

St. Paul Downtown Holman Field

IATA/ICAO CODE: STP/KSTP
 CITY: St. Paul
 STATE: MN
 COUNTRY: USA

AIRPORT CONTACT

No changes reported by the airport in 2011
[Verify information below with the airport](#)

Name:	Greg Fries	Chad Leque
Title:	Airport Manager	Manager, Aviation Noise & Satellite Programs
Airport:	St. Paul Downtown Holman Field	Minneapolis St Paul Int'l
Address:	St. Paul Downtown Holman Field 644 Bayfield St Paul MN 55107	Metropolitan Airports Commission Aviation Noise & Satellite Programs 6040 28th Ave S Minneapolis, MN 55450-2799
Phone:	+1 612 224-4306	+1 612 725-6326 or Noise Complaint & Information Hotline Available 7 days a week Staff Available 8am-5pm Monday-Friday +1 612 726-9411
Fax:	+1 651 224-8601	+1 612 725-6310
Email:	gfries@mspmac.org	cleque@mspmac.org
Airport Web Site:	http://www.mspairport.com/Reliever_Airports/Airports/St_Paul/ or http://www.macnoise.com	

ELEVATION: 705 ft.

RUNWAY INFORMATION				
Orientation	Length (ft)	Displaced Threshold (ft)	Glide Slope(deg)	Width (ft)
09/27	3642	-	27/4	100
13/31	4004	-	13/3.25 31 /3.75	150
14/32	6491	343/382	14/3 32/3	150
Check FAA Airport Diagrams for current information.				

NOISE ABATEMENT PROCEDURES

Noise abatement procedures are in effect at the airport. Information regarding the Noise Abatement procedures is published on the Metropolitan Airports Commission web site at:
<http://www.macnoise.com/relievers/stp>

NOISE ABATEMENT TAKEOFF AND APPROACH PROCEDURES

A basic noise mitigation strategy is the use of noise abatement takeoff and landing procedures. There are a number of alternatives within this strategy including runway selection, takeoff and landing profiles and power settings, and approach or departure paths. Runway selection is affected by winds, airspace procedures with adjacent air traffic facilities, navigational aids, local tower procedures, aircraft performance and requirements, and traffic density. When linked with appropriate landing and takeoff profiles and approach/departure paths, runway selection should provide relief when compared to an unconstrained airport environment. The following takeoff and approach procedures shall apply to the St. Paul Downtown Airport.

3.1 When the winds are calm (less than 5 knots) the preferred runway shall be Runway 14. However, if traffic density or air traffic procedures dictate, Runway 32 may also be used.

3.2 In most circumstances the winds, weather or traffic density will dictate the runway to be used. However in some circumstances there will be an option. To have the least impact on the surrounding community, and to provide for an orderly flow of traffic during non-towered hours, the following priorities are recommended when selecting a runway (during tower hours, air traffic control will dictate the active runway):

