

Peninsula Airport Commission Board of Commissioners Meeting Packet

Lindsey Carney Smith, Chair
Chris Morello, Executive Director

Thursday, April 16, 2026

8:00 a.m.

Newport News Williamsburg International Airport

Commission Room

900 Bland Blvd.

Newport News, VA 23602

AGENDA

**PENINSULA AIRPORT COMMISSION
REGULAR MEETING AGENDA**

Date: April 16, 2026

Time: 8:00 am

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

1) Call to Order

2) Approval of Minutes

- Regular Meeting – March 19, 2026

3) Read Instructions for Public Comment

4) Public Comment

5) Special Reports

- Site Readiness/AirCommerce Park

6) Master Plan Progress Presentation

7) Partnership Reports

- GOVA Grant – Mobility Innovation Center
- eIPP

8) Committee Reports

- Finance & Audit Committee
- Facilities Committee

9) Executive Director Report

10) Old Business

11) New Business

12) Closed Session §2.2-3711(A)(1): Personnel, §2.2-3711(A)(3): Acquisition & disposition of property, and §2.2-3711(A)(5): Prospective Business

13) Adjournment

MINUTES

Peninsula Airport Commission

Board of Commissioners Meeting Minutes

March 19, 2026 – Regular Meeting

Commissioners in Attendance:

Chair, Lindsey Carney Smith
Vice Chair, Tommy Garner
Assistant Secretary, John Lawson
Treasurer, James “Jay” Joseph
Assistant Treasurer, McKinley Price, DDS

Staff Members in Attendance:

Executive Director, Chris Morello
Deputy Executive Director, John Borden
Director of Operations, Rob Gay
Office Manager, Barbara Harris
Executive Assistant, Jenna Coyle
Director of Finance, Mark Adams

Public Officials Present:

Jim Brigham, Chief of Staff – Office of the Mayor
Kim Bracy, Communications Manager, City of Newport News

Counsel:

L. Scott Seymour

Public Attendees:

David Hause, Kiln Creek HOA
Dave Dober, ATAC
Mark Lee, Atlantic Aviation
Brian Fenelon, CAF B-29/B-24 Squadron

Chair Smith called the meeting to order at 8:00 a.m. She began by thanking everyone in attendance.

Approval of Minutes from March 19, 2026: Chair Smith asked if there were any comments or edits to the Minutes. Dr. Price made a motion to approve the Minutes as presented and Mr. Lawson seconded the motion. The motion was approved by voice vote, **5-0**.

Public Comment: Chair Smith asked if any speakers had signed in for Public Comment and Mrs. Harris stated that there were none.

Special Reports: Mr. Morello reported that Kimley-Horn, the consultant for the Virginia Business Ready Sites Program (VBRSP) due diligence grant, had completed all items required for the application for Tier 4 certification except the Preliminary Engineering Reports (PERs) for ACP West, which is more complicated than ACP East. He stated that the full application will be submitted to Virginia Economic Development Partnership by EDA staff within the next few weeks for review. Mr. Morello reported that the next phase will involve preparing to submit an application in May for a new round of VBRSP grant funding. He said that he and EDA staff have been considering several AirCommerce Park items, including funding for developing detailed site plans and obtaining permitting for a 250,000-square-foot facility on ACP East which would demonstrate feasibility and immediate readiness to prospective manufacturers, for example. He stated that additional readiness efforts may include completing traffic impact analyses and developing traffic signalization and infrastructure plans in advance, and that these proactive steps would be intended to reduce uncertainty, clarify development costs, and improve competitiveness for attracting prospective industry. Mr. Morello reported that obtaining this grant funding is a competitive process and limited, with applications evaluated against other localities' applications from around the state.

