

Winchester Regional Airport Project Priority List

PRIORITY 1 - New General Aviation Terminal Building, Site Work and Parking Lot – Design and Build

Description: The Winchester Regional Airport proposes construction of a new general aviation terminal building. The new facility will be constructed in a new location slightly south of the existing terminal building.

Capital Cost: \$5,522,400

Justification: Since its opening in the early 1990s, the general aviation terminal building for the Winchester Regional Airport has had only limited interior work completed. Interior repairs are necessary due to extensive usage and some damage from water leaking from the roof prior to its replacement in the Spring of 2006 by necessity. The heating and cooling systems are approaching 25 years in age and are nearing the end of their useful life. The exterior of the terminal building is made from drivet that has failed in many areas and is generally in fair to poor condition and is costly to repair or maintain. In addition, the windows are not energy efficient and several of the window seals have failed. In 2008, a preliminary study was completed to examine needs and costs to renovate the existing terminal building. After review of the study, the WRAA determined it would be more economical to build a new energy efficient building slightly east of the existing terminal. The proposed location of the project will allow enough room to build out a new transient apron during the taxiway relocation project.

Construction Schedule: Completion in FY 21-22

PRIORITY 2 – Taxiway “A” Relocation – Design and Construction (Multiyear)

Description: The relocation of Taxiway A is part of the overall Airport upgrade to meet safety design standards for a Group III aircraft. This relocation will improve the serviceability and safety of the airport in regards to ground operations for larger jet aircraft. Due to the complex task of relocating the entire 5,500' taxiway, the project has been broken down into two phases – Phase I will begin at the 32 approach end of the runway and continue to the terminal building located midfield. Phase II will continue from the terminal building to the approach end of runway 14. The project will be broken down into sections within the phases based on pavement conditions, demand and availability of funding from the Federal Aviation Administration.

Capital Cost: \$16,270,000

Justification: The relocation of Taxiway A is to meet FAA safety design standards for larger aircraft currently using the airport. This project also will improve the serviceability of the Airport for larger aircraft wishing to use the airport.

Construction Schedule: Completion in FY 22-23

PRIORITY 3 – Land Parcel 64B-A-51 (Moreland)

Description: The Winchester Regional Airport Authority proposes to acquire Parcel 64B-A-51 (Moreland) on Bufflick Road to meet FAA design standards for Runway 14 Safety Area. These parcels are critical to airport development because of the close proximity within or near the airport primary surfaces.

Capital Cost: \$175,000

Justification: Under the FAA Part 77 Surface Requirements and the Code of Virginia 15.2e, the airport is required to own fee simple property located within the Primary Surfaces. There are currently more than 120 aircraft based at the Winchester Regional Airport. The owners and passengers of these aircraft will have the benefit of increased safety on the airport once the parcels are acquired and vertical obstructions are minimized.

Construction Schedule: Completion in FY 18-19

PRIORITY 4 – Land Parcel 6B-A-33A (Beaver)

Description: The Winchester Regional Airport Authority proposes to acquire Parcel 6B-A-33A (Beaver) on Bufflick Road to meet FAA design standards for Runway 14 Safety Area. These parcels are critical to airport development because of the close proximity within or near the airport primary surfaces.

Capital Cost: \$125,000

Justification: Under the FAA Part 77 Surface Requirements and the Code of Virginia 15.2e, the airport is required to own fee simple property located within the Primary Surfaces. There are currently more than 120 aircraft based at the Winchester Regional Airport. The owners and passengers of these aircraft will have the benefit of increased safety on the airport once the parcels are acquired and vertical obstructions are minimized.

Construction Schedule: Completion in FY 18-19

PRIORITY 5 – Land Parcel 64B-A-40 (Rosenberger)

Description: The Winchester Regional Airport Authority proposes to acquire Parcel 64B-A-40 (Rosenberger) on Bufflick Road to meet FAA design standards for Runway 14 Safety Area. These parcels are critical to airport development because of the close proximity within or near the airport primary surfaces.

Capital Cost: \$175,000

Justification: Under the FAA Part 77 Surface Requirements and the Code of Virginia 15.2e, the airport is required to own fee simple property located within the Primary Surfaces. There are currently more than 120 aircraft based at the Winchester Regional Airport. The owners and passengers of these aircraft will have the benefit of increased safety on the airport once the parcels are acquired and vertical obstructions are minimized.

Construction Schedule: Completion in FY 18-19

PRIORITY 6 – Land Parcel 64-A-69 (Robertson)

Description: The Winchester Regional Airport Authority proposes to acquire Parcels 64-A-69 (Robertson) on Bufflick Road to meet FAA design standards for Runway 14 Safety Area. These parcels are critical to airport development because of the close proximity within or near the airport primary surfaces.

Capital Cost: \$160,000

Justification: Under the FAA Part 77 Surface Requirements and the Code of Virginia 15.2e, the airport is required to own fee simple property located within the Primary Surfaces. There are currently more than 120 aircraft based at the Winchester Regional Airport. The owners and passengers of these aircraft will have the benefit of increased safety on the airport once the parcels are acquired and vertical obstructions are minimized.