3.2.1 Piston Engine Aircraft or Turbo Prop Aircraft:

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

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

3.2.2 Jet Aircraft:

Arrivals - 32

Departures - 14

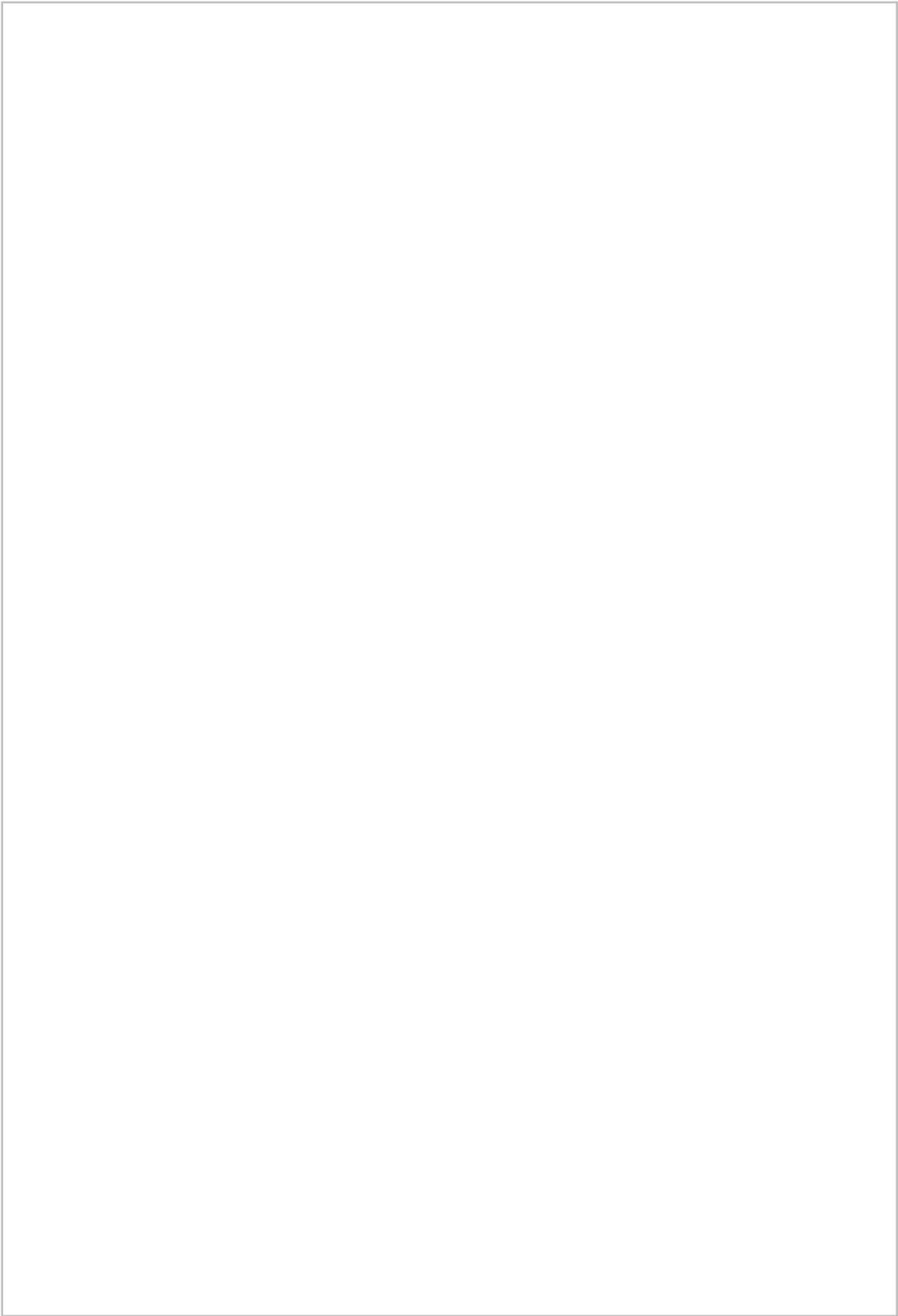
3.3 Unless otherwise instructed by Air Traffic Control, aircraft should follow the below detailed procedure while approaching to land at STP to minimize impact on the surrounding community.

3.3.1 An airplane approaching to land on a runway served by a visual approach slope indicator or precision approach path indicator shall maintain an altitude at or above the glide slope until a lower altitude is necessary for a safe landing, and, unless otherwise instructed by Air Traffic Control all general aviation aircraft shall use National Business Aircraft Association Noise Abatement Approach and Landing Procedures when arriving to the airport (see Figure 3.1).

