



Manassas Regional Airport

**Virginia General Assembly Aviation & Aerospace Caucus
February 13, 2025**





Manassas Regional
Airport - 1964





Manassas Regional Airport





Manassas Regional Airport

Our Mission

The **Mission** of the Manassas Regional Airport is to provide world class facilities and services to our customers and be a major driver of economic growth to our community.

Our Vision

The **Vision** of the Manassas Regional Airport is to be a world class, innovative, thriving aviation gateway for the greater Washington, DC area, providing global access and economic opportunity for our customers and our community.



Demographics/Statistics

- 426 Based Aircraft (as of January 31, 2025)
- Total Aircraft Operations for 2024: 102,777
- Two Runways (6,200 feet & 3,715 feet)
- Runway 16L has precision approaches/all weather capable
- Total Airport Acreage: 864 ac
- 2,554,000 Gallons of Aviation Fuel Sold in 2024
- 180 Public-use Tie-downs
- 156 City owned T-hangars
- 25 Executive/Corporate Hangars (10,000-40,000 sf)





Demographics/Statistics

- FAA Air Traffic Control Tower
- On-Call U.S. Customs
- Ranked 3rd in total operations of all Airports in Virginia (operations: defined as one takeoff or one landing)
- Ranked 121th of 526 busiest GA Airports in the United States*

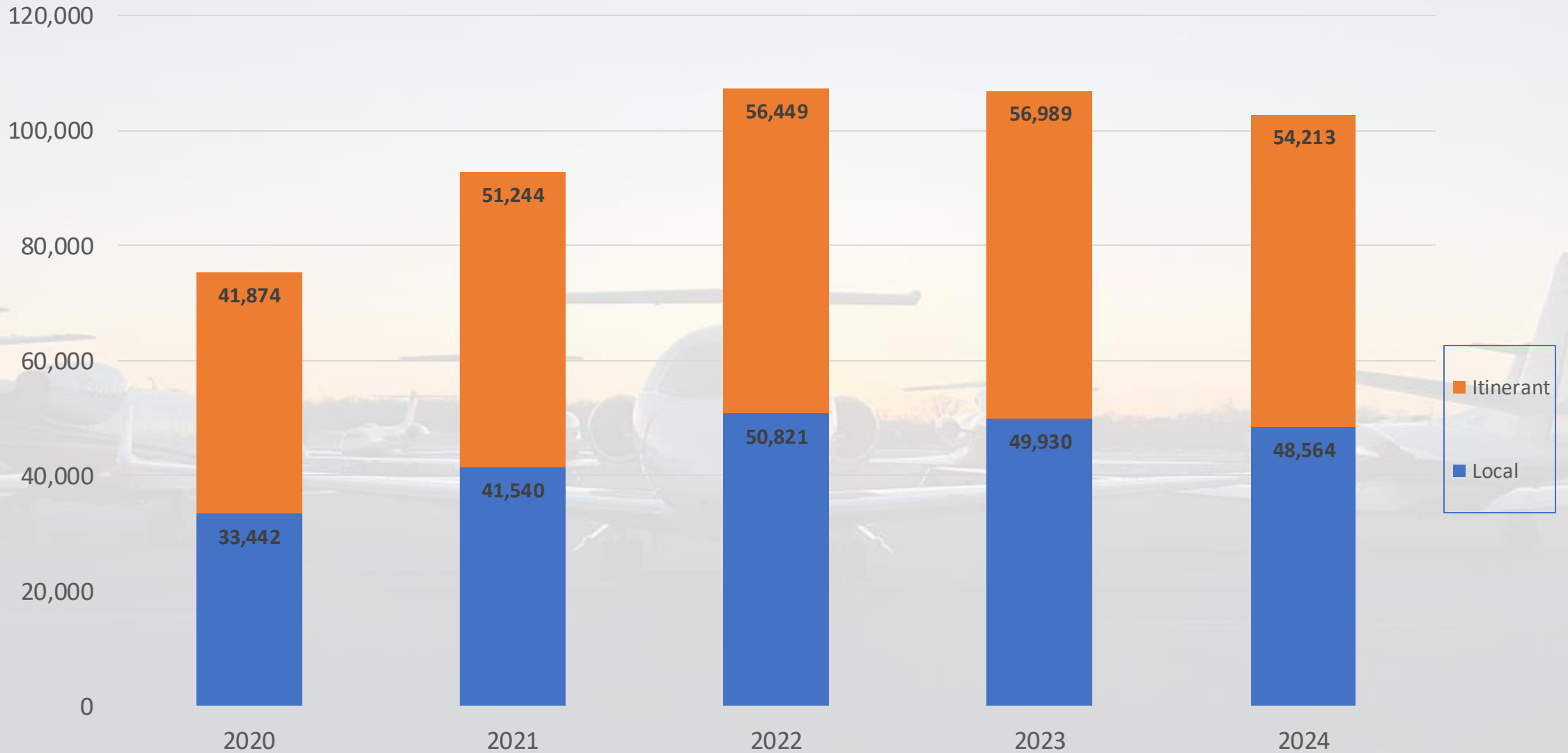
*Source: FAA ATADS Calendar Year 2024
Ranked by: Itinerant General Aviation Traffic





