

Peninsula Airport Commission Board of Commissioners Meeting Packet

Lindsey Carney Smith, Chair
Chris Morello, Executive Director

Thursday, May 21, 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: May 21, 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 – April 16, 2026

3) Read Instructions for Public Comment

4) Public Comment

5) Special Reports

- Site Readiness/AirCommerce Park

6) Master Plan Update

7) Partnership Reports

- Go VA Grant - Mobility Innovation Center (MIC) Presentation
- eIPP

8) Committee Reports

- Finance & Audit Committee
- Facilities Committee

9) Executive Director Report

10) Old Business

- Taxiway Delta Phase 1 Reconstruction Grant Agreement (Part 3 of 3)

11) New Business

- Proposed Great Food Truck Festival – September 19, 2026

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

April 16, 2026 – Regular Meeting

Commissioners in Attendance:

Chair, Lindsey Carney Smith
Vice Chair, Tommy Garner
Treasurer, Jay Joseph

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:

Ralph “Bo” Clayton, Deputy City Manager, City of Newport News

Counsel for the Commission:

L. Scott Seymour

Public Attendees:

David Hause, Kiln Creek HOA
Mark Lee, Atlantic Aviation
Lisa Cheung, Passero
Jeff Wellman, Talbert, Bright & Ellington
Scott Denny, Department of Aviation
Jeff Breeden, Department of Aviation
Tom O’Grady, Economic Development Manager, City of Newport News
Katy Bourke, Kimley-Horn

Chair Smith called the meeting to order at 8:00 a.m. She began by thanking everyone in attendance. Chair Smith reported that Mr. Lawson and Dr. Price are absent due to professional duty.

Approval of Minutes from March 19, 2026: Chair Smith asked if there were any comments or edits to the Minutes. Mr. Garner made a motion to approve the Minutes as presented and Mr. Joseph seconded the motion. The motion was approved by voice vote, **3-0**.

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 stated the Economic Development Authority (EDA) is nearing completion of Phase I of the Virginia Business Ready Sites Grant Program for ACP East and West, with EDA staff and consultant partners finalizing application materials for submission to VEDP in pursuit of Tier 4 certification for both sites. He reported that the ACP East preliminary engineering report and application are complete, while ACP West has been more complex and is still being finalized. He said that he has been working with the EDA to develop a list of Phase II VBRSP grant-supported activities for which VEDP is requesting preliminary pre-applications in May. Mr. Morello stated that these Phase II activities would move beyond studies and reports to include tangible, on-the-ground improvements. He said may include pre-permitting and site engineering for a proposed building at ACP East, advanced wetlands mitigation strategies at ACP West, and various enhancements aimed at improving the sites' overall appeal to developers and businesses. He reported that the Phase II program will follow a similar funding structure, with 75% state support and a 25% local match through the EDA, and that the project list is being developed collaboratively with EDP partners who administer the program, Chair Smith added that at the State of the City event, Doug Smith of the Hampton Roads Alliance expressed support for the Phase II application, offered resources to help secure approval and said that the Alliance should be included as a partner in the submitted application package.

Master Plan Update:

Chair Smith introduced the Airport's Master Plan consultant representatives, Ms. Lisa Cheung (Passero Associates) and Mr. Jeff Wellman (Talbert, Bright & Ellington), to present an update on Master Plan and Airport Layout Plan progress. Ms. Cheung stated that the effort has included regular coordination through biweekly Technical Advisory Committee meetings, with participation from the FAA, Virginia Department of Aviation (DOAV), airport staff, and the consultant team. She explained that community engagement was conducted early in the process and continues later after Master Plan draft refinements. Ms. Cheung further explained that the Master Plan is being completed in three phases consistent with written chapters that are drafted and under ongoing review by the committee. Phase 1, which was completed and approved by the FAA in July 2025, consisted of existing conditions and aviation-related forecasts. She stated that the current focus is Phase 2 & Phase 3, with Phase 2 evaluating facility requirements and development alternatives based on forecast demand and operational needs, among many other factors. She emphasized that this Master Plan is distinctly different from other airport master plans because of its emphasis on multiple development path alternatives being evaluated and represented in the Master Plan Update. She said that Phase 3 addresses financial planning and capital improvement programming with this approach to flexibility in mind as much as possible, including identification of necessary projects and various improvements over a 20-year planning horizon.

The presentation from Ms. Cheung and Mr. Wellman then focused on identified facility needs and economic development opportunities. These include remediation of FAA-designated airfield hotspots, evaluation of runway configurations, potential redevelopment of the former terminal site, landside and ground access improvements, and additional support facilities such as snow removal equipment storage. Consideration is also being given to emerging technologies, including electric vertical takeoff and landing (eVTOL) aircraft, with conceptual accommodation areas identified on the terminal apron.

