



STP IS A NOISE SENSITIVE AIRPORT

Avoid Noise Sensitive Residential Areas When Possible

Pilot Information and Noise Abatement Plan (NAP)

The noise abatement plan for STP is the result of cooperative efforts between airport users, airport businesses, the St. Paul Downtown Airport Advisory Council (DAAC), City officials, Federal Aviation Administration representatives, and the Metropolitan Airports Commission. The goal is to make the STP airport community as environmentally compatible as possible.

The NAP incorporates provisions and recommended procedures that were outlined in the June 19, 2006 Supplemental Conditions of Agreement for the floodwall at STP and was approved by the DAAC on June 10, 2008.

NOTE: FAA regulations and requirements take precedence over noise abatement procedures. RECOMMENDED PROCEDURES ARE NOT INTENDED TO CONFLICT WITH INSTRUCTIONS FROM ATC OR THOSE THAT ARE THE EXCLUSIVE AUTHORITY OF THE FAA.

Preferred Runway Use

The following priorities are recommended when selecting a runway (during tower hours, air traffic control will dictate the active runway):

Piston Engine or Turbo Prop Aircraft:

Arrivals: 32, 31, 27, 14, 13, 9

Departures: 14, 13, 9, 32, 31, 27

Jet Aircraft

Arrivals - 32 Departures - 14

Traffic Pattern Procedures

The following procedures shall be adhered to while operating in the STP traffic pattern:

1. Traffic pattern altitude shall be 1905 msl.
2. Multiple training events by jet aircraft are prohibited.
3. Extended legs in the pattern are not permitted unless required by ATC.
4. Whenever feasible, aircraft remaining in the traffic pattern shall use Runway 13-31.
5. Avoid repeated training operations over the same noise-sensitive areas.

Nighttime Restrictions

1. Voluntarily refrain from flying between 2200 to 0700 local time.
2. If a nighttime operation must occur, please follow the noise abatement procedures described in this guide or STP NAP.
3. No training may be conducted in the traffic pattern between 2400 and 0700 local time. **Note: flights between 2200 and 2400 local time may be conducted for the purposes of meeting nighttime flight currency requirements.**
4. Intersection takeoffs at the airport are discouraged at all times.

For more information:
612-725-6327
metroairports.org/our-airports

Revision Date: June 2022

FIELD ELEVATION: 705

TPA: 1905 (1200)

RUNWAY INFORMATION

RWY 14-32 6491' x 150'

- RWY 14: MALSR. PAPI (P4R) - GA 3.0° TCH 42' Threshold displaced 343'. Tree.
- RWY 32: REIL. PAPI (P4L) - GA 3.0° TCH 44'. Threshold displaced 382'. Trees.

RWY 13-31 4004' x 150'

- RWY 13: PAPI (P4L) - GA 3.0° TCH 40'. Tree.
- RWY 31: REIL. PAPI (P4L) -GA 3.0° TCH 45'. Stack.

RWY 9-27 3642' x 100'

- RWY 9: Trees.
- RWY 27: PAPI (P4R) - GA 4.0° TCH 40'. Trees. Rgt tfc.

COMMUNICATIONS

CTAF: 119.1 **UNICOM:** 122.95 **ATIS:** 118.35

WX ASOS PHONE (651) 298-1410. LAWRS.

STP GROUND: : 121.675
[0600-2200 MON-FRI, 0700-2200 SAT-SUN]

STP TOWER: 119.1
[0600-2200 MON-FRI, 0700-2200 SAT-SUN]

MINNEAPOLIS APP/DEP: 121.2

CLEARANCE DELIVERY: 121.675



DEPARTURE PROCEDURES

All aircraft should avoid early turns. Turbojet aircraft departing on Runways 32 or 31: use NBAA Departure Procedure.

