

EASTERN WEST VIRGINIA REGIONAL AIRPORT

GENERAL INFORMATION GUIDE

2015

THE EASTERN WEST VIRGINIA REGIONAL AIRPORT is a tract of land located in south Berkeley County West Virginia consisting of **1,005** acres. It is bordered on the

north and west side of U.S. Route 11 and Interstate 81 Diamond Interchange adjacent the west airport access.

THE BASIC INFRASTRUCTURE:

- 1 -8,815 ft. X 150 ft. fully instrumented (ILS) Runway 08/26 to include both ILS and VOR Alpha approaches to Runway 26.
- 1 - Non-Federal Control Tower funded by the Department of Air force and manned approximately 102 hours per week.
- 1 - Airport Surveillance Radar (ASR-9) has been installed at the airport to facilitate the Northern Shenandoah Valley. Targets are remoted to the Potomac Tracon approach control to provide “to the ground coverage” 24 hours per day. Martinsburg Tower uses the radar as a visual aide for aircraft tracking.

The existing civilian parking ramp is approximately 200 ft. x 5000 ft., capable of handling all corporate aircraft to include light to medium airfreight aircraft. The maximum weight capacity capability of Runway 08/26 is in excess of 600,000 pounds and is capable of launching and landing C-5 A military.C-17 military and civilian, commercial and freight aircraft up to 747.

Additional important assets of the airport are its geographical proximity to Dulles International Airport (28 nautical miles); Reagan National Airport Washington DC (55.9 nautical miles and Baltimore-Washington International Airport (55 nautical miles). There is an Industrial active rail spur located approximately ½ mile from the west airport access parallel to U.S. Route 11 and Interstate 81 and intersecting the Tablers Station I-81 interchange access.

UTILITY SERVICES CURRENTLY SERVING THE AIRPORT:

Potomac Edison (Electricity);
Frontier (Phone and Fiber Optics);
Berkeley County Public Service Water District (Public Water); and
Berkeley County Public Service Sewer District (Public Sewer);
Mountaineer Gas (Natural Gas Provider)

CURRENT TENANTS LOCATED AT THE AIRPORT:

- Federal Aviation – Airways Facilities Sector Field Office (maintaining all Nav aids and ILS implementation throughout the northern Shenandoah Valley).
- 167th Airlift Wing - West Virginia Air National Guard currently utilizing approximately 104 acres for parking of C-17 Aircraft hangar facilities and operational areas located on the northeast quadrant of airport property.
- Howard Aircraft, Inc. – (light aircraft maintenance) and
- Air Photographics, Inc. - (an aerial photography business) both located on property adjacent the 167th AW.

- Aero Smith - (a Fixed Based Operator) providing aircraft maintenance and storage located in the southeast quadrant of airport property at the civilian terminal area. Aero Smith is also located in the former Tiger Building as a full

- service Fixed Based Operator providing aircraft fuel, aircraft charter service, pilot training, car rentals, aircraft rentals, office space and aircraft storage.
- Action Aviation – (for sale or lease) is a hangar storage facility which consists of 60,000 square feet of hangar space and 22,000 square feet of office space.
 - Arcadia Hangar – (Space for lease by United Bank)
 - Air Methods – Helicopter Ambulance Service

There are currently 68 light aircraft based at the civilian terminal.

***** NOTE*** THERE ARE NO CURRENT CONTRACTS WITH AIR CARRIER/AIR TAXI OPERATIONS AT THE AIRPORT.**

AIRPORT PROJECTS FUNDED UNDER FAA AIRPORT IMPROVEMENT PROGRAM:

These projects are 90% federally funded, 5% state funded and 5% locally funded.

1989 - New High Intensity Lighting Runway 08/26 to include regulators, control system and a new vault.

Total FAA Cost: \$ 450,598.40 (complete)

1990 – Airport Boundary Survey and 14,500 feet Perimeter Fencing.

Total FAA Cost: \$ 229,500.00 (complete)

1991 - Airport Master Plan Update including a New Airport Layout Plan.

Total Cost: \$ 75,000.00 (complete)

1991 - New Medium Intensity Lighting for Runway 17/35 including new control, regulators, ramp lighting and Precision Approach Path Indicator (PAPI).

Total FAA Cost: \$ 218,130.00 (complete)

NO LONGER HAVE 17/35 RUNWAY

1992 - Rehabilitate Taxiways B & C Lighting and Engineering work for Taxiway A Rehabilitation.

Total Cost: \$ 102,816.12 (complete)

1993 - Rehabilitate Taxiway A pavement.

Total Cost: \$ 262,528.29 (complete)

1994 - Rehabilitate Taxiway D Lighting; New Rotating Beacon; Windcones and Apron Security Lighting.

Total Cost: \$ 138,088.57 (complete)

1996 - Rehabilitate Apron & Seal Taxiways B, C & D.