Ms. Cheung again emphasized that the Master Plan incorporates multiple development alternatives evaluated against FAA design standards, safety considerations, operational efficiency, environmental impacts, and Commission priorities. A key theme of the plan is maintaining flexibility to allow development sequencing to respond to future market conditions, particularly with respect to AirCommerce Park West and AirCommerce Park East. Ms. Cheung also presented conceptual redevelopment options for the former terminal area, including potential cargo and maintenance, repair, and overhaul (MRO) uses, as well as associated truck access and roadway improvements. Ground access planning includes coordination with future Interstate 64 improvements and potential transit connections to support airport and AirCommerce Park development. The Commission engaged in discussion regarding development opportunities in AirCommerce Park West and East, including the impact of wetlands, potential relocation of general aviation facilities, and the importance of preserving flexibility depending on tenant needs and development timing.

Mr. Scott Denny of the Virginia Department of Aviation then addressed the Commission and outlined the Department's role in reviewing the Airport Layout Plan and providing funding support. He emphasized that all projects must be included on an approved ALP to be eligible for state and federal funding, and noted DOAV's ongoing coordination and support throughout the Master Plan development process. Mr. John Borden then provided an update on the Airport Improvement Program (AIP), reporting on recent adjustments to project scheduling and funding assumptions. This included the addition of discretionary funding for potential upcoming Taxiway Delta rehabilitation phasing that will be based on bid results and funding availability. In response to Commissioner questions, staff and the consultants addressed topics including runway alternatives, development sequencing, wetlands mitigation considerations, and potential uses of midfield areas. Chair Smith thanked Ms. Cheung and Mr. Wellman, as well as Mr. Denny and Mr. Borden, for their informative presentations to the Commission.

Partnership Reports:

Mobile Innovation Center (MIC). Mr. Morello reported that all applicants for the current round of GO Virginia Grant funding are awaiting an official announcement from the governor's office. Mr. Morello reminded the Commissioners that the MIC program is designed to span three years

and focus heavily on workforce development, as well as research and development related to beyond-visual-line-of-sight (BVLOS) operations and advanced air mobility technologies. He stated that in anticipation of a positive outcome, preliminary planning is already underway to organize a presentation for the Commission that would outline timelines and immediate next steps associated with the proposed initiative.

EVTOL Integration Pilot Program (eIPP). Mr. Morello reported that the FAA's eVTOL Integration Pilot Program (eIPP) competition has involved the airport as part of a successful multi-state proposal led by Pennsylvania's Department of Transportation. Mr. Morello reported that the Commonwealth is eager to play an active role in research, development, and policy guidance efforts associated with the program and that he is grateful that DOAV has ensured the airport's participation. He stated that key representatives would continue to engage as more details about roles and responsibilities became available. Mr. Morello reported that the program would involve collaboration among multiple public and private aviation stakeholders in Virginia and across participating states. Mr. Scott Denny added that the Commonwealth of Virginia was involved with two eIPP applications, one standalone and one multistate, and that the eIPP Multistate Collaborative has grown to 37 states and aims to harmonize national and state policy for advanced air mobility systems. Mr. Denny reported that the Collaborative focuses on integrating both small, drone-type and large, cargo and passenger aircraft, with the eIPP specifically emphasizing larger vehicles. He stated that the standalone application, developed in partnership with Virginia Tech's Smart Airspace Project, focused on creating instrument approach procedures to enable advanced aircraft to operate in all weather conditions. Mr. Denny reported that although the standalone application was not selected, the FAA expressed strong interest in the data and the project continuing with state funding. He said that the multistate effort was selected, and that Newport News/Williamsburg Airport will play a key role. In addition, planned test flights expected to begin within the next six to eight months, in coordination with FAA and industry partners such as Electra Aircraft, will include flights directly from PHF to points in Northern Virginia.

Committee Reports:

Finance & Audit Committee. Commissioner Joseph reported that the Finance and Audit Committee meeting was routine in nature. He stated that the committee discussed various revenue and expense opportunities, as well as potential financial risks. Commissioner Joseph reported that the group also considered strategies for continuing to move forward effectively.

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 the terminal roof replacement is still underway and going well.

Canopy. Mr. Borden stated that canopy work began with sanding and painting of the columns in April.

