



VIRGIN ISLANDS PORT AUTHORITY AVIATION DIVISION

HENRY E. ROHLSSEN AIRPORT
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CYRIL E. KING AIRPORT
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CYRIL E. KING AIRPORT (STT) TOUR

NORTH GENERAL AVIATION APRON

Welcome to the Cyril E. King Airport, formerly the Harry S. Truman airport, now named after former US Virgin Island Governor Cyril Emmanuel King. As we leave the Standard Aviation Hangar, you will see the Jet Center West Hangar: home to tenants who provide on-demand charter operators, flight instruction, and airframe & powerplant mechanical services. The aircraft you see parked around the hangar, and on the General Aviation (GA) Hangar, are local pilots who have established a paid parking agreement directly with VIPA. As we continue west, you will see areas available for future expansion of apron space. Now traveling east you can see the STT ARFF station (Index C (FAA)), the creation of Execujet Flight Services, a US Customs and Border Protection (USCBP) clearing facility for General Aviation international arrivals and other services. Lastly, we have St. Thomas Jet Center provided by Signature.

MOVEMENT AREA

Currently, we are now entering the Movement Area at STT. The Airport has seven taxiways and a single paved runway with two RWY ends (10/28). Taxiways at the airport are primarily on paved shoulders and contain a mix of incandescent and LED lighting. At the base of the FAA tower is a Remote Parking Apron: occasionally designated to accommodate the overflow of large GA Jet traffic. As we enter the runway, we are now traveling west on RWY 10/ 28. (7000 X 150) Both RWY 10 and RWY 28 have a blast pads. RWY 10/28 extends into John Brewers Bay. VIPA maintains two buoys in the bay that prevent (and ward off) vessel traffic from creating an obstruction on approach to RWY 10. We are now traveling down RWY 10: which is a Precision Instrument Runway. The last rehab of this runway was 2011. The airport underwent a major restripe that was started in 2019 and completed in 2020. The airport is scheduled to undergo a major re-striping in the summer of 2023. Continuing down the runway you can see the runway is equipped with High Intensity Runway Lights, Precision Approach Path Indicators (PAPI), Runway End Identifier Lights (REILS), Wind Cones, and Automated Surface Observation System (ASOS). We are now entering TWY "A"lpha: which parallels the runway full length. This taxiway is scheduled to go into rehabilitation and be fully replaced in concrete: with the first area being TWY A west.

AIR CARRIER APRON

We are now traveling the busiest part of the airport: the air carrier apron. The air carrier apron can accommodate both widebody and narrow body traffic depending on the aircraft mix. The Air Carrier Apron shares space with STT's Cargo Apron. In total there are fourteen (14) dedicated hardstands: Eleven (11) Air Carrier and Commuter gates combined and three (3) cargo gates.

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CARGO APRON

The Cargo Apron is home to airline cargo, cargo freight forwarders, and US Customs and Border Protection. Federal Express, United Parcel Service, and DHL subcontract their package air service through smaller cargo aircraft companies. Cargo Operations occur primarily early morning and early evening with one operation occurring early afternoon.

COMMUTER WING

The commuter wing at STT houses three gates Gate 9, 10, and 11. Gates 10 and 11 are primarily used for interisland travel between STT and STX. The prime operator that provides this service at STT is Cape Air. Sea Flight VI also operates inter-island service on-demand. Gate 9 is the foreign departures for STT. Housed next to a TSA Checkpoint, it serves as the departure point for service to Antigua through LIAT Ltd.

Commuter Arrivals is the local gateway into St. Thomas from aircraft arriving from not only STX but Tortola, San Juan, and the points down island in the Eastern Caribbean. Facilities in Commuter Arrivals include its own existing bag belt network.

PHYSICAL PLANT

The physical plant houses the airport facilities backup power source should territory power fail. The backup generator is powered through a diesel engine. On reduced power demand it is expected that airport power would last two weeks. The diesel engine generator has a maintenance fuel source of 10,000 gallons.

FOREIGN ARRIVALS

USCBP processes all foreign arrivals in this facility. Declaration and other international receiving services are performed in this area. Currently LIAT arrivals are processed here. The General Aviation (GA) community also clear customs but also can do so at the facility on the North GA Apron.

US CUSTOMS BORDER PROTECTION PRE-DEPARTURE

Being outside the *Customs Territory* for the United States all flights must pre-clear and declare back to the US mainland when departing STT. This is accomplished in this area where passengers can go through normal processing or utilize Global Entry: to which STT is also an enrollment site.

TSA CHECKPOINT AND BAGROOM

The TSA queuing area, checkpoint, and bag room are connected. This is the main separation point for the passenger and any associated items that were checked and must travel in the main luggage compartments under aircraft. TSA is staffed during the operational windows of 6am-6pm.



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However, upon airline request the checkpoint may remain open for irregular operations to include flight delays and cancellations.

OUTBOUND BAGGAGE MAKEUP

STT outbound baggage make-up is made up of an in-line conveyor system. There are three outbound belts. However, two are utilized as the prime. All domestic bags travel through this network. The airlines two contracted ground handlers are stationed in this area to move passenger luggage to the aircraft for departure.

GATE ARRIVALS COORIDOR

All domestic arrival utilizes this gate corridor to exit into the Baggage Claim. Each Gate along this corridor has a hardstand associated except for gates 7A and 8 which share the same hardstand.

CONCOURSE (PRE-CLEARANCE HOLD ROOM)

This concourse has thirteen (13) Gate podiums: all positioned in proximity to the accompanying gate. All podiums have a Public Announcement system tied into the overall broadcast network that voices over the concourse and TSA Checkpoint exit. There is one main restaurant in the concourse. The main restaurant is satellited by varying kiosks that offer food and beverage run by various companies. Liquor, jewelry, and tobacco are other draws for STT passengers in the concourse. Paradies Lagardère is the news and gift shop existing in the concourse. Current development of a third restaurant is scheduled to be Q1 2023.

SECOND FLOOR TERMINAL

The second floor of the Cyril E. King Airport remains undeveloped only housing a main concessionaire's office (kitchen, and storage) and VIPA Offices. VIPA Police also makes is base of operations on this floor VIPA Police conducts both camera monitoring and Airport Credentialing Services. The existing square footage is approximately 60,000 sq ft.

Former DPNR Area/North Wing

Previously occupied by government offices and VIPA Operations, this space remains unoccupied and is currently being used as storage. There is opportunity to bring passenger operations upstairs to include hold rooms and jet bridges.

TICKETING

We have 11 airlines represented in the ticketing area with 37 ticket counters. All passenger services start in this area from curbside with skycap to the processing of passengers for ticketing and departure. Major airlines also have kiosk options for individua; check-in. Across the street you can see the development of the two-level Transportation center which contains 560 spaces and will



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include charging stations for electronic vehicles. It's being developed as a *Transportation Center*. The public, livery drivers, and rental car agencies will utilize this facilities.

BAGGAGE CLAIM

STT's baggage claim houses three conveyor belts. Baggage Claim also includes a restaurant, beer, liquor, and tobacco. Hotels also have their welcome centers to greet their customers and shuttle them to lodging. Only Delta and American have established Baggage Services Offices in Baggage Claim. All other baggage services are conducted at the airline's respective ticket counter.

