



Stafford Regional Airport Update

SRAA
June 2018



Overview

- **Mission and Vision**
- **Background**
- **Current Status & Ongoing Efforts**
- **Opportunities**



Mission and Vision

- **Mission Statement**

We Create Transportation Opportunities by Providing and Promoting Aviation Services for Current and Aspiring Aviators, Travelers, and the Community

- **Vision Statement**

To be the Magnet For Aviation Activity in Northern Virginia, Attracting Business and Recreational Users, with Convenient Access and Comprehensive Services, Providing Opportunity, Enjoyment, and Enrichment to the Community

Developed in conjunction with UMW Masters of Business Administration program



Airport Authority





Background (2)

- Airport history...basic timeline and decisions
 - **1972:** FAA Identifies need for a general aviation airport in Stafford County
 - **1977-1992:** Airport Feasibility / Site Selection / Environmental Studies
 - **1997-2001:** Stafford Regional Airport Construction (opened Dec. 2001)
 - **2003:** Apron Expanded
 - **2004:** T-Hangars, Fuel Farm, Instrument Landing System Installed
 - **2005-2008:** Corporate Hangars and Apron Construction
 - **2014:** New Terminal Building Completed
 - **2018:** Runway Extension Environmental Assessment Completed
 - **2018:** Runway Extension Permitting / Mitigation / Design Begins
 - **2020:** Runway Extension Construction to Begin



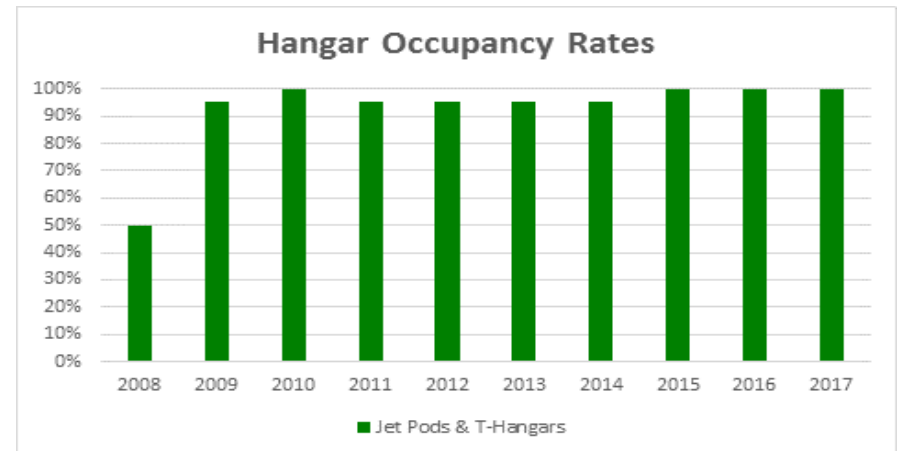
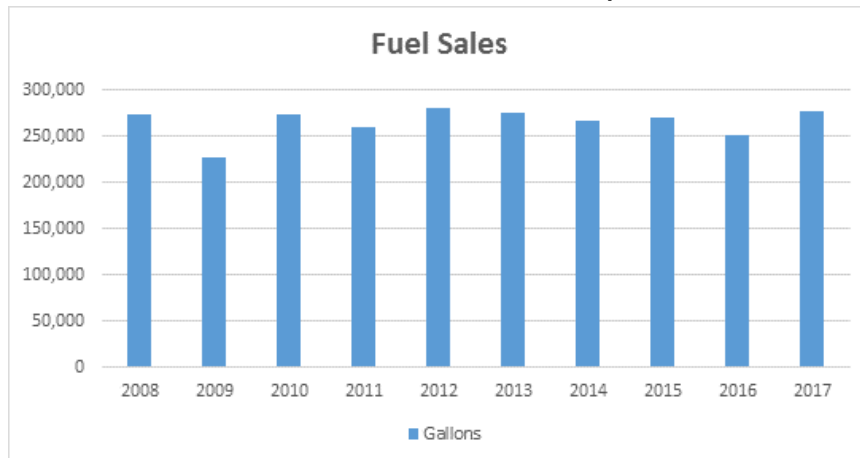
Background (1)

- What is a general aviation airport?
 - “A public airport that does not have scheduled service or has scheduled service with less than 2,500 passenger boardings each year.”
- What is a reliever airport?
 - “An airport designated by the Secretary of Transportation to relieve congestion at a commercial service airport and to provide more general aviation access to the overall community.”
 - “...by providing comparable landside and airside facilities to GA operators.”
 - Stafford (RMN) is a reliever airport which comes with benefits and mandates