Taxiway Delta. Mr. Borden reported that the Taxiway Delta project was progressing, with demolition work and proof rolling already completed. He stated that crews were currently placing subgrade as construction continued. Mr. Borden reported that the project remains on schedule which will require shutdown of Runway 7/25 beginning May 4th and is expected to last approximately 30 to 45 days, with a maximum duration of 60 days if necessary due to unforeseen circumstances. He stated that the construction activities would occur within the safety area, requiring the closure of Runway 7/25 during that period.

General Aviation Ramp. Mr. Borden reported that the GA Ramp rehabilitation project construction is near completion and that punch list items are currently being addressed.

Capital Projects. Mr. Borden provided an update on the Airport Improvement Program (AIP) following a March 24th meeting held with the FAA, DOAV, and Talbert, Bright, & Ellington. He reported one adjustment since his presentation to PAC at its March meeting was the addition of a discretionary funding column to reflect a \$3 million allocation for the Taxiway Delta project and to anticipate potential future funding gaps. Mr. Borden stated that most projects in the first three years remain consistent with prior plans, while some were slightly shifted in terms of timing. He reported that the plan also incorporates approximately \$1 million in remaining AIG funds allocated for Taxiway Delta Phase 2 to strengthen the overall funding position and potentially allow more work to be completed if additional funds are secured. Mr. Borden stated that the project will be bid in full, but an alternative approach to split the work into phases is being considered depending on funding availability.

Executive Director Report: Mr. Morello reported that there were ongoing congressional and state legislative developments potentially affecting the airport. He stated that as of the previous day, the House of Representatives had not scheduled a vote to continue DHS funding, although TSA personnel are continuing working and recently received pay, resulting in no noticeable operational impact at the airport. Mr. Morello reported that DHS funding remains uncertain beyond the immediate term and was being monitored closely on a day-by-day basis. He reported that at the state level, the governor signed House Bill 1231, which formalizes funding formulas for airport entitlements and discretionary funding, providing greater predictability and stability for planning purposes. Mr. Morello reported that at the congressional level, the ALERT Act legislation could restrict the use of ADS-B data for collecting airport fees, which could negatively impact airport revenue streams. He stated that an alternative bill, the ROTOR Act, does not include those restrictions, and that the airport's advocacy group, ACI-NA, is pressing for reconciliation of the bills resulting in removal of that restriction.

Mr. Morello reviewed various waterline break locations and said that there is continued coordination with Newport News Waterworks on a solution for addressing concrete restoration at the most significant break that affected the airport's fire station apron. Mr. Morello reported that multiple on-site meetings were held with Waterworks representatives helping to foster a cooperative solution. He stated that Waterworks plans to remove and replace large sections of thick concrete, restore the underlayment, and complete reinforced concrete restoration. Mr. Morello reported that this valuable assistance and support by the City and Waterworks saved the airport from needing to seek state emergency funding for the restoration.

Mr. Morello reported that he and John Borden attended the Virginia Airport Operators Council Spring Conference in Staunton. He stated that the conference included panel discussions on key airport topics such as insurance, leasing strategies, and capital planning for improvements. He stated that Mr. Denny participated on a panel focused on advanced air mobility planning and the importance of staying ahead of emerging aviation trends, and that the conference also featured a presentation on an economic impact study of Virginia's airports DOAV has conducted and plans to published in full by the end of April. He said that he plans to share a link to the study with commission members once it is published.

Mr. Morello reported that Captain Tammy Morissette of the airport police force would be retiring after serving at the airport since 1993. He stated that she is the only current employee who has served at both the old terminal and the new terminal. Mr. Morello reported that her long tenure is recognized with great appreciation by staff. He said that a letter of appreciation has been prepared for signature by the Airport Commission Chair on behalf of the Commission, and would be presented to her at her retirement ceremony scheduled for May 1st.

Old Business: Chair Smith asked if there was any old business. There was none.

New Business: Chair Smith asked if there was any new business. Mr. Morello reminded the Commission of a requirement to fund certain upgrades to I.T. facilities under the GSA lease agreement related to U.S. Customs and Border Protection's use of approximately 10,000 square feet of terminal space. He noted that this is the first upgrade-related reimbursement request since the initial IT installation in 2018. He stated that the airport was at first approached with a very high-cost proposal, but the request was reduced significantly thanks to Mrs. Barbara Harris' efforts. Mr. Morello reported that the meeting package includes a resolution prepared by counsel authorizing execution of a Memorandum of Agreement (MOA) which outlines the work to be completed and includes a not-to-exceed cost of \$32,407.00. He further stated that there would be no recurring costs associated with the project and that the airport's financial responsibility would therefore be limited to the approved amount under the MOA. Mr. Seymour added that the airport is operating under a 20-year lease with Customs and Border Protection that extends through 2038. He stated that, under the terms of the lease, the airport is required to pay for the agency's

