

# REGIONAL AIRPORT TRANSPORTATION

This chapter discusses the location of publicly owned airports in Mn/DOT District 3, a brief background and history of the St. Cloud Regional Airport, airport characteristics, and recent studies and how the APO is involved.

Below is a brief description of how Plan policies and SAFETEA-LU planning factors are being addressed in this chapter through current activities and how in the future the APO will continue to be vigilant toward policies and planning factors. The policies and planning factors addressed in this chapter are also illustrated to the right.

In recent years the APO has been more involved with planning and infrastructure activities at the St. Cloud Regional Airport. As the MPO for the St. Cloud Metropolitan Area, it is critical to support airport preservation and expansion to promote connectivity between all modes of transportation. The Minnesota Air National Guard relocated its Blackhawk helicopter maintenance operations in 2004 and opened the army aviation support facility in 2009 at the St. Cloud Regional Airport. The location of this Guard facility at the airport helps to increase safety and security of the transportation system.

APO is currently working with the St. Cloud Regional Airport, City of St. Cloud and Sherburne County to identify future transportation corridors that will fit into the airports Master Plan and future crosswind runway construction. The APO supports airport facility and service improvements to better promote and support multimodal solutions that will improve access and mobility of people and freight and improve the quality of life. The St. Cloud Regional Airport is important to the economic vitality and global competitiveness of the St. Cloud Metropolitan Area.

In the future, APO staff will assess and incorporate “Regional Airport Transportation” action items listed in Chapter 13: Implementation as appropriate into the Unified Planning Work Program (UPWP) to continue to work toward addressing Plan policies and focus on SAFETEA-LU planning factors.

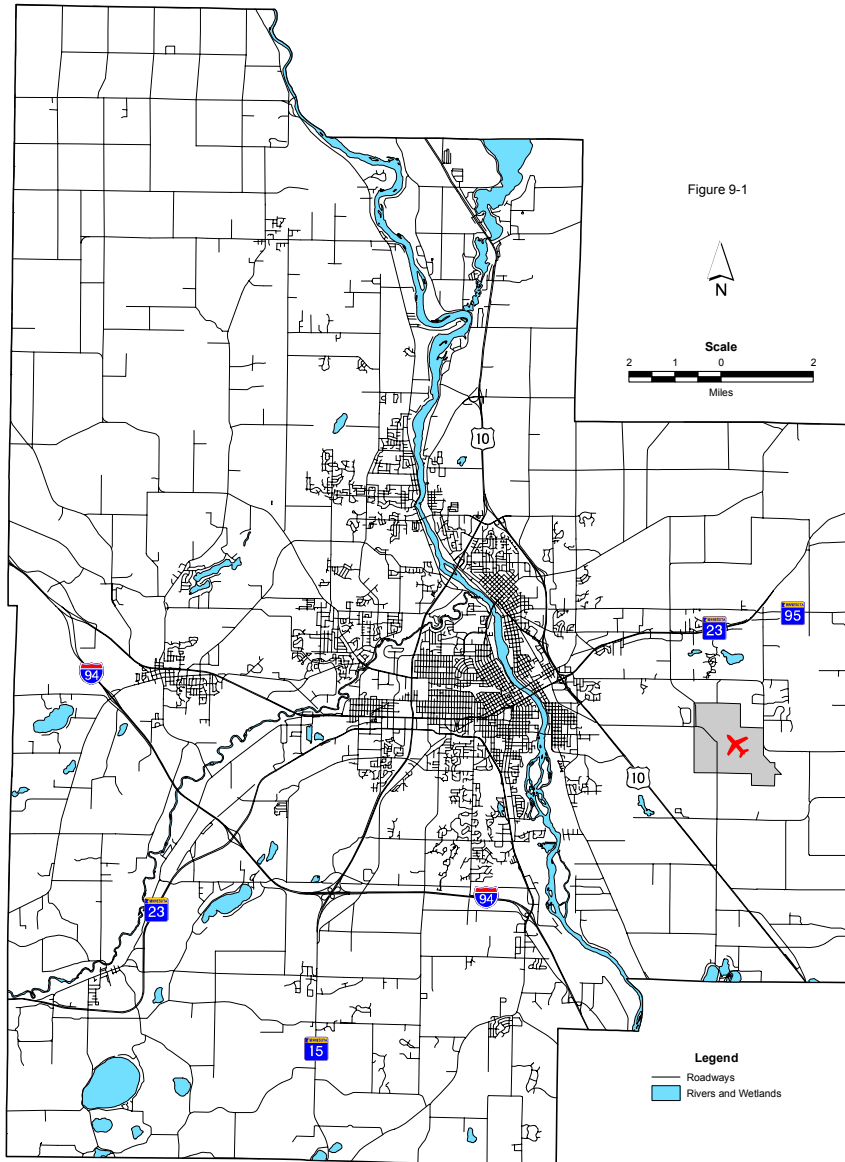
## Background

The St. Cloud Regional Airport is the only publicly operated air facility within the APO Planning Area. St. Cloud Regional Airport is located in the southeast portion of the APO Planning Area, in the northwest corner of Sherburne County. Figure 9-1 illustrates where the airport is in relation all other Mn/DOT District 3 publicly owned airports.