Master Plan Update: Mr. Morello reported that Chair Smith and airport staff, along with representatives from the FAA and the Department of Aviation, continue to review draft sections of the Airport Master Plan, including existing and future airport facilities over the near and long-term planning horizon, landside and airside development, alternative development scenarios, and environmental review components. Mr. Morello reported that the team will continue reviewing these components and that the Master Plan consultant, Passero, will present a status update for the Commission at the April PAC meeting.

Partnership Reports:

Mobile Innovation Center (MIC). Mr. Morello reported on the GO Virginia Mobile Innovation Center (MIC) grant, a three-year workforce development and technical R&D initiative focused on beyond visual line-of-sight (BVLOS) capabilities being pursued in partnership with the Hampton Roads Executive Roundtable and the Cities of Newport News and Hampton. He stated that he and Florence Kingston had presented the program proposal to the GO Virginia Technical Review Committee and received positive feedback, advancing the proposal to the GO Virginia State Board for final review on March 24th in Richmond, where it will be one of 12 applications considered. Mr. Morello reported that the total project budget is approximately \$4.8 million, with a request for just over \$3 million in GO Virginia funding. He said that he will attend the state board meeting in an observational role and that GOVA Region 5 Board representatives will be there to respond to questions in accordance with State Board protocol. He expressed satisfaction with progress made in coordination with the Department of Housing and Community Development which administers the GO Virginia program. He said that if the grant is awarded, funding would be available beginning July 1st. Chair Smith noted that it would be important for the Commissioners to receive a brief presentation from the MIC team on program elements and timeline in the near future, and Mr. Morello said that he would make the application team aware of the request.

eVTOL Integration Pilot Program (eIPP). Mr. Morello reported that, unfortunately, Virginia's stand-alone application to the U.S. Department of Transportation and the FAA to host an eVTOL Integration Pilot Program (eIPP) R&D demonstration corridor was not one of the selected proposals. He stated that eight geographic areas were selected, amongst them several states' proposals. Mr. Morello explained that Virginia will actually be involved, however, through a multi-state application led by Pennsylvania, which includes 17 other states, and that DOAV contributed to this successful proposal. He stated that Greg Campbell has requested a debrief from the FAA to better understand why Virginia's standalone application was not chosen. Mr. Morello stated that he will seek clarification from DOAV on what participation in the multi-state proposal means for PHF. Mr. Morello emphasized the importance of proactively positioning the airport to be included and plans to dedicate effort toward ensuring representation in the program. He stated that this initiative is not a grant program, but rather requires collaboration with the private sector, and that participants must propose innovative concepts and largely fund or incentivize the projects themselves.

Committee Reports:

Finance & Audit Committee. Mr. Morello reported that there was no additional report, and the financial statements were included in the meeting packet as usual.

Facilities Committee. Mr. Morello stated that there is no committee report, but that Mr. Borden will provide updates on current projects.

Terminal Roof Replacement. Mr. Borden stated that roof work is ongoing and progressing well, with no leaks reported in areas where the new roof has been installed; however, some new leaks have been identified and are believed to be related to roof drains. He stated that a plan will be developed to address them, potentially including sleeving or additional piping adjustments.

Taxiway Delta. Mr. Borden stated that demolition work has begun on the upper portion of Taxiway Delta and the 7460 obstruction approval has been received. He stated that construction of the batch plant is expected to be completed and Runway 7/25 closure begins on May 4th for approximately 30 days; however, the contractor plans to work around the clock to complete the project as quickly as possible.

General Aviation Ramp. Mr. Borden reported that the General Aviation Ramp project remains on schedule, with completion anticipated between April 20th and May 1st.

Jetbridge. Mr. Borden reported that work on the jet bridge is ongoing, including safety planning and metal fabrication, and the project remains on schedule with no delays reported since the anticipated delivery timeframe mentioned in November.

Capital Improvements Plan. Mr. Borden reported that an Airport Capital Improvements Plan meeting with DOAV and FAA representatives and is scheduled for March 24th. He stated that the meeting will include a review of previously presented materials with some additional updates to refine the plan. Mr. Borden reported that following the meeting and refinements, the team plans to submit its official letter request to the FAA on April 1st.