Stafford Regional is both a GA airport and a Designated Reliever Airport

- Operations

- 70 based aircraft
- Approximately 27,000 annual takeoff or landings – Approx 20% of design capacity
- Economic Impact*
 - Generates \$23.3M in Annual Economic Activity...up 27% from 2010 study
 - 203 Direct & Indirect Jobs with \$7.99M in Annual Wages
 - 6th overall for GA airports

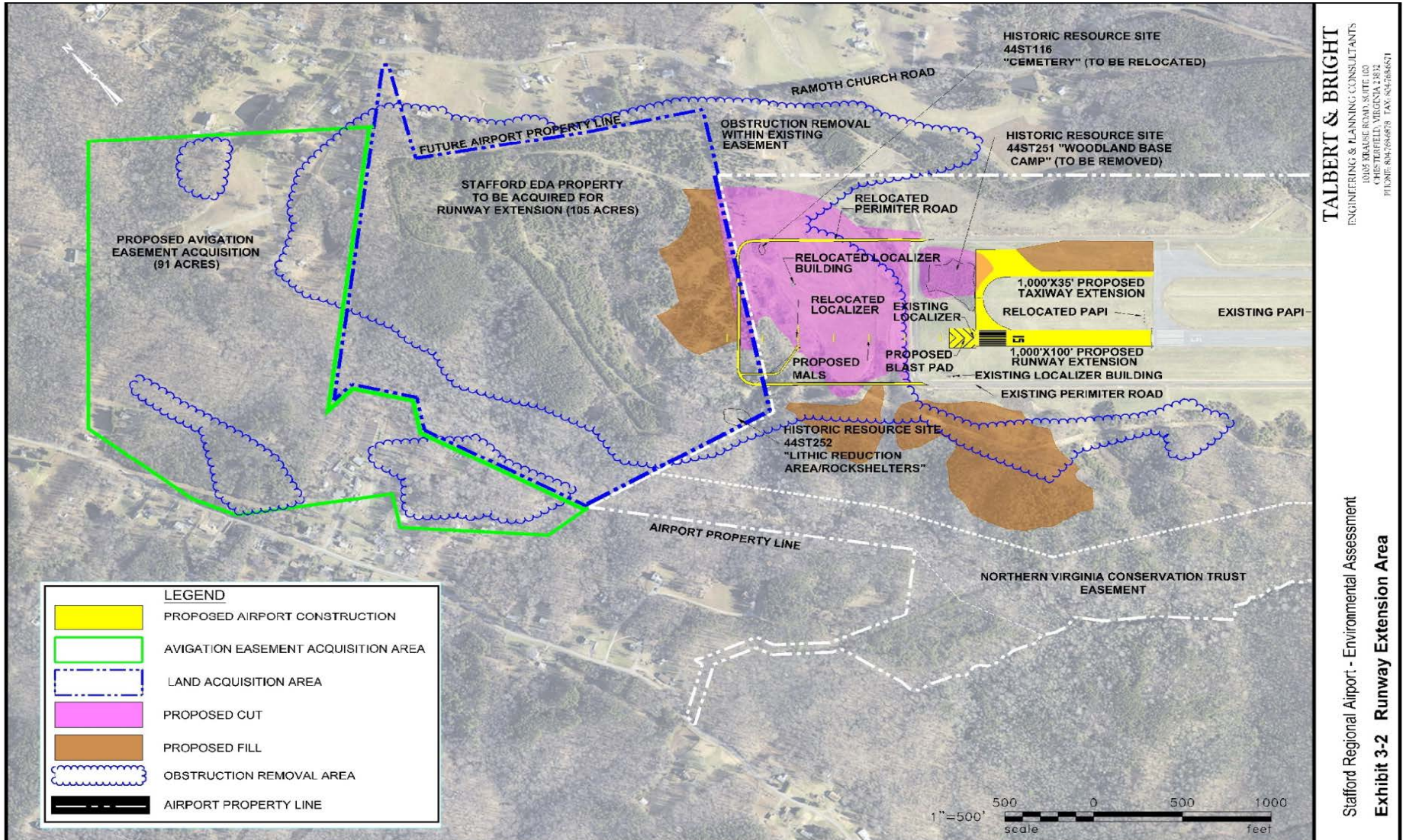




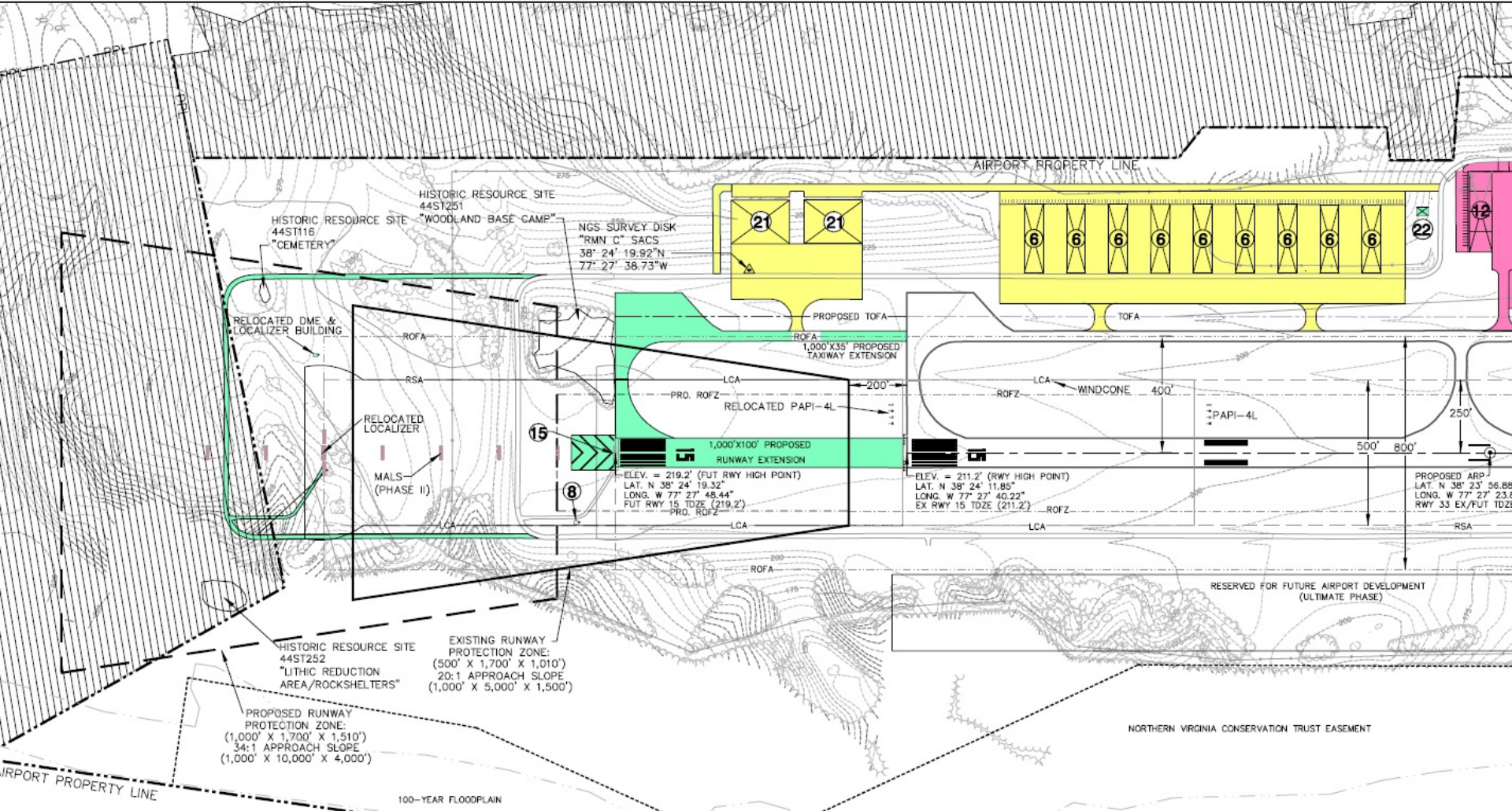
Runway Extension

- Runway 15-33 1,000' Extension (5,000' to 6,000')
 - Master Plan Identifies Need for 1,000' Extension
 - Approved by FAA in 2013
 - Environmental Assessment - Approval (FONSI/ROD) May 16, 2018
 - Permitting and Mitigation - Summer/Fall 2018 to Spring/Summer 2019
 - Design - Late Summer/Fall 2018 to Spring 2020
 - Scoping Meeting held with FAA and DOAV April 19, 2018
 - State and Federal Grant Programmed for August/September 2018
 - Construction (Phase I and Phase II) - Fall 2020 to Fall 2022
 - State and Federal Grants Programmed for Fall 2020 and Fall 2021

