

# **PFC Application 6**

to Impose and Use PFC Revenue for

## **Newport News/Williamsburg International Airport**



Submitted by the

## **Peninsula Airport Commission**



## **FEBRUARY 15, 2021**

Federal Aviation  
Administration  
U. S. Department of Transportation

## PASSENGER FACILITY CHARGE (PFC) APPLICATION

## 1. Application Type (Check all that apply)

☒ a. Impose PFC Charges☒ b. Use PFC Revenue☐ c. Amend PFC No. \_\_\_\_\_

FAA USE ONLY

Date Received \_\_\_\_\_

PFC Number \_\_\_\_\_

## PART I

## 2. Public Agency Name, Address, and Contact Person

Agency Name **Peninsula Airport Commission**Address **900 Bland Blvd.**City, State, ZIP **Newport News, VA 23602**Contact Person **Michael Giardino**

## 3. Airport(s) to Use

## 4. Consultation Dates

a. Date of Written Notice to Air Carriers:  
**November 10, 2020**b. Date of Consultation Meeting with Air  
Carriers: **December 14, 2020**c. Date of Public Notice  
**December 15, 2020**

## PART II

## 5. Charges

a. Airport to Impose

**Newport  
News/Williamsburg  
International Airport**

b. Level

☐ \$1.00 ☐ \$2.00 ☐ \$3.00☐ \$4.00 ☒ \$4.50c. Total Estimated PFC  
Revenue by Level

Impose

Use

Impose **\$2,962,000**Use **\$2,962,000**d. Proposed Effective  
Date:**May 1, 2031**e. Estimated Expiration  
Date:**March 1, 2035**

## PART III

## 6. Attachments (Check all that Apply)

Attached

Submitted with Application Number

Document

- a. ☒
- b. ☒
- c. ☒
- d. ☒
- e. ☐
- f. ☐
- g. ☒
- h. ☐
- i. ☐

- ☐ \_\_\_\_\_
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- ☐ \_\_\_\_\_
- ☐ \_\_\_\_\_
- ☐ \_\_\_\_\_

Airport Capital Improvement Plan  
Project Information (Attachment B)  
Air Carrier Consultation and Public Notice Information  
Request to Exclude Class(es) of Carriers  
Alternative Uses/Projects  
Competition Plan/Update  
ALP/Airspace/Environmental  
Notice of Intent Project Information

## PART IV

## 7. With respect to this PFC application I hereby certify as follows:

To the best of my knowledge and belief, all data in this application are true and correct;

This application has been duly authorized by the governing body of the public agency;

The public agency will comply with the assurances (Appendix A to Part 158) if the application is approved;

For those projects for which approval to use PFC revenue is requested, all applicable ALP approvals, airspace determinations, and environmental reviews required by the National Environmental Policy Act have been completed.

If required, the public agency has submitted a competition plan in accordance with 49 U.S.C. 47106(f); and

If required by 49 U.S.C. 40117(d)(4), adequate provision for financing the airside needs, including runways, taxiways, aprons, and gates, has been made by the public agency.

a. Typed Name of Authorized Representative

**Michael Giardino, C.M.**

b. Title

**Executive Director**

d. E-mail Address

**mgiardino@flyphf.com**

c. Telephone Number

**(757) 877-0221 x224**

e. Fax Number

**(757) 877-6369**

f. Signature of Authorized Representative.

g. Date Signed

**February 15, 2021**

**Paperwork Reduction Act Statement:** This form is the FAA's primary source for collecting information for the authority to collect PFC revenue for airport development. This information is used to determine the eligibility and justification of airport development projects regarding safety, security, or capacity of the national air transportation system; or which reduce noise or mitigate noise impacts resulting from an airport; or furnish opportunities for enhanced competition between or among air carriers. It is estimated that it will take approximately 5-80 hours to fill out the application depending on the complexity. The use of the form is required to obtain FAA approval of authority to collect PFC revenue (49 U.S.C. 40117(c)). No assurance of confidentiality is necessary or provided. It should be noted that an agency may not conduct or sponsor, and a person is not required to respond to a collection of information unless it displays a currently valid OMB control number. The OMB control number associated with this collection of information is 2120-0557. Comments concerning the accuracy of this burden and suggestions for reducing the burden should be directed to the FAA at: 800 Independence Ave. SW, Washington, DC, 20591, Attn: Information Collections Clearance Officer, AIO-20.

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**Attachment A**  
**AIRPORT CAPITAL IMPROVEMENT PLAN**

Attachment A-1 is the Airport Capital Improvement Program (ACIP) for Newport News/Williamsburg International Airport for Federal Fiscal Years 2021 through 2025.

Attachment A-2 is a summary Plan of Finance for this PFC Application.



February 2, 2021

Mr. Kyle Allison, P.E.  
Federal Aviation Administration  
Washington Airports District Office  
13873 Park Center Road, Suite 490  
Herndon, VA 20171

RE: PHF CIP FY 2021-2026

Kyle,

Per our meeting last month, attached is the Newport News/Williamsburg International Airport's CIP for 2021-2026.

Please let me know if you have any questions or concerns.

Very respectfully,

Michael Giardino, C.M.  
Executive Director

Attachment: PHF CIP 2021-2026

## **PHF-CIP**

### **2021**

Rehabilitate Taxiway A & D Shoulders & Lights Construction \$5,320,777

### **2022**

-

### **2023**

Planning to address Runway 2/20 Geometry	\$270,000
Rehabilitate Terminal Building	\$1,500,000

### **2024**

Rehabilitate Terminal Building	\$1,500,000
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### **2025**

Design Runway 2/20 Geometry Solutions & Environmental	\$300,000
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### **2026**

Construct Phase 1 of Runway 2/20 Geometry Solution	\$4,500,000
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Attachment A-2

**Proposed PFC Application 6 Funding Plan**

Newport News-Williamsburg International Airport

Proj num	Project name	Funding plan		
		State grants	PFC paygo	Total project costs
6.01	South Corporate Apron Design	\$548,000	\$137,000	\$685,000
6.02	GA Apron Rehabilitation Design	160,000	40,000	200,000
6.03	Inbound Baggage Belt System Replacement	1,680,000	420,000	2,100,000
6.04	Jet Bridge Replacement - Gate B-1	-	900,000	900,000
6.05	Terminal Building Rehabilitation	1,800,000	1,200,000	3,000,000
6.06	RPZ Land Acquisition - Oriana Road	-	225,000	225,000
6.07	PFC Application Development	-	40,000	40,000
<b>TOTAL</b>		<b>\$4,188,000</b>	<b>\$2,962,000</b>	<b>\$7,150,000</b>

**Attachment B**  
**PROJECT INFORMATION**

- B-1 South Corporate Apron Design
- B-2 General Aviation Apron Rehabilitation Design
- B-3 Inbound Baggage Belt System Replacement
- B-4 Jet Bridge Replacement – Gate B-1
- B-5 Terminal Building Rehabilitation
- B-6 RPZ Land Acquisition – Oriana Road
- B-7 PFC Application Development

**PFC APPLICATION NUMBER:**

**ATTACHMENT B: PROJECT INFORMATION**

1. Project Title: **South Corporate Apron Design**
2. Project Number **6.01**
3. Use Airport of Project: **Newport News/Williamsburg International Airport (PHF)**

4. Project Type

☐ Impose Only:

☒ Concurrent:

☐ Use Only:

Link to application:

5. Level of Collection:

☐ \$1.00

☐ \$4.00

☐ \$2.00

☒ \$4.50

☐ \$3.00

6. Financing Plan

PFC Funds: Pay-as-you-go **\$137,000**

Bond Capital \$

Bond Financing & Interest \$

Subtotal PFC Funds\*: **\$137,000**

If amount is over \$10 million, include cost details sufficient to identify eligible and ineligible costs.

Existing AIP Funds:

Grant # Grant Funds in Project \$

Subtotal Existing AIP Funds: \$

Anticipated AIP Funds (List Each Year Separately):

Fiscal Year: Entitlement \$ Discretionary \$ Total \$

Subtotal Anticipated AIP Funds: \$

Other Funds:

State Grants **\$548,000**

Local Funds \$

Other (please specify) \$

Subtotal Other Funds: \$

Total Project Cost: **\$685,000**

For FAA Use

a. Does the project include a proposed LOI?

☐ YES

☐ NO

If YES, does the Region support?

☐ YES

☐ NO.

If YES, list the schedule for implementation:

b. For any proposed AIP discretionary funds, does the Region intend to support?

☐ YES

☐ NO

c. For any proposed AIP funds, is the request within the planning levels for the Region's five year CIP?

☐ YES

☐ NO

d. For project requesting PFC funding levels of \$4.00 and \$4.50:

Is there an expectation that AIP funding will be available to pay the project costs.

☐ YES

☐ NO

What percentage of the total project cost is funded through AIP?

List the source(s) of data used to make this finding.

e. Terminal and surface transportation projects requesting a PFC funding level of \$4.00 and \$4.50. The public agency has made adequate provision for financing the airside needs of the airport, including runways, taxiways, aprons, and aircraft gates.

☐ YES

☐ NO

☐ N/A

List the source(s) of data used to make this finding.

f. Reasonableness of cost.

Project Total Cost Analysis

PFC Share of Total Cost Analysis

7. Back-up Financing Plan:

If proposed AIP discretionary funds or a proposed LOI are included in the Financing Plan, provide a Back-up Financing Plan or a project phasing plan in the event the funds are not available for the project.

**Not applicable.**

For FAA Use

If required to use a back-up financing/phasing plan, indicate the need to obtain additional approvals to obtain an alternate source of financing. Indicate the additional PFC duration of collection required if PFC's are to be used to fund the difference. Recap any discussion from previous item regarding likelihood of public agency obtaining the funding it proposes.

8. Project Description:

**This project consists of the detailed design and bid specifications for approximately 4 acres (19,350) square yards (474 feet by 367 feet) of common use aircraft apron improvements at the South Corporate area south of Runway 7-25 and east-northeast of the South Corporate Apron sufficient to accommodate air cargo operations and other aircraft parking. The portion to be improved is a section of the 13.8-acre eastern South Corporate Apron. The project also includes any required environmental permitting associated with design services necessary for the construction of the apron. The project does not include construction of the apron, which will be submitted on a future PFC application to the extent the project is to be funded with PFCs.**

**The existing asphalt pavement for this section of apron was installed in 2002 to park light aircraft in connection with the proposed Aviation World's Fair 2003. The pavement has never been rehabilitated or repaired and has an observed pavement condition index (PCI) of 0-10 (failed). This pavement will be reconstructed and strengthened with concrete to accommodate up to 2 Airplane Design Group IV (ADG-IV) aircraft. The apron will be made available for public use and not exclusively leased to any users or airport tenants.**

**A drawing showing the approximate location of the project is provided as Attachment B-1-1.**

If applicable for terminal projects,  
Prior to implementation of this project,  
Number of ticket counters:  
Number of gates:  
Number of baggage facilities:

At completion of this project,  
Number of ticket counters:

Number of gates:  
Number of baggage facilities:

Net change due to this project:  
Number of ticket counters:  
Number of gates:  
Number of baggage facilities:

Terminal and surface transportation projects. The public agency has made adequate provision for financing the airside needs of the airport, including runways, taxiways, aprons, and aircraft gates.

☐ YES  
☐ NO  
☒ N/A

#### FOR FAA USE

Comment upon and/or Clarify Project Description. Include source citation if clarification information is not from PFC application.

If project involves the construction of a new runway or modification of an existing runway, have the requirements of Order 5200.8, with regard to runway safety areas been met? If not, is the runway grandfathered or has a modification been approve, or is there a likelihood the requirements will be met, or should the project be disapproved.

If the project involves terminal work, confirm information regarding ticket counters, gates, and baggage facilities for construction and/or rehabilitation above has been completed.

Terminal and surface transportation projects. The public agency has made adequate provision for financing the airside needs of the airport, including runways, taxiways, aprons, and aircraft gates.

☐ YES  
☐ NO  
☐ N/A

#### 9. Significant Contribution:

**Not applicable.**

#### FOR FAA USE

\_\_\_ Air safety. Part 139 ☐ Other (explain)

Certification Inspector concur. Yes ☐ No ☐ Date

\_\_\_ Air security. Part 107 ☐ Part 108 ☐ Other (explain)



CASFO concur. Yes ☐ No ☐ Date \_\_\_\_\_

Competition. Competition Plan ☐ Other (explain) \_\_\_\_\_

Congestion. Current ☐ or Anticipated ☐ \_\_\_\_\_

LOI ☐ FAA BCA ☐ FAA Airport Capacity Enhancement Plan ☐ \_\_\_\_\_

Other (explain) \_\_\_\_\_

Noise. 65 LDN ☐ Other (explain) \_\_\_\_\_

☐ Project does not qualify under “significant contribution” rules.

Quantitative and qualitative analysis of significant contribution option chosen by public agency. If analysis is based on a source other than this PFC application, list the source(s) of data and attach the relevant documentation used to make this finding.

How does this project address the deficiency cited by the public agency?

If competition is the chosen option, provide the FAA’s analysis of any barriers to competition at the airport.

#### 10. Project Objective:

**The objective of this project is to enhance capacity. The existing apron pavement has failed and is not usable to park aircraft. The pavement will be reconstructed and strengthened to accommodate up to 2 Airplane Design Group IV (ADG-IV) aircraft, providing new capacity for the Airport to accommodate air cargo operations and additional corporate aircraft. If this project were not completed, the Airport could not accommodate air cargo operations.**

#### FOR FAA USE

☐ Safety, Preserve ☐ Enhance ☐

☐ Security, Preserve ☐ Enhance ☐

☐ Capacity, Preserve ☐ Enhance ☐

☐ Furnish opportunity for enhanced competition between or among air carriers at the airport \_\_\_\_\_

☐ Mitigate noise impacts resulting from aircraft operations at the airport \_\_\_\_\_

☐ Project does not meet any PFC objectives (explain) \_\_\_\_\_

#### Finding

Current deficiency. List the source(s) of data used to make this finding if it is not a part of the PFC application.

Address adequacy of issues.

11. Project Justification:

**The existing pavement was installed in 2002 and has failed, making it unusable to park aircraft. This project will restore and enhance the lost light aircraft parking capacity by providing new pavement, which will have the capability of accommodating up to 2 Airplane Design Group IV (ADG-IV) aircraft.**

FOR FAA USE

Define how the project accomplishes PFC Objective(s)

Explain how project is cost-effective compared to other reasonable and timely means to accomplish this objective(s)

Based on informed opinion or published FAA guidance, specify how the cost of the project is reasonable compared to the capacity, safety, security, noise and/or competition benefits attributable to the project. Include citation for any documents that are not a part of this PFC application.

If analysis is based on a source other than this PFC application, list the source(s) of data and attach the relevant documentation used to make this finding.

Discuss any non-economical benefits which are not captured above.

Project Eligibility:

Indicate project eligibility by checking the appropriate category below.

☐ Development eligible under AIP criteria (paragraph \_\_\_\_ of Order 5100.38\_ or PGL \_\_\_\_);

☐ Planning eligible under AIP criteria (paragraph \_\_\_\_ of Order 5100.38\_ or PGL \_\_\_\_);

☐ Noise compatibility planning as described in 49 U.S.C. 47505;

☐ Noise compatibility measures eligible under 49 U.S.C. 47504.

☐ Project approved in an approved Part 150 noise compatibility plan;

Title and Date of Part 150:

☐ Project included in a local study.

Title and Date of local study:

☐ Terminal development as described in 49 U.S.C. 40117(a)(3)(C);

☐ Shell of a gate as described in 49 U.S.C 40117(a)(3)(F) (air carrier \_\_\_\_\_, percentage of annual boardings \_\_\_\_\_);

☐ PFC Program Update Letter \_\_\_\_\_

☐ Project does not meet PFC eligibility (explain).

If analysis is based on a source other than this PFC application, list the source(s) of data and attach the relevant documentation used to make this finding.

Are any work elements or portions of the overall project ineligible? Provide associated costs.

12. Estimated Project Implementation Date (Month and Year): **June 2021**

Estimated Project Completion Date (Month and Year): **June 2022**

For FAA Use

For Impose and Use or Use Only projects, will the project begin within 2 years of PFC application Due date (120-day)?

☐ Yes

☐ No

For Impose Only project, will the project begin within 5 years of the charge effective date or PFC application Due date, whichever is first?

☐ Yes

☐ No

Is this project dependent upon another action to occur before its implementation or completion. Explain.

13. For an Impose Only project, estimated date Use application will be submitted to the FAA (Month and Year):

**Not applicable.**

For FAA Use

Is the date within 3 years of the estimated charge effective date or approval date, whichever is sooner.

☐ Yes

☐ No

Which actions are needed before the use application can be submitted? What is the estimated schedule for each action?

14. Project requesting PFC funding levels of \$4.00 and \$4.50:

a. Can project costs be paid for from funds reasonably expected to be available through AIP funding.

☐ YES

☒ NO

b. If the FAA determines that the project may qualify for AIP funding, would the public agency prefer that the FAA approve

☒ the amount of the local match to be collected at a \$4.50 PFC level, or

☐ the entire requested amount at a \$3.00 PFC level.

c. Terminal and surface transportation projects. The public agency has made adequate provision for financing the airside needs of the airport, including runways, taxiways, aprons, and aircraft gates.

☐ YES

☐ NO

☐ N/A

#### 15. List of Carriers Certifying Agreement

**American Airlines, Piedmont Airlines, and PSA Airlines.**

List of Carriers Certifying Disagreement: **None.**

Recap of Disagreements

Public Agency Reasons for Proceeding:

#### 16. List of Comments Received from the Public Notice: **No comments received.**

List of Parties Certifying Agreement.

Recap of Disagreements

Public Agency Reasons for Proceeding:

For FAA Use

Provide an analysis of each issue/disagreement raised by the air carriers and/or the public. Provide citations for any documents not included in the PFC application that are relied on by the FAA for its analysis.

If a Federal Register notice is published, discuss and analyze any new issues raised. (If the comments from the consultation are repeated, state that.)

ADO/RO Recommendation:

Does the ADO/RO find the total costs of this project to be reasonable? Did the ADO/RO use comparable projects to make this finding? If so, list projects.

If the amount requested is over \$10 million, was the level of detail sufficient to identify eligible and ineligible costs. Summarize ineligible costs.

Is the duration of collection adequate for the amount requested?

ADO/RO RECOMMENDATION:

☐ Approve.

☐ Partially Approve. Summarize findings from earlier in the Attachment B discussing issues that lead to determination.

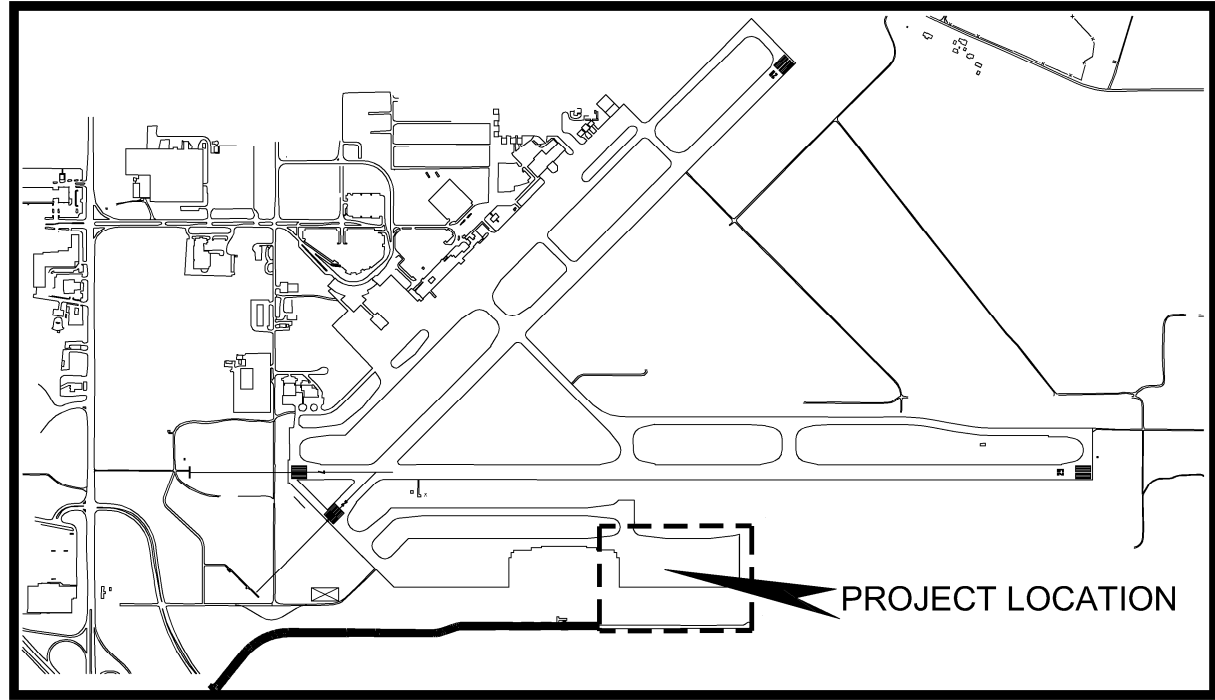
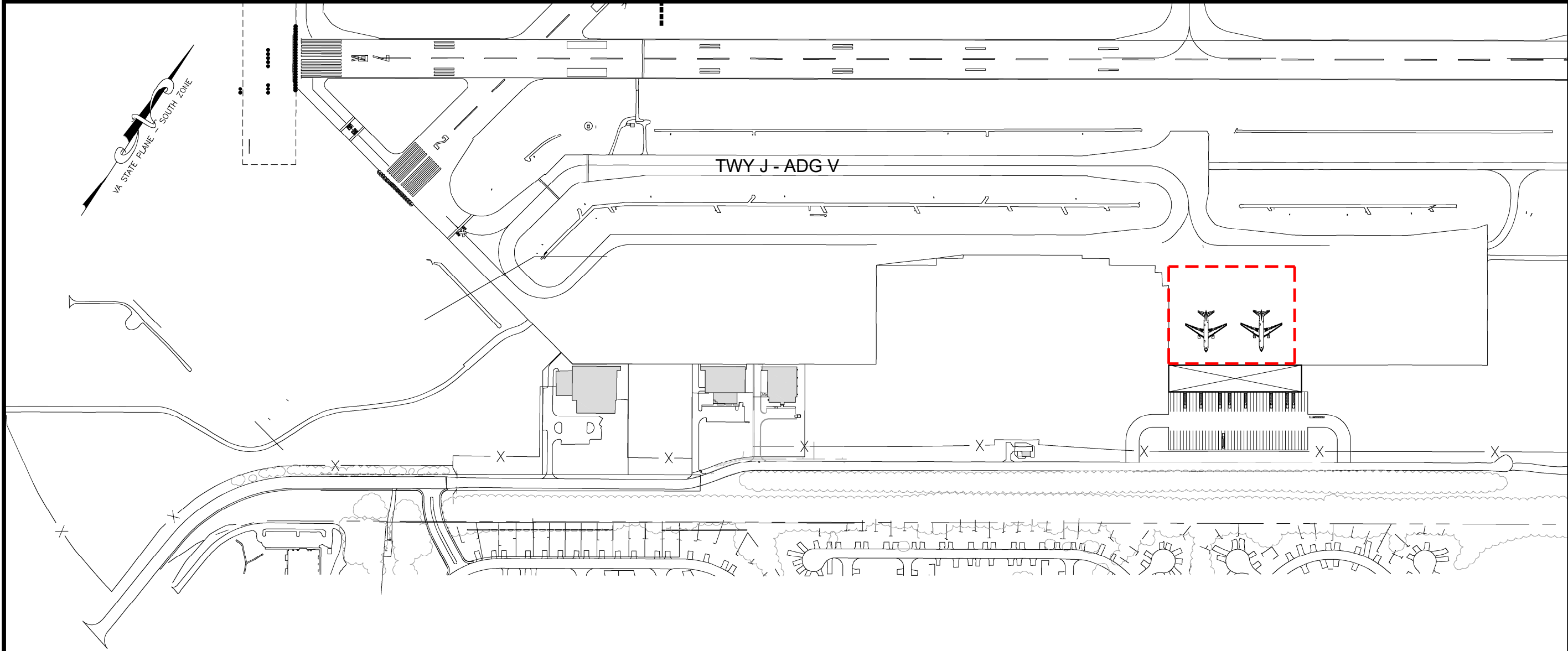
[ ] Disapprove. Summarize findings from earlier in the Attachment B discussing issues that lead to determination.

Application Reviewed by:

Name	Routing Symbol	Date
Item(s) reviewed.		

Name	Routing Symbol	Date
Item(s) reviewed		

Attachment B-1-1  
**PROJECT DRAWING**



LOCATION MAP

Exhibit 1

Newport News/Williamsburg International Airport

**Proposed Apron Rehabilitation Area**

**TALBERT & BRIGHT**

ENGINEERING & PLANNING CONSULTANTS

10105 KRAUSE ROAD, SUITE 100

CHESTERFIELD, VIRGINIA 23832

PHONE: 804-768-6878 FAX: 804-768-6871

**PFC APPLICATION NUMBER:**

**ATTACHMENT B: PROJECT INFORMATION**

1. Project Title: **General Aviation Apron Rehabilitation Design**
2. Project Number **6.02**
3. Use Airport of Project: **Newport News/Williamsburg International Airport (PHF)**

4. Project Type

☐ Impose Only:

☒ Concurrent:

☐ Use Only:

Link to application:

5. Level of Collection:

☐ \$1.00

☐ \$4.00

☐ \$2.00

☒ \$4.50

☐ \$3.00

6. Financing Plan

PFC Funds: Pay-as-you-go **\$40,000**

Bond Capital \$

Bond Financing & Interest \$

Subtotal PFC Funds\*: **\$40,000**

If amount is over \$10 million, include cost details sufficient to identify eligible and ineligible costs.

Existing AIP Funds:

Grant # Grant Funds in Project \$

Subtotal Existing AIP Funds: \$

Anticipated AIP Funds (List Each Year Separately):

Fiscal Year: Entitlement \$ Discretionary \$ Total \$

Subtotal Anticipated AIP Funds: \$

Other Funds:

State Grants **\$160,000**

Local Funds \$

Other (please specify) \$



Subtotal Other Funds: \$

Total Project Cost: **\$200,000**

For FAA Use

a. Does the project include a proposed LOI?

☐ YES

☐ NO

If YES, does the Region support?

☐ YES

☐ NO.

If YES, list the schedule for implementation:

b. For any proposed AIP discretionary funds, does the Region intend to support?

☐ YES

☐ NO

c. For any proposed AIP funds, is the request within the planning levels for the Region's five year CIP?

☐ YES

☐ NO

d. For project requesting PFC funding levels of \$4.00 and \$4.50:

Is there an expectation that AIP funding will be available to pay the project costs.

☐ YES

☐ NO

What percentage of the total project cost is funded through AIP?

List the source(s) of data used to make this finding.

e. Terminal and surface transportation projects requesting a PFC funding level of \$4.00 and \$4.50. The public agency has made adequate provision for financing the airside needs of the airport, including runways, taxiways, aprons, and aircraft gates.

☐ YES

☐ NO

☐ N/A

List the source(s) of data used to make this finding.

f. Reasonableness of cost.

Project Total Cost Analysis

PFC Share of Total Cost Analysis

7. Back-up Financing Plan:

If proposed AIP discretionary funds or a proposed LOI are included in the Financing Plan, provide a Back-up Financing Plan or a project phasing plan in the event the funds are not available for the project.

**Not applicable.**

For FAA Use

If required to use a back-up financing/phasing plan, indicate the need to obtain additional approvals to obtain an alternate source of financing. Indicate the additional PFC duration of collection required if PFC's are to be used to fund the difference. Recap any discussion from previous item regarding likelihood of public agency obtaining the funding it proposes.

#### 8. Project Description:

**This project consists of the detailed design and bid specifications for the rehabilitation of deficient sections of approximately 61,800 square yards (200 feet by 2,780 feet) of asphalt and concrete public use apron pavement at the general aviation area north of Runway 2-20, including the areas adjacent to the Airport's two fixed base operators. The area to be rehabilitated is parallel to Runway 2-20 and stretches from the passenger terminal apron at the southwest to Taxiway B in the northwest. The project does not include construction of the apron, which will be submitted on a future PFC application to the extent the project is to be funded with PFCs.**

**The deficient asphalt and concrete pavement sections were last rehabilitated more than 10 years ago and have estimated pavement condition indices (PCIs) of 11-25 (Serious) to 26-40 (Very Poor). The type of replacement pavement will be determined as part of the design process, in conformance with FAA Advisory Circular AC 150/5320-6F, "Airport Pavement Design and Evaluation." As shown in the photos of existing conditions taken on January 11, 2021 provided as Attachment B-2-2, the pavement is exhibiting:**

- Significant D cracking
- Spalling and raveling
- Alligator cracking
- Indications of subsurface failure
- Indications of poor drainage
- Shattered slabs
- Corner breaks
- Failed patches
- Alkali-silica reaction (ASR)

**A drawing showing the approximate location of the project is provided as Attachment B-2-1.**

If applicable for terminal projects,  
Prior to implementation of this project,  
Number of ticket counters:  
Number of gates:  
Number of baggage facilities:

At completion of this project,  
Number of ticket counters:  
Number of gates:  
Number of baggage facilities:

Net change due to this project:  
Number of ticket counters:  
Number of gates:  
Number of baggage facilities:

Terminal and surface transportation projects. The public agency has made adequate provision for financing the airside needs of the airport, including runways, taxiways, aprons, and aircraft gates.

☐ YES  
☐ NO  
☒ N/A

#### FOR FAA USE

Comment upon and/or Clarify Project Description. Include source citation if clarification information is not from PFC application.

If project involves the construction of a new runway or modification of an existing runway, have the requirements of Order 5200.8, with regard to runway safety areas been met? If not, is the runway grandfathered or has a modification been approved, or is there a likelihood the requirements will be met, or should the project be disapproved.

If the project involves terminal work, confirm information regarding ticket counters, gates, and baggage facilities for construction and/or rehabilitation above has been completed.

Terminal and surface transportation projects. The public agency has made adequate provision for financing the airside needs of the airport, including runways, taxiways, aprons, and aircraft gates.

☐ YES  
☐ NO  
☐ N/A

9. Significant Contribution:

**Not applicable.**

FOR FAA USE

☐ Air safety. Part 139 ☐ Other (explain)

Certification Inspector concur. Yes ☐ No ☐ Date \_\_\_\_\_  
☐ Air security. Part 107 ☐ Part 108 ☐ Other (explain)

CASFO concur. Yes ☐ No ☐ Date \_\_\_\_\_  
☐ Competition. Competition Plan ☐ Other (explain)

☐ Congestion. Current ☐ or Anticipated ☐  
LOI ☐ FAA BCA ☐ FAA Airport Capacity Enhancement Plan  
☐

Other (explain) \_\_\_\_\_

☐ Noise. 65 LDN ☐ Other (explain) \_\_\_\_\_

☐ Project does not qualify under “significant contribution “ rules.

Quantitative and qualitative analysis of significant contribution option chosen by public agency. If analysis is based on a source other than this PFC application, list the source(s) of data and attach the relevant documentation used to make this finding.

How does this project address the deficiency cited by the public agency?

If competition is the chosen option, provide the FAA’s analysis of any barriers to competition at the airport.

10. Project Objective:

**The objective of this project is to enhance safety. The reconstruction and rehabilitation of deficient pavement sections of the general aviation apron enhance safety by reducing the risk of foreign object debris (FOD). If this project were not completed, there would be a risk of aircraft damage due to FOD.**

FOR FAA USE

☐ Safety, Preserve ☐ Enhance ☐  
☐ Security, Preserve ☐ Enhance ☐  
☐ Capacity, Preserve ☐ Enhance ☐  
☐ Furnish opportunity for enhanced competition between or among air carriers at the airport  
☐ Mitigate noise impacts resulting from aircraft operations at the airport  
☐ Project does not meet any PFC objectives (explain)

Finding

Current deficiency. List the source(s) of data used to make this finding if it is not a part of the PFC application.

Address adequacy of issues.

11. Project Justification:

**The deficient sections of the existing pavement have been observed to be at risk of creating FOD and failing entirely. As shown in Attachment B-2-2, the existing pavement exhibits distresses including cracking, raveling, shattered slabs, corner breaks, and indications of failed patching and subsurface failure.**

**This project will remedy deficient pavement conditions related to the observed pavement distresses of the taxiway pavement and will satisfy the corrective measures to ensure that Taxiway L remains compliant with 14 CFR FAR Part 139 standards, in particular FAA Advisory Circular AC 150/5380-6B, "Guidelines and Procedures for Maintenance of Airfield Pavements" by reducing FOD risk and other damage risk to aircraft resulting from the deficient pavement conditions.**

FOR FAA USE

Define how the project accomplishes PFC Objective(s)

Explain how project is cost-effective compared to other reasonable and timely means to accomplish this objective(s)

Based on informed opinion or published FAA guidance, specify how the cost of the project is reasonable compared to the capacity, safety, security, noise and/or competition benefits attributable to the project. Include citation for any documents that are not a part of this PFC application.

If analysis is based on a source other than this PFC application, list the source(s) of data and attach the relevant documentation used to make this finding.

Discuss any non-economical benefits which are not captured above.

Project Eligibility:

Indicate project eligibility by checking the appropriate category below.

☐ Development eligible under AIP criteria (paragraph \_\_\_\_ of Order 5100.38\_ or PGL \_\_\_\_);

☐ Planning eligible under AIP criteria (paragraph \_\_\_\_ of Order 5100.38\_ or PGL \_\_\_\_);

- ☐ Noise compatibility planning as described in 49 U.S.C. 47505;
- ☐ Noise compatibility measures eligible under 49 U.S.C. 47504.
- ☐ Project approved in an approved Part 150 noise compatibility plan;

Title and Date of Part 150:

- ☐ Project included in a local study.

Title and Date of local study:

- ☐ Terminal development as described in 49 U.S.C. 40117(a)(3)(C);
- ☐ Shell of a gate as described in 49 U.S.C 40117(a)(3)(F) (air carrier \_\_\_\_\_, percentage of annual boardings \_\_\_\_\_);
- ☐ PFC Program Update Letter \_\_\_\_\_
- ☐ Project does not meet PFC eligibility (explain).

If analysis is based on a source other than this PFC application, list the source(s) of data and attach the relevant documentation used to make this finding.

Are any work elements or portions of the overall project ineligible? Provide associated costs.

12. Estimated Project Implementation Date (Month and Year): **June 2021**

Estimated Project Completion Date (Month and Year): **June 2022**

For FAA Use

For Impose and Use or Use Only projects, will the project begin within 2 years of PFC application Due date (120-day)?

- ☐ Yes
- ☐ No

For Impose Only project, will the project begin within 5 years of the charge effective date or PFC application Due date, whichever is first?

- ☐ Yes
- ☐ No

Is this project dependent upon another action to occur before its implementation or completion. Explain.

13. For an Impose Only project, estimated date Use application will be submitted to the FAA (Month and Year):

**Not applicable.**

For FAA Use

Is the date within 3 years of the estimated charge effective date or approval date, whichever is sooner.

- ☐ Yes
- ☐ No

Which actions are needed before the use application can be submitted? What is the estimated schedule for each action?

14. Project requesting PFC funding levels of \$4.00 and \$4.50:

a. Can project costs be paid for from funds reasonably expected to be available through AIP funding.

☐ YES

☒ NO

b. If the FAA determines that the project may qualify for AIP funding, would the public agency prefer that the FAA approve

☒ the amount of the local match to be collected at a \$4.50 PFC level, or

☐ the entire requested amount at a \$3.00 PFC level.

c. Terminal and surface transportation projects. The public agency has made adequate provision for financing the airside needs of the airport, including runways, taxiways, aprons, and aircraft gates.

☐ YES

☐ NO

☐ N/A

15. List of Carriers Certifying Agreement

**American Airlines, Piedmont Airlines, and PSA Airlines.**

List of Carriers Certifying Disagreement: **None.**

Recap of Disagreements

Public Agency Reasons for Proceeding:

16. List of Comments Received from the Public Notice: **No comments received.**

List of Parties Certifying Agreement.

Recap of Disagreements

Public Agency Reasons for Proceeding:

For FAA Use

Provide an analysis of each issue/disagreement raised by the air carriers and/or the public. Provide citations for any documents not included in the PFC application that are relied on by the FAA for its analysis.

If a Federal Register notice is published, discuss and analyze any new issues raised. (If the comments from the consultation are repeated, state that.)

ADO/RO Recommendation:

Does the ADO/RO find the total costs of this project to be reasonable? Did the ADO/RO use comparable projects to make this finding? If so, list projects.

If the amount requested is over \$10 million, was the level of detail sufficient to identify eligible and ineligible costs. Summarize ineligible costs.

Is the duration of collection adequate for the amount requested?

**ADO/RO RECOMMENDATION:**

☐ Approve.

☐ Partially Approve. Summarize findings from earlier in the Attachment B discussing issues that lead to determination.

☐ Disapprove. Summarize findings from earlier in the Attachment B discussing issues that lead to determination.

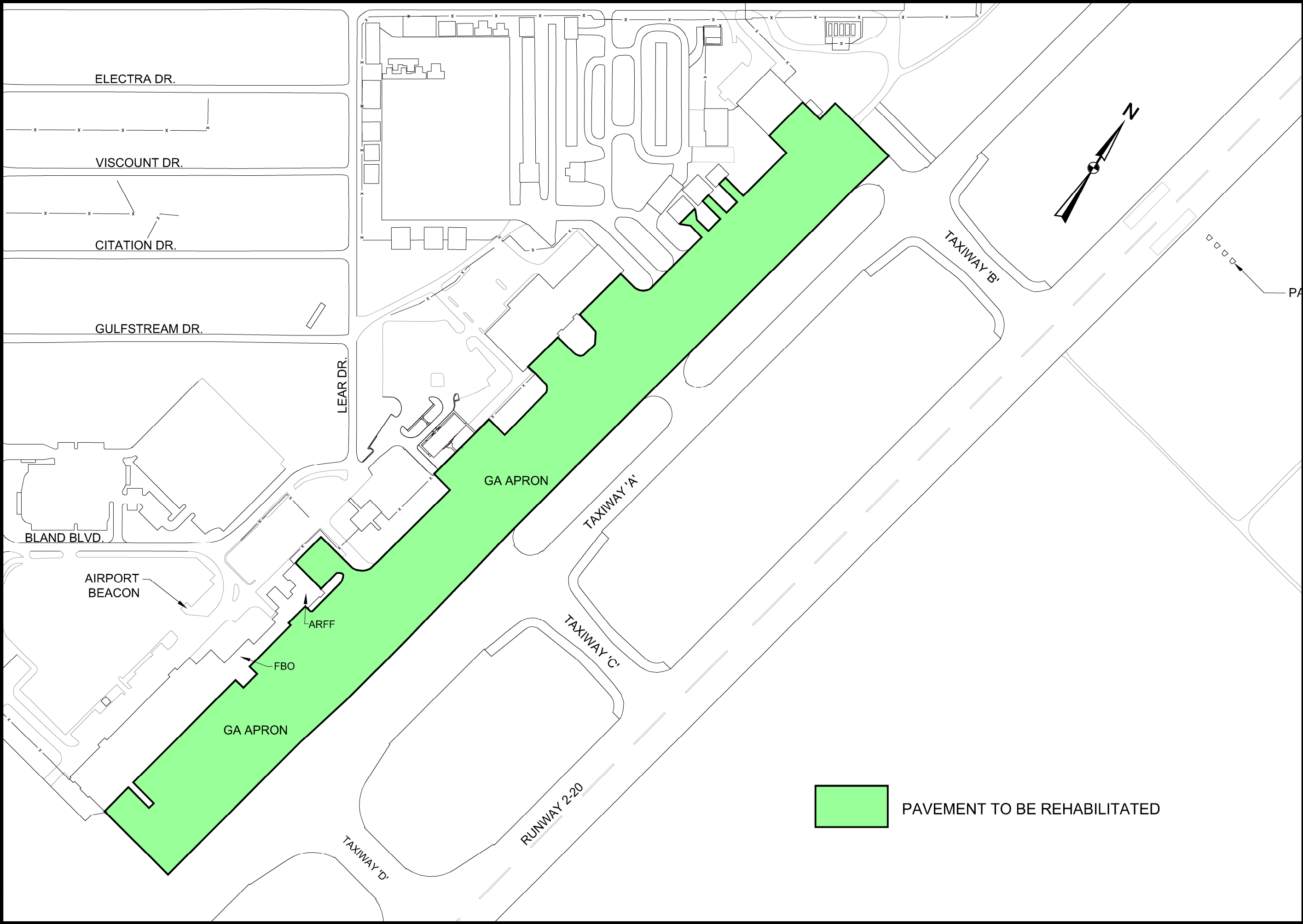
Application Reviewed by:

Name	Routing Symbol	Date
Item(s) reviewed.		

Name	Routing Symbol	Date
Item(s) reviewed		



Attachment B-2-1  
**PROJECT DRAWING**



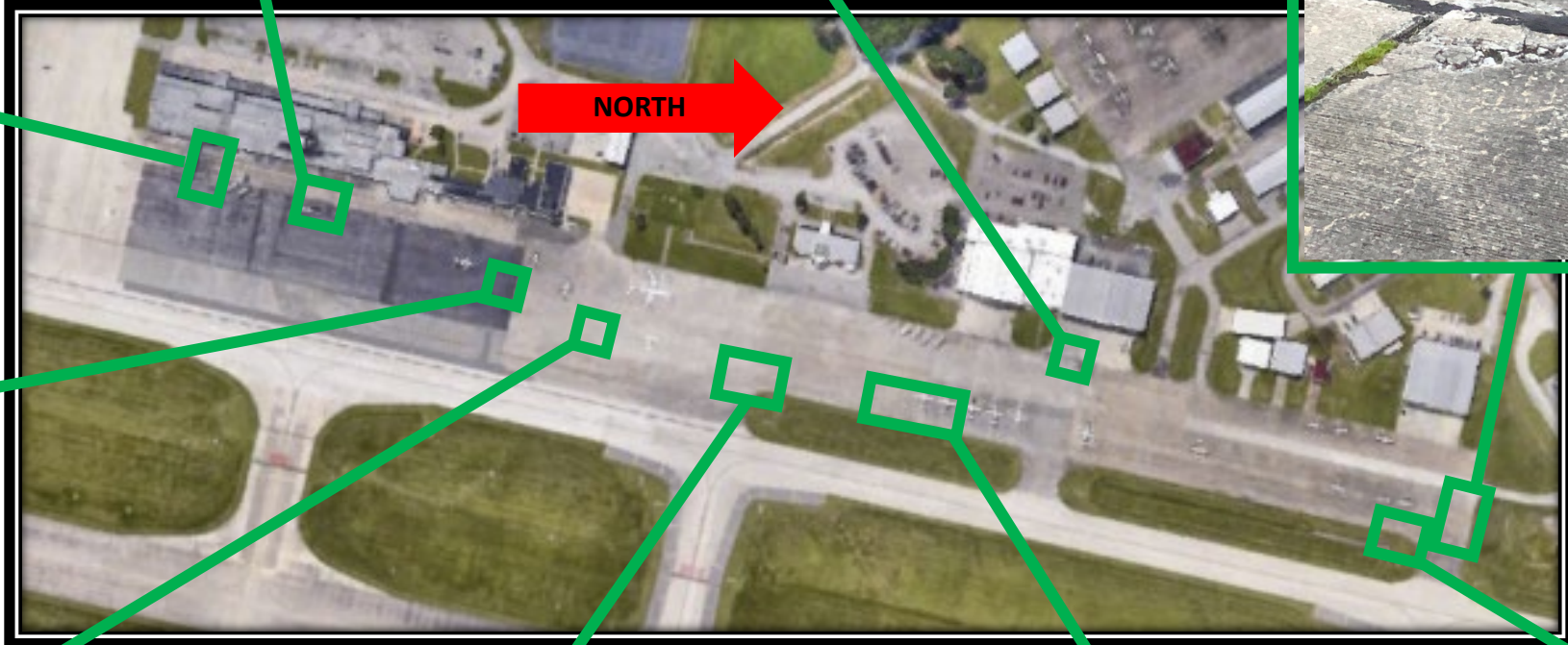
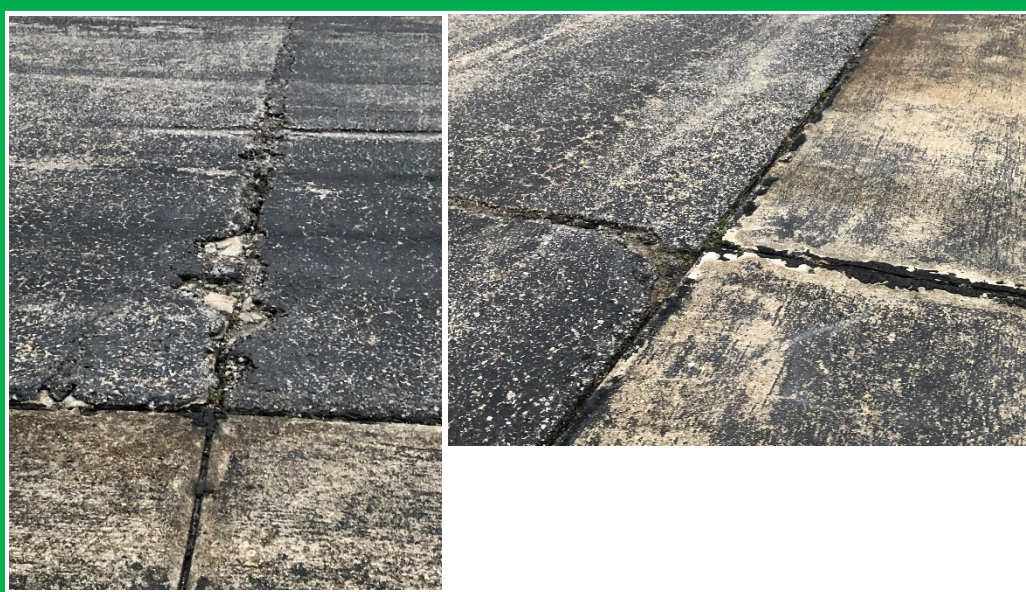
**TALBERT & BRIGHT**  
ENGINEERING & PLANNING CONSULTANTS  
10105 KRAUSE ROAD, SUITE 100  
CHESTERFIELD, VIRGINIA 23832  
PHONE: 804-768-6878 FAX: 804-766-6871

Exhibit 1  
Newport News/Williamsburg International Airport  
**GA Apron Overlay Limits**

Attachment B-2-2  
**PHOTOGRAPHS OF EXISTING CONDITIONS (1/11/2021)**



Newport News/Williamsburg International Airport  
General Aviation Ramp Condition  
January 2021





**PFC APPLICATION NUMBER:**

**ATTACHMENT B: PROJECT INFORMATION**

1. Project Title: **Incoming Bag Belt Replacement**
2. Project Number **6.03**
3. Use Airport of Project: **Newport News/Williamsburg International Airport (PHF)**

4. Project Type

☐ Impose Only:

☒ Concurrent:

☐ Use Only:

Link to application:

5. Level of Collection:

☐ \$1.00

☐ \$4.00

☐ \$2.00

☒ \$4.50

☐ \$3.00

6. Financing Plan

PFC Funds: Pay-as-you-go **\$420,000**

Bond Capital \$

Bond Financing & Interest \$

Subtotal PFC Funds\*: **\$420,000**

If amount is over \$10 million, include cost details sufficient to identify eligible and ineligible costs.

Existing AIP Funds:

Grant # Grant Funds in Project \$

Subtotal Existing AIP Funds: \$

Anticipated AIP Funds (List Each Year Separately):

Fiscal Year: Entitlement \$ Discretionary \$ Total \$

Subtotal Anticipated AIP Funds: \$

Other Funds:

State Grants **\$1,680,000**

Local Funds \$

Other (please specify) \$

Subtotal Other Funds: \$

Total Project Cost: **\$2,100,000**

For FAA Use

a. Does the project include a proposed LOI?

☐ YES

☐ NO

If YES, does the Region support?

☐ YES

☐ NO.

If YES, list the schedule for implementation:

b. For any proposed AIP discretionary funds, does the Region intend to support?

☐ YES

☐ NO

c. For any proposed AIP funds, is the request within the planning levels for the Region's five year CIP?