Executive Director Report: Mr. Morello reported that last year's proposed legislation known as the Pilot and Aircraft Privacy Act (PAPA) sought to restrict airports from using FAA Automatic

Dependent Surveillance-Broadcast (ADS-B) data for purposes other than safety and security, resulting in significant impacts to airports' ability to assess and collect landing fees. He stated that the bill ultimately died in committee, alleviating immediate concerns, but that the language reappeared this year in the ALERT Act legislation which was introduced in response to the recent collision over the Potomac and focuses on enhancing aviation safety and collision prevention. He stated that airports are concerned that excluding the use of ADS-B data for fee assessment purposes would be incorporated into this or other legislation under consideration. Mr. Morello reported that the Virginia General Assembly passed legislation beneficial to airports regarding entitlement and discretionary funding managed by the Virginia Aviation Board and codifies the funding formula into state law, providing greater predictability and stability for airport financial planning. He stated that the bill is awaiting the Governor's signature and that PHF and a few other similarly-sized airports can expect approximately \$1.1 million annually in entitlement funding upon if becoming law. He stated that the legislation does not eliminate the availability of other discretionary funding, which may still be awarded for specific projects after entitlement funds are utilized, but that discretionary funds are typically prioritized for general aviation airports.

Mr. Morello reported that the airport will host the Space Grant Consortium Technology Exploration Series event on Saturday, March 21st. He stated that the event is expected to welcome over 100 area students, along with their parents and guardians, for a day focused on STEM education and hands-on learning experiences. He stated that nine staff members will be on-site to assist with the event and will feature multiple interactive learning stations, including drone activities such as an obstacle course, airport tours showcasing facilities and equipment, and model airplane building and flying. He stated that the Virginia Department of Aviation will also provide an eVTOL simulator known as "ICON," a full-size, non-flying aircraft with a cockpit interior that allows students to experience flight simulation. Mr. Morello reported that the event is being organized by the Virginia Space Grant Consortium, a NASA-affiliated organization that supports STEM education and workforce development from K-12 through higher education. He expressed enthusiasm about strengthening this partnership and extended appreciation to staff committed to supporting the event on Saturday.

Mr. Morello reported on multiple waterline breaks across the airport campus involving 10-inch, unmetered lines dating back to the early 1940s. He stated that these ductile iron lines had failed in various locations, including two lines beneath hard surfaces. Mr. Morello reported that Waterworks crews have responded quickly to repair and, in some cases, reroute the damaged lines, minimizing disruption to airport tenants and operations. He stated that the first major break occurred along the roadway leading to the general aviation area and has since been repaired. This was followed by a second major break near the edge of the ARFF ramp which caused erosion beneath the surface due to the high volume of water in these large lines. He stated that although Waterworks can complete asphalt repairs, they are not equipped to handle the required concrete restoration for the apron. He expressed concern that because the apron was constructed over the waterlines and that Waterworks may not restore or replace concrete in such cases, staff is coordinating with the state to explore potential emergency funding for these repairs. He stated that staff are currently awaiting repair estimates from the apron rehabilitation contractors already working on-site to get an understanding of potential costs. A third break occurred near Gate 2, as well, and has been repaired. Mr. Morello reported that Waterworks says it is experiencing a high

volume of similar infrastructure failures system-wide, with approximately 160 waterline breaks reported this winter.

Mr. Morello reported that the temporary closure of the short-term parking lot is related to issues with the gate control ground loops, which require replacement. Mrs. Harris added that progress has been delayed due to weather conditions preventing start and completion.