Addressing Plan Policies & SAFETEA-LU Planning Factors	
<b>Policy 1:</b> Improving Access & Mobility of Entire Transportation System	<b>Planning Factor:</b> Metropolitan Vitality
<b>Policy 2:</b> Maximize Transportation Investments for Movement of People & Freight	<b>Planning Factor:</b> Safety
<b>Policy 3:</b> Promote & Support Multi-Modal Solutions	<b>Planning Factor:</b> Security
<b>Policy 4:</b> Improve the Safety of All Transportation Modes & Users	<b>Planning Factor:</b> Accessibility & Mobility
<b>Policy 6:</b> Promote System Preservation	<b>Planning Factor:</b> System Connectivity
	<b>Planning Factor:</b> System Management
	<b>Planning Factor:</b> System Preservation

**Figure 9-1**  
**Mn/DOT District 3 Publicly Owned Airports**

## Air Transportation St. Cloud Regional Airport



St. Cloud Regional Airport Terminal



St. Cloud Regional Airport  
 Bird's Eye View

The St. Cloud Regional Airport is owned and operated by the City of St. Cloud; policy decisions regarding the Airport are made by the city council and city staff, while oversight is provided by an Airport Board that is appointed by the Mayor.

St. Cloud Regional Airport serves several aviation sectors including corporate aviation, general aviation, flight training, and until recently commercial aviation. In December 2009, Delta Airlines ceased operations out of the St. Cloud Regional Airport; however, the City of St. Cloud is actively pursuing arrangements with other carriers to reinstate commercial service to the region.

**Figure 9-2**  
**St. Cloud Regional Airport Existing Layout**



Sources: SEH Inc.; USDA FSA Digital Orthorectified Quarter Quadrangle, 2003.  
 Prepared by: SEH Inc., April 2005



**Existing Airport Layout**

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 Master Plan Update

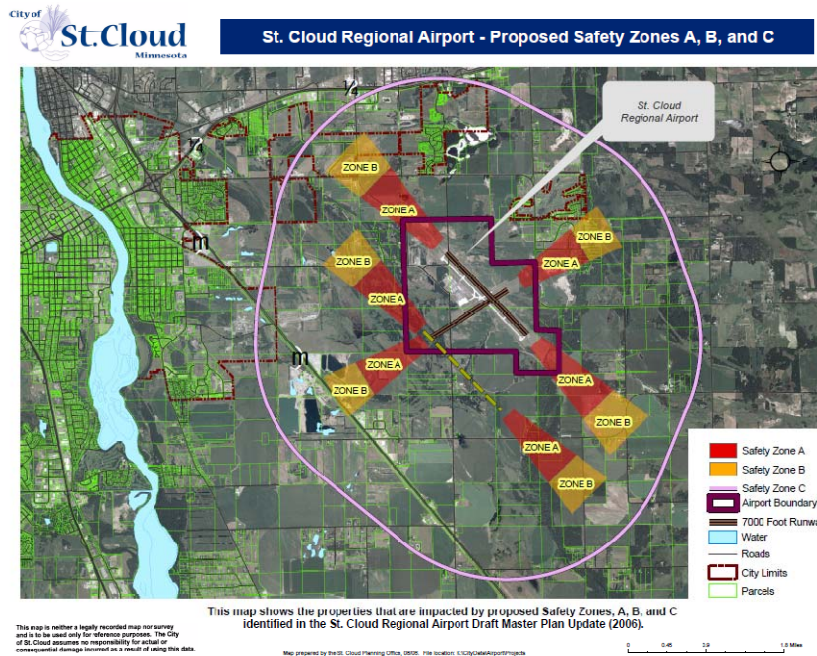
April 2005

**St. Cloud Airport**  
**Location Information**

FAA Identifier: STC  
 Lat/Long: 45-32-47.6000N /  
 094-03-5.6000W  
 45-32.793333N /  
 094-03.593333W  
 45.5465556 / -  
 94.0598889  
 (estimated)  
 Elevation: 1031 ft. / 314 m  
 (estimated)  
 Variation: 03E (1995)  
 From city: 4 miles E of ST  
 CLOUD, MN  
 Time zone: UTC -5 (UTC -6  
 during Standard  
 Time)  
 Zip code: 56304

St. Cloud Regional Airport runways and safety zones are illustrated in Figure 9-3 on the following page. The figure also includes an additional parallel runway, which appears in the dashed yellow to the left of the existing runway. A new parallel runway is not anticipated in the near future; however, it remains a plausible scenario depending on carrier growth and facility demand. Estimates at this time place an extension of the crosswind runway to 6000' within the next five (5) to seven (7) years and the parallel runway in perhaps twenty (20) years or more.