I.T. connection to its systems. He stated that the initial acquisition, cabling, and equipment costs totaled approximately \$187,000 in 2018, and that the airport currently pays approximately \$5,400 annually for network connection fees, subject to adjustment. He further stated that the airport is contractually obligated under the lease to complete the current I.T. upgrade as requested and outlined in the MOA. He stated that the airport has reviewed the applicable lease provisions and determined that there is nothing in the lease allowing the airport to terminate the agreement, nor is there any provision that places a cap on these costs. He explained that each request therefore requires negotiation with the agency and noted that the airport could receive another request in three to five years. Mr. Joseph made a motion to approve Resolution No. 27 authorizing the execution of a Memorandum of Understanding with U.S. Customs and Border Protection regarding reimbursing information technology upgrades, and Mr. Garner seconded the motion. The motion was approved by roll call vote, **3-0**.

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 Chair Smith seconded the motion. The motion was approved by roll call vote, **3-0, and the PAC entered Closed Session at 9:20am.**

Open Session: 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 Mr. Joseph seconded the motion. The motion was approved by roll call vote, **3-0, and the PAC returned to Open Session at 9:36 a.m.**

Mr. Seymour reported that there were two motions coming out of closed session for the Commission's consideration. He stated that the first motion was to ratify and approve the execution of the First Lease Amendment with Mercury Air Center Newport News, doing business as Atlantic Aviation, extending the term through July 31, 2027, and to authorize Chair Smith to execute and deliver the amendment. Mr. Garner made a motion to approve the First Lease Amendment and Mr. Joseph seconded the motion. The motion was approved by roll call vote, **3-0**.

Mr. Seymour further stated that the second motion was to approve consent for an Atlantic Aviation sublease with Impress Consulting Group, doing business as Impress Technologies, which had been reviewed by staff and discussed with the Commission. Mr. Garner made a motion to approve the sublease with Impress Consulting Group and Mr. Joseph seconded the motion. The motion was approved by roll call vote, **3-0**.

Chair Smith adjourned the meeting at 9:37 a.m.

Next Regular Meeting Date: May 21, 2026, at 8:00 a.m.

EXHIBIT A



Newport News Williamsburg Airport

Newport News/Williamsburg Airport

Airport Master Plan and Airport Layout Plan (ALP) Update

Newport News, VA

April 16, 2026

PASSERO
engineering architecture

TALBERT, BRIGHT
& ELLINGTON

Agenda (April 16, 2026)

2

- ✈ Status of Airport Master Plan
- ✈ Facility Needs Identified
- ✈ Alternatives
- ✈ Master Plan Next Steps
- ✈ DOAV/FAA Participation in the Master Plan
- ✈ Near-Term Capital Improvement Projects
- ✈ Update on Capital Improvement Project Funding
- ✈ Questions/Discussion?