Runway Extension



Runway Extension



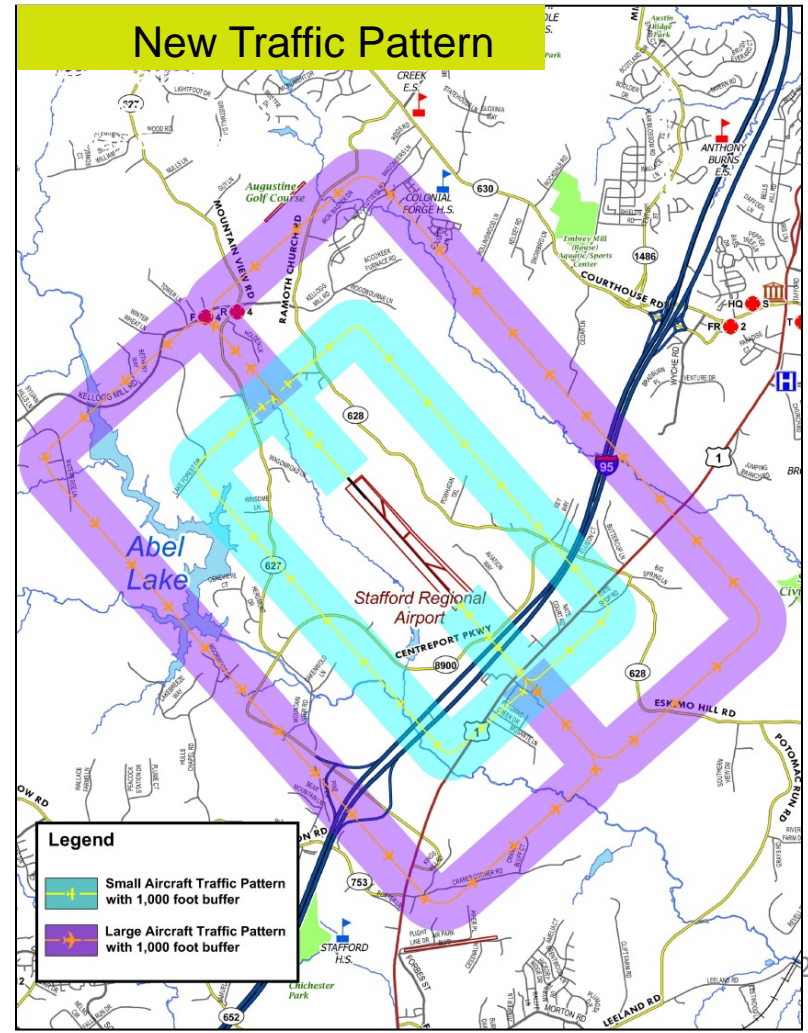
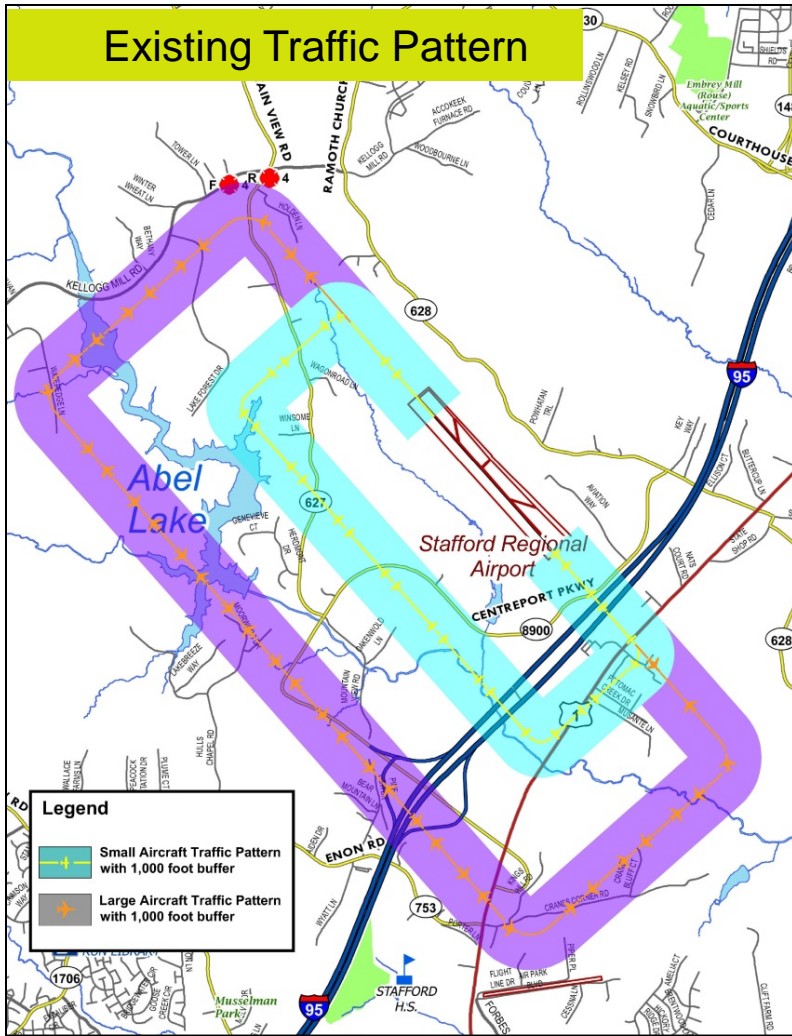
Runway Extension