Mr. Morello introduced Mrs. Harris for a VITA Grant update presentation to the Commission (Exhibit A). Mrs. Harris reported that the VITA-funded cybersecurity resilience grant has significantly strengthened the organization's cybersecurity posture. She stated that the program has included a comprehensive cybersecurity capability assessment that identified 11 areas of vulnerability. She said that through targeted improvements, this has been reduced to only two remaining items requiring strengthening which are currently being addressed and should be completed by the end of the fiscal year. Mrs. Harris reported that enhancements toward this achievement have included system upgrades, new servers and switches, and the implementation of tools like multifactor authentication, password management, endpoint protection, and security awareness training. Mrs. Harris reported that the initiative was completed in collaboration with state and federal partners and is part of the broader Commonwealth of Virginia cybersecurity framework. She emphasized that the grant has also delivered substantial cost savings, including approximately \$50,000 saved in assessment costs as well as enabling projected savings of \$66,000 over the next three years.

Old Business: Mr. Morello reported that there are two updates with no action required. First, he stated that the easement purchase agreement and special warranty deed for the city's sewer easement request near the city's canine facility have been finalized and are ready for execution by the Chair. Second, Mr. Morello reported that a commercial lease agreement with Coastal Seaplanes was successfully executed on March 3rd, transitioning them from a standard hangar lease to a commercial lease that helps establish the company as an expanding business tenant at the airport.

New Business: Mr. Morello reported on an IT upgrade request from U.S. Customs and Border Protection in connection with a provision in the General Services Administration (GSA) lease agreement in place since 2018 of approximately 10,100 square feet of terminal facility space. He stated that the lease includes a provision allowing for reimbursement requests for IT infrastructure upgrades every three to five years; however, no such requests had been made since the initial setup until a request was submitted late last year. Mr. Morello reported that the initial request has been significantly reduced through the efforts of Mrs. Harris to substantially reduce both the scope and cost to a more reasonable "not-to-exceed" amount under the GSA lease structure. He stated that the proposed upgrade would be formalized through a Memorandum of Agreement (MOA), which is expected to be presented alongside a resolution for Commission approval at the April 2026 regular PAC meeting.

Closed Session: Chair Smith asked Mr. Seymour to read closed session statements for §2.2-3711(A)(1): Personnel, §2.2-3711(A)(3) Acquisition & disposition of real property, and §2.2-3711(A)(5): Prospective Business.

Mr. Garner made a motion to enter into Closed Session and Dr. Price seconded the motion. The motion was approved by roll call vote, **5-0, and the PAC entered Closed Session at 8:59am.**

Chair Smith asked Mr. Seymour to read the required certification statement to return to Open Session. Mr. Garner made a motion to return to Open Session and Dr. Price seconded the motion. The motion was approved by roll call vote, **5-0, and the PAC returned to Open Session at 9:49 a.m.**

Chair Smith adjourned the meeting at 9:49 a.m.

Next Regular Meeting Date: April 16, 2026, at 8:00 a.m.

EXHIBIT A

Newport News Williamsburg Intl Airport

PHF Update: Cybersecurity Plan Capability Assessment Project

In 2024, PHF applied to be a part of the **VITA Cybersecurity Plan Capability Assessment Project**. Vita approved PHF to be part of this opportunity which had the following goals:

- **Current Cybersecurity Capabilities Review:** We will evaluate your organization's current cybersecurity capabilities against the goals and objectives described in the [Virginia Cybersecurity Strategic Plan](#).
- **Cybersecurity Capability Level Assessment:** We will assess the capability level of your organization in its current state, identifying strengths and areas for improvement.
- **Identification of Cybersecurity Gaps:** We will identify any gaps in your current cybersecurity posture and provide recommendations for improvement.

This Project is part of the Infrastructure Investment and Jobs Act IIJA of 2021 which was funded the establishment of the State and Local Cybersecurity Grant Program which has the following **goals**:

- 1) Develop and establish appropriate governance structures, as well as develop, implement, or revise cybersecurity plans, to improve capabilities to respond to cybersecurity incidents and ensure continuity of operations
- 2) Ensure state and local governments understand their current cybersecurity posture and areas for improvement based on continuous testing, evaluation, and structure of assessments
- 3) Implement security protections commensurate with risk (outcomes of objectives 1 & 2)
- 4) Ensure personnel are appropriately trained in cybersecurity, commensurate with their responsibilities

Governor Youngkin enacted item 93(F) 2022 Appropriation Act including the matching funds.

