
FOR THE EXCLUSIVE USE OF NMCCARTAN@TMGWORLD.NET

From the Washington Business Journal:

<https://www.bizjournals.com/washington/news/2022/06/30/winchester-regional-airport-hangar.html>

Winchester Regional Airport is stretching its wings. Here's the story behind its expansion.

Jun 30, 2022, 3:16pm EDT

There was no hangar room at Leesburg Executive Airport for Joe and Tanya Matthews, owners of Loudoun contractor TMG Construction Corp., to store their company's aircraft. It was sitting on a ramp, holding for a space that likely wouldn't come anytime

soon given the lengthy waitlist, Joe Matthews said.

So the couple turned to the west.

“These planes don’t deserve to be out on the ramp with the glass cockpits, as much as people spend on them,” Matthews said.

The company chose to move its operations to Winchester Regional Airport, located roughly 80 miles from D.C. in Frederick County, Virginia — but less than 30 miles from western Loudoun County. Not only that, it's helping to grow its aircraft's new home.

Working with Nick Sabo, the Winchester airport's executive director and airport manager, and the board of the Winchester Regional Airport Authority, the developer established the KOKV Hangar project, which will add eleven private hangars with condominium space in two shorter-term phases, with plans for a total of 32 new hangars over time.



GIULIANI ASSOCIATES

Here's how one of the new hangars planned for Winchester Regional Airport will look.

OKV is the Winchester airport's Federal Aviation Administration identifier.

TMG Construction will fully fund the \$30 million project and clients will buy in to reserve hangar space, Matthews said. Construction is in progress now for the first building of six hangars, and the second building of five hangars is in the permitting phase. Separately, the airport is seeking contractors to construct a new terminal building, which will replace the outdated 9,245-square-foot terminal, which was built in 1989, with a new one roughly 100 feet south of the current location.

A project of this scale will drastically boost the profile of a small general aviation airport like Winchester, a goal that Sabo has had since he took over nearly four years ago.

“My charge coming into this position was to elevate the profile of the airport. What I interpreted that to be is to try some new business initiatives, try some new revenue from sources we haven’t taken advantage of before,” Sabo said. “Hangar space for aircraft is such a vital asset for any airport and especially in this region, there’s such a lack of it.”

Construction on the KOKV Hangar project has hit some snags with material shortages, but Matthews said he expects the first building

to open by the end of September. The target client is the owner of small to mid-sized general aviation aircraft, he said.

The airport currently has 68 hangars, Sabo said. The new hangars will be operated by a condo regime, and those who use them can opt into an ownership interest, he said.

The initial 11 new hangars will be grouped into two buildings along the general aviation ramp's southeast side, near the takeoff end of runway 32. Each hangar will be accessible via the service road, and the front side will connect directly to the ramp. Some will include offices and lounges, plus storage area, bathrooms, and other amenities, Sabo said.

"I'm excited to be able to bring new infrastructure to bear that is a level that is higher fit and finish than even if the authority had undertaken the same development," Sabo said. "In return, the airport is going to have high-quality infrastructure, new airplanes, overall more vibrant aviation community, and we're going to do that without any capital outlay or burden on local taxpayers."

Making the drive from Purcellville out to Winchester is already well worth it, Matthews said.

"It's a friendly personal environment that's run professionally," Matthews said. "Having a home base that's not shared space is very

beneficial.”

As a general aviation regional airport, the Winchester Regional Airport serves any aeronautical activity besides scheduled airline service, including business aviation, flight training, military training operations, law enforcement, medical evacuations, and agricultural aerial surveying, among other personal uses, Sabo said. The airport has about 4,500 operations each month, including landings and takeoffs. It also has two flight schools, where commercial airline pilots can get their start.

“It’s kind of a catch-all aeronautical activity,” Sabo said. “It actually enhances your experience when you fly out of Dulles or Reagan or BWI because it relieves congestion for the commercial aviation at those airports.”

Winchester Regional Airport was founded at its location at 491 Airport Road in 1937, according to the airport’s website. Virginia originally licensed the facility as a commercial airport, and the city of Winchester owned and operated it, then named Winchester Municipal Airport, for 50 years.

In 1987, state legislation established the Winchester Regional Airport Authority, which manages and owns the airport now. The authority has board representatives from Winchester, and Frederick, Warren, Shenandoah and Clarke counties.

Hannah Denham

Staff Reporter

Washington Business Journal