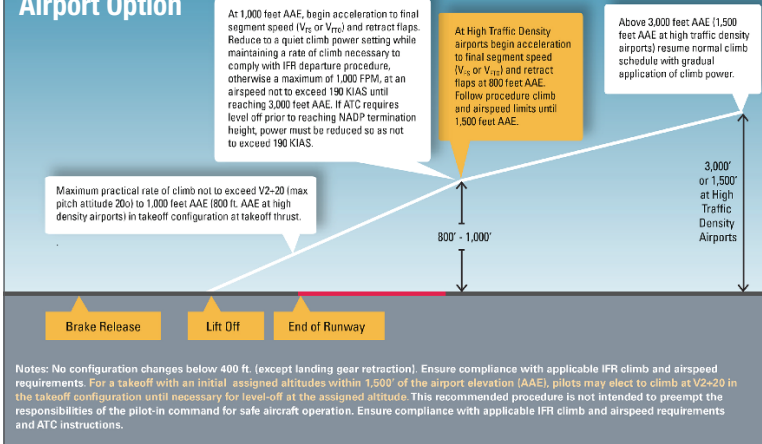
RUNWAY 32 DEPARTURE

During non-tower hours, fly runway heading for 1.7 nautical miles before turning to a northerly or northeasterly heading to follow the preferred noise abatement routes (Interstate 35E or Hwy 5/Railroad Line).

RUNWAY 14 DEPARTURE

During non-tower hours, follow the preferred noise abatement route (Mississippi River) whenever possible and avoid noise-sensitive residential areas.

NBAA Noise Abatement Departure Procedure With High-Density Airport Option



ARRIVAL PROCEDURES

On approach to a runway with a PAPI: maintain an altitude at or above the glide slope until a lower altitude is necessary for a safe landing. Use the NBAA Approach and Landing Procedures when arriving to the airport.

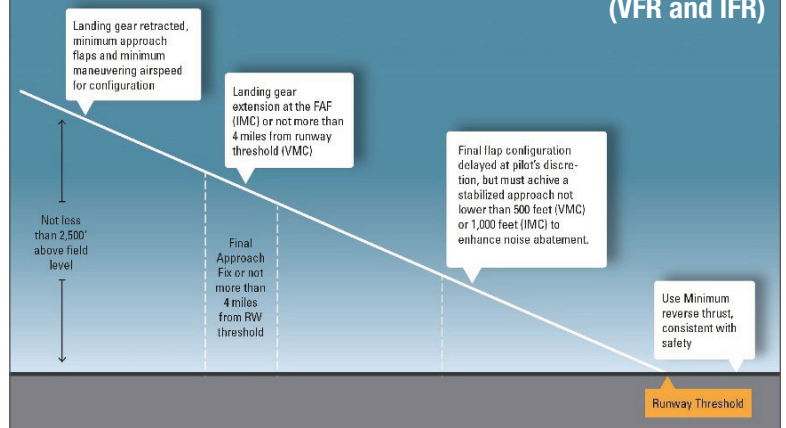
RUNWAY 14 APPROACH

During non-tower hours and VFR conditions, aircraft landing on Runway 14 should follow Interstate 35E or Mississippi River; avoid residential areas when feasible.

RUNWAY 32 APPROACH

During non-tower hours and VFR conditions, aircraft landing on Runway 32 should follow the Mississippi River; avoid residential areas when feasible.

NBAA Approach-and-Landing Procedure (VFR and IFR)



MAINTENANCE RUN-UPS

- Between 1700 and 2200 local time all engine tests and run-ups in excess of 5 minutes shall be conducted in the designated run-up areas.
- Aircraft park on a heading of 270 to 320 degrees whenever practical.
- Engine tests and maintenance run-ups are prohibited between 2200 and 0800 local time.

HELICOPTER PROCEDURES

- Helicopter training in the traffic pattern area is prohibited from 2200 to 0800 local time.
- During non-tower hours, helicopters follow the preferred noise abatement routes (Interstate 35E, Highway 5/Railroad Line, and the Mississippi River) whenever possible.