- Runway extension will allow RMN to better serve existing and future airport customers by providing a runway that will allow aircraft to safely operate up to their full range and/or weight capability.
- Runway extension will also allow corporations which have a minimum 6,000' runway length requirement to begin using RMN.



Normal Pattern for Rwy 15

- Reinstatement of normal pattern for Rwy 15 – Summer 2018





Opportunities & Goals

- Opportunities
 - Community expansion; Express lane extension, ongoing commercial and residential development
- Goals
 - Growth: Increase traffic counts, fuel sales, and home based tenants
 - Marketing, business partnership development, and established aviation related events
 - Operations: Implement and build maintenance services, hangars, and ancillary services
 - Improve security, develop large commercial (Box) hangar, maintenance hangars, and additional T-Hangars IAW Airport Layout Plan
 - Procure maintenance services and establish lavatory services, de-icing, and self-serve fuel
 - Outreach: Develop and promote events, recreational activities, and educational opportunities
 - Deploy outreach survey, implement recurring non-aviation related events, and establish internships, education, and volunteering opportunities

Stafford Regional Airport Your Gateway To Northern Virginia!!



Natural Beauty



Recreation



History

Easy Access: I-95, DC,
Richmond, Quantico
Base



Nearby Wineries



Local Craft Beer





Questions?



Current Status

- Operations

- Approximately 70 based aircraft – projected to grow to 147 by 2037 (2016 Virginia Air Transportation System Plan)
- Approximately 27,000 annual takeoff or landings – projected grow to 55,000 by 2037 (2016 Virginia Air Transportation System Plan)

Need to trend from economic report...e
28

- Stafford Regional Airport Economic Impact

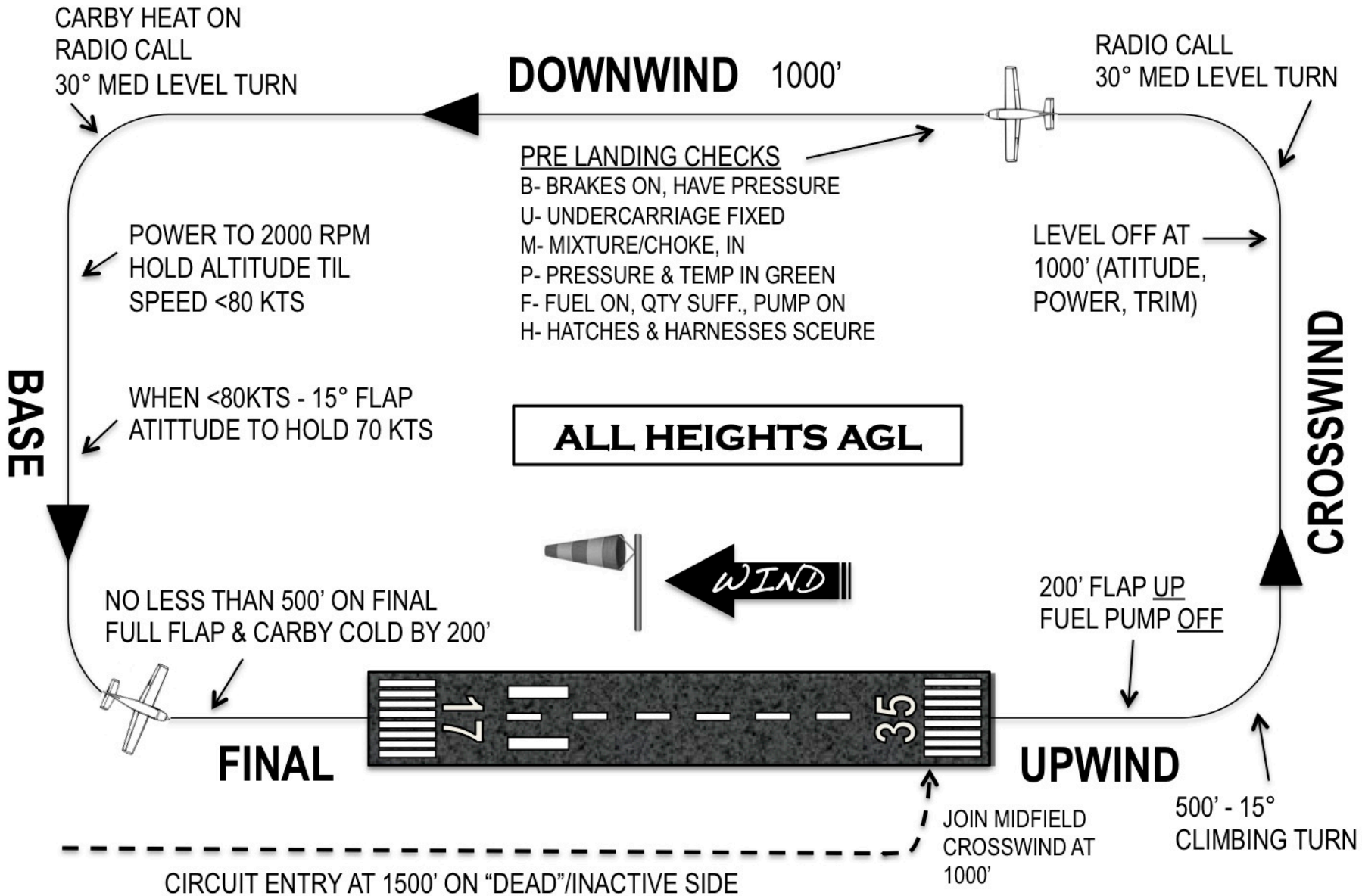
Year	Direct & Indirect Jobs	Direct & Indirect Wages	Total Economic Impact	Increase from Previous Study
2004	22	\$566,000	\$1,492,000	-
2011	107	\$4,440,000	\$18,408,000	1,134%
2017	203	\$7,977,000	\$23,310,000	26%