Aircraft Operations

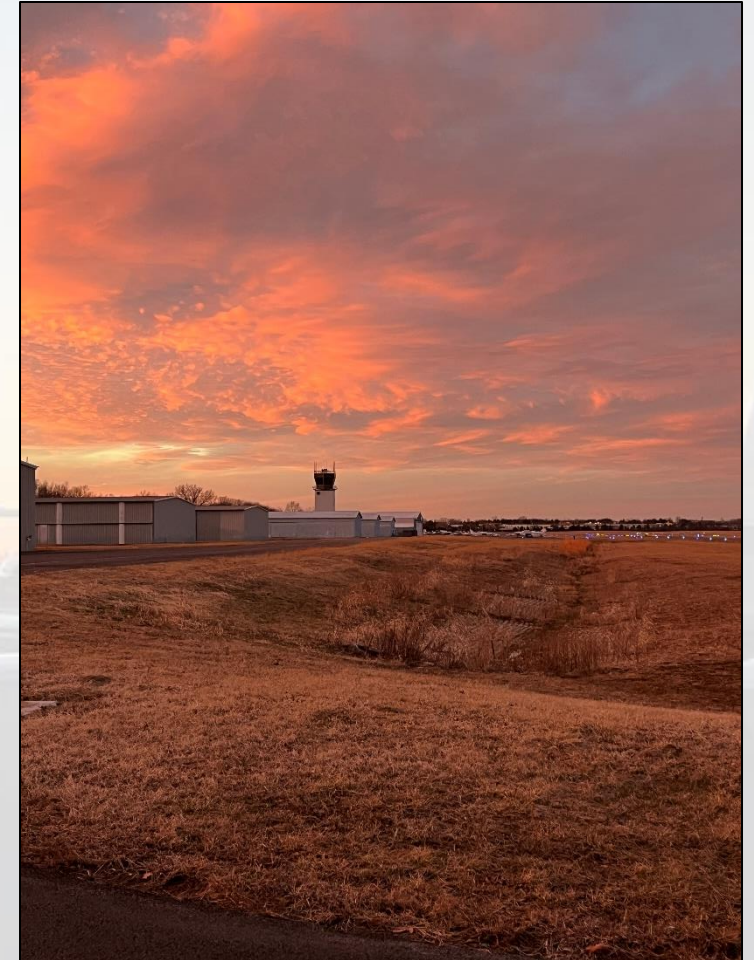
Local vs Itinerant - Fiscal





Based Aircraft Comparison

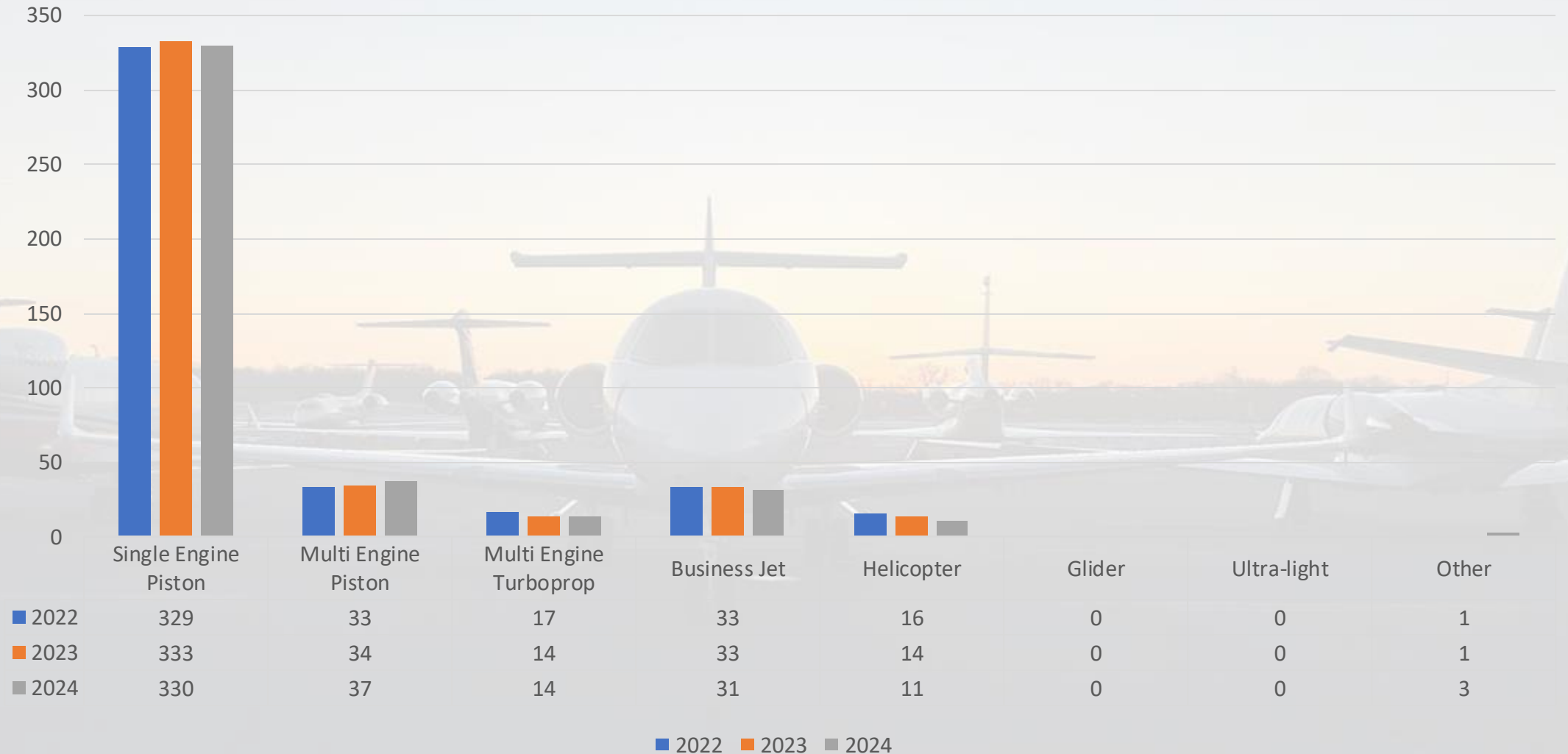
AIRPORT	TOTAL	JETS
• Manassas	426	31
• Leesburg	256	20
• Culpeper Regional	152	0
• Warrenton Fauquier	152	2
• Winchester	126	4
• Dulles International	55	47
• Stafford	92	0





Based Aircraft By Type

Reported on January 31, 2024





U.S. Customs Report

Year	Aircraft	% Change	Passengers	% Change
2019	22	22.22%	109	-4.39%
2020	36	63.64%	116	6.42%
2021	13**	-63.89%	269	131.90%
2022	31	138.46%	493	83.27%
2023	89	187.10%	353	-28.40%
2024	106	19.10%	370	4.82%



**CBP updated their tracking system, so number of aircraft was manually tracked. Passenger count was properly logged.



Airport Fiscal Highlights

- FY25 Operating Budget: \$5.4 million
 - Balanced Budget
 - \$540,180 Surplus Retained Earnings
- Self-Supporting/No General Fund money
- \$17.7 million in Airport's Fund Balance
- Airport Businesses Contributed \$4.5 million to the City General Fund in last five years (\$882,694 in FY2024)
- \$375.49 million in Economic Impact to the Region (2018)





