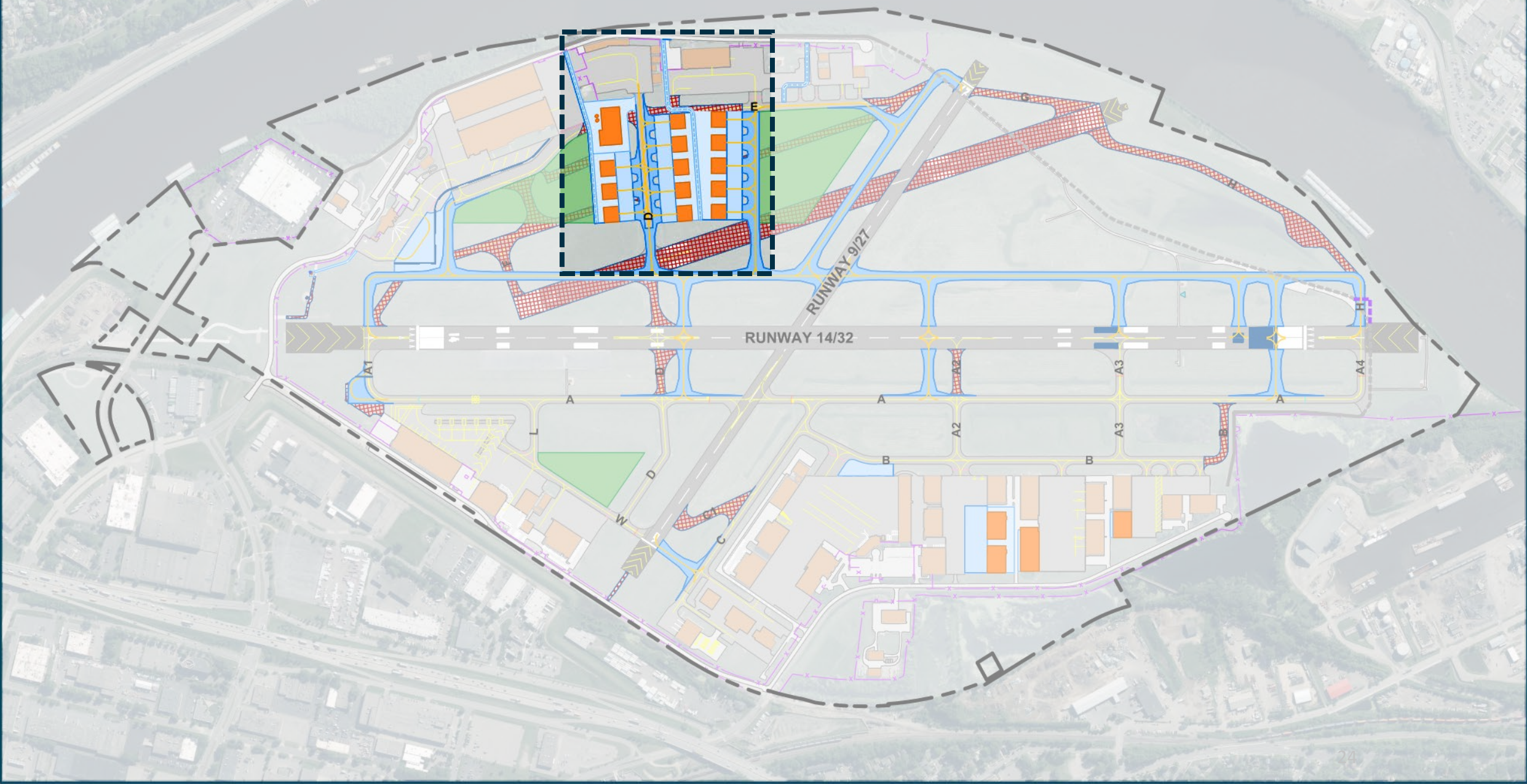
PREFERRED TAXIWAY SYSTEM



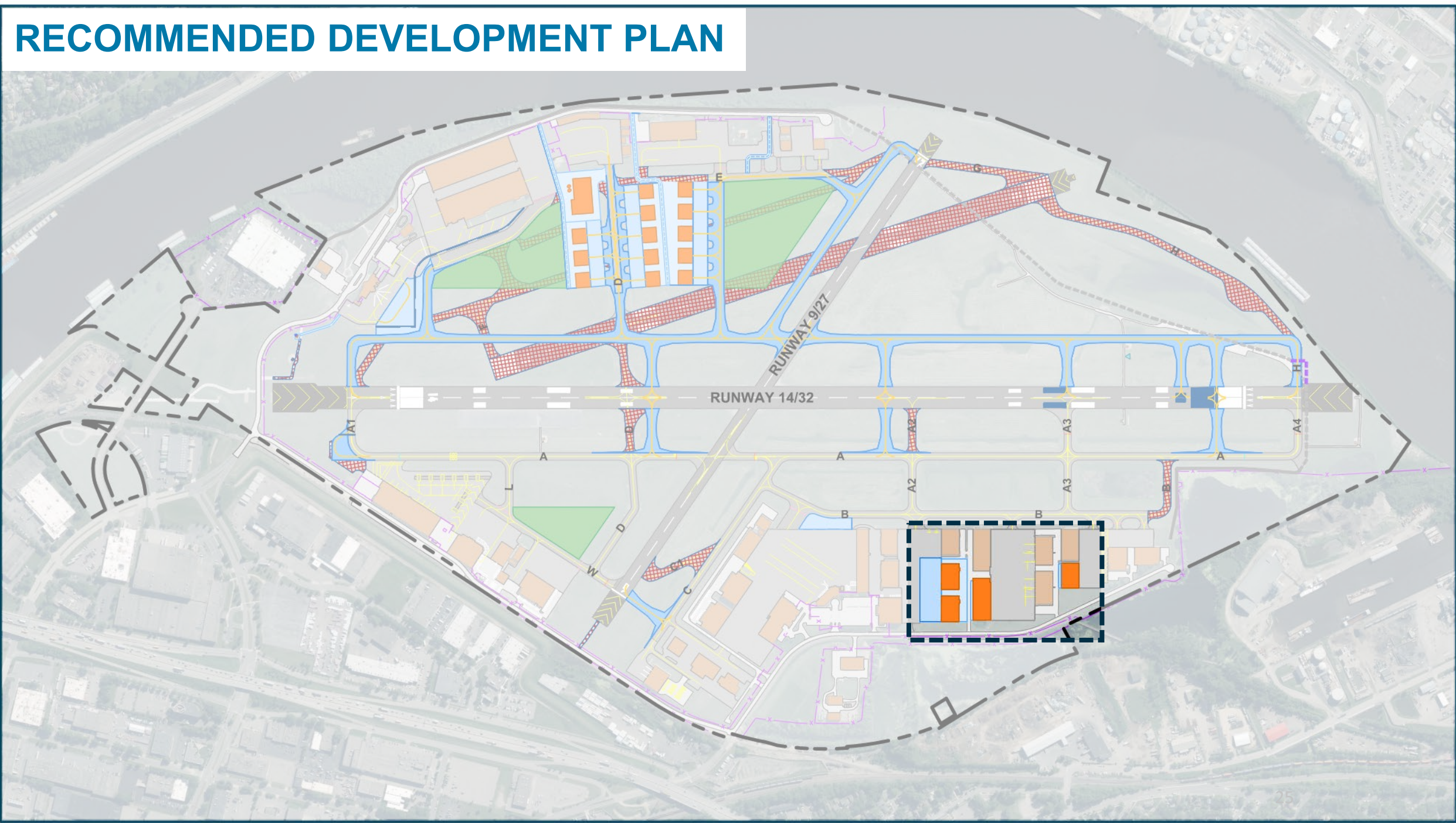
RECOMMENDED DEVELOPMENT PLAN