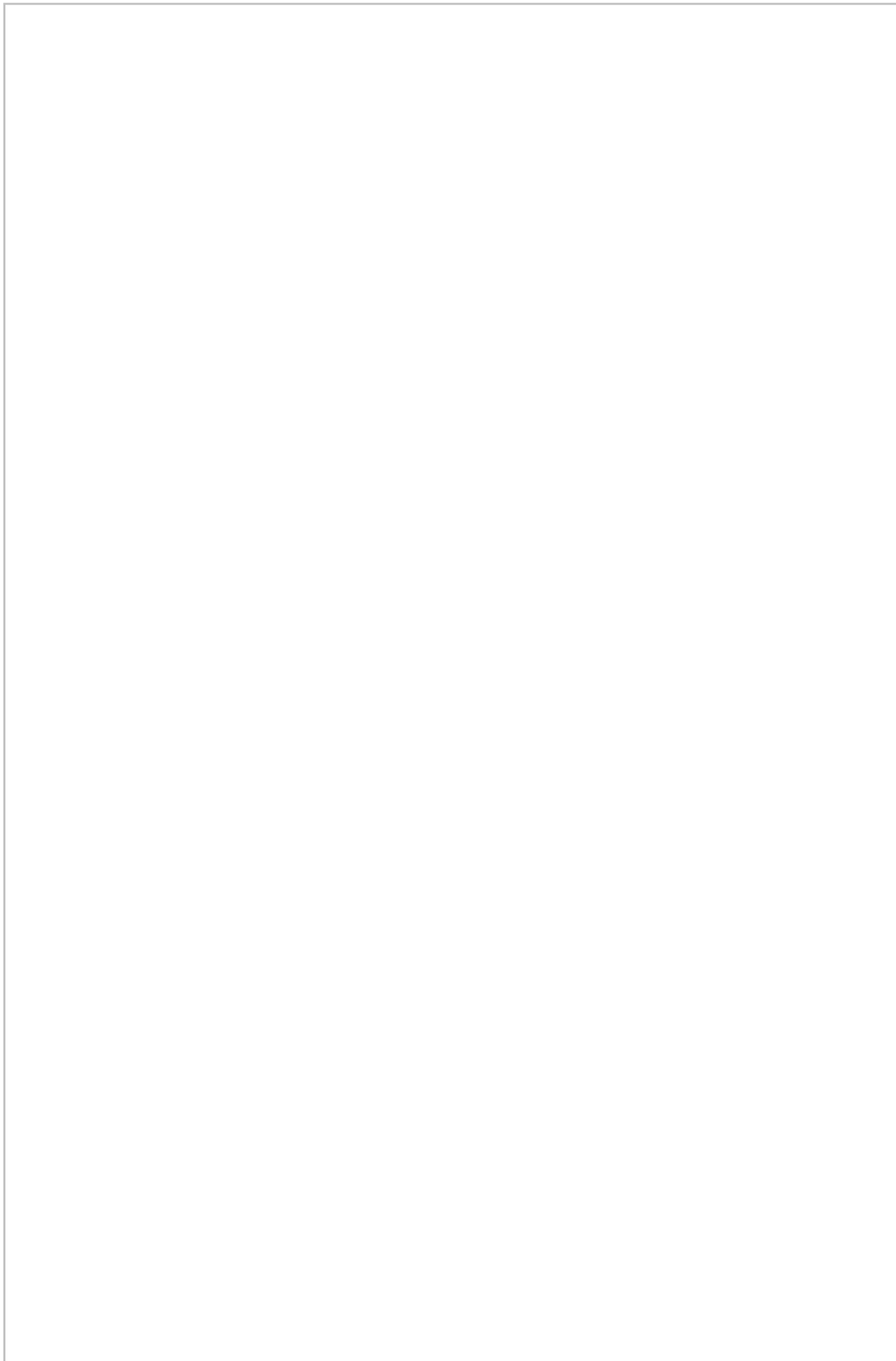


3.4 During non-tower hours, aircraft flying under VFR should follow the below detailed procedures while approaching to land at STP on Runway 14 or Runway 32 to minimize impact on the surrounding community.