Total Cost: \$ 154,241.62 (complete)

1997 - Replace Taxiway Signs Phase I

Total Cost: \$ 166,667.00 (complete)

1998 - Replace Taxiway Signs Phase II and Acquire Snow Removal Equipment.

Total FAA Cost: \$ 222,223.00 (complete)

Department of Defense Joint Use Rehabilitation Project:

1998 - Rehabilitate Taxiway A pavement (3500 x 75 ft).

Total Cost: \$ 1,333,285.20 (complete)

2000 - Taxiway Extension and Perimeter Fencing

Total FAA Cost: 585,000.00 (complete)

2001 - Taxiway Extension Phase II

Total FAA Cost: 355,000.00 (complete)

- 2002 - General Aviation Master Plan; Environmental Assessment; Apron Design; and Terminal Design
Total FAA Cost \$ 622,222.00 (complete)
- 2003 - Apron Construction/Terminal Building Construction
Total FAA Cost \$ 1,044,444.00 (complete)
- 2004 - Design Taxiway E and Terminal Building Construction
Total FAA Cost \$ 501,417.00 (complete)
- 2005 - Construct Taxiway "E" Phase I
Total FAA Cost \$ 1,651,320.00 (complete)
- 2006 - Demolition of Old Terminal Building and Relocate Fuel Farm
Total FAA Cost \$ 354,045.00 (complete)
- 2007 - Taxiway "E" Phase II and Updating Minimum Operating Standards and Rules and Regulations
Total FAA Cost \$ 1,449,533.00 (complete)
- 2008 - Rehabilitate Taxiway T Hangar Area and Install New Beacon
Total FAA Cost \$ 563,055.00 (complete)
- 2009 - FAA Stimulus project Construct Taxiway "E" Phase III
Total FAA Cost \$ 647,660.00 (complete)
- 2009 - Rehabilitate General Aviation Apron
Total FAA Cost \$ 503,000.00 (complete)
- 2010 - Noise Compatibility Study
Total FAA Cost \$ 192,000.00 (not complete)
- 2010 - Land Acquisition to purchase Aircraft Hangars
Total FAA Cost \$ 150,000.00 (complete)
- 2011 - Land Acquisition to purchase Aircraft Hangars
Total FAA Cost \$ 150,000.00 (complete)
- 2012 - Land Acquisition to purchase Aircraft Hangars
Total FAA Cost \$ 150,000.00 (complete)
- 2013 - Land Acquisition and Rehabilitate Taxiway
Total FAA Cost \$ 150,000.00 (complete)
- 2014 - Rehabilitate Taxiway
Total FAA Cost \$ 712,815.00 (not complete)

Primary electrical facilities have been improved or upgraded within the last 3 years.

An Industrial Park Master Plan and Feasibility Study (State and locally funded) was completed in 1990. Total Cost: \$ 47,500.00 (complete)

The Eastern WV Regional Airport Authority completed an application to the U.S. Department of Commerce Economic Development Administration with the assistance of Eastern Panhandle Regional Planning and Development Council Region 9 for the development of an Airport Industrial Park located in the southwest quadrant (240 acres) of airport property.

The State of West Virginia was a co-applicant on this project in the form of a \$390,000.00 commitment to facilitate an access road adjoining U.S. Route 11.

Total Project Cost: \$ 1,172,540.00

In the first quarter of 1998, the *Airport Authority* was successful in negotiating a lease agreement with Tiger Aircraft (formerly TLM and a joint venture corporation). Simultaneously, the *Airport Authority* was awarded a federal Small Citys Block Grant via the West Virginia Development Authority for taxiway extension, aircraft apron development, roadway and utility extensions, fencing and electrical improvements.
Total Cost: \$ 1,358,906.70

THE AIRPORT AUTHORITY:

The Eastern West Virginia Regional Airport is governed by an Authority which has, at the present, six (6) members that consists of three (3) members appointed by the City of Martinsburg and three (3) members appointed by the Berkeley County Commission. The normal term for each member is a period of three (3) years.

The Members are as Follows:

Richard S. Wachtel	Chairman	City Appointee
George Cornwell	Vice-Chairman	Jefferson County Appointee
Steve Cox	Secretary/Treas.	City Appointee
Richard Talbott		County Appointee
Maria Lorenson		City Appointee
Hunter Wilson		County Appointee
Dennis Barron		County Appointee

The Airport Manager/Administrator is William E. Walkup who is employed by the Airport Authority.

The projects listed in the Five Year Capital Improvement Plan are purposed development and rehabilitation projects planned for the airport. These projects are contingent upon funds available from Federal, State and Local Governments.

These projects are subject to change annually according to priority and finance availability. The success rate of this program has been approximately 90% to date and all planned projects for this facility are in a positive and growth oriented mode.

Also attached are four Industrial Park visual aids. These maps represent the Industrial Park Master Plan Overview, Topographical Placement of the *Eastern WV Regional Airport*, Industrial Park Utility Plan and the Airport Industrial Park's proximity to U.S. Route 11 and the Interstate 81 Interchange.