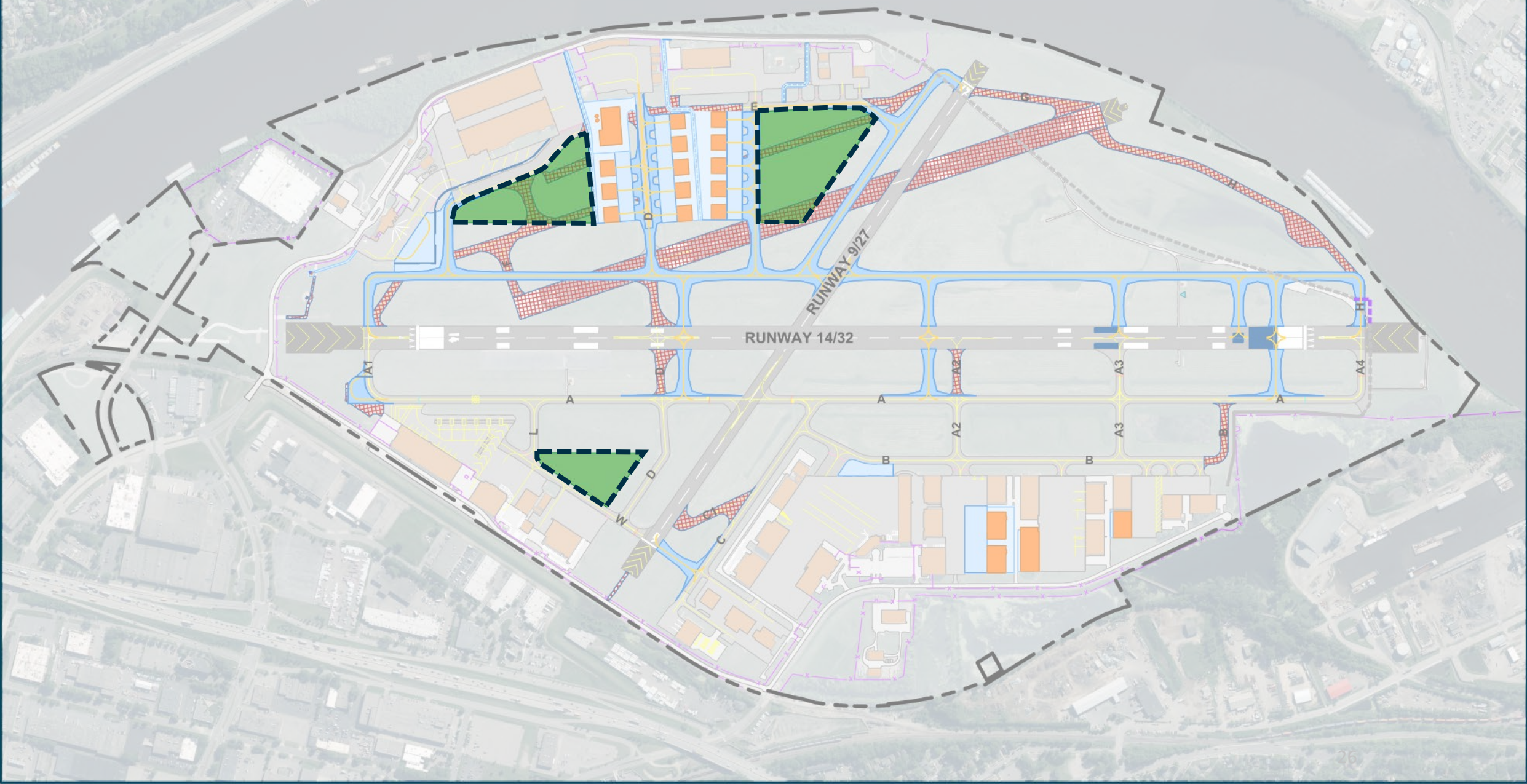
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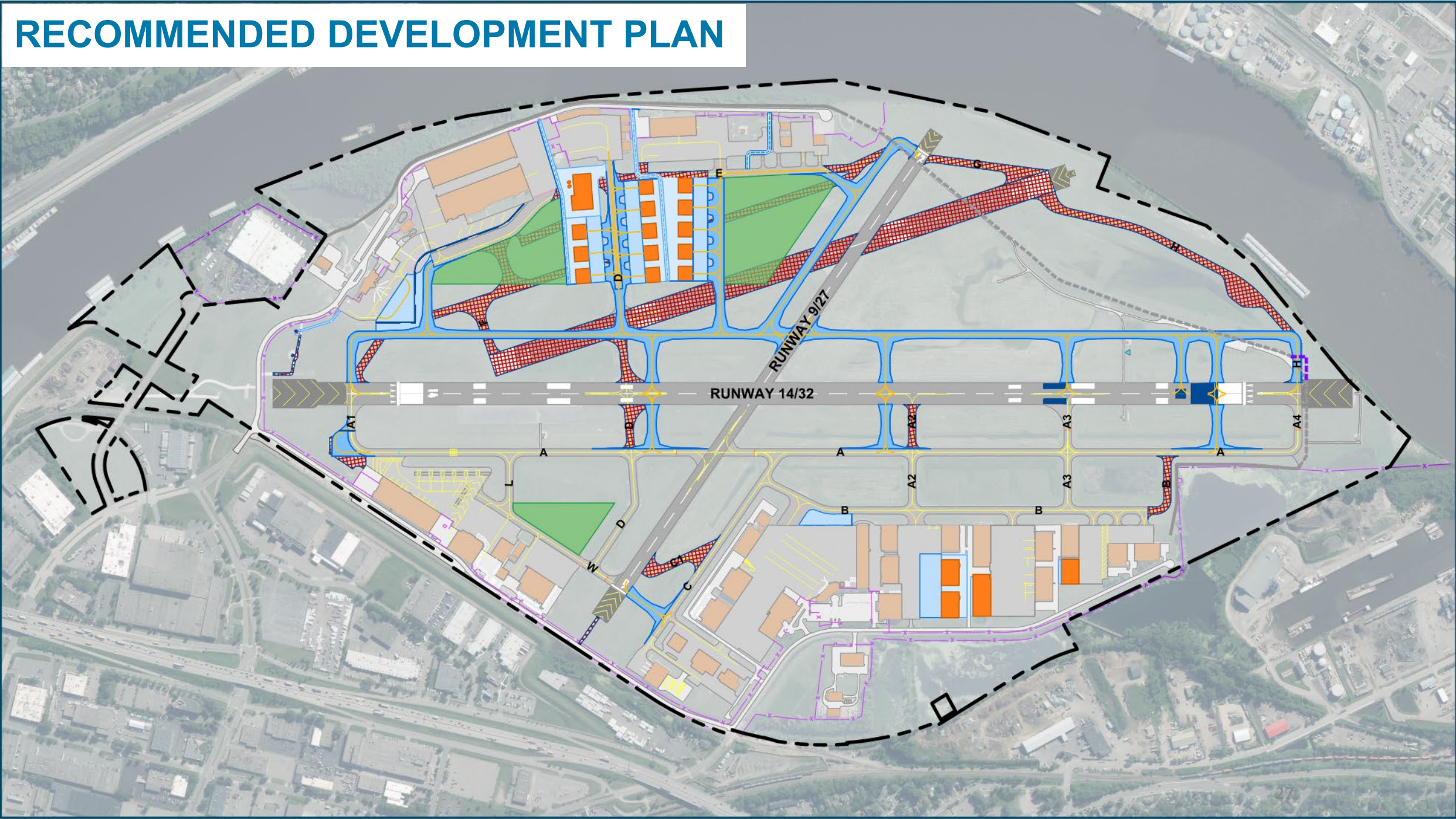