3.4.1 During non-tower hours, 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)



3.4.2 During non-tower hours, 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).



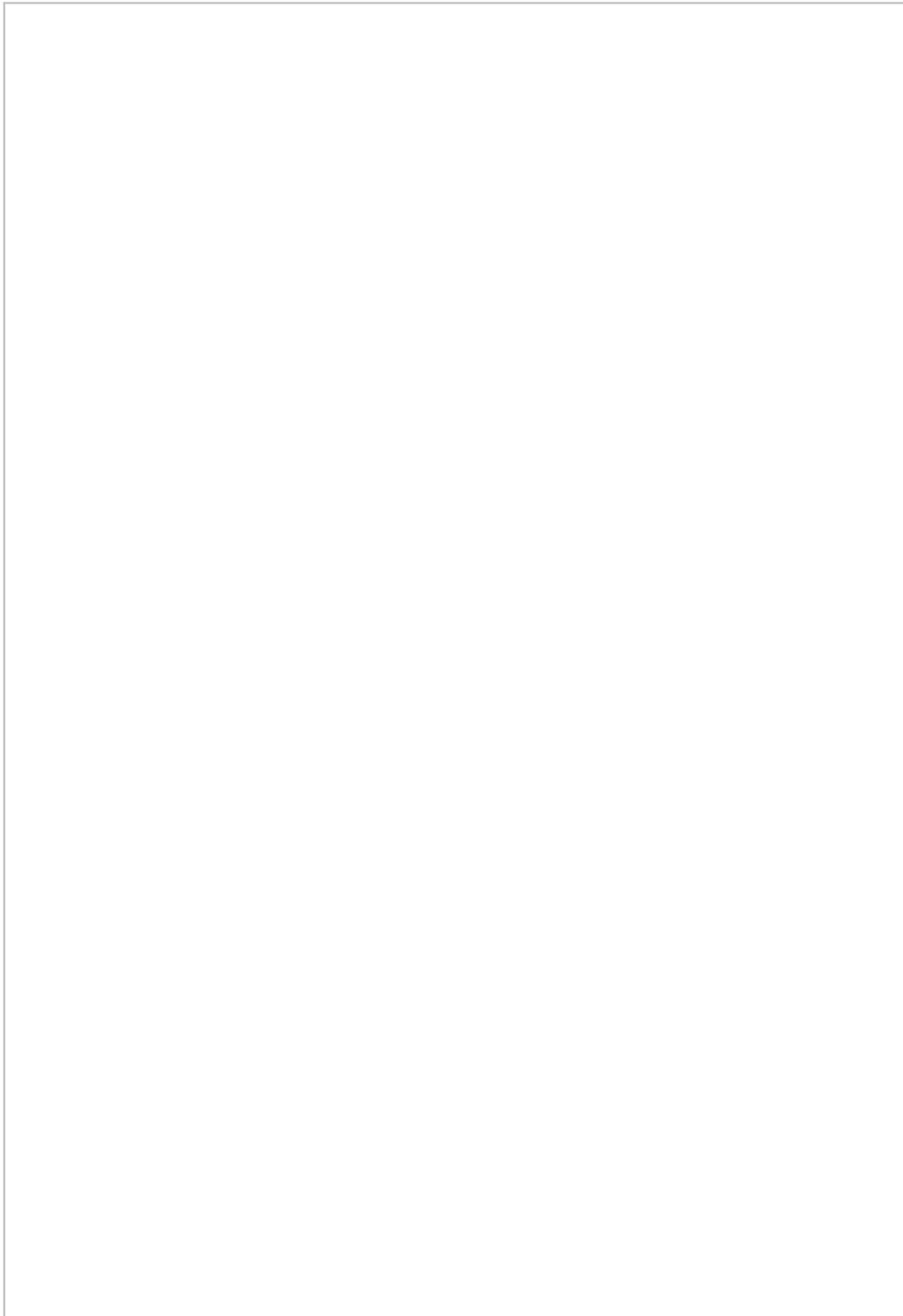
3.5 Unless otherwise instructed by Air Traffic Control, turbojet aircraft departing on Runways 32 or 31 shall use the National Business Aircraft Association Close-In Departure Procedure (see Figure 3.4).



3.6 Unless otherwise instructed by Air Traffic Control, turbojet aircraft departing on Runways 14 or 13 shall use the National Business Aircraft Association Standard Departure Procedure (see Figure 3.5). Note: Birds on and in the vicinity of the airport (particularly over River Valley).



3.7 During non-tower hours, when departing Runway 32, aircraft shall 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.