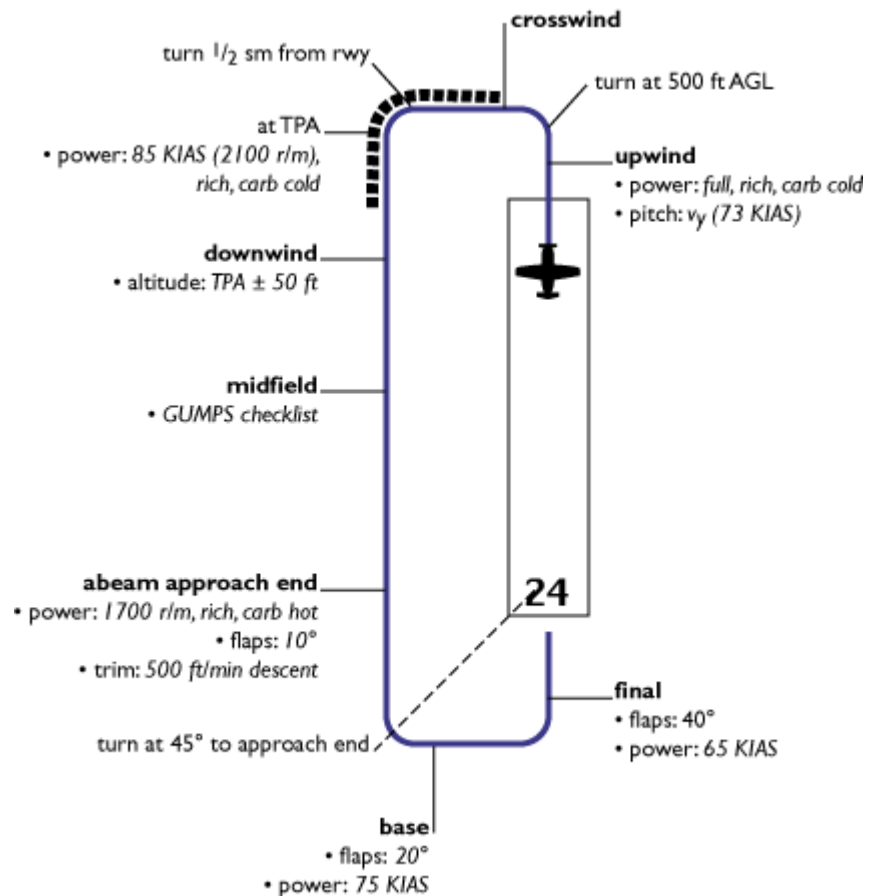
Source: 2004, 2011, 2017 Virginia Airport System Economic Impact Study