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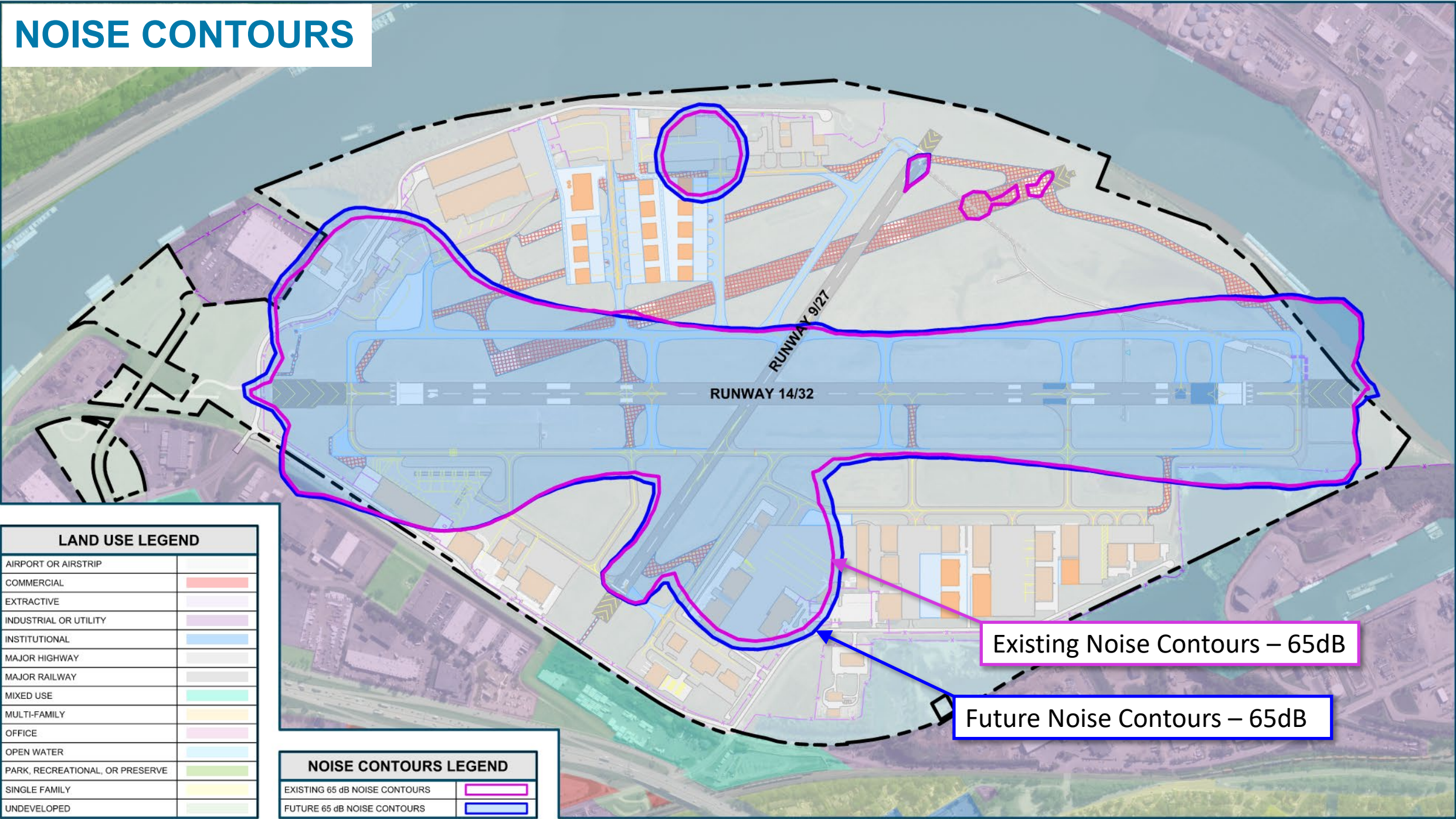
RECOMMENDED DEVELOPMENT PLAN