**Figure 9-3:  
St. Cloud Regional Airport Safety Zones**



### Current & Future Airport Related Studies

- St. Cloud Airport Environmental Assessment (2007)
- Land Acquisition Environmental Assessment (2008-2009)
- CSAH 7 Corridor Study (2009)
- Future Crosswind Runway Extension Environmental Assessment (Potentially in 2010-2011)

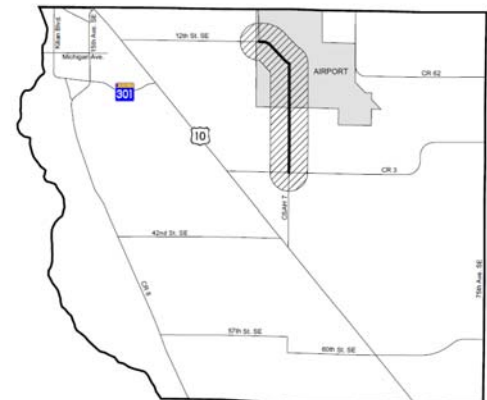
Several studies related to the growth and development of the St. Cloud Regional Airport have recently been completed and are available in their entirety at the following sites:

**The St. Cloud Regional Airport Master Plan (2005)** is available at:  
<http://www.ci.stcloud.mn.us/Airport/SCRADMPU.htm>

**2007 Environmental Assessment:**  
<http://www.ci.stcloud.mn.us/Airport/EnviroAssessment.htm>

In October 2009, the St. Cloud APO, City of St. Cloud, and Sherburne County initiated a corridor study to evaluate possible alternative alignments for CSAH 7. The corridor study process was initiated in response to a planned extension and realignment of the crosswind runway that would directly impact Sherburne CSAH 7, with the runway crossing over the existing roadway object free zones, and airport safety zones, a proactive and incremental approach to addressing the transportation needs near the Airport was needed; with the CSAH 7 corridor study being the first step in a rigorous environmental and needs assessment process that will involve public agencies such as the Federal Highway Administration, Federal Aviation Administration, Minnesota Department of Transportation and Natural Resources, and numerous local jurisdictions along with local citizens, including residents, business owners and other area stakeholders.

Airports, particularly with commercial service capabilities are a tremendous economic asset for any community. Ensuring the stability and growth of the St. Cloud Regional Airport is not only a transportation related goal, but an economic development necessity. In 2005, the Mn/DOT developed an **Economic Impact Calculator for Small and Medium Size Airports** which can be found at:  
<http://www.lrrb.org/pdf/200519.pdf>



Sherburne CSAH 7 Corridor Study

Furthermore, with ongoing efforts to extend Northstar Commuter Rail to St. Cloud, there is tremendous opportunity for intermodal and multimodal transportation facilities in the St. Cloud Area. If commercial air service is reinstated at STC and Northstar Rail is extended to St. Cloud

In addition to plans specific to the St. Cloud Regional Airport, the Minnesota Department of Transportation Office of Aeronautics has prepared a number of documents related to the statewide aviation system. In 2006, an update of the Minnesota Aviation System Plan was completed. The Minnesota Aviation System Plan provides a macro level plan for guiding airport development in greater Minnesota. It provides input into the FAA's National Plan of Integrated Airport Systems (NPIAS), individual airport master plans, and the State's Transportation System Plan. The Federal Aviation Administration (FAA) uses the NPIAS as a basis for funding decisions, and the State Transportation System Plan guides transportation investment. For additional information on the NPIAS please visit: [http://www.faa.gov/airports/planning\\_capacity/npias/](http://www.faa.gov/airports/planning_capacity/npias/).

The update to the Minnesota Aviation System Plan was completed using FAA's latest advisory circular on aviation system planning. The plan helps Mn/DOT determine the type, extent, location, timing, and cost of aviation-related development needed to insure that Minnesota has a viable system of airports. Figure 9-4 on the next page illustrates Publicly Accessible Minnesota Airports within the local Mn/DOT District 3.

For a complete copy of the document please visit: <http://www.dot.state.mn.us/aero/avoffice/planning/sasp.html>.