☐ YES

☐ NO

d. For project requesting PFC funding levels of \$4.00 and \$4.50:

Is there an expectation that AIP funding will be available to pay the project costs.

☐ YES

☐ NO

What percentage of the total project cost is funded through AIP?

List the source(s) of data used to make this finding.

e. Terminal and surface transportation projects requesting a PFC funding level of \$4.00 and \$4.50. The public agency has made adequate provision for financing the airside needs of the airport, including runways, taxiways, aprons, and aircraft gates.

☐ YES

☐ NO

☐ N/A

List the source(s) of data used to make this finding.

f. Reasonableness of cost.

Project Total Cost Analysis

PFC Share of Total Cost Analysis

7. Back-up Financing Plan:

If proposed AIP discretionary funds or a proposed LOI are included in the Financing Plan, provide a Back-up Financing Plan or a project phasing plan in the event the funds are not available for the project.

**Not applicable.**

For FAA Use

If required to use a back-up financing/phasing plan, indicate the need to obtain additional approvals to obtain an alternate source of financing. Indicate the additional PFC duration of collection required if PFC's are to be used to fund the difference. Recap any discussion from previous item regarding likelihood of public agency obtaining the funding it proposes.

8. Project Description:

**This project consists of the design and installation of an inbound baggage handling system to replace the existing system, which was installed in 1992 and is beyond its useful life. The existing system is experiencing regular shutdowns and requires frequent repairs, delaying the delivery of passenger baggage. Some replacement parts are no longer manufactured, making the repairs more difficult. These breakdowns are impacting the ability for airlines to deliver baggage to passengers in a timely manner. Both bag belt systems (and the only such systems at the Airport) will be replaced entirely with new systems.**

**A project drawing showing the location of the two baggage claim belts to be replaced as part of this project is provided in Attachment B-3-1.**

If applicable for terminal projects,  
Prior to implementation of this project,  
Number of ticket counters:  
Number of gates:  
Number of baggage facilities:

At completion of this project,  
Number of ticket counters:  
Number of gates:  
Number of baggage facilities:

Net change due to this project:  
Number of ticket counters:  
Number of gates:  
Number of baggage facilities:

Terminal and surface transportation projects. The public agency has made adequate provision for financing the airside needs of the airport, including runways, taxiways, aprons, and aircraft gates.

- ☒ YES  
☐ NO  
☐ N/A

**FOR FAA USE**

Comment upon and/or Clarify Project Description. Include source citation if clarification information is not from PFC application.

If project involves the construction of a new runway or modification of an existing runway, have the requirements of Order 5200.8, with regard to runway safety areas been met? If not, is the runway grandfathered or has a modification been approve, or is there a likelihood the requirements will be met, or should the project be disapproved.

If the project involves terminal work, confirm information regarding ticket counters, gates, and baggage facilities for construction and/or rehabilitation above has been completed.

Terminal and surface transportation projects. The public agency has made adequate provision for financing the airside needs of the airport, including runways, taxiways, aprons, and aircraft gates.

- ☐ YES  
☐ NO  
☐ N/A

**9. Significant Contribution:**

**Not applicable.**

**FOR FAA USE**

\_\_\_ Air safety. Part 139 ☐ Other (explain) \_\_\_\_\_

Certification Inspector concur. Yes ☐ No ☐ Date \_\_\_\_\_

\_\_\_ Air security. Part 107 ☐ Part 108 ☐ Other (explain) \_\_\_\_\_

CASFO concur. Yes ☐ No ☐ Date \_\_\_\_\_

\_\_\_ Competition. Competition Plan ☐ Other (explain) \_\_\_\_\_

\_\_\_ Congestion. Current ☐ or Anticipated ☐

LOI ☐ FAA BCA ☐ FAA Airport Capacity Enhancement Plan  
☐

Other (explain) \_\_\_\_\_

\_\_\_ Noise. 65 LDN ☐ Other (explain) \_\_\_\_\_

\_\_\_ Project does not qualify under "significant contribution " rules.



Quantitative and qualitative analysis of significant contribution option chosen by public agency. If analysis is based on a source other than this PFC application, list the source(s) of data and attach the relevant documentation used to make this finding.

How does this project address the deficiency cited by the public agency?

If competition is the chosen option, provide the FAA's analysis of any barriers to competition at the airport.

#### 10. Project Objective:

**The objective of this project is to preserve capacity. The existing inbound baggage system was installed in 1992 and is beyond its useful life. The system is experiencing regular shutdowns, requiring frequent repairs and causing delays in the delivery of passenger baggage. If this project were not complete, airlines at the Airport would have to manually deliver bags to passengers, significantly increasing workload, staffing costs, risk of injury, risk of baggage mishandling, and baggage delivery time.**

#### FOR FAA USE

- ☐ Safety, Preserve ☐ Enhance ☐
- ☐ Security, Preserve ☐ Enhance ☐
- ☐ Capacity, Preserve ☐ Enhance ☐
- ☐ Furnish opportunity for enhanced competition between or among air carriers at the airport
- ☐ Mitigate noise impacts resulting from aircraft operations at the airport
- ☐ Project does not meet any PFC objectives (explain)

#### Finding

Current deficiency. List the source(s) of data used to make this finding if it is not a part of the PFC application.

Address adequacy of issues.

#### 11. Project Justification:

**This project is required to replace an inbound baggage handling system that is beyond its useful life. The existing system is 28 years old and is experiencing regular shutdowns.**

**This project is eligible under the expanded PFC eligibility for terminal development projects, as described in PFC Order 5500.1, Paragraph 4-6(d)(1): "Because a gate facility cannot function without the access to passenger and baggage movement services, eligible gate-related areas include ticket counters, incoming and outgoing bag facilities (including baggage make-up areas), and bag carousels."**

**FOR FAA USE**

Define how the project accomplishes PFC Objective(s)

Explain how project is cost-effective compared to other reasonable and timely means to accomplish this objective(s)

Based on informed opinion or published FAA guidance, specify how the cost of the project is reasonable compared to the capacity, safety, security, noise and/or competition benefits attributable to the project. Include citation for any documents that are not a part of this PFC application.

If analysis is based on a source other than this PFC application, list the source(s) of data and attach the relevant documentation used to make this finding.

Discuss any non-economical benefits which are not captured above.

**Project Eligibility:**

Indicate project eligibility by checking the appropriate category below.

☐ Development eligible under AIP criteria (paragraph \_\_\_ of Order 5100.38\_ or PGL \_\_\_);

☐ Planning eligible under AIP criteria (paragraph \_\_\_ of Order 5100.38\_ or PGL \_\_\_);

☐ Noise compatibility planning as described in 49 U.S.C. 47505;

☐ Noise compatibility measures eligible under 49 U.S.C. 47504.

☐ Project approved in an approved Part 150 noise compatibility plan;

Title and Date of Part 150:

☐ Project included in a local study.

Title and Date of local study:

☐ Terminal development as described in 49 U.S.C. 40117(a)(3)(C);

☐ Shell of a gate as described in 49 U.S.C 40117(a)(3)(F) (air carrier \_\_\_\_\_, percentage of annual boardings \_\_\_\_\_);

☐ PFC Program Update Letter \_\_\_\_\_

☐ Project does not meet PFC eligibility (explain).

If analysis is based on a source other than this PFC application, list the source(s) of data and attach the relevant documentation used to make this finding.

Are any work elements or portions of the overall project ineligible? Provide associated costs.

12. Estimated Project Implementation Date (Month and Year): **June 2021**

Estimated Project Completion Date (Month and Year): **June 2025**

For FAA Use

For Impose and Use or Use Only projects, will the project begin within 2 years of PFC application Due date (120-day)?

☐ Yes

☐ No

For Impose Only project, will the project begin within 5 years of the charge effective date or PFC application Due date, whichever is first?

☐ Yes

☐ No

Is this project dependent upon another action to occur before its implementation or completion. Explain.

13. For an Impose Only project, estimated date Use application will be submitted to the FAA (Month and Year):

**Not applicable.**

For FAA Use

Is the date within 3 years of the estimated charge effective date or approval date, whichever is sooner.

☐ Yes

☐ No

Which actions are needed before the use application can be submitted? What is the estimated schedule for each action?

14. Project requesting PFC funding levels of \$4.00 and \$4.50:

a. Can project costs be paid for from funds reasonably expected to be available through AIP funding.

☐ YES

☒ NO

b. If the FAA determines that the project may qualify for AIP funding, would the public agency prefer that the FAA approve

☒ the amount of the local match to be collected at a \$4.50 PFC level, or

☐ the entire requested amount at a \$3.00 PFC level.

c. Terminal and surface transportation projects. The public agency has made adequate provision for financing the airside needs of the airport, including runways, taxiways, aprons, and aircraft gates.

☒ YES

☐ NO

☐ N/A

15. List of Carriers Certifying Agreement

**American Airlines, Piedmont Airlines, and PSA Airlines.**

List of Carriers Certifying Disagreement: **None.**

Recap of Disagreements

Public Agency Reasons for Proceeding:

16. List of Comments Received from the Public Notice: **No comments received.**

List of Parties Certifying Agreement.

Recap of Disagreements

Public Agency Reasons for Proceeding:

For FAA Use

Provide an analysis of each issue/disagreement raised by the air carriers and/or the public. Provide citations for any documents not included in the PFC application that are relied on by the FAA for its analysis.

If a Federal Register notice is published, discuss and analyze any new issues raised. (If the comments from the consultation are repeated, state that.)

ADO/RO Recommendation:

Does the ADO/RO find the total costs of this project to be reasonable? Did the ADO/RO use comparable projects to make this finding? If so, list projects.

If the amount requested is over \$10 million, was the level of detail sufficient to identify eligible and ineligible costs. Summarize ineligible costs.

Is the duration of collection adequate for the amount requested?

ADO/RO RECOMMENDATION:

☐ Approve.

☐ Partially Approve. Summarize findings from earlier in the Attachment B discussing issues that lead to determination.

☐ Disapprove. Summarize findings from earlier in the Attachment B discussing issues that lead to determination.

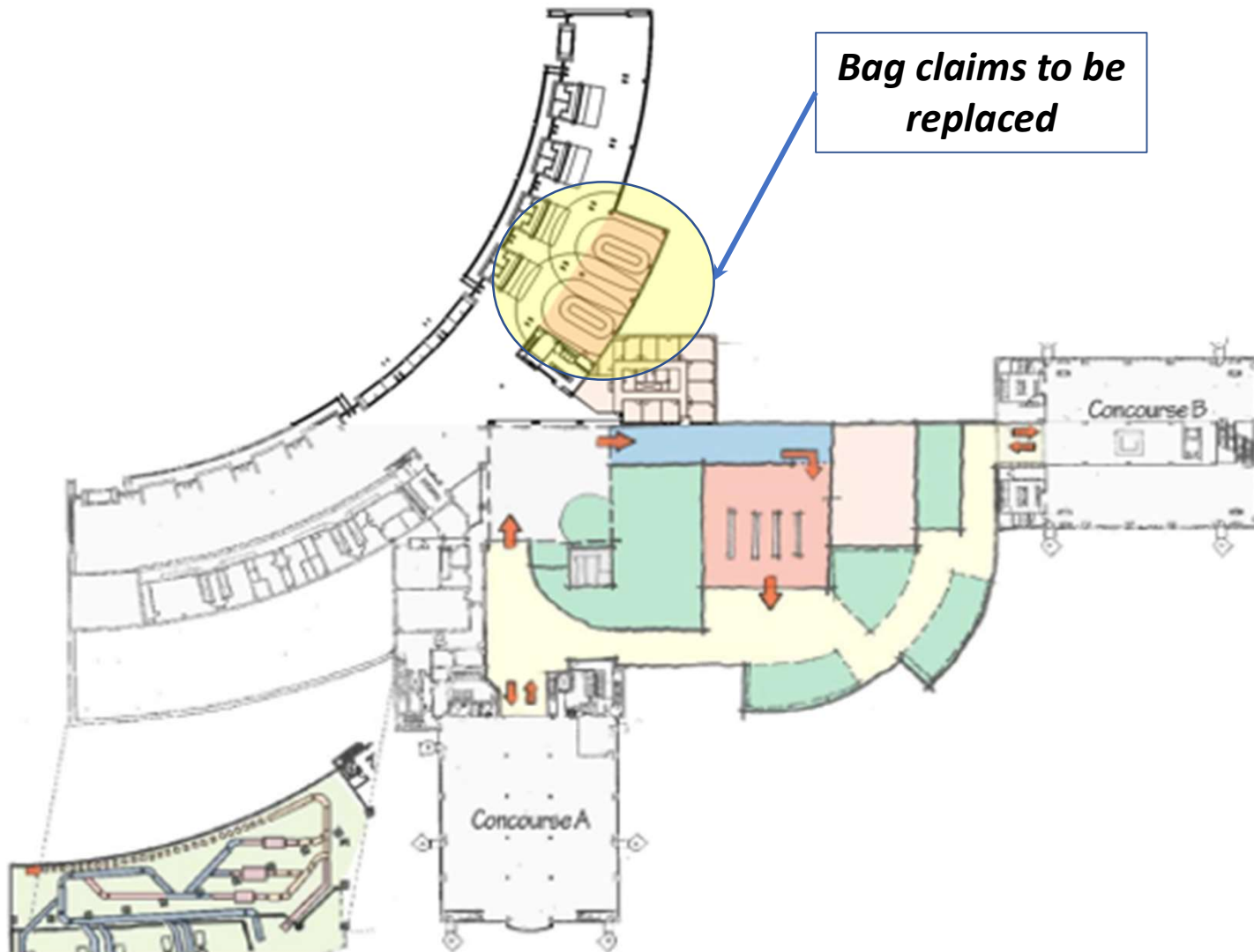
Application Reviewed by:

Name	Routing Symbol	Date
Item(s) reviewed.		

Name	Routing Symbol	Date
Item(s) reviewed		

Attachment B-3-1  
**PROJECT DRAWING**

# Incoming Bag Belt Replacement



**PFC APPLICATION NUMBER:**

**ATTACHMENT B: PROJECT INFORMATION**

1. Project Title: **Jet Bridge Replacement – Gate B-1**
2. Project Number **6.04**
3. Use Airport of Project: **Newport News/Williamsburg International Airport (PHF)**

4. Project Type

☐ Impose Only:

☒ Concurrent:

☐ Use Only:

Link to application:

5. Level of Collection:

☐ \$1.00

☐ \$4.00

☐ \$2.00

☒ \$4.50

☐ \$3.00

6. Financing Plan

PFC Funds: Pay-as-you-go **\$900,000**

Bond Capital \$

Bond Financing & Interest \$

Subtotal PFC Funds\*: **\$900,000**

If amount is over \$10 million, include cost details sufficient to identify eligible and ineligible costs.

Existing AIP Funds:

Grant # Grant Funds in Project \$

Subtotal Existing AIP Funds: \$

Anticipated AIP Funds (List Each Year Separately):

Fiscal Year: Entitlement \$ Discretionary \$ Total \$

Subtotal Anticipated AIP Funds: \$

Other Funds:

State Grants \$

Local Funds \$

Other (please specify) \$



Subtotal Other Funds: \$

Total Project Cost: \$**900,000**

For FAA Use

a. Does the project include a proposed LOI?

☐ YES

☐ NO

If YES, does the Region support?

☐ YES

☐ NO.

If YES, list the schedule for implementation:

b. For any proposed AIP discretionary funds, does the Region intend to support?

☐ YES

☐ NO

c. For any proposed AIP funds, is the request within the planning levels for the Region's five year CIP?

☐ YES

☐ NO

d. For project requesting PFC funding levels of \$4.00 and \$4.50:

Is there an expectation that AIP funding will be available to pay the project costs.

☐ YES

☐ NO

What percentage of the total project cost is funded through AIP?

List the source(s) of data used to make this finding.

e. Terminal and surface transportation projects requesting a PFC funding level of \$4.00 and \$4.50. The public agency has made adequate provision for financing the airside needs of the airport, including runways, taxiways, aprons, and aircraft gates.

☐ YES

☐ NO

☐ N/A

List the source(s) of data used to make this finding.

f. Reasonableness of cost.

Project Total Cost Analysis

PFC Share of Total Cost Analysis

7. Back-up Financing Plan:

If proposed AIP discretionary funds or a proposed LOI are included in the Financing Plan, provide a Back-up Financing Plan or a project phasing plan in the event the funds are not available for the project.

**Not applicable.**

For FAA Use

If required to use a back-up financing/phasing plan, indicate the need to obtain additional approvals to obtain an alternate source of financing. Indicate the additional PFC duration of collection required if PFC's are to be used to fund the difference. Recap any discussion from previous item regarding likelihood of public agency obtaining the funding it proposes.

8. Project Description:

**This project consists of the purchase and installation of a new jet bridge to replace the existing bridge at Gate B-1. The existing jet bridge was installed in August 2002 and is beyond its useful life. This gate is used by American Airlines on a common-use basis.**

**A project drawing showing the location of Gate B1 is provided in Attachment B-4-1.**

If applicable for terminal projects,  
Prior to implementation of this project,  
Number of ticket counters:  
Number of gates: **9**  
Number of baggage facilities:

At completion of this project,  
Number of ticket counters:  
Number of gates: **9**  
Number of baggage facilities:

Net change due to this project:  
Number of ticket counters:  
Number of gates: **9**  
Number of baggage facilities:

Terminal and surface transportation projects. The public agency has made adequate provision for financing the airside needs of the airport, including runways, taxiways, aprons, and aircraft gates.

☒ YES  
☐ NO  
☐ N/A

FOR FAA USE

Comment upon and/or Clarify Project Description. Include source citation if clarification information is not from PFC application.

If project involves the construction of a new runway or modification of an existing runway, have the requirements of Order 5200.8, with regard to runway safety areas been met? If not, is the runway grandfathered or has a modification been approve, or is there a likelihood the requirements will be met, or should the project be disapproved.

If the project involves terminal work, confirm information regarding ticket counters, gates, and baggage facilities for construction and/or rehabilitation above has been completed.

Terminal and surface transportation projects. The public agency has made adequate provision for financing the airside needs of the airport, including runways, taxiways, aprons, and aircraft gates.

☐ YES

☐ NO

☐ N/A

#### 9. Significant Contribution:

**Not applicable.**

FOR FAA USE

\_\_\_ Air safety. Part 139 ☐ Other (explain)

Certification Inspector concur. Yes ☐ No ☐ Date

\_\_\_ Air security. Part 107 ☐ Part 108 ☐ Other (explain)

CASFO concur. Yes ☐ No ☐ Date

\_\_\_ Competition. Competition Plan ☐ Other (explain)

\_\_\_ Congestion. Current ☐ or Anticipated ☐

LOI ☐ FAA BCA ☐ FAA Airport Capacity Enhancement Plan

☐

Other (explain)

\_\_\_ Noise. 65 LDN ☐ Other (explain)

\_\_\_ Project does not qualify under "significant contribution " rules.

Quantitative and qualitative analysis of significant contribution option chosen by public agency. If analysis is based on a source other than this PFC application, list the source(s) of data and attach the relevant documentation used to make this finding.

How does this project address the deficiency cited by the public agency?

If competition is the chosen option, provide the FAA's analysis of any barriers to competition at the airport.

10. Project Objective:

The objectives of this project are to preserve capacity. The existing jet bridge was installed in 2002 and is beyond its useful life. The existing bridge requires frequent repairs. If this project were not complete, airlines using the gate would have to board passengers via airstairs, decreasing the quick and efficient boarding of aircraft and inconveniencing passengers with disabilities.

FOR FAA USE

☐ Safety, Preserve ☐ Enhance ☐  
☐ Security, Preserve ☐ Enhance ☐  
☐ Capacity, Preserve ☐ Enhance ☐  
☐ Furnish opportunity for enhanced competition between or among air carriers at the airport  
☐ Mitigate noise impacts resulting from aircraft operations at the airport  
☐ Project does not meet any PFC objectives (explain)

Finding

Current deficiency. List the source(s) of data used to make this finding if it is not a part of the PFC application.

Address adequacy of issues.

11. Project Justification:

This project is required to replace a jet bridge that is beyond its useful life. The existing jet bridge was installed in 2002 requires frequent repairs. The jet bridge is used on a common-use basis.

An assessment of repairs required to keep the jet bridge operational was made in December 2020 and is provided as Attachment B-4-2. This assessment identified the following required repairs:

- Cab rollers need adjustment
- Silicone rain diverters need replacement
- Vertical drive motors need adjustment
- Service platform mirror needs replacement
- Rust damage on roof

- Nosing broken on ramp end of “A” tunnel
- Ramp hinge broken at end of “B” tunnel
- Radius tap down broken in forward cab
- Heavy rusting of front attaching bar for slide floor
- Missing plastic hardware on right side of canopy
- Heavy rusting of area underneath forward cab
- “B” tunnel guide rollers need replacement
- Forward cab French door closure is leaking

#### FOR FAA USE

Define how the project accomplishes PFC Objective(s)

Explain how project is cost-effective compared to other reasonable and timely means to accomplish this objective(s)

Based on informed opinion or published FAA guidance, specify how the cost of the project is reasonable compared to the capacity, safety, security, noise and/or competition benefits attributable to the project. Include citation for any documents that are not a part of this PFC application.

If analysis is based on a source other than this PFC application, list the source(s) of data and attach the relevant documentation used to make this finding.

Discuss any non-economical benefits which are not captured above.

#### Project Eligibility:

Indicate project eligibility by checking the appropriate category below.

☐ Development eligible under AIP criteria (paragraph \_\_\_\_ of Order 5100.38\_ or PGL \_\_\_\_);

☐ Planning eligible under AIP criteria (paragraph \_\_\_\_ of Order 5100.38\_ or PGL \_\_\_\_);

☐ Noise compatibility planning as described in 49 U.S.C. 47505;

☐ Noise compatibility measures eligible under 49 U.S.C. 47504.

☐ Project approved in an approved Part 150 noise compatibility plan;

Title and Date of Part 150:

☐ Project included in a local study.

Title and Date of local study:

☐ Terminal development as described in 49 U.S.C. 40117(a)(3)(C);

☐ Shell of a gate as described in 49 U.S.C 40117(a)(3)(F) (air carrier \_\_\_\_\_, percentage of annual boardings \_\_\_\_\_);

☐ PFC Program Update Letter \_\_\_\_\_

☐ Project does not meet PFC eligibility (explain).

If analysis is based on a source other than this PFC application, list the source(s) of data and attach the relevant documentation used to make this finding.

Are any work elements or portions of the overall project ineligible? Provide associated costs.

12. Estimated Project Implementation Date (Month and Year): **July 2021**

Estimated Project Completion Date (Month and Year): **October 2021**

For FAA Use

For Impose and Use or Use Only projects, will the project begin within 2 years of PFC application Due date (120-day)?

☐ Yes

☐ No

For Impose Only project, will the project begin within 5 years of the charge effective date or PFC application Due date, whichever is first?

☐ Yes

☐ No

Is this project dependent upon another action to occur before its implementation or completion. Explain.

13. For an Impose Only project, estimated date Use application will be submitted to the FAA (Month and Year):

**Not applicable.**

For FAA Use

Is the date within 3 years of the estimated charge effective date or approval date, whichever is sooner.

☐ Yes

☐ No

Which actions are needed before the use application can be submitted? What is the estimated schedule for each action?

14. Project requesting PFC funding levels of \$4.00 and \$4.50:

a. Can project costs be paid for from funds reasonably expected to be available through AIP funding.

☐ YES

☒ NO

b. If the FAA determines that the project may qualify for AIP funding, would the public agency prefer that the FAA approve

☒ the amount of the local match to be collected at a \$4.50 PFC level, or

☐ the entire requested amount at a \$3.00 PFC level.

c. Terminal and surface transportation projects. The public agency has made adequate provision for financing the airside needs of the airport, including runways, taxiways, aprons, and aircraft gates.

☒ YES

☐ NO

☐ N/A

#### 15. List of Carriers Certifying Agreement

**None.**

List of Carriers Certifying Disagreement: **American Airlines, Piedmont Airlines, and PSA Airlines.**

#### Recap of Disagreements

**American Airlines, on behalf of itself and its wholly owned subsidiaries, Piedmont Airlines and PSA Airlines, certified disagreement with this project, stating that it “recognizes the interest in the request but not the necessary need for the replacement at this time” and suggested that “the project be dropped from [this] PFC Application #6 and be resubmitted with a later application.” Moreover, American stated that “PFC funds should be applied to more pressing items within the facility, e.g., PFC Project 6.6.” (PFC Project 6.6 from the notice of intent as referred to by American is renumbered in this application to PFC Project 6.5, Terminal Building Rehabilitation.) The certification was received outside of the statutory 30-day consultation window. The certification was delayed due to holiday-related delays in meeting American’s request for a contractor to assess the possibility of relocating a jet bridge from Concourse A to Concourse B.**

#### Public Agency Reasons for Proceeding:

**The Commission requests authority to proceed with this project because:**

- **The existing bridge to be replaced was installed in 2002 and is well beyond its useful life. Due to its age, it is requiring frequent and cost-inefficient repairs.**
- **As American requested during the consultation meeting, the Commission consulted with its jet bridge maintenance provider regarding the feasibility of relocating a newer jet bridge from Concourse A to Concourse B. The contractor found that the foundations at Concourse B were inadequate to support the heavier Concourse A bridges.**

- The other jet bridges at Concourse B are all more than 15 years old and also beyond their useful lives, requiring replacement. However, the Commission is proposing to replace only one jet bridge at this time.
- Proceeding with this project will have no effect on the schedule for “more pressing items within the facility,” including the Terminal Building Rehabilitation project specifically cited by American. The Commission will use accumulated PFC balances to proceed immediately with both projects if approved.

16. List of Comments Received from the Public Notice: **No comments received.**

List of Parties Certifying Agreement.

Recap of Disagreements

Public Agency Reasons for Proceeding:

For FAA Use

Provide an analysis of each issue/disagreement raised by the air carriers and/or the public. Provide citations for any documents not included in the PFC application that are relied on by the FAA for its analysis.

If a Federal Register notice is published, discuss and analyze any new issues raised. (If the comments from the consultation are repeated, state that.)

ADO/RO Recommendation:

Does the ADO/RO find the total costs of this project to be reasonable? Did the ADO/RO use comparable projects to make this finding? If so, list projects.

If the amount requested is over \$10 million, was the level of detail sufficient to identify eligible and ineligible costs. Summarize ineligible costs.

Is the duration of collection adequate for the amount requested?

ADO/RO RECOMMENDATION:

☐ Approve.

☐ Partially Approve. Summarize findings from earlier in the Attachment B discussing issues that lead to determination.

☐ Disapprove. Summarize findings from earlier in the Attachment B discussing issues that lead to determination.

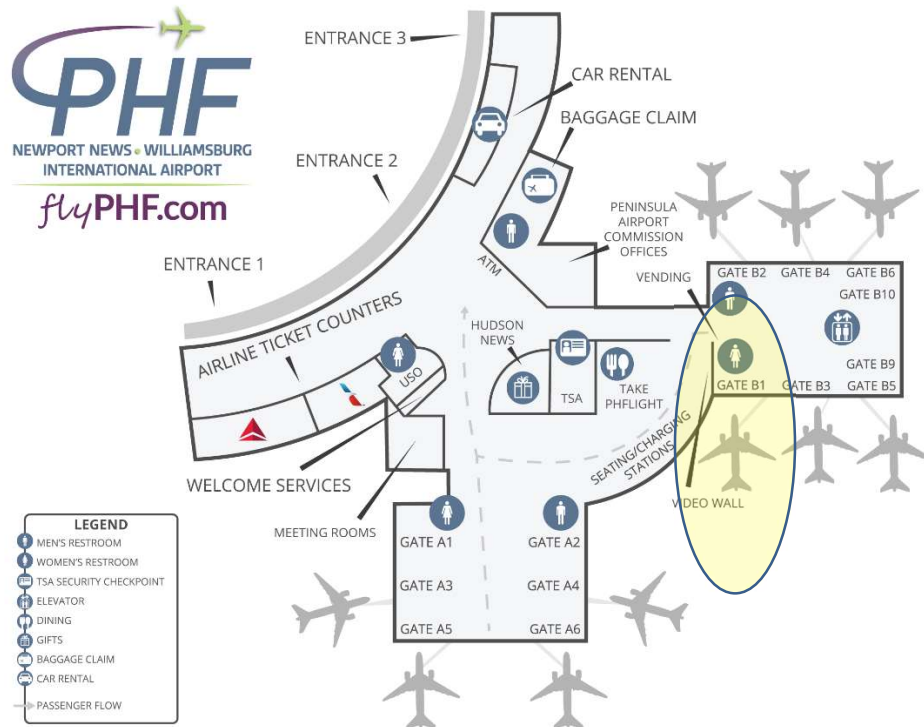
Application Reviewed by:



Name	Routing Symbol	Date
Item(s) reviewed.		

Name	Routing Symbol	Date
Item(s) reviewed		

Attachment B-4-1  
PROJECT DRAWING



Attachment B-4-2  
**MAINTENANCE ASSESSMENT**

1401 Battery Brooke Parkway  
 Richmond, Virginia 23237  
 Telephone: (804) 222-3400  
 FAX: (804) 233-5970  
 www.acibuilds.com

## PBB A CHECK DISCREPANCIES

PHF, DECEMBER 2020

GATE/ OG #	DISCREPANCY	CUSTOMER REQUESTS ITEM CORRECTION		DATE COMP.	COMP. BY
		YES	NO		
B1 39868	1. CAB ROLLERS NEEDS ADJUSTMENT				
	2. SILICONE RAIN DIVERTERS ON RAILS NEED TO BE REDONE				
	3. BOTH VERTICAL DRIVE MOTORS NEED ADJUSTMENT				
	4. SERVICE PLATFORM MIRROR NEEDS REPLACING				
	5. LIGHT RUST ON ROOF				
	6. NOSING BROKE ON RAMP END OF "A" TUNNEL				
	7. RAMP HINGE BROKEN END OF "B" TUNNEL				
	8. RADIUS TAP DOWN BROKEN IN FORWARD CAB				
	9. FRONT ATTACHING BAR FOR SLIDE FLOOR IS HEAVILY RUSTED				
	10. TWO PLASTIC HARDWARE ON RIGHT SIDE OF CANOPY ARE MISSING				
	11. AREA UNDERNEATH FORWARD CAB RUSTED BADLY				
	12. "B" TUNNEL GUIDE ROLLERS NEED REPLACING LEFT & RIGHT SIDE				
	13. FORWARD CAB FRENCH DOOR CLOSURE ARE LEAKING				

**PFC APPLICATION NUMBER:**

**ATTACHMENT B: PROJECT INFORMATION**

1. Project Title: **Terminal Building Rehabilitation**
2. Project Number **6.05**
3. Use Airport of Project: **Newport News/Williamsburg International Airport (PHF)**

4. Project Type

☐ Impose Only:

☒ Concurrent:

☐ Use Only:

Link to application:

5. Level of Collection:

☐ \$1.00

☐ \$4.00

☐ \$2.00

☒ \$4.50

☐ \$3.00

6. Financing Plan

PFC Funds: Pay-as-you-go **\$1,200,000**

Bond Capital \$

Bond Financing & Interest \$

Subtotal PFC Funds\*: **\$1,200,000**

If amount is over \$10 million, include cost details sufficient to identify eligible and ineligible costs.

Existing AIP Funds:

Grant # Grant Funds in Project \$

Subtotal Existing AIP Funds: \$

Anticipated AIP Funds (List Each Year Separately):

Fiscal Year: Entitlement \$ Discretionary \$ Total \$

Subtotal Anticipated AIP Funds: \$

Other Funds:

State Grants **\$1,800,000**

Local Funds \$

Other (please specify) \$

Subtotal Other Funds: \$

Total Project Cost: **\$3,000,000**

For FAA Use

a. Does the project include a proposed LOI?

☐ YES

☐ NO

If YES, does the Region support?

☐ YES

☐ NO.

If YES, list the schedule for implementation:

b. For any proposed AIP discretionary funds, does the Region intend to support?

☐ YES

☐ NO

c. For any proposed AIP funds, is the request within the planning levels for the Region's five year CIP?

☐ YES

☐ NO

d. For project requesting PFC funding levels of \$4.00 and \$4.50:

Is there an expectation that AIP funding will be available to pay the project costs.

☐ YES

☐ NO

What percentage of the total project cost is funded through AIP?

List the source(s) of data used to make this finding.

e. Terminal and surface transportation projects requesting a PFC funding level of \$4.00 and \$4.50. The public agency has made adequate provision for financing the airside needs of the airport, including runways, taxiways, aprons, and aircraft gates.

☐ YES

☐ NO

☐ N/A

List the source(s) of data used to make this finding.

f. Reasonableness of cost.

Project Total Cost Analysis

PFC Share of Total Cost Analysis

7. Back-up Financing Plan:

If proposed AIP discretionary funds or a proposed LOI are included in the Financing Plan, provide a Back-up Financing Plan or a project phasing plan in the event the funds are not available for the project.

**Not applicable.**

For FAA Use

If required to use a back-up financing/phasing plan, indicate the need to obtain additional approvals to obtain an alternate source of financing. Indicate the additional PFC duration of collection required if PFC's are to be used to fund the difference. Recap any discussion from previous item regarding likelihood of public agency obtaining the funding it proposes.

#### 8. Project Description:

**This project consists of the design and construction of various projects to rehabilitate the public restrooms, construct new nursing rooms, and replace the windows in the public areas of the terminal atrium.**

#### **PUBLIC RESTROOM REHABILITATION**

**This component consists of the modernization of the 3 public restrooms (1 men's/1 women's/1 unisex) in the terminal (pre-security) building. Attachment B-5-1 shows the location of the restrooms to be rehabilitated.**

**The existing restrooms were constructed with the terminal building in 1992 and have not been upgraded to current design standards. The atrium bathroom stalls are small and create difficulties for passengers to keep their bags with them as required by the Transportation Security Administration (TSA). The lighting, flooring, and fixtures in the restrooms are also original (i.e., 28 years old) and have substantially exceeded their useful life.**

#### **NURSING ROOMS**

**The 2018 FAA Reauthorization Act encourages nonhub airports to make lactation rooms available for nursing mothers by making such rooms eligible terminal development projects. A new, permanent room to appropriate design standards will be constructed in connection with the restroom rehabilitation project.**

**A project drawing showing the location of Gate B1 is provided in Attachment B-4-1.**

#### **ATRIUM WINDOW REPLACEMENT**

**The windows in the public atrium area of the terminal building were installed in 1992 and have not been replaced. The filament and glazing in these windows have failed,**

**creating inefficiencies in heating and cooling the facility. The windows also leak during rain events, creating slipping hazards for passengers. This project will replace the 695 windows in the public areas of the atrium with new windows.**

If applicable for terminal projects,  
Prior to implementation of this project,  
Number of ticket counters:  
Number of gates:  
Number of baggage facilities:

At completion of this project,  
Number of ticket counters:  
Number of gates:  
Number of baggage facilities:

Net change due to this project:  
Number of ticket counters:  
Number of gates:  
Number of baggage facilities:

Terminal and surface transportation projects. The public agency has made adequate provision for financing the airside needs of the airport, including runways, taxiways, aprons, and aircraft gates.

☒ YES  
☐ NO  
☐ N/A

#### FOR FAA USE

Comment upon and/or Clarify Project Description. Include source citation if clarification information is not from PFC application.

If project involves the construction of a new runway or modification of an existing runway, have the requirements of Order 5200.8, with regard to runway safety areas been met? If not, is the runway grandfathered or has a modification been approve, or is there a likelihood the requirements will be met, or should the project be disapproved.

If the project involves terminal work, confirm information regarding ticket counters, gates, and baggage facilities for construction and/or rehabilitation above has been completed.

Terminal and surface transportation projects. The public agency has made adequate provision for financing the airside needs of the airport, including runways, taxiways, aprons, and aircraft gates.

☐ YES  
☐ NO



☐ ☐ N/A

9. Significant Contribution:

**Not applicable.**

FOR FAA USE

☐ Air safety. Part 139 ☐ Other (explain) \_\_\_\_\_

Certification Inspector concur. Yes ☐ No ☐ Date \_\_\_\_\_

☐ Air security. Part 107 ☐ Part 108 ☐ Other (explain) \_\_\_\_\_

CASFO concur. Yes ☐ No ☐ Date \_\_\_\_\_

☐ Competition. Competition Plan ☐ Other (explain) \_\_\_\_\_

☐ Congestion. Current ☐ or Anticipated ☐

LOI ☐ FAA BCA ☐ FAA Airport Capacity Enhancement Plan  
☐

Other (explain) \_\_\_\_\_

☐ Noise. 65 LDN ☐ Other (explain) \_\_\_\_\_

☐ Project does not qualify under “significant contribution “ rules.

Quantitative and qualitative analysis of significant contribution option chosen by public agency. If analysis is based on a source other than this PFC application, list the source(s) of data and attach the relevant documentation used to make this finding.

How does this project address the deficiency cited by the public agency?

If competition is the chosen option, provide the FAA’s analysis of any barriers to competition at the airport.

10. Project Objective:

The objectives of this project are to enhance capacity and enhance safety.

**Enhance Capacity.** The existing restrooms are original to the 1992 terminal and are not designed to current standards, including TSA requirements that passengers keep luggage in sight in restroom stalls. The lighting, fixture, and floorings are beyond their useful lives. Moreover, the Airport does not currently have permanent nursing rooms as required by the 2018 FAA Reauthorization Act. If this project were not completed, adequate restrooms and nursing facilities would not be available to passengers in the terminal building.

**Enhance Safety.** The filaments and glazing of the existing windows have failed, causing leaks during rain events and slipping hazards for passengers. If this project were not completed, the windows would continue to leak and the slipping hazard would remain.

**FOR FAA USE**

- ☐ Safety, Preserve ☐ Enhance ☐
- ☐ Security, Preserve ☐ Enhance ☐
- ☐ Capacity, Preserve ☐ Enhance ☐
- ☐ Furnish opportunity for enhanced competition between or among air carriers at the airport
- ☐ Mitigate noise impacts resulting from aircraft operations at the airport
- ☐ Project does not meet any PFC objectives (explain)

**Finding**

Current deficiency. List the source(s) of data used to make this finding if it is not a part of the PFC application.

Address adequacy of issues.

**11. Project Justification:**

**PUBLIC RESTROOM REHABILITATION**

This project is required to modernize restrooms that are 28 years-old to current design standards. The existing restroom stalls are undersized, making it difficult for passengers to keep luggage in their sights as required by the TSA. Moreover, the lighting, fixtures, and flooring are also original and beyond their useful lives.

**NURSING ROOMS**

This project is required to provide new facilities for nursing mothers as encouraged by the 2018 FAA Reauthorization Act.

**ATRIUM WINDOW REPLACEMENT**

This project is required to replace deficient windows in the public atrium area of the terminal that were installed in 1992. The filaments and glazing of existing windows has failed, creating inefficiencies in the heating and cooling of the building and causing leaks and slipping hazards.

**FOR FAA USE**

Define how the project accomplishes PFC Objective(s)

Explain how project is cost-effective compared to other reasonable and timely means to accomplish this objective(s)

Based on informed opinion or published FAA guidance, specify how the cost of the project is reasonable compared to the capacity, safety, security, noise and/or competition benefits attributable to the project. Include citation for any documents that are not a part of this PFC application.

If analysis is based on a source other than this PFC application, list the source(s) of data and attach the relevant documentation used to make this finding.

Discuss any non-economical benefits which are not captured above.

**Project Eligibility:**

Indicate project eligibility by checking the appropriate category below.

☐ Development eligible under AIP criteria (paragraph \_\_\_ of Order 5100.38\_ or PGL \_\_\_);

☐ Planning eligible under AIP criteria (paragraph \_\_\_ of Order 5100.38\_ or PGL \_\_\_);

☐ Noise compatibility planning as described in 49 U.S.C. 47505;

☐ Noise compatibility measures eligible under 49 U.S.C. 47504.

☐ Project approved in an approved Part 150 noise compatibility plan;

Title and Date of Part 150: \_\_\_\_\_

☐ Project included in a local study.

Title and Date of local study: \_\_\_\_\_

☐ Terminal development as described in 49 U.S.C. 40117(a)(3)(C);

☐ Shell of a gate as described in 49 U.S.C 40117(a)(3)(F) (air carrier \_\_\_\_\_, percentage of annual boardings \_\_\_\_\_);

☐ PFC Program Update Letter \_\_\_\_\_

☐ Project does not meet PFC eligibility (explain).

If analysis is based on a source other than this PFC application, list the source(s) of data and attach the relevant documentation used to make this finding.

Are any work elements or portions of the overall project ineligible? Provide associated costs.

12. Estimated Project Implementation Date (Month and Year): **July 2021**

Estimated Project Completion Date (Month and Year): **June 2026**

15. List of Carriers Certifying Agreement

**American Airlines, Piedmont Airlines, and PSA Airlines.**

List of Carriers Certifying Disagreement: **None.**

Recap of Disagreements

Public Agency Reasons for Proceeding:

16. List of Comments Received from the Public Notice: **No comments received.**

List of Parties Certifying Agreement.

Recap of Disagreements

Public Agency Reasons for Proceeding:

For FAA Use

Provide an analysis of each issue/disagreement raised by the air carriers and/or the public. Provide citations for any documents not included in the PFC application that are relied on by the FAA for its analysis.

If a Federal Register notice is published, discuss and analyze any new issues raised. (If the comments from the consultation are repeated, state that.)

ADO/RO Recommendation:

Does the ADO/RO find the total costs of this project to be reasonable? Did the ADO/RO use comparable projects to make this finding? If so, list projects.

If the amount requested is over \$10 million, was the level of detail sufficient to identify eligible and ineligible costs. Summarize ineligible costs.

Is the duration of collection adequate for the amount requested?

ADO/RO RECOMMENDATION:

☐ Approve.

☐ Partially Approve. Summarize findings from earlier in the Attachment B discussing issues that lead to determination.

☐ Disapprove. Summarize findings from earlier in the Attachment B discussing issues that lead to determination.

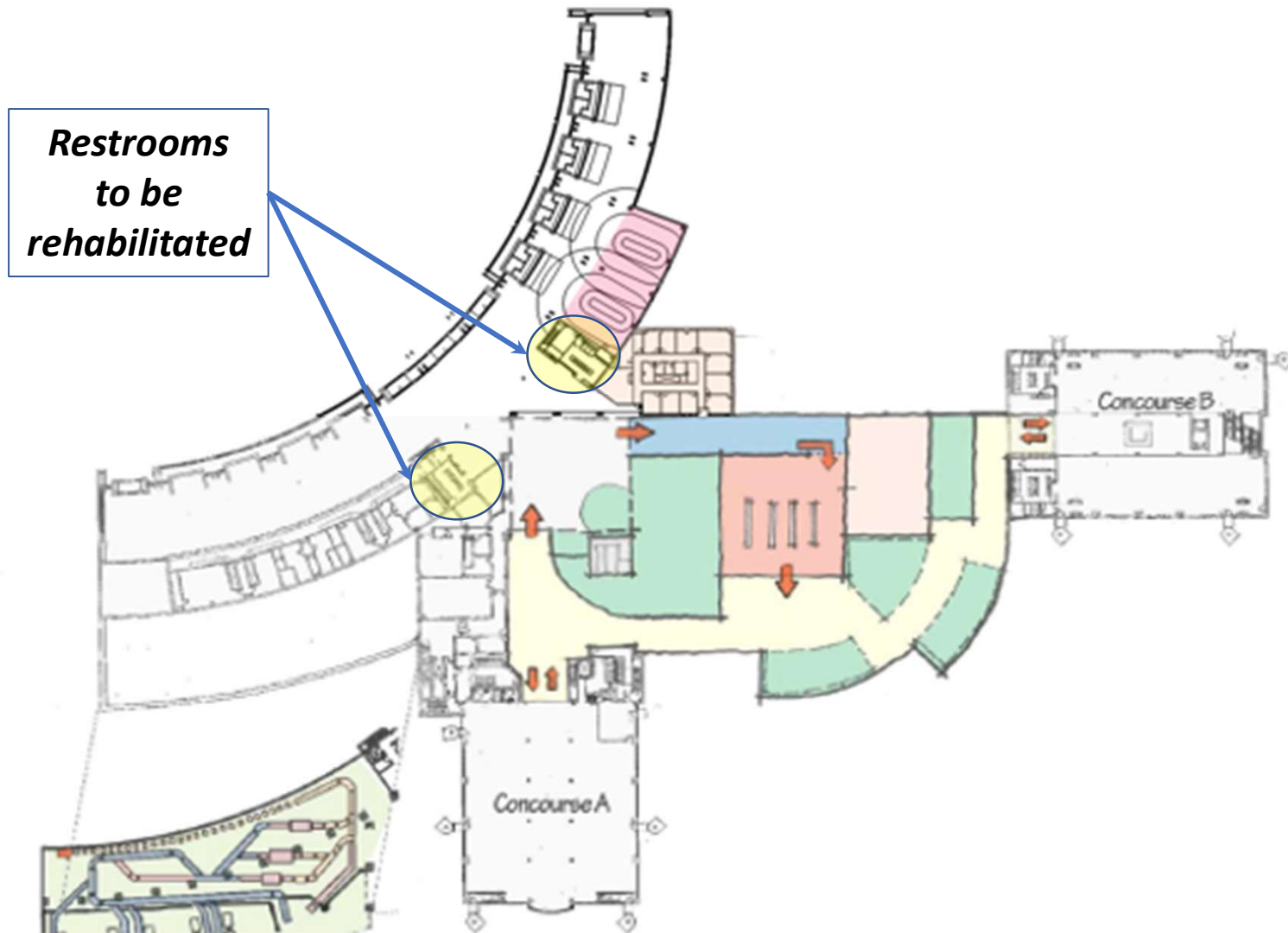
Application Reviewed by:

Name	Routing Symbol	Date
Item(s) reviewed.		

Name	Routing Symbol	Date
Item(s) reviewed		

Attachment B-5-1  
**PROJECT DRAWING—RESTROOMS**

# Terminal Building Rehabilitation



Attachment B-5-2  
**PHOTOS OF EXISTING CONDITIONS—ATRIUM WINDOWS**



# Terminal Bldg Rehab—*Atrium Windows*



**PFC APPLICATION NUMBER:**

**ATTACHMENT B: PROJECT INFORMATION**

1. Project Title: **RPZ Land Acquisition – Oriana Road**
2. Project Number **6.06**
3. Use Airport of Project: **Newport News/Williamsburg International Airport (PHF)**

4. Project Type

☐ Impose Only:

☒ Concurrent:

☐ Use Only:

Link to application:

5. Level of Collection:

☐ \$1.00

☐ \$4.00

☐ \$2.00

☒ \$4.50

☐ \$3.00

6. Financing Plan

PFC Funds: Pay-as-you-go **\$225,000**

Bond Capital \$

Bond Financing & Interest \$

Subtotal PFC Funds\*: **\$225,000**

If amount is over \$10 million, include cost details sufficient to identify eligible and ineligible costs.

Existing AIP Funds:

Grant # Grant Funds in Project \$

Subtotal Existing AIP Funds: \$

Anticipated AIP Funds (List Each Year Separately):

Fiscal Year: Entitlement \$ Discretionary \$ Total \$

Subtotal Anticipated AIP Funds: \$

Other Funds:

State Grants \$

Local Funds \$

Other (please specify) \$

Subtotal Other Funds: \$

Total Project Cost: **\$225,000**

For FAA Use

a. Does the project include a proposed LOI?

☐ YES

☐ NO

If YES, does the Region support?

☐ YES

☐ NO.

If YES, list the schedule for implementation:

b. For any proposed AIP discretionary funds, does the Region intend to support?

☐ YES

☐ NO

c. For any proposed AIP funds, is the request within the planning levels for the Region's five year CIP?

☐ YES

☐ NO

d. For project requesting PFC funding levels of \$4.00 and \$4.50:

Is there an expectation that AIP funding will be available to pay the project costs.

☐ YES

☐ NO

What percentage of the total project cost is funded through AIP?

List the source(s) of data used to make this finding.

e. Terminal and surface transportation projects requesting a PFC funding level of \$4.00 and \$4.50. The public agency has made adequate provision for financing the airside needs of the airport, including runways, taxiways, aprons, and aircraft gates.

☐ YES

☐ NO

☐ N/A

List the source(s) of data used to make this finding.

f. Reasonableness of cost.

