



U. S. Department
of Transportation

Federal Aviation
Administration

WASHINGTON AIRPORTS DISTRICT OFFICE
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Herndon, Virginia 20171
Telephone: 703/487-3980 Fax: 703/487-3982

January 8, 2025

VIA EMAIL to jrivera@ci.manassas.va.us

Mr. Juan E. Rivera, C.M., ACE
Airport Director
Manassas Regional Airport
10600 Harry J. Parrish Blvd
Manassas, VA 20110

Re: Manassas Regional Airport (HEF)
Airport Layout Plan Update – October 2024
ASN 2024-AEA-5661-NRA

Dear Mr. Rivera:

The Manassas Regional Airport (HEF) October 2024 Airport Layout Plan (ALP), prepared by Reynolds, Smith and Hills, Inc., is conditionally approved and the associated master plan is accepted by the Federal Aviation Administration (FAA).

Conditions to FAA's approval include:

- The proposed development does not yet have the required Federal environmental approvals. Therefore, project implementation may not begin (regardless of funding source) unless and until the FAA has formally provided a favorable environmental determination in writing to the airport sponsor. This conditional ALP approval does not indicate a favorable environmental determination shall be forthcoming, or that this ALP would represent the FAA's preferred alternative during a future environmental review.
- The FAA has determined the ALP to be acceptable from a planning perspective, with respect to the FAA's established standards for airport planning and design. The FAA has not evaluated the ALP with respect to any other requirements such as state, county or local ordinances or the requirements of any other Federal agency.
- The FAA is not committed to provide financial support for any portion of the proposed development. Funding from the FAA requires evidence of eligibility and justification at the time a funding request is ripe for consideration. The FAA would have to review and consider any requests for financial assistance in accordance with the established statutory and regulatory requirements.
 - The capital improvement plan (CIP) included with the master plan identified more than \$190 million in FAA Airport Improvement Program (AIP) discretionary funding over the next ten years. The master plan identified a change in critical aircraft (Airplane Design Group III greater than 150,000 lbs.) that would accommodate more passengers at the airport. Projects tied to this change in critical aircraft are collectively defined as a "Capacity Project" in FAA Order 5090.5 Formulation of the NPIAS and ACIP. FAA's September 16, 2020 Airport Benefit-Cost Analysis Guidance requires a "Capacity Project" meeting a dollar threshold of \$10 million or more in AIP discretionary grants over the life of the project be shown to have total discounted benefits that exceed total discounted costs through a benefit-cost analysis (BCA). The airport will need to prepare and submit the BCA to FAA for review and approval prior to requesting AIP discretionary funding for the "Capacity Project".

An FAA aeronautical study (ASN 2024-AEA-5661-NRA) was conducted on the proposed development. This determination does not constitute FAA approval or disapproval of the physical development involved in the proposal. In making this determination, the FAA has considered matters such as the effects the proposal would have on existing or planned traffic patterns of neighboring airports; the effects it would have on the existing airspace structure and projected programs of the FAA; the effects it would have on the safety of persons and property on the ground; and the effects that existing or proposed man-made objects, and known natural objects within the affected area would have on the airport proposal.

When construction of any proposed structure or development indicated on the plan is undertaken, such construction requires normal 45-day advance notification to FAA for review in accordance with applicable Federal Aviation Regulations (i.e., Parts 77, 157, 152, etc.). Impacts to instrument approach/departure procedures require a minimum of 18-months advance notice. More notice is generally beneficial to ensure that all statutory, regulatory, technical and operational issues can be addressed in a timely manner.

The FAA has only limited means to prevent the construction of structures near an airport. The airport sponsor has the primary responsibility to protect the airport environs through such means as local zoning ordinances, property acquisition, aviation easements, letters of agreement or other means. We encourage the airport sponsor to work with appropriate agencies to adopt land use and height restrictive zoning based on the ALP.

The FAA Reauthorization Act of 2024 has limited the FAA's review and approval authority for Airport Layout Plans. The FAA's approval of this ALP is limited to existing facilities only for which the FAA retains approval authority. The FAA has not determined whether it retains review and approval authority for any proposed facilities depicted on the ALP associated with this letter. FAA will determine whether it retains approval authority for ALP changes reflecting future facilities when such facilities are ripe for consideration (when such facilities are intended to be built), and such approval, if required, must be granted before construction occurs.

Although the FAA's review and approval authority of proposed projects depicted on an ALP is limited, airport sponsors must continue to maintain an up-to-date ALP in accordance with Federal law, 49 U.S.C. § 47107(a)(16).

Please attach this letter to the ALP and retain it in your files. These are public documents and must be protected and made available for inspection at least until such time as the FAA approves a subsequent ALP update.