RECOMMENDED DEVELOPMENT PLAN



NOISE CONTOURS



LAND USE LEGEND	
AIRPORT OR AIRSTRIP	
COMMERCIAL	
EXTRACTIVE	
INDUSTRIAL OR UTILITY	
INSTITUTIONAL	
MAJOR HIGHWAY	
MAJOR RAILWAY	
MIXED USE	
MULTI-FAMILY	
OFFICE	
OPEN WATER	
PARK, RECREATIONAL, OR PRESERVE	
SINGLE FAMILY	
UNDEVELOPED	

NOISE CONTOURS LEGEND	
EXISTING 65 dB NOISE CONTOURS	
FUTURE 65 dB NOISE CONTOURS	



PROJECT IMPLEMENTATION NEXT STEPS

LTP Development



- MAC submits proposed projects to FAA via draft Airport Layout Plan (ALP)
- Comments addressed; changes made as required
- Metropolitan Council review
- MAC determines project funding available
- Each project will require its own approvals, justification, funding, environmental review, and design

Stakeholder Engagement



- Stakeholder Advisory Panel (SAP)
#3: Sept. 29, 2026
- Discover STP #3: *Nov. 4, 2026*
- LTP Public Comment Period:
October – November

ST. PAUL DOWNTOWN AIRPORT

Long-Term Plan 2045

QUESTIONS / COMMENTS

Please send additional questions and comments to:

Michele.Ross@mspm.org | Michele Ross
Director, Stakeholder Engagement



**ST. PAUL
DOWNTOWN AIRPORT**

Long-Term Plan 2045

THANK YOU!



