

METROPOLITAN AIRPORTS COMMISSION
ST. PAUL DOWNTOWN AIRPORT ADVISORY COUNCIL
MEETING MINUTES
Tuesday, 28 October 2008, 4:00pm
St. Paul Airport

Call to Order

A meeting of the Downtown Airport Advisory Council (DAAC), having been duly called, was held Tuesday, 28 October 2008, in the Administration Building of the St. Paul Downtown Airport. A quorum was not achieved for this meeting; no formal actions were taken at the meeting. Technical Advisor, Scott Skramstad, called the meeting to order at 4:05 p.m. The following were in attendance:

Representatives: G. Berquist, G. Burke, F. Clayton, J. Englin, B. Hagerty, A. Hunt, J. Jungwirth, J. Kummer, J. Miersch, C. Peterson, K. Schmaltz

Staff: P. Mosites

Others:

Excused Absence: P. Adamson, F. Clayton, J. Dorer, K. Shmaltz, G. Weibel

1. Approval of the 28 October 2008 Meeting Agenda

Council members present agreed to proceed with the agenda as distributed.

2. Approval of the 10 June 2008 Meeting Minutes

Because a quorum was not achieved, this item will be held over for action at the 13 January 2009 meeting.

3. STP Joint Airport Zoning Board Effort

Scott Skramstad, Technical Advisor, briefed the Council on the St. Paul Joint Airport Zoning Board and its efforts regarding the Downtown St. Paul Airport (STP). He pointed out that state statute § 360.03 stipulates that the MAC shall "request creation of one joint airport zoning board for each airport operated under its authority". **Skramstad** pointed out that the joint airport zoning board for Minneapolis-St Paul International Airport was convened in 2001 and an ordinance was adopted in 2004.

Skramstad stated that the focus of the STP zoning effort is aviation safety and the zoning board's job is to develop strategies for avoiding obstructions to airspace. He noted the economic impacts to a community must be considered in the development of an ordinance. He pointed out that Minnesota Statute § 360.062 establishes airport hazards should be prevented "with consideration given to avoiding the disruption of existing land uses based on social and financial costs". Further, **Skramstad** noted that Minnesota Statute § 360.063 establishes the MAC's authority related to airport zoning and establishes board membership composition. He stated that for the STP Joint Zoning Board, two members are appointed by the MAC, two are appointed by the City of St. Paul, two are appointed by the City of West. St. Paul and two are appointed by the City of South St. Paul.

Skramstad stated that the Board's goal is to develop a zoning ordinance for STP for review and approval by the Commissioner of Transportation, and for subsequent adoption by the Board and local municipalities. He noted that some of the major considerations for the Board to examine are the MNDOT Model Ordinance, which specifies State Safety Zones A and B that go beyond Runway Protection Zones (RPZs) at airports. In addition, the Board is challenged to look at existing and planned land uses around STP and how they would be affected by an ordinance.

Skramstad noted that Minnesota Statute § 360.066 guides the Board's efforts. He pointed out that the statute specifies that the developed ordinance "shall be reasonable, and none shall impose a requirement or restriction which is not reasonably necessary" for safety purposes. In addition, he pointed out that the statute specifies that the "local airport zoning authority shall consider, among other things, the character of the flying operations expected to be conducted at the airport, the location of the airport, the nature of the terrain within the airport hazard area...and character of the neighborhood around the airport".

Representative Berquist, District 3 Planning Council – West Side Citizens Organization, stated that the neighborhood around the airport is mostly comprised of the City of St. Paul and asked if other Council members agreed. He noted that the airport is located in St. Paul and stated that the majority of impact created by the airport is felt by St. Paul. **Skramstad** concurred. **Berquist** asked why the City of West St Paul and the City of South St Paul would have more voting power on the Board, then, than the City of St. Paul. **Skramstad** pointed out that state statute requires two representatives from each city of municipality that is affected by the airport. He added there is no flexibility for membership according to the statute.

