



Aviation in Virginia



Randall P Burdette
Director

Virginia Department of Aviation
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VISION

We will be the **standard of excellence** amongst state aviation agencies.

We will make the Virginia Aviation System the **model air transportation system**, providing Virginia communities **economic development** opportunities and **convenient access** to the National air transportation system.



Standard of Excellence

- **IS-BAO Certification for Flight Department**
 - 1st State Avn Department in the Nation to achieve
 - 120th in the world
 - Standards for: Risk Management, Safety, Security, Flight Operations Standardization, Maintenance, and Training

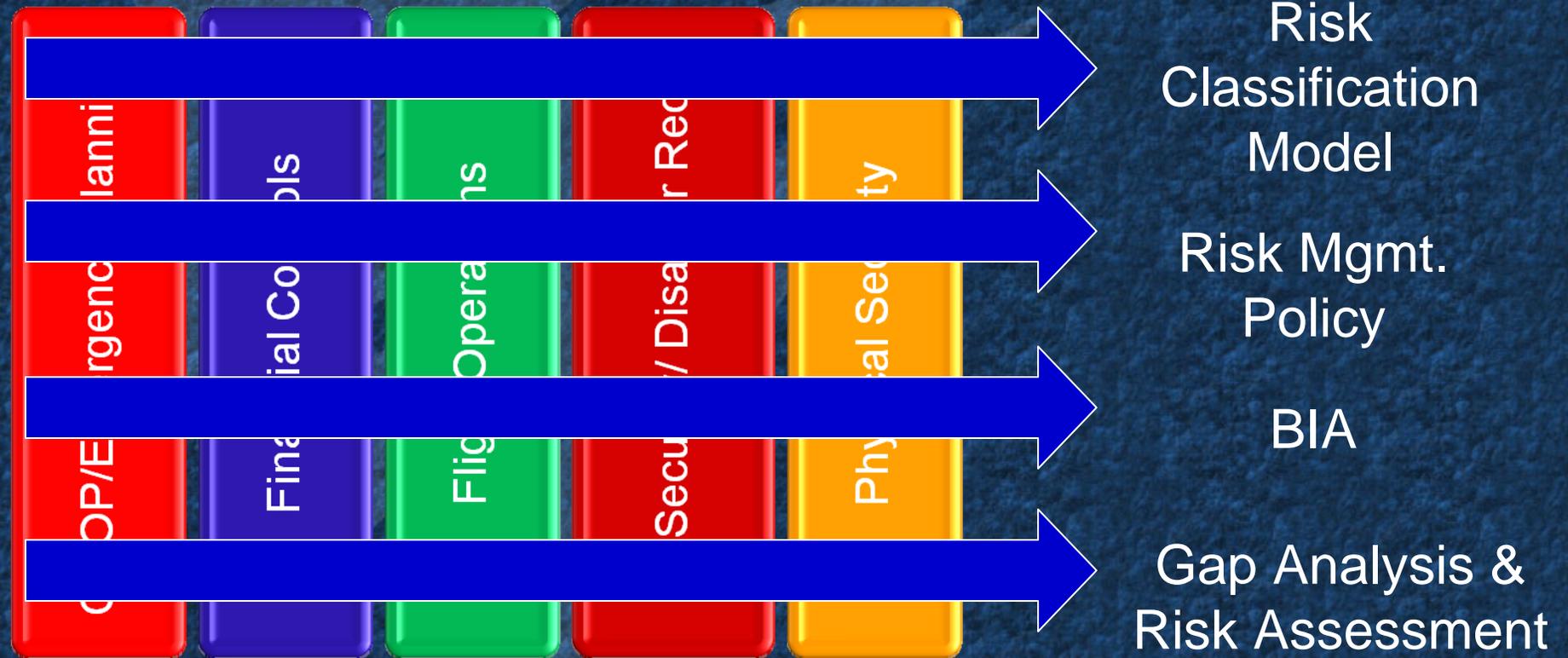
- **ISO 9000 Certification – Quality Management**
 - 1st State Avn Department in the Nation to achieve
 - 1st Agency in the Commonwealth to achieve
 - 2nd State Agency in the Nation to achieve (Ill DOT)
 - VCU provided invaluable assistance in the ISO 9000 Process
 - Process Improvements – Streamlining & Performance Based
 - Automate & Web Base
 - Better and Faster Customer Service



Standard of Excellence

Enterprise Risk Management

Integrated Tools



Guest Speaker at Risk Management Conference
Phoenix April 29th 2009

MISSION

DOAV will;