Project Total Cost Analysis

PFC Share of Total Cost Analysis

7. Back-up Financing Plan:

If proposed AIP discretionary funds or a proposed LOI are included in the Financing Plan, provide a Back-up Financing Plan or a project phasing plan in the event the funds are not available for the project.

**Not applicable.**

For FAA Use

If required to use a back-up financing/phasing plan, indicate the need to obtain additional approvals to obtain an alternate source of financing. Indicate the additional PFC duration of collection required if PFC's are to be used to fund the difference. Recap any discussion from previous item regarding likelihood of public agency obtaining the funding it proposes.

8. Project Description:

**This project consists of the fee simple acquisition of 2 parcels that are partially located in the Runway 20 runway protection zone (RPZ) and within the Airport's 65 decibel noise contour (DNL 65dB) to protect against incompatible development. The parcels are located in the Kentucky Farms neighborhood off of Oriana Road on Kentucky Drive in the northern section of the Airport, approximately 0.3 miles to the north of the end of Runway 20. Both parcels are undeveloped and located adjacent to each other. The first parcel is 3.55 acres, and the second parcel is 2.86 acres, resulting in a total area of 6.41 acres. The Airport will not be developing these parcels.**

**A project drawing showing the location of the parcels is provided in Attachment B-6-1. An exhibit showing the metes and bounds of the two parcels is provided in Attachment B-6-2.**

If applicable for terminal projects,  
Prior to implementation of this project,  
Number of ticket counters:  
Number of gates:  
Number of baggage facilities:

At completion of this project,  
Number of ticket counters:  
Number of gates:  
Number of baggage facilities:

Net change due to this project:  
Number of ticket counters:  
Number of gates:  
Number of baggage facilities:

Terminal and surface transportation projects. The public agency has made adequate provision for financing the airside needs of the airport, including runways, taxiways, aprons, and aircraft gates.

☒ YES

☐ NO

☐ N/A

#### FOR FAA USE

Comment upon and/or Clarify Project Description. Include source citation if clarification information is not from PFC application.

If project involves the construction of a new runway or modification of an existing runway, have the requirements of Order 5200.8, with regard to runway safety areas been met? If not, is the runway grandfathered or has a modification been approved, or is there a likelihood the requirements will be met, or should the project be disapproved.

If the project involves terminal work, confirm information regarding ticket counters, gates, and baggage facilities for construction and/or rehabilitation above has been completed.

Terminal and surface transportation projects. The public agency has made adequate provision for financing the airside needs of the airport, including runways, taxiways, aprons, and aircraft gates.

☐ YES

☐ NO

☐ N/A

#### 9. Significant Contribution:

**Not applicable.**

#### FOR FAA USE

\_\_\_ Air safety. Part 139 ☐ Other (explain) \_\_\_\_\_

Certification Inspector concur. Yes ☐ No ☐ Date \_\_\_\_\_

\_\_\_ Air security. Part 107 ☐ Part 108 ☐ Other (explain) \_\_\_\_\_

CASFO concur. Yes ☐ No ☐ Date \_\_\_\_\_

\_\_\_ Competition. Competition Plan ☐ Other (explain) \_\_\_\_\_

\_\_\_ Congestion. Current ☐ or Anticipated ☐

LOI ☐ FAA BCA ☐ FAA Airport Capacity Enhancement Plan

☐

Other (explain) \_\_\_\_\_

\_\_\_ Noise. 65 LDN ☐ Other (explain) \_\_\_\_\_

☐ Project does not qualify under “significant contribution “ rules.

Quantitative and qualitative analysis of significant contribution option chosen by public agency. If analysis is based on a source other than this PFC application, list the source(s) of data and attach the relevant documentation used to make this finding.

How does this project address the deficiency cited by the public agency?

If competition is the chosen option, provide the FAA’s analysis of any barriers to competition at the airport.

10. Project Objective:

**The objectives of this project is to preserve safety. Acquiring land in the Runway Protection Zone and within the DNL 65dB enables the Commission to prevent incompatible development and the congregation of people and therefore ensure that the parcel is clear of obstructions and maintained according to standards. If the land were not acquired, the property could be developed for incompatible use and adversely affect safety.**

FOR FAA USE

- ☐ Safety, Preserve ☐ Enhance ☐
- ☐ Security, Preserve ☐ Enhance ☐
- ☐ Capacity, Preserve ☐ Enhance ☐
- ☐ Furnish opportunity for enhanced competition between or among air carriers at the airport
- ☐ Mitigate noise impacts resulting from aircraft operations at the airport
- ☐ Project does not meet any PFC objectives (explain)

Finding

Current deficiency. List the source(s) of data used to make this finding if it is not a part of the PFC application.

Address adequacy of issues.

11. Project Justification:

**This project consists of the fee-simple acquisition of two parcels partially located within the RPZ and DNL 65dB noise contour for Runway 20.**

**Federal Aviation Administration (FAA) Advisory Circular AC 150/5300-13A, Airport Design, Section 105 states that “To the extent practicable, land acquisition should**

include adequate areas surrounding the runway(s) to protect the runway approach and departure surfaces identified in paragraph 303, and for existing and planned runways Object Free Areas and RPZs.” Moreover, Appendix R, section R-6(a) of FAA Order 5100.38D identifies land within the DNL 65dB noise contour as being incompatible with aviation development. Both parcels are undeveloped and will remain so, thereby causing no new or modified land uses subject to review in compliance with FAA guidance as described in FAA Advisory Circular AC 150/5300-13A, “Airport Design” and the September 27, 2012 memo, “Interim Guidance on Land Uses Within a Runway Protection Zone.”

The acquisition of this property is justified in connection with FAA regulations and policy in that it will prevent incompatible development and the congregation of people.

**FOR FAA USE**

Define how the project accomplishes PFC Objective(s)

Explain how project is cost-effective compared to other reasonable and timely means to accomplish this objective(s)

Based on informed opinion or published FAA guidance, specify how the cost of the project is reasonable compared to the capacity, safety, security, noise and/or competition benefits attributable to the project. Include citation for any documents that are not a part of this PFC application.

If analysis is based on a source other than this PFC application, list the source(s) of data and attach the relevant documentation used to make this finding.

Discuss any non-economical benefits which are not captured above.

**Project Eligibility:**

Indicate project eligibility by checking the appropriate category below.

☐ Development eligible under AIP criteria (paragraph \_\_\_\_ of Order 5100.38\_ or PGL \_\_\_\_);

☐ Planning eligible under AIP criteria (paragraph \_\_\_\_ of Order 5100.38\_ or PGL \_\_\_\_);

☐ Noise compatibility planning as described in 49 U.S.C. 47505;

☐ Noise compatibility measures eligible under 49 U.S.C. 47504.

☐ Project approved in an approved Part 150 noise compatibility plan;

Title and Date of Part 150:

☐ Project included in a local study.

Title and Date of local study:

☐ Terminal development as described in 49 U.S.C. 40117(a)(3)(C);

☐ Shell of a gate as described in 49 U.S.C 40117(a)(3)(F) (air carrier \_\_\_\_\_),

percentage of annual boardings \_\_\_\_\_);  
☐ PFC Program Update Letter \_\_\_\_\_  
☐ Project does not meet PFC eligibility (explain).

If analysis is based on a source other than this PFC application, list the source(s) of data and attach the relevant documentation used to make this finding.

Are any work elements or portions of the overall project ineligible? Provide associated costs.

12. Estimated Project Implementation Date (Month and Year): **July 2021**  
Estimated Project Completion Date (Month and Year): **July 2021**

For FAA Use

For Impose and Use or Use Only projects, will the project begin within 2 years of PFC application Due date (120-day)?

☐ Yes  
☐ No

For Impose Only project, will the project begin within 5 years of the charge effective date or PFC application Due date, whichever is first?

☐ Yes  
☐ No

Is this project dependent upon another action to occur before its implementation or completion. Explain.

13. For an Impose Only project, estimated date Use application will be submitted to the FAA (Month and Year):

**Not applicable.**

For FAA Use

Is the date within 3 years of the estimated charge effective date or approval date, whichever is sooner.

☐ Yes  
☐ No

Which actions are needed before the use application can be submitted? What is the estimated schedule for each action?

14. Project requesting PFC funding levels of \$4.00 and \$4.50:

a. Can project costs be paid for from funds reasonably expected to be available through AIP funding.

☐ YES  
☒ NO



b. If the FAA determines that the project may qualify for AIP funding, would the public agency prefer that the FAA approve

☒ the amount of the local match to be collected at a \$4.50 PFC level, or

☐ the entire requested amount at a \$3.00 PFC level.

c. Terminal and surface transportation projects. The public agency has made adequate provision for financing the airside needs of the airport, including runways, taxiways, aprons, and aircraft gates.

☐ YES

☐ NO

☒ N/A

#### 15. List of Carriers Certifying Agreement

**American Airlines, Piedmont Airlines, and PSA Airlines.**

List of Carriers Certifying Disagreement: **None.**

Recap of Disagreements

Public Agency Reasons for Proceeding:

#### 16. List of Comments Received from the Public Notice: **No comments received.**

List of Parties Certifying Agreement.

Recap of Disagreements

Public Agency Reasons for Proceeding:

#### For FAA Use

Provide an analysis of each issue/disagreement raised by the air carriers and/or the public. Provide citations for any documents not included in the PFC application that are relied on by the FAA for its analysis.

If a Federal Register notice is published, discuss and analyze any new issues raised. (If the comments from the consultation are repeated, state that.)

#### ADO/RO Recommendation:

Does the ADO/RO find the total costs of this project to be reasonable? Did the ADO/RO use comparable projects to make this finding? If so, list projects.

If the amount requested is over \$10 million, was the level of detail sufficient to identify eligible and ineligible costs. Summarize ineligible costs.

Is the duration of collection adequate for the amount requested?

ADO/RO RECOMMENDATION:

☐ Approve.

☐ Partially Approve. Summarize findings from earlier in the Attachment B discussing issues that lead to determination.

☐ Disapprove. Summarize findings from earlier in the Attachment B discussing issues that lead to determination.

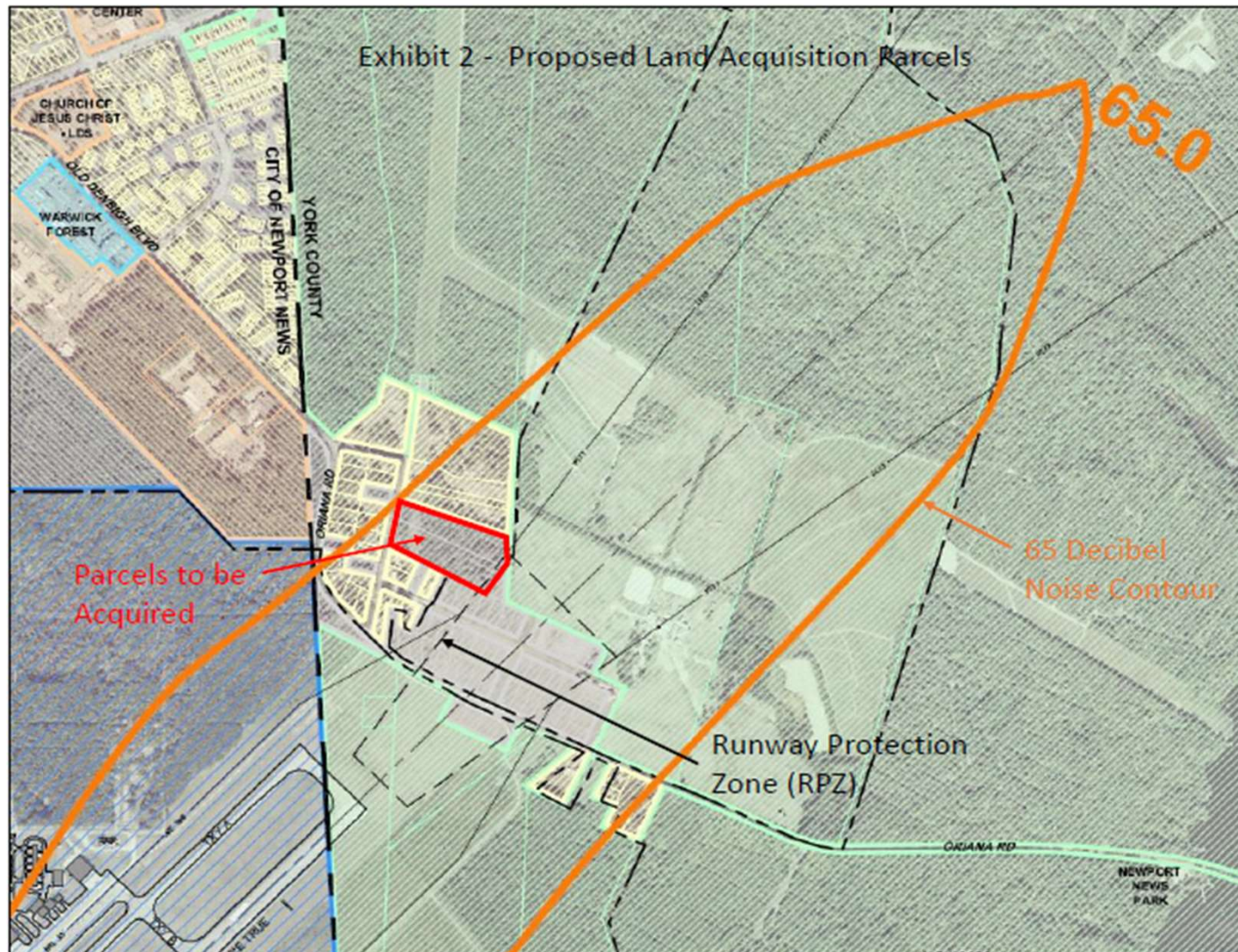
Application Reviewed by:

Name	Routing Symbol	Date
Item(s) reviewed.		

Name	Routing Symbol	Date
Item(s) reviewed		

Attachment B-6-1  
**PROPERTY LOCATION**

# RPZ Land Acquisition—Oriana Road



Attachment B-6-2  
**METES AND BOUNDS**



**PFC APPLICATION NUMBER:**

**ATTACHMENT B: PROJECT INFORMATION**

1. Project Title: **PFC Application Development**
2. Project Number **6.07**
3. Use Airport of Project: **Newport News/Williamsburg International Airport (PHF)**

4. Project Type

☐ Impose Only:

☒ Concurrent:

☐ Use Only:

Link to application:

5. Level of Collection:

☐ \$1.00

☐ \$4.00

☐ \$2.00

☒ \$4.50

☐ \$3.00

6. Financing Plan

PFC Funds: Pay-as-you-go **\$40,000**

Bond Capital \$

Bond Financing & Interest \$

Subtotal PFC Funds\*: **\$40,000**

If amount is over \$10 million, include cost details sufficient to identify eligible and ineligible costs.

Existing AIP Funds:

Grant # Grant Funds in Project \$

Subtotal Existing AIP Funds: \$

Anticipated AIP Funds (List Each Year Separately):

Fiscal Year: Entitlement \$ Discretionary \$ Total \$

Subtotal Anticipated AIP Funds: \$

Other Funds:

State Grants \$

Local Funds \$

Other (please specify) \$

Subtotal Other Funds: \$

Total Project Cost: **\$40,000**

For FAA Use

a. Does the project include a proposed LOI?

☐ YES

☐ NO

If YES, does the Region support?

☐ YES

☐ NO.

If YES, list the schedule for implementation:

b. For any proposed AIP discretionary funds, does the Region intend to support?

☐ YES

☐ NO

c. For any proposed AIP funds, is the request within the planning levels for the Region's five year CIP?

☐ YES

☐ NO

d. For project requesting PFC funding levels of \$4.00 and \$4.50:

Is there an expectation that AIP funding will be available to pay the project costs.

☐ YES

☐ NO

What percentage of the total project cost is funded through AIP?

List the source(s) of data used to make this finding.

e. Terminal and surface transportation projects requesting a PFC funding level of \$4.00 and \$4.50. The public agency has made adequate provision for financing the airside needs of the airport, including runways, taxiways, aprons, and aircraft gates.

☐ YES

☐ NO

☐ N/A

List the source(s) of data used to make this finding.

f. Reasonableness of cost.

Project Total Cost Analysis

PFC Share of Total Cost Analysis

7. Back-up Financing Plan:



If proposed AIP discretionary funds or a proposed LOI are included in the Financing Plan, provide a Back-up Financing Plan or a project phasing plan in the event the funds are not available for the project.

**Not applicable.**

For FAA Use

If required to use a back-up financing/phasing plan, indicate the need to obtain additional approvals to obtain an alternate source of financing. Indicate the additional PFC duration of collection required if PFC's are to be used to fund the difference. Recap any discussion from previous item regarding likelihood of public agency obtaining the funding it proposes.

8. Project Description:

**This project provides for professional services and staff costs related to the development and completion of the PFC application process for this PFC Application 6. Services included:**

- **Preparation of PFC revenue forecasts and estimates of PFC capacity**
- **Analyses of project eligibility**
- **Preparation of the notice of intent, airline and public consultation materials, and participation in the airline consultation meeting**
- **Participation in coordination meetings with the Federal Aviation Administration (FAA) Airports District Office (ADO)**
- **Preparation of draft applications and advance coordination with the FAA ADO**
- **Preparation of the final application for the submission to the ADO**

If applicable for terminal projects,  
Prior to implementation of this project,  
Number of ticket counters:  
Number of gates:  
Number of baggage facilities:

At completion of this project,  
Number of ticket counters:  
Number of gates:  
Number of baggage facilities:

Net change due to this project:  
Number of ticket counters:  
Number of gates:  
Number of baggage facilities:

Terminal and surface transportation projects. The public agency has made adequate provision for financing the airside needs of the airport, including runways, taxiways, aprons, and aircraft gates.

☐ YES  
☐ NO  
☒ N/A

**FOR FAA USE**

Comment upon and/or Clarify Project Description. Include source citation if clarification information is not from PFC application.

If project involves the construction of a new runway or modification of an existing runway, have the requirements of Order 5200.8, with regard to runway safety areas been met? If not, is the runway grandfathered or has a modification been approve, or is there a likelihood the requirements will be met, or should the project be disapproved.

If the project involves terminal work, confirm information regarding ticket counters, gates, and baggage facilities for construction and/or rehabilitation above has been completed.

Terminal and surface transportation projects. The public agency has made adequate provision for financing the airside needs of the airport, including runways, taxiways, aprons, and aircraft gates.

☐ YES  
☐ NO  
☐ N/A

**9. Significant Contribution:**

**Not applicable.**

**FOR FAA USE**

\_\_\_ Air safety. Part 139 ☐ Other (explain)

Certification Inspector concur. Yes ☐ No ☐ Date \_\_\_  
\_\_\_ Air security. Part 107 ☐ Part 108 ☐ Other (explain)

CASFO concur. Yes ☐ No ☐ Date \_\_\_  
\_\_\_ Competition. Competition Plan ☐ Other (explain)

\_\_\_ Congestion. Current ☐ or Anticipated ☐  
LOI ☐ FAA BCA ☐ FAA Airport Capacity Enhancement Plan  
☐

Other (explain) \_\_\_\_\_  
\_\_\_ Noise. 65 LDN ☐ Other (explain) \_\_\_\_\_

\_\_\_ Project does not qualify under “significant contribution “ rules.

Quantitative and qualitative analysis of significant contribution option chosen by public agency. If analysis is based on a source other than this PFC application, list the source(s) of data and attach the relevant documentation used to make this finding.

How does this project address the deficiency cited by the public agency?

If competition is the chosen option, provide the FAA’s analysis of any barriers to competition at the airport.

#### 10. Project Objective:

**The project supports the objectives for all projects included in this application and previously approved on prior applications to be amended, including preserve/enhance capacity, preserve/enhance safety, and preserve/enhance security.**

#### FOR FAA USE

\_\_\_ Safety, Preserve ☐ Enhance ☐  
\_\_\_ Security, Preserve ☐ Enhance ☐  
\_\_\_ Capacity, Preserve ☐ Enhance ☐  
\_\_\_ Furnish opportunity for enhanced competition between or among air carriers at the airport  
\_\_\_ Mitigate noise impacts resulting from aircraft operations at the airport  
\_\_\_ Project does not meet any PFC objectives (explain)

#### Finding

Current deficiency. List the source(s) of data used to make this finding if it is not a part of the PFC application.

Address adequacy of issues.

#### 11. Project Justification:

**The project supports the justifications for all projects included in this application and previously approved on prior applications to be amended, including preserve/enhance capacity, preserve/enhance safety, and preserve/enhance security.**

FOR FAA USE

Define how the project accomplishes PFC Objective(s)

Explain how project is cost-effective compared to other reasonable and timely means to accomplish this objective(s)

Based on informed opinion or published FAA guidance, specify how the cost of the project is reasonable compared to the capacity, safety, security, noise and/or competition benefits attributable to the project. Include citation for any documents that are not a part of this PFC application.

If analysis is based on a source other than this PFC application, list the source(s) of data and attach the relevant documentation used to make this finding.

Discuss any non-economical benefits which are not captured above.

Project Eligibility:

Indicate project eligibility by checking the appropriate category below.

☐ Development eligible under AIP criteria (paragraph \_\_\_\_ of Order 5100.38\_ or PGL \_\_\_\_);

☐ Planning eligible under AIP criteria (paragraph \_\_\_\_ of Order 5100.38\_ or PGL \_\_\_\_);

☐ Noise compatibility planning as described in 49 U.S.C. 47505;

☐ Noise compatibility measures eligible under 49 U.S.C. 47504.

☐ Project approved in an approved Part 150 noise compatibility plan;

Title and Date of Part 150:

☐ Project included in a local study.

Title and Date of local study:

☐ Terminal development as described in 49 U.S.C. 40117(a)(3)(C);

☐ Shell of a gate as described in 49 U.S.C 40117(a)(3)(F) (air carrier \_\_\_\_\_, percentage of annual boardings \_\_\_\_\_);

☐ PFC Program Update Letter \_\_\_\_\_

☐ Project does not meet PFC eligibility (explain).

If analysis is based on a source other than this PFC application, list the source(s) of data and attach the relevant documentation used to make this finding.

Are any work elements or portions of the overall project ineligible? Provide associated costs.

12. Estimated Project Implementation Date (Month and Year): **December 2019**

Estimated Project Completion Date (Month and Year): **April 2021**

For FAA Use

For Impose and Use or Use Only projects, will the project begin within 2 years of PFC application Due date (120-day)?

☐ Yes

☐ No

For Impose Only project, will the project begin within 5 years of the charge effective date or PFC application Due date, whichever is first?

☐ Yes

☐ No

Is this project dependent upon another action to occur before its implementation or completion. Explain.

13. For an Impose Only project, estimated date Use application will be submitted to the FAA (Month and Year):

**Not applicable.**

For FAA Use

Is the date within 3 years of the estimated charge effective date or approval date, whichever is sooner.

☐ Yes

☐ No

Which actions are needed before the use application can be submitted? What is the estimated schedule for each action?

14. Project requesting PFC funding levels of \$4.00 and \$4.50:

a. Can project costs be paid for from funds reasonably expected to be available through AIP funding.

☐ YES

☒ NO

b. If the FAA determines that the project may qualify for AIP funding, would the public agency prefer that the FAA approve

☒ the amount of the local match to be collected at a \$4.50 PFC level, or

☐ the entire requested amount at a \$3.00 PFC level.

c. Terminal and surface transportation projects. The public agency has made adequate provision for financing the airside needs of the airport, including runways, taxiways, aprons, and aircraft gates.

☐ YES

☐ NO

☒ N/A

15. List of Carriers Certifying Agreement

**American Airlines, Piedmont Airlines, and PSA Airlines.**

List of Carriers Certifying Disagreement: **None.**

Recap of Disagreements

Public Agency Reasons for Proceeding:

16. List of Comments Received from the Public Notice: **No comments received.**

List of Parties Certifying Agreement.

Recap of Disagreements

Public Agency Reasons for Proceeding:

For FAA Use

Provide an analysis of each issue/disagreement raised by the air carriers and/or the public. Provide citations for any documents not included in the PFC application that are relied on by the FAA for its analysis.

If a Federal Register notice is published, discuss and analyze any new issues raised. (If the comments from the consultation are repeated, state that.)

ADO/RO Recommendation:

Does the ADO/RO find the total costs of this project to be reasonable? Did the ADO/RO use comparable projects to make this finding? If so, list projects.

If the amount requested is over \$10 million, was the level of detail sufficient to identify eligible and ineligible costs. Summarize ineligible costs.

Is the duration of collection adequate for the amount requested?

ADO/RO RECOMMENDATION:

☐ Approve.

☐ Partially Approve. Summarize findings from earlier in the Attachment B discussing issues that lead to determination.

☐ Disapprove. Summarize findings from earlier in the Attachment B discussing issues that lead to determination.

Application Reviewed by:

Name	Routing Symbol	Date
Item(s) reviewed.		

Name	Routing Symbol	Date
Item(s) reviewed		

**Attachment C**  
**AIR CARRIER CONSULTATION AND PUBLIC NOTICE INFORMATION**

- C-1    Written Notification to Air Carriers
- C-2    Air Carrier Notification List
- C-3    Air Carrier Consultation Meeting
- C-4    Air Carrier Certifications of Agreement or Disagreement
- C-5    Public Consultation



**Attachment C-1**  
**WRITTEN NOTIFICATION TO AIR CARRIERS**

A written notification to Air Carriers of a consultation meeting, as required by 14 CFR Sections 158.23 and 158.25(c)(2), was e-mailed to air carriers serving Newport News/Williamsburg International Airport on November 10, 2020. A copy of the notification follows.



November 10, 2020

**To:** Distribution List (see Attachment A)

**From:** Michael Giardino, Executive Director, Peninsula Airport Commission

**Subject:** Notice of Air Carrier Consultation Meeting for a Passenger Facility Charge (PFC) Application at Newport News/Williamsburg International Airport (PHF)

This letter constitutes written notice to the air carriers at Newport News/Williamsburg International Airport (PHF or the Airport) that the Peninsula Airport Commission (PAC) intends to apply to the Federal Aviation Administration to impose and use PFC revenues to fund certain projects at the Airport and hold an air carrier consultation meeting on December 14, 2020.

Pursuant to Section 158.23 of 14 CFR Part 158, this notice is being sent to all air carriers having a significant business interest at PHF (see Attachment A) and includes the following:

1. Description of the projects, pursuant to Section 158.23(a)(1)
2. PFC level, proposed charge effective date, estimated charge expiration date, and estimated total PFC revenue, pursuant to Section 158.23(a)(2)
3. Class of carrier not required to collect the PFC, pursuant to Section 158.23(a)(3)
4. Date, time, and location of air carrier consultation meeting, pursuant to Section 158.23(a)(4)

## **DESCRIPTION OF PROJECTS**

PAC proposes to submit an impose-and-use PFC application to fund various projects as described on Attachment B. A funding plan is also shown in Attachment B.

## **PFC LEVEL, PROPOSED CHARGE EFFECTIVE DATE, ESTIMATED CHARGE EXPIRATION DATE, AND ESTIMATED TOTAL PFC REVENUE**

PFC Level	Estimated Relevant Dates		Total PFC Revenue
	Charge Effective	Charge Expiration	
\$4.50	5/1/2031	3/1/2035	\$3,061,000

## **CLASS OF CARRIER NOT REQUIRED TO COLLECT THE PFC**

PAC would continue to exclude from the requirement to collect a PFC carriers filing Form 1800-31, Nonscheduled/On-Demand Air Carriers (Air Taxi Commercial Operators or ATCO). These carriers are currently excluded from the requirement to collect a PFC at PHF.

According to the most recent available Federal Aviation Administration (FAA) Air Carrier Activity Information Service (ACAIS) report, the number of passengers enplaned at PHF by this class of carrier was 188, or less than 0.001% of total enplaned passengers at the Airport. These carriers are excluded because the burden of collecting the fees would be greater than the revenue collected. Known ATCO carriers serving PHF are:

- Aero Charter, Inc.
- NetJets Aviation, Inc.
- Seneca Flight Operations

## **DATE, TIME, AND LOCATION OF AIR CARRIER CONSULTATION MEETING**

PAC will hold the air carrier consultation meeting on December 14, 2020. A conference call is also provided below for those wishing to call in. Relevant materials for the consultation meeting will be provided to the air carriers via e-mail.

**Date and Time:** December 14, 2020, 3:00PM Eastern Standard Time

**Location:** The Commission Room, Newport News-Williamsburg International Airport  
900 Bland Blvd., Newport News, VA 23602

**Call-in:** (415) 527-3546

**Web:** 762-0338

PAC would appreciate your acknowledgment of receipt of this letter via e-mail response, as stipulated in Section 158.23(c)(1). Please contact me with any questions regarding this meeting at [mgiardino@flyphf.com](mailto:mgiardino@flyphf.com) or (757) 877-0221 x224.

Sincerely,



**Michael Giardino**  
Executive Director  
Peninsula Airport Commission

**ATTACHMENT A**  
**Air Carrier Notification List**

Airline	Contacts
<b>Via E-mail</b>	
<b>American</b>	<ul style="list-style-type: none"> <li>James Seadler (<a href="mailto:james.seadler@aa.com">james.seadler@aa.com</a>)</li> </ul>
<b>Delta</b>	<ul style="list-style-type: none"> <li>Jeremy Brandon (<a href="mailto:jeremy.brandon@delta.com">jeremy.brandon@delta.com</a>)</li> </ul>
<b>PSA</b>	<ul style="list-style-type: none"> <li>Linda Lampert (<a href="mailto:lindalampert@psairlines.com">lindalampert@psairlines.com</a>)</li> </ul>
<b>Via Express Mail</b>	
<b>Endeavor</b>	<ul style="list-style-type: none"> <li>PFC Administration – PHF 7500 Airline Dr. Minneapolis, MN 55450</li> </ul>
<b>Piedmont</b>	<ul style="list-style-type: none"> <li>PFC Administration – PHF 5443 Airport Terminal Rd. Salisbury, MD 21804</li> </ul>

## ATTACHMENT B: PROJECT DESCRIPTIONS AND FUNDING PLAN

Project name	Project description	Project funding plan		
		State grants	PFC pay-as-you-go	Total project costs
<b>South Corporate Apron Design and Environmental</b>	<ul style="list-style-type: none"> <li>Required environmental authorizations and detailed design and bid specifications for approximately 4 acres (19,360 square yards) of apron improvements at the South Corporate area sufficient to accommodate air cargo operations</li> </ul>	\$548,000	\$137,000	\$685,000
<b>General Aviation Apron Rehabilitation Design and Environmental</b>	<ul style="list-style-type: none"> <li>Required environmental authorizations and detailed design and bid specifications for the rehabilitation of approximately 26,620 square yards of the general aviation aircraft apron and lead-in taxiways located in the northern part of the airport</li> </ul>	160,000	40,000	200,000
<b>Incoming Baggage Belt System Replacement – Design</b>	<ul style="list-style-type: none"> <li>Detailed design and bid specifications for the replacement of the Airport’s 2 inbound bag belts, which are beyond their useful lives</li> </ul>	80,000	20,000	100,000
<b>Incoming Baggage Belt System Replacement</b>	<ul style="list-style-type: none"> <li>Purchase and installation of two incoming baggage belts</li> </ul>	1,600,000	400,000	2,000,000
<b>Jet Bridge Replacement</b>	<ul style="list-style-type: none"> <li>Purchase and installation of a new jet bridge on Concourse B</li> </ul>	-	900,000	900,000
<b>Terminal Building Rehabilitation</b>	<ul style="list-style-type: none"> <li>Design and construction of various projects to rehabilitate the public restrooms and replace the windows in the terminal atrium area</li> <li>Construction of new nursing rooms in restrooms</li> </ul>	1,800,000	1,200,000	3,000,000
<b>RPZ Land Acquisition – Oriana Road</b>	<ul style="list-style-type: none"> <li>Acquire 2 parcels in the fee-simple estate that are partially located in the Runway 20 runway protection zone (RPZ)</li> </ul>	-	225,000	225,000
<b>PFC Application Administration and Development</b>	<ul style="list-style-type: none"> <li>Estimated professional services and staff expenses to be incurred by the Airport over the collection period for this proposed Application 6</li> <li>Estimated professional services to be incurred by the Airport for the preparation of this application and various closeout amendments</li> </ul>	-	139,000	139,000
<b>TOTAL</b>		<b>\$4,188,000</b>	<b>\$3,061,000</b>	<b>\$7,249,000</b>

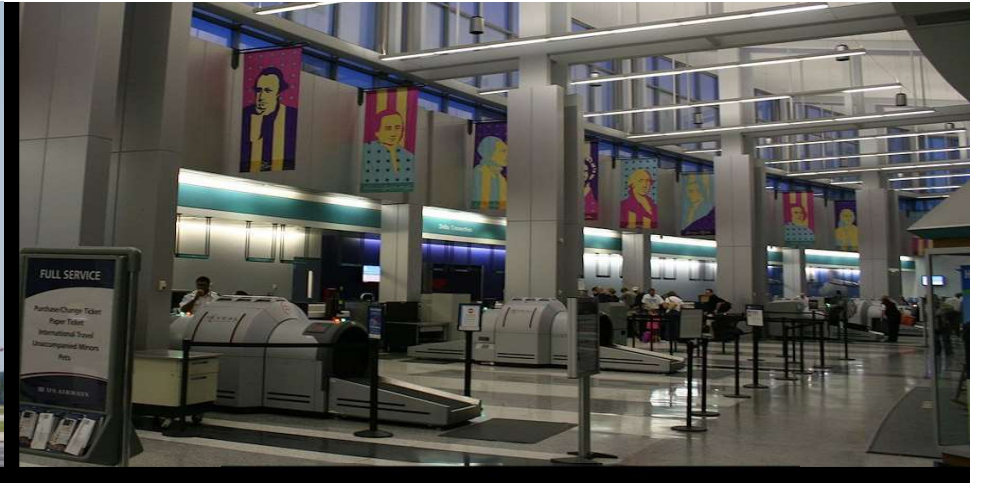
**Attachment C-2**  
**AIR CARRIER NOTIFICATION LIST**

All airlines having a significant business interest (as defined in Section 158.3) at Newport News/Williamsburg International Airport were notified of the consultation meeting. These airlines are included in the distribution list attached to the preceding letter of written notification. No carriers acknowledged receipt of the notice.

**Attachment C-3**  
**AIR CARRIER CONSULTATION MEETING**

A consultation meeting for air carriers was held on December 14, 2020 pursuant to the requirements of Section 158.23(b). The meeting included a telephone conference line to provide an option in lieu of in-person attendance at the Commission's offices. The materials were available at the consultation meeting as well as distributed via e-mail. A copy of the consultation materials presented at the meeting can be found following this Attachment.

James Seadler of American Airlines attended the meeting in person. No carriers participated via conference call.



## Airline Consultation Materials

### PFC Application 6

Newport News/Williamsburg International Airport

Peninsula Airport Commission

DECEMBER 14, 2020



# Presentation Contents



<b>1.</b>	<b>Overview</b>	<b>2</b>
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<b>7.</b>	<b>Next Steps</b>	<b>22</b>

# Overview



- **The Peninsula Airport Commission (PAC or the Commission) intends to submit a new impose and use PFC application to the Federal Aviation Administration FAA for Newport News/Williamsburg International Airport (PHF or the Airport)**
- **This new application will support various terminal and airfield projects**
- **The PFC Level for PHF will continue to be \$4.50 per eligible enplaned passenger with a new estimated expiration date of March 1, 2035**

# Air Carrier Notification and Consultation



- **On November 10, 2020, the Commission provided written notice to all air carriers with a significant business interest that it would hold a consultation meeting:**
  - ✓ Proposed projects
  - ✓ PFC level, proposed charge effective date, estimated charge expiration date, and estimated total PFC revenues
  - ✓ Class of carrier not required to collect the PFC (no class of carriers to be excluded)
  - ✓ Date, time, and location of airline consultation meeting
  
- **This booklet provides all information required under Section 158.23b regarding air carrier consultation**
  - ✓ Project descriptions
  - ✓ Project justifications
  - ✓ Project diagrams or graphics, as applicable
  - ✓ Detailed project financial plans

# Application Information



<b>PFC Level</b>	\$4.50
<b>Total PFC Revenue</b>	\$3,061,000
<b>Effective Date</b>	May 1, 2031
<b>Expiration Date</b>	March 1, 2035
<b>Exempted Carriers</b>	Nonscheduled on-demand air carriers filing Form 1800-31 (Air Taxi Commercial Operators or ATCO)

# Air Carrier Requirements



- **Carriers shall provide the Commission with written certification of agreement or disagreement with the proposed amendment by November 2, 2020**
  - A certification of disagreement must contain the reasons for such disagreement and the absence of such reasons shall void the certification of disagreement
  - If the carrier fails to provide the Airport with a certification of agreement or disagreement, the carrier is considered to have certified its agreement
- **Airline certifications of agreement and disagreement should be sent to:**

Michael Giardino  
Executive Director  
Phone: (757) 877-0221 x224  
mgiardino@flyphf.com

# Proposed PFC Application Plan of Finance



Project	State grants	PFC pay-as-you-go	Total
1. South Corporate Apron Design and Enviro	\$548,000	\$137,000	\$685,000
2. GA Apron Rehab Design and Enviro	160,000	40,000	200,000
3. Incoming Bag Belt Replacement	80,000	20,000	100,000
4. Jet Bridge Replacement	-	900,000	900,000
5. Terminal Building Rehabilitation	1,800,000	1,200,000	3,000,000
6. RPZ Land Acquisition—Oriana Road	-	225,000	225,000
7. PFC Application Admin and Development	-	139,000	139,000
<b>TOTAL</b>	<b>\$4,188,000</b>	<b>\$3,061,000</b>	<b>\$7,249,000</b>

# Proposed PFC Projects

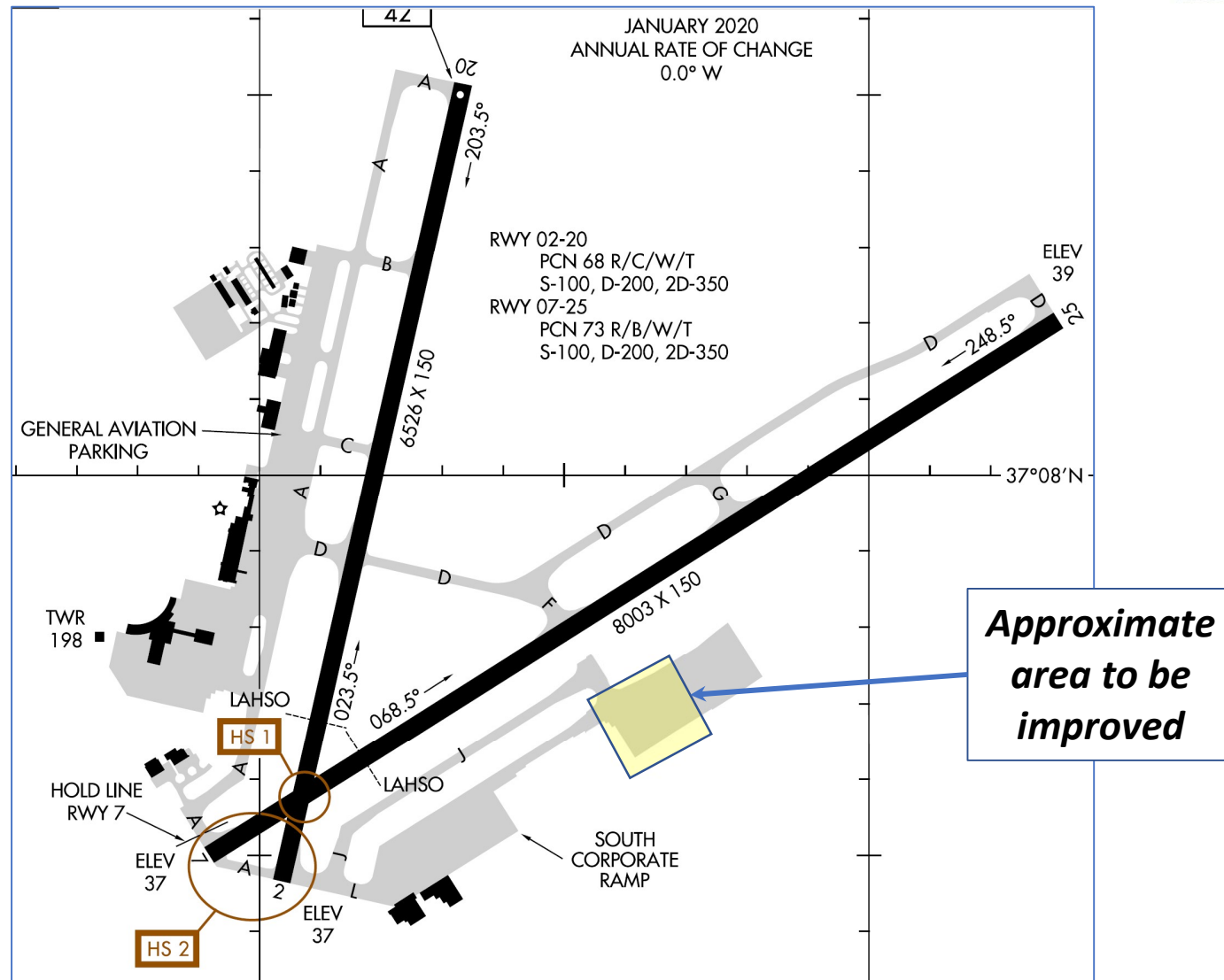
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# 1. South Corporate Apron Design and Enviro

<b>Project description</b>	This project consists of the required environmental authorizations and detailed design and bid specifications for approximately 4 acres (19,360 square yards) of apron improvements at the South Corporate area sufficient to accommodate air cargo operations.
<b>Project justification</b>	This project will enhance capacity by improving a section of the existing South Corporate Apron to make it capable of accommodating air carrier (up to 5 ADG-V) aircraft.
<b>Proposed PFC level</b>	\$4.50
<b>Project start date</b>	FY 2021 (June 2021)
<b>Project completion date</b>	FY 2022 (June 2022)



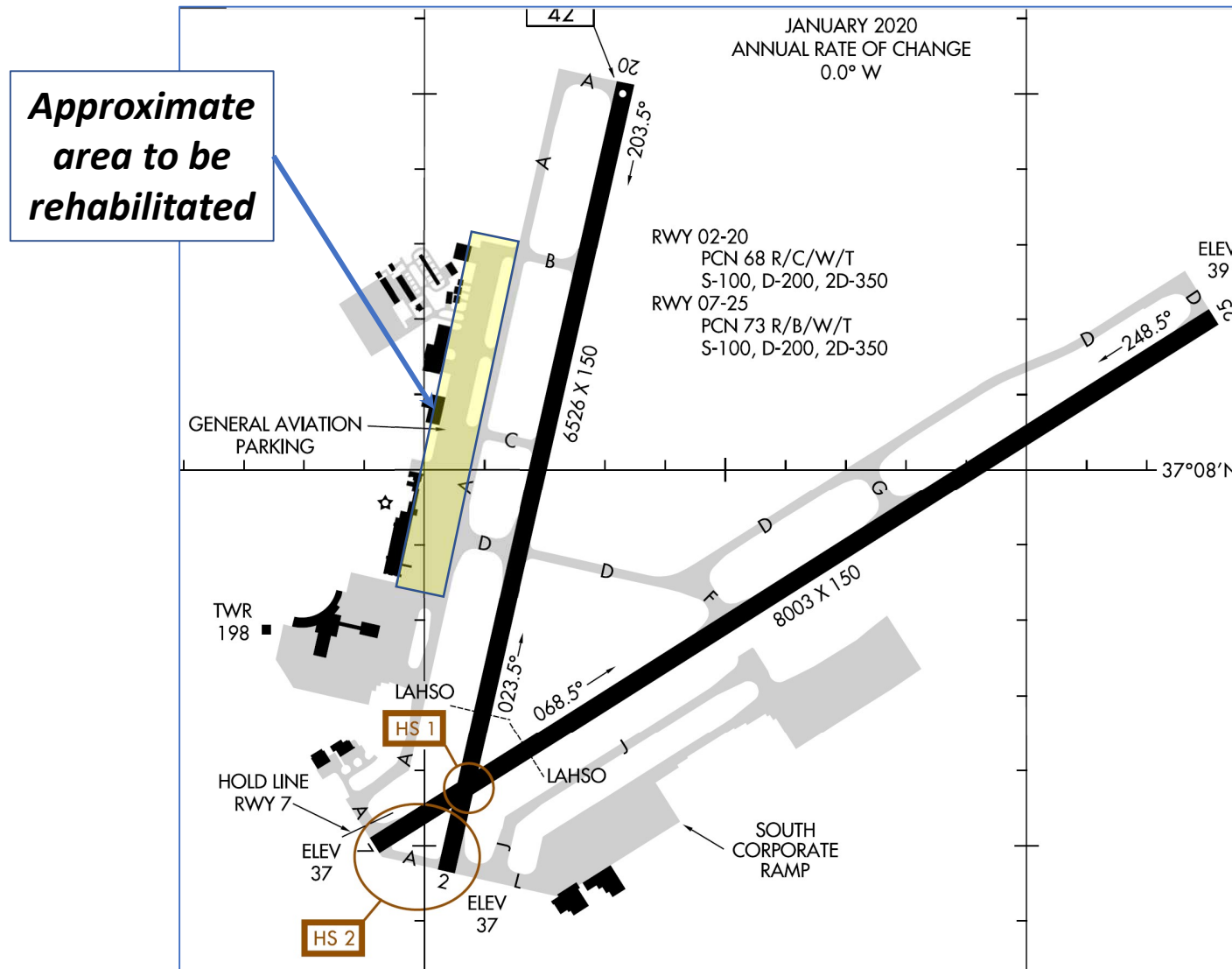
# 1. South Corporate Apron Design and Enviro



## 2. GA Apron Rehab Design and Enviro

<b>Project description</b>	This project consists of the required environmental authorizations and detailed design and bid specifications for the rehabilitation of approximately 26,620 square yards of the general aviation aircraft apron and lead-in taxiways located in the northern part of the Airport.
<b>Project justification</b>	This project will preserve capacity by rehabilitating taxiway sections that are beyond their useful life and have PCIs of poor or lower, increasing the risk of aircraft damage from foreign object debris (FOD). Some pavement sections have completely failed.
<b>Proposed PFC level</b>	\$4.50
<b>Project start date</b>	FY 2021 (June 2021)
<b>Project completion date</b>	FY 2022 (June 2022)