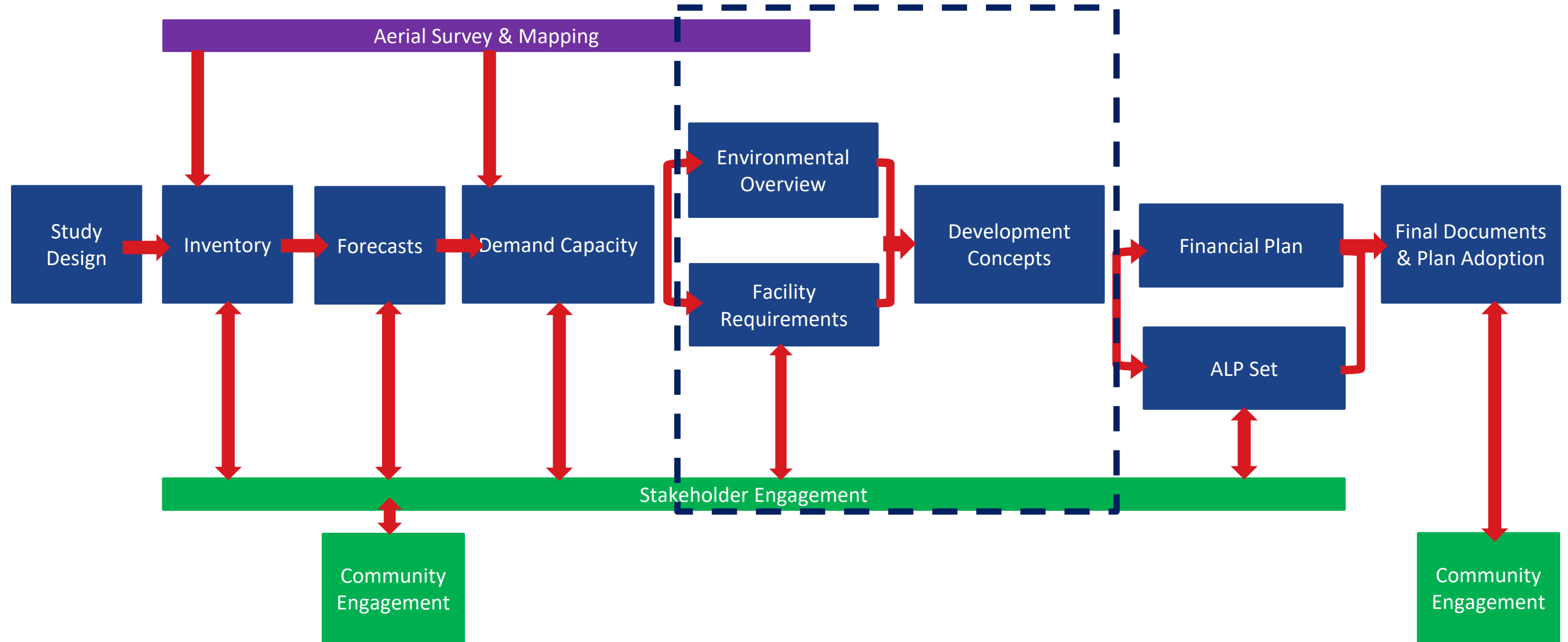
Status of Airport Master Plan

3

- ✈ Working Paper 1, including the Introduction, Inventory of Existing Conditions, and Forecast & Critical Aircraft Determination (Chapters 1–3), was submitted on 5/22/25 and approved by FAA on 7/10/25.
- ✈ Working Paper 2, including Facility Requirements, Alternatives Identification, and the Environmental Overview (Chapters 4–6), is currently being finalized. These chapters have been coordinated closely with the Technical Advisory Committee (TAC), including the DOAV and FAA to expedite their review and approval process. Comments have been received by DOAV and are currently being addressed. Anticipate revised draft delivery April 2026.
- ✈ Working Paper 3, including the Airport Layout Plan Set and Capital Improvement Program (Chapters 7–8), is currently being developed. We are coordinating with Frasca on the Capital Improvement Program chapter. We anticipate submitting Working Paper 3 by May/June 2026.

Status of Airport Master Plan

4



Facility Needs and Economic Development

5

- ✈ Capacity needs identified for Commercial Air Service, General Aviation, Airfield, and Landside Facilities
- ✈ Supports job creation tied to AirCommerce Park development
- ✈ Enhances Advanced Air Mobility (AAM), Commercial Air Service, Cargo and/or Maintenance Repair and Overhaul (MRO) development potential
- ✈ Coordinates airport improvements with local/regional Commonwealth of Virginia initiatives through flexibility of future development

Facility Needs Identified

6

✈ Facility Requirements Summary

- Remediate Airfield Hot Spot: Shorten Runway 2-20
- Runway 7-25 Extension
- eVTOL Loading and Unloading area (future technology)
- Redevelopment of Former Terminal Building
- Terminal Baggage Systems
- Ground Access Improvements
- Reuse of Surplus Lands (AirCommerce Park West and East)
- Relocate General Aviation Facilities
- Relocate Fuel Farm
- Relocate ARFF and SRE facilities
- Taxiway, Runway, Apron, Rehabilitations and Maintenance

Alternatives

7

- ✈ Alternatives: development options for the Airport to meet facility needs based on their ability to meet FAA design standards, enhance safety, improve operational efficiency, minimize environmental impacts, while balancing the PAC needs.
- ✈ Facility needs were identified in coordination with the due diligence already performed in connection with economic development initiatives, specifically the Virginia Business Ready Site Program, and marketing efforts in partnership with the City, the Economic Development Authority, Virginia Economic Development Partnership and Hampton Roads Alliance.
- ✈ This is not a traditional Master Plan. Master Plan alternatives were developed with flexibility in mind.

How Alternatives Were Developed

8

- ✈ A No-Build Alternative serves as the baseline against which all other alternatives are evaluated.
- ✈ Alternatives were developed based on identified facility needs and long-term operational requirements.
- ✈ Committee developed viable, flexible alternatives – progress projects dependent on which project advances first (e.g., AirCommerce Park West or AirCommerce Park East) to support multiple development paths.
- ✈ Criteria such as feasibility, cost, environmental considerations, and FAA compliance guided refinement.
- ✈ Stakeholder and agency coordination informed the selection of alternatives and preferred alternative. Preferred alternative selected by the committee.