ST. PAUL DOWNTOWN AIRPORT

Long-Term Plan 2045

QUESTIONS / COMMENTS

Please send additional questions and comments to:

Michele.Ross@mspm.org | Michele Ross
Director, Stakeholder Engagement



STP Airport Manager Update



Airport Manager Update

Construction Update

- CBP Building
- Airport Road Fence
- TWY B Edge Light update
- A2 and A3 Reconstruction (completed)
- Terminal Building updates
 - 2 new hot water boilers
 - New AV system installation w updated security cameras

Special Olympics

- Recap

KSTP – 100 Year Celebration

Annual Sound Study



STP Annual Sound Study

- The purpose of the study is to measure sounds associated with aircraft activity at St. Paul Downtown Airport (STP)
- MAC conducts an annual study in accordance with the commitments of the Supplemental Conditions of Agreement for the airport floodwall
- Each study involves analysis of aircraft noise exposure in areas surrounding STP for seven consecutive days
- Study periods evaluate “normal” flight activity, and historically August has been the best timeframe
- FAA-approved software is used for analysis
- Studies have been conducted each year since 2007
- Modeling data were included in 2020-2026 studies

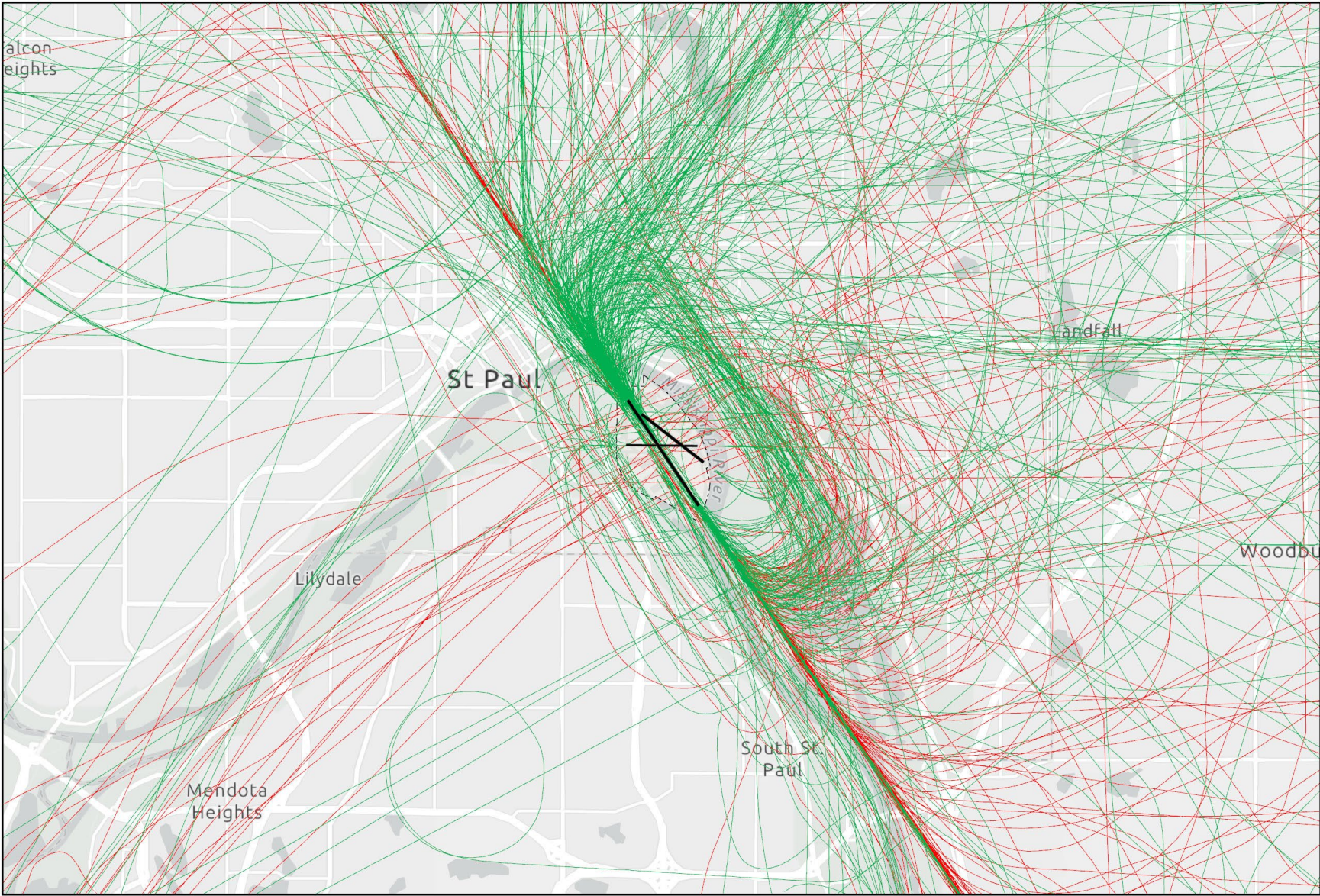


Table 2.1: STP Aircraft Activity per Runway during the Study Period

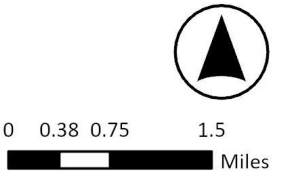
Runway	Aug-16	Aug-17	Aug-18	Aug-19	Aug-20	Aug-21	Aug-22	Runway Total
Arrivals								
9	--	--	--	--	--	--	--	0
13	--	1	--	--	--	--	--	1
14	1	--	2	6	38	--	2	49
27	--	3	4	1	--	6	--	14
31	--	--	--	--	--	6	--	6
32	36	24	50	53	2	44	29	238
Departures								
9	--	--	--	--	2	--	--	2
13	--	--	--	--	--	--	--	0
14	1	3	--	7	33	--	--	44
27	--	1	2	2	2	5	1	13
31	--	--	--	--	--	6	--	6
32	33	25	55	53	2	45	28	241
Daily Total	71	57	113	122	79	112	60	614

STP Daytime Operations during 2026 Sound Study Period

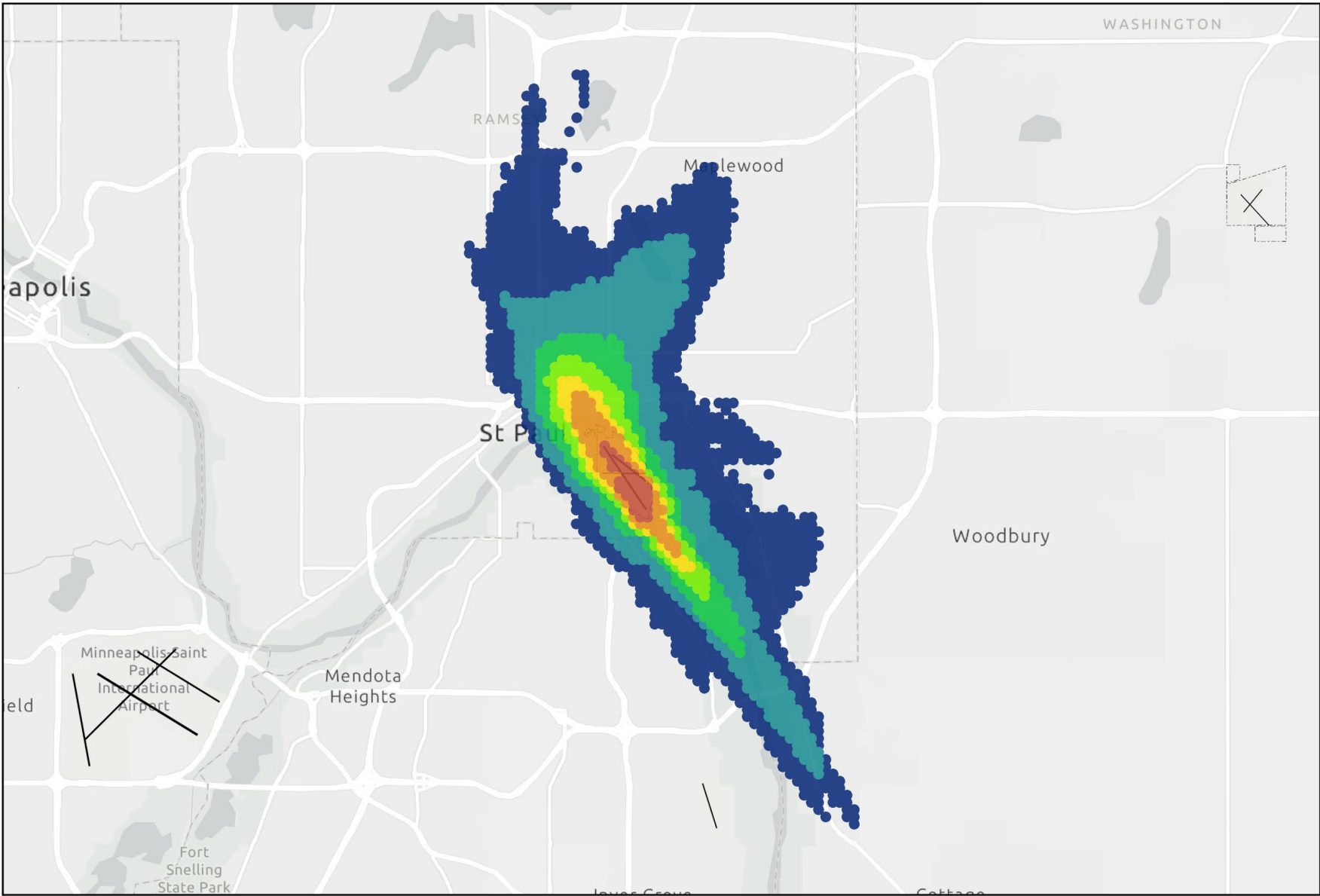
(0700-2200)



- STP Property Boundary
- Arrival Tracks
- Departure Tracks



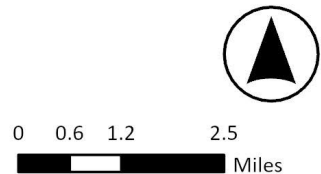
2026 STP Sound Study Modeling Results - Average Number Above 65 dBA per Day