- Insert chart to show annual fuel sale trends



STANDARD LEFT HAND CIRCUIT





Aerial Photos











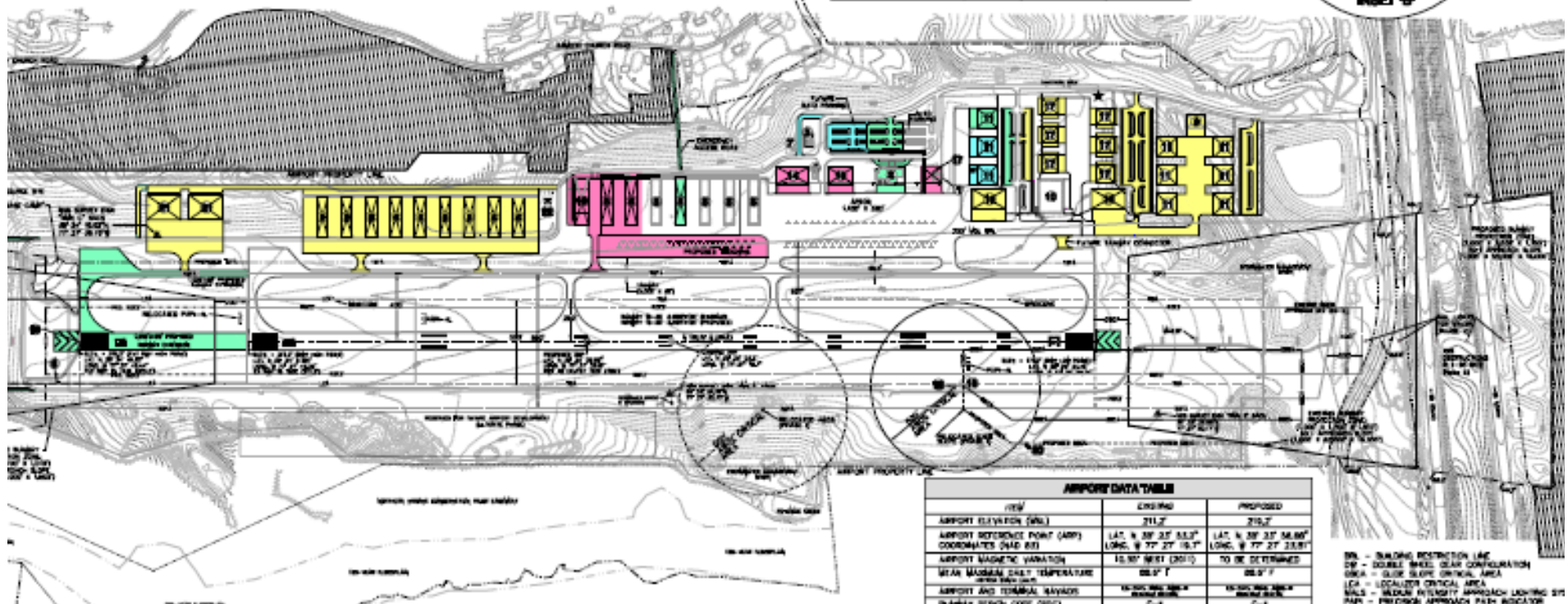
Current Status

ROW/MD COVERAGE	ENTER	PERIOD/ST
10.5	94.14K	
13	97.14K	
15	99.24K	
20	98.72K	

DEVELOPMENT STAGES		
PHASE I	2011-2015	
PHASE II	2016-2020	
PHASE III	2021-2030	
ULTIMATE	BEYOND 2030	

BAROMETRIC ALTITUDE VARIATION & DEVIATION		
MHA (D) REV 30	100'	100'
LOC REV 30	100'-374'	100'-174'
VOR REV 30	100'-174'	100'-174'
A.S. REV 30	100'-374'	

RUNWAY 30	RUNWAY 15	PRECISION	NONPRECISION
ELECTRONIC & VISUAL APPROACH AIDS		LS, LOM, SALS, PAPI	LS, LOM, SALS, PAPI
APPROACH VISIBILITY OBSTACLES		300'-2/4 MILE	300'-1/2 MILE
RUNWAY 30		300'-2 MILES	400'-2/4 MILE
DEPARTURE RUNWAY		10-35	STAR