26 Based Airport Businesses

- APP Jet Center (FBO)
- Chantilly Air Jet Center (FBO)
- Aviation Adventures
- Aurora Flight Sciences
- AeroSolutions
- Optical Air Data Systems
- Skyway Air Taxi
- PHI Air Care
- Skyway Air Taxi
- Leidos
- Emerald Aviation
- ATP Flight School
- Legend Aviation
- Aero Elite
- FlightWorks
- Delta Fox Aviation
- Hertz Rental Car
- UNUS Transportation Services, LLC
- Piston2Jet Flight School
- Manassas Aviation Maintenance
- Skynet Air Charters
- FlyWyld Aviation
- Paragon Aviation Detailing
- Electra Aero
- GHS Aviation Group
- Open Air Flight Training



Two Major Initiatives

Design and Build a New ATC Tower



Transition from a GA Airport to a Commercial Service Airport

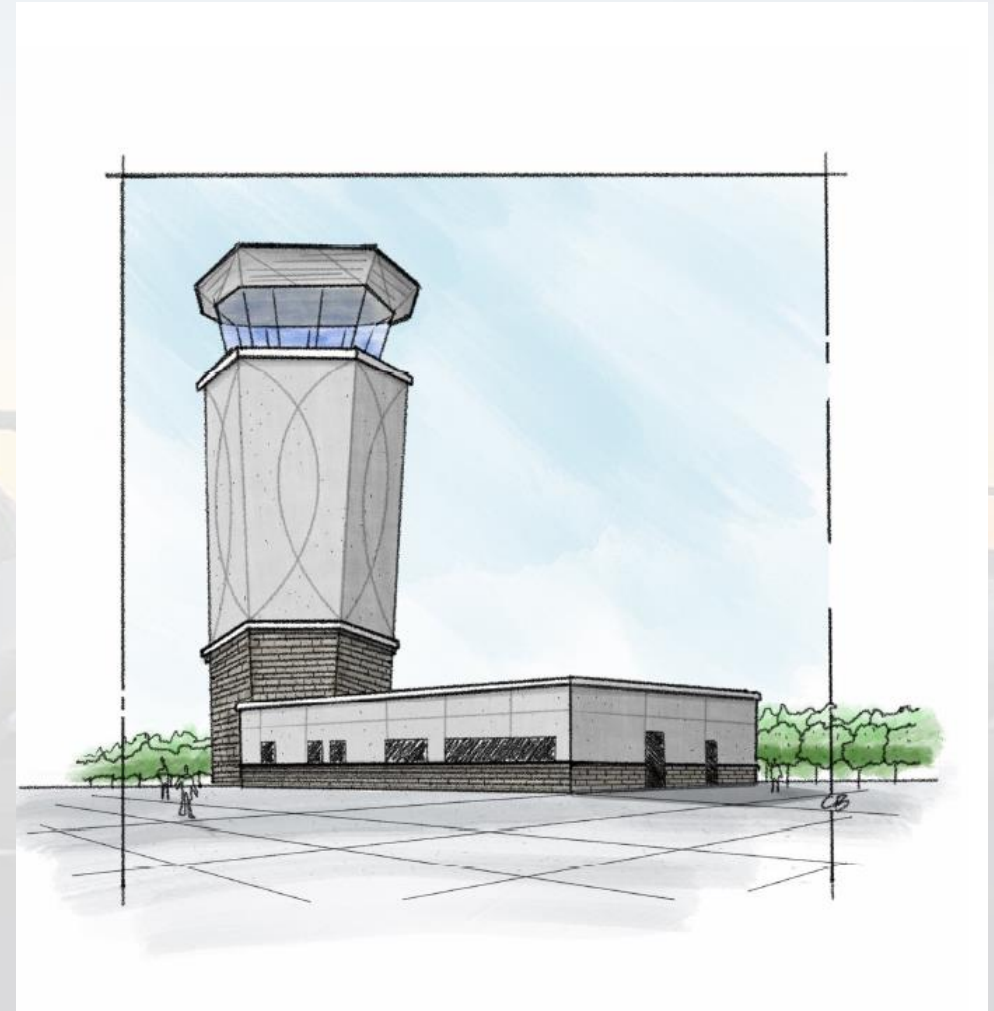




New ATC Tower



Existing ATC Tower



New ATC Tower



Transition to Commercial Service

In 2024 the City of Manassas signed a Franchise with Avports LLC to renovate and expand the existing Terminal Building for the purpose of providing commercial airline service to the City of Manassas and the surrounding communities in Northern Virginia.