The program collaborators include FEMA, CISA, VITA, VDEM, and SAA.

This Act also created the Virginia Cybersecurity Planning Committee developed a comprehensive cybersecurity Plan which provided the following **requirements**:

1. Manage, monitor, and track information systems, applications, and user accounts.
2. Monitor, audit and track network traffic and activity.
3. Enhance the preparation, response and resiliency of information systems, application, and user accounts.
4. Implement a process of continuous cybersecurity risk factors and threat migration practices prioritized by degree of risk

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- a. Adopt and use best practices and methodologies to enhance cybersecurity using NIST framework
 - b. Implement MFA (Multi-factor authorization)
 - c. Implement enhanced logging
 - d. Data encryption for data at rest and in transit
 - e. End use of unsupported/end of life software and hardware accessible from the internet
 - f. Prohibit use of known/fixed/default passwords and credentials
 - g. Ensure the ability to reconstitute systems (backups)
 - h. Migration to the .gov domain
5. Promote the delivery of safe, recognizable, and trustworthy online services, including using the .gov domain.
 6. Ensure continuity of communications and data networks in the event of an incident involving communications or data networks
 7. Identify and mitigate any gaps in the cybersecurity workforces, enhance recruitment and retention efforts, and bolster the knowledge, skills, and abilities of personnel
 8. Ensure continuity of communications and data networks in the event of an incident involving communications or data networks
 9. Assess and mitigate, to the greatest degree possible, cybersecurity risks and cybersecurity threats relating to criminal infrastructure and key resources, the degradation of which may impact the performance of information systems within the jurisdiction of the eligible entity
 10. Enhance capabilities to share cyber threat indicators and related information between the eligible entity and the Department of Homeland Security
 11. Leverage cybersecurity services offered by the Department of Homeland Security
 12. Implement an information technology and operational technology modernization cybersecurity review process that ensures alignment between information technology and operational technology cybersecurity objectives
 13. Develop and coordinate strategies to address cybersecurity risks and cybersecurity threats
 14. Ensure rural communities have adequate access to, and participation in plan activities
 15. Distribute funds, items, services, capabilities, or activities to local governments

The PHF IT Team met with Dragonfly to discuss next steps. There were our "to do's":
Newport News Airport - To Do's / Follow-ups from Dragonfly:

Threat Monitoring:

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- 2.1.1 - Provide Quote from Vendor for Threat Protection Software
- 2.4 - Confirm compliance re: Audit Log Collection by 3rd Party. For example, is your vendor collect audit information that matches your audit requirements (Assumption of 90% compliance)

Protect & Prevent:

- 3.6.1 - Provide the application / technology being used by 360IT Partners as their email filtering system

Recovery & Continuity:

- 4.4 - Request test reports for Successful test of continuity services
Locality to Ask for logs that have not been provided to date.

This was the response from PHF and Dataprise:

- We do have a Security Information & Event Management Tool available that can latch onto Office 365 and install an agent on the endpoint devices. This is separate from your current agreement, but we can bolt on this service if its required. If we go that route, I recommend the IT DaaS Agreement + GRC Shield that increases your security posture with several tools that VITA may be prompting you for.

Solution: We upgraded to IT DaaS Agreement as we do not have staff or budget to hire staff to do this on our own this added DUO for MFA, LastPass for Password protection, Print logic to control our print environment and OpenText for endpoint protection and KnowBe4 Cybersecurity Awareness training platform.

- The short answer is no, PHF doesn't currently have a SIEM tool implemented, so we do not have any logs. We do have AppRiver for spam/email protection implemented.

