

ST.CLOUD GREATER AIRPORT



Provide and promote safe and secure facilities, grounds and services for public air transportation to and from St. Cloud and the Central Minnesota Region.

ST. CLOUD REGIONAL AIRPORT

Mr. William P. Towle, Airport Director
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E-mail: Airport@ci.stcloud.mn.us

AIRPORT STAFF

| | |
|------------------|------------------------------------|
| William P. Towle | Airport Director |
| Lynn Hoff | Airport Secretary |
| Tom Heurung | Assistant Maintenance Supervisor |
| Chuck Feia | Airport Operations and Maintenance |
| Mark Priglmeier | Airport Operations and Maintenance |
| Lee Sadergaski | Airport Operations and Maintenance |
| Jim Thell | Airport Operations and Maintenance |

AIRPORT ADVISORY BOARD

St. Cloud Regional Airport Advisory Board Members are appointed by the City Council for a three year term. Monthly Meetings are held on the second Monday. Special meetings are scheduled at the request of the Chairperson.

Members

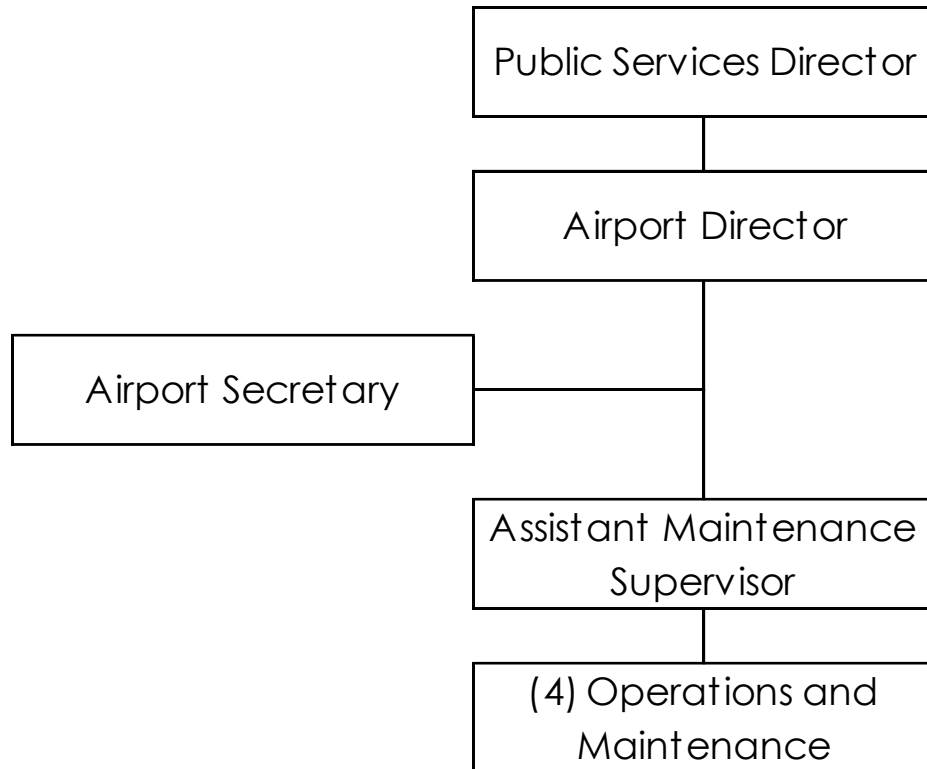
| | |
|--------------------|------------------|
| Roger Bonn | Chairperson |
| Marc Ree | Vice-chairperson |
| Dr. Steve Anderson | Secretary |
| Jami Bestgen | Board Member |
| Dr. Mahesh Kumar | Board Member |
| Ken Raiber | Board Member |
| Mike Salaski | Board Member |

City, County & Township Liaisons

| | |
|-----------------|--|
| Kathy Sims | Haven Township Liaison |
| Jake Bauerly | Benton County Commissioner Liaison |
| Spencer Buerkle | Alt Benton County Commissioner Liaison |
| Lisa Fobbe | Sherburne County Commissioner Liaison |
| Leigh Lenzmeier | Stearns County Commissioner Liaison |

