

# ST.CLOUD > GREATER AIRPORT



**2018**

**Annual Report**

# ST.CLOUD GREATER AIRPORT

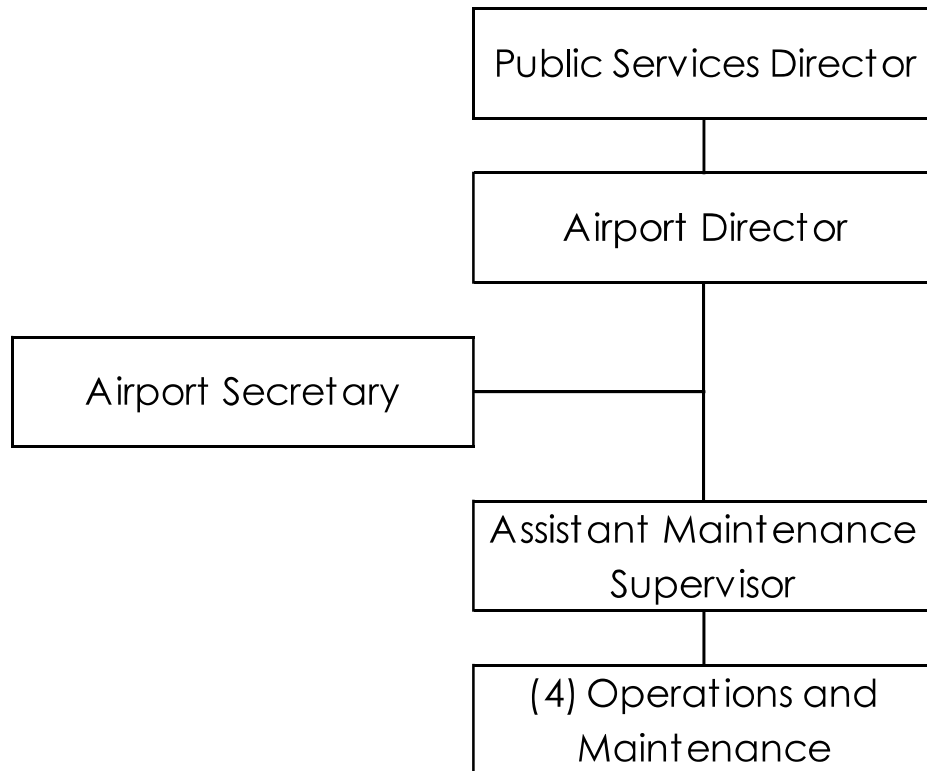
Provide and promote safe and secure facilities, grounds and services  
for public air transportation to and from  
St. Cloud and the Central Minnesota region.

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## **ST. CLOUD REGIONAL AIRPORT**

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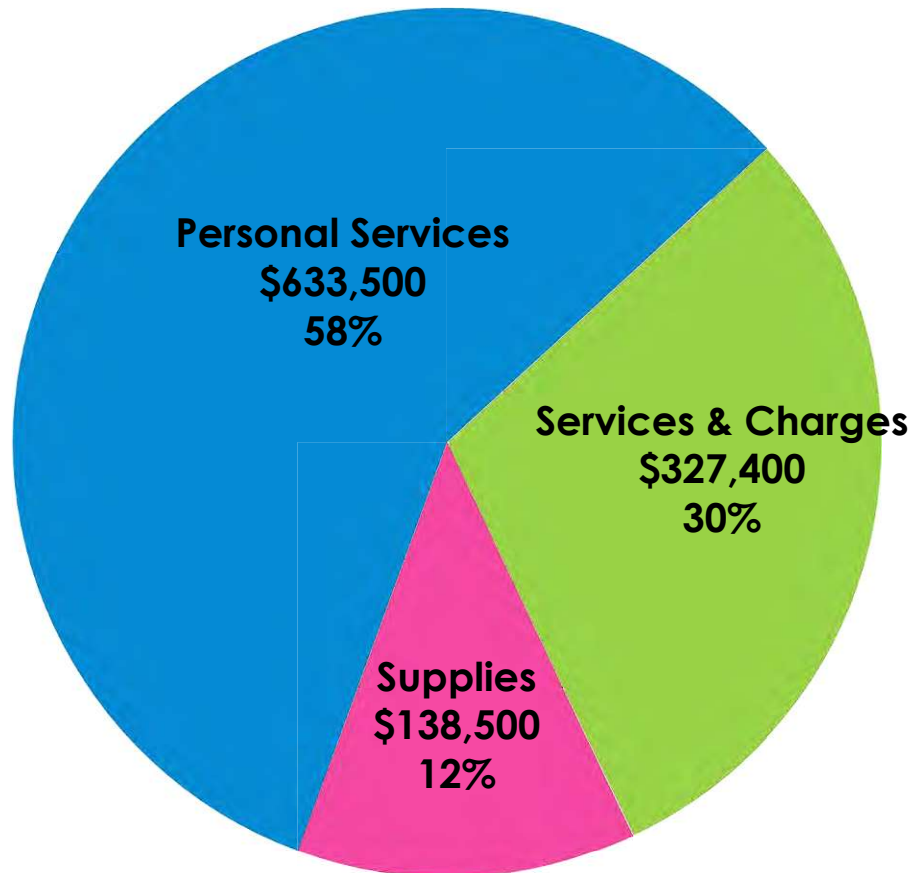




# ST.CLOUD GREATER AIRPORT VEHICLE & EQUIPMENT INVENTORY

<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

**2018 Budget \$1,099,400**



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 2018 budget included the General Aviation Development Area Phase I Project. This project consisted of clearing and grubbing an area northwest of the existing hangars and completing site prep for a taxilane. This area will be available for private aircraft owners to build private hangars.

The project cost was \$1,300,000. The FAA and MN DOT Aeronautics participated with funding at rates of 90% and 5% respectively.



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.