## 2. GA Apron Rehab Design and Enviro

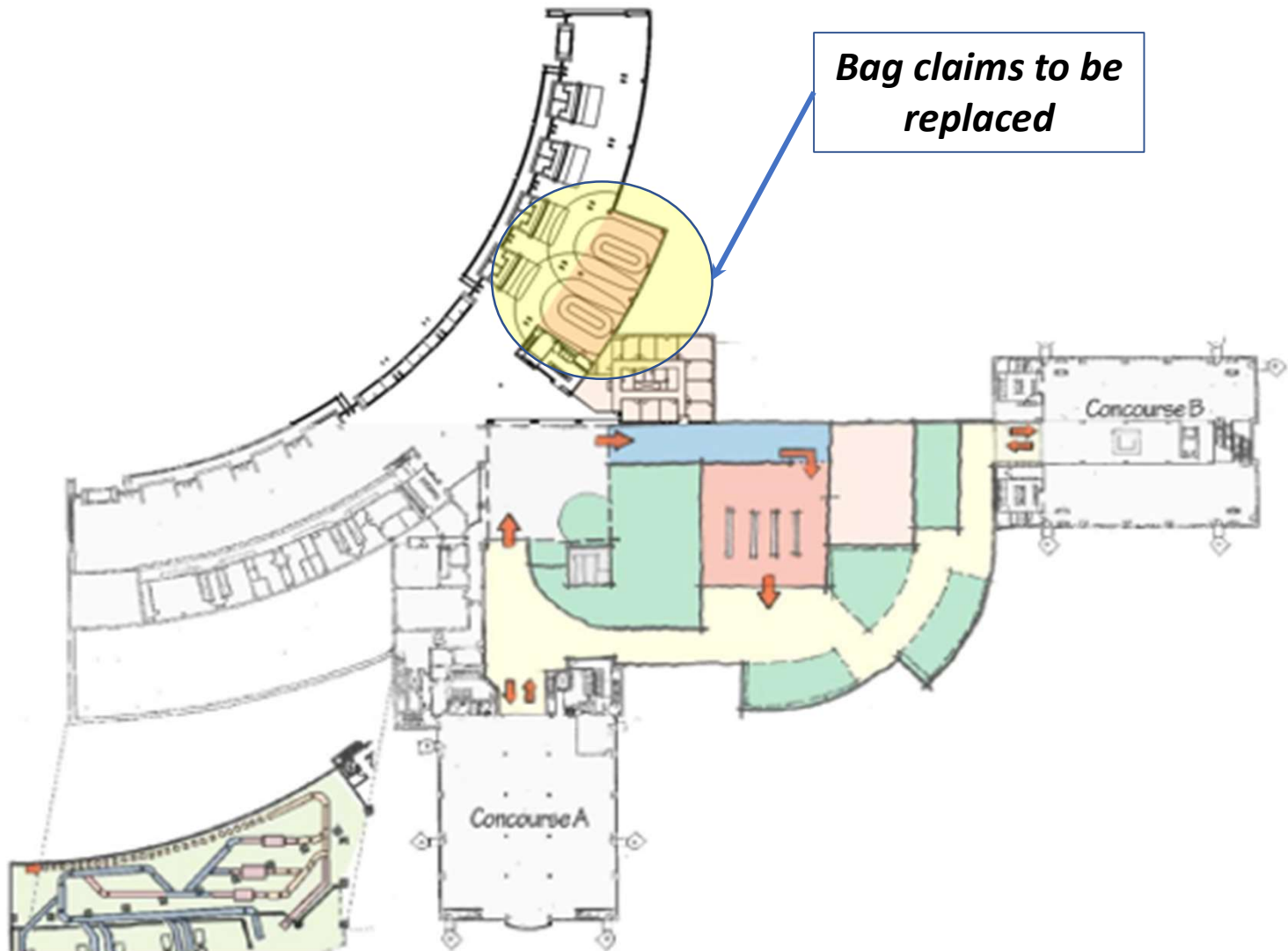


### 3. Incoming Bag Belt Replacement

<b>Project description</b>	This project consists of the replacement of the Airport's 2 inbound bag belts.
<b>Project justification</b>	This project will preserve capacity by replacing the Airport's 2 inbound bag belts, which were installed in 1992 and are beyond their useful lives. The existing system is experiencing regular shutdowns and delaying the delivery of passenger baggage.
<b>Proposed PFC level</b>	\$4.50
<b>Project start date</b>	FY 2021 (June 2021)
<b>Project completion date</b>	FY 2025 (June 2025)

*Note: This project was included as two separate projects (design and construction) in the Notice of Intent but are being combined on the application for simplicity.*

### 3. Incoming Bag Belt Replacement



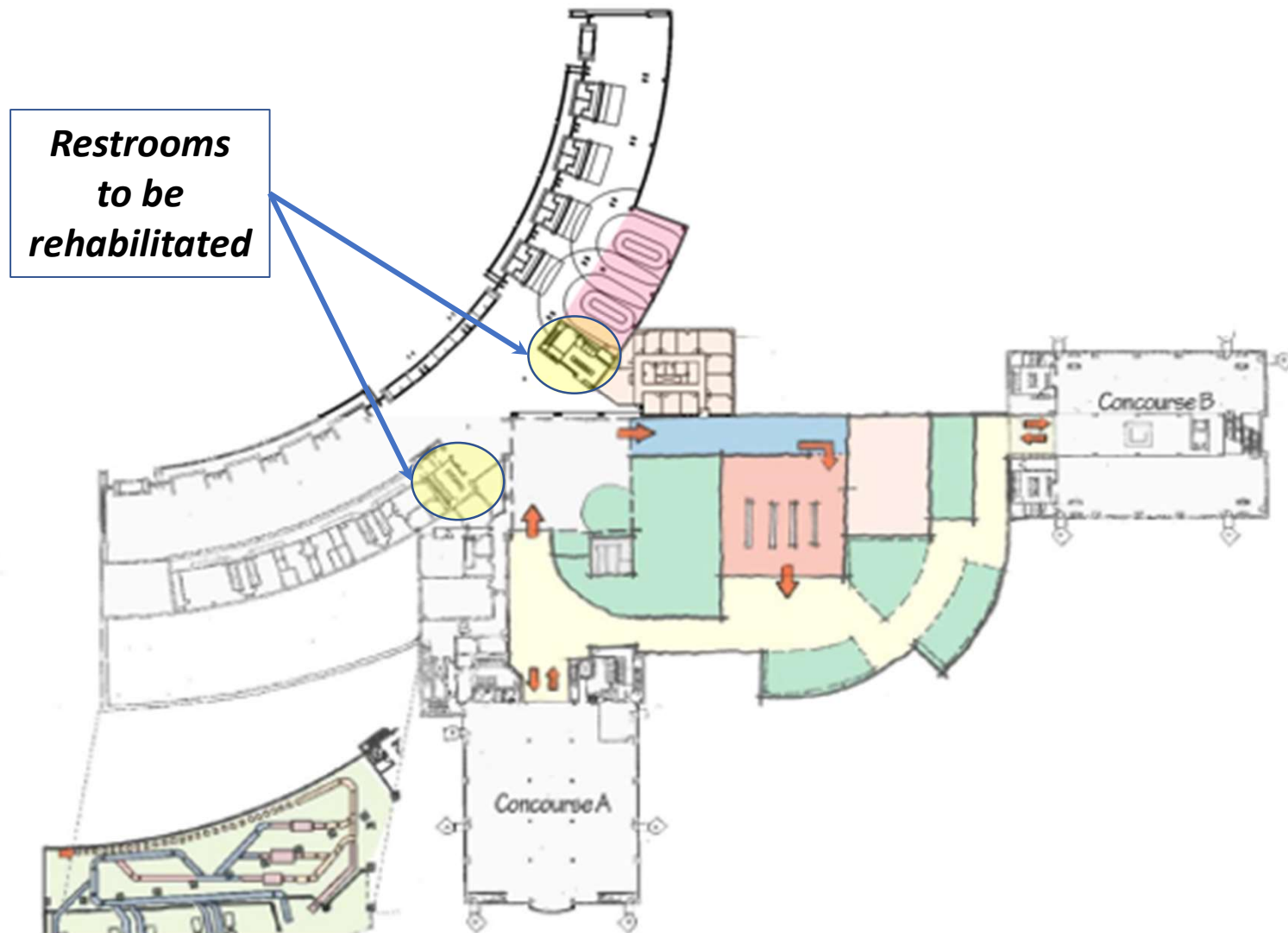
## 4. Jet Bridge Replacement

<b>Project description</b>	This project consists of the purchase and installation of a new jet bridge to replace the existing bridge at Gate B1.
<b>Project justification</b>	This project will preserve capacity by replacing the jet bridge at Gate B1, which is approximately 15 years old and beyond its useful life.
<b>Proposed PFC level</b>	\$4.50
<b>Project start date</b>	FY 2023 (July 2022)
<b>Project completion date</b>	FY 2023 (June 2023)

## 5. Terminal Building Rehabilitation

<b>Project description</b>	<p>This project consists of the:</p> <ul style="list-style-type: none"> <li>• Design and construction of various projects to rehabilitate the public restrooms and replace the windows in the terminal atrium area</li> <li>• Construction of new nursing rooms in restrooms</li> </ul>
<b>Project justification</b>	<p>This project will:</p> <ul style="list-style-type: none"> <li>• Enhance safety by replacing leaking windows in the terminal atrium area, which create slipping hazards for passengers</li> <li>• Preserve capacity by reconfiguring and rehabilitating restrooms to current design standards</li> <li>• Enhance capacity by providing lactation rooms as required by the 2018 FAA Reauthorization Act</li> </ul>
<b>Proposed PFC level</b>	\$4.50
<b>Project start date</b>	FY 2022 (July 2021)
<b>Project completion date</b>	FY 2026 (June 2026)

## 5. Terminal Building Rehabilitation





## 5. Terminal Bldg Rehab—*Atrium Windows*

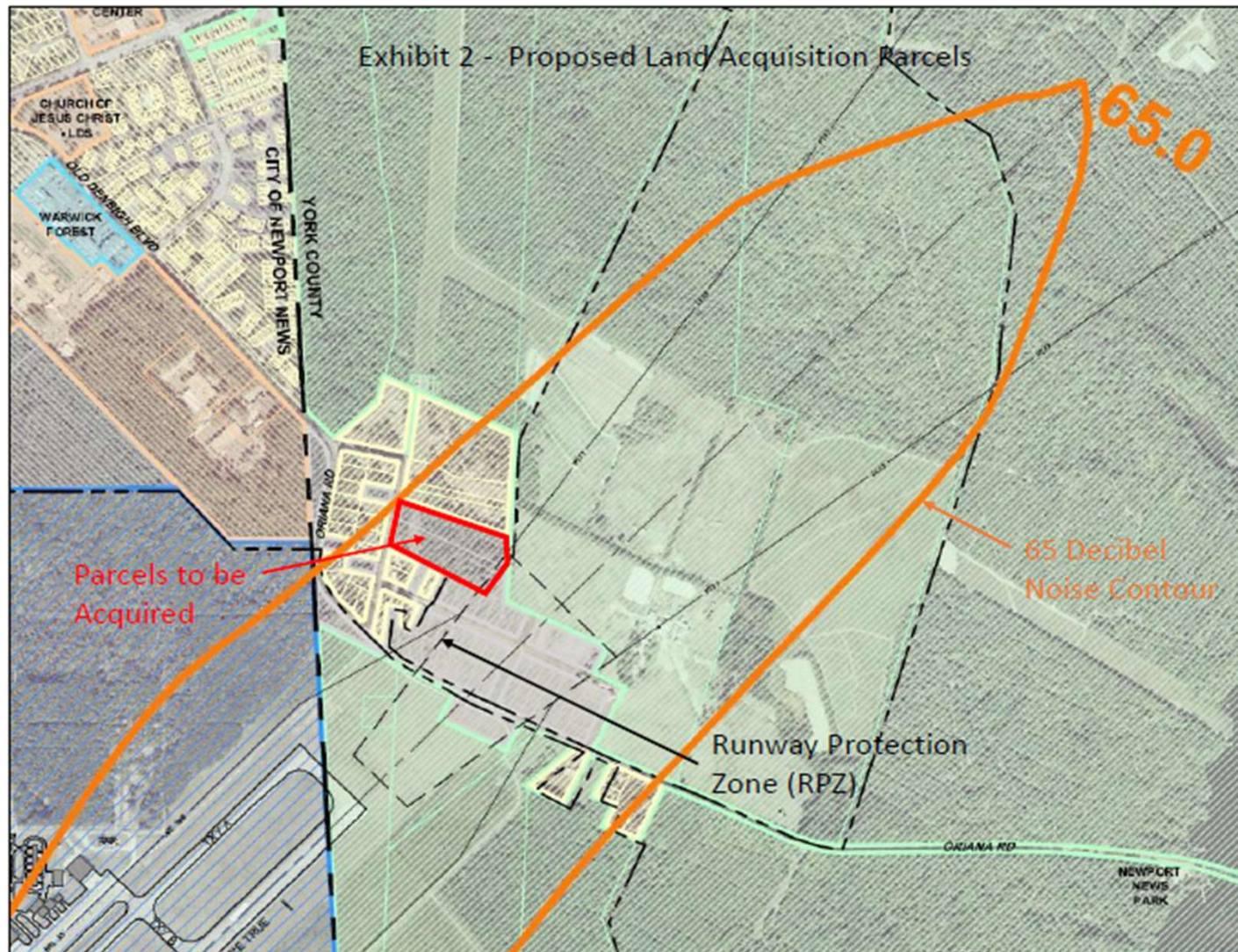


## 6. RPZ Land Acquisition—Oriana Road

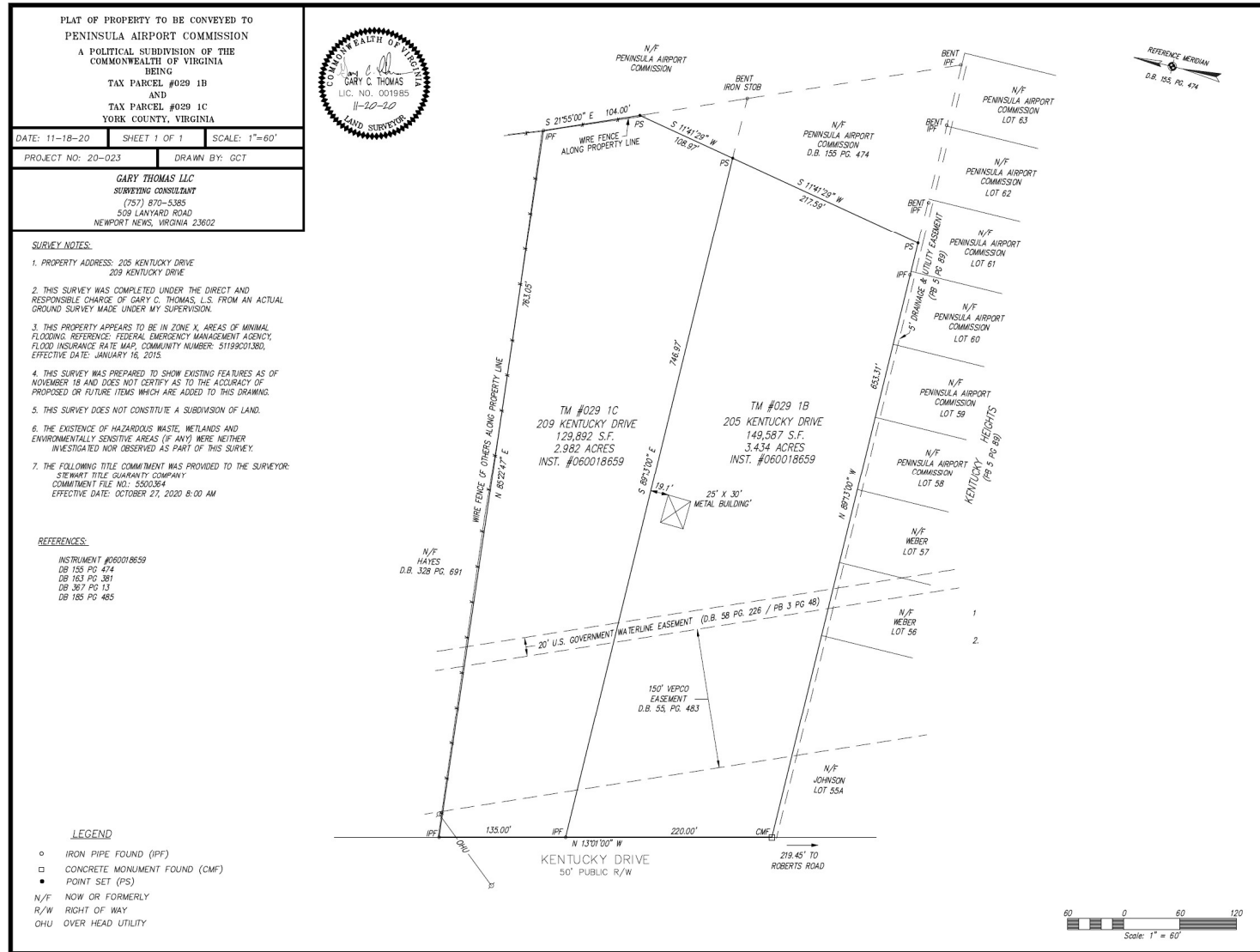
<b>Project description</b>	This project consists of the fee simple acquisition of 2 parcels in the fee-simple estate that are partially located in the Runway 20 runway protection zone (RPZ). The parcels are located off of Oriana Road on Kentucky Drive in the northern section of the Airport.
<b>Project justification</b>	This project enhances safety by acquiring land in the RPZ and preventing noncompatible development.
<b>Proposed PFC level</b>	\$4.50
<b>Project start date</b>	FY 2022 (July 2021)
<b>Project completion date</b>	FY 2026 (June 2026)



## 6. RPZ Land Acquisition—Oriana Road



# 6. RPZ Land Acquisition—Oriana Road



## 7. PFC Application Admin and Development

<b>Project description</b>	<p>This project consists of:</p> <ul style="list-style-type: none"><li>• Estimated professional services and staff expenses to be incurred by the Airport over the collection period for this proposed Application 6</li><li>• Estimated professional services to be incurred by the Airport for the preparation of this application and various closeout amendments</li></ul>
<b>Project justification</b>	<p>This project supports the justifications of all projects included in this application and previously approved on prior applications to be amended, including preserve/enhance capacity, preserve/enhance safety, and preserve/enhance security.</p>
<b>Proposed PFC level</b>	\$4.50
<b>Project start date</b>	FY 2020 (December 2019)
<b>Project completion date</b>	FY 2022 (December 2021)

## Next Steps



- **Air carrier consultation and public comment periods end on January 13, 2021**
- **Submit application to FAA in early February 2021**
- **FAA approval for application would be received by mid-March 2021**



**Attachment C-4**  
**AIR CARRIER CERTIFICATIONS OF AGREEMENT OR DISAGREEMENT**

Pursuant to Section 158.23(c), each air carrier is to provide the Commission with a written certification of its agreement or disagreement with the proposed project. In the absence of such certification, a carrier is considered to have certified its agreement.

American Airlines submitted certifications of agreement or disagreement for the proposed project on behalf of itself and its wholly owned subsidiaries, Piedmont Airlines and PSA Airlines. This certification is provided following this attachment. These airlines certified disagreement with project B-4, Jet Bridge Replacement – Gate B-1 and agreement with all other projects. The Commission has responded to the certification of disagreement in Attachment B-4.

No other carriers provided such certifications and are therefore considered to have certified their agreement.





1 February 2021

Mr. Michael Giardino, C.M.  
Comander US Navy (Ret.)  
Executive Director, Peninsula Airport Commission  
Newport News/Williamsburg International Airport (PHF)  
900 Bland Blvd, Suite G  
Newport News, VA 23602

**Certification of Agreement/Disagreement**

**Re: Proposed Passenger Facility Charge (PFC) Program – PFC Application #6**

Dear Mr. Horton:

Pursuant to 14 CFR Section 158.23, this letter serves as American Airlines' written Certification of Agreement or Disagreement to the Airport's plan to use Passenger Facility Charge (PFC) collections as outlined in your email of 11 November 2020 and as discussed at the Airlines' consultation meeting on 14 December 2020.

General Comments:

According to 14 CFR, Part 158, §158.23, PFC eligible projects must: (1) preserve or enhance safety, security, or capacity of the national air transportation system; (2) reduce or mitigate noise impacts resulting from an airport; or (3) furnish opportunities for enhanced competition between or among air carriers. In addition, the PFC statute also requires that PFC projects qualify as AIP eligible projects under the Airport and Airway Act of 1982, or the Aviation and Safety and Noise Abatement Act of 1979. Furthermore, we interpret the requirement that PFC funded projects be limited to those programs for which an immediate and justifiable need can be demonstrated. It is our understanding that Projects that cannot be justified based upon a demonstrated, current need should be eliminated from the proposed PFC application and deferred from PFC application until such time as their need can be substantiated.

Due to the limited funds for airport projects the airline industry feels strongly that PFC revenue should be used to fund the local share of projects eligible for AIP funding; consequently, any project Agreement conveyed herein is based upon maximum participation of AIP funding, with PFC revenues only being applied to the local share. Additionally, Agreement is further contingent upon the estimates, scope and description of the projects as provided at the Air Carrier Consultation Meeting of 14 December 2020. Furthermore, we feel that such funding should be toward projects that directly support and benefit our flying customers and not those of entities who operate at an airport and do not directly support the commercial carrier business at the specific market. Finally, American Airlines automatically certifies Disagreement on any project whereby any of the parameters change materially until such time as the projects can be reevaluated based on revised information.

**It should be noted that Piedmont and PSA are wholly owned subsidiaries of American Airlines. Therefore, all enclosed comments set forth also represent the combined comments by American Airlines Inc.**





### Project-Specific Comments:

American Airlines understand that the PFC Application is to impose and use funds for seven (7) projects either currently underway and/or previously completed in addition to the PFC Administration and Development of this application.

Based upon the conditions outlined above, American Airlines offer the following comments regarding specific projects proposed for PFC funding by Newport News/Williamsburg International Airport:

### **Application**

#### **Project: # 6.1 South Corporate Apron Design and Environmental**

Project Cost: \$685,000  
PFC Funding: \$137,000 pay as you go  
Certification: Agreement  
Comments: None.

#### **Project # 6.2 General Aviation Apron Rehabilitation Design & Environmental**

Project Costs: \$200,000  
PFC Funding: \$40,000 pay as you go  
Certification: Agreement  
Comments: None.

#### **Project # 6.3 Incoming Baggage Belt – System Replacement - Design**

Project Costs: \$100,000  
PFC Funding: \$20,000 pay as you go  
Certification: Agreement  
Comments: None.

#### **Project # 6.4 Incoming Baggage Belt – System Replacement**

Project Costs: \$2,000,000  
PFC Funding: \$400,000 pay as you go  
Certification: Agreement  
Comments: None.

#### **Project # 6.5 Jet Bridge Replacement**

Project Costs: \$900,000  
PFC Funding: \$900,000 pay as you go  
Certification: **DISAGREEMENT**  
Comments: As the only operating carrier at PHF which is comprised of a two concourse, nine (9) gate facility, American Airlines recognizes the interest in the request but not the necessary need for the replacement at this time. American Airlines proposes that said project be dropped from PFC Application #6 and be resubmitted with a later application. PFC funds should be applied to the more pressing items within the facility, e.g. PFC Project 6.6.

**Project # 6.6 Terminal Building Rehabilitation**

Project Costs: \$3,000,000

PFC Funding: \$1,200,000

Certification: Agreement

Comments: None.

**Project # 6.7 RPZ Land Acquisition – Oriana Road**

Project Costs: \$225,000

PFC Funding: \$225,000

Certification: Agreement

Comments: None

**Project # 6.8 PFC Application Development**

Project Costs: \$139,000

PFC Funding: \$13950,000

Certification: Agreement

Comments: None.

American Airlines request a copy of any supplementary information required to resolve any issues in its certification, as well receive, when filed with the FAA, a copy of the Authority's application.

American Airlines appreciates the Airport's efforts in planning for the future of the Airport and the opportunity to comment on its proposed use of PFC revenues. We look forward to working with you and your staff to determine future project needs of mutual interest to the traveling public, the air carriers, and the Airport.

Sincerely,



James Seadler

Manager Corporate Real Estate – American Airlines

1 Skyway Drive

Ft. Worth, Texas 76155

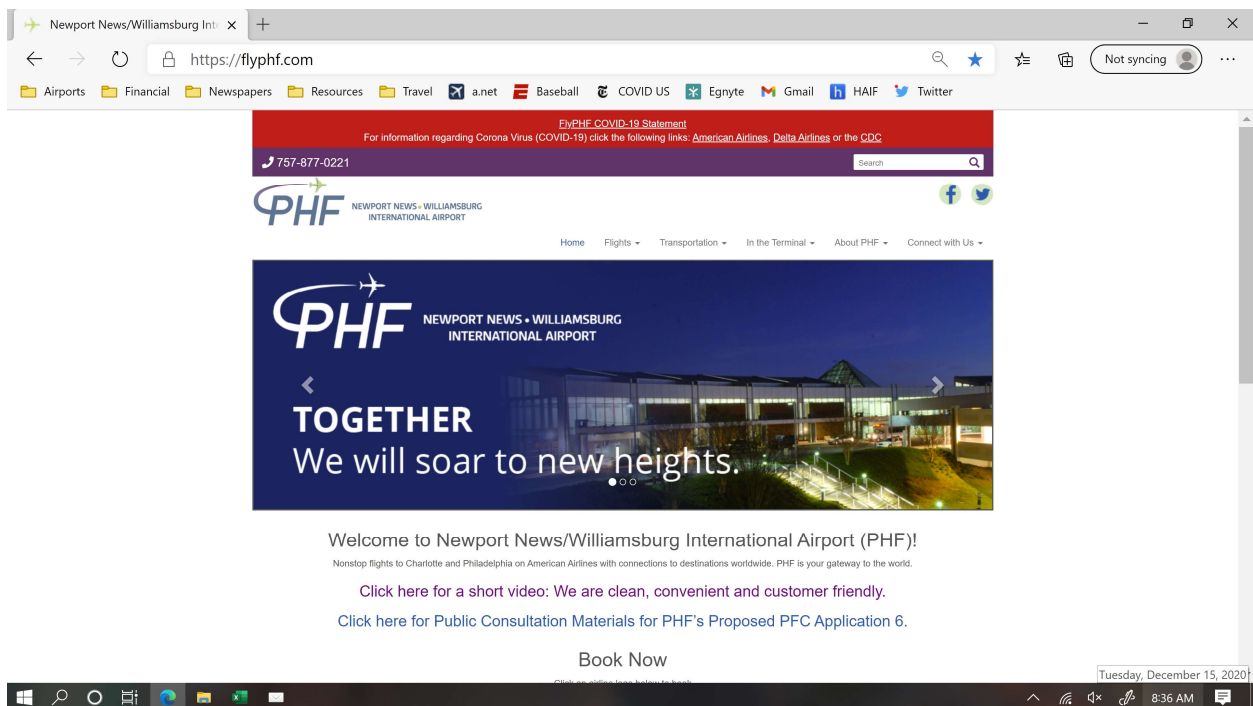
## Attachment C-5

### PUBLIC CONSULTATION

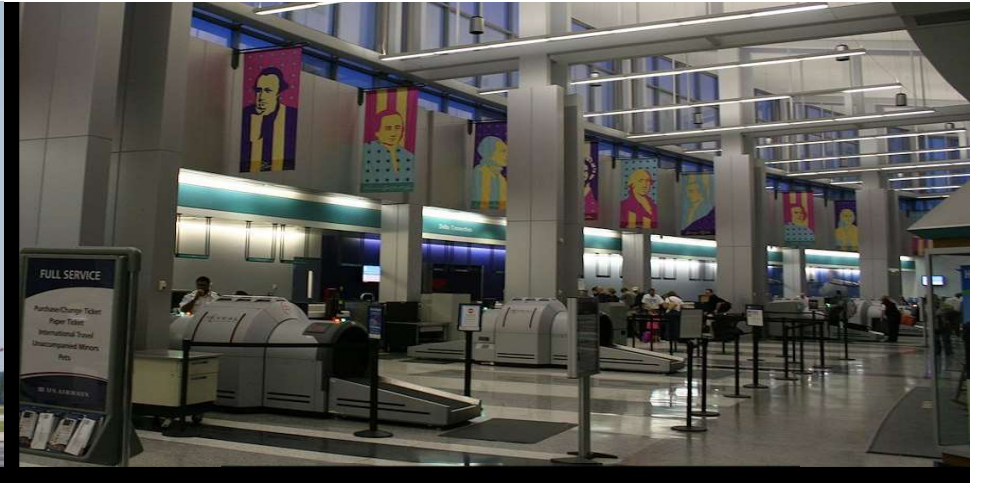
Pursuant to Section 158.24, the Commission provided the public with information regarding the PFC amendment. As required by the regulations, this information included a description of the project, the amount of PFC revenue that will be collected, and the uses of PFC revenue to finance the project.

The public consultation period began on December 15, 2020 and extended until January 14, 2021. The public notice materials were posted on the Commission's internet webpage at <http://www.flyphf.com>. An image of the webpage is below. The presentation document which was made available to the public also follows.

The Commission received no comments from the public.







**Public Consultation Materials**  
**PFC Application 6**  
**Newport News/Williamsburg International Airport**  
**Peninsula Airport Commission**

**DECEMBER 15, 2020**

# Presentation Contents



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# Overview



- **The Peninsula Airport Commission (PAC or the Commission) intends to submit a new impose and use PFC application to the Federal Aviation Administration FAA for Newport News/Williamsburg International Airport (PHF or the Airport)**
- **This new application will support various terminal and airfield projects**
- **The PFC Level for PHF will continue to be \$4.50 per eligible enplaned passenger with a new estimated expiration date of March 1, 2035**

# Notice and Opportunity for Public Comment



- **This booklet provides all information required under Section 158.24 regarding public consultation:**

- ✓ PFC level, proposed charge effective date, estimated charge expiration date, and estimated total PFC revenues
- ✓ Name and contact for the person within the public agency to whom the comments should be sent
- ✓ Brief project description and justification

- **Public comments may be submitted through January 15, 2021 to:**

Michael Giardino  
Executive Director  
Phone: (757) 877-0221  
[mgiardino@flyphf.com](mailto:mgiardino@flyphf.com)

# Application Information



Item	Description
<b>PFC Level</b>	\$4.50 (no change)
<b>Total PFC Revenue</b>	\$3,061,000
<b>Effective Date</b>	May 1, 2031
<b>Expiration Date</b>	March 1, 2035
<b>Exempted Carriers</b>	Nonscheduled on-demand air carriers filing Form 1800-31 (Air Taxi Commercial Operators or ATCO)



# Proposed PFC Application Plan of Finance



Project	State grants	PFC pay-as-you-go	Total
1. South Corporate Apron Design and Enviro	\$548,000	\$137,000	\$685,000
2. GA Apron Rehab Design and Enviro	160,000	40,000	200,000
3. Incoming Bag Belt Replacement	1,680,000	420,000	2,100,000
4. Jet Bridge Replacement	-	900,000	900,000
5. Terminal Building Rehabilitation	1,800,000	1,200,000	3,000,000
6. RPZ Land Acquisition—Oriana Road	-	225,000	225,000
7. PFC Application Admin and Development	-	139,000	139,000
<b>TOTAL</b>	<b>\$4,188,000</b>	<b>\$3,061,000</b>	<b>\$7,249,000</b>

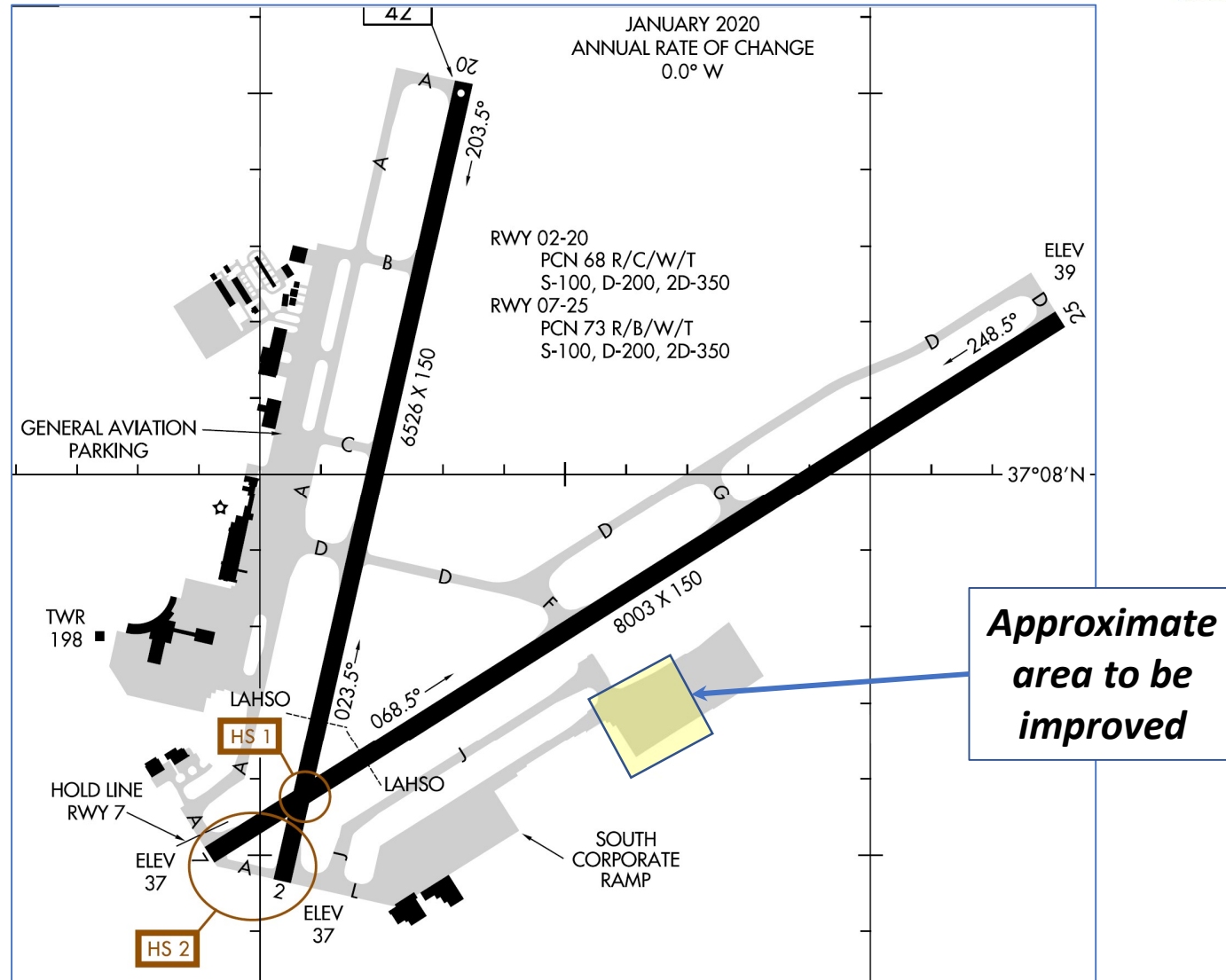
# Proposed PFC Projects

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# 1. South Corporate Apron Design and Enviro

<b>Project description</b>	This project consists of the required environmental authorizations and detailed design and bid specifications for approximately 4 acres (19,360 square yards) of apron improvements at the South Corporate area sufficient to accommodate air cargo operations.
<b>Project justification</b>	This project will enhance capacity by improving a section of the existing South Corporate Apron to make it capable of accommodating air carrier (up to 5 ADG-V) aircraft.
<b>Proposed PFC level</b>	\$4.50
<b>Project start date</b>	FY 2021 (June 2021)
<b>Project completion date</b>	FY 2022 (June 2022)

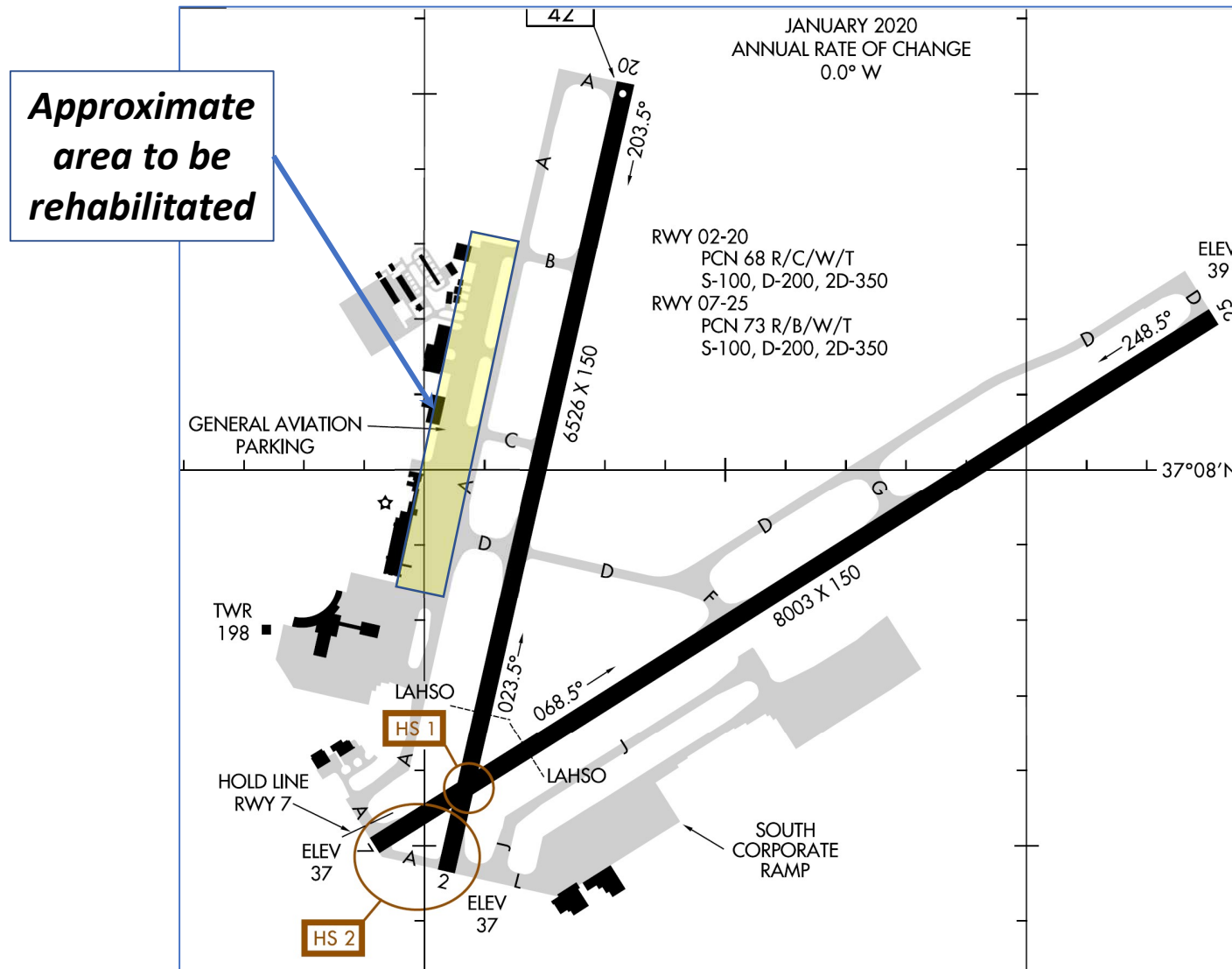
# 1. South Corporate Apron Design and Enviro



## 2. GA Apron Rehab Design and Enviro

<b>Project description</b>	This project consists of the required environmental authorizations and detailed design and bid specifications for the rehabilitation of approximately 26,620 square yards of the general aviation aircraft apron and lead-in taxiways located in the northern part of the Airport.
<b>Project justification</b>	This project will preserve capacity by rehabilitating taxiway sections that are beyond their useful life and have PCIs of poor or lower, increasing the risk of aircraft damage from foreign object debris (FOD). Some pavement sections have completely failed.
<b>Proposed PFC level</b>	\$4.50
<b>Project start date</b>	FY 2021 (June 2021)
<b>Project completion date</b>	FY 2022 (June 2022)

## 2. GA Apron Rehab Design and Enviro

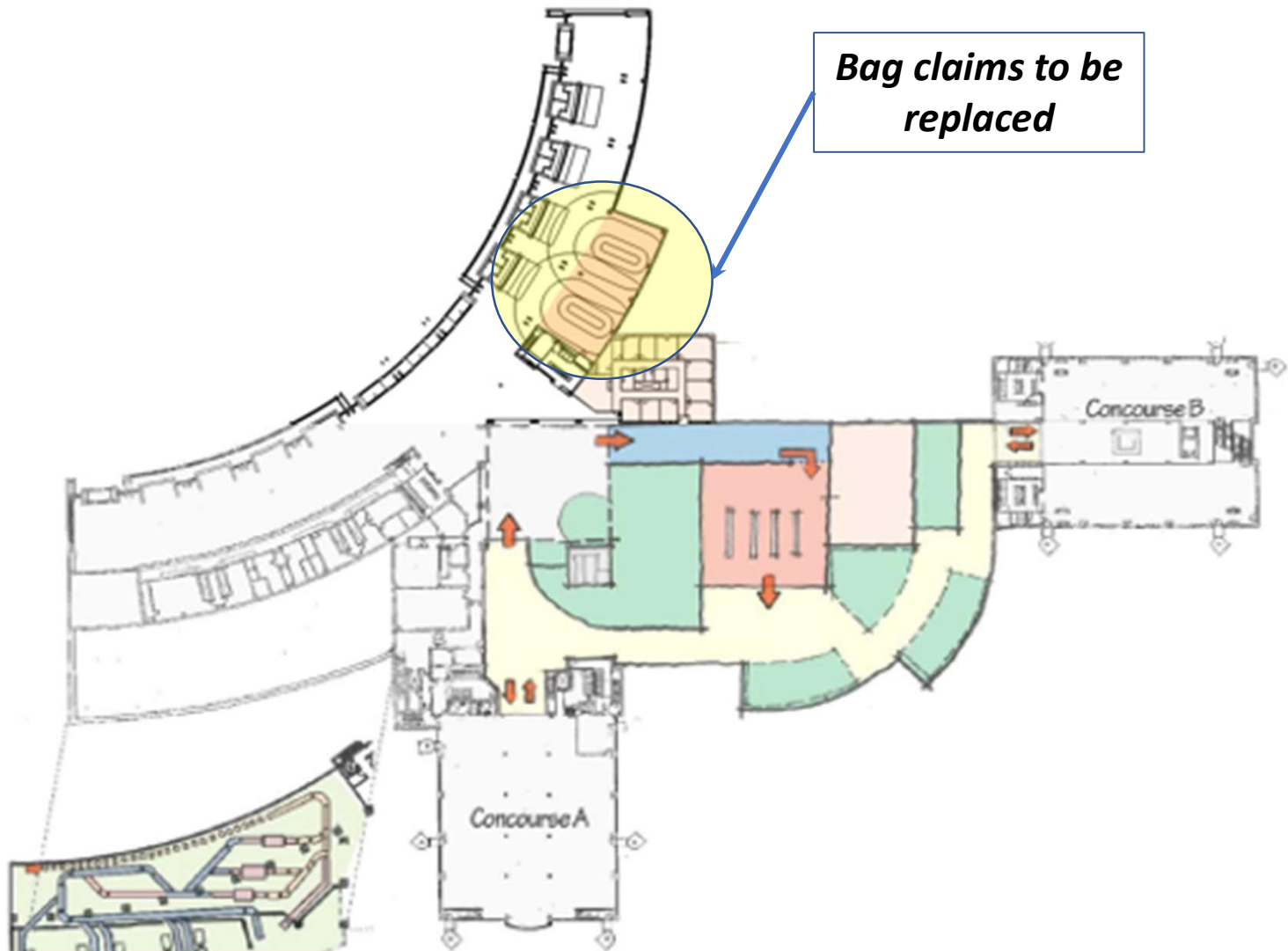


### 3. Incoming Bag Belt Replacement

<b>Project description</b>	This project consists of the replacement of the Airport's 2 inbound bag belts.
<b>Project justification</b>	This project will preserve capacity by replacing the Airport's 2 inbound bag belts, which were installed in 1992 and are beyond their useful lives. The existing system is experiencing regular shutdowns and delaying the delivery of passenger baggage.
<b>Proposed PFC level</b>	\$4.50
<b>Project start date</b>	FY 2021 (June 2021)
<b>Project completion date</b>	FY 2025 (June 2025)

*Note: This project was included as two separate projects (design and construction) in the Notice of Intent but are being combined on the application for simplicity.*

### 3. Incoming Bag Belt Replacement





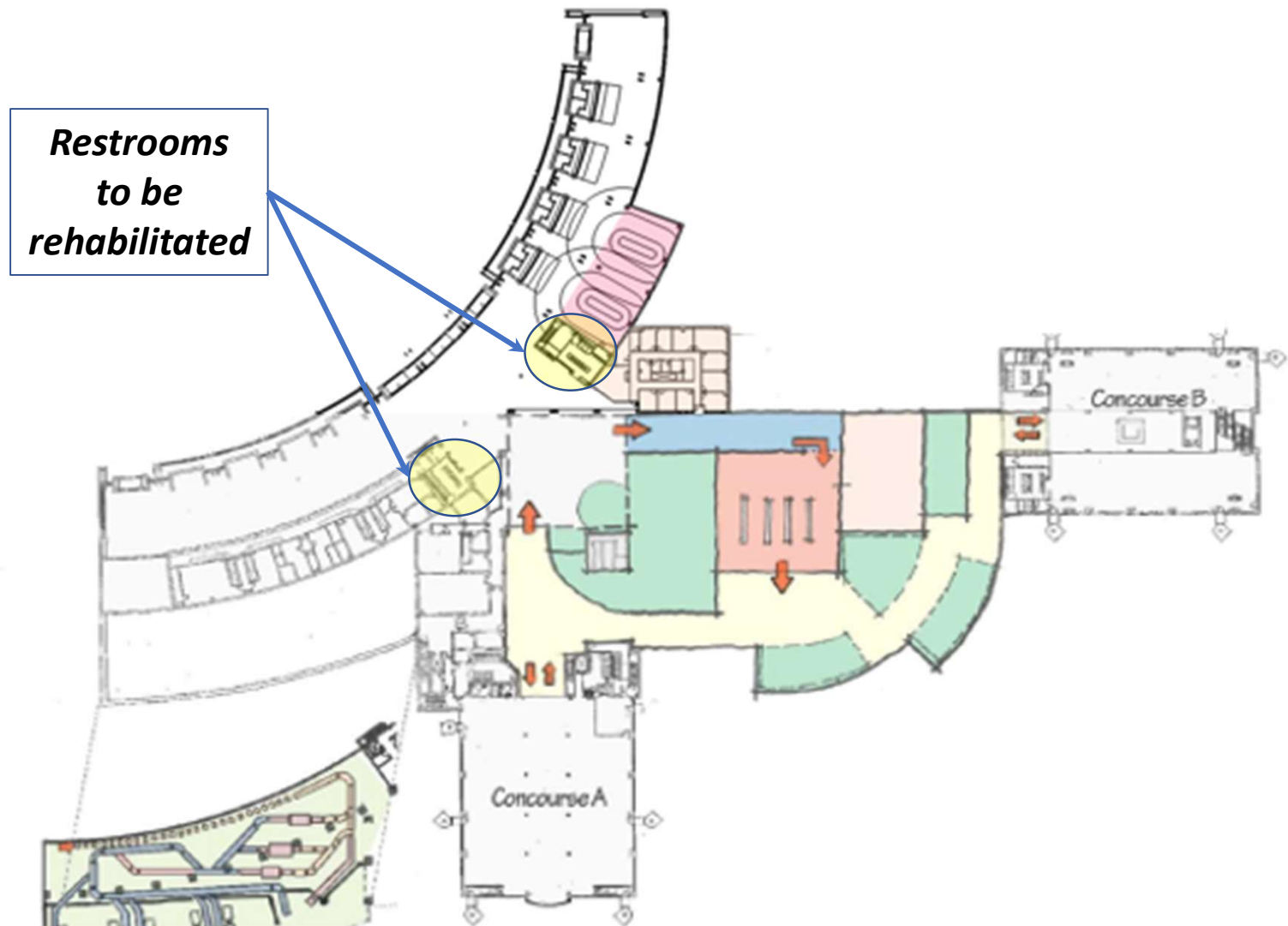
## 4. Jet Bridge Replacement

<b>Project description</b>	This project consists of the purchase and installation of a new jet bridge to replace the existing bridge at Gate B1.
<b>Project justification</b>	This project will preserve capacity by replacing the jet bridge at Gate B1, which is approximately 15 years old and beyond its useful life.
<b>Proposed PFC level</b>	\$4.50
<b>Project start date</b>	FY 2023 (July 2022)
<b>Project completion date</b>	FY 2023 (June 2023)

## 5. Terminal Building Rehabilitation

<b>Project description</b>	<p>This project consists of the:</p> <ul style="list-style-type: none"> <li>• Design and construction of various projects to rehabilitate the public restrooms and replace the windows in the terminal atrium area</li> <li>• Construction of new nursing rooms in restrooms</li> </ul>
<b>Project justification</b>	<p>This project will:</p> <ul style="list-style-type: none"> <li>• Enhance safety by replacing leaking windows in the terminal atrium area, which create slipping hazards for passengers</li> <li>• Preserve capacity by reconfiguring and rehabilitating restrooms to current design standards</li> <li>• Enhance capacity by providing lactation rooms as required by the 2018 FAA Reauthorization Act</li> </ul>
<b>Proposed PFC level</b>	\$4.50
<b>Project start date</b>	FY 2022 (July 2021)
<b>Project completion date</b>	FY 2026 (June 2026)