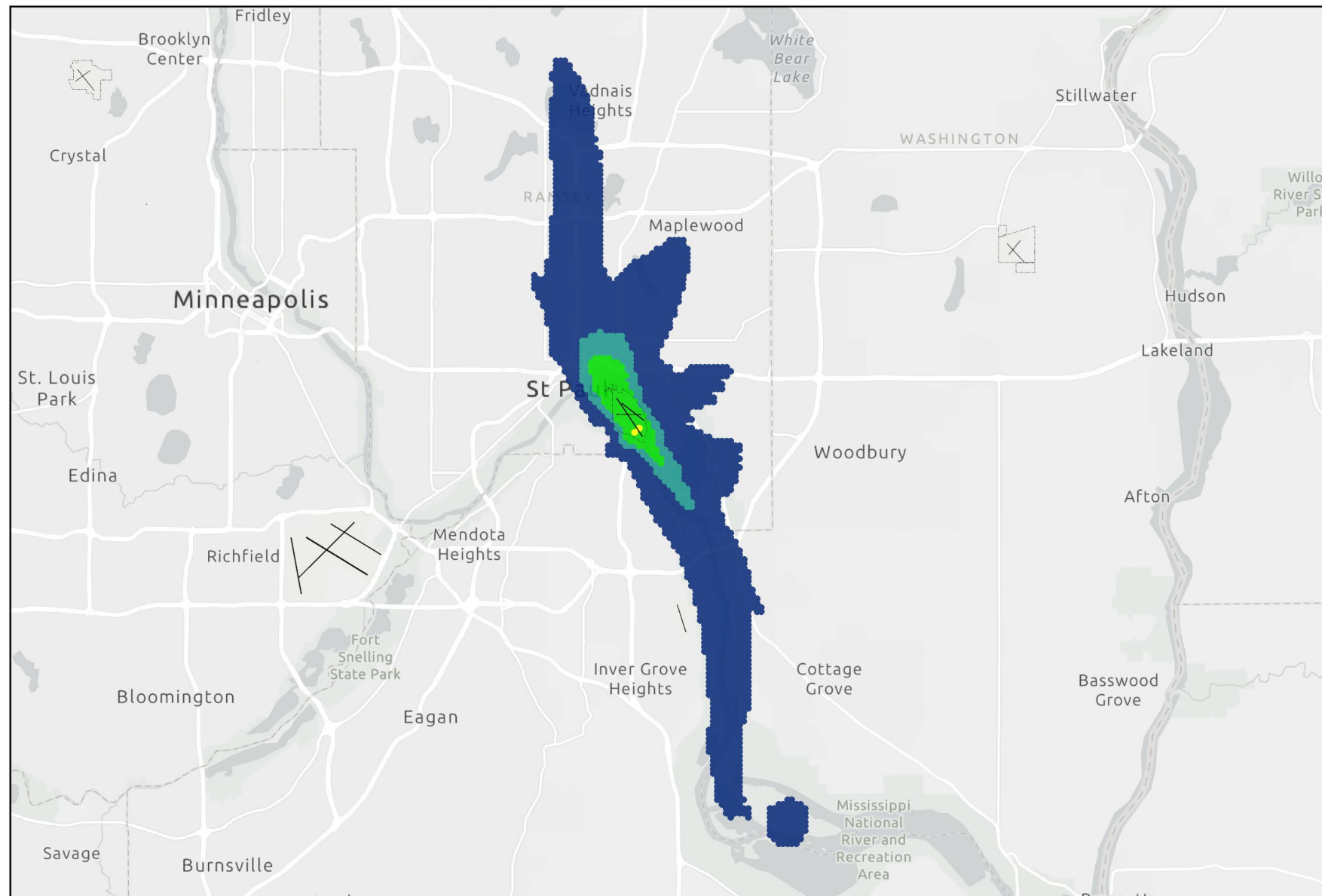
STP Property Boundary
< 5 events per day
5 - 10 events per day

10 - 20 events per day
20 - 30 events per day
30 - 40 events per day

40 - 50 events per day
50 - 75 events per day
> 75 events per day



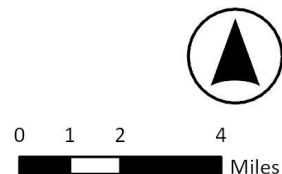
2026 STP Sound Study Modeling Results - Average Time Above 65 dBA per Day