Alternatives That Were Identified

9

✈ Airfield Hot Spot Mitigations

- Seven alternatives were evaluated.
- Viable alternatives:
 - Shorten the runway to around 4,000 feet
 - Further shorten the runway to support AAM
 - Close the runway.
- Preferred: Initially shorten Runway 2-20, in future, shorten the runway to support AAM



Alternatives That Were Identified

10

- ✈ Runway 7-25 Runway Extension
 - Two alternatives were evaluated.
 - Preferred: Extend Runway 7-25 to 10,000 feet.



Alternatives That Were Identified

11

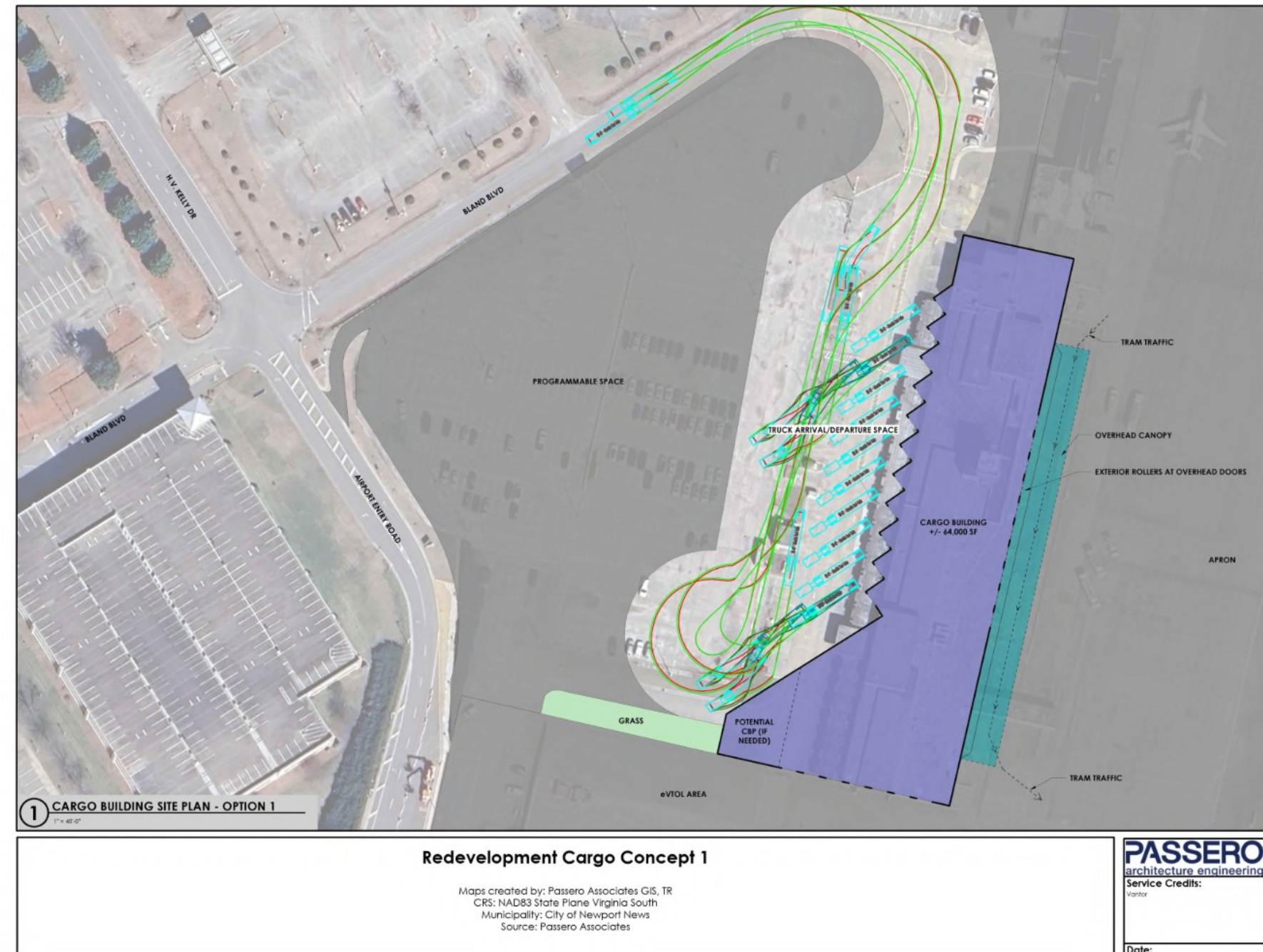
- ✈ Advanced Air Mobility/ Electric Vertical Take Off and Land (eVTOL)
 - Two alternatives were evaluated.
 - Preferred: Development to support Advanced Air Mobility and eVTOL operations.
(i.e, painting parking area, installing aircraft chargers, extending power)