## 5. Terminal Building Rehabilitation



## 5. Terminal Bldg Rehab—*Atrium Windows*

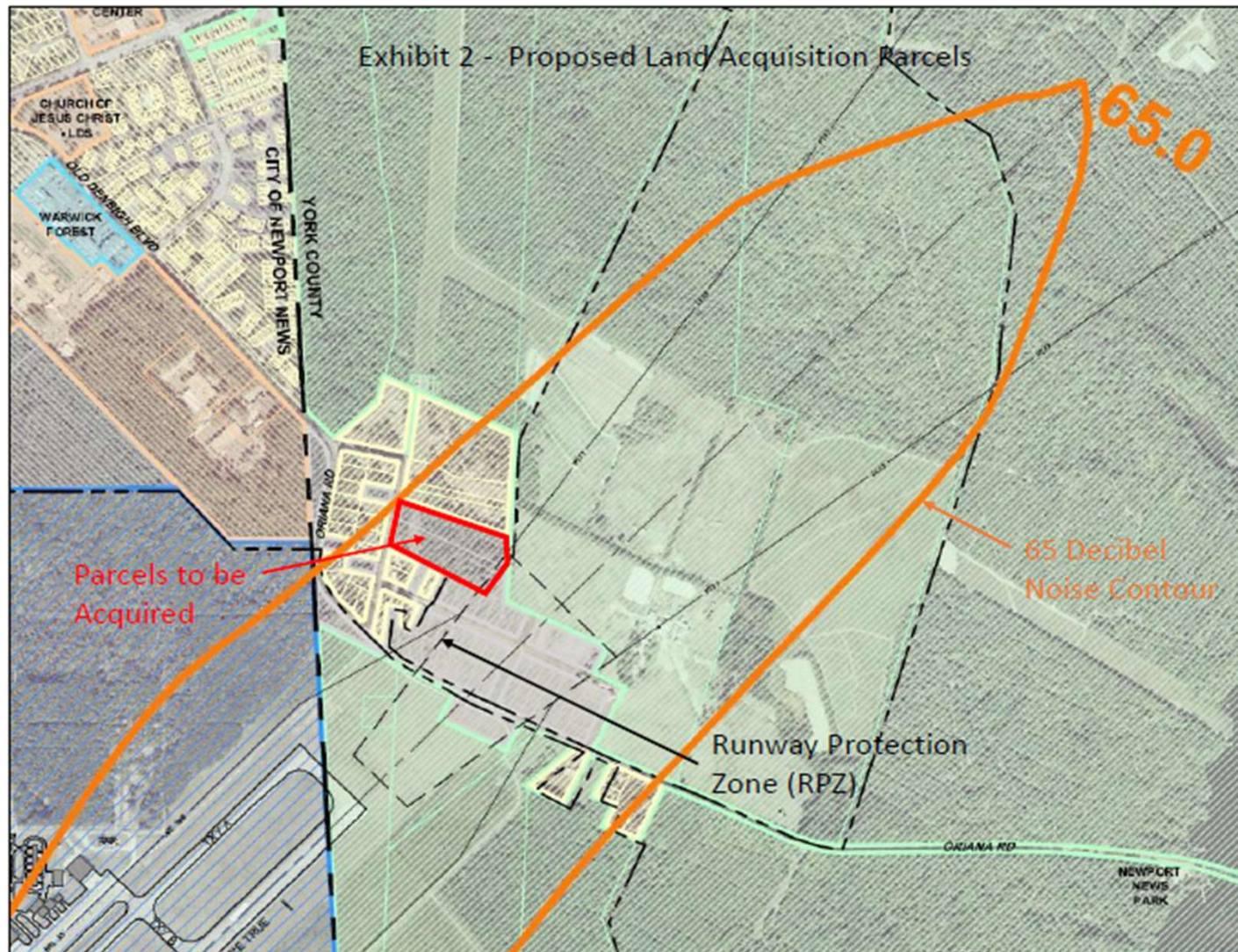


## 6. RPZ Land Acquisition—Oriana Road

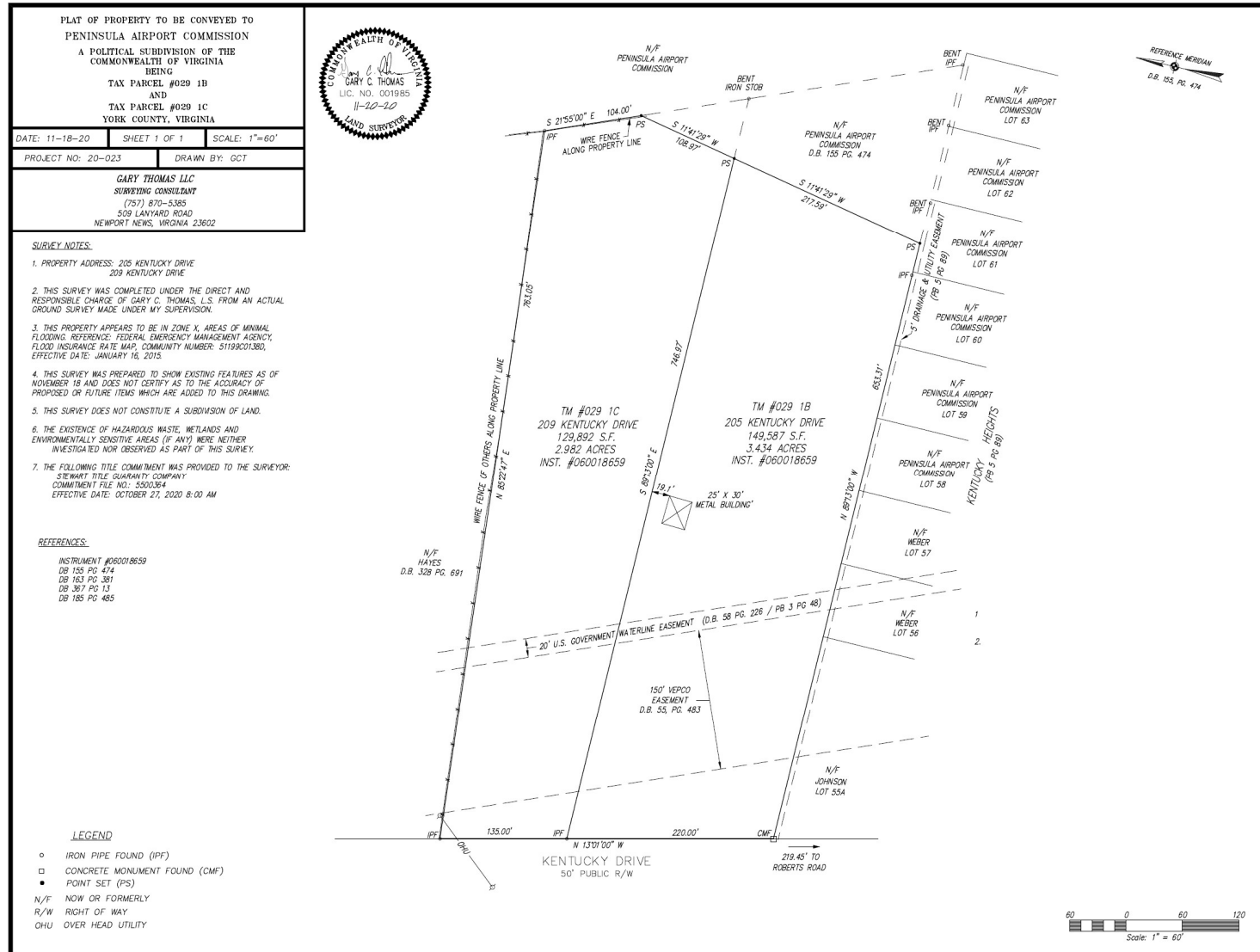
<b>Project description</b>	This project consists of the fee simple acquisition of 2 parcels that are partially located in the Runway 20 runway protection zone (RPZ). The parcels are located off of Oriana Road on Kentucky Drive in the northern section of the Airport.
<b>Project justification</b>	This project enhances safety by acquiring land in the RPZ and preventing noncompatible development.
<b>Proposed PFC level</b>	\$4.50
<b>Project start date</b>	FY 2021 (December 2020)
<b>Project completion date</b>	FY 2021 (December 2020)



## 6. RPZ Land Acquisition—Oriana Road



# 6. RPZ Land Acquisition—Oriana Road



## 7. PFC Application Admin and Development

<b>Project description</b>	<p>This project consists of:</p> <ul style="list-style-type: none"> <li>• Estimated professional services and staff expenses to be incurred by the Airport over the collection period for this proposed Application 6</li> <li>• Estimated professional services to be incurred by the Airport for the preparation of this application and various closeout amendments</li> </ul>
<b>Project justification</b>	<p>This project supports the justifications of all projects included in this application and previously approved on prior applications to be amended, including preserve/enhance capacity, preserve/enhance safety, and preserve/enhance security.</p>
<b>Proposed PFC level</b>	\$4.50
<b>Project start date</b>	FY 2020 (December 2019)
<b>Project completion date</b>	FY 2022 (December 2021)



## Next Steps



- **Public comment period ends on January 15, 2021**
- **Target application submission to FAA in early February 2021**
- **FAA approval for application would be received by mid-March 2021 (following 30-day review period)**

**Attachment D**  
**REQUEST TO EXCLUDE CLASS OF CARRIER**

The Commission proposes to continue to exclude from the requirement to collect a PFC carriers filing Form 1800-31, Nonscheduled/On-Demand Air Carriers (Air Taxi Commercial Operators or ATCO). These carriers are currently excluded from the requirement to collect a PFC at Newport News/Williamsburg International Airport (PHF).

According to the most recently available Federal Aviation Administration (FAA) Air Carrier Activity Information Service (ACAIS) report, the number of passengers enplaned at PHF by this class of carrier was 188, or less than 0.001% of total enplaned passengers at PHF. These carriers are excluded because the burden of collecting the fees would be greater than the revenue collected. Known ATCO carriers serving PHF are:

- Aero Charter, Inc.
- NetJets Aviation, Inc.
- Seneca Flight Operations

## ATTACHMENT G: AIRPORT LAYOUT PLAN (ALP), AIRSPACE, AND ENVIRONMENTAL FINDINGS

ALL PROJECTS FOR WHICH IMPOSE AND USE OR USE AUTHORITY IS REQUESTED IN THE APPLICATION MUST BE LISTED UNDER EACH TYPE OF FINDING BELOW.

\*\*\*\*\*FOR FAA

USE\*\*\*\*\*

PFC Application Number:

\*\*\*\*\*  
\*\*\*\*\*

### I. ALP Findings

#### 1. Current ALP approval date: **August 2020**

List proposed project(s) shown on this ALP:

**South Corporate Apron Design**

**General Aviation Apron Rehabilitation Design**

**RPZ Land Acquisition – Oriana Road**

#### 2. List proposed project(s) not required to be shown on an ALP:

**Inbound Baggage Belt System Replacement**

**Jet Bridge Replacement – Gate B-1**

**Terminal Building Rehabilitation**

**PFC Application Development**

\*\*\*\*\*FOR FAA

USE\*\*\*\*\*

Public agency information confirmed? YES [ ] PARTIALLY [ ] NO [ ]

For each project which the ADO/RO disagrees with the public agency's finding, discuss the reason(s) for the FAA's nonconcurrence below.

\*\*\*\*\*  
\*\*\*\*\*

### II. Airspace Findings

#### 1. FAA Airspace finding date: **2014-AEA-438-NRA** (repeat as necessary)

List proposed project(s) covered by this finding:

**South Corporate Apron Design**

**General Aviation Apron Rehabilitation Design**

**Jet Bridge Replacement – Gate B-1**

**RPZ Land Acquisition – Oriana Road**

2. List proposed project(s) not required to have an airspace determination

**Inbound Baggage Belt System Replacement**

**Terminal Building Rehabilitation**

**PFC Application Development**

\*\*\*\*\*FOR FAA

USE\*\*\*\*\*

Public agency information confirmed? YES [ ] PARTIALLY [ ] NO [ ]

For each project which the ADO/RO disagrees with the public agency's finding, discuss the reason(s) for the FAA's nonconcurrence below.

\*\*\*\*\*

\*\*\*\*\*

### III. Environmental Findings

1. List proposed project(s) which are categorically excluded from the requirement for formal environmental review:

**South Corporate Apron Design**

**General Aviation Apron Rehabilitation Design**

**Inbound Baggage Belt System Replacement**

**Jet Bridge Replacement – Gate B-1**

**Terminal Building Rehabilitation**

**RPZ Land Acquisition – Oriana Road**

**PFC Application Development**

2. Date of FAA Finding of No Significant Impact:  
(repeat as necessary)  
List proposed project(s) covered by this finding:
3. Date of FAA environmental record of decision: **October 22, 2020**  
(repeat as necessary)  
List proposed project(s) covered by this finding:

**RPZ Land Acquisition – Oriana Road**

Date of FAA environmental record of decision: **January 14, 2021**

(repeat as necessary)

List proposed project(s) covered by this finding:

**Inbound Baggage Belt System Replacement**

**Jet Bridge Replacement – Gate B-1**

**Terminal Building Rehabilitation**

Date of FAA environmental record of decision: **January 25, 2021**  
(repeat as necessary)

List proposed project(s) covered by this finding:

**South Corporate Apron Design**

**General Aviation Apron Rehabilitation Design**

\*\*\*\*\*FOR FAA  
USE\*\*\*\*\*  
Public agency information confirmed? YES [ ] PARTIALLY [ ] NO [ ]  
For each project which the ADO/RO disagrees with the public agency’s finding, discuss the reason(s) for the FAA’s  
nonconcurrence below.  
\*\*\*\*\*  
\*\*\*\*\*

Application Reviewed by:

_____	_____	_____
Name	Routing Symbol	Date

## **Newport News/Williamsburg International Airport (PHF)**

### **PFC CatEx Project Descriptions- Apron Rehabilitation Projects**

**January 25, 2021**

The following proposed projects will be Federally funded through PFC funds and therefore trigger a NEPA analysis. After reviewing the information provided by the Jeff Wellman, Talbert and Bright (consultants to PHF) on January 7<sup>th</sup>, 2021 (Text appended below). It is my determination that the two apron rehab projects are unlikely to result in significant impacts to the human or natural environment and qualify under:

**FAA Order 1050. IF Categorical Exclusion 5-6.4 (e.) *Federal financial assistance, licensing, or Airport Layout Plan (ALP) approval for the following actions, provided the action would not result in significant erosion or sedimentation, and will not result in a significant noise increase over noise sensitive areas or result in significant impacts on air quality.***

**• Construction, repair, reconstruction, resurfacing, extending, strengthening, or widening of a taxiway, apron, loading ramp, or runway safety area (RSA), including an RSA using Engineered Material Arresting System (EMAS)**

#### **1. South Corporate Apron Rehabilitation**

The eastern portion of the South Corporate Apron was constructed in 2002 and consists of a 13.8 acre asphalt apron as depicted in **Exhibit 1**. The Newport News/Williamsburg International Airport intends to use a portion of this apron for future air cargo operations. The existing asphalt apron was not designed to accommodate the frequency of air cargo operations. Therefore, approximately 4 acres of the asphalt apron will be removed and replaced in kind with a concrete apron. This concrete apron will allow for larger cargo aircraft operations without damaging the apron.

#### **2. General Aviation Apron Rehabilitation**

The General Aviation (GA) Ramp is located parallel to and northwest of Runway 2-20 as shown in **Exhibit 2** and measures approximately 15.7 acres. This concrete and asphalt apron is in poor condition and requires complete rehabilitation. The existing apron is experiencing numerous failures including:

- Significant D cracking
- Spalling / raveling
- Alligator cracking
- Indications of subsurface failure



U.S. Department  
of Transportation  
**Federal Aviation  
Administration**

Washington Airports District Office  
13873 Park Center Rd. Ste 490-S  
Herndon, VA 20171

T: (703) 487-3980  
F: (703) 487-3982

- Indications of poor drainage
- Shattered slabs
- Corner Breaks
- Failed patches
- ASR (Alkali Silica Reaction)

The apron will be milled and repaved with concrete which will eliminate the Foreign Object Damage (FOD) issues that airport tenants are experiencing in this location of the Airport.

It is my determination that the two apron rehab projects are unlikely to result in significant impacts to the human or natural environment and qualify under:

**FAA Order 1050. IF Categorical Exclusion 5-6.4 (e.) *Federal financial assistance, licensing, or Airport Layout Plan (ALP) approval for the following actions, provided the action would not result in significant erosion or sedimentation, and will not result in a significant noise increase over noise sensitive areas or result in significant impacts on air quality.***

• ***Construction, repair, reconstruction, resurfacing, extending, strengthening, or widening of a taxiway, apron, loading ramp, or runway safety area (RSA), including an RSA using Engineered Material Arresting System (EMAS)***

If anything should change on either of these projects, please notify me immediately as it might trigger a new NEPA determination.

**Note: These proposed projects are funded through PFC funds and as such do not qualify for a Part 163 exemption.**

1/25/2021

**X**

Genevieve Walker

---

Genevieve Walker  
Environmental Protection Specialist  
Signed by: Department of Transportation



U.S. Department  
of Transportation  
**Federal Aviation  
Administration**

Washington Airports District Office  
13873 Park Center Rd. Ste 490-S  
Herndon, VA 20171

T: (703) 487-3980  
F: (703) 487-3982

**Email from Jeff Wellman dated January 7<sup>th</sup>, 2021:**

Good afternoon Jeff B., Genevieve, and Matt,

One of the items that we're seeking clarification on is whether any environmental analysis (and to what degree) is necessary for the proposed 5 PFC projects prior to the submission of the PFC application around February 1<sup>st</sup>. Below is a list of the elements included with each of the proposed projects. I've also attached the PFC project presentation for reference.

1. South Corporate Apron Rehabilitation
  - a. Includes the necessary environmental coordination
  - b. Includes the design of the apron rehabilitation
  - c. Does not include the rehab construction costs of the apron
2. GA Apron Rehabilitation
  - a. Includes the necessary environmental coordination
  - b. Includes the design of the apron rehabilitation
  - c. Does not include the rehab construction costs of the apron
3. Incoming Bag Belt Replacement
  - a. Includes all costs necessary (including construction) to replace the existing incoming bag belts in kind
4. Jet Bridge Replacement
  - a. Includes all costs necessary (including construction) to replace one existing jet bridge in kind
5. Terminal Building Rehabilitation
  - a. Includes all necessary design and construction costs associated with replacing terminal windows in the atrium and rehabilitating the terminal public restrooms to include the construction of new nursing rooms in the rest rooms.

The apron rehabilitation projects are just for the environmental analysis and design and do not include construction costs. However, the bag belt and jet bridge replacement and terminal rehabilitation includes the construction costs for these projects.

Please let us know what environmental analysis is required for these projects, if any.

Thank you,  
Jeff

Jeff Wellman  
TALBERT & BRIGHT





## FEDERAL AVIATION ADMINISTRATION

WADO

### Simple Written Record

Airport: Newport News (PHF)

Project: PFC Projects (Description and Exhibit in attachment)

FAA has determined that the listed project qualifies for a categorical exclusion under FAA Order 1050.1F, paragraph:

5-6.1.h Approval of an airport's sponsor request solely to impose Passenger Facility Charges (PFC) or approval to impose and use Passenger Facility Chargers for planning studies.

5-6.1.m FAA administrative actions associated with transfer of ownership or operation of an existing airport, by acquisition or long-term lease, as long as the transfer is limited to ownership, right of possession, and/or operating responsibility.

5-6.1.n Issuance of grants to prepare noise exposure maps and noise compatibility programs (NCPs) under 49 U.S.C. 47503(2) and 47504, and FAA determinations to accept noise exposure maps and approve NCPs under 14 CFR 150.

5-6.1.o Issuance of grants that do not imply a project commitment, such as airport planning grants, and grants to states participating in the state block grant program

5-6.3.h Acquisition of equipment required for the safety or security of personnel and property on the airport or commercial space launch site, including safety equipment required by rule or regulation for certification of an airport (see 14 CFR part 139, *Certification and Operation: Land Airports Serving Certain Air Carriers*), or licensing the operation of a commercial space launch site (see 14 CFR part 420, *License to Operate a Launch Site*) and acquisition of snow removal equipment.

**5-6.4.h** Federal financial assistance, licensing, or Airport Layout Plan (ALP) approval for construction or expansion of facilities—such as terminal passenger handling and parking facilities or cargo buildings, or facilities for non-aeronautical uses at existing airports and commercial space launch sites—that do not substantially expand those facilities (see the FAA's presumed to conform list (72 *Federal Register* 41565 (July 30, 2007))).

Note: These proposed projects are funded through PFC funds and as such do not qualify for a Part 163 exemption.

Genevieve Walker  
Signature of Responsible FAA Official

01/15/2021  
Date

# Newport News/Williamsburg International Airport (PHF)

## PFC CatEx Project Descriptions

January 14, 2021

### 1. Incoming Baggage Belt Replacement (Exhibit 1 on the following page)

The Newport News/Williamsburg International Airport is equipped with two incoming baggage belts/carousels (**Exhibit 1**) which have reached the end of their useful life. These belts were originally installed in 1992. The existing belts require frequent repairs, and some replacement parts are no longer manufactured, making the repairs more difficult. These breakdowns are impacting the ability for airlines to deliver baggage to the flying public in a timely manner. Both belt systems will be replaced entirely with new systems.

### 2. Replacement of One Jet Bridge

This project involves replacing one jet bridge at the Newport News/Williamsburg International Airport. This jet bridge is located at Gate B1 as depicted in **Exhibit 2**. The jet bridge has reached the end of its useful life and will be replaced with a new jet bridge. The existing jet bridge is approximately 15 years old and is the primary jet bridge used by American Airlines.

### 3. Terminal Building Rehabilitation

The Newport News/Williamsburg International Airport terminal building was constructed in 1992. The terminal is in need of various repairs and improvements. The improvements are depicted in **Exhibit 3** and include:

- Replacing approximately 695 windows in the terminal that have begun to glaze.
- Rehabilitate and update the public restrooms in the terminal.
- Install new nursing rooms in the public restrooms in the terminal.

Note: Two PFC Projects submitted at the same time that address Apron  
Rehabs are covered under a separate Simple Categorical Exclusion dated  
1/25/2021

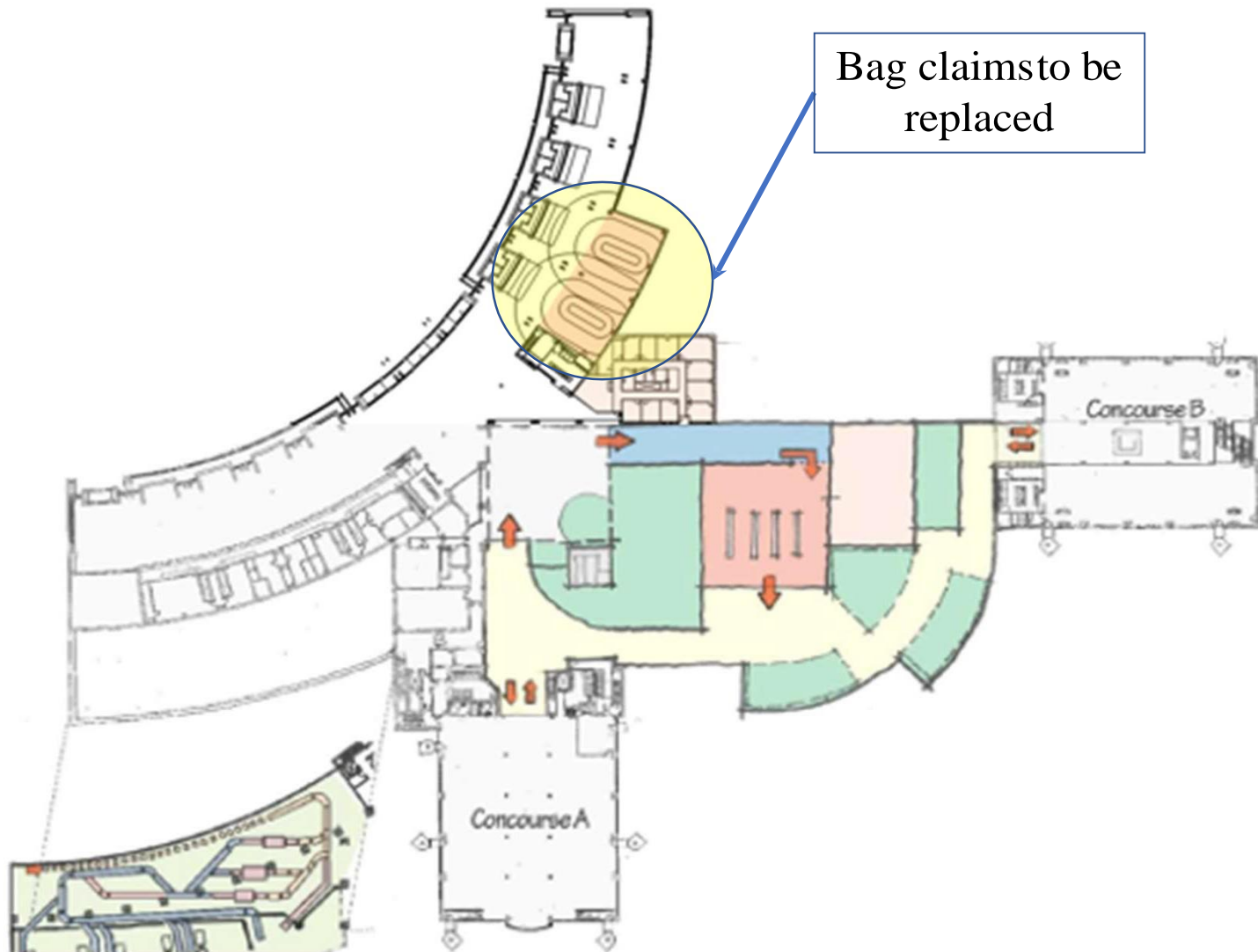


Exhibit 1  
Incoming Bag Belt Replacement

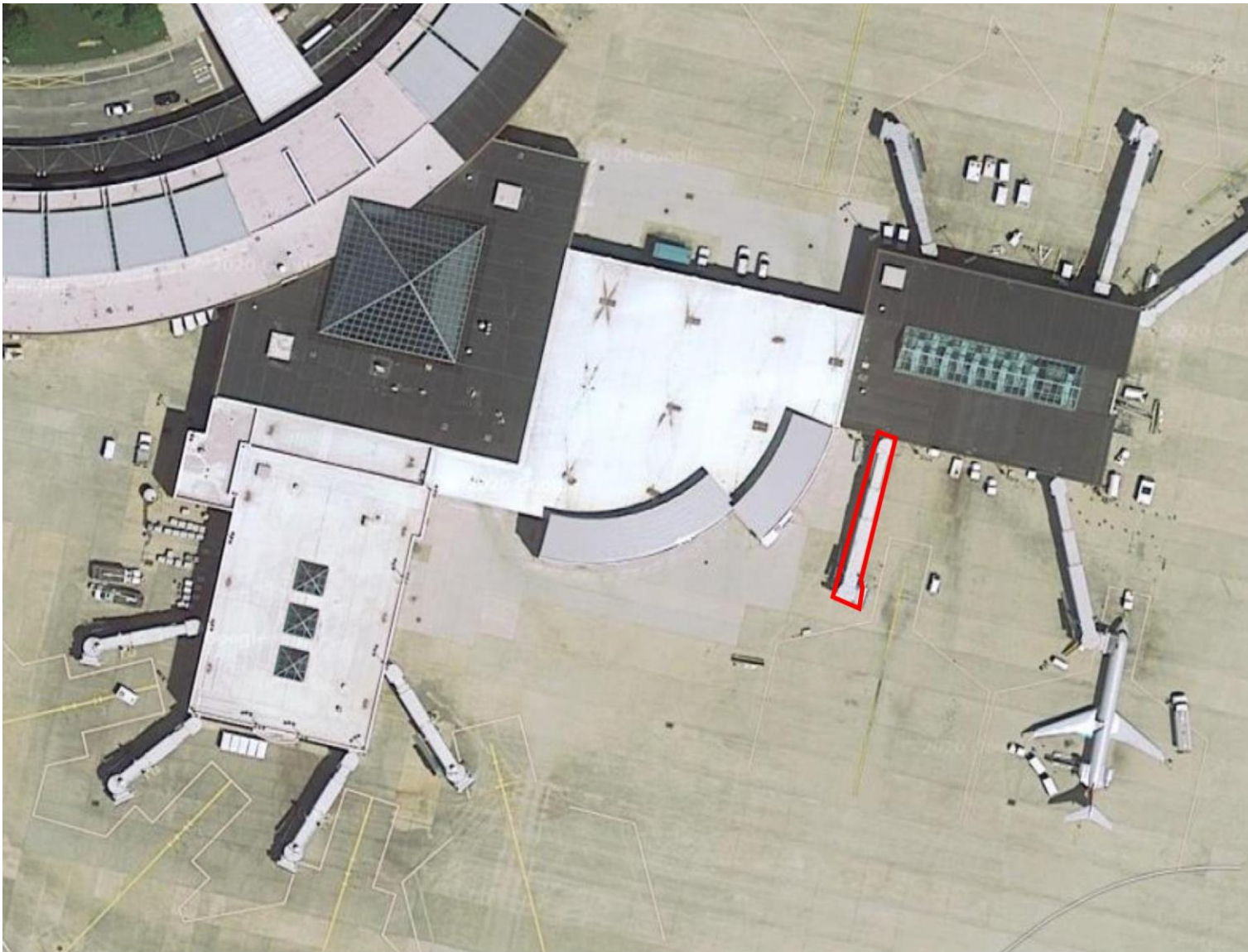


Exhibit 2 - Jet Bridge Replacement



Exhibit 3A  
Terminal Bldg Rehab—Atrium Windows



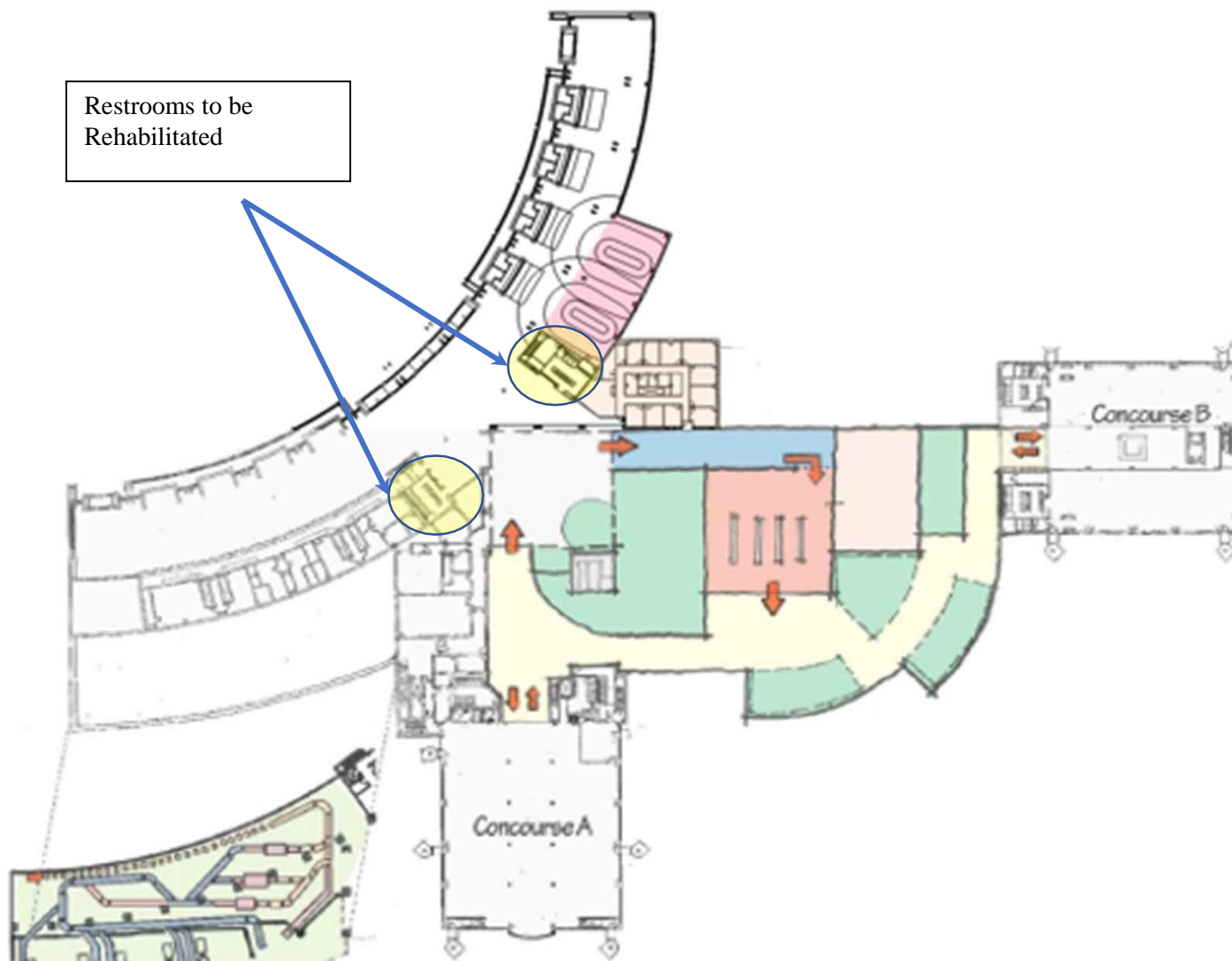


Exhibit 3B

## Terminal Building Rehabilitation

# ***NEWPORT NEWS / WILLIAMSBURG INTERNATIONAL AIRPORT***

## **FAA Environmental Categorical Exclusion Form (CATEX)**

for:

### **Kentucky Farms Parcel Acquisition**



**Peninsula Airport Commission**

900 BLAND BOULEVARD, SUITE G  
NEWPORT NEWS, VA 23602

**October 2020**

Prepared by:

**Talbert & Bright**

10105 Krause Road, Suite 100  
Chesterfield, Virginia 23832

## APPENDIX A. DOCUMENTED CATEX

Airport sponsors may use this form for projects eligible for a categorical exclusion (CATEX) that have greater potential for extraordinary circumstances or that otherwise require additional documentation, as described in the Environmental Orders (FAA Order 1050.1F and FAA Order 5050.4B).

To request a CATEX determination from the FAA, the sponsor should review potentially affected environmental resources, review the requirements of the applicable special purpose laws, and **consult with the Airports District Office or Regional Airports Division Office staff** about the type of information needed. The form and supporting documentation should be completed in accordance with the provisions of FAA Order 5050.4B, paragraph 302b, and submitted to the appropriate FAA Airports District/Division Office. The CATEX cannot be approved until all information/documentation is received and all requirements have been fulfilled.

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Name of Airport, LOC ID, and location:

Newport News/Williamsburg International Airport, PHF, Newport News, VA

Project Title:

Acquisition of Land Parcels in Kentucky Farms Neighborhood

Give a brief, but complete description of the proposed project, including all project components, justification, estimated start date, and duration of the project. Include connected actions necessary to implement the proposed project (including but not limited to moving NAVAIDs, change in flight procedures, haul routes, new material or expanded material sources, staging or disposal areas). Attach a sketch or plan of the proposed project. Photos can also be helpful.

The proposed project includes the acquisition of two undeveloped parcels located in the Kentucky Farms neighborhood by the Newport News/Williamsburg International Airport. The two parcels are located approximately 0.3 miles north of the end of Runway 20 and partially fall within the Runway 20 Runway Protection Zone (RPZ) and within the Airport's 65 decibel noise contour. The FAA recommends that Airports own the RPZs in fee simple in order to prevent incompatible development within the RPZ. The FAA also recommends that Airports acquire land within the 65 decibel noise contour in order to mitigate noise impacts on the surrounding community. Both of these parcels are undeveloped and are located adjacent to each other as depicted in Exhibits 1 and 2.

The Airport will not be developing or constructing anything on these parcels. The first parcel is 3.55 acres and the second parcel is 2.86 acres, resulting in a total project study area of 6.41 acres. Acquisition is anticipated to occur in 2020.

Give a brief, but complete, description of the proposed project area. Include any unique or natural features within or surrounding airport property.

The proposed project area consists of two undeveloped parcels of land that are mostly wooded. These parcels have not been developed and feature naturally generating trees and vegetation.



Identify the appropriate CATEX paragraph(s) from Order 1050.1F (paragraph 5-6.1 through 5-6.6) or 5050.4B (Tables 6-1 and 6-2) that apply to the project. Describe if the project differs in any way from the specific language of the CATEX or examples given as described in the Order.

5-6.4(bb) - Airport Layout Plan (ALP) approval and/or Federal financial assistance for actions related to a fee-simple purchase of land or the purchase of an aviation easement to establish a runway protection zone (RPZ) or for other aeronautical purposes provided there is no land disturbance and does not require extensive business or residential relocations. (ARP)

The circumstances one must consider when documenting a CATEX are listed below along with each of the impact categories related to the circumstance. Use FAA Environmental Orders 1050.1F, 5050.4B, and the Desk Reference for Airports Actions, as well as other guidance documents to assist you in determining what information needs to be provided about these resource topics to address potential impacts. Keep in mind that both construction and operational impacts must be included. Indicate whether or not there would be any effects under the particular resource topic and, **if needed**, cite available references to support these conclusions. Additional analyses and inventories can be attached or cited as needed.

**5-2.b(1) National Historic Preservation Act (NHPA) resources**

	YES	NO
<p>Are there historic/cultural resources listed (or eligible for listing) on the National Register of Historic Places located in the Area of Potential Effect? If yes, provide a record of the historic and/or cultural resources located therein and check with your local Airports Division/District Office to determine if a Section 106 finding is required.</p> <p>A 2020 Virginia Department of Historic Resources (DHR) archives search identified two historic resource on or near the project area. The first resource is a single-family house (099-5316) that is more than 50 years old and is located adjacent to the project area. This house will not be impacted by the acquisition of the two adjacent undeveloped parcels.</p> <p>The other resource is the Battle of Yorktown battlefield (099-5283) which falls within the project area. However, the proposed project will not alter the existing parcels and will not impact historic resources associated with the battlefield. A Section 106 Project Review Application Form was submitted to DHR for this project. On September 17, 2020, DHR concurred with the FAA that this project would have no effect on historic properties (Attachment A).</p>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p>Does the project have the potential to cause effects? If yes, describe the nature and extent of the effects.</p> <p>No. The proposed project does not include any development or alteration of the existing features of the study area.</p>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

	YES	NO
<p>Is the project area undisturbed? If not, provide information on the prior disturbance (including type and depth of disturbance, if available)</p> <p>Yes. The proposed project area consists of two undeveloped lots which are undisturbed.</p>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<p>Will the project impact tribal land or land of interest to tribes? If yes, describe the nature and extent of the effects and provide information on the tribe affected. Consultation with their THPO or a tribal representative along with the SHPO may be required.</p> <p><b>No. There will be no direct or indirect impacts to tribal land or land of interest to tribes. No tribal lands have been identified on the two parcels and these parcels will not be impacted since there is no construction associated with the proposed project.</b></p>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

### 5-2.b(2) Department of Transportation Act Section 4(f) and 6(f) resources

	YES	NO
<p>Are there any properties protected under Section 4(f) (as defined by FAA Order 1050.1F) in or near the project area? This includes publicly owned parks, recreation areas, and wildlife or waterfowl refuges of national, state or local significance or land from a historic site of national, state or local significance.</p> <p>No. The proposed project area does not include any properties protected under Section 4(f). The US Fish and Wildlife Service (USFWS) online mapping tool National Wildlife Refuge System indicated there are no Section 4(f) properties located in or near the proposed project area/LOD.</p>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p>Will project construction or operation physically or constructively “use” any Section 4(f) resource? If yes, describe the nature and extent of the use and/or impacts, and why there are no prudent and feasible alternatives. See 5050.4B Desk Reference Chapter 7.</p> <p>No. The proposed project will not physically or constructively use any Section 4(f) resources.</p>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p>Will the project affect any recreational or park land purchased with Section 6(f) Land and Water Conservation Funds? If so, please explain, if there will be impacts to those properties.</p> <p>No. The proposed project does not include any construction or development and therefore will not affect any recreational or park land purchased with Section 6(f) Land and Water Conservation Funds.</p>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

**5-2.b(3) Threatened or Endangered Species**

	YES	NO
<p>Are there any federal or state listed endangered, threatened, or candidate species or designated critical habitat in or near the project area? This includes species protected by individual statute, such as the Bald Eagle.</p> <p>The USFWS online database, Information for Planning and Conservation (IPaC) generated an Official Species List and IPaC Trust Resource Report. The IPaC report identified one endangered species, the Northern Long-eared Bat, in and/or near the proposed project area. Since the proposed project does not involve tree removal or construction, the bat and its habitat will not be impacted by the project. Neither the USFWS letter or IPaC report identify any critical habitats or wildlife refuges that lie within the project area.</p> <p>The IPaC report identifies 12 migratory birds that could potentially exist near the proposed project area, including Bald Eagles. See Attachment B. Since the proposed project does not involve tree removal or construction, the migratory birds and their habitat will not be impacted by the project.</p> <p>In addition, a search of the Virginia Department of Game and Inland Fisheries (VDGIF) online service Virginia Fish and Wildlife Information Service (FWIS) identified species known or likely to occur within a three-mile radius of the project area. A list of these species is included in Attachment B. The proposed project will not impact any of these species.</p> <p>According to the Center for Conservation Biology's (CCB) online tool CCB Mapping Portal, the nearest Bald Eagle nest is located approximately <math>\pm 1.70</math> miles east of the study area. No Bald Eagle habitat was identified in the project area and no impacts are anticipated.</p>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p>Does the project affect or have the potential to affect, directly or indirectly, any federal or state-listed, threatened, endangered or candidate species, or designated habitat under the Endangered Species Act? If yes, Section 7 consultation between the FAA and the US Fish &amp; Wildlife Service, National Marine Fisheries Service, and/or the appropriate state agency will be necessary. Provide a description of the impacts and how impacts will be avoided, minimized, or mitigated. Provide the Biological Assessment and Biological Opinion, if required.</p> <p>No. The proposed project will not directly or indirectly impact any federal or state listed, threatened, endangered, or candidate species, or designated habitat since there is no construction associated with the proposed project.</p>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

	YES	NO
Does the project have the potential to take birds protected by the Migratory Bird Treaty Act? Describe steps to avoid, minimize, or mitigate impacts (such as timing windows determined in consultation with the US Fish & Wildlife Service). No. The proposed project will not take any birds protected by the Migratory Bird Treaty Act.	<input type="checkbox"/>	<input checked="" type="checkbox"/>

**5-2.b (4) Other Resources**

Items to consider include:

<b>a. Fish and Wildlife Coordination Act</b>	<b>YES</b>	<b>NO</b>
<p>Does the project area contain resources protected by the Fish and Wildlife Coordination Act? If yes, describe any impacts and steps taken to avoid, minimize, or mitigate impacts.</p> <p>No. No critical habitat or resources protected by the Fish and Wildlife Act are located in the project area.</p>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<b>b. Wetlands and Other Waters of the U.S.</b>	<b>YES</b>	<b>NO</b>
<p>Are there any wetlands or other waters of the U.S. in or near the project area?</p> <p>Yes. Coordination was conducted with the USFWS National Wetland Inventory (NWI) online database, Exhibit 3. The NWI indicates there are no wetlands or other waters of the US located in the proposed project area/LOD. However, the NWI indicates the presence of streams and wetlands around the project area.</p>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<p>Has wetland delineation been completed within the proposed project area? If yes, please provide U.S. Army Corps of Engineers (USACE) correspondence and jurisdictional determination. If delineation was not completed, was a field check done to confirm the presence/absence of wetlands or other waters of the U.S.? If no to both, please explain what methods were used to determine the presence/absence of wetlands.</p> <p>No. A desktop review was conducted using the USFWS NWI online database to confirm there are no wetlands located within the proposed project area/LOD. An on-site visual inspection by Talbert &amp; Bright in August 2020 confirmed the lack of wetlands in the project area.</p>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p>If wetlands are present, will the project result in impacts, directly or indirectly (including tree clearing)? Describe any steps taken to avoid, minimize or mitigate the impact.</p> <p>There is no construction or development associated with the proposed project and no streams or wetlands will be impacted.</p>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p>Is a USACE Clean Water Act Section 404 permit required? If yes, does the project fall within the parameters of a general permit? If so, which general permit?</p> <p>No. A permit is not required as no wetlands will be impacted by the proposed project.</p>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<b>c. Floodplains</b>	<b>YES</b>	<b>NO</b>
<p>Will the project be located in, encroach upon or otherwise impact a floodplain? If yes,</p>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

<p>describe impacts and any agency coordination or public review completed including coordination with the local floodplain administrator. Attach the FEMA map if applicable and any documentation.</p> <p>No. Coordination was conducted with the Federal Emergency Management Agency (FEMA) through their online database, Flood Map Service Center (MSC), which indicate that the project area is outside of the 100-year floodplain as shown on Exhibit 4.</p>		
<b>d. Coastal Resources</b>	<b>YES</b>	<b>NO</b>
<p>Will the project occur in or impact a coastal zone as defined by the State's Coastal Zone Management Plan? If yes, discuss the project's consistency with the State's CZMP. Attach the consistency determination if applicable.</p> <p>Yes. The Newport News/Williamsburg International Airport is located within the Virginia Coastal Zone Management Area which includes the majority of Tidewater Virginia (Code of Virginia §28.2-100). The proposed project will not adversely impact the quality of state waters.</p> <p>Federal Consistency Certification (FCC) coordination was conducted with DEQ which included a public comment period as part of the FCC review. Coordination was completed on October 20, 2020 and DEQ determined that the Proposed Project is consistent with the Coastal Zone Management Program. The FCC and DEQ's comments are included in Attachment C.</p> <p>The project area is located in the Chesapeake Bay Preservation Area (CBPA) but outside of Resource Management Areas (RMA) and Resource Protection Areas (RPAs) according to the York County GIS data. (<a href="https://maps.yorkcounty.gov/York/">https://maps.yorkcounty.gov/York/</a>)</p>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<p>Will the project occur in or impact the Coastal Barrier Resource System as defined by the US Fish and Wildlife Service?</p> <p>No. According to the Coastal Barrier Resources System map for Virginia, the proposed project is not located within the Coastal Barrier Resources System.</p> <p>(<a href="https://www.fws.gov/ecological-services/habitat-conservation/cbra/maps/mapper.html">https://www.fws.gov/ecological-services/habitat-conservation/cbra/maps/mapper.html</a>)</p>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<b>e. National Marine Sanctuaries</b>	<b>YES</b>	<b>NO</b>
<p>Is a National Marine Sanctuary located in the project area? If yes, discuss the potential for the project to impact that resource.</p> <p>No. According to the NOAA, the proposed project is not within a National Marine Sanctuary. (<a href="https://sanctuaries.noaa.gov/">https://sanctuaries.noaa.gov/</a>)</p>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

<b>f. Wilderness Areas</b>	<b>YES</b>	<b>NO</b>
<p>Is a Wilderness Area located in the project area? If yes, discuss the potential for the project to impact that resource.</p> <p>No, there are no Wilderness Areas located in the project area. (<a href="https://www.fs.fed.us/managing-land/wilderness">https://www.fs.fed.us/managing-land/wilderness</a>)</p>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<b>g. Farmland</b>	<b>YES</b>	<b>NO</b>
<p>Is there prime, unique, state, or locally important farmland in/near the project area? Describe any significant impacts from the project.</p> <p>No, the project area consists of two wooded parcels that are not used for farming.</p>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p>Does the project include the acquisition and conversion of farmland? If farmland will be converted, describe coordination with the US Natural Resources Conservation and attach the completed Form AD-1006.</p> <p>No, the project does not include any farmland conversion or acquisition.</p>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<b>h. Energy Supply and Natural Resources</b>	<b>YES</b>	<b>NO</b>
<p>Will the project change energy requirements or use consumable natural resources either during construction or during operations?</p> <p>No. The proposed project will not change energy requirements or use consumable natural resources.</p>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p>Will the project change aircraft/vehicle traffic patterns that could alter fuel usage either during construction or operations?</p> <p>No. The proposed project will not change aircraft/vehicle traffic patterns.</p>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<b>i. Wild and Scenic Rivers</b>	<b>YES</b>	<b>NO</b>
<p>Is there a river on the Nationwide Rivers Inventory, a designated river in the National System, or river under State jurisdiction (including study or eligible segments) near the project?</p> <p>No. Virginia does not have any federally designated Wild or Scenic Rivers.</p>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p>Will the project directly or indirectly affect the river or an area within ¼ mile of its ordinary high water mark?</p> <p>No. The proposed project will not impact any federally or state designated wild or scenic rivers.</p>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