Cultivate an advanced aviation system that is safe, secure and provides for economic development;

Promote aviation awareness and education; and

Provide safe and secure flight services for the Commonwealth Leadership and State Agencies



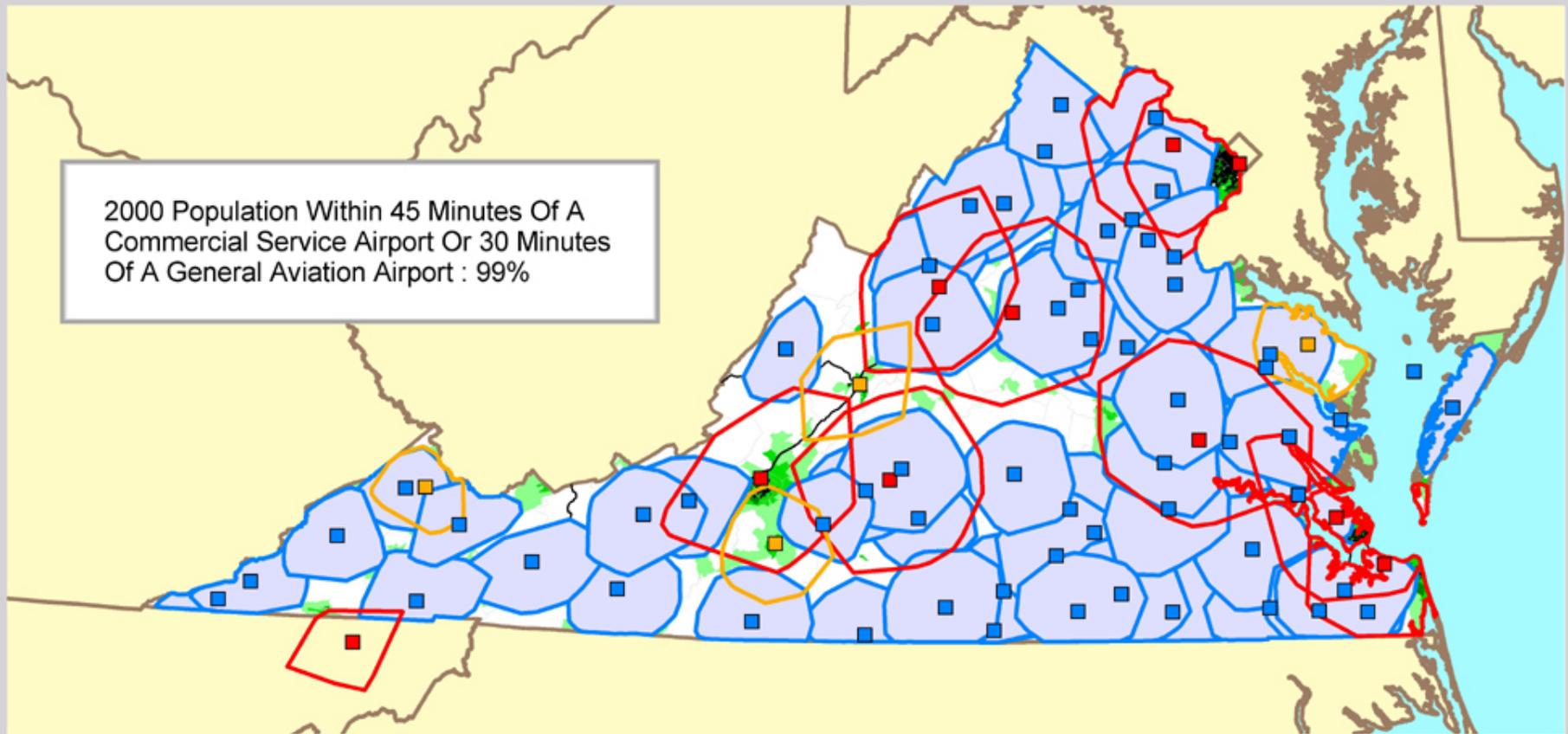


VIRGINIA AIR TRANSPORTATION SYSTEM PLAN

ALTERNATIVE 2 - EXPANDED SYSTEM

Alt - Exhibit 10

2000 Population Within 45 Minutes Of A Commercial Service Airport Or 30 Minutes Of A General Aviation Airport : 99%



DRAFT

- | | |
|---|---|
|  45 Minute Commercial Service Travel Time |  Commercial Service Airport |
|  30 Minute General Aviation Travel Time |  General Aviation Airport |
|  30 Minute Proposed General Aviation Travel Time |  Proposed General Aviation Airport |