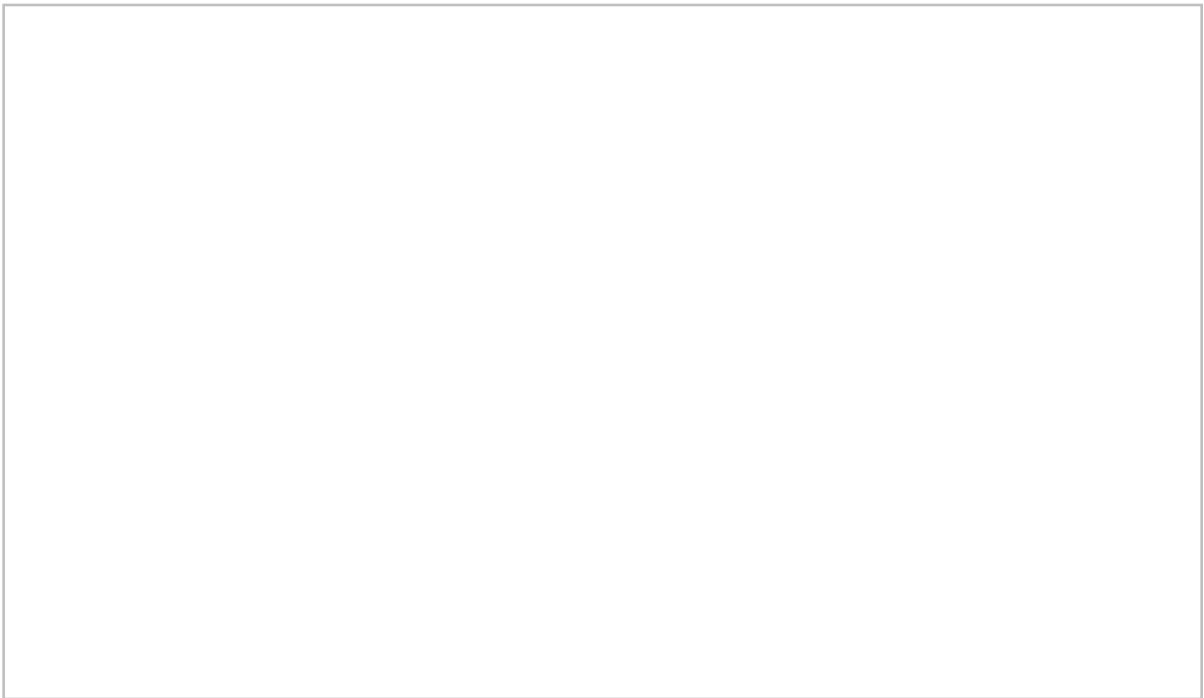


3.8 During non-tower hours, when departing Runway 14, aircraft shall follow the preferred noise abatement route (Mississippi River) whenever possible and avoid noise sensitive residential areas (see Figure 3.7).



4 TRAFFIC PATTERN PROCEDURES

The traffic pattern is the specified path to be flown by aircraft operating in the vicinity of an airport. The components of a typical traffic pattern are: upwind leg, crosswind leg, downwind leg, base leg, and final approach (see Figure 4.1).



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

4.1 Consistent with recommended airport operating procedures and minimum safe altitudes as established in Part 91 of the Federal Air Regulations, the traffic pattern altitude shall be

1,200 feet above ground level.

4.2 Multiple training events by jet aircraft in the traffic pattern are prohibited.

4.3 Extended legs in the traffic pattern are not permitted unless required by Air Traffic Control or for operational safety.

4.4 Whenever feasible, aircraft remaining in the traffic pattern shall use Runway 13/31.

4.5 During non-tower hours, avoid noise sensitive residential areas and avoid repeated training operations over the same noise sensitive areas.

5 MAINTENANCE RUNUPS

Two locations on the airport are designated for engine tests and maintenance runups, as specified below. These locations are selected to minimize the amount of noise projected toward adjacent residential areas.

5.1 Between 1700 local and 2200 all engine tests and maintenance runups in excess of 5 minutes shall be conducted in the designated area.

5.2 Aircraft will be parked on a heading of 270 to 320 degrees whenever practical.

5.3 Except in emergencies, engine tests and maintenance runups are prohibited between 2200 local time and 0800 local time.

5.4 Run-up Areas - The runup pad adjacent to the threshold of the active runway should be used.

6 HELICOPTER PROCEDURES

The unique design characteristics and capabilities of helicopters allow and sometimes require operations to and from movement areas not designated for fixed wing aircraft. In general, helicopter operators are instructed to avoid the flow of fixed wing aircraft. The following procedures shall apply to helicopter training.

6.1 Helicopter training in the traffic pattern area is prohibited from 2200 local time to 0800 local time.

6.2 Air Traffic Control shall determine traffic pattern procedures for training helicopters, keeping in mind the noise sensitive areas surrounding the airport.