ST.CLOUD GREATER ORGANIZATIONAL CHART

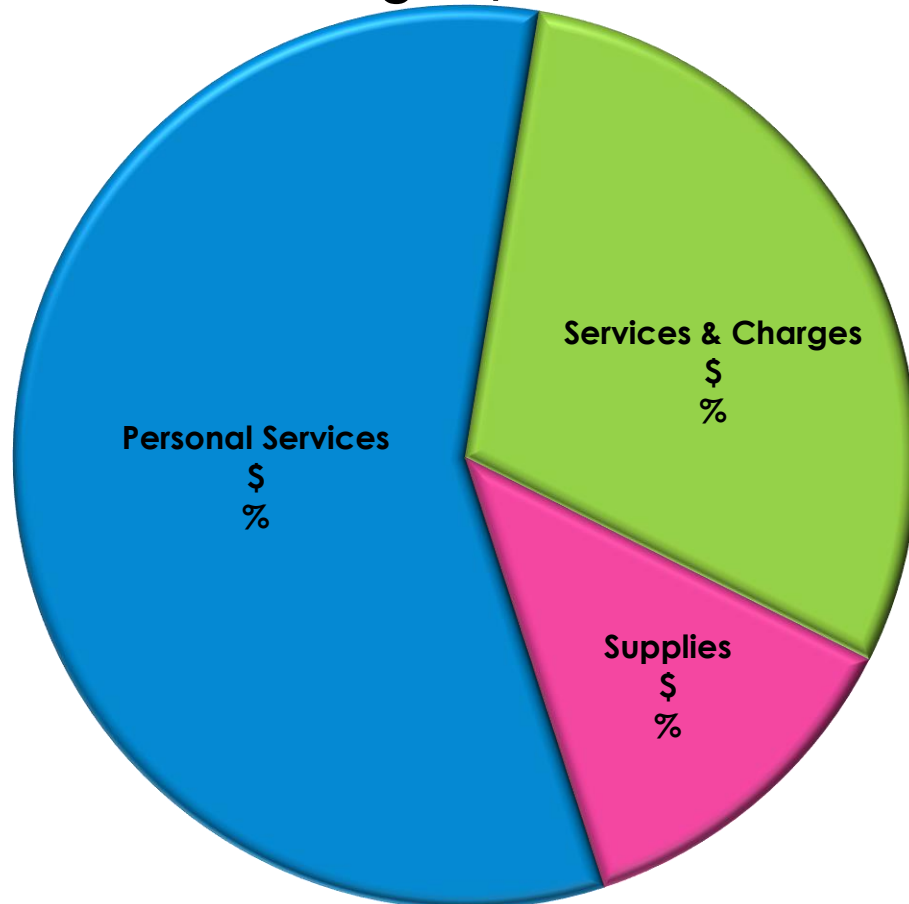
AIRPORT



ST.CLOUD GREATER AIRPORT **VEHICLE & EQUIPMENT INVENTORY**

| <u>UNIT #</u> | <u>DESCRIPTION</u> | <u>MODEL YEAR</u> |
|---------------|--------------------------------------|-------------------|
| 750 | Chevrolet 1 Ton Pickup | 2007 |
| 751 | Chevrolet 1/2 Ton 4x4 Pickup | 2006 |
| 752 | Mack Truck – 4 wheel drive | 1984 |
| 752A | Snow Plow, Wing & Hitch | 1984 |
| 752B | V-Box Sander | 2001 |
| 753 | International Plow Truck | 1998 |
| 753A | Falls Snow Plow w/accessories | 1998 |
| 754 | SMI Snow Blower | 1979 |
| 755 | Chevrolet Tahoe | 2012 |
| 756 | Oshkosh Multi-Purpose Truck | 2002 |
| 756A | Oshkosh Blower Attachment | 2002 |
| 756B | MB Broom Attachment | 2002 |
| 757 | Oshkosh Truck | 2002 |
| 757A | Wausau Plow with Accessories | 2002 |
| 758 | Oshkosh Multi-Purpose Truck | 2005 |
| 758A | Oshkosh Blower Attachment | 2005 |
| 758B | MB Broom Attachment | 2005 |
| 759 | Premier Deicer Truck | 2007 |
| 760 | John Deere Tractor | 2007 |
| 760A | John Deere Loader | 2007 |
| 760B | John Deere Rotary Mower 15 Ft | 2007 |
| 762 | New Holland Tractor | 2001 |
| 762A | New Holland Loader | 2001 |
| 762B | Diamond Mower Attachment | 2001 |
| 762C | Snowblower 108" Attachment | 2003 |
| 763 | Caterpillar Loader | 2011 |
| 765 | John Deere Mower 72" | 2007 |
| 765A | John Deere Blower 60" | 2007 |
| 765B | John Deere Broom 60" | 2007 |
| 767 | Honda ATV | 2001 |
| 777 | Oshkosh High Speed Blower | 2014 |
| 770 | Generator, Standby (Generac) | 1995 |
| 772 | Generator, Standby (CAT) | 2001 |
| 774 | Generator, Standby (Katolite) | 2004 |
| 01 | ARFF Fire & Rescue Vehicle | 1997 |
| 02 | ARFF Fire & Rescue Vehicle – Striker | 2003 |

