

Recommended Arrival and Departure Procedures For Fleming Field

Remember that there are aircraft on the ILS for runway 32 going into Downtown St. Paul (STP). These aircraft are on about a 10 mile final for runway 32 into STP at 2,500' MSL. There have been several near misses east of Fleming Field (SGS), so the following recommended procedures have been created to help prevent a mid-air collision.

Aircraft inbound to SGS from the East through Southeast:

- Be at pattern altitude (1720' MSL) 2 miles East of the extended centerline of runway 32 at STP.

Aircraft departing SGS to the East through Southeast:

- Climb to 2000' MSL until 2 miles beyond the extended centerline of runway 32 at STP.

Overall procedures to follow to make flying at SGS safer:

- Make all turns to the left when in the pattern at SGS. (Remember that a right turn out when departing runway 34 is especially dangerous due to the traffic descending into STP between BABCO and STP)
- Keep the pattern at SGS close. (For runway 16; Downwind over Concord Ave. is at 1/4 mile (typically for single engine aircraft) and Downwind is over the Mississippi River is a 1/2 mile (typically for light twins).
- Turn the Base Leg for runway 16 at SGS BEFORE I-494. (All of I-494 is actually under the STP Class D ring. STP Tower **WILL** be enforcing any violations of the Class D airspace per FAR 91.129)
- Enter the traffic pattern on a 45 to the Downwind or the Upwind to the active runway. (Entry from any other leg creates spacing problems for the aircraft already in the pattern.)
- The **calm wind runway** (wind less than 6 knots) at SGS is runway 16.
- Conform with the traffic in the pattern and the active runway. (If other aircraft are using one runway conform to it unless you feel it poses a safety threat to your flight.)

***Remember, as Pilot in Command of an aircraft, YOU are directly responsible for, and final authority as to , the operation of that aircraft (FAR 91.3).

Copies of these procedures are available in the flight planning room.