Solution: We are working on deploying enhanced logging through Windows.

This program was immensely helpful in preparing our Cybersecurity Incident Response Plan required by TSA. The Plan has been reviewed by our TSA Inspector, Meco Owens and her Director and there were some areas of improvement which we are currently working on in collaboration with VITA, Operations, and TSA to ensure the best possible security posture for PHF.

Phase 2 was announced in January of 2025 and again PHF applied and was awarded a contract only grant for Vulnerability Protection for the network. The PAC approved and accepted that grant, then on the initial kick-off, we were able to engage with VITA and upgrade our grant to a full-service award which includes implementation support

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from Dragonfly and maintenance for 3 years. This is an estimated savings for PAC of \$22,000 per year for the next three years.

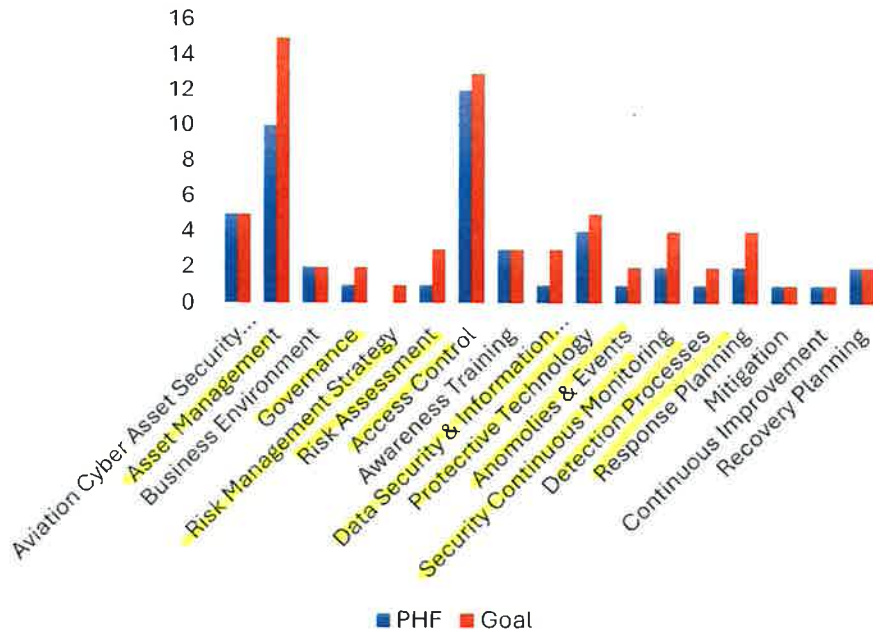
We had our Kick-off meeting with Dragonfly in February of 2026 to begin the process of deploying Tenable for Vulnerability Management.

Due to sensitive security information, we cannot provide specifics for the public however, we have put together some charts to show the areas of improvement

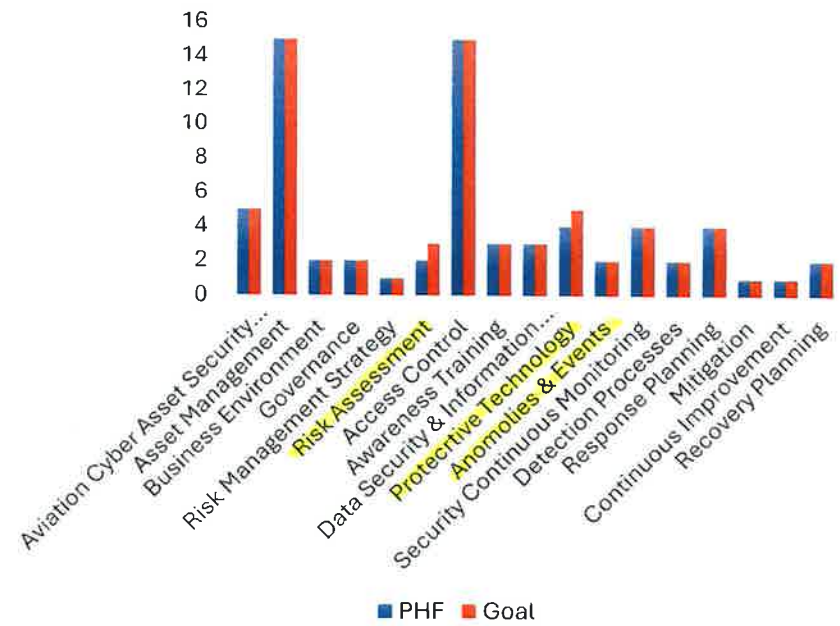
VITA Cybersecurity Self Assessment Results