Alternatives That Were Identified

12

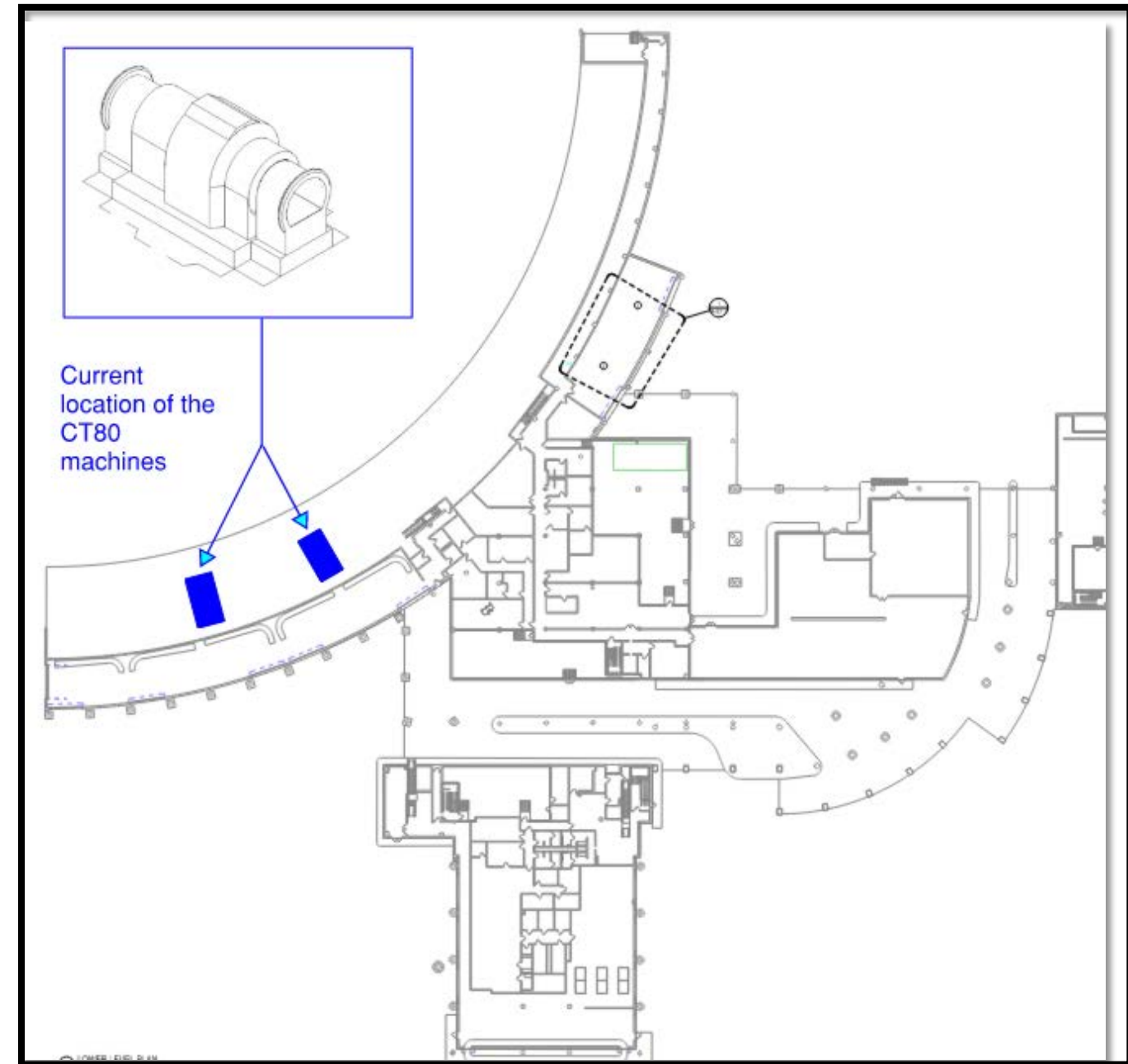
- ✈️ **Redevelopment of Former Terminal Building**
 - Three alternatives were evaluated.
 - Preferred: Redevelopment of former terminal building for future Maintenance, Repair, Overhaul (MRO) or cargo facility.