<b>j. Solid Waste Management</b>	<b>YES</b>	<b>NO</b>
Does the project (either the construction activity or the completed, operational facility) have the potential to generate significant levels of solid waste? If so, discuss how these will be managed.  No. The proposed project will not result in solid waste generation.	<input type="checkbox"/>	<input checked="" type="checkbox"/>

**5-2.b(5) Disruption of an Established Community**

	<b>YES</b>	<b>NO</b>
Will the project disrupt a community, planned development or be inconsistent with plans or goals of the community?  No. The proposed project will not impact any communities or planned development nor is it inconsistent with the plans and goals of York County.	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Are residents or businesses being relocated as part of the project?  No. Residents or businesses will not be relocated as part of the proposed project.	<input type="checkbox"/>	<input checked="" type="checkbox"/>

**5-2.b(6) Environmental Justice**

	<b>YES</b>	<b>NO</b>
Are there minority and/or low-income populations in/near the project area?  No. There are no minority or low-income communities within the study area for the proposed project.	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Will the project cause any disproportionately high and adverse impacts to minority and/or low-income populations? Attach census data if warranted.  No. The proposed project will not disrupt or relocate any residents and the parcels will remain unaltered.	<input type="checkbox"/>	<input checked="" type="checkbox"/>

**5-2.b(7) Surface Transportation**

	<b>YES</b>	<b>NO</b>
Will the project cause a significant increase in surface traffic congestion or cause a degradation of level of service provided?  No. The proposed project will not cause an increase in surface traffic congestion or cause degradation in the level of service.	<input type="checkbox"/>	<input checked="" type="checkbox"/>



	YES	NO
<p>Will the project require a permanent road relocation or closure? If yes, describe the nature and extent of the relocation or closure and indicate if coordination with the agency responsible for the road and emergency services has occurred.</p> <p>No. The proposed project will not require a road relocation or closure.</p>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

**5-2.b(8) Noise**

	YES	NO
<p>Will the project result in an increase in aircraft operations, nighttime operations, or change aircraft fleet mix?</p> <p>No. The proposed project will not result in operational or aircraft fleet mix changes at the Airport.</p>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p>Will the project cause a change in airfield configuration, runway use, or flight patterns either during construction or after the project is implemented?</p> <p>No. The proposed project will not result in airfield configuration, runway use, or flight pattern alterations during or after the parcels are acquired.</p>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p>Does the forecast exceed 90,000 annual propeller operations, 700 annual jet operations or 10 daily helicopter operations or a combination of the above? If yes, a noise analysis may be required if the project would result in a change in operations.</p> <p>Yes. According to the PHF Airport Master Record, total annual jet operations are approximately 40,000. However, the proposed project will not result in changes to airport operations.</p>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<p>Has a noise analysis been conducted, including but not limited to generated noise contours, a specific point analysis, area equivalent method analysis, or other screening method. If yes, provide that documentation.</p>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p>Could the project have a significant impact (DNL 1.5 dB or greater increase) on noise levels over noise sensitive areas within the 65+ DNL noise contour?</p> <p>No. The proposed project will not result in additional noise generation at the Airport and will not impact noise sensitive areas within the 65+ DNL contour.</p>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

**5-2.b(9) Air Quality**

	YES	NO
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	YES	NO
<p>Is the project located in a Clean Air Act non-attainment or maintenance area?</p> <p>No. The Airport was located within the 1997 Ozone 8-hour Nonattainment area however, it was removed from the 2008 and 2015 Ozone 8-hour Nonattainment and Maintenance areas. The Airport is not currently located within a non-attainment or maintenance area.</p>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p>If yes, is it listed as exempt, presumed to conform or will emissions (including construction emissions) from the project be below <i>de minimis</i> levels (provide the paragraph citation for the exemption or presumed to conform list below, if applicable)</p> <p>Is the project accounted for in the State Implementation Plan or specifically exempted? Attach documentation.</p> <p>N/A</p>	<input type="checkbox"/>	<input type="checkbox"/>
<p>Does the project have the potential to increase landside or airside capacity, including an increase of surface vehicles?</p> <p>No. The project will not increase landside or airside capacity.</p>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p>Could the project impact air quality or violate local, State, Tribal or Federal air quality standards under the Clean Air Act Amendments of 1990 either during construction or operations?</p> <p>No. The proposed project will not violate local, state, tribal, or federal air quality standards under the CAA of 1990.</p>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

**5-2.b (10) Water Quality**

	YES	NO
<p>Are there water resources within or near the project area? These include groundwater, surface water (lakes, rivers, etc.), sole source aquifers, and public water supply. If yes, provide a description of the resource, including the location (distance from project site, etc.).</p> <p>No, there are no water sources in or near the project area.</p>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p>Will the project impact any of the identified water resources either during construction or operations? Describe any steps that will be taken to protect water resources during and after construction.</p> <p>No. The proposed project will not impact water resources.</p>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p>Will the project increase the amount or rate of stormwater runoff either during construction or during operations? Describe any steps that will be taken to ensure it will not impact water quality.</p>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

	YES	NO
No. The proposed project will not increase the amount of impervious surfaces.		
Does the project have the potential to violate federal, state, tribal or local water quality standards established under the Clean Water and Safe Drinking Water Acts? No. The proposed project will not violate water quality standards.	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Are any water quality related permits required? If yes, list the appropriate permits. No water quality permits are required.	<input type="checkbox"/>	<input checked="" type="checkbox"/>

**5-2.b(11) Highly Controversial on Environmental Grounds**

	YES	NO
Is the project highly controversial? The term “highly controversial” means a substantial dispute exists as to the size, nature, or effect of a proposed federal action. The effects of an action are considered highly controversial when reasonable disagreement exists over the project’s risks of causing environmental harm. Mere opposition to a project is not sufficient to be considered highly controversial on environmental grounds. Opposition on environmental grounds by a federal, state, or local government agency or by a tribe or a substantial number of the persons affected by the action should be considered in determining whether or not reasonable disagreement exists regarding the effects of a proposed action. No. The proposed project is not highly controversial.	<input type="checkbox"/>	<input checked="" type="checkbox"/>

**5-2.b(12) Inconsistent with Federal, State, Tribal or Local Law**

	YES	NO
Will the project be inconsistent with plans, goals, policy, zoning, or local controls that have been adopted for the area in which the airport is located? No. The proposed project is consistent with the York County goals, policy, and zoning.	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Is the project incompatible with surrounding land uses? No. The proposed project is not incompatible with surrounding land uses.	<input type="checkbox"/>	<input checked="" type="checkbox"/>

**5-2 .b (13) Light Emissions, Visual Effects, and Hazardous Materials**

<b>a. Light Emissions and Visual Effects</b>	<b>YES</b>	<b>NO</b>
Will the proposed project produce light emission impacts? No. The proposed project will not create light emission impacts.	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Will there be visual or aesthetic impacts as a result of the proposed project and/or have there been concerns expressed about visual/aesthetic impacts? No. The proposed project will not cause aesthetic impacts.	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<b>b. Hazardous Materials</b>	<b>YES</b>	<b>NO</b>
Does the project involve or affect hazardous materials? No. The project does not involve or affect hazardous materials.	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Will construction take place in an area that contains or previously contained hazardous materials? No. The project does not include construction and the parcels are undeveloped wooded lots which are not believed to contain hazardous materials as these lots have never been developed.	<input type="checkbox"/>	<input checked="" type="checkbox"/>
If the project involves land acquisition, is there a potential for this land to contain hazardous materials or contaminants? No. The parcels are undeveloped wooded lots which are not believed to contain hazardous materials.	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Will the proposed project produce hazardous and/or solid waste either during construction or after? If yes, how will the additional waste be handled? No. The project will not produce hazardous or solid waste.	<input type="checkbox"/>	<input checked="" type="checkbox"/>

**5-2 .b (14) Public Involvement**

	<b>YES</b>	<b>NO</b>
Was there any public notification or involvement? If yes, provide documentation. Yes. The public was given the opportunity to review and comment during the DEQ FCC public review. There were no public comments received. Comments from DEQ are included in Attachment C.	<input checked="" type="checkbox"/>	<input type="checkbox"/>

**5-2 .b (15) Indirect/Secondary/Induced Impacts**

	YES	NO
Will the project result in indirect/secondary/induced impacts? No. There are no anticipated indirect/secondary/induced impacts from the proposed project.	<input type="checkbox"/>	<input checked="" type="checkbox"/>
When considered with other past, present, and reasonably foreseeable future projects, on or off airport property and regardless of funding source, would the proposed project result in a significant cumulative impact? No. There are no significant cumulative impacts anticipated from past, present, or reasonably foreseeable future projects from the proposed project.	<input type="checkbox"/>	<input checked="" type="checkbox"/>

### **Permits**

List any permits required for the proposed project that have not been previously discussed. Provide details on the status of permits.

No permits will be required for this proposed project.

### **Environmental Commitments**

List all measures and commitments made to avoid, minimize, mitigate, and compensate for impacts on the environment, which are needed for this project to qualify for a CATEX.

The proposed project is for land acquisition and does not include any tree removal, construction, or development.

Exhibits:

Exhibit 1 - Proposed Land Acquisition Parcels

Exhibit 2 - Proposed Land Acquisition Parcels

Exhibit 3 - National Wetland Inventory Map

Exhibit 4 - Floodplains Map

Attachments:

Attachment A -DHR Section 106 Coordination

Attachment B - USFWS IPaC Trust Resource Report, USFWS Official Threatened and Endangered Species List, VDGIF VaFWIS

Attachment C - Virginia Coastal Zone Federal Consistency Certification

**Preparer Information**

<b>Point of Contact:</b> Jeff Wellman		
<b>Address:</b> Talbert & Bright, 10105 Krause Road, Suite 100		
<b>City:</b> Chesterfield	<b>State:</b> VA	<b>Zip Code:</b> 23832
<b>Phone:</b> 804-768-6878	<b>Email Address:</b> jwellman@tbric.com	

Signature: Jeff Wellman Date: August 17, 2020

**Airport Sponsor Information and Certification** (may not be delegated to consultant)

Provide contact information for the designated sponsor point of contact and any other individuals requiring notification of the FAA decision.

<b>Point of Contact:</b> Jenifer Spratley		
<b>Address:</b> 900 Bland Blvd., Suite G		
<b>City:</b> Newport News	<b>State:</b> VA	<b>Zip Code:</b> 23602
<b>Phone Number:</b> 757-877-0221	<b>Email Address:</b> JSpratley@flyphf.com	
<b>Additional Name(s):</b>	<b>Additional Email Address(es):</b>	

I certify that the information I have provided above is, to the best of my knowledge, correct. I also recognize and agree that no construction activity, including but not limited to site preparation, demolition, or land disturbance, shall proceed for the above proposed project(s) until FAA issues a final environmental decision for the proposed project(s) and until compliance with all other applicable FAA approval actions (e.g., ALP approval, airspace approval, grant approval) has occurred.

Signature: Jenifer Spratley Date: 8-17-20

**FAA Decision**

Having reviewed the above information, it is the FAA's decision that the proposed project (s) or development warrants environmental processing as indicated below.

Name of Airport, LOC ID, and location:

Newport News/Williamsburg International Airport, PHF, Newport News, VA

Project Title:

Acquisition of Land Parcels in Kentucky Farms Neighborhood

- ☒ No further NEPA review required. Project is categorically excluded per (cite applicable 1050.1.F CATEX that applies: 5-6.4(bb) (full description below)
- ☐..An Environmental Assessment (EA) is required.
- ☐..An Environmental Impact Statement (EIS) is required.
- ☐..The following additional documentation is necessary for FAA to perform a complete environmental evaluation of the proposed project.

Name: Genevieve Walker  
Responsible FAA Official

Title: Environmental Protection Specialist

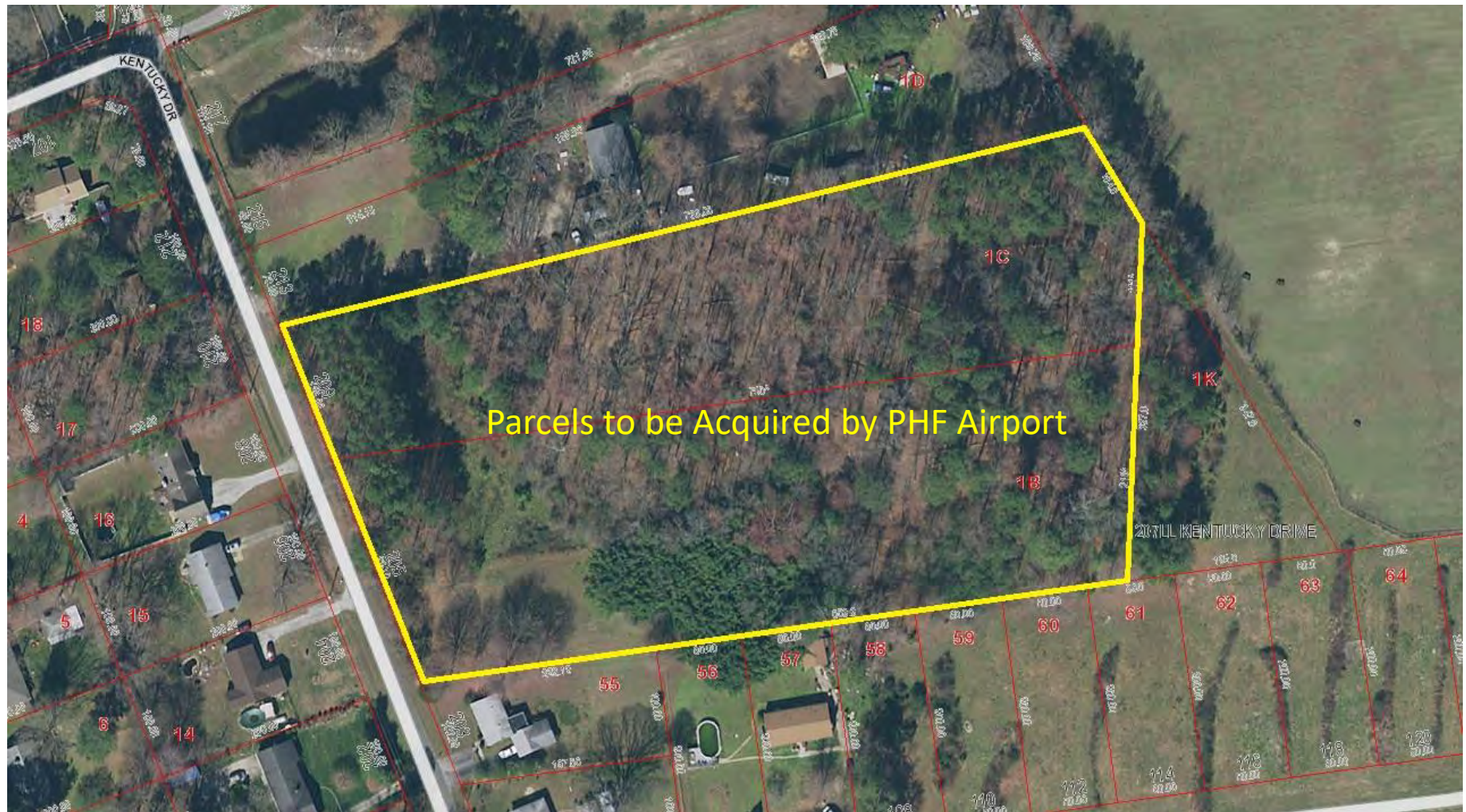
Signature: Genevieve Walker Date: October 22, 2020

Note: This Categorical Exclusion is only valid as long as no land disturbance occurs on the land described herein. If land disturbance is proposed in the future, the FAA will have to be notified and a new determination, consistent with the National Environmental Policy Act, will be required.

5-6.4 (bb) Airport Layout Plan (ALP) approval and/or Federal financial assistance for actions related to a fee-simple purchase of land or the purchase of an avigation easement to establish a runway protection zone (RPZ) or for other aeronautical purposes provided there is no land disturbance and does not require extensive business or residential relocations. (ARP)

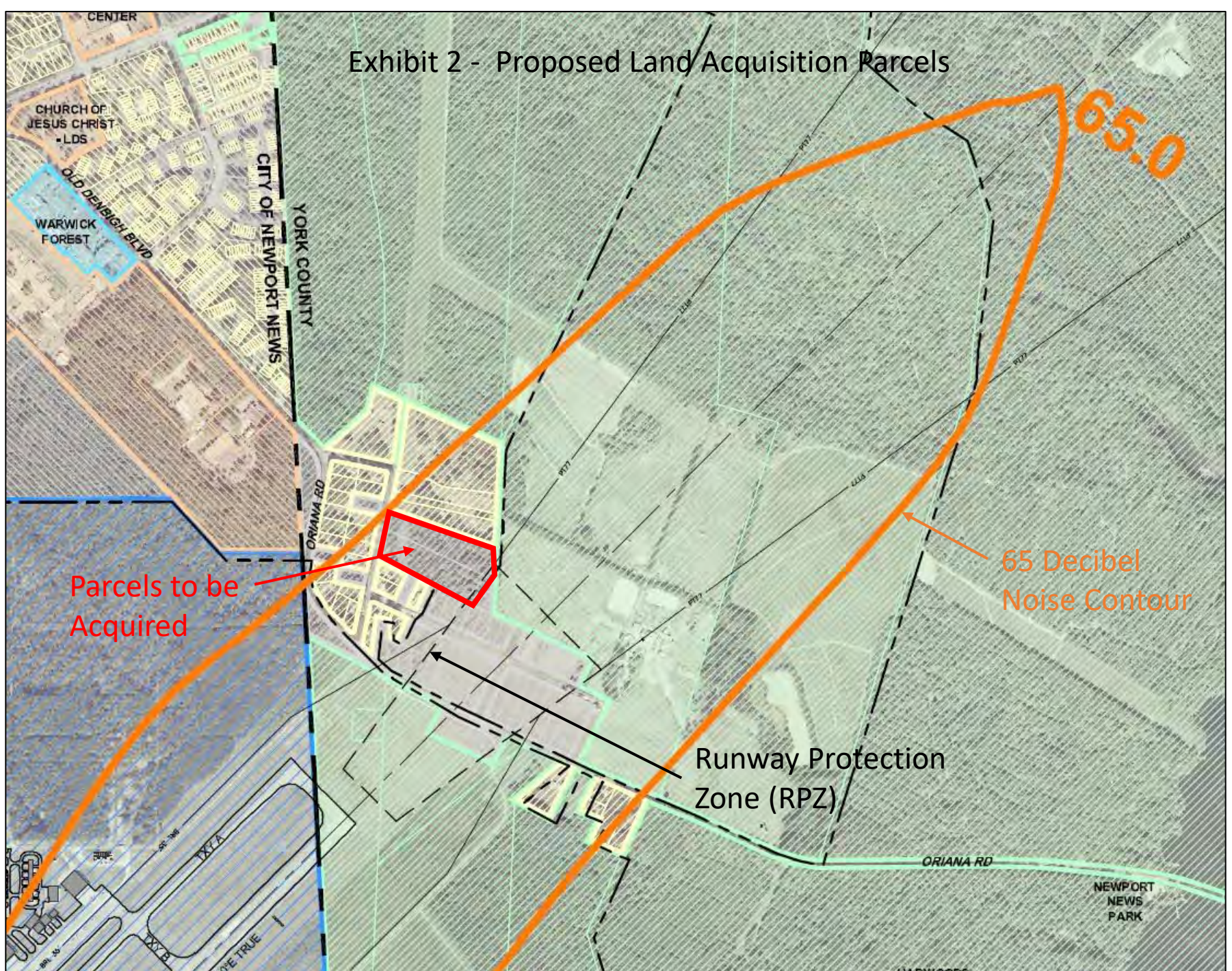


## Exhibit 1 - Proposed Land Acquisition Parcels





## Exhibit 2 - Proposed Land Acquisition Parcels







U.S. Fish and Wildlife Service

# National Wetlands Inventory

## Exhibit 3 - PHF Kentucky Farms Parcels



July 31, 2020

### Wetlands

- Estuarine and Marine Deepwater
- Estuarine and Marine Wetland

- Freshwater Emergent Wetland
- Freshwater Forested/Shrub Wetland
- Freshwater Pond

- Lake
- Other
- Riverine

This map is for general reference only. The US Fish and Wildlife Service is not responsible for the accuracy or currentness of the base data shown on this map. All wetlands related data should be used in accordance with the layer metadata found on the Wetlands Mapper web site.



## Exhibit 4 - PHF Floodplains



July 31, 2020

Flood Hazard Zones

1% Annual Chance Flood Hazard

Regulatory Floodway



Special Floodway

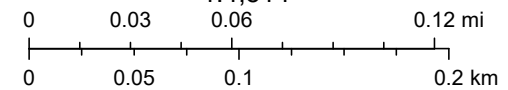


Area of Undetermined Flood Hazard



0.2% Annual Chance Flood Hazard

1:4,514



Source: Esri, Maxar, GeoEye, Earthstar Geographics, CNES/Airbus DS, USDA, USGS, AeroGRID, IGN, and the GIS User Community

**Attachment A**  
**DHR Archives Search Results**

## ***Project Review Application Form***

This application must be completed for all projects that will be federally funded, licensed, or permitted, or that are subject to state review. Please allow 30 days from receipt for the review of a project. All information must be completed before review of a project can begin and incomplete forms will be returned for completion.

### **I. GENERAL PROJECT INFORMATION**

1. Has this project been previously reviewed by DHR? YES \_\_\_\_ NO X DHR File # \_\_\_\_\_

2. Project Name Land Acquisition – Newport News/Williamsburg International Airport (PHF)

3. Project Location Yorktown  
City Town County

4. Specify Federal and State agencies involved in project (providing funding, assistance, license or permit). Refer to the list of agencies and abbreviations in the instructions.

Lead Federal Agency Federal Aviation Administration (FAA)

Other Federal Agency \_\_\_\_\_

State Agency \_\_\_\_\_

#### **5. Lead Agency Contact Information**

Contact Person Genevieve Walker – FAA Environmental Protection Specialist

Mailing Address Washington ADO, 13783 Park Center Road, Suite 490S, Herndon, VA 20171

Phone Number (703) 487-3979 Fax Number \_\_\_\_\_

Email Address Genevieve.J.Walker@faa.gov

#### **6. Applicant Contact Information**

Contact Person Jeff Wellman

Mailing Address Talbert & Bright, 10105 Krause Road, Suite 100, Chesterfield, VA 23832

Phone Number (804)768-6878 Fax Number (804)768-6871

Email Address jwellman@tbiric.com

### **II. PROJECT LOCATION AND DESCRIPTION**

7. USGS Quadrangle Name Poquoson West

8. Number of acres included in the project 6.41 acres

#### **MAIL COMPLETED FORM AND ATTACHMENTS TO:**

Virginia Department of Historic Resources  
Attention: Project Review  
2801 Kensington Avenue, Richmond, VA 23221  
[www.dhr.virginia.gov](http://www.dhr.virginia.gov)

9. Have any architectural or archaeological surveys of the area been conducted? YES     
NO X

If yes, list author, title, and date of report here. Indicate if a copy is on file at DHR.

10. Are any structures 50 years old or older within or adjacent to the project area? YES X  
NO   

If yes, give date(s) of construction and provide photographs.

A single-family residence (099-5316) is located adjacent to the project area. This house was constructed in 1950 and will not be impacted by the acquisition of the adjacent parcels.

11. Does the project involve the rehabilitation, alteration, removal, or demolition of any structure, building, designed site (e.g. park, cemetery), or district that is 50 years or older? If yes, this must be explained fully in the project description. YES     
NO X

12. Does the project involve any ground disturbance (e.g. excavating for footings, installing sewer or water lines or utilities, grading roads, etc.)? If yes, this must be explained fully in the project description. YES     
NO X

13. DESCRIPTION: Attach a complete description of the project. Refer to the instructions for the required information.

To the best of my knowledge, I have accurately described the proposed project and its likely impacts.

Jeff Wellman  
Signature of Applicant/Agent

August 18, 2020  
Date

**The following information must be attached to this form:**

- X Completed DHR Archives search
- X USGS map with APE shown
- X Complete project description
- X Any required photographs and plans

   No historic properties affected    No adverse effect  
   Additional information is needed in order to complete our review.  
   We have previously reviewed this project. A copy of our correspondence is attached.  
Comments: \_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

Signature \_\_\_\_\_ Date \_\_\_\_\_

Phone number \_\_\_\_\_ DHR File # \_\_\_\_\_

*This Space For Department Of Historic Resources Use Only*

**MAIL COMPLETED FORM AND ATTACHMENTS TO:**

Virginia Department of Historic Resources  
Attention: Project Review  
2801 Kensington Avenue, Richmond, VA 23221  
[www.dhr.virginia.gov](http://www.dhr.virginia.gov)

## **Newport News/Williamsburg International Airport (PHF) Land Acquisition**

### **Project Description**

The Peninsula Airport Commission, owner and operator of the Newport News/Williamsburg International Airport, proposes to acquire two undeveloped parcels of land in the Kentucky Farms neighborhood. The two parcels are located approximately 0.3 miles north of the end of Runway 20 and partially fall within the Runway 20 Runway Protection Zone (RPZ) and within the Airport's 65 decibel noise contour. The FAA recommends that Airports own the RPZs in fee simple in order to prevent incompatible development within the RPZ. The FAA also recommends that Airports acquire land within the 65 decibel noise contour in order to mitigate noise impacts on the surrounding community. Both of these parcels are undeveloped and are located adjacent to each other as depicted in Exhibits 1 and 2.

The Airport will not be developing or constructing anything on these parcels. The first parcel is 3.55 acres and the second parcel is 2.86 acres, resulting in a total project study area of 6.41 acres. Acquisition is anticipated to occur in 2020. The proposed project Direct Area of Potential Effect (APE) totals approximately 6.41 acres.

A DHR Archives Search report indicates that the two parcels to be acquired fall within the limits of the Battle of Yorktown battlefield (099-5283). However, this historical resource will not be adversely impacted since the Airport will not be developing or constructing anything on these parcels. The Airport wants to own them to prevent development of these parcels which would be incompatible with airport operations.

### **Attachments**

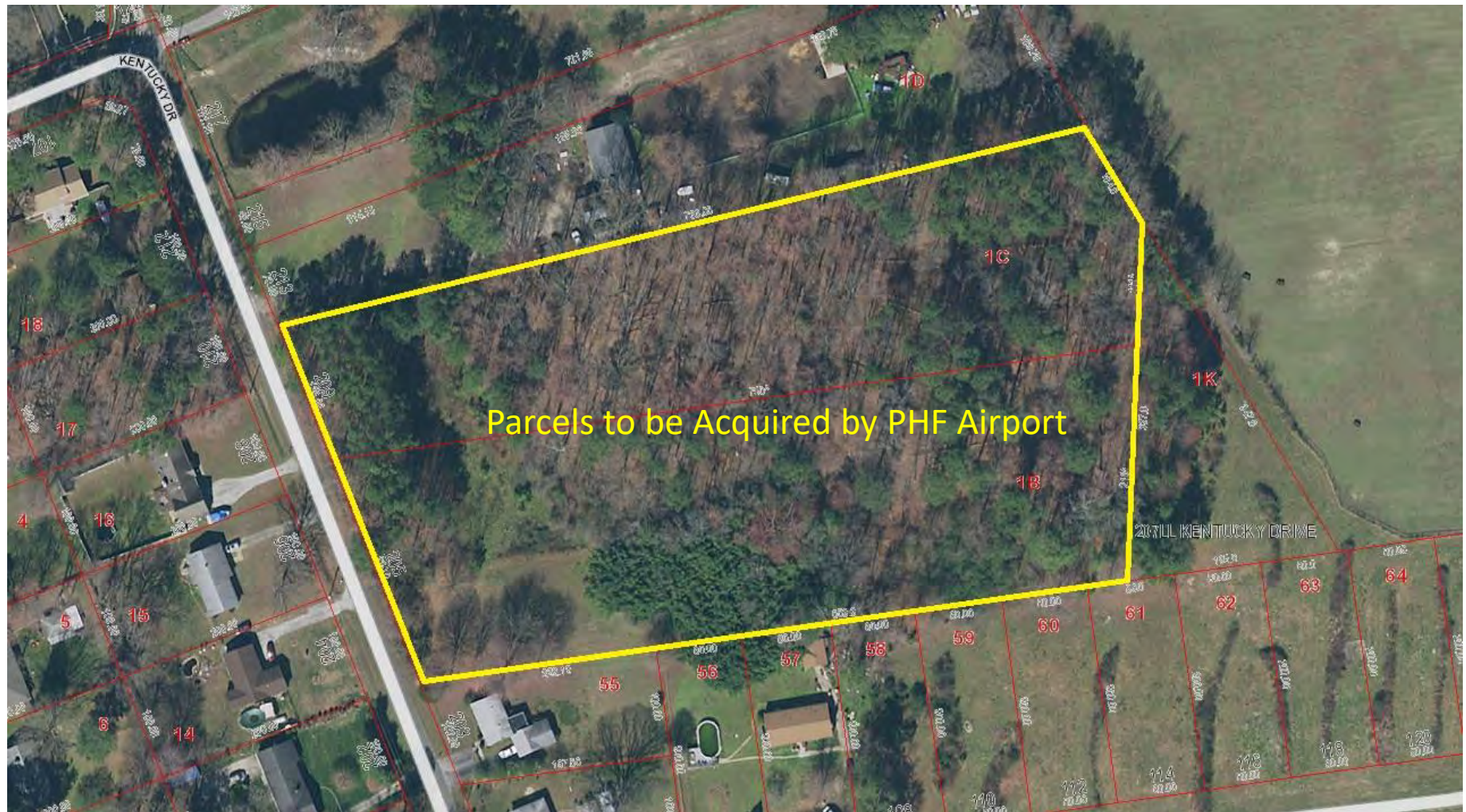
- Exhibit 1** – Proposed Land Acquisition Parcels Aerial
- Exhibit 2** – Proposed Land Acquisition Parcels Map
- Exhibit 3** – USGS Map with Direct & Indirect Area of Potential Effect (APE)
- Exhibit 4** – Project Area Photographs
- Exhibit 5** – DHR VCRIS Results

**Attachment A** - DHR Archives Search Results

**MAIL COMPLETED FORM AND ATTACHMENTS TO:**  
Virginia Department of Historic Resources  
Attention: Project Review  
2801 Kensington Avenue, Richmond, VA 23221  
[www.dhr.virginia.gov](http://www.dhr.virginia.gov)



## Exhibit 1 - Proposed Land Acquisition Parcels





## Exhibit 2 - Proposed Land Acquisition Parcels

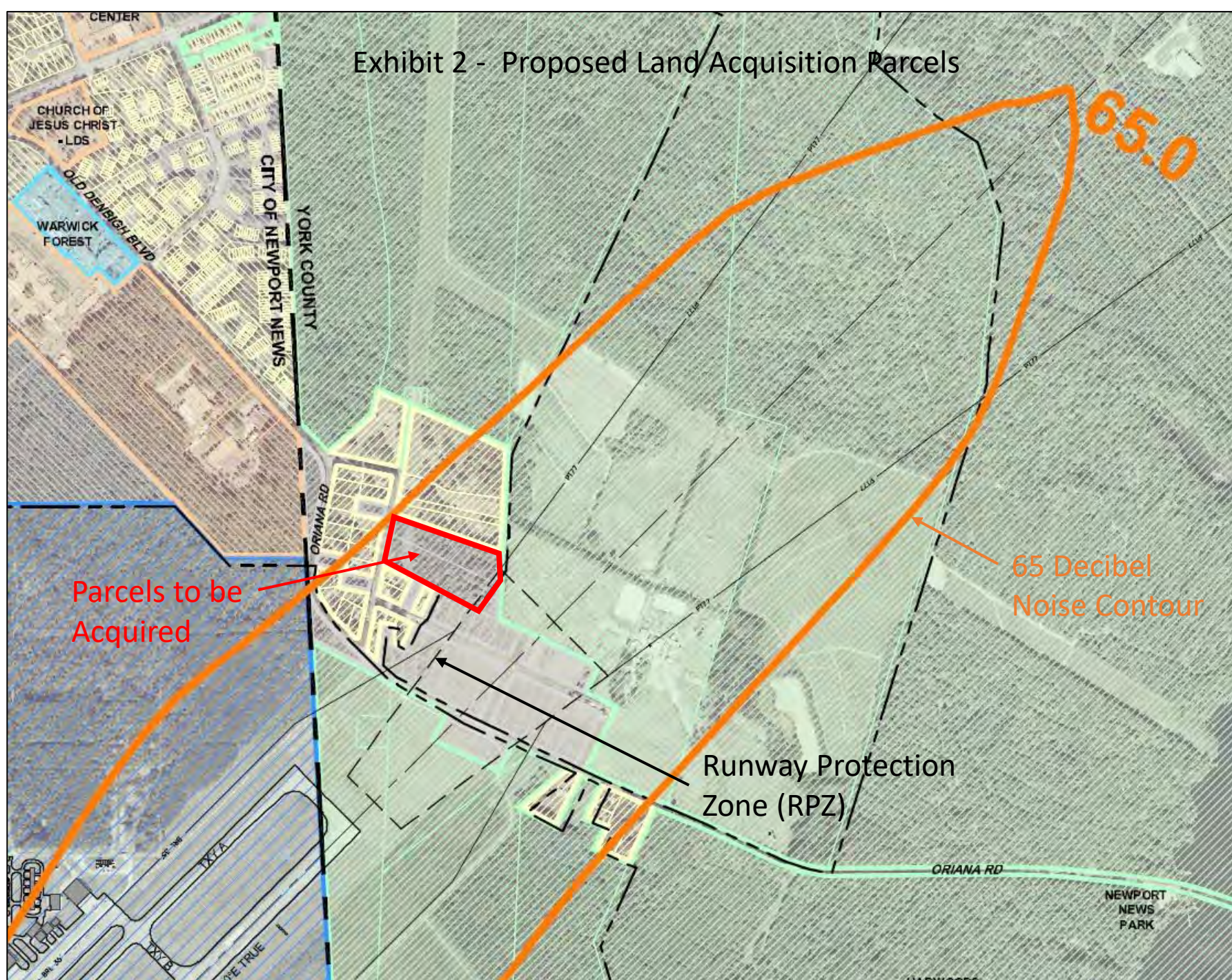




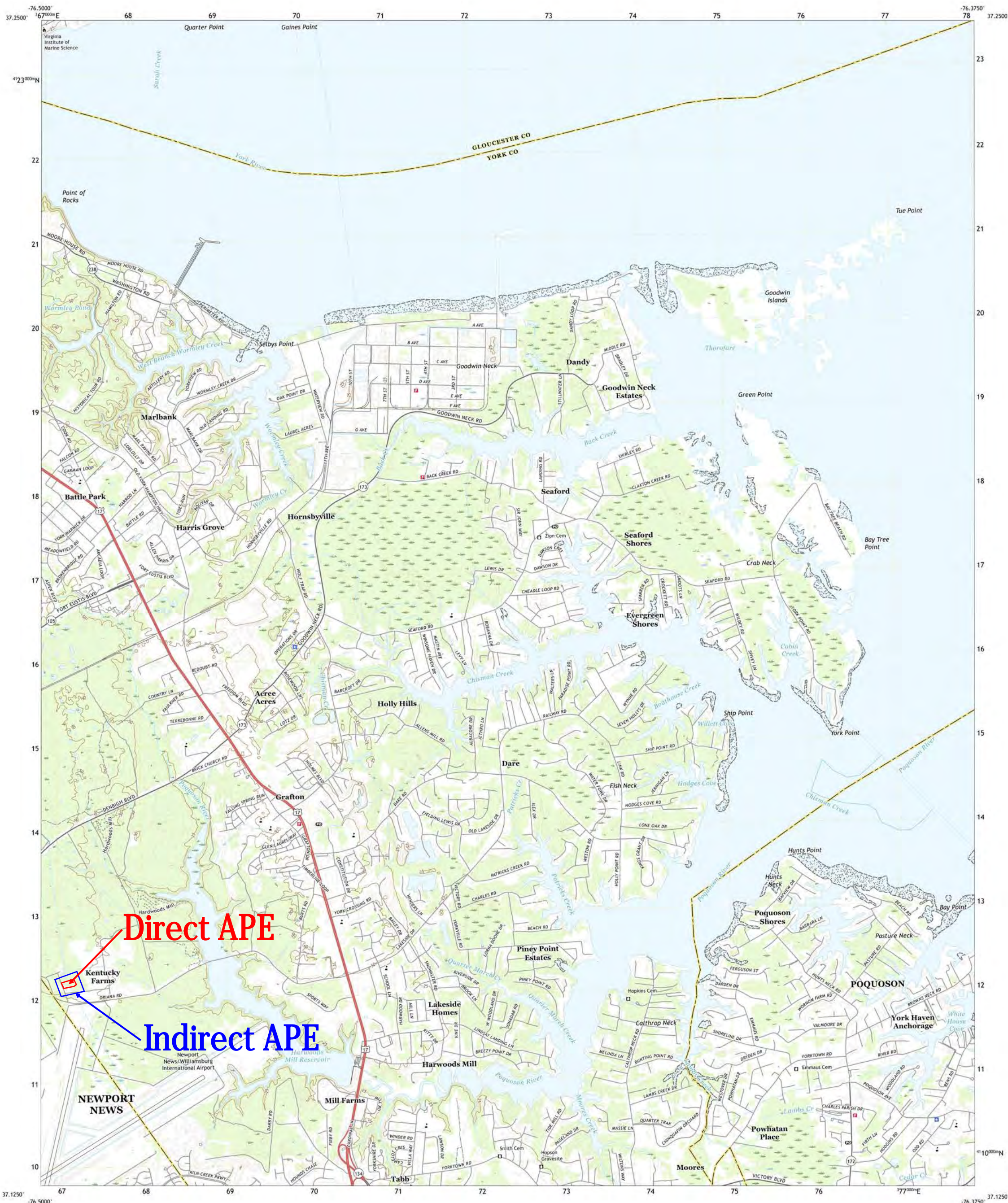
Exhibit 3



U.S. DEPARTMENT OF THE INTERIOR  
U.S. GEOLOGICAL SURVEY



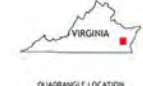
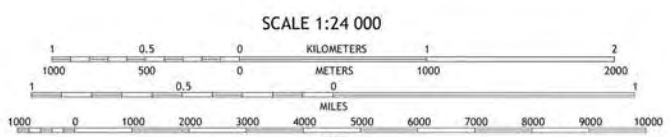
POQUOSON WEST QUADRANGLE  
VIRGINIA  
7.5-MINUTE SERIES



Direct APE

Indirect APE

Produced by the United States Geological Survey  
North American Datum of 1983 (NAD83)  
World Geodetic System of 1984 (WGS84)  
Projection and 1000-meter grid/Universal Transverse Mercator, Zone 18S  
This map is not a legal document. Boundaries may be generalizations for this map scale. Private lands within government reservations may not be shown. Obtain permission before entering private lands.  
Imagery.....NAIP, July 2016 - September 2016  
Roads.....U.S. Census Bureau, 2016  
Names.....GNIS, 1979 - 2019  
Hydrography.....National Hydrography Dataset, 2004 - 2015  
Contours.....National Elevation Dataset, 2015  
Boundaries.....Multiple sources; see metadata file 2017 - 2018  
Wetlands.....FWS National Wetlands Inventory 1994 - 2012



1	2	3
4	5	6
7	8	9

ADJOINING QUADRANGLES

ROAD CLASSIFICATION	
Expressway	Local Connector
Secondary Hwy	Local Road
Ramp	4WD
Interstate Route	US Route
	State Route

POQUOSON WEST, VA  
2019







**Exhibit 4**  
**Newport News/Williamsburg International Airport**  
**Land Acquisition Photographs**

**TALBERT & BRIGHT**  
ENGINEERING & PLANNING CONSULTANTS  
10105 KRAUSE ROAD, SUITE 100  
CHESTERFIELD, VIRGINIA 23832  
PHONE: 804-768-6878 FAX: 804-768-6871





### Legend

- Architecture Labels
- Architecture Points
- ☑ Historic Districts
- USGS GIS Place names
- County Boundaries



Feet

0 50 100 150 200  
1:2,257 / 1"=188 Feet

### Title: Exhibit 5 - PHF Land Acquisition

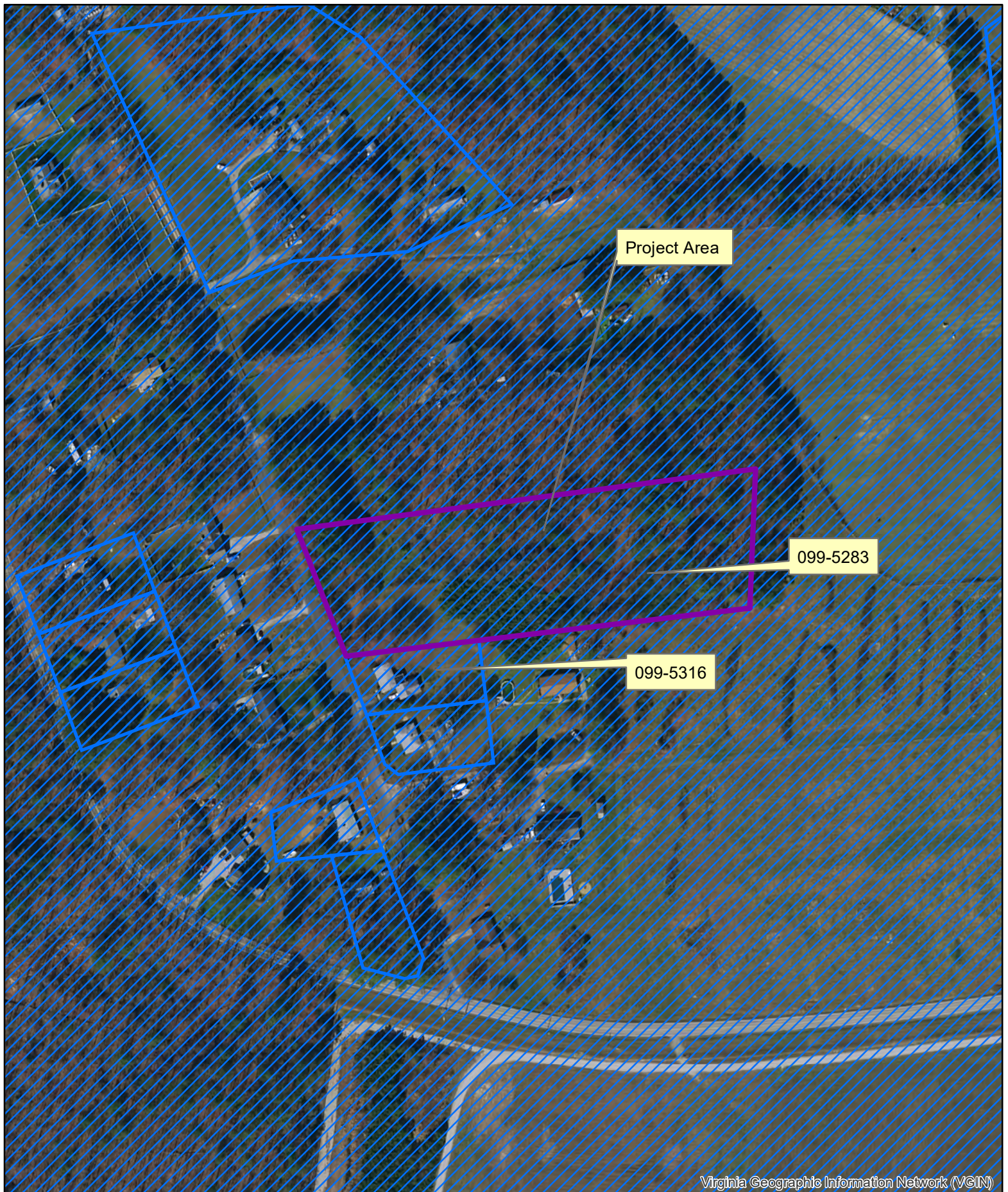
Date: 8/18/2020

*DISCLAIMER: Records of the Virginia Department of Historic Resources (DHR) have been gathered over many years from a variety of sources and the representation depicted is a cumulative view of field observations over time and may not reflect current ground conditions. The map is for general information purposes and is not intended for engineering, legal or other site-specific uses. Map may contain errors and is provided "as-is". More information is available in the DHR Archives located at DHR's Richmond office.*

*Notice if AE sites: Locations of archaeological sites may be sensitive the National Historic Preservation Act (NHPA), and the Archaeological Resources Protection Act (ARPA) and Code of Virginia §2.2-3705.7 (10). Release of precise locations may threaten archaeological sites and historic resources.*

**Attachment A**  
**DHR Archives Search Results**









Virginia Geographic Information Network (VGIN)

Newport News Airport Land Acquisition  
205 Kentucky Drive  
Yorktown, VA 23693  
August 17, 2020  
L. Leake

**Legend**

-  Architecture Resources
-  Individual Historic District Properties
-  Archaeological Resources
-  DHR Easements

Sources: VDHR 2015, USGS 2002  
Records of the Virginia Department of Historic Resources (DHR) have been gathered over many years and the representation depicted is based on the field observation date and may not reflect current ground conditions. The map is for general illustration purposes and is not intended for engineering, legal or other site-specific uses. The map may contain errors and is provided "as-is". Contact DHR for the most recent information as data is updated continually.

1 inch = 250 feet





### Property Information

#### Property Names

Name Explanation	Name
Function/Location	House, 203 Kentucky Drive

#### Property Evaluation Status

DHR Staff: Not Eligible

#### Property Addresses

Current - 203 Kentucky Drive

**County/Independent City(s):** York (County)

**Incorporated Town(s):** No Data

**Zip Code(s):** No Data

**Magisterial District(s):** No Data

**Tax Parcel(s):** No Data

**USGS Quad(s):** POQUOSON WEST

### Additional Property Information

**Architecture Setting:** Suburban

**Acreage:** No Data

#### Site Description:

March 2012: The house is located on a level lot and sits close to the road. Crepe myrtles line the paved driveway as well as along the northern property line. A chain link fence surrounds the manicured yard. Additional landscaping includes small shrubs planted adjacent to the foundation, and large trees at the northwestern and northeastern corners of the yard.

March 2012: No secondary resources were visible at the time of the survey.

#### Surveyor Assessment:

March 2012: The resource is a typical dwelling style constructed during the mid-twentieth century. In the opinion of the surveyor the building should not be considered individually eligible for the NRHP under Criterion A, B, C or D. There is no known association with important people or events, the resource type is common in York County, the materials are stock, and the design and workmanship are undistinguished.

**Surveyor Recommendation:** No Data

#### Ownership

Ownership Category	Ownership Entity
Private	No Data

### Primary Resource Information

**Resource Category:** Domestic

**Resource Type:** Single Dwelling

**NR Resource Type:** Building

**Historic District Status:** No Data

**Date of Construction:** 1950

**Date Source:** Local Records, Tax

**Historic Time Period:** The New Dominion (1946 - 1991)

**Historic Context(s):** Architecture/Community Planning, Domestic

**Other ID Number:** No Data

**Architectural Style:** Ranch

**Form:** No Data

**Number of Stories:** 1.0

**Condition:** Good

**Threats to Resource:** Public Utility Expansion

#### Architectural Description:

March 2012: The house is a one-story, five-bay frame dwelling. The exterior walls are clad in brick veneer and the side gable roof is covered with asphalt shingles. There is an offset attached side gable-roofed garage addition clad in brick veneer with a side gable roof covered with



asphalt shingles. There is no visible chimney. Fenestration includes single and paired one-over-one vinyl double-hung sash windows and a modern main entrance door and storm door. Accessing the front entry is a brick stoop with metal rails.