6.3 During non-tower hours, helicopters shall follow the preferred noise abatement routes (Interstate 35E, Highway 5/Railroad Line, and the Mississippi River) whenever possible and avoid noise sensitive residential areas, as detailed in Figures 3.2, 3.3, 3.6 and 3.7.

7 NIGHTTIME RESTRICTIONS

The period of 2200 hours to 0700 hours is when most people are resting and are most sensitive to noise intrusions. To help mitigate the effect of airport operations on the surrounding community, the following voluntary nighttime restrictions are in effect.

7.1 Operators are asked to voluntarily restrain from conducting operations during the quiet hours, 2200 to 0700 local time.

7.1.1 If operations must occur during the quiet hours, operators shall follow the departure and arrival procedures previously outlined and avoid flying over noise sensitive residential areas.

7.2 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.

7.3 Intersection takeoffs at the airport are discouraged at all times. There may be no intersection takeoffs between the hours of 2200 local and 0700 local.

8 COMPLAINT PROCEDURES

The Metropolitan Airports Commission maintains a noise complaint and information line 24 hours a day, seven days a week. Residents can call this number (612-726-9411) or the locally listed number (651-224-2203) to file noise complaints about specific operations at STP or to request a return call. Residents may also log complaints using the Noise Program website: www.macnoise.com. *

CONTINUOUS DESCENT ARRIVAL (CDA) - **NONE**

AIRPORT CURFEWS

The period of 2200 hours to 0700 hours is when most people are resting and are most sensitive to noise intrusions. To help mitigate the effect of airport operations on the surrounding community, the following voluntary nighttime restrictions are in effect.

- Operators are asked to voluntarily restrain from conducting operations during the quiet hours, 2200 to 0700 local time.

If operations must occur during the quiet hours, operators shall follow the departure and arrival procedures previously outlined and avoid flying over noise sensitive residential areas.

- 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. There may be no intersection takeoffs between the hours of 2200 local

PREFERENTIAL RUNWAYS

See Noise Abatement Procedures.

OPERATING QUOTA - **NONE**

ENGINE RUN-UP RESTRICTIONS

Two locations on the airport are designated for engine tests and maintenance runups, as specified below. These locations are selected to minimize the amount of noise projected toward adjacent residential areas.

- Between 1700 local and 2200 all engine tests and maintenance runups in excess of 5 minutes shall be conducted in the designated area.
- Aircraft will be parked on a heading of 270 to 320 degrees whenever practical.
- Except in emergencies, 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.

APU OPERATING RESTRICTIONS - [NONE](#)

NOISE BUDGET RESTRICTIONS - [NONE](#)

NOISE SURCHARGE - [NONE](#)

NOISE MITIGATION/LAND USE PLANNING PROGRAM INFORMATION

Type of Program	Date Implemented	Status
Sound Insulation (Residences and Public Buildings)	-	N/A
Purchase Assurance for Homeowners Located Within the Airport Noise Contours	-	N/A
Avigation Easements	-	N/A
Zoning Laws	-	Joint Airport Land Use Zoning Board
Real Estate/Property Disclosure Laws	-	N/A
Acquire Land for Noise Compatibility to date	-	N/A
Population within each noise contour level relative to aircraft operations	-	N/A
Airport Noise Contour Overlay Maps	-	N/A
Total Cost of Noise Mitigation Programs to Date	-	N/A
Source of Noise Mitigation Program Funding for Aircraft Noise	-	N/A

NOISE MONITORING SYSTEM

Portable ANOMS monitoring

NOISE LEVEL LIMITS - [NONE](#)

LIGHT TRACK MONITORING SYSTEM - [NONE](#)

STAGE 2 RESTRICTIONS

Stage 2 airplanes >75,000 lbs are prohibited from operating at airports within the 48 contiguous states.

STAGE 2 PHASEOUT

[U.S. Stage 2 Phase out complete as of 12/31/1999 \(CFR Part 91.801\). Stage 2 airplanes >75,000 lbs are prohibited from operating at airports within the 48 contiguous states.](#)

STAGE 3 RESTRICTIONS - [NONE](#)