The West Virginia Division of Highways completed a road extension for an Industrial Park Access Road approximately .9 miles through the southwest and southeast airport community properties connecting to the current airport access road (Rt. 19/1). This roadway completion has created a loop road making all quadrants of the airport highly accessible to interstate 81, U.S. Route 11, an active rail spur and projected utility extensions. This was complete in the summer of 2000.

AIR SERVICES AT THE AIRPORT:

The Eastern WV Regional Airport was officially opened in 1922 and began scheduled air service during 1945. Air service ownership changed several times during the next three

decades. Finally user demand diminished so greatly that service was cancelled in the early 1970s, primarily due to three major metropolitan airports (National, BWI and Dulles) operating within close driving proximity to WV's Eastern Panhandle. Shepherd College has completed two air user/carrier surveys. The most recent of which in 1993 indicated an above 50 percentile average of the populace favoring air carrier service in Martinsburg contingent upon reasonable affordability.

The West Virginia Bureau of Employment Program indicated that population grew from 59,293 in 1990 to 68,197 in 1996, an increase of 15.1%. There are five (5) active and growing businesses and/or Industrial Parks in Berkeley County.

The following is a listing business activity in the Berkeley County area:

- ❖ Quad Graphics - 325 employees now, 1,000 (or more) long term
- ❖ Guardian Fiberglass – 100 employees to start, 225 long-term
- ❖ ICT - 175 employees now
- ❖ Brentwood Industries - 120 employees now
- ❖ M S Carriers – 65 employees have been added recently
- ❖ U.S. Coast Guard Computer Center – 100 employees
- ❖ Orgill Distribution Center - more than 100 employees

During the year of 1998, the *Eastern WV Regional Airport Authority* devised a concept to utilize a 210-acre land mass located in the southwest quadrant of Airport property for industrial development.

Shortly after the initial concept was devised, enormous attention was generated via several West Virginia leadership entities. Initially, a funding package was devised to create an Airport Industrial Park Master Plan and a Feasibility Study, which would eventually become an irreplaceable tool for economic development through West Virginia's Eastern Panhandle.

Funding for the Feasibility Study was generated through Gov. Gaston Caperton's Partnership for Progress which funded \$ 25,000.00; Sen. John D. Rockefeller IV who personally funded \$ 10,000.00; local developer Bruce Van Wyk who personally funded \$ 10,000.00 and the Berkeley County Development Authority who funded \$ 2,500.00

Upon its completion, this document would become a valuable tool in presenting a viable multi-transportation industrial environment to aviation related industry. With its close proximity to U.S. Route 11, Interstate 81 and an active Rail Spur, the industrial park concept was postured toward a highly probable State and Federal funding package.

Senator Rockefeller then took an enormous step in beginning negotiations with Sino Swearingen Aircraft and Taiwanese dignitaries which led to the forming of the Sino-Swearingen joint venture who would become the industrial park's first tenant.

During May 1995, the Federal Economic Administration who funded two million dollars and the Appalachian Regional Commission who funded \$ 750,000.00 awarded the *Eastern WV Regional Airport Authority* the grant funding package to build utilities and infrastructure within the Industrial Park. Simultaneously, the West Virginia Department of Highways via Gov. Caperton awarded a \$ 1,400,000.00 highways grant to provide a modern roadway throughout the industrial park.

During this time frame, by unanimous decision, the *Eastern WV Regional Airport Authority* formally announced that this "State of the Art" Airport Industrial Park complex

would be named the **JOHN D. ROCKEFELLER IV SCIENCE AND TECHNOLOGY CENTER.**

The Phase I portion of this elite project consists of the preparation of a 92 acre parcel within a 200 plus acre quadrant of the airport property. Preparation included construction of approximately 5,200 linear feet of industrial standard roadway and highway access; installation of 5,800 linear feet of water and sewer line; a 600 thousand gallon water reserve tank; construction of apron, taxiway and aircraft movement areas; 2,500 linear feet of perimeter fencing; storm water management areas and landscaping. The completion of construction during Phase I of the Industrial was September 1997.

The John D. Rockefeller IV Science and Technology Center, clearly demonstrates the positive results of cooperation between Congressional, State and Local Leadership in achieving a positive partnership with multi-national corporate enterprise.

The Airport has recently been designated as a Foreign Trade Zone within the State, which opens a broad spectrum of new opportunities for industries targeting international trade.

The Eastern WV Regional Airport Authority has offices currently in an Airport Terminal Building built in 2004/2005. It moved into its new offices in August of 2005.

Inquirers about the airport pertaining to aircraft related and travel needs, as well as corporate and industrial development, should contact the office of the Airport Authority at 170 Aviation Way Room 105, Martinsburg, WV 25405 or call us at (304) 263-2106 or email us at ewvraa@frontier.com. For further information you may check out our website at www.wvairport.org to find additional attractions at the airport.