Before

Cyber Areas



After



FINANCIALS

Peninsula Airport Commission

Operating Income Statement results analysis – March 2026

Revenue:

Airline Fees Revenue continues to be less than budgeted resulting from the loss of a flight to and from Charlotte each day over the last 11 months. The number of flights and passengers continue to be below the same month as the prior year.

Rental car revenues continue to be better than the seasonally adjusted budgets. This revenue source for March continues the recent monthly trend of having better-than-expectation results relative to the reduced passenger flights.

Parking lot revenues were maintained and exceeded last year's same month revenues in contrast to the expectation based on the decline in passenger counts described above. The January 2026 increase in parking rates more than offset the reduction in number of passengers using the paid parking facility.

Restaurant revenue is slightly better than expected. Flight delays and passengers arriving early due to potential TSA screening delays may be generating more sales.

Property Rental revenues exceed budget due to new parking license contracts this year. Year-to-date is down due to a couple of General Aviation hangar vacancies early in the year.

Fixed Based Operator revenues improved primarily due to the fuel flowage rate increase implemented in January 2026.

Expenses:

Labor costs are under budget consistent with unfilled approved positions.

Marketing & Advertising is below budget due to reduced promotional materials purchases. These are mostly fixed expenditures and normally would not be tied to the reduction in passenger flights.

Office & Administration monthly difference to budget reflects normal swings in professional services usage. This expense is still expected to be near or slightly above budget for the year.

Repairs & Maintenance continues to be above budget as deferred maintenance items are identified and dealt with.

Utilities were lower compared to February consistent with milder average temperatures. The cost is above the same month as the prior year due to natural gas rate increases.

Balance Sheet:

Unrestricted cash decrease is comprised of: net operating loss for the month, Fixed Assets local share expenditures, and reduction in current liabilities.

**PENINSULA AIRPORT COMMISSION
MAR 2026
OPERATING INCOME STATEMENT**

DESCRIPTION	MAR 2026 ACTUAL	MAR 2026 BUDGET		YTD ACTUAL	YTD BUDGET		ANNUAL BUDGET	
REVENUE								
Airline Fees	29,981	33,066	90.7%	301,292	371,442	81.1%	472,226	63.8%
Fixed Based Operators	55,378	51,360	107.8%	478,029	494,767	96.6%	665,261	71.9%
Property Rental	104,881	101,175	103.7%	913,872	915,676	99.8%	1,224,736	74.6%
Rental Cars	127,832	118,862	107.5%	1,353,957	1,417,593	95.5%	1,952,615	69.3%
Parking Lot	67,055	56,786	118.1%	484,924	606,121	80.0%	790,151	61.4%
Restaurant Income	24,115	21,020	114.7%	182,537	190,849	95.6%	250,279	72.9%
TOTAL REVENUE	409,242	382,269	107.1%	3,714,611	3,996,448	92.9%	5,355,268	69.4%
EXPENSES								
Labor and Benefits	383,255	408,080	93.9%	3,270,001	3,667,957	89.2%	4,819,710	67.8%
Marketing & Advertising	4,430	9,221	48.0%	83,182	105,117	79.1%	126,984	65.5%
Office & Administration	36,741	28,422	129.3%	739,622	723,396	102.2%	901,557	82.0%
Utilities	63,661	67,555	94.2%	630,881	695,053	90.8%	947,539	66.6%
Repairs & Maintenance	52,835	51,022	103.6%	602,394	600,087	100.4%	818,236	73.6%
Restaurant Expense	21,880	18,018	121.4%	214,405	204,158	105.0%	269,597	79.5%
Bond Debt	55,100	55,100	100.0%	495,901	495,900	100.0%	661,200	75.0%
TOTAL OPERATING EXPENDITURES	617,902	637,418	96.9%	6,036,386	6,491,668	93.0%	8,544,823	70.6%
NET INCOME	(208,660)	(255,149)	81.8%	(2,321,775)	(2,495,220)	93.0%	(3,189,555)	72.8%
OTHER ITEMS								
Sale of Land/Fixed Assets	1,501	-		21,885	-		-	
NET AFTER OTHER	(207,159)	(255,149)		(2,299,890)	(2,495,220)		(3,189,555)	