Skramstad noted that the Board held its first meeting on 1 May 2008 and established its goals and elected a chair, Mr. Nacho Diaz, who is the former Director of Metropolitan Transportation Services for the Metropolitan Council. He noted the Board also met on 5 June 2008 and on 9 September 2008. **Skramstad** said the Board, at its 5 June 2008 meeting, directed the MAC to contract with HNTB Corporation to conduct a risk analysis to clarify zoning requirements necessary to ensure a "reasonable standard of safety". He pointed out that the analysis addressed the risk of accidents occurring in the MNDOT Model safety zones, the nature of operations at the airport and the location of the airport and terrain within the hazard area. **Skramstad** reported that the analysis found that in the case of all runways at STP the probability of accidents is below the Federal Aviation Administration (FAA) criteria of 1 per 10 million operations. He noted that if a structure poses a collision risk greater than 1 in 10 million operations the structure would not be approved by the FAA. He reported that the analysis established that the years between accidents in State Safety Zones A and B (outside of the Runway Protection Zones [RPZ]) for the runways ranged from 34 to 44,214 years. In addition, the analysis determined that 1.73%-3.58% of accidents would occur in Safety Zone A outside the RPZ and 0.47%-3.43% of accidents would occur in State Safety Zone B. The vast majority of accidents would occur on the airport in the Runway Protection Zones or off airport property (not in the state safety zones).

Skramstad stated that, per Minnesota Statute § 360.066, subd.1, the Board is now addressing economic considerations by focusing on an analysis of the uses for which the property to be zoned are planned and adaptable, and the social and economic costs of restricting land uses. The analysis is being conducted by the City of St. Paul; once it is completed, the Board should be prepared to develop a draft zoning ordinance. The Board's next meeting is scheduled for 6 November 2008 at 3:00pm and is open to the public.

Skramstad told Council members to contact him if they have any questions regarding the zoning board's efforts.

4. Pilot Noise Abatement Brochure

Scott Skramstad, Technical Advisor, reminded Council members that at the 16 September 2008 meeting he presented a draft of the Pilot Noise Abatement Brochure, which summarizes the STP noise abatement procedures and includes other helpful information for pilots such as runway length. At the 16 September 2008 meeting, Skramstad asked Council members to review the brochure and let him know if they had any feedback. He noted he did receive some feedback and, as a result, made the following changes to the brochure:

- Included four-letter airport identifier (KSTP) on brochure's front page
- Increased font size
- Changed background color on front page
- Increased image size for arrival procedures

Skramstad pointed out that the Airport Facility Directory will publish new airport information in November 2008, so revisions will be made to the brochure after the Directory is published. Once that occurs, Skramstad will send brochures to all STP FBOs and tenants. **Skramstad** asked the airport users on the Council to commit to placing the brochures in their pilot lounges and flight-planning areas where they will be accessible to pilots.

5. 2009 Meeting Schedule/Work Plan

Scott Skramstad, Technical Advisor, noted that the Council's bylaws state the Council will meet every other month but he left it to the Council to decide whether or not to move to a quarterly meeting schedule. The group agreed to switch to a quarterly meeting schedule, with official action on the change to be taken at the Council's next meeting on 13 January 2009.

Skramstad referred Council members to the Draft 2009 Work Plan that is a part of the meeting's handouts. He noted that items included in the plan relate to the Council's bylaws and ongoing items that relate to the Supplemental Conditions of Agreement between the MAC and the City of St. Paul. **Skramstad** asked Council members to review the plan and forward comments, questions or suggestions for changes or additions to him before the next Council meeting.

Representative Miersch, District 1 Community Council – Battle Creek, asked if the locations for the annual noise monitoring study will remain the same. **Skramstad** noted there are advantages and disadvantages to using the same sites. He pointed out that using the same sites provides a good comparison from year to year for a particular site. He pointed out that a disadvantage of using the same sites is that there may be community-related issues for any given site, such as vandalism, or there may be a request to monitor a different location. **Skramstad** noted that he will look for input and recommendations from Council members on future monitoring sites.

6. STP Noise Complaints

Scott Skramstad, Technical Advisor, reviewed STP noise complaint data for September 2008, noting that only one month of data is available because of the scheduling of the Council's September and October meetings. He noted there were a total of seven complaints from two total complainants; one complainant registered six complaints, the other complainant registered one complaint. All seven complaints were filed via the Internet. **Skramstad** noted that the two nighttime complaints were attributed to medical emergency helicopters, neither of which landed or departed from STP.

Skramstad distributed to Council members a map showing flight tracks during tower and non-tower hours.

7. **Next Meeting Date**

The next meeting of the Downtown Airport Advisory Council is scheduled for 4:00pm, Tuesday, 13 January 2009.

The meeting adjourned at 4:32pm.

Respectfully submitted,

Christene Sirois, Recording Secretary
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