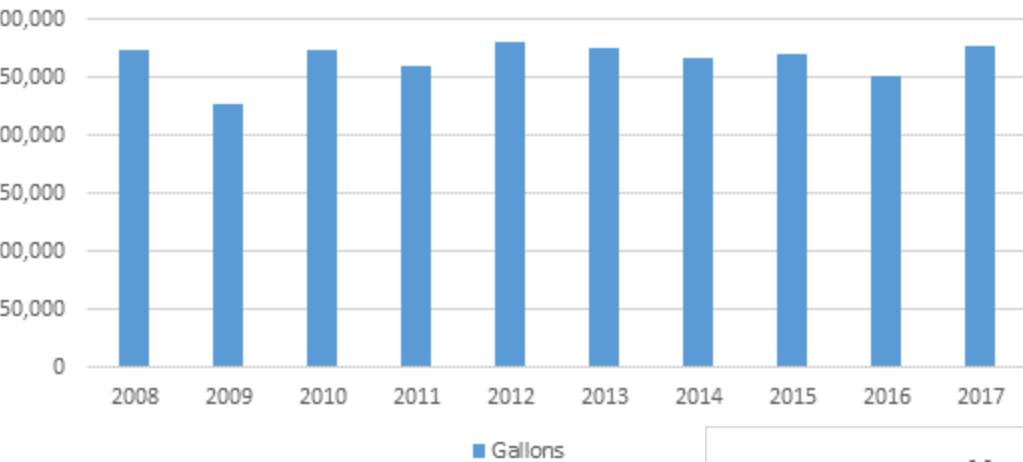


AIRPORT DATA TABLE		
ITEM	EXISTING	PROPOSED
AIRPORT ELEVATION (MSL)	711.7'	715.7'
AIRPORT REFERENCE POINT (ARP) COORDINATES (NAD 83)	LAT. N 39° 27' 33.0"	LAT. N 39° 27' 33.80"
	LONG. W 77° 27' 19.7"	LONG. W 77° 27' 23.81"
AIRPORT MAGNETIC VARIATION	15.30° WEST (2015)	TO BE DETERMINED
MEAN ANNUAL GUST TEMPERATURE	88.2° F	88.2° F
AIRPORT AND TERMINAL RUNWAYS	EXISTING/NEW	EXISTING/NEW
RUNWAY DESIGN CODE (RCL)	C-4	C-4

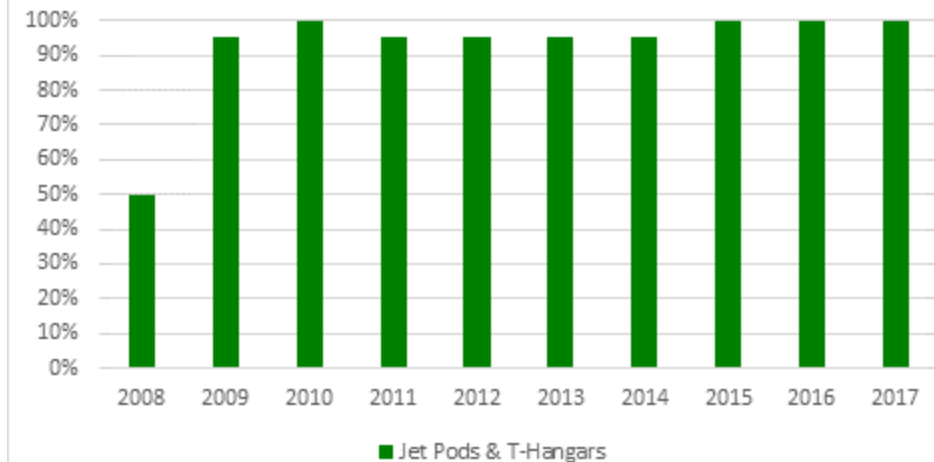
BL - BUILDING RESTRICTION LINE
 DP - DOUBLE BEAK GEAR CONFIGURATION
 OMA - OBLIQUE SHARP CRITICAL AREA
 CA - LOCALIZER CRITICAL AREA
 MALS - MEDIUM INTENSITY APPROACH LIGHTING SYSTEM
 PAPI - PRECISION APPROACH PATH INDICATOR
 PAPI - PRECISION APPROACH PATH INDICATOR



Fuel Sales



Hangar Occupancy Rates





Charlottesville Runway Extension

- Would like to build a slide about the Charlottesville runway extension...basic information, year complete etc.. Then some before and after economic data
- 800' Runway Extension completed in 2012 at CHO.
- Charlottesville-Albemarle Airport Economic Impact

Year	Direct & Indirect Jobs	Direct & Indirect Wages	Total Economic Impact
2011	1,267	\$41,000,000	\$129,000,000
2017	2,220	\$100,000,000	\$300,000,000

Source: 2004, 2011, 2017 Virginia Airport System Economic Impact Study

- Would also be good to have some data on the business case for box, maintenance and t-hangars...e.g. cash flow numbers



Ongoing Efforts

- Airport Terminal?
- Aerobatic Practice Area?
 - Potential increase in aircraft volume
- Etc.