50 0 50 Miles

- 2000 Population Per Square Mile
- | | |
|---|----------------|
|  | 0 - 50 |
|  | 51 - 150 |
|  | 151 - 1,500 |
|  | 1,501 - 3,000 |
|  | 3,001 - 64,000 |



Source: HNTB Analysis

Advanced Aviation System,

- **Statewide NAVAIDS Study is Final**

- **NAVAIDS Study will**
 - **Improve Safety**
 - **Improve Access**
 - **Reduce Risk**

- **\$75 Million in improvements**
 - **New Approaches**
 - **New Facilities**
 - **New Surveys for Obstructions**



To Improve Safety and Access at GA Airports

- **Small Community Airport Access Program (SCAAP)**
- **AWOS at every airport**
 - **Altimeter Setting**
 - **Ceiling**
 - **Visibility**
 - **Winds**
 - **Recorded Information**
- **Approach to every airport**
 - **GPS to real minimums or**
 - **GPS to 1000 ft with 3 miles visibility**



■ **More straight in approaches – reduce circling approaches**



SCAAP

■ Weather Reporting Systems

1. Blackstone
2. Brookneal
3. Front Royal
4. Marks
5. New Kent
6. Tangier
7. William Tuck
8. Bridgewater
9. Chase City
10. Falwell
11. Hummel
12. Lawrenceville
13. Smith Mountain Lake
14. Crewe
15. Gordonsville
16. Lake Anna
17. Lunenburg
18. New London
19. New Market
20. Waynesboro

■ Approaches Day Only 1000ft & 3 miles

1. Bridgewater **Sched Feb 2010**
2. Shannon (S) Licensing Obstructions
3. Smith Mtn Lake (S) Licensing Obstr
4. Chase City (S) Licensing Obstructions
5. Hummel (S) **Awaiting Local Approval**
6. Lawrenceville (S) **Published**
7. Tangier (S) **Published**
8. Williamsburg (S) **Published**
9. Crewe **Sched Fall 2010**
10. Gordonsville **Sched Fall 2010**
11. Lake Anna **Sched Fall 2010**
12. Lunenburg **Sched Fall 2010**
13. New London **Sched Fall 2010**
14. New Market **Sched Fall 2010**
15. Waynesboro **Sched Fall 2010**

12 Airports getting both!

S = Suspended Traditional Approach

**RFP for
Design
Awaiting
DGS
review**



Provides for Economic Development

- **\$10.8 Billion in Economic Activity for 2004**
- **\$4.8 Billion in Wages**
- **164,091 Jobs for Virginia**
- **Every State \$1 spent generates \$2.93 in economic activity**
- **Every State \$1 spent generates \$5.50 in economic activity with Federal Matching**
- **According to US DOT every Federal \$1 spent returns \$11 into the Federal Economy**



Provides for Economic Development

■ Economic Impact Studies

- Two phases
 1. *Airport (FAA Funded) Delivery Dec 2010*
 2. *Aerospace Delivery in Jul 2010*
 - *Combined benefits*
- Secretary of Commerce and Trade has approved the DOAV initiative to establish a pilot program along with VCU to standardize these studies.
- VCU to establish an Educational Consortium to standardize and oversee quality and consistency of the reports while reducing the costs to the Commonwealth.



Changes & Opportunities

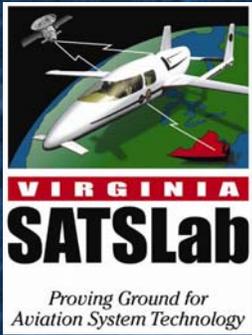
- **FAA Operations Forecast**
 - **2X by 2015 Now 1.4X**
 - **3X by 2025 – 2040 - 2056**

- **Air Carrier Capacity**
 - **678 Million Passengers in 2007**
 - *Virginia about 50 Million*
 - *Dulles alone was 25 Million*

- **Potential Reliever Role Change**

- **Point to Point**





TRAVELERS



	<input type="radio"/> One-way <input type="radio"/> Round-trip	Passengers	Leave	Time
		-	09/19/2007	
From	To	Return	Time	
VA		09/19/2007		Go

New
RESERVATION
System



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&

AIR CHARTER



ALL AIRPORTS



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To get started, all you need to do is enter your origination address and destination address. We'll find the closest airport to each address, show you all of your air taxi options, and find the best option to suit your needs.