Construction Schedule: Completion in FY 19-20

PRIORITY 7 – Land Parcel 64-A-60 (Cooper)

Description: The Winchester Regional Airport Authority proposes to acquire Parcels 64-A-60 (Cooper) on Bufflick Road to meet FAA design standards for Runway 14 Safety Area. These parcels are critical to airport development because of the close proximity within or near the airport primary surfaces.

Capital Cost: \$200,000

Justification: Under the FAA Part 77 Surface Requirements and the Code of Virginia 15.2e, the airport is required to own fee simple property located within the Primary Surfaces. There are currently more than 120 aircraft based at the Winchester Regional Airport. The owners and passengers of these aircraft will have the benefit of increased safety on the airport once the parcels are acquired and vertical obstructions are minimized.

Construction Schedule: Completion in FY 19-20

PRIORITY 8 – Land parcel 64-A-64 (Hott)

Description: The Winchester Regional Airport Authority proposes to acquire Parcels 64-A-64 (Hott) on Bufflick Road to meet FAA design standards for Runway 14 Safety Area. These parcels are critical to airport development because of the close proximity within or near the airport primary surfaces.

Capital Cost: \$160,000

Justification: Under the FAA Part 77 Surface Requirements and the Code of Virginia 15.2e, the airport is required to own fee simple property located within the Primary Surfaces. There are currently more than 120 aircraft based at the Winchester Regional Airport. The owners and passengers of these aircraft will have the benefit of increased safety on the airport once the parcels are acquired and vertical obstructions are minimized.

Construction Schedule: Completion in FY 19-20

PRIORITY 9 – Land Parcel 64-A-59 (Kyle)

Description: The Winchester Regional Airport Authority proposes to acquire Parcels 64A-59 (Kyle) on Bufflick Road to meet FAA design standards for Runway 14 Safety Area. These parcels are critical to airport development because of the close proximity within or near the airport primary surfaces.

Capital Cost: \$175,000

Justification: Under the FAA Part 77 Surface Requirements and the Code of Virginia 15.2e, the airport is required to own fee simple property located within the Primary Surfaces. There are currently more than 120 aircraft based at the Winchester Regional Airport. The owners and passengers of these aircraft will have the benefit of increased safety on the airport once the parcels are acquired and vertical obstructions are minimized.

Construction Schedule: Completion in FY 20-21

PRIORITY 10 – Bulk Fuel Storage Facility – Design and Build

Description: Construct a new fuel storage facility for expansion and to meet current DEQ and EPA regulations.

Capital Cost: \$100,000,000

Justification: When taxiway “A” midfield section is relocated to meet current FAA safety design standards it will cause an encroachment into the current fuel farm site. The current site does not allow for future expansion or upgrades to meet DEQ and/or EPA regulations.

Construction Schedule: Completion in FY 21-22

PRIORITY 11 – North Side Internal Access Road

Description: This project proposes to construct a two lane service road around the end of Runway 14. The road, will be approximately $\frac{1}{2}$ to $\frac{3}{4}$ miles in length so that vehicles stay clear of navigational aid critical areas. It's proposed that the road will be two lanes.

Capital Cost: \$700,000

Justification: The approved airport layout plan shows new development occurring on the north side of the runway. By having aircraft ground operations and storage on both sides of the airfield (north and south), ground vehicle traffic requiring access to both sides of the airfield will be generated. The traffic will include fueling truck operations and personnel activities for general maintenance. The FAA encourages the construction of service roads around aircraft activity areas, especially the runways, to prevent unauthorized ground vehicle access to aircraft movement areas and to promote safer operating environment. The service road, located on the west side of the airport (Runway 14 end) will accomplish these goals.

Construction Schedule: Completion in FY 22-23

PRIORITY 12 – North Side – Public Access Road and Utilities (Coverstone)

Description: This project proposes to construct a two-lane public access road for the northside future development area.

Capital Cost: \$1,300,000

Justification: The approved airport layout plan shows new development occurring on the north side of the runway. Access to the development site by future tenants and/or the public will have to be from Coverstone Drive. In addition, utilities will be relocated during the project. The only way to access the airport property on the north side is from Coverstone Drive. FAA regulations prohibit vehicle movement through aircraft operating areas by non-airport staff that are trained to follow all federal regulations.

Construction Schedule: Long range planning objective – beyond FY23

PRIORITY 13 – Land Parcel 64B-A-52 (Lee)

Description: The Winchester Regional Airport Authority proposes to acquire Parcel 64-A-52 (Lee) on Bufflick Road to meet FAA design standards for Runway 14 Safety Area. These parcels are critical to airport development because of the close proximity within or near the airport primary surfaces.

Capital Cost: \$175,000

Justification: Under the FAA Part 77 Surface Requirements and the Code of Virginia 15.2e, the airport is required to own fee simple property located within the Primary Surfaces. There are currently more than 120 aircraft based at the Winchester Regional Airport. The owners and passengers of these aircraft will have the benefit of increased safety on the airport once the parcels are acquired and vertical obstructions are minimized.

Construction Schedule: Long range planning objective – beyond FY23

(This information may be found on the County's website www.fcva.us/planning)