Sincerely,

MATTHEW J THYS

Matthew J. Thys, Manager
Washington Airports District Office

cc: Scott Denny, DOAV (via email)
Stephen Smiley, DOAV (via email)
Lanre Olaniyani, RS&H (via email)
FAA Airports Data Information Portal (ADIP)

AIRPORT LAYOUT PLAN FOR MANASSAS REGIONAL AIRPORT (HEF) MANASSAS, VIRGINIA

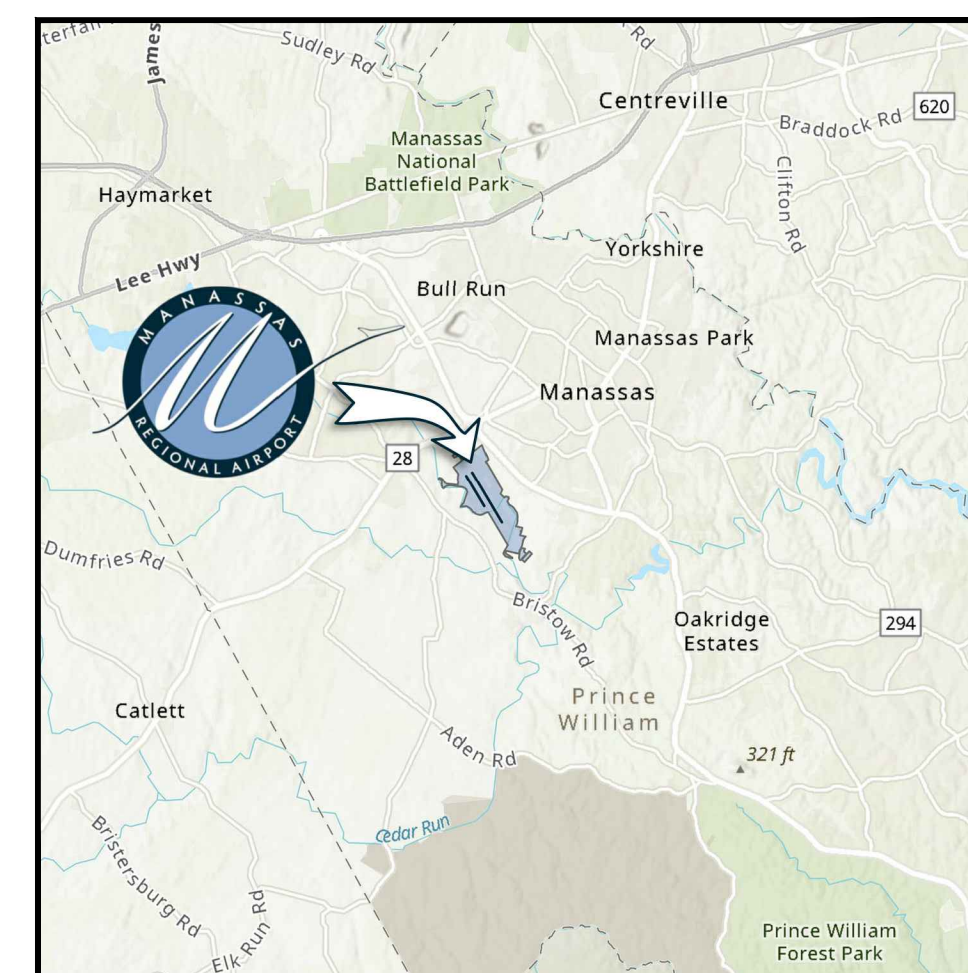


October 2024



LOCATION MAP

SCALE: NTS



VICINITY MAP

SCALE: NTS

PLANS PREPARED BY:
RS&H
Reynolds, Smith and Hills, Inc.
2600 Park Tower Dr, Suite 101
Vienna, Virginia 22180
703-549-2472
www.rsandh.com
Virginia Registration Nos. 0407-003171 * 0411-000438

REVISIONS		
NO.	DESCRIPTION	DATE



COMMONWEALTH OF VIRGINIA

Greg Campbell
Director

Department of Aviation
5702 Gulfstream Road
Richmond, Virginia 23250-2422
November 18, 2024

TDD - (804) 236-3624
FAX - (804) 236-3635

Mr. Juan Rivera, Director
Manassas Regional Airport
10600 Harry J. Parrish Blvd.
Manassas, Virginia 20110

RE: Manassas Regional Airport Layout Plan

Dear Mr. Rivera:

The Virginia Department of Aviation has reviewed the October 2024 Manassas Regional Airport Layout Plan drawing set and narrative report. Following our review, staff has determined that all of the Department's comments from our August 29, 2024 comment letter on the previous draft have been satisfactorily addressed. Contingent on the concurrence from the Federal Aviation Administration Washington Airports District Office (FAA/WADO), the Airport Layout Plan is hereby approved by the Virginia Department of Aviation.

Please incorporate this approval letter, and any provided by the FAA/WADO, into the cover sheet of the Airport Layout Plan drawing set and circulate the final drawing set which will be retained on file here at the Department.

Please note that approval of this Airport Plan in no way constitutes a commitment on behalf of the Virginia Department of Aviation, the Virginia Aviation Board or the Commonwealth of Virginia to participate in any project depicted within this plan.

If you have any questions regarding this matter, please contact me at (804) 236-3638.

Sincerely,

Greg Campbell
Virginia Department of Aviation

C: Chad Carper, FAA/WADO via email
Lanre Olaniyani, RS&H via email

**VIRGINIA DEPARTMENT
OF AVIATION**

APPROVED _____
NAME _____ DATE _____

CITY OF MANASSAS

APPROVED _____
NAME _____ DATE _____

SHEET TITLE

COVER SHEET

SHEET NUMBER

1 OF 20

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