BALANCE SHEET

	Change Current mo	Prior mo	Change Current YTD	PY End	YTD End
Cash - Unrestricted	(226,397)	1,744,374	70,237	1,447,740	1,517,977
Cash - Restricted	(43,071)	14,143,579	(924,567)	15,025,075	14,100,508
Accounts Receivable	(4,414)	143,613	(9,613)	148,812	139,199
Other Current Assets	(70,502)	523,913	(214,798)	668,209	453,411
Fixed Assets (Net of Depreciation)	41,785	61,688,693	586,380	61,144,098	61,730,478
TOTAL ASSETS	(302,599)	78,244,172	(492,361)	78,433,934	77,941,573
Current Liabilities	(55,275)	1,313,001	(261,935)	1,519,661	1,257,726
Long Term Notes Payable - Restricted	-	-	-	-	-
Long Term Notes Payable - Unrestricted	-	3,685,450	-	3,685,450	3,685,450
OPEB	-	4,997,374	-	4,997,374	4,997,374
TOTAL LIABILITIES	(55,275)	9,995,825	(261,935)	10,202,485	9,940,550
Net Capital Beginning	-	68,231,449	-	68,231,449	68,231,449
Capital Contributions	(42,668)	(882,311)	(924,980)	-	(924,980)
Expense Subsidy (including interest)	2,503	2,991,941	2,994,444	-	2,994,444
YTD Earnings Current Year	(207,159)	(2,092,732)	(2,299,890)	-	(2,299,890)
TOTAL LIABILITIES AND CAPITAL	(302,599)	78,244,172	(492,361)	78,433,934	77,941,573

AIR SERVICE REPORT

Newport News Williamsburg Intl Airport

Monthly Air Service Report Summary March 2026

* Load factors:	American Airlines:	76.1%
	Charters / Diversions:	none reported
* Flight Operations (landings & take-offs):		4,481

	FY26 Actual Passengers	FY25 Actual Passengers	% Change	FY26 Flight Ops	FY25 Flight Ops	% Change
JUL	10,739	13,079	-18%	3,878	3,475	+ 12%
AUG	10,821	14,420	-25%	3,855	4,003	-4%
SEP	10,050	11,676	-14%	4,124	3,061	+ 35%
OCT	9,798	13,759	-29%	4,616	5,274	-12%
NOV	8,040	13,571	-41%	4,271	4,341	-2%
DEC	9,716	13,502	-28%	2,908	3,037	-4%
JAN	8,306	11,623	-29%	3,793	3,060	+ 24%
FEB	7,713	8,997	-14%	3,338	3,566	-6%
MAR	9,245	10,503	-12%	4,481	4,363	+ 3%
APR						
MAY						
JUN						
Totals	84,428	111,130	Avg. -23%	35,264	34,180	Avg. + 5%