2017 Budget \$



The Airport Operating Fund is supported by property taxes, hangar rent, gas sales commission, and State and Federal grants. The property tax levy remained at \$620,000. Major capital improvements are budgeted in the Airport Construction Capital Projects Fund.

The 2017 budget included the Hangar Area Reconstruction Project consisting of reconstructing the asphalt pavement around the general aviation hangars.

The cost of the Hangar Area Reconstruction Project was \$1,500,000. The FAA and MN DOT Aeronautics participated with funding at rates of 52% and 32% respectively.

ST.CLOUD > GREATER OPERATIONS AIRPORT



The City of St. Cloud owns and operates the St. Cloud Regional Airport (STC). Covering 1,400 acres, Airport features include two intersecting runways, associated taxiways, airline terminal and support area, Airport Rescue and Fire Fighting (ARFF) Facility, two Fixed Based Operators (FBOs), St. Cloud Aviation and Wright Aero, and an Air Traffic Control Tower. The Airport T-Hangar Area includes the main facility for field maintenance operations and the 66 City-owned T-hangar bays. The T Hangers are leased to individuals, with the exception of the St. Cloud State University Aero Club and one private hangar. The private hangar was privately built and donated to the City of St. Cloud.

The St. Cloud Regional Airport is classified as a Transport Category Airport by the Federal Aviation Administration (FAA) and is certified under Part 139 of the Federal Aviation Regulations (FAR) – Certification of Airports. Federal Aviation Regulation Part 139 describes FAA rules and requirements for airports serving scheduled air carriers with aircraft of more than nine passenger seats. STC also qualifies as a Minnesota primary air carrier airport.