#### Exterior Components

Component	Component Type	Material	Material Treatment
Chimneys	Not Visible	<i>No Data</i>	<i>No Data</i>
Roof	Gable, Side	Asphalt	Shingle
Structural System and Exterior Treatment	Frame	Brick	Veneer
Windows	Sash, Double-Hung	Vinyl	1/1
Porch	Stoop	Brick	Other
Foundation	Solid/Continuous	Brick	Veneer

#### Secondary Resource Information

#### Historic District Information

**Historic District Name:** *No Data*  
**Local Historic District Name:** *No Data*  
**Historic District Significance:** *No Data*

#### CRM Events

##### Event Type: DHR Staff: Not Eligible

**DHR ID:** 099-5316  
**Staff Name:** Andrea Burke  
**Event Date:** 5/1/2015  
**Staff Comment**  
DHR File No. 2011-2071

##### Event Type: Survey:Phase I/Reconnaissance

**Project Review File Number:** 2011-2071  
**Investigator:** CRI  
**Organization/Company:** Unknown (DSS)  
**Photographic Media:** *No Data*  
**Survey Date:** 3/1/2012  
**Dhr Library Report Number:** *No Data*

##### Project Staff/Notes:

"A Phase I Cultural Resources Survey of the Proposed Approximately 19.78-Mile Dominion Virginia Power Skiffes to Whealton 230 kV Transmission Line, James City and York Counties and the Cities of Newport News and Hampton, Virginia."

Surveyed by: Emily Lindtveit and Katy Wolford  
Architectural Descriptions by: Katy Wolford and Sandra DeChard

##### Project Bibliographic Information:

Record Type: Tax Records  
Bibliographic Notes: York County Online Tax Records

#### Bibliographic Information

##### Bibliography:

*No Data*

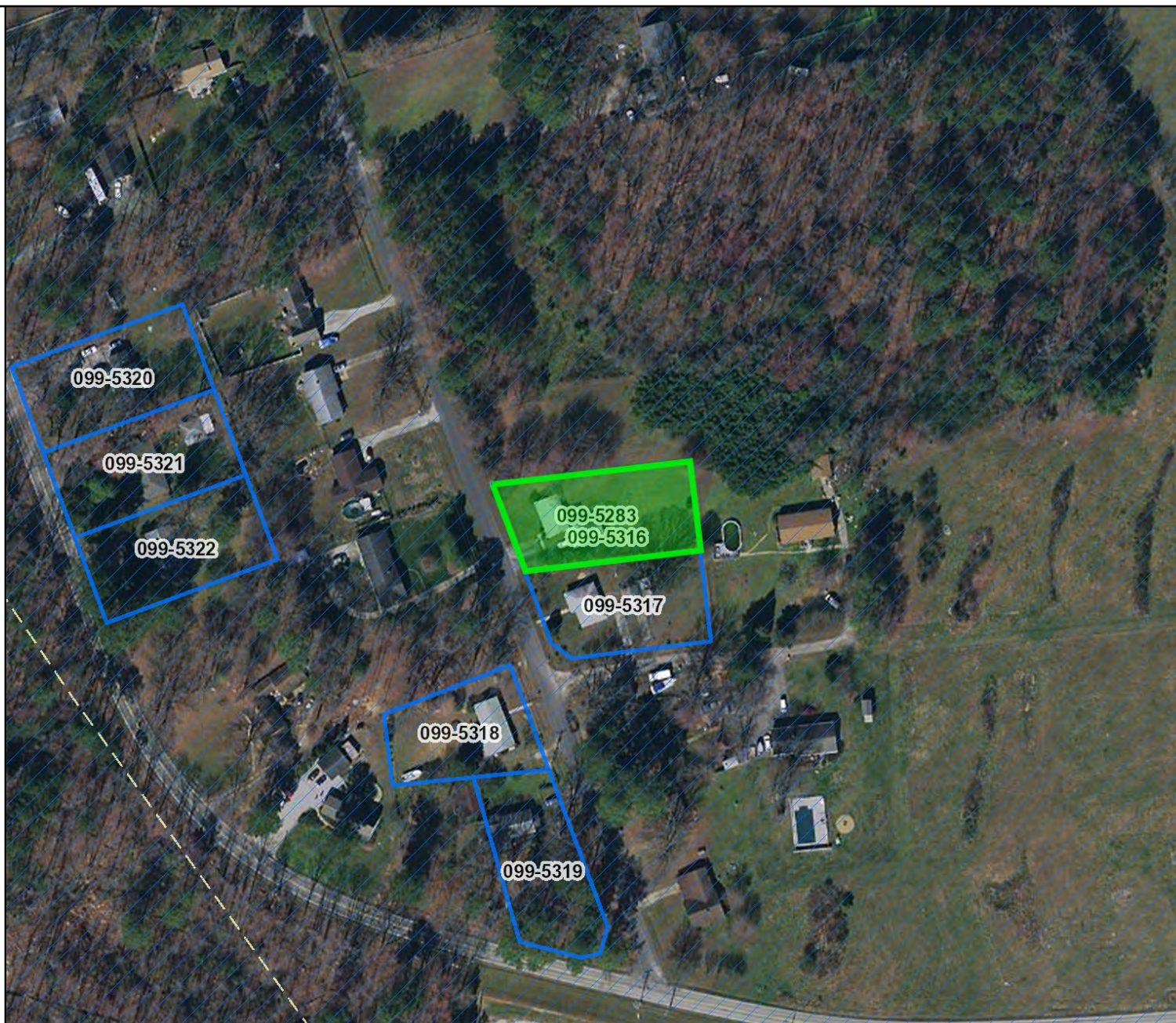
##### Property Notes:

No Data
---------



## Legend

- Architecture Resources
- Architecture Labels
- Individual Historic District Properties
- Archaeological Resources
- Archaeology Labels
- DHR Easements
- USGS GIS Place names
- County Boundaries



Feet

0 50 100 150 200  
1:2,500 / 1"=208 Feet

**Title: Architecture Labels**

**Date: 8/13/2020**

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## Jeff Wellman

---

**From:** Walker, Genevieve J (FAA) <Genevieve.J.Walker@faa.gov>  
**Sent:** Thursday, September 17, 2020 2:54 PM  
**To:** Jeff Wellman  
**Subject:** FW: Kentucky Farms Parcel Acquisition, Newport News-Williamsburg Airport - DEQ # 20-121F (DHR File No. 2020-4263) | e-Mail #03393

FYI. For your records. Yay.

G

**From:** Adrienne Birge-wilson <Adrienne.Birge-Wilson@dhr.virginia.gov>  
**Sent:** Thursday, September 17, 2020 2:43 PM  
**To:** Walker, Genevieve J (FAA) <Genevieve.J.Walker@faa.gov>; John Fisher <John.Fisher@deq.virginia.gov>  
**Subject:** Kentucky Farms Parcel Acquisition, Newport News-Williamsburg Airport - DEQ #20-121F (DHR File No. 2020-4263) | e-Mail #03393

Genevieve and John,

Thank you for requesting comments from the Department of Historic Resources on the referenced project. Based upon the documentation provided, it is our opinion that the historic properties within the Area of Potential Effects will not be adversely affected by the proposed undertaking.

Implementation of the undertaking in accordance with the finding of No Adverse Effect as documented fulfills the Federal agency's responsibilities under Section 106 of the National Historic Preservation Act. If for any reason the undertaking is not or cannot be conducted as proposed in the finding, consultation under Section 106 must be reopened.

If you have any questions or if we may provide any further assistance at this time, please do not hesitate to contact me.

Sincerely,

Adrienne Birge-Wilson, Architectural Historian  
Office of Review and Compliance  
Division of Resource Services and Review  
Phone: (804) 482-6092  
[Adrienne.Birge-Wilson@dhr.virginia.gov](mailto:Adrienne.Birge-Wilson@dhr.virginia.gov)

**Attachment B**  
**USFWS IPaC Trust Resource Report, USFWS Official Threatened and**  
**Endangered Species List, VDGIF VaFWIS**



## United States Department of the Interior

FISH AND WILDLIFE SERVICE  
Virginia Ecological Services Field Office  
6669 Short Lane  
Gloucester, VA 23061-4410  
Phone: (804) 693-6694 Fax: (804) 693-9032  
<http://www.fws.gov/northeast/virginiafield/>



In Reply Refer To:  
Consultation Code: 05E2VA00-2020-SLI-5311  
Event Code: 05E2VA00-2020-E-14727  
Project Name: PHF Kentucky Drive Land Acquisition

July 31, 2020

Subject: List of threatened and endangered species that may occur in your proposed project location, and/or may be affected by your proposed project

### To Whom It May Concern:

The enclosed species list identifies threatened, endangered, proposed and candidate species, as well as proposed and final designated critical habitat, that may occur within the boundary of your proposed project and/or may be affected by your proposed project. The species list fulfills the requirements of the U.S. Fish and Wildlife Service (Service) under section 7(c) of the Endangered Species Act (Act) of 1973, as amended (16 U.S.C. 1531 *et seq.*). Any activity proposed on National Wildlife Refuge lands must undergo a 'Compatibility Determination' conducted by the Refuge. Please contact the individual Refuges to discuss any questions or concerns.

New information based on updated surveys, changes in the abundance and distribution of species, changed habitat conditions, or other factors could change this list. Please feel free to contact us if you need more current information or assistance regarding the potential impacts to federally proposed, listed, and candidate species and federally designated and proposed critical habitat. Please note that under 50 CFR 402.12(e) of the regulations implementing section 7 of the Act, the accuracy of this species list should be verified after 90 days. This verification can be completed formally or informally as desired. The Service recommends that verification be completed by visiting the ECOS-IPaC website at regular intervals during project planning and implementation for updates to species lists and information. An updated list may be requested through the ECOS-IPaC system by completing the same process used to receive the enclosed list.

The purpose of the Act is to provide a means whereby threatened and endangered species and the ecosystems upon which they depend may be conserved. Under sections 7(a)(1) and 7(a)(2) of the Act and its implementing regulations (50 CFR 402 *et seq.*), Federal agencies are required to utilize their authorities to carry out programs for the conservation of threatened and endangered

species and to determine whether projects may affect threatened and endangered species and/or designated critical habitat.

A Biological Assessment is required for construction projects (or other undertakings having similar physical impacts) that are major Federal actions significantly affecting the quality of the human environment as defined in the National Environmental Policy Act (42 U.S.C. 4332(2)(c)). For projects other than major construction activities, the Service suggests that a biological evaluation similar to a Biological Assessment be prepared to determine whether the project may affect listed or proposed species and/or designated or proposed critical habitat. Recommended contents of a Biological Assessment are described at 50 CFR 402.12.

If a Federal agency determines, based on the Biological Assessment or biological evaluation, that listed species and/or designated critical habitat may be affected by the proposed project, the agency is required to consult with the Service pursuant to 50 CFR 402. In addition, the Service recommends that candidate species, proposed species and proposed critical habitat be addressed within the consultation. More information on the regulations and procedures for section 7 consultation, including the role of permit or license applicants, can be found in the "Endangered Species Consultation Handbook" at:

<http://www.fws.gov/endangered/esa-library/pdf/TOC-GLOS.PDF>

Please be aware that bald and golden eagles are protected under the Bald and Golden Eagle Protection Act (16 U.S.C. 668 *et seq.*), and projects affecting these species may require development of an eagle conservation plan ([http://www.fws.gov/windenergy/eagle\\_guidance.html](http://www.fws.gov/windenergy/eagle_guidance.html)). Additionally, wind energy projects should follow the wind energy guidelines (<http://www.fws.gov/windenergy/>) for minimizing impacts to migratory birds and bats.

Guidance for minimizing impacts to migratory birds for projects including communications towers (e.g., cellular, digital television, radio, and emergency broadcast) can be found at: <http://www.fws.gov/migratorybirds/CurrentBirdIssues/Hazards/towers/towers.htm>; <http://www.towerkill.com>; and <http://www.fws.gov/migratorybirds/CurrentBirdIssues/Hazards/towers/comtow.html>.

We appreciate your concern for threatened and endangered species. The Service encourages Federal agencies to include conservation of threatened and endangered species into their project planning to further the purposes of the Act. Please include the Consultation Tracking Number in the header of this letter with any request for consultation or correspondence about your project that you submit to our office.

Attachment(s):

- Official Species List
  - USFWS National Wildlife Refuges and Fish Hatcheries
-



# Official Species List

This list is provided pursuant to Section 7 of the Endangered Species Act, and fulfills the requirement for Federal agencies to "request of the Secretary of the Interior information whether any species which is listed or proposed to be listed may be present in the area of a proposed action".

This species list is provided by:

**Virginia Ecological Services Field Office**

6669 Short Lane

Gloucester, VA 23061-4410

(804) 693-6694

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## Project Summary

Consultation Code: 05E2VA00-2020-SLI-5311

Event Code: 05E2VA00-2020-E-14727

Project Name: PHF Kentucky Drive Land Acquisition

Project Type: LAND - ACQUISITION

Project Description: The PHF Airport proposes to acquire two parcels of land in the Kentucky Farms subdivision.

Project Location:

Approximate location of the project can be viewed in Google Maps: <https://www.google.com/maps/place/37.14694692021972N76.49589069617198W>



Counties: York, VA

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## Endangered Species Act Species

There is a total of 1 threatened, endangered, or candidate species on this species list.

Species on this list should be considered in an effects analysis for your project and could include species that exist in another geographic area. For example, certain fish may appear on the species list because a project could affect downstream species.

IPaC does not display listed species or critical habitats under the sole jurisdiction of NOAA Fisheries<sup>1</sup>, as USFWS does not have the authority to speak on behalf of NOAA and the Department of Commerce.

See the "Critical habitats" section below for those critical habitats that lie wholly or partially within your project area under this office's jurisdiction. Please contact the designated FWS office if you have questions.

- 
1. [NOAA Fisheries](#), also known as the National Marine Fisheries Service (NMFS), is an office of the National Oceanic and Atmospheric Administration within the Department of Commerce.

## Mammals

NAME	STATUS
Northern Long-eared Bat <i>Myotis septentrionalis</i> No critical habitat has been designated for this species. Species profile: <a href="https://ecos.fws.gov/ecp/species/9045">https://ecos.fws.gov/ecp/species/9045</a>	Threatened

## Critical habitats

THERE ARE NO CRITICAL HABITATS WITHIN YOUR PROJECT AREA UNDER THIS OFFICE'S JURISDICTION.

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# USFWS National Wildlife Refuge Lands And Fish Hatcheries

Any activity proposed on lands managed by the [National Wildlife Refuge](#) system must undergo a 'Compatibility Determination' conducted by the Refuge. Please contact the individual Refuges to discuss any questions or concerns.

THERE ARE NO REFUGE LANDS OR FISH HATCHERIES WITHIN YOUR PROJECT AREA.

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# IPaC resource list

This report is an automatically generated list of species and other resources such as critical habitat (collectively referred to as *trust resources*) under the U.S. Fish and Wildlife Service's (USFWS) jurisdiction that are known or expected to be on or near the project area referenced below. The list may also include trust resources that occur outside of the project area, but that could potentially be directly or indirectly affected by activities in the project area. However, determining the likelihood and extent of effects a project may have on trust resources typically requires gathering additional site-specific (e.g., vegetation/species surveys) and project-specific (e.g., magnitude and timing of proposed activities) information.

Below is a summary of the project information you provided and contact information for the USFWS office(s) with jurisdiction in the defined project area. Please read the introduction to each section that follows (Endangered Species, Migratory Birds, USFWS Facilities, and NWI Wetlands) for additional information applicable to the trust resources addressed in that section.

## Project information

### NAME

PHF Kentucky Drive Land Acquisition

### LOCATION

York County, Virginia



### DESCRIPTION

The PHF Airport proposes to acquire two parcels of land in the Kentucky Farms subdivision.

## Local office

Virginia Ecological Services Field Office

☎ (804) 693-6694

📠 (804) 693-9032

6669 Short Lane  
Gloucester, VA 23061-4410

<http://www.fws.gov/northeast/virginiafield/>

NOT FOR CONSULTATION

# Endangered species

**This resource list is for informational purposes only and does not constitute an analysis of project level impacts.**

The primary information used to generate this list is the known or expected range of each species. Additional areas of influence (AOI) for species are also considered. An AOI includes areas outside of the species range if the species could be indirectly affected by activities in that area (e.g., placing a dam upstream of a fish population, even if that fish does not occur at the dam site, may indirectly impact the species by reducing or eliminating water flow downstream). Because species can move, and site conditions can change, the species on this list are not guaranteed to be found on or near the project area. To fully determine any potential effects to species, additional site-specific and project-specific information is often required.

Section 7 of the Endangered Species Act **requires** Federal agencies to "request of the Secretary information whether any species which is listed or proposed to be listed may be present in the area of such proposed action" for any project that is conducted, permitted, funded, or licensed by any Federal agency. A letter from the local office and a species list which fulfills this requirement can **only** be obtained by requesting an official species list from either the Regulatory Review section in IPaC (see directions below) or from the local field office directly.

For project evaluations that require USFWS concurrence/review, please return to the IPaC website and request an official species list by doing the following:

1. Log in to IPaC.
2. Go to your My Projects list.
3. Click PROJECT HOME for this project.
4. Click REQUEST SPECIES LIST.

Listed species<sup>1</sup> and their critical habitats are managed by the [Ecological Services Program](#) of the U.S. Fish and Wildlife Service (USFWS) and the fisheries division of the National Oceanic and Atmospheric Administration (NOAA Fisheries<sup>2</sup>).

Species and critical habitats under the sole responsibility of NOAA Fisheries are **not** shown on this list. Please contact [NOAA Fisheries](#) for [species under their jurisdiction](#).

1. Species listed under the [Endangered Species Act](#) are threatened or endangered; IPaC also shows species that are candidates, or proposed, for listing. See the [listing status page](#) for more information.
2. [NOAA Fisheries](#), also known as the National Marine Fisheries Service (NMFS), is an office of the National Oceanic and Atmospheric Administration within the Department of Commerce.

The following species are potentially affected by activities in this location:

## Mammals

NAME

STATUS



Northern Long-eared Bat *Myotis septentrionalis*  
No critical habitat has been designated for this species.  
<https://ecos.fws.gov/ecp/species/9045>

Threatened

## Critical habitats

Potential effects to critical habitat(s) in this location must be analyzed along with the endangered species themselves.

THERE ARE NO CRITICAL HABITATS AT THIS LOCATION.

## Migratory birds

Certain birds are protected under the Migratory Bird Treaty Act<sup>1</sup> and the Bald and Golden Eagle Protection Act<sup>2</sup>.

Any person or organization who plans or conducts activities that may result in impacts to migratory birds, eagles, and their habitats should follow appropriate regulations and consider implementing appropriate conservation measures, as described [below](#).

1. The [Migratory Birds Treaty Act](#) of 1918.
2. The [Bald and Golden Eagle Protection Act](#) of 1940.

Additional information can be found using the following links:

- Birds of Conservation Concern <http://www.fws.gov/birds/management/managed-species/birds-of-conservation-concern.php>
- Measures for avoiding and minimizing impacts to birds <http://www.fws.gov/birds/management/project-assessment-tools-and-guidance/conservation-measures.php>
- Nationwide conservation measures for birds <http://www.fws.gov/migratorybirds/pdf/management/nationwidestandardconservationmeasures.pdf>

The birds listed below are birds of particular concern either because they occur on the [USFWS Birds of Conservation Concern](#) (BCC) list or warrant special attention in your project location. To learn more about the levels of concern for birds on your list and how this list is generated, see the FAQ [below](#). This is not a list of every bird you may find in this location, nor a guarantee that every bird on this list will be found in your project area. To see exact locations of where birders and the general public have sighted birds in and around your project area, visit the [E-bird data mapping tool](#) (Tip: enter your location, desired date range and a species on your list). For projects that occur off the Atlantic Coast, additional maps and models detailing the relative occurrence and abundance of bird species on your list are available. Links to additional information about Atlantic Coast birds, and other important information about your migratory bird list, including how to properly interpret and use your migratory bird report, can be found [below](#).

For guidance on when to schedule activities or implement avoidance and minimization measures to reduce impacts to migratory birds on your list, click on the PROBABILITY OF PRESENCE SUMMARY at the top of your list to see when these birds are most likely to be present and breeding in your project area.

NAME	BREEDING SEASON (IF A BREEDING SEASON IS INDICATED FOR A BIRD ON YOUR LIST, THE BIRD MAY BREED IN YOUR PROJECT AREA SOMETIME WITHIN THE TIMEFRAME SPECIFIED, WHICH IS A VERY LIBERAL ESTIMATE OF THE DATES INSIDE WHICH THE BIRD BREEDS ACROSS ITS ENTIRE RANGE. "BREEDS ELSEWHERE" INDICATES THAT THE BIRD DOES NOT LIKELY BREED IN YOUR PROJECT AREA.)
<b>Bald Eagle</b> <i>Haliaeetus leucocephalus</i> This is not a Bird of Conservation Concern (BCC) in this area, but warrants attention because of the Eagle Act or for potential susceptibilities in offshore areas from certain types of development or activities. <a href="https://ecos.fws.gov/ecp/species/1626">https://ecos.fws.gov/ecp/species/1626</a>	Breeds Oct 15 to Aug 31
<b>Dunlin</b> <i>Calidris alpina arctica</i> This is a Bird of Conservation Concern (BCC) only in particular Bird Conservation Regions (BCRs) in the continental USA	Breeds elsewhere
<b>Eastern Whip-poor-will</b> <i>Antrostomus vociferus</i> This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska.	Breeds May 1 to Aug 20
<b>Evening Grosbeak</b> <i>Coccothraustes vespertinus</i> This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska.	Breeds elsewhere
<b>Kentucky Warbler</b> <i>Oporornis formosus</i> This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska.	Breeds Apr 20 to Aug 20
<b>Lesser Yellowlegs</b> <i>Tringa flavipes</i> This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska. <a href="https://ecos.fws.gov/ecp/species/9679">https://ecos.fws.gov/ecp/species/9679</a>	Breeds elsewhere

**Prairie Warbler** *Dendroica discolor*

Breeds May 1 to Jul 31

This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska.

**Prothonotary Warbler** *Protonotaria citrea*

Breeds Apr 1 to Jul 31

This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska.

**Red-headed Woodpecker** *Melanerpes erythrocephalus*

Breeds May 10 to Sep 10

This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska.

**Rusty Blackbird** *Euphagus carolinus*

Breeds elsewhere

This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska.

**Semipalmated Sandpiper** *Calidris pusilla*

Breeds elsewhere

This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska.

**Wood Thrush** *Hylocichla mustelina*

Breeds May 10 to Aug 31

This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska.

## Probability of Presence Summary

The graphs below provide our best understanding of when birds of concern are most likely to be present in your project area. This information can be used to tailor and schedule your project activities to avoid or minimize impacts to birds. Please make sure you read and understand the FAQ "Proper Interpretation and Use of Your Migratory Bird Report" before using or attempting to interpret this report.

### Probability of Presence (■)

Each green bar represents the bird's relative probability of presence in the 10km grid cell(s) your project overlaps during a particular week of the year. (A year is represented as 12 4-week months.) A taller bar indicates a higher probability of species presence. The survey effort (see below) can be used to establish a level of confidence in the presence score. One can have higher confidence in the presence score if the corresponding survey effort is also high.

How is the probability of presence score calculated? The calculation is done in three steps:

1. The probability of presence for each week is calculated as the number of survey events in the week where the species was detected divided by the total number of survey events for that week. For example, if in week 12 there were 20 survey events and the Spotted Towhee was found in 5 of them, the probability of presence of the Spotted Towhee in week 12 is 0.25.
2. To properly present the pattern of presence across the year, the relative probability of presence is calculated. This is the probability of presence divided by the maximum probability of presence

3. The relative probability of presence calculated in the previous step undergoes a statistical conversion so that all possible values fall between 0 and 10, inclusive. This is the probability of presence score.

### Breeding Season (■)

### Survey Effort (I)

To see a bar's survey effort range, simply hover your mouse cursor over the bar.

No Data (—)

A week is marked as having no data if there were no survey events for that week.

## Survey Timeframe

Surveys from only the last 10 years are used in order to ensure delivery of currently relevant information. The exception to this is areas off the Atlantic coast, where bird returns are based on all years of available data, since data in these areas is currently much more sparse.



Eastern Whip-poor-will BCC Rangewide (CON) (This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska.)	++++	++++	++++	++++	++++	++++	++++	++++	++++	++++	++++	++++
Evening Grosbeak BCC Rangewide (CON) (This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska.)	++++	++++	++++	++++	++++	++++	++++	++++	++++	++++	++++	++++
Kentucky Warbler BCC Rangewide (CON) (This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska.)	++++	++++	++++	++++	++++	++++	++++	++++	++++	++++	++++	++++
Lesser Yellowlegs BCC Rangewide (CON) (This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska.)	++++	++++	++++	++++	++++	++++	++++	++++	++++	++++	++++	++++
Prairie Warbler BCC Rangewide (CON) (This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska.)	++++	++++	++++	++++	++++	++++	++++	++++	++++	++++	++++	++++
Prothonotary Warbler BCC Rangewide (CON) (This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska.)	++++	++++	++++	++++	++++	++++	++++	++++	++++	++++	++++	++++
Red-headed Woodpecker BCC Rangewide (CON) (This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska.)	++++	++++	++++	++++	++++	++++	++++	++++	++++	++++	++++	++++



**Tell me more about conservation measures I can implement to avoid or minimize impacts to migratory birds.**

[Nationwide Conservation Measures](#) describes measures that can help avoid and minimize impacts to all birds at any location year round. Implementation of these measures is particularly important when birds are most likely to occur in the project area. When birds may be breeding in the area, identifying the locations of any active nests and avoiding their destruction is a very helpful impact minimization measure. To see when birds are most likely to occur and be breeding in your project area, view the Probability of Presence Summary. [Additional measures](#) and/or [permits](#) may be advisable depending on the type of activity you are conducting and the type of infrastructure or bird species present on your project site.

**What does IPaC use to generate the migratory birds potentially occurring in my specified location?**

The Migratory Bird Resource List is comprised of USFWS [Birds of Conservation Concern \(BCC\)](#) and other species that may warrant special attention in your project location.

The migratory bird list generated for your project is derived from data provided by the [Avian Knowledge Network \(AKN\)](#). The AKN data is based on a growing collection of [survey, banding, and citizen science datasets](#) and is queried and filtered to return a list of those birds reported as occurring in the 10km grid cell(s) which your project intersects, and that have been identified as warranting special attention because they are a BCC species in that area, an eagle ([Eagle Act](#) requirements may apply), or a species that has a particular vulnerability to offshore activities or development.

Again, the Migratory Bird Resource list includes only a subset of birds that may occur in your project area. It is not representative of all birds that may occur in your project area. To get a list of all birds potentially present in your project area, please visit the [AKN Phenology Tool](#).

**What does IPaC use to generate the probability of presence graphs for the migratory birds potentially occurring in my specified location?**

The probability of presence graphs associated with your migratory bird list are based on data provided by the [Avian Knowledge Network \(AKN\)](#). This data is derived from a growing collection of [survey, banding, and citizen science datasets](#).

Probability of presence data is continuously being updated as new and better information becomes available. To learn more about how the probability of presence graphs are produced and how to interpret them, go the Probability of Presence Summary and then click on the "Tell me about these graphs" link.

### How do I know if a bird is breeding, wintering, migrating or present year-round in my project area?

To see what part of a particular bird's range your project area falls within (i.e. breeding, wintering, migrating or year-round), you may refer to the following resources: [The Cornell Lab of Ornithology All About Birds Bird Guide](#), or (if you are unsuccessful in locating the bird of interest there), the [Cornell Lab of Ornithology Neotropical Birds guide](#). If a bird on your migratory bird species list has a breeding season associated with it, if that bird does occur in your project area, there may be nests present at some point within the timeframe specified. If "Breeds elsewhere" is indicated, then the bird likely does not breed in your project area.

### What are the levels of concern for migratory birds?

Migratory birds delivered through IPaC fall into the following distinct categories of concern:

1. "BCC Rangewide" birds are [Birds of Conservation Concern](#) (BCC) that are of concern throughout their range anywhere within the USA (including Hawaii, the Pacific Islands, Puerto Rico, and the Virgin Islands);
2. "BCC - BCR" birds are BCCs that are of concern only in particular Bird Conservation Regions (BCRs) in the continental USA; and
3. "Non-BCC - Vulnerable" birds are not BCC species in your project area, but appear on your list either because of the [Eagle Act](#) requirements (for eagles) or (for non-eagles) potential susceptibilities in offshore areas from certain types of development or activities (e.g. offshore energy development or longline fishing).

Although it is important to try to avoid and minimize impacts to all birds, efforts should be made, in particular, to avoid and minimize impacts to the birds on this list, especially eagles and BCC species of rangewide concern. For more information on conservation measures you can implement to help avoid and minimize migratory bird impacts and requirements for eagles, please see the FAQs for these topics.

### Details about birds that are potentially affected by offshore projects

For additional details about the relative occurrence and abundance of both individual bird species and groups of bird species within your project area off the Atlantic Coast, please visit the [Northeast Ocean Data Portal](#). The Portal also offers data and information about other taxa besides birds that may be helpful to you in your project review. Alternately, you may download the bird model results files underlying the portal maps through the [NOAA NCCOS Integrative Statistical Modeling and Predictive Mapping of Marine Bird Distributions and Abundance on the Atlantic Outer Continental Shelf](#) project webpage.

Bird tracking data can also provide additional details about occurrence and habitat use throughout the year, including migration. Models relying on survey data may not include this information. For additional information on marine bird tracking data, see the [Diving Bird Study](#) and the [nanotag studies](#) or contact [Caleb Spiegel](#) or [Pam Loring](#).

### What if I have eagles on my list?

If your project has the potential to disturb or kill eagles, you may need to [obtain a permit](#) to avoid violating the Eagle Act should such impacts occur.

### Proper Interpretation and Use of Your Migratory Bird Report

The migratory bird list generated is not a list of all birds in your project area, only a subset of birds of priority concern. To learn more about how your list is generated, and see options for identifying what other birds may be in your project area, please see the FAQ "What does IPaC use to generate the migratory birds potentially occurring in my specified location". Please be aware this report provides the "probability of presence" of birds within the 10 km grid cell(s) that overlap your project; not your exact project footprint. On the graphs provided, please also look carefully at the survey effort (indicated by the black vertical bar) and for the existence of the "no data" indicator (a red horizontal



bar). A high survey effort is the key component. If the survey effort is high, then the probability of presence score can be viewed as more dependable. In contrast, a low survey effort bar or no data bar means a lack of data and, therefore, a lack of certainty about presence of the species. This list is not perfect; it is simply a starting point for identifying what birds of concern have the potential to be in your project area, when they might be there, and if they might be breeding (which means nests might be present). The list helps you know what to look for to confirm presence, and helps guide you in knowing when to implement conservation measures to avoid or minimize potential impacts from your project activities, should presence be confirmed. To learn more about conservation measures, visit the FAQ "Tell me about conservation measures I can implement to avoid or minimize impacts to migratory birds" at the bottom of your migratory bird trust resources page.

## Facilities

### National Wildlife Refuge lands

Any activity proposed on lands managed by the [National Wildlife Refuge](#) system must undergo a 'Compatibility Determination' conducted by the Refuge. Please contact the individual Refuges to discuss any questions or concerns.

THERE ARE NO REFUGE LANDS AT THIS LOCATION.

### Fish hatcheries

THERE ARE NO FISH HATCHERIES AT THIS LOCATION.

### Wetlands in the National Wetlands Inventory

Impacts to [NWI wetlands](#) and other aquatic habitats may be subject to regulation under Section 404 of the Clean Water Act, or other State/Federal statutes.

For more information please contact the Regulatory Program of the local [U.S. Army Corps of Engineers District](#).

WETLAND INFORMATION IS NOT AVAILABLE AT THIS TIME

This can happen when the National Wetlands Inventory (NWI) map service is unavailable, or for very large projects that intersect many wetland areas. Try again, or visit the [NWI map](#) to view wetlands at this location.

#### Data limitations

The Service's objective of mapping wetlands and deepwater habitats is to produce reconnaissance level information on the location, type and size of these resources. The maps are prepared from the analysis of high altitude imagery. Wetlands are identified based on vegetation, visible hydrology and geography. A margin of error is inherent in the use of imagery; thus, detailed on-the-ground inspection of any particular site may result in revision of the wetland boundaries or classification established through image analysis.

The accuracy of image interpretation depends on the quality of the imagery, the experience of the image analysts, the amount and quality of the collateral data and the amount of ground truth verification work conducted. Metadata should be consulted to determine the date of the source imagery used and any mapping problems.

Wetlands or other mapped features may have changed since the date of the imagery or field work. There may be occasional differences in polygon boundaries or classifications between the information depicted on the map and the actual conditions on site.

### **Data exclusions**

Certain wetland habitats are excluded from the National mapping program because of the limitations of aerial imagery as the primary data source used to detect wetlands. These habitats include seagrasses or submerged aquatic vegetation that are found in the intertidal and subtidal zones of estuaries and nearshore coastal waters. Some deepwater reef communities (coral or tubercid worm reefs) have also been excluded from the inventory. These habitats, because of their depth, go undetected by aerial imagery.

### **Data precautions**

Federal, state, and local regulatory agencies with jurisdiction over wetlands may define and describe wetlands in a different manner than that used in this inventory. There is no attempt, in either the design or products of this inventory, to define the limits of proprietary jurisdiction of any Federal, state, or local government or to establish the geographical scope of the regulatory programs of government agencies. Persons intending to engage in activities involving modifications within or adjacent to wetland areas should seek the advice of appropriate federal, state, or local agencies concerning specified agency regulatory programs and proprietary jurisdictions that may affect such activities.

## Species Conclusions Table

**Project Name:** Acquisition of Land Parcels in Kentucky Farms Neighborhood – Newport News/Williamsburg International Airport (PHF)

**Date:** July 31, 2020

Species/Resource Name	Conclusion	ESA Section 7/Eagle Act Determination	Notes/Documentation
Northern Long-eared Bat ( <i>Myotis septentrionalis</i> )	Suitable habitat within project area.	No effect	The proposed project does not include any tree removal, development, or construction and will not impact any habitat of the Northern Long-eared Bat.
Bald Eagle ( <i>Haliaeetus leucocephalus</i> )	No habitat present.	No effect	Due to the proximity of the nearest active Bald Eagle nest to the proposed project area (approximately 1.7 miles east), it is not likely this species will be adversely or significantly affected by the Proposed Action.
<b>Migratory Birds</b>			
Dunlin ( <i>Calidris alpina arctica</i> )	Habitat present.	No effect	The proposed project does not include any tree removal or construction and will not impact any habitat of the Dunlin.
Eastern Whip-poor-will ( <i>Antrostomus vociferus</i> )	Habitat present.	No effect	The proposed project does not include any tree removal or construction and will not impact any habitat of the Eastern Whip-poor-will.
Evening Grosbeak ( <i>Coccothraustes vespertinus</i> )	Habitat present.	No effect	The proposed project does not include any tree removal or construction and will not impact any habitat of the Evening Grosbeak.
Kentucky Warbler ( <i>Oporornis formosus</i> )	Habitat present.	No effect	The proposed project does not include any tree removal or construction and will not impact any habitat of the Kentucky Warbler.
Lesser Yellowlegs ( <i>Tringa flavipes</i> )	Habitat present.	No effect	The proposed project does not include any tree removal or construction and will not impact any habitat of the Lesser Yellowlegs.

Prairie Warbler (Dendroica discolor)	Habitat present.	No effect	The proposed project does not include any tree removal or construction and will not impact any habitat of the Prairie Warbler.
Prothonotary Warbler (Protonotaria citrea)	Habitat present.	No effect	The proposed project does not include any tree removal or construction and will not impact any habitat of the Prothonotary Warbler.
Red-headed Woodpecker (Melanerpes erythrocephalus)	Habitat present.	No effect	The proposed project does not include any tree removal or construction and will not impact any habitat of the Red-headed Woodpecker.
Rusty Blackbird (Euphagus carolinus)	Habitat present.	No effect	The proposed project does not include any tree removal or construction and will not impact any habitat of the Rusty Blackbird.
Semipalmated Sandpiper (Calidris pusilla)	Habitat present.	No effect	The proposed project does not include any tree removal or construction and will not impact any habitat of the Semipalmated Sandpiper.
Wood Thrush (Hylocichla mustelina)	Habitat present.	No effect	The proposed project does not include any tree removal or construction and will not impact any habitat of the Wood Thrush.

**VaFWIS Search Report** Compiled on 7/31/2020, 11:32:55 AM[Help](#)

Known or likely to occur within a **3 mile radius around point 37,08,49.0 -76,29,44.8**  
in **199 York County, 700 Newport News City, VA**

[View Map of  
Site Location](#)

536 Known or Likely Species ordered by Status Concern for Conservation  
(displaying first 34) (34 species with Status\* or Tier I\*\* or Tier II\*\* )

<a href="#">BOVA Code</a>	<a href="#">Status*</a>	<a href="#">Tier**</a>	<a href="#">Common Name</a>	<a href="#">Scientific Name</a>
030074	FESE	Ia	<a href="#">Turtle, Kemp's ridley sea</a>	Lepidochelys kempii
010032	FESE	Ib	<a href="#">Sturgeon, Atlantic</a>	Acipenser oxyrinchus
030075	FESE	Ic	<a href="#">Turtle, leatherback sea</a>	Dermochelys coriacea
040183	FESE		<a href="#">Tern, roseate</a>	Sterna dougallii dougallii
030071	FTST	Ia	<a href="#">Turtle, loggerhead sea</a>	Caretta caretta
040144	FTST	Ia	<a href="#">Knot, red</a>	Calidris canutus rufa
050022	FTST	Ia	<a href="#">Bat, northern long-eared</a>	Myotis septentrionalis
040120	FTST	IIa	<a href="#">Plover, piping</a>	Charadrius melodus
040110	FPSE	Ia	<a href="#">Rail, eastern black</a>	Laterallus jamaicensis jamaicensis
050020	SE	Ia	<a href="#">Bat, little brown</a>	Myotis lucifugus
050027	SE	Ia	<a href="#">Bat, tri-colored</a>	Perimyotis subflavus
020052	SE	IIa	<a href="#">Salamander, eastern tiger</a>	Ambystoma tigrinum
030013	SE	IIa	<a href="#">Rattlesnake, canebrake</a>	Crotalus horridus
040096	ST	Ia	<a href="#">Falcon, peregrine</a>	Falco peregrinus
040293	ST	Ia	<a href="#">Shrike, loggerhead</a>	Lanius ludovicianus
040379	ST	Ia	<a href="#">Sparrow, Henslow's</a>	Centronyx henslowii
020044	ST	IIa	<a href="#">Salamander, Mabee's</a>	Ambystoma mabeei
020002	ST	IIa	<a href="#">Treefrog, barking</a>	Hyla gratiosa
040292	ST		<a href="#">Shrike, migrant loggerhead</a>	Lanius ludovicianus migrans
030067	CC	IIa	<a href="#">Terrapin, northern diamond-backed</a>	Malaclemys terrapin terrapin
030063	CC	IIIa	<a href="#">Turtle, spotted</a>	Clemmys guttata
040040		Ia	<a href="#">Ibis, glossy</a>	Plegadis falcinellus
040306		Ia	<a href="#">Warbler, golden-winged</a>	Vermivora chrysoptera
040052		IIa	<a href="#">Duck, American black</a>	Anas rubripes
040033		IIa	<a href="#">Egret, snowy</a>	Egretta thula
040029		IIa	<a href="#">Heron, little blue</a>	Egretta caerulea caerulea
040036		IIa	<a href="#">Night-heron, yellow-crowned</a>	Nyctanassa violacea violacea
040114		IIa	<a href="#">Oystercatcher, American</a>	Haematopus palliatus
040192		IIa	<a href="#">Skimmer, black</a>	Rynchops niger
040181		IIa	<a href="#">Tern, common</a>	Sterna hirundo

040320		IIa	<a href="#">Warbler, cerulean</a>	Setophaga cerulea
040140		IIa	<a href="#">Woodcock, American</a>	Scolopax minor
040203		IIb	<a href="#">Cuckoo, black-billed</a>	Coccyzus erythrophthalmus
040105		IIb	<a href="#">Rail, king</a>	Rallus elegans

To view **All 536 species** [View 536](#)

\*FE=Federal Endangered; FT=Federal Threatened; SE=State Endangered; ST=State Threatened; FP=Federal Proposed;  
FC=Federal Candidate; CC=Collection Concern

\*\*I=VA Wildlife Action Plan - Tier I - Critical Conservation Need; II=VA Wildlife Action Plan - Tier II - Very High Conservation Need;

III=VA Wildlife Action Plan - Tier III - High Conservation Need;

IV=VA Wildlife Action Plan - Tier IV - Moderate Conservation Need

Virginia Wildlife Action Plan Conservation Opportunity Ranking:

a - On the ground management strategies/actions exist and can be feasibly implemented.;

b - On the ground actions or research needs have been identified but cannot feasibly be implemented at this time.;

c - No on the ground actions or research needs have been identified or all identified conservation opportunities have been exhausted.

## Anadromous Fish Use Streams

N/A

## Impediments to Fish Passage ( 1 records )

[View Map of All  
Fish Impediments](#)

ID	Name	River	View Map
151	<a href="#">HARWOOD MILLS DAM</a>	POQUOSON RIVER	<a href="#">Yes</a>

## Threatened and Endangered Waters

N/A

## Managed Trout Streams

N/A

## Bald Eagle Concentration Areas and Roosts

N/A

## Bald Eagle Nests ( 1 records )

[View Map of All Query Results  
Bald Eagle Nests](#)

Nest	N Obs	Latest Date	DGIF Nest Status	View Map
<a href="#">YK0701</a>	4	Apr 26 2008	Unknown	<a href="#">Yes</a>

Displayed 1 Bald Eagle Nests

**Habitat Predicted for Aquatic WAP Tier I & II Species**

N/A

**Habitat Predicted for Terrestrial WAP Tier I & II Species ( 6 Species )**[View Map of Combined Terrestrial Habitat Predicted for 6 WAP Tier I & II Species Listed Below](#)

ordered by Status Concern for Conservation

BOVA Code	Status*	Tier**	Common Name	Scientific Name	View Map
020052	SE	IIa	<a href="#">Salamander, eastern tiger</a>	Ambystoma tigrinum	<a href="#">Yes</a>
030013	SE	IIa	<a href="#">Rattlesnake, canebrake</a>	Crotalus horridus	<a href="#">Yes</a>
020044	ST	IIa	<a href="#">Salamander, Mabee's</a>	Ambystoma mabeei	<a href="#">Yes</a>
030067	CC	IIa	<a href="#">Terrapin, northern diamond-backed</a>	Malaclemys terrapin terrapin	<a href="#">Yes</a>
040114		IIa	<a href="#">Oystercatcher, American</a>	Haematopus palliatus	<a href="#">Yes</a>
040186		IIIa	<a href="#">Tern, least</a>	Sternula antillarum	<a href="#">Yes</a>

**Virginia Breeding Bird Atlas Blocks ( 4 records )**
[View Map of All Query Results](#)  
[Virginia Breeding Bird Atlas Blocks](#)

BBA ID	Atlas Quadrangle Block Name	Breeding Bird Atlas Species			View Map
		Different Species	Highest TE*	Highest Tier**	
58052	<a href="#">Mulberry Island, NE</a>	47		II	<a href="#">Yes</a>
59066	<a href="#">Poquoson West, SE</a>	69		II	<a href="#">Yes</a>
58064	<a href="#">Yorktown, CE</a>	65		II	<a href="#">Yes</a>
58066	<a href="#">Yorktown, SE</a>	73		II	<a href="#">Yes</a>

**Public Holdings:**

N/A

**Summary of BOVA Species Associated with Cities and Counties of the Commonwealth of Virginia:**

FIPS Code	City and County Name	Different Species	Highest TE	Highest Tier
199	<a href="#">York</a>	431	FESE	I
700	<a href="#">Newport News City</a>	416	FESE	I

**USGS 7.5' Quadrangles:**

Mulberry Island

Yorktown

Newport News North

Poquoson West

**USGS NRCS Watersheds in Virginia:**



N/A

**USGS National 6th Order Watersheds Summary of Wildlife Action Plan Tier I, II, III, and IV Species:**

HU6 Code	USGS 6th Order Hydrologic Unit	Different Species	Highest TE	Highest Tier
CB21	<a href="#">Lower Chesapeake Bay-Poquoson River</a>	85	FESE	I
CB22	<a href="#">Northwest Branch Back River</a>	88	FTSE	I
JL38	<a href="#">Warwick River</a>	86	FTSE	I

Compiled on 7/31/2020, 11:32:56 AM V1046750.0 report=V searchType= R dist= 4828.032 poi= 37,08,49.0 -76,29,44.8

**Attachment C**  
**Virginia Coastal Zone Federal Consistency Certification**

## **Coastal Zone Management Act (CZMA) Consistency Certification**

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This document provides the Commonwealth of Virginia with the Newport News/Williamsburg International Airport (PHF) Federal Consistency Certification and necessary data and information under the Coastal Zone Management Act CZMA section 307 (c)(1) and 15 CFR Part 930 sub-part D for the acquisition of two land parcels near the Airport. A Federal Aviation Administration (FAA) Categorical Exclusion (CatEx) study has been prepared to identify potential impacts associated with the proposed land acquisition. This Federal Consistency Certification (FCC) is included as an attachment to the CatEx document (Appendix C).

### **Certification:**

The Newport News/Williamsburg International Airport certifies that the proposed activity complies with the enforceable policies of the Virginia Coastal Zone Management Program (VCP) and will be conducted in a manner consistent with the VCP.

### **Necessary Data and Information:**

The proposed project includes the acquisition of two undeveloped parcels located in the Kentucky Farms neighborhood by the Newport News/Williamsburg International Airport. The two parcels are located approximately 0.3 miles north of the end of Runway 20 and partially fall within the Runway 20 Runway Protection Zone (RPZ) and within the Airport's 65 decibel noise contour. The FAA recommends that Airports own the RPZs in fee simple in order to prevent incompatible development within the RPZ. The FAA also recommends that Airports acquire land within the 65 decibel noise contour in order to mitigate noise impacts on the surrounding community. Both of these parcels are undeveloped and are located adjacent to each other as depicted in Exhibits 1 and 2 of the CatEx.

The Airport will not be developing or constructing anything on these parcels. The first parcel is 3.55 acres and the second parcel is 2.86 acres, resulting in a total project study area of 6.41 acres. Acquisition is anticipated to occur in 2020.

### **Assessment of Potential Environmental Effects:**

Since the Airport is federally obligated and must meet FAA requirements, a Federal Consistency Certification (FCC) is being submitted to the Virginia Department of Environmental Quality (DEQ). All National Environmental Policy Act environmental consequences of this project are addressed in the accompanying FAA CatEx document.

## **Coastal Zone Management Act (CZMA) Consistency Certification**

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All applicable permits will be obtained and complied with throughout the duration of the project. A review of the permits and/or approvals required for this proposed project under the Enforceable Policies of the VCP has been prepared as follows:

- A. Fisheries Management – The proposed action would have no impact on finfish or shellfish resources and would not affect the promotion of commercial or recreational fisheries. The project will not use tributyltin (TBT) in any form, nor will it simulate the use of that chemical by any product users. This program is administered by the Marine Resources Commission (VMRC) (Virginia Code §28.2-200 to §28.2-713) and the Department of Game and Inland Fisheries (DGIF) (Virginia Code §29.1-100 to §29.1-570).
- B. Subaqueous Land Management – The project will not encroach upon or make use of any subaqueous lands managed by the Commonwealth. This program is administered by VMRC (Virginia Code §28.2-1200 to §28.2-1213).
- C. Wetlands Management – A review of the U.S. Fish & Wildlife Service National Wetland Inventory map did not indicate that there are any wetlands or streams within the boundary of the parcels to be acquired (CatEx Exhibit 3). An onsite wetland delineation was not conducted for this project since these parcels will not be developed and instead, left as they currently are.
- D. Dunes Management – No coastal primary sand dunes are present on the Airport. This program is administered by VMRC (Virginia Code §28.2-1400 through §28.2-1420).
- E. Non-Point Source Pollution Control – The proposed action does not include any tree removal, construction, or development. Therefore, there will be no soil erosion or the input of chemical nutrients and sediments to the Chesapeake Bay, its tributaries and other waters of the Commonwealth with the acquisition of these parcels.
- F. Point Source Pollution Control – The proposed action will not generate new point sources of pollution. This program is administered by the State

## Coastal Zone Management Act (CZMA) Consistency Certification

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Water Control Board (as delegated to DEQ) pursuant to Virginia Code §62.1-44.15.

