

Noise Abatement Procedures

The voluntary noise abatement plan for STP has been prepared in recognition of the need to make the airport and the surrounding community as environmentally compatible as possible. The plan is the result of a cooperative effort between airport users, airport businesses, the St. Paul Downtown Airport Advisory Council, City officials, Federal Aviation Administration representatives, and the Metropolitan Airports Commission.

In addition, this plan includes the 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 St. Paul Downtown Airport Advisory Council on June 10, 2008.

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

STP IS NOISE SENSITIVE

**Avoid Noise Sensitive Residential Areas
Voluntary Nighttime Restriction in Effect**

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:

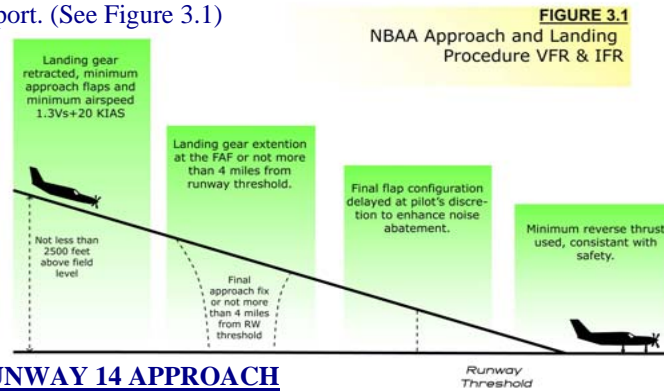
Arrivals - 32
Departures - 14

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.

ARRIVAL PROCEDURES (cont.)

Use the NBAA Approach and Landing Procedures when arriving to the airport. (See Figure 3.1)

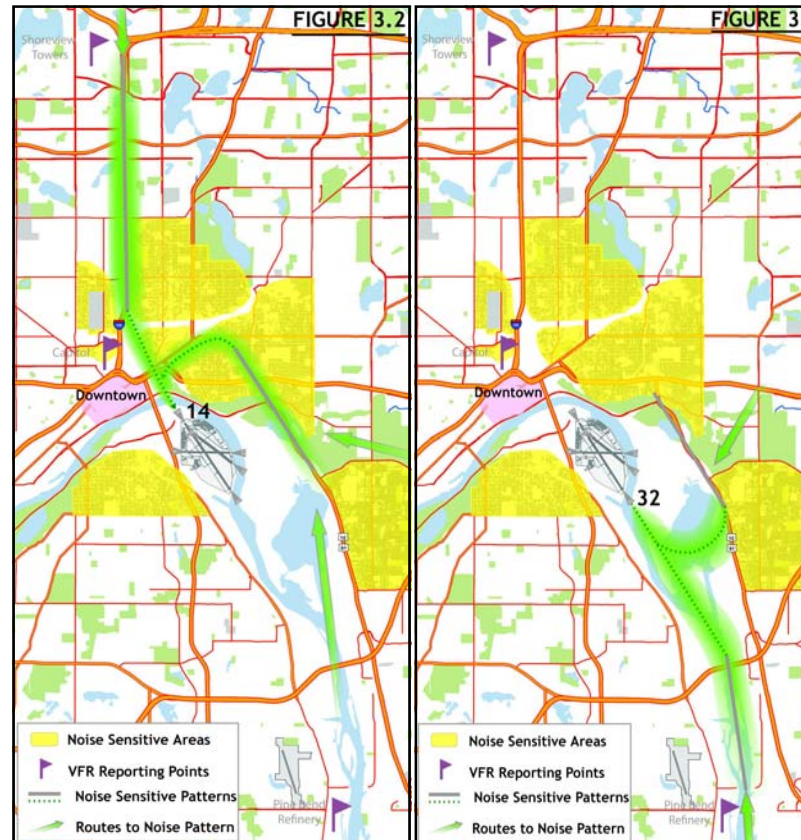


RUNWAY 14 APPROACH

During non-tower hours and under VFR conditions, aircraft landing on Runway 14 should follow the preferred noise abatement arrival routes (Interstate 35E or Mississippi River) and avoid noise sensitive residential areas (see Figure 3.2)

RUNWAY 32 APPROACH

During non-tower hours and under VFR conditions, aircraft landing on Runway 32 should follow the preferred noise abatement routes (Mississippi River/Downwind over Highway 61) and avoid noise sensitive residential areas (see Figure 3.3).



KSTP

Pilot Info & Noise Abatement Procedures

AIRPORT INFORMATION

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 09 - 27 3642 x 100

RWY 09: Trees.
RWY 27: PAPI(P4R) - GA 4.0° TCH 40'. Trees. Rgt tfc.