Three special studies were conducted concurrently with the System Plan. These three studies considered the air service needs of Greater Minnesota's commercial airports, air cargo activity within the state, and general aviation security needs as defined by the Transportation Security Administration (TSA). The reports can be viewed at: <http://www.dot.state.mn.us/aero/avoffice/planning/sasp.html>

## St. Cloud Regional Airport History

1929: 143 acres near Cable, MN donated by Ms. Alice Whitney for a municipal airport for St. Cloud

1933: Construction began on Whitney Memorial II Airport

1935: Whitney Memorial II Airport opened

1967: Due to encroaching development the City of St. Cloud purchased 1,400 acres in Haven Township, 4 miles east of St. Cloud to relocate the municipal airport

1969: St. Cloud Municipal Airport constructed

1976: Airport Zoning Ordinance Enacted

1988: Wright Aero purchased St. Cloud Aviation, the FBO.

1993: Mesaba Airlines established service between STC & MSP

1995: New Passenger Terminal Constructed

1999: Aircraft Rescue & Fire Fighting (ARFF) Facility constructed

2004: Minnesota Air National Guard announced relocation of Blackhawk Helicopter Maintenance operations to STC.

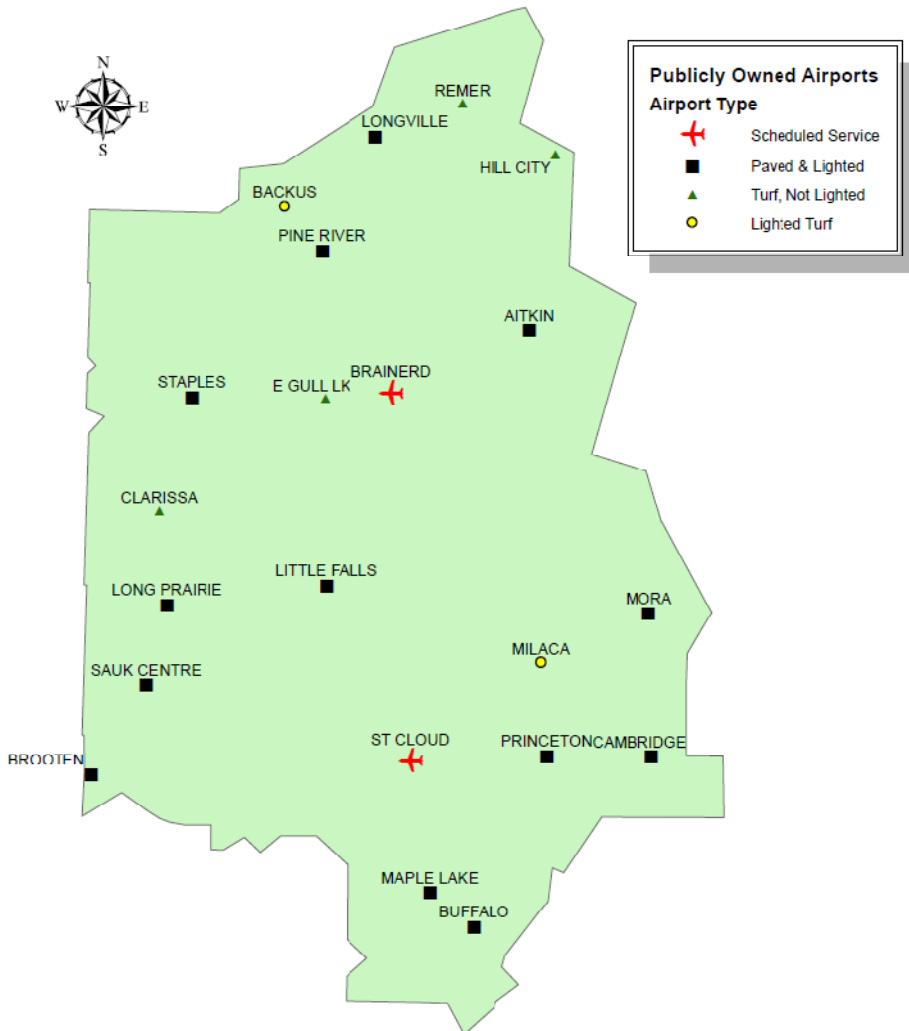
2005: Snow Removal Equipment Building Constructed & New Air Traffic Control Tower opened.

2009: Opening of Minnesota Air National Guard Army Aviation Support Facility

2009: Delta ceased commercial air service at St. Cloud

**Figure 9-4**  
**Publicly Accessible Airports in Mn/DOT District 3**

## MN/DOT District 3 Publicly Owned Airports



MN/DOT Office of Aeronautics

December 9, 2005