- G. Shoreline Sanitation – The proposed action will not involve sanitary waste or the installation and operation of a septic or treatment system. This program is administered by the Department of Health (Virginia Code §32.1-164 through §32.1-165).
- H. Air Pollution Control – The proposed action will be in compliance with the Clean Air Act, as amended, and will not cause or contribute to any new or existing violations of the National Ambient Air Quality Standards (NAAQS). No open burning will be conducted. This program is administered by the State Air Pollution Control Board (Virginia Code §10.1-1300 through §10.1-1320).
- I. Coastal Lands Management – The Newport News/Williamsburg International Airport is located within the Virginia Coastal Zone Management Area which includes the majority of Tidewater Virginia (Code of Virginia §28.2-100). The proposed project will not adversely impact the quality of state waters.

The project area is located in the Chesapeake Bay Preservation Area (CBPA) but outside of Resource Management Areas (RMA) and Resource Protection Areas (RPAs) according to the York County GIS data. (<https://maps.yorkcounty.gov/York/>) This policy is administered by DEQ and 84 localities in Tidewater, Virginia, established pursuant to the Chesapeake Bay Preservation Act (Virginia Code §10.1-2100-10.1-2114 and CBPA Designation and Management Regulations; Virginia Administrative Code 9 VAC10-20 *et seq.*).

### Summary of Findings:

Although applicants are not required to make findings with respect to the coastal effects of the advisory policies, applicants should demonstrate adequate consideration of policies which are in the nature of recommendations (see 15 CFR 930.58(a)(3)). The proposed project is not located along a shorefront, so the advisory policies for shorefront access planning and protection are not applicable. In addition, the proposed project site

## **Coastal Zone Management Act (CZMA) Consistency Certification**

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is not located in a waterfront development area. The proposed project would not result in any impacts to wetlands or streams.

Pursuant to 15 CFR Section 930.41, the Virginia Coastal Zone Management Program has 60 days from the receipt of this letter in which to concur with or object to this Consistency Determination, or to request an extension under 15 CFR section 930.41(b). Virginia's concurrence will be presumed if its response is not received by FYJ and the FAA on the 60th day from receipt of this determination.

### **Contact Information:**

Ms. Jenifer Spratley  
Director, Marketing & Public Affairs  
Newport News/Williamsburg  
International Airport  
900 Bland Blvd., Suite G  
Newport News, VA 23602  
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Ms. Genevieve Walker  
Environmental Protection Specialist  
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## COMMONWEALTH of VIRGINIA

### DEPARTMENT OF ENVIRONMENTAL QUALITY

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David K. Paylor  
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October 20, 2020

Ms. Jenifer Spratley  
Newport News/Williamsburg International Airport  
900 Bland Boulevard, Suite G  
Newport News, Virginia 23602  
Via email: [jspratley@flyphf.com](mailto:jspratley@flyphf.com)

RE: Categorical Exclusion Form and Federal Consistency Certification, Kentucky  
Farms Parcel Acquisition, Newport News/Williamsburg International Airport, York  
County, DEQ 20-121F

Dear Ms. Spratley:

The Commonwealth of Virginia has completed its review of the Categorical Exclusion (CATEX) Form and Federal Consistency Certification (FCC) for the above referenced project. The Department of Environmental Quality (DEQ) is responsible for coordinating Virginia's review of National Environmental Policy Act (NEPA) documents and responding to appropriate federal officials on behalf of the Commonwealth. DEQ is also responsible for coordinating Virginia's review of FCCs submitted pursuant to the Coastal Zone Management Act (CZMA) and providing the state's response. This letter responds to the August 2020 CATEX Form and FCC received August 19, 2020, prepared by the Talbert and Bright, Inc. for the Newport News/Williamsburg International Airport. The following agencies and locality participated in this review:

Department of Environmental Quality  
Department of Conservation and Recreation  
Department of Wildlife Resources  
Marine Resources Commission  
Department of Historic Resources  
Department of Aviation  
York County

In addition, the Hampton Roads Planning District Commission was invited to comment on the proposal.



## **PROJECT DESCRIPTION**

The Peninsula Airport Commission (applicant) proposes to acquire two undeveloped parcels located in the Kentucky Farms neighborhood in York County in support of the Newport News-Williamsburg International Airport (PHF or Airport). The two parcels are located approximately 0.3 miles north of the end of Runway 20 and partially fall within the Runway 20 Runway Protection Zone (RPZ) and within the Airport's 65 decibel noise contour. The Federal Aviation Administration (FAA) recommends that airports own the RPZs in fee simple in order to prevent incompatible development within the RPZ. The FAA also recommends that airports acquire land within the 65 decibel noise contour in order to mitigate noise impacts on the surrounding community. The Airport will not be developing or constructing anything on the parcels. The first parcel is 3.55 acres and the second parcel is 2.86 acres, resulting in a total area of 6.41 acres. Acquisition is anticipated to occur in 2020.

## **CATEGORICAL EXCULSION FORM**

Based on the information provided in the project document and comments from reviewers, the Commonwealth of Virginia has no concerns with the proposal as presented in the CATEX. Provided the acquisition is performed in accordance with applicable federal, state, and local laws and regulations, this action is not anticipated to impact ambient air quality, water quality, wetlands, important farmland, historic structures, archaeological resources, wildlife, or forest resources. It will not affect species of animals or insects listed by state agencies as rare, threatened, or endangered.

## **FEDERAL CONSISTENCY UNDER THE COASTAL ZONE MANAGEMENT ACT**

Pursuant to the Coastal Zone Management Act of 1972 (CZMA), as amended, and the federal consistency regulations implementing the CZMA (15 CFR, Part 930, Subpart D, Section 930.50 *et seq.*), activities conducted in accordance with federal permits, licenses, or approvals which can affect Virginia's coastal uses or resources, must be undertaken in a manner which is consistent with the Virginia Coastal Zone Management (CZM) Program. The Virginia CZM Program is comprised of a network of programs administered by several agencies. In order to be consistent with the Virginia CZM Program, all the applicable permits and approvals listed under the [enforceable policies](#) of the Virginia CZM Program must be obtained prior to commencing the project.

## **FEDERAL CONSISTENCY PUBLIC PARTICIPATION**

In accordance with Title 15, Code of Federal Regulations (CFR), §930.2, the public was invited to participate in the review of the FCC. Public notice of this proposed action was published in OEIR's Program Newsletter and on the DEQ website from August 21, 2020 through September 18, 2020. No public comments were received in response to the notice.

## **FEDERAL CONSISTENCY CONCURRENCE**

Based on our review of the consistency certification and the comments submitted by agencies administering the enforceable policies of the Virginia CZM Program, DEQ concurs that the proposal is consistent with the CZM Program. If the proposal should change and any of the enforceable policies of the Virginia CZM Program would be affected, pursuant to 15 CFR 930.66, the applicant must submit supplemental information to DEQ for review and approval. Other state approvals which may apply to this project are not included in this FCC. Therefore, the applicant must ensure that this project is constructed and operated in accordance with all applicable federal, state, and local laws and regulations.

## **FEDERAL CONSISTENCY ANALYSIS**

According to information in the FCC, the proposed action would have no effect on the enforceable policies of the Virginia CZM Program. The resource agencies that are responsible for the administration of the enforceable policies of the Virginia CZM Program concur with findings in the FCC. The applicant must ensure that the proposed action is consistent with the aforementioned policies. In addition, the applicant considered the effect of the proposal on the advisory policies of the Virginia CZM Program in accordance with 15 CFR Part 930, subpart D, 930.58(a)(3), and found the project consistent with those policies. The analysis which follows responds to the discussion of the enforceable policies of the Virginia CZM Program that apply to this project.

**1. Fisheries Management.** According to the FCC (page 2), the proposed project would have no impact on finfish or shellfish resources and would not affect the promotion of commercial or recreational fisheries.

**1(a) Agency Jurisdiction.** The fisheries management enforceable policy is administered by the Virginia Marine Resources Commission (VMRC) (Virginia Code §28.2-200 to §28.2-713) and the Department of Wildlife Resources (DWR) (Virginia Code §29.1-100 to §29.1-570). In addition, the Virginia Department of Health (VDH) Division of Shellfish Sanitation (DSS) is responsible for protecting the health of the consumers of molluscan shellfish and crustacea by ensuring that shellfish growing waters are properly classified for harvesting, and that molluscan shellfish and crustacea processing facilities meet sanitation standards.

### **1(b) Agency Findings.**

#### ***(i) Virginia Marine Resources Commission***

The Virginia Marine Resources Commission (VMRC) finds that there are no fisheries or shellfish resources under its jurisdiction in close proximity to the project area.

***(ii) Department of Wildlife Resources***

The Department of Wildlife Resources (formerly the Department of Game and Inland Fisheries) finds that the acquisition alone will not result in adverse impacts upon fisheries resources under its jurisdiction. If future parcel build out is proposed, DWR recommends additional coordination at that time to ensure protection of fisheries resources under DWR jurisdiction.

**1(c) Conclusion.** The action is consistent with the fisheries management enforceable policy of the Virginia CZM Program.

For additional information, contact VMRC, Allison Lay at (757) 247-2254 or [allison.lay@vmrc.virginia.gov](mailto:allison.lay@vmrc.virginia.gov) and/or DGIF, Amy Ewing at (804) 367-2211 or [amy.ewing@dwr.virginia.gov](mailto:amy.ewing@dwr.virginia.gov).

**2. Subaqueous Lands Management.** According to the FCC (page 2), the project will not encroach upon or make use of any subaqueous lands managed by the Commonwealth.

**2(a) Agency Jurisdiction.** The management program for subaqueous lands establishes conditions for granting or denying permits to use state-owned bottomlands based on considerations of potential effects on marine and fisheries resources, tidal wetlands, adjacent or nearby properties, anticipated public and private benefits, and water quality standards established by the Department of Environmental Quality. The program is administered by the Virginia Marine Resources Commission (Virginia Code §28.2-1200 to §28.2-1213).

**2(b) Agency Findings.** VMRC finds that there are no state-owned submerged lands under its jurisdiction in close proximity to the project area. VMRC has no objection to the consistency findings provided by the applicant.

**2(c) Conclusion.** The proposed action is consistent with the subaqueous lands management enforceable policy of the Virginia CZM Program.

For additional information, contact VMRC, Allison Lay at (757) 247-2254 or [allison.lay@vmrc.virginia.gov](mailto:allison.lay@vmrc.virginia.gov).

**3. Wetlands Management.** According to the FCC (page 2), a review of the U.S. Fish & Wildlife Service (USFWS) National Wetland Inventory (NWI) map did not indicate that there are any wetlands or streams within the boundary of the parcels to be acquired. An onsite wetland delineation was not conducted since the parcels will not be developed and instead, left as they currently are.

**3(a) Agency Jurisdiction.** The wetlands management enforceable policy is administered by the Virginia Marine Resources Commission (tidal wetlands) (Virginia Code §28.2-1301 through 28.2-1320) and the Department of Environmental Quality

through the Virginia Water Protection Permit program (tidal and non-tidal wetlands) (Virginia Code §62.1-44.15:20 and Water Quality Certification pursuant to Section 401 of the Clean Water Act).

### **3(b) Agency Findings.**

#### ***(i) Department of Environmental Quality***

The Virginia Water Protection (VWP) Permit program at the DEQ Tidewater Regional Office (TRO) has no comments or concerns with respect to wetlands under its jurisdiction as no land clearing or development activities are proposed.

#### ***(ii) Virginia Marine Resources Commission***

VMRC finds that there are no tidal wetlands under its jurisdiction in close proximity to the project area. VMRC has no objection to the consistency findings provided by the applicant.

**3(c) Conclusion.** The proposed action is consistent with the wetlands management enforceable policy of the CZM Program.

For additional information, contact DEQ-TRO, Jeff Hannah at (757) 518-2146 or [jeff.hannah@deq.virginia.gov](mailto:jeff.hannah@deq.virginia.gov) and/or VMRC, Allison Lay at (757) 247-2254 or [allison.lay@vmrc.virginia.gov](mailto:allison.lay@vmrc.virginia.gov).

**4. Nonpoint Source Pollution Control.** According to the FCC (page 2), the proposed action does not include any tree removal, construction, or development. Therefore, there will be no soil erosion or the input of chemical nutrients and sediments to the Chesapeake Bay, its tributaries and other waters of the Commonwealth with the acquisition of these parcels.

**4(a) Agency Jurisdiction.** The DEQ administers the nonpoint source pollution control enforceable policy of the Virginia CZM Program through Virginia Erosion and Sediment Control Law and *Regulations* (VESCL&R) and Virginia Stormwater Management Law and *Regulations* (VSWML&R). In addition, DEQ is responsible for the issuance, denial, revocation, termination and enforcement of the Virginia Stormwater Management Program (VSMP) General Permit for Stormwater Discharges from Construction Activities related to municipal separate storm sewer systems (MS4s) and construction activities for the control of stormwater discharges from MS4s and land disturbing activities under the Virginia Stormwater Management Program.

**4(b) Agency Findings.** The Erosion and Sediment Control and Stormwater Management program at DEQ-TRO has no comments since no land disturbance is proposed.

**4(c) Conclusion.** The proposal is consistent with the nonpoint source pollution control enforceable policy of the Virginia CZM Program.

For additional information, contact DEQ-TRO, Noah Hill at (757) 373-9459 or [noah.hill@deq.virginia.gov](mailto:noah.hill@deq.virginia.gov).

**5. Point Source Pollution Control.** The FCC (page 2) states that the proposed acquisition will not generate new point sources of pollution.

**5(a) Agency Jurisdiction.** The point source program is administered by the State Water Control Board (DEQ) pursuant to Virginia Code §62.1-44.15. Point source pollution control is accomplished through the implementation of: (1) the National Pollutant Discharge Elimination System (NPDES) permit program established pursuant to Section 402 of the federal Clean Water Act and administered in Virginia as the Virginia Pollutant Discharge Elimination System permit program; and (2) the Virginia Water Protection Permit program administered by DEQ (Virginia Code §62.1-44.15:20 *et seq.*) and Water Quality Certification pursuant to Section 401 of the Clean Water Act.

**5(b) Agency Findings.** The VPDES program at DEQ-TRO has no comments as there does not appear to be any point source discharges of process water or wastewater associated with proposal. No industrial or agricultural related activities are proposed that would necessitate a VPDES permit.

**5(c) Conclusion.** The proposed action is consistent with the point source pollution control enforceable policy of the Virginia CZM Program.

For additional information, contact DEQ-TRO, Janet Weyland at (757) 518-2151 or [janet.veyland@deq.virginia.gov](mailto:janet.veyland@deq.virginia.gov).

**6. Air Pollution Control.** The FCC (page 3) states that the proposed action will be in compliance with the Clean Air Act, as amended, and will not cause or contribute to any new or existing violations of the National Ambient Air Quality Standards. No open burning will be conducted.

**6(a) Agency Jurisdiction.** DEQ's Air and Renewable Energy Division implements the federal Clean Air Act to provide a legally enforceable State Implementation Plan for the attainment and maintenance of the National Ambient Air Quality Standards. This program is administered by the State Air Pollution Control Board (DEQ) (Virginia Code §10.1-1300 through §10.1-1320).

**6(b) Agency Finding.** The DEQ Air Division finds that the project site is located in an ozone (O<sub>3</sub>) attainment and emission control area for oxides of nitrogen (NO<sub>x</sub>) and volatile organic carbon (VOC). The Air Division did not indicate any concerns with the proposed acquisition.

**6(c) Conclusion.** The proposed action is consistent with the air pollution control enforceable policy of the Virginia CZM Program.

For additional information, contact DEQ-TRO, John Brandt at (757) 518-2010 or [john.brandt@deq.virginia.gov](mailto:john.brandt@deq.virginia.gov).

## **ADDITIONAL ENVIRONMENTAL CONSIDERATIONS**

In addition to the enforceable policies of the Virginia CZM Program, comments were also provided with respect to other applicable requirements and recommendations. The Airport must ensure that this proposal is implemented in accordance with all applicable federal, state, and local laws and regulations.

### **1. Solid and Hazardous Waste Management.**

**1(a) Agency Jurisdiction.** On behalf of the Virginia Waste Management Board, the [DEQ Division of Land Protection and Revitalization](#) (DEQ-DLPR) is responsible for carrying out the mandates of the Virginia Waste Management Act (Virginia Code §10.1-1400 *et seq.*), as well as meeting Virginia's federal obligations under the Resource Conservation and Recovery Act (RCRA) and the Comprehensive Environmental Response Compensation Liability Act (CERCLA), commonly known as Superfund.

#### *Virginia:*

- Virginia Waste Management Act, Virginia Code § 10.1-1400 *et seq.*
- *Virginia Solid Waste Management Regulations*, 9 VAC 20-81
- (9 VAC 20-81-620 applies to asbestos-containing materials)
- *Virginia Hazardous Waste Management Regulations*, 9 VAC 20-60
- (9 VAC 20-60-261 applies to lead-based paints)
- *Virginia Regulations for the Transportation of Hazardous Materials*, 9 VAC 20-110.

#### *Federal:*

- Resource Conservation and Recovery Act, 42 U.S. Code sections 6901 *et seq.*
- U.S. Department of Transportation *Rules for Transportation of Hazardous Materials*, 49 *Code of Federal Regulations*, Part 107
- Applicable rules contained in Title 40, *Code of Federal Regulations*.

DEQ-DLPR also administers laws and regulations on behalf of the State Water Control Board governing Petroleum Storage Tanks (Virginia Code §62.1-44.34:8 *et seq.*), including Aboveground Storage Tanks (9 VAC 25-91 *et seq.*) and Underground Storage Tanks (9 VAC 25-580 *et seq.* and 9 VAC 25-580-370 *et seq.*), also known as 'Virginia Tank Regulations', and § 62.1-44.34:14 *et seq.* which covers oil spills.

**1(b) Agency Findings.** DEQ-DLPR conducted a search of solid and hazardous waste databases (including petroleum releases) to identify waste sites in close proximity (200-foot radius) to the project area. The search did not identify any waste sites within the project area which might impact the project.

**1(c) Requirements.**

***(i) Solid and Hazardous Waste Management***

Any soil, sediment or groundwater that is suspected of contamination must be tested and disposed of in accordance with applicable federal, state, and local laws and regulations.

***(ii) Petroleum Contamination***

If evidence of a petroleum release is encountered, notify DEQ-TRO in accordance with Virginia Code §§ 62.1-44.34.8 through 9 and 9 VAC 25-580-10 *et seq.* Petroleum-contaminated soils and ground water generated during implementation of this project must be properly characterized and disposed of properly. Contact DEQ-TRO, Tom Madigan at (757) 518-2115 or [tom.madigan@deg.virginia.gov](mailto:tom.madigan@deg.virginia.gov), should petroleum contamination be encountered.

Questions and additional information regarding waste comments may be directed to DEQ-DLPR, Carlos Martinez at (804) 698-4575 or [carlos.martinez@deg.virginia.gov](mailto:carlos.martinez@deg.virginia.gov).

**2. Natural Heritage Resources.**

**2(a) Agency Jurisdiction.**

***(i) The Virginia Department of Conservation and Recreation's (DCR) Division of Natural Heritage (DNH)***

DNH's mission is conserving Virginia's biodiversity through inventory, protection and stewardship. The Virginia Natural Area Preserves Act (Virginia Code §10.1-209 through 217), authorizes DCR to maintain a statewide database for conservation planning and project review, protect land for the conservation of biodiversity, and protect and ecologically manage the natural heritage resources of Virginia (the habitats of rare, threatened and endangered species, significant natural communities, geologic sites, and other natural features).

***(ii) The Virginia Department of Agriculture and Consumer Services (VDACS)***

The Endangered Plant and Insect Species Act of 1979 (Virginia Code Chapter 39 §3.1-1020 through 1030) authorizes VDACS to conserve, protect and manage endangered and threatened species of plants and insects. Under a Memorandum of Agreement established between VDACS and the DCR, DCR represents VDACS in comments



regarding potential impacts on state-listed threatened and endangered plant and insect species.

## **2(b) Agency Findings.**

### ***(i) Mabee's Salamander***

According to DCR-DNH biologist and predicted suitable habitat modeling, there is a potential for Mabee's salamander (*Ambystoma mabeei*, G4/S1S2/NL/LT) to occur in the project area if suitable habitat exists on site. In Virginia, Mabee's salamander inhabits isolated depression wetlands in pine woods, open fields, lowland deciduous forests (Behler and King, 1979), pine savannas, low wet woods and swamps (Martof *et. al.*, 1980). Threats to Mabee's salamander include habitat loss, habitat fragmentation, and habitat contamination (VDGIF, 1994). This species is currently classified as threatened by the Virginia Department of Wildlife Resources (DWR). See DCR-DNH comments attached for additional information.

### ***(ii) State-Listed Plant and Insect Species***

DCR-DNH finds that the current activity will not affect any documented state-listed plants or insects.

### ***(iii) State Natural Area Preserves***

DCR files do not indicate the presence of any State Natural Area Preserves under the agency's jurisdiction in the project vicinity.

## **2(c) Recommendation.**

### ***(i) Mabee's Salamander***

Due to the potential for this site to support populations of Mabee's salamander, DCR recommends a habitat assessment for the resource in the study area. If the habitat assessment indicates potential habitat for Mabee's salamander, DCR recommends a survey be conducted. DCR-DNH biologists are qualified and available to conduct inventories for rare, threatened, and endangered species. Contact DCR-DNH, Anne Chazal at (804) 786-9014 or [anne.chazal@dcr.virginia.gov](mailto:anne.chazal@dcr.virginia.gov) for further consideration.

### ***(ii) Natural Heritage Database***

Contact DCR-DNH to secure updated information on natural heritage resources for any future land-disturbing activities. New and updated information is continually added to the Biotics Data System.

### 3. Wildlife Resources and Protected Species.

**3(a) Agency Jurisdiction.** The [Virginia Department of Wildlife Resources \(DWR\)](#) (formerly the Department of Game and Inland Fisheries), as the Commonwealth's wildlife and freshwater fish management agency, exercises enforcement and regulatory jurisdiction over wildlife and freshwater fish, including state- or federally-listed endangered or threatened species, but excluding listed insects (Virginia Code, Title 29.1). DWR is a consulting agency under the U.S. Fish and Wildlife Coordination Act (16 U.S. Code §661 *et seq.*) and provides environmental analysis of projects or permit applications coordinated through DEQ and several other state and federal agencies. DWR determines likely impacts upon fish and wildlife resources and habitat, and recommends appropriate measures to avoid, reduce or compensate for those impacts. For more information, see the DWR website at [www.dwr.virginia.gov](http://www.dwr.virginia.gov).

**3(b) Agency Findings.** DWR documents listed species from the project area. However, the acquisition alone will not result in adverse impacts upon these species. If future parcel build out is proposed, DWR recommends additional coordination at that time to ensure protection of species and resources under its jurisdiction.

For additional information, contact DWR, Amy Ewing at (804) 367-2211 or [amy.ewing@dwr.virginia.gov](mailto:amy.ewing@dwr.virginia.gov).

### 4. Historic & Archaeological Resources.

**4(a) Agency Jurisdiction.** The [Virginia Department of Historic Resources \(DHR\)](#) conducts reviews of both federal and state projects to determine their effect on historic properties. Under the federal process, DHR is the State Historic Preservation Office, and ensures that federal undertakings-including licenses, permits, or funding-comply with Section 106 of the National Historic Preservation Act of 1966, as amended, and its implementing regulation at 36 CFR Part 800. Section 106 requires federal agencies to consider the effects of federal projects on properties that are listed or eligible for listing on the National Register of Historic Places. Please see DHR's website for more information about applicable state and federal laws and how to submit an application for review: <http://www.dhr.virginia.gov/StateStewardship/Index.htm>.

**4(b) Agency Findings.** DHR finds that historic properties within the Area of Potential Effects will not be adversely affected by the proposed undertaking. DHR's finding of "No Adverse Effect," as documented, fulfills the FAA's responsibilities under Section 106 of the National Historic Preservation Act. If for any reason the undertaking is not or cannot be conducted as proposed in the finding, consultation under Section 106 must be reopened.

For questions or further assistance contact DHR, Adrienne Birge-Wilson at (804) 482-6092 or [adrienne.birge-wilson@dhr.virginia.gov](mailto:adrienne.birge-wilson@dhr.virginia.gov).

## 5. Aviation Impacts.

**5(a) Agency Jurisdiction.** The [Virginia Department of Aviation \(DoAv\)](#) is a state agency that plans for the development of the state aviation system; promotes aviation; grants aircraft and airports licenses; and provides financial and technical assistance to cities, towns, counties and other governmental subdivisions for the planning, development, construction and operation of airports, and other aviation facilities.

**5(b) Agency Findings.** DoAv has reviewed the document and has had the opportunity to review the project during the Airport Layout Plan (ALP) Revision submitted to its office for review and approval prior to circulation. DoAv believes that the acquisition of this parcel would help to improve the safety of operations at the airport, protect and conserve the local resources, and ultimately support the utility of the facility.

For additional information, contact DoAv, Rusty Harrington at (804) 236-3522 or [rusty.harrington@doav.virginia.gov](mailto:rusty.harrington@doav.virginia.gov).

## 6. Local Review.

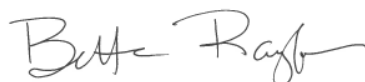
**6(a) Agency Jurisdiction.** In accordance with CFR 930, Subpart A, § 930.6(b) of the Federal Consistency Regulations, DEQ, on behalf of the state, is responsible for securing necessary review and comment from other state agencies, the public, regional government agencies, and local government agencies, in determining the Commonwealth's concurrence or objection to a federal consistency certification.

**6(b) Agency Findings.** The York County Department of Planning and Development Services (DPDS) reviewed the FCC and has no comments.

For additional information, contact the York County DPDS, Susan Kassel at (657) 890-3551 or [susan.kassel@yorkcounty.gov](mailto:susan.kassel@yorkcounty.gov).

Thank you for the opportunity to comment on the CATEX and FCC submitted for the Kentucky Farms Parcel Acquisition by the Newport News/Williamsburg International Airport York County. Detailed comments of reviewing agencies are attached for your review. Please contact me at (804) 698-4204 or John Fisher at (804) 698-4339 for clarification of these comments.

Sincerely,



Bettina Rayfield, Program Manager  
Environmental Impact Review and Long-Range  
Priorities

Enclosures

Ec: Amy Ewing, DWR  
Robbie Rhur, DCR  
Tiffany Birge, VMRC  
Roger Kirchen, DHR  
Rusty Harrington, DoAv  
Susan Kassel, York County  
Ben McFarlane, HRPDC  
Genevieve Walker, FAA  
Jeff Wellman, Talbert and Bright



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MEMORANDUM

TO: John Fisher, DEQ/EIR Environmental Program Planner

FROM: Carlos A. Martinez, Division of Land Protection & Revitalization Review Coordinator

DATE: September 9, 2020

COPIES: Sanjay Thirunagari, Division of Land Protection & Revitalization Review Manager; file

SUBJECT: Environmental Impact Review: 20-121F Kentucky Farms Parcel Acquisition, Newport News-Williamsburg Airport in Yorktown, Virginia.

The Division of Land Protection & Revitalization (DLPR) has completed its review of the USDOT/Federal Aviation Administration's August 20, 2020 EIR for Kentucky Farms Parcel Acquisition, Newport News-Williamsburg Airport in Yorktown, Virginia.

DLPR staff conducted a search (200 ft. radius) of the project area of solid and hazardous waste databases (including petroleum releases) to identify waste sites in close proximity to the project area. DLPR search did not identify any waste sites within the project area which might impact the project.

DLPR staff has reviewed the submittal and offers the following comments:

**Hazardous Waste/RCRA Facilities – none in close proximity to the project areas.**

**CERCLA Sites – none in close proximity to the project areas.**

**Formerly Used Defense Sites (FUDS) – none in close proximity to the project areas.**

**Solid Waste – none in close proximity to the project areas.**

**Virginia Remediation Program (VRP) – none in close proximity to the project areas.**

**Petroleum Releases – none in close proximity to the project areas.**

## **PROJECT SPECIFIC COMMENTS**

None

## **GENERAL COMMENTS**

### **Soil, Sediment, Groundwater, and Waste Management**

Any soil, sediment or groundwater that is suspected of contamination or wastes that are generated must be tested and disposed of in accordance with applicable Federal, State, and local laws and regulations. Some of the applicable state laws and regulations are: Virginia Waste Management Act, Code of Virginia Section 10.1-1400 *et seq.*; Virginia Hazardous Waste Management Regulations (VHWMR) (9VAC 20-60); Virginia Solid Waste Management Regulations (VSWMR) (9VAC 20-81); Virginia Regulations for the Transportation of Hazardous Materials (9VAC 20-110). Some of the applicable Federal laws and regulations are: the Resource Conservation and Recovery Act (RCRA), 42 U.S.C. Section 6901 *et seq.*, and the applicable regulations contained in Title 40 of the Code of Federal Regulations; and the U.S. Department of Transportation Rules for Transportation of Hazardous Materials, 49 CFR Part 107.

If you have any questions or need further information, please contact Carlos A. Martinez by phone at (804) 698-4575 or email [carlos.martinez@deq.virginia.gov](mailto:carlos.martinez@deq.virginia.gov).

**DEPARTMENT OF ENVIRONMENTAL QUALITY  
TIDEWATER REGIONAL OFFICE**

Environmental Impact Review  
Coordination Review

**To:** Office of Environmental Impact Review  
**From:** Craig Nicol, Regional Director  
**Date:** September 9, 2020  
**Project:** FAA Kentucky Farms Parcel NN Acquisition – DEQ#20-121F

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As requested, the DEQ Tidewater Regional Office has reviewed the supplied information and offers the following comments:

**Air Compliance Program :**

No comments.

. For additional information, contact John Brandt, DEQ-TRO at (757) 518-2010.

**Land Program (Solid and Hazardous Waste):**

No comments.

**Stormwater:**

No Comment. No land disturbance is proposed.

**Virginia Water Protection Permit Program (VWPP):**

No Comment as no land clearing or development activities are proposed. If the project scope changes, contact Jeff Hannah, DEQ-TRO at (757)518-2146.

**Water Permit Program (VPDES):**

No comments as there does not appear to be any point source discharges of process water or wastewater associated with this project, since no industrial or agricultural related activities are proposed that would necessitate a VPDES permit.

**Petroleum Storage Tank Program:**

DEQ records do not indicate any reported petroleum releases along the proposed project footprint. If evidence of a petroleum release is discovered during implementation of this project, it must be reported to DEQ, as authorized by CODE # 62.1-44.34.8 through 19 and 9 VAC 25-580-10 et seq. Contact Mr. Tom Madigan at (757) 518-211. Petroleum-contaminated soils and ground water generated during implementation of this project must be properly characterized and disposed of properly.



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**Kentucky Farms Parcel Acquisition, Newport News-Williamsburg Airport - DEQ #20-121F (DHR File No. 2020-4263) | e-Mail #03393**

1 message

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**Adrienne Birge-wilson** <[Adrienne.Birge-Wilson@dhr.virginia.gov](mailto:Adrienne.Birge-Wilson@dhr.virginia.gov)>

Thu, Sep 17, 2020 at 2:43 PM

To: Genevieve Walker <[Genevieve.J.Walker@faa.gov](mailto:Genevieve.J.Walker@faa.gov)>, John Fisher <[John.Fisher@deq.virginia.gov](mailto:John.Fisher@deq.virginia.gov)>

Genevieve and John,

Thank you for requesting comments from the Department of Historic Resources on the referenced project. Based upon the documentation provided, it is our opinion that the historic properties within the Area of Potential Effects will not be adversely affected by the proposed undertaking.

Implementation of the undertaking in accordance with the finding of No Adverse Effect as documented fulfills the Federal agency's responsibilities under Section 106 of the National Historic Preservation Act. If for any reason the undertaking is not or cannot be conducted as proposed in the finding, consultation under Section 106 must be reopened.

If you have any questions or if we may provide any further assistance at this time, please do not hesitate to contact me.

Sincerely,

Adrienne Birge-Wilson, Architectural Historian  
Office of Review and Compliance  
Division of Resource Services and Review  
Phone: (804) 482-6092  
[Adrienne.Birge-Wilson@dhr.virginia.gov](mailto:Adrienne.Birge-Wilson@dhr.virginia.gov)

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**DEQ #20-121F Kentucky Farms Parcel Acquisition, Newport News-Williamsburg Airport**

1 message

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**Rusty Harrington** <rusty.harrington@doav.virginia.gov>  
To: John Fisher <John.Fisher@deq.virginia.gov>

Fri, Aug 21, 2020 at 2:44 PM

Mr. Fisher,

Thank you for requesting our comments regarding the Kentucky Farms Parcel Acquisition at Newport News /Williamsburg International Airport, Project Number 20-121F

The Virginia Department of Aviation has reviewed the document and has had the opportunity to review the project during the ALP Revision submitted to our office for review and approval prior to circulation. The Department believes that the acquisition of this parcel would help to improve the safety of operations at the airport, protect and conserve the local resources, and ultimately support the utility of the facility.

The Department appreciates the consideration you have given to us by requesting our comments on this project. Please do not hesitate to contact me should you have any questions or require further assistance regarding the Department's review.

--

R.N. (Rusty) Harrington, MBA  
Manager, Planning and Environmental Section  
Virginia Department of Aviation  
[5702 Gulfstream Road](#)  
Richmond, Virginia 23250  
(804) 236-3522

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**ESSLog# 40850\_20-121F\_KentuckyFarms\_DWR\_AME20200918**

1 message

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**Ewing, Amy** <amy.ewing@dwr.virginia.gov>  
To: John Fisher <john.fisher@deq.virginia.gov>

Fri, Sep 18, 2020 at 3:07 PM

John,

We have reviewed the subject project that proposes to acquire a parcel in York County. We document listed species from the project area, however acquisition alone will not result in adverse impacts upon these species. If future parcel build out is proposed, we recommend additional coordination with us at that time to ensure protection of species and resources under our jurisdiction.

We find acquisition of this property consistent with the fisheries enforceable policy of the CZMA.

Thanks, Amy

**Amy Martin Ewing***Environmental Services Biologist  
Manager, Wildlife Information***P** 804.367.2211**Department of Wildlife Resources***CONSERVE. CONNECT. PROTECT.***A** 7870 Villa Park Drive, P.O. Box 90778, Henrico, VA 23228**[www.VirginiaWildlife.gov](http://www.VirginiaWildlife.gov)**



# COMMONWEALTH of VIRGINIA

*Marine Resources Commission  
380 Fenwick Road  
Bldg 96  
Fort Monroe, VA 23651-1064*

Matthew J. Strickler  
Secretary of Natural Resources

Steven G. Bowman  
Commissioner

September 18, 2020

Department of Environmental Quality  
Attn: John Fisher  
1111 East Main St.  
Richmond, VA 23219

Re: Federal Consistency Certification  
Kentucky Farms Parcel Acquisition, DEQ #20-121F

Dear Mr. Fisher:

This will respond to the request for comments regarding the Federal Consistency Certification for the Kentucky Farms Parcel Acquisition, Newport News-Williamsburg Airport project (DEQ #20-121F), prepared by the Federal Aviation Administration (FAA). Specifically, the FAA has proposed to acquire two undeveloped parcels in the Kentucky Farms neighborhood. The project is located in York County, Virginia.

We reviewed the provided documents and found the proposed project is outside the areas of the Marine Resources Commission (VMRC) and will not require a permit from this agency.

Please be advised that the Virginia Marine Resources Commission (VMRC), pursuant to §28.2-1200 et seq of the Code of Virginia, has jurisdiction over any encroachments in, on, or over the beds of the bays, ocean, rivers, streams, or creeks which are the property of the Commonwealth. Accordingly, if any portion of the subject project involves any encroachments channelward of ordinary high water along non-tidal, natural rivers and streams with a drainage area greater than 5-square miles, a permit may be required from our agency. Any permit issued by the VMRC will specify necessary special conditions for the project. The VMRC administers the enforceable policies of fisheries management, subaqueous lands, tidal wetlands, and coastal primary sand dunes and beaches which comprise some of Virginia's Coastal Zone Management Program. VMRC staff has reviewed the submittal and offers the following comments:

Fisheries and Shellfish: none in close proximity to the project area

State-Owned Submerged Lands: none in close proximity to the project area

Tidal Wetlands: none in close proximity to the project area

Beaches and Coastal Primary Sand Dunes: none in close proximity to the project area

*An Agency of the Natural Resources Secretariat*  
[www.mrc.virginia.gov](http://www.mrc.virginia.gov)

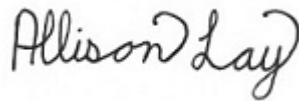
Telephone (757) 247-2200 (757) 247-2292 V/TDD Information and Emergency Hotline 1-800-541-4646 V/TDD

Department of Environmental Quality  
September 18, 2020  
Page Two

As such, this project has no foreseeable impact on the VMRC's enforceable policies. As proposed, we have no objection to the consistency findings provided by the applicant. Should the proposed project change, a new review by this agency may be required relative to these jurisdictional areas.

If you have any questions please contact me at 757-247-2254 or by email at [Allison.lay@mrc.virginia.gov](mailto:Allison.lay@mrc.virginia.gov). Thank you for the opportunity to comment.

Sincerely,

A handwritten signature in black ink that reads "Allison Lay". The signature is written in a cursive, flowing style.

Allison Lay  
Environmental Engineer, Habitat Management

AEL  
HM

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**Project Number: DEQ #20-121F**

1 message

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**Kassel, Susan** <Susan.Kassel@yorkcounty.gov>  
To: "john.fisher@DEQ.Virginia.gov" <john.fisher@deq.virginia.gov>

Wed, Sep 16, 2020 at 4:37 PM

Document Type: Federal Consistency Certification

Project Sponsor: USDOT/Federal Aviation Administration

Project Title: Kentucky Farms Parcel Acquisition, Newport News-Williamsburg Airport

Location: York County

Project Number: DEQ #20-121F

Mr. Fisher,

Thank you for the opportunity to review the referenced document. York County has completed its review and has no comments.

Sincerely,

Susan D. Kassel

Director of Planning and Development Services

Zoning Administrator

102 County Drive

Post Office Box 532

Yorktown, Virginia 23690-0532

(757) 890-3551 (Direct)

(757) 890-3531 (Main)

Matthew J. Strickler  
*Secretary of Natural Resources*

Clyde E. Cristman  
*Director*



Rochelle Altholz  
*Deputy Director of  
Administration and Finance*

Russell W. Baxter  
*Deputy Director of  
Dam Safety & Floodplain  
Management and Soil & Water  
Conservation*

Nathan Burrell  
*Deputy Director of  
Government and Community Relations*

Thomas L. Smith  
*Deputy Director of  
Operations*

**COMMONWEALTH of VIRGINIA**  
**DEPARTMENT OF CONSERVATION AND RECREATION**

**MEMORANDUM**

DATE: September 17, 2020

TO: John Fisher, DEQ

FROM: Roberta Rhur, Environmental Impact Review Coordinator

SUBJECT: DEQ 20-121F, Kentucky Farms Parcel Acquisition NNA

**Division of Natural Heritage**

The Department of Conservation and Recreation's Division of Natural Heritage (DCR) has searched its Biotics Data System for occurrences of natural heritage resources from the area outlined on the submitted map. Natural heritage resources are defined as the habitat of rare, threatened, or endangered plant and animal species, unique or exemplary natural communities, and significant geologic formations.

According to a DCR biologist and predicted suitable habitat modeling, there is a potential for Mabee's salamander (*Ambystoma mabeei*, G4/S1S2/NL/LT) to occur in the project area if suitable habitat exists on site. In Virginia, Mabee's salamander inhabits isolated depression wetlands in pine woods, open fields, lowland deciduous forests (Behler and King, 1979), pine savannas, low wet woods and swamps (Martof et al., 1980). They breed in fishfree vernal ponds (Pague & Mitchell, 1991) where the eggs are attached to submerged plant material or bottom debris (Behler and King, 1979). This species migrates up to a few hundred meters between their breeding and nonbreeding habitats, although, some adults will remain at the breeding site after the pond dries. Concurrent with heavy winter and springs rains, mass movements of adults to the breeding ponds have been documented (TNC et. al., 1999). Adults and juveniles spend most of the year underground in the upland habitats, but return to the ponds to breed in February or March (VDGIF, 1994). Because of the amphibious life cycle, the presence of sufficient, suitable terrestrial and aquatic habitat is critical (VDGIF, 1994).

Threats to Mabee's salamander include habitat loss, habitat fragmentation, and habitat contamination (VDGIF, 1994). The wetland habitats can be degraded or destroyed by filling, draining, ditching, and changing land use in the groundwater recharge zones or by contamination with pesticides or other chemicals. The upland habitats can be compromised by residential, commercial and industrial development, incompatible forest management practices, and other changes. Loss of suitable continuous terrestrial habitat between breeding sites may fragment populations and lead to extirpation through such factors as environmental perturbations, disease, and inbreeding (VDGIF, 1994). Please note that this species is currently classified as threatened by the Virginia Department of Wildlife Resources (VDWR).



Due to the potential for this site to support populations of Mabee's salamander, DCR recommends a habitat assessment for the resource in the study area. If the habitat assessment indicates potential habitat for Mabee's salamander, DCR recommends a survey be conducted. DCR Division of Natural Heritage biologists are qualified and available to conduct inventories for rare, threatened, and endangered species. Please contact Anne Chazal, Natural Heritage Chief Biologist, at [anne.chazal@dcr.virginia.gov](mailto:anne.chazal@dcr.virginia.gov) or 804-786-9014 to discuss arrangements for field work.

There are no State Natural Area Preserves under DCR's jurisdiction in the project vicinity.

Under a Memorandum of Agreement established between the Virginia Department of Agriculture and Consumer Services (VDACS) and the DCR, DCR represents VDACS in comments regarding potential impacts on state-listed threatened and endangered plant and insect species. The current activity will not affect any documented state-listed plants or insects.

New and updated information is continually added to Biotics. Please re-submit project information and map for an update on this natural heritage information if the scope of the project changes and/or six months has passed before it is utilized.

The Virginia Department of Wildlife Resources (VDWR) maintains a database of wildlife locations, including threatened and endangered species, trout streams, and anadromous fish waters that may contain information not documented in this letter. Their database may be accessed from <https://vafwis.dgif.virginia.gov/fwis/> or contact Ernie Aschenbach at 804-367-2733 or [Ernie.Aschenbach@dwr.virginia.gov](mailto:Ernie.Aschenbach@dwr.virginia.gov).

#### Division of Dam Safety and Floodplain Management

##### Floodplain Management Program:

The National Flood Insurance Program (NFIP) is administered by the Federal Emergency Management Agency (FEMA), and communities who elect to participate in this voluntary program manage and enforce the program on the local level through that community's local floodplain ordinance. Each local floodplain ordinance must comply with the minimum standards of the NFIP, outlined in 44 CFR 60.3; however, local communities may adopt more restrictive requirements in their local floodplain ordinance, such as regulating the 0.2% annual chance flood zone (Shaded X Zone).

All development within a Special Flood Hazard Area (SFHA), as shown on the locality's Flood Insurance Rate Map (FIRM), must be permitted and comply with the requirements of the local floodplain ordinance.

##### State Agency Projects Only

[Executive Order 45](#), signed by Governor Northam and effective on November 15, 2019, establishes mandatory standards for development of state-owned properties in Flood-Prone Areas, which include Special Flood Hazard Areas, Shaded X Zones, and the Sea Level Rise Inundation Area. These standards shall apply to all state agencies.

#### 1. Development in Special Flood Hazard Areas and Shaded X Zones

- A. All development, including buildings, on state-owned property shall comply with the locally-adopted floodplain management ordinance of the community in which the state-owned property is located and any flood-related standards identified in the Virginia Uniform Statewide Building Code.

- B. If any state-owned property is located in a community that does not participate in the NFIP, all development, including buildings, on such state-owned property shall comply with the NFIP requirements as defined in 44 CFR §§ 60.3, 60.4, and 60.5 and any flood-related standards identified in the Virginia Uniform Statewide Building Code.
- (1) These projects shall be submitted to the Department of General Services (DGS), for review and approval.
  - (2) DGS shall not approve any project until the State NFIP Coordinator has reviewed and approved the application for NFIP compliance.
  - (3) DGS shall provide a written determination on project requests to the applicant and the State NFIP Coordinator. The State NFIP Coordinator shall maintain all documentation associated with the project in perpetuity.
- C. No new state-owned buildings, or buildings constructed on state-owned property, shall be constructed, reconstructed, purchased, or acquired by the Commonwealth within a Special Flood Hazard Area or Shaded X Zone in any community unless a variance is granted by the Director of DGS, as outlined in this Order.

The following definitions are from Executive Order 45:

*Development for NFIP purposes is defined in 44 CFR § 59.1 as “Any man-made change to improved or unimproved real estate, including but not limited to buildings or other structures, mining, dredging, filling, grading, paving, excavation or drilling operations or storage of equipment or materials.”*

*The Special Flood Hazard Area may also be referred to as the 1% annual chance floodplain or the 100-year floodplain, as identified on the effective Flood Insurance Rate Map and Flood Insurance Study. This includes the following flood zones: A, AO, AH, AE, A99, AR, AR/AE, AR/AO, AR/AH, AR/A, VO, VE, or V.*

*The Shaded X Zone may also be referred to as the 0.2% annual chance floodplain or the 500- year floodplain, as identified on the effective Flood Insurance Rate Map and Flood Insurance Study.*

*The Sea Level Rise Inundation Area referenced in this Order shall be mapped based on the National Oceanic and Atmospheric Administration Intermediate-High scenario curve for 2100, last updated in 2017, and is intended to denote the maximum inland boundary of anticipated sea level rise.*

*“State agency” shall mean all entities in the executive branch, including agencies, offices, authorities, commissions, departments, and all institutions of higher education.*

*“Reconstructed” means a building that has been substantially damaged or substantially improved, as defined by the NFIP and the Virginia Uniform Statewide Building Code.*

#### Federal Agency Projects Only

Projects conducted by federal agencies within the SFHA must comply with federal Executive Order 11988: Floodplain Management.

DCR’s Floodplain Management Program does not have regulatory authority for projects in the SFHA. The applicant/developer must reach out to the local floodplain administrator for an official floodplain determination and comply with the community’s local floodplain ordinance, including receiving a local permit. Failure to comply with the local floodplain ordinance could result in enforcement action from the locality. For state projects, DCR recommends that compliance documentation be provided prior to the

project being funded. For federal projects, the applicant/developer is encouraged reach out to the local floodplain administrator and comply with the community's local floodplain ordinance.

To find flood zone information, use the Virginia Flood Risk Information System (VFRIS): [www.dcr.virginia.gov/vfris](http://www.dcr.virginia.gov/vfris)

To find community NFIP participation and local floodplain administrator contact information, use DCR's Local Floodplain Management Directory: [www.dcr.virginia.gov/dam-safety-and-floodplains/floodplain-directory](http://www.dcr.virginia.gov/dam-safety-and-floodplains/floodplain-directory)

The remaining DCR divisions have no comments regarding the scope of this project. Thank you for the opportunity to comment.

CC: Amy Ewing, VDWR

## Literature Cited

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## ENVIRONMENTAL REVIEW COMMENTS APPLICABLE TO AIR QUALITY

**DATE: August 20, 2020**

DQ Federal Consistency Certification Requirements and Responses  
Newport News/Williamsburg International Airport  
Kentucky Farms Parcel Acquisition CatEx  
October 21, 2020

Comment #	Date	Organization	Page #	Comment (Agency Requirements)	Response By	Response
1	10/20/20	DEQ Division of Land Protection and Revitalization (DEQ-DLPR)	8	<b>1(c)(i) Solid and Hazardous Waste Management</b> Any soil, sediment or groundwater that is suspected of contamination must be tested and disposed of in accordance with applicable federal, state, and local laws and regulations.	TBI	Comment noted.
2	10/20/20	DEQ Division of Land Protection and Revitalization (DEQ-DLPR)	8	<b>1(c)(ii) Petroleum Contamination</b> If evidence of a petroleum release is encountered, notify DEQ-TRO in accordance with Virginia Code §§ 62.1-44.34.8 through 9 and 9 VAC 25-580-10 et seq. Petroleum-contaminated soils and ground water generated during implementation of this project must be properly characterized and disposed of properly. Contact DEQ-TRO, Tom Madigan at (757) 518-2115 or tom.madigan@deq.virginia.gov, should petroleum contamination be encountered.	TBI	Comment noted.