COMMUNICATIONS

CTAF: 119.1
UNICOM: 122.95
ATIS: 118.35

WX SOURCES: 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 CLNC DEL: 121.675
MINNEAPOLIS APP/DEP: 121.2

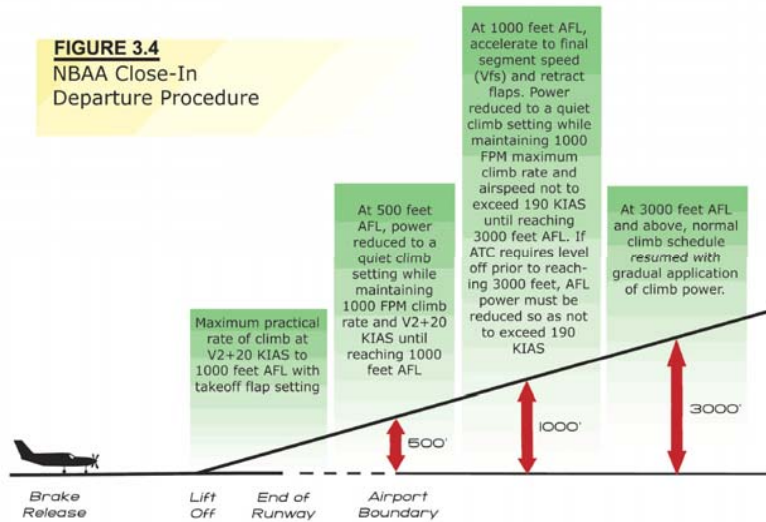
STP IS A NOISE SENSITIVE AIRPORT

For more information contact: (612) 725-6327
www.macnoise.com/stp

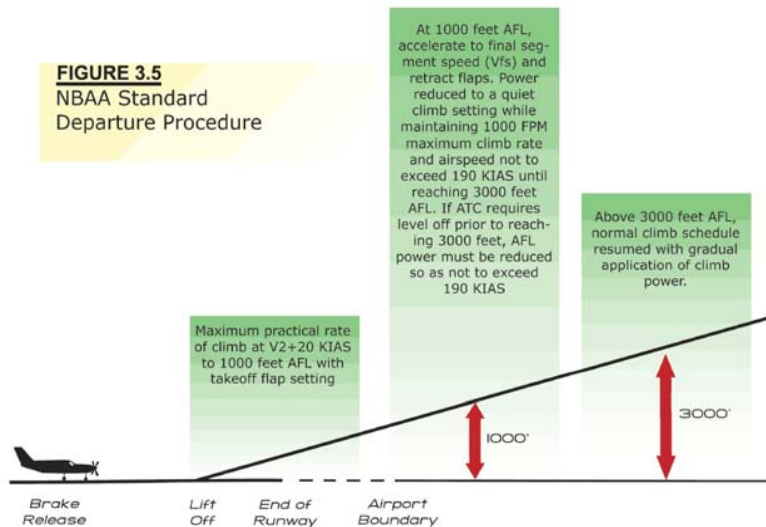


DEPARTURE PROCEDURES

Turbojet aircraft departing on **Runways 32 or 31**: use NBAA Close-In Departure Procedure (see Figure 3.4).



Turbojet aircraft departing on **Runways 14 or 13**: use the NBAA Standard Departure Procedure (see Figure 3.5).



DEPARTURE PROCEDURES (cont.)

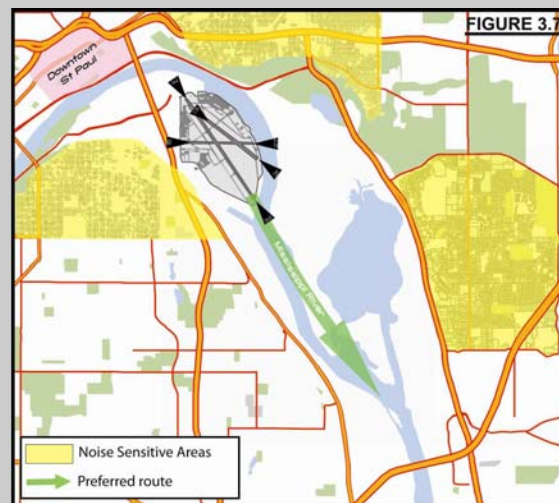
RUNWAY 32 DEPARTURE

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 Highway 5/Railroad Line). See Figure 3.6.



RUNWAY 14 DEPARTURE

During non-tower hours, follow the preferred noise abatement route (Mississippi River) whenever possible and avoid noise sensitive residential areas (Figure 3.7).



TRAFFIC PATTERN PROCEDURES

The following procedures shall be adhered to while operating in the traffic pattern at the St. Paul Downtown Airport:

- Traffic pattern altitude shall be **1,200 feet** above ground level.
- Multiple training events by jet aircraft are prohibited.
- Extended legs in the pattern are not permitted unless required by ATC.
- Whenever feasible, aircraft remaining in the traffic pattern shall use **Runway 13/31**.
- Avoid repeated training operations over the same noise sensitive areas.

MAINTENANCE RUNUPS

- Between 1700 local and 2200 all engine tests and runups in excess of 5 minutes shall be conducted in the designated areas.
- Aircraft will be parked on a heading of 270 to 320 degrees whenever practical.
- Engine tests and maintenance runups are prohibited between 2200 local time and 0800 local time.
- **Run-up Areas** - The runup pad adjacent to the threshold of the active runway should be used.

HELICOPTER PROCEDURES

Helicopter training in the traffic pattern area is prohibited from 2200 local time 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.

NIGHTTIME RESTRICTIONS

- Voluntarily restrain from flying between 2200 to 0700 local time.
- If an operation must occur follow the preferred noise sensitive departure and arrival procedures.
- No training may be conducted in the traffic pattern between the hours of 2400 local and 0700 local. *Note: Operations between 2200 and 2400 local may need to be conducted for the purposes of meeting nighttime flight currency requirements.*
- Intersection takeoffs at the airport are discouraged at all times.

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