- Full-Service Airport Manager and Operator
 - Currently manage 11 Airports
 - 9 recently awarded in Puerto Rico
- 95 Year operating history, started as airport management division of Pan Am World Airways in 1927
- West Street Infrastructure Partners III (WSIP III) is the owner of Avports
- WSIP III a family of infrastructure investment funds managed by merchant banking business of Goldman Sachs & Co. LLC



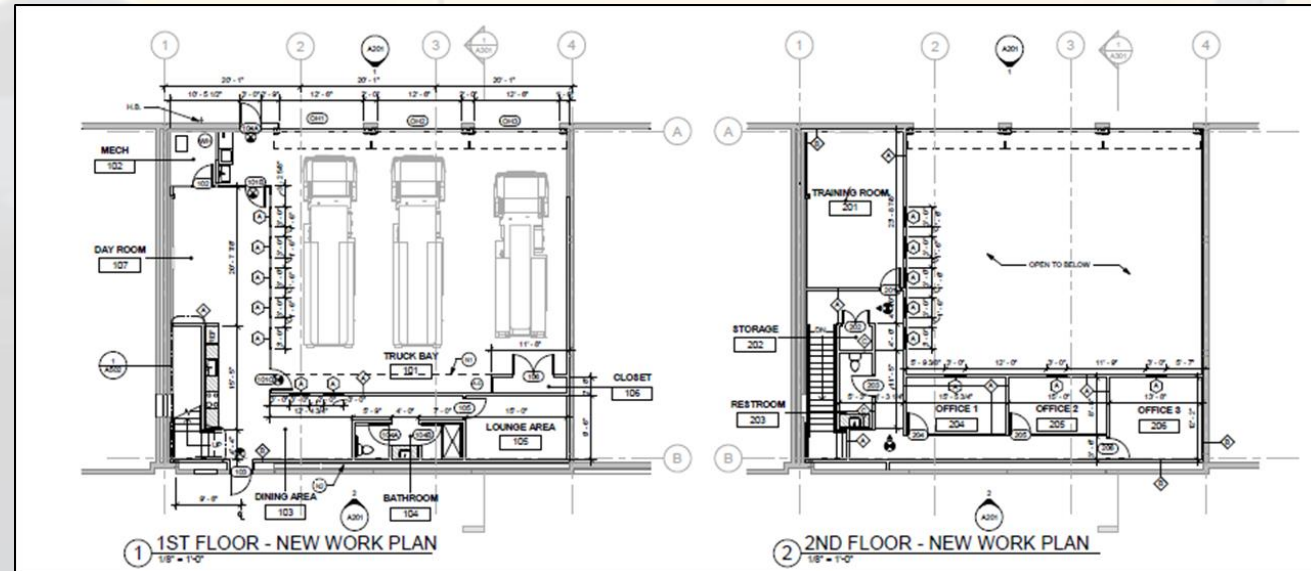


Transition to Commercial Service

- The Manassas Regional Airport submitted its application for an Airport Operating Certificate (AOC) in February of 2024
- The Airport staff has been working through the certification process with the FAA and the TSA
- No Airport in the Commonwealth has gone through the certification process for over 60 years
- An Environmental Assessment (EA) is required as part of the process
- The Airport has hired Pro-Tec to provide the ARFF services needed for receipt of the AOC
- The Airport has hired an Airport Security Coordinator to develop a Airport Security Plan that must be approved by the TSA



Airport Rescue and Fire Fighting (ARFF)





