

WINCHESTER REGIONAL AIRPORT

CURRENT CONDITIONS

The Winchester Regional Airport is a 375-acre, all weather, 24-hour general aviation airport with a 5,500 foot runway located southeast of Interstate 81, Exit 313A. The facility currently has 75 tie down spaces, two 12,000 square foot public common hangars, 52 T-hangars, and three private corporate hangars. Based aircraft total 80, and range in size from single engine to large cabin class business aircraft. Services available include 24-hour U.S. Customs and Immigration, 24-hour on call line service, automated weather observation system, computerized weather and flight planning equipment, full instrument landing system, and rental car service.

The Winchester Regional Airport Authority (WRAA) was formed by the Virginia General Assembly on July 1, 1987. The Authority consists of representatives from the City of Winchester and Frederick, Clarke, Shenandoah, and Warren Counties. Since its formation, the WRAA has embarked on an extensive airport improvement program. Major capital improvements have been accomplished in order to comply with Federal safety and design standards.

Collaborating with Frederick County and the Virginia Department of Transportation (VDOT), the Authority has also made improvements to primary access roads for the Airport. To date, more than \$19 million dollars has been invested in the Winchester Regional Airport's capital improvements, equipment, and promotions through funding received from the Federal Aviation Administration, Virginia Department of Aviation, and the local jurisdictions.

Airport Support Area

The Winchester Regional Airport is recognized as an important component of the County's Economic Development efforts. Therefore, the Winchester Regional Airport Authority has developed an airport support area for inclusion in the plan. Business and industrial uses should be the primary land uses in the airport support area and will be supported. The airport support area is an area in which further residential rezonings will be prohibited in order to protect fly-over areas and noise sensitive areas. Conflicts between airports and residential development can be significant in growing communities. Residents of areas in the vicinity of the airport tend to oppose airport activities and the expansion of such activities because of concern for noise and fly-overs. The airport support area was also established to ensure the feasibility of continued airport use and future airport expansion and the implementation of the Comprehensive Plan.

PUBLIC FACILITIES

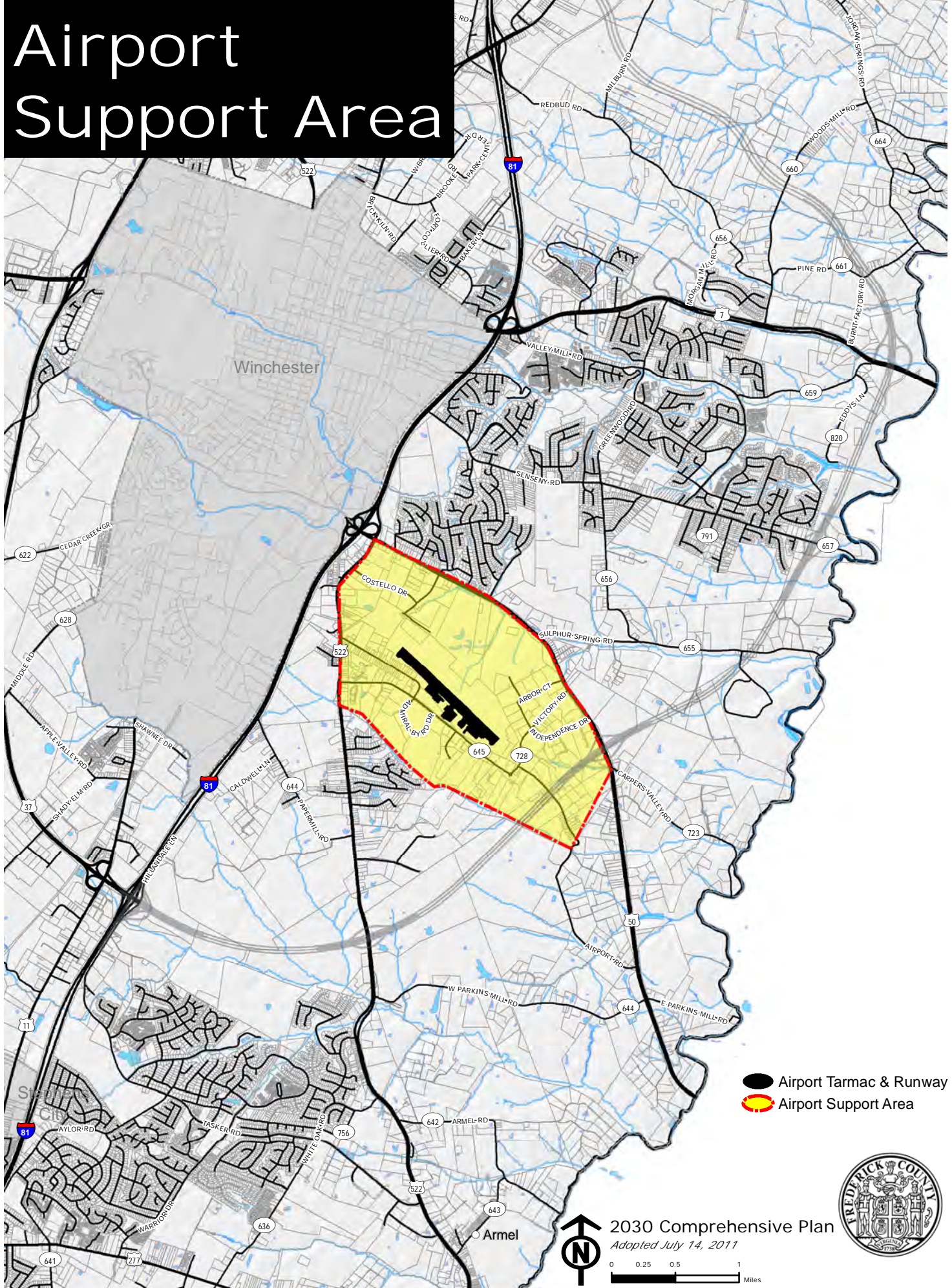
FUTURE FOCUS

There is a need to continue to implement the airport support area expectations. Business and industrial uses should be the primary uses in the airport support area; residential rezonings will be prohibited.

The Capital Improvement Plan will continue to be a key tool that will facilitate the growth and development of the airport. Remaining capital projects include the acquisition of land along Bufflick Road for noise abatement, development of the northern side of the runway, renovation of the 17 year old terminal building and construction of an aircraft wash rack.

Through the support of the member jurisdictions, the Airport will continue to evolve into a modern, first class air transportation facility which will assist economic development endeavors in the attraction of new industrial and commercial businesses to the region, furthering the business development goals of the Comprehensive Plan.

Airport Support Area












● Airport Tarmac & Runway
● Airport Support Area

2030 Comprehensive Plan
Adopted July 14, 2011
0 0.25 0.5 1 Miles



Community Facilities & Services

-  District Park
-  Neighborhood Park
-  Airport
-  Animal Shelter
-  Recycling
-  Fire & Rescue Company
-  Trash Compactor
-  Trash Container
-  Landfill