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From

To

Leaving

Passengers

Time

Virginiaairtaxi.com Statistics

- **11 Months after Launch**
 - **12,193 quotes (24% increase this quarter)**
 - **1,515 unique IP addresses (offices)**
 - **223 bookings correlated to quotes**
 - **Excellent attach rate**
 - **Industry norm is for 98% of customers that complete purchase to research on web and book by phone**
- **Developing a soft roll out focusing on Chambers of Commerce throughout the Commonwealth**



DOAV Funding

- **DOAV receives no General Funds**
- **DOAV funded through Aviation Fees**
 - **Aviation Fuel Fees = 5 cents per gallon**
 - **Aircraft Sales and Use Tax = 2% of sales price**
- **DOAV Capital Airport Fund is 2.4% of the TTF**
 - **Aviation contributes to the TTF from the Aviation Fuel Fees**



Department of Aviation Budget 2010

Capital Improvement Program

\$18.3 Million

2.4% of the Transportation Trust Fund (TTF)

(Aviation contributes to TTF from Aviation Fuel Sales)

Runways

Aprons

Terminals

Airside Improvements

Aviation Special Fund

\$9.5 Million

Funded by Aviation Fuel Tax, Aircraft Sales and Use Tax

GA Airport Security

Airport Maintenance

Facilities & Equipment

Air Service Development

Airport Promotion

Small Aircraft Transportation System (SATS)

Aircraft Operations

Aircraft and Airport License

Administration



CIP could leverage over \$200 Million in Federal Grants

FY 10 DOAV Funding

	Normally	Current Revenue Projection	Annual Reduction	% Reduction
FAA AIP	\$72 Mil	\$60 Mil	\$12 Mil	17%
DOAV CAF from TTF	\$20 Mil	\$18.3 Mil	\$1.7 Mil	9%
Special Fund	\$10.6 Mil	\$9.5 Mil	\$1.1 Mil	10%



DOAV Funding

Fund	2008	2009	2010	2011	2012
Commonwealth AP Fund (TTF 2.4% for VAB)	21.9	21.7	18.3	19.1	19.7
<i>Budget Bill</i>	17.4	17.4	15.2	24.1	24.1
Aviation Special Fund	10.5	10.7	9.5	9.5	9.5
Other ie. FAA, Gov travel and Udvar Hazy	0.6	0.6	0.5	0.5	0.5
Total New Resources	33.0	33.0	28.3	29.1	29.7
Total per Budget Bill	28.5	28.7	25.2	34.1	34.1



Our Future

Virginia Next Generation

Early Implementation Plan (VEIP)

- **Airspace**
- **Airports**
- **Aircraft**



NextGen Next Steps for Virginia

■ Partnership with

- DOAV
- FAA
- NASA
- NIA
- VAOC
- VABA
- Industry
- Academia

■ Presentation to FAA for Virginia to become an

- Early Adopter,
- A NextGen Test Bed and
- Research Center for NextGen



Virginia EIP Project Summary

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Implementation Objectives

Access:

- Separation improvements in both uncontrolled and controlled airspace
- Improved approach minimums to all runways via GPS/LPV approaches
- SUA, Class B and SFRA access

Efficiency:

- More efficient routing via RNAV/RNP procedures
- Reduce vectoring for traffic (offsets / passing lanes)
- Energy optimized trajectories

Safety:

- More accurate / accessible weather & traffic information
- Improved tower services
- Improved situational awareness
- Parallel runway operation
- Part 135 / 91 Operations:
- Improved integration to scheduled service
- Fleet operations optimization

Education

- Public Awareness
- Workforce Development

NextGen Technology

- RNAV/RNP Navigation
- ADS-B
- GPS/WAAS
- NextGen Virtual Tower

Complementary Testbed & Research Activities

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- **Six (6) research projects are proposed with the VA EIP:**
 - **Objective is to evaluate promising new technologies and research NextGen economic/operational impacts**
 - **Leverages Virginia's research and academic community**

- **Recommended Projects:**
 1. **Virginia as a Testbed for JPDO Net-Centric and Network- Enabled Weather Demonstrations**
 2. **Increased Throughput at Smaller Airports**
 3. **Leverage UAS Technologies to Improve GA Single-Pilot Safety**
 4. **ADS-B Application to Wake Vortex Mitigation**
 5. **Datalink Between a Carrier's Flight Operations Center and its Aircraft**
 6. **Air Taxi Economic Impact Modeling**



Virginia Department of Aviation

In many cases, our airports are the first and last impression of Virginia.

Let's make that impression count!