Transition to Commercial Service

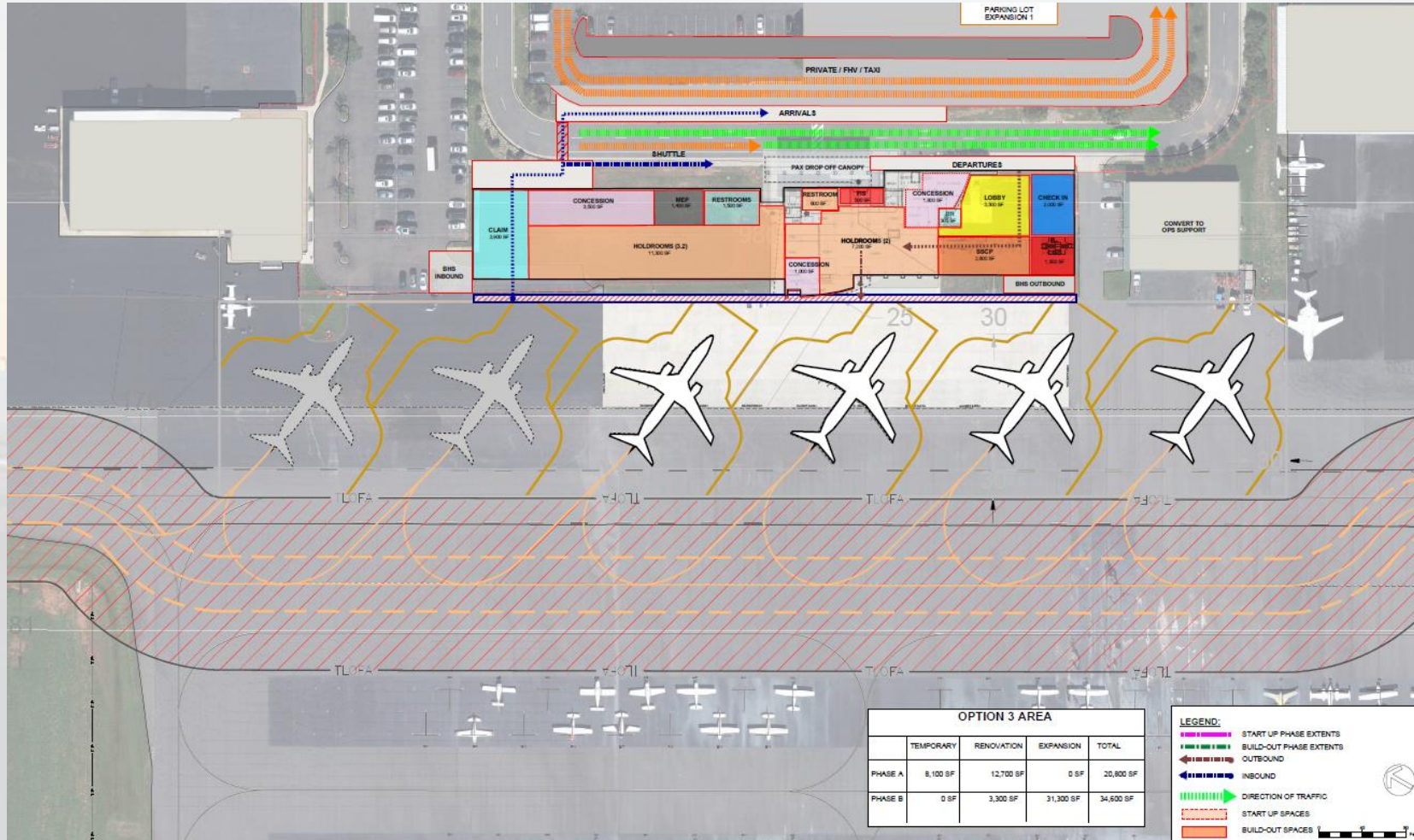
Phased Approach – Phase I





Transition to Commercial Service

Phased Approach – Phase II





Transition to Commercial Service

Phased Approach – Phase II





Transition to Commercial Service

Phased Approach – Phase II





Transition to Commercial Service

Phased Approach – Phase II





Transition to Commercial Service

Phased Approach – Phase II





Transition to Commercial Service

Phased Approach – Phase II





Questions?

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