

Runway Safety Improvements Rochester International Airport - RST



Urgent Need:

- ▶ Runway reconstruction is necessary
- ▶ Runway 2/20 has reached end of useful life
- ▶ Uninterrupted air access is required
- ▶ Improved operational reliability a necessity
- ▶ Repair of runway is no longer sufficient
- ▶ Leverage available Federal funds

Critical users at RST:

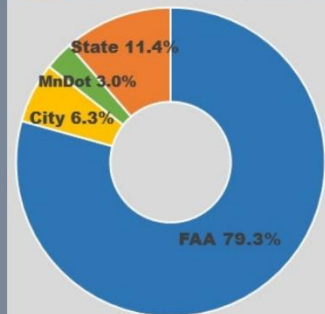
Air ambulance life flight operations
Air cargo carriers containing medical specimens and supplies
Commercial air carriers and patient travelers
Private aircraft serving world, corporate and religious leaders
Diversion aircraft from MSP and statewide aviation system



Funding:

Federal Aviation Administration	\$ 62.8 million
State of Minnesota*	\$ 11.4 million
City of Rochester	\$ 5.0 million
Total Project Cost	\$ 79.2 million

* includes \$2.4 million from MnDOT Aeronautics



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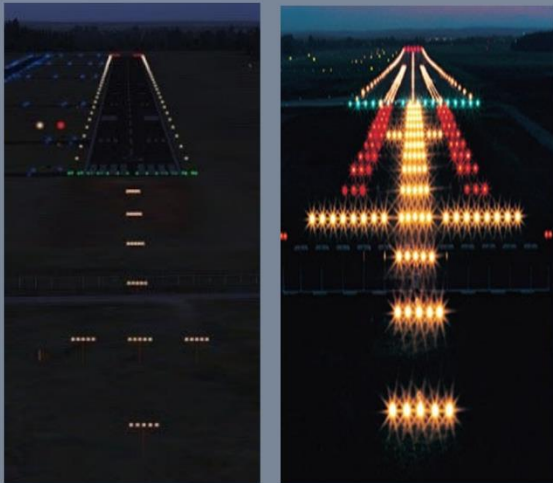


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Phasing:

- Phase 1: Reconstruct center section Runway 2/20
- Phase 2: Reconstruct south section Runway 2/20 and Complete CAT II ILS on Runway 13/31
- Phase 3: Extend Taxiway B and Runway 2/20 to south
- Phase 4: Reconstruct north section Taxiway B
- Phase 5: Reconstruct south section Taxiway B
- Phase 6: Reconstruct intersection of Runway 2/20 and Runway 13/31



RST enables life-saving medical care 24/7 in a world-class healthcare community.



Medical air cargo at RST

About RST:

- ▶ 2nd busiest airport in MN
- ▶ 43,000 aircraft operations annually
- ▶ Daily Boeing 757 FedEx operations
- ▶ 22 million lbs cargo transported annually
- ▶ 370,000 commercial passengers served annually
- ▶ Served by 3 major airlines: American, Delta, United
- ▶ Port of Entry for international aircraft and passengers



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