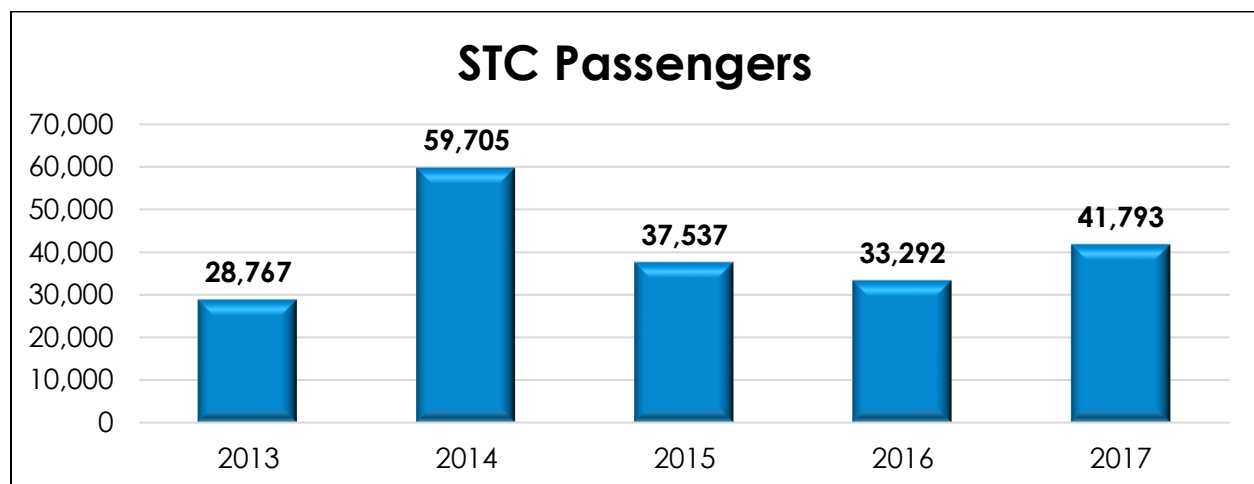
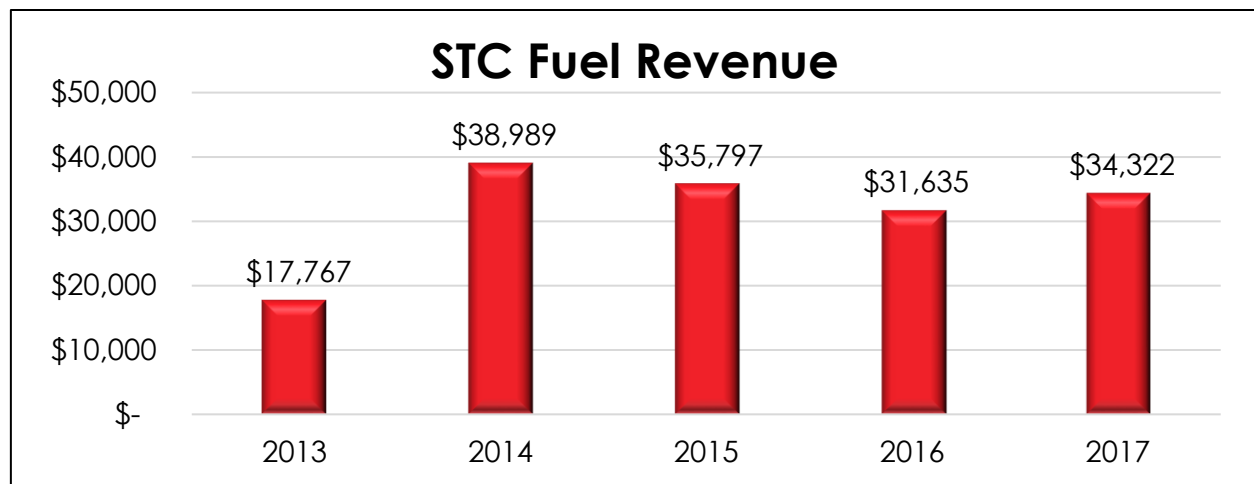
There are approximately 100 people working for the multiple tenants at STC, which includes the Army Aviation Support Facility. The Airport is vital to development and economic growth in the City of St. Cloud and surrounding communities. According to a recent economic impact study, STC generates more than \$20 million in annual economic impact for the area before taking commercial service operations into account.

There is an Army Aviation Support Facility located at STC. The National Guard's 80,000 sq. ft. building/hangar is home to six Blackhawk and six Chinook Helicopters, and has over 60 full time employees.

An Airport Surface Observation System (ASOS) provides 24-hour, up-to-the-minute weather observations which are maintained by the National Weather Service.

Navigational aids on the airfield include precision and non-precision landing aids and lighting systems. Runway 13-31 has High Intensity Runway Lights (HIRL's) and Precision Approach Path Indicator Lights (PAPI's). Both Runway 31 and 13 have a precision Instrument Landing System (ILS) with a Medium Intensity Approach Lighting System with Runway Alignment Indicator Lights (MALSR). Non-precision landing aids on Runway 13-31 include VHF omni-directional radio range (VOR), distance measuring equipment (DME), and non-directional beacon (NDB) approaches to each end of the runway. Runway 5-23 has medium intensity runway lights (MIRL) and a non-precision global positioning system (GPS) approach to each runway end. It also has PAPI's in both directions. Runway 13-31 has future capability for in-pavement lighting. The Airport also has a beacon, compass rose and lighted windsock with a segmented circle.

A fee is added to the price of fuel sold to Airport users. The money collected is used to fund maintenance and capital improvements. Airport use information is reported to the FAA and used for funding consideration.



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PASSENGERS & LOAD FACTOR**