--- STP Property Boundary
 < 1 min per day
 ● 1 - 5 min per day

● 5 - 10 min per day
 ● 10 - 30 min per day
 ● 30 - 60 min per day

● 60 - 90 min per day
 ● > 90 min per day



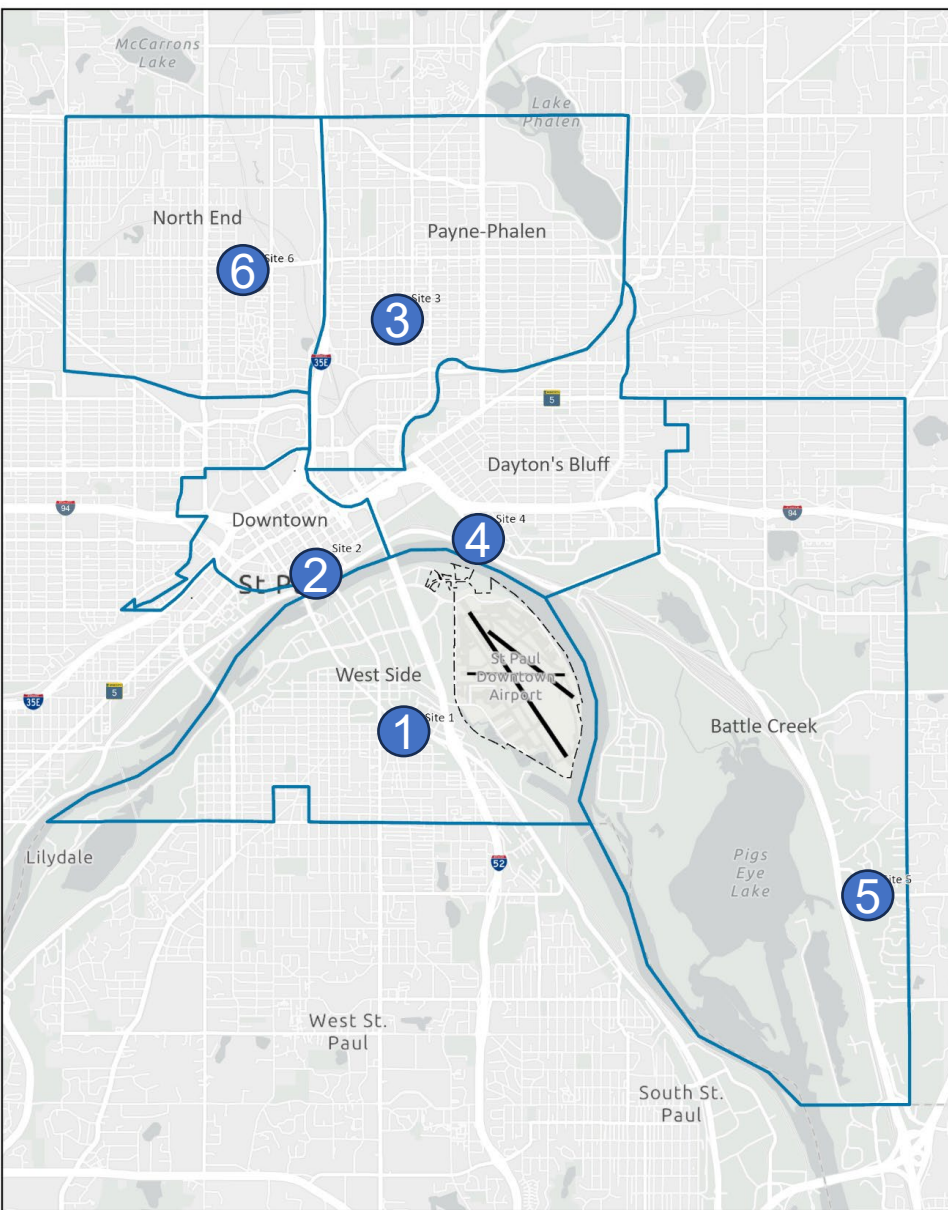
2026 STP Sound Study Modeling Results

Table 3.1 Modeled Number Above 65 dBA Sound Levels during Study Period

Site	Aug 2020	Aug 2021	Aug 2022	Aug 2023	Aug 2024	May 2025	Aug 2026
1	13	22	100	64	22	15	45
2	88	67	134	131	109	73	187
3	70	48	77	79	97	41	112
4	32	25	59	53	18	28	115
5	92	121	107	97	70	109	51
6	62	147	117	100	91	88	73

Table 3.2 Modeled Time Above 65 dBA Sound Levels (min) during Study Period

Site	Aug 2020	Aug 2021	Aug 2022	Aug 2023	Aug 2024	May 2025	Aug 2026
1	1.8	2.3	10.0	6.0	3.8	2.4	3
2	18.6	8.8	19.2	21.0	24.2	14.1	41
3	22.7	9.8	16.9	19.4	19.4	8	25
4	6.5	4.8	10.9	7.6	5.5	5.3	25
5	19.3	24.7	24.7	21.1	14.1	23.6	11
6	14.7	34.3	25.1	23.5	20.4	20.7	17



STP Property Boundary

Measurement Locations

St. Paul Neighborhood DACC District Councils

*Note: Field locations were not used to collect sound measurements during the 2025 STP Annual Study assessment. Instead, the federally-approved AEDT noise model was used to assess noise across 22,500 receptor points.

2026 STP Sound Study *-Complaints*

Table 4.1 2026 Study Period Complaints and Operations		
Aircraft Type	Operations	Complaints
Helicopter	98	
Jet	106	1
Piston	352	1
Turboprop	45	
Unknown	13	
Total	614	2

Questions?

STP Tenant History



STP – Holman Field

Why?



CITY HANGAR



STP Tenant History – NWA



STP Tenant History – WW II



More than 10,000 people worked at the bomber modification center at St. Paul Airport during the war. This 1944 photo shows one of the crews at the "mod" center.

STP Tenant History: Army Guard





Q&A



SAINT PAUL DOWNTOWN AIRPORT



(DAAC)

Fly Neighborly Update



FLY NEIGHBORLY

Fly Neighborly



Public Comment

Open to Members of the Public

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

Member Announcements

DAAC Members may share information for the
good of the group

Next DAAC Meetings:

April 20, 2027
October 19, 2027

Thank you!