Alternatives That Were Identified

13

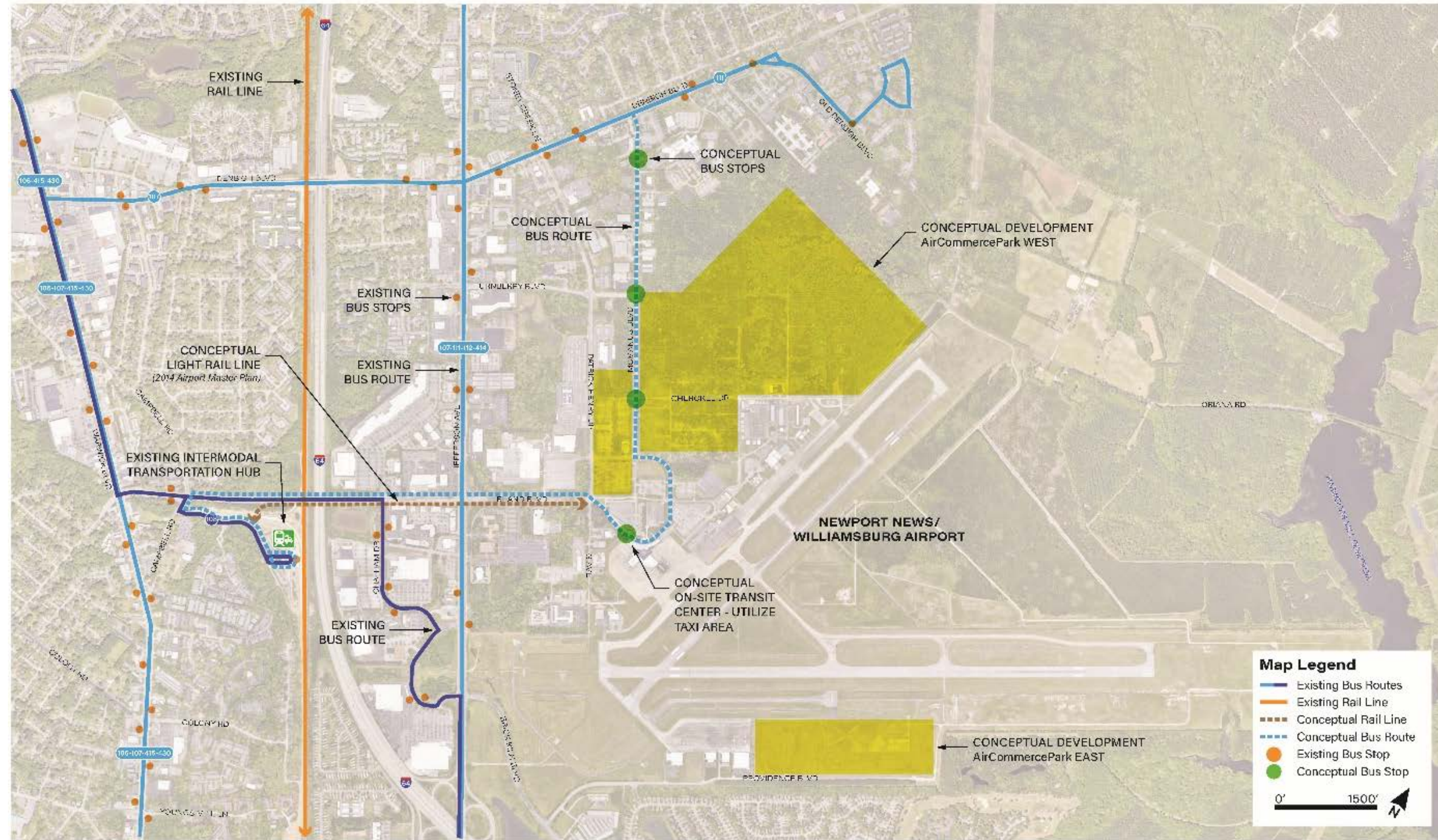
- ✈ Terminal Building: Baggage Outbound
 - Five alternatives were evaluated for improvements to outbound baggage system.
 - TSA removed one existing system last week.
 - Preferred: Maintain existing.



Alternatives That Were Identified

14

- ✈ Ground Access Plan
 - Two alternatives were evaluated.
 - Preferred: Improve surrounding ground access and multimodal connectivity by connecting to the train station, and offering bus service to the airport and along AirCommerce Park West; tie into Interstate 64



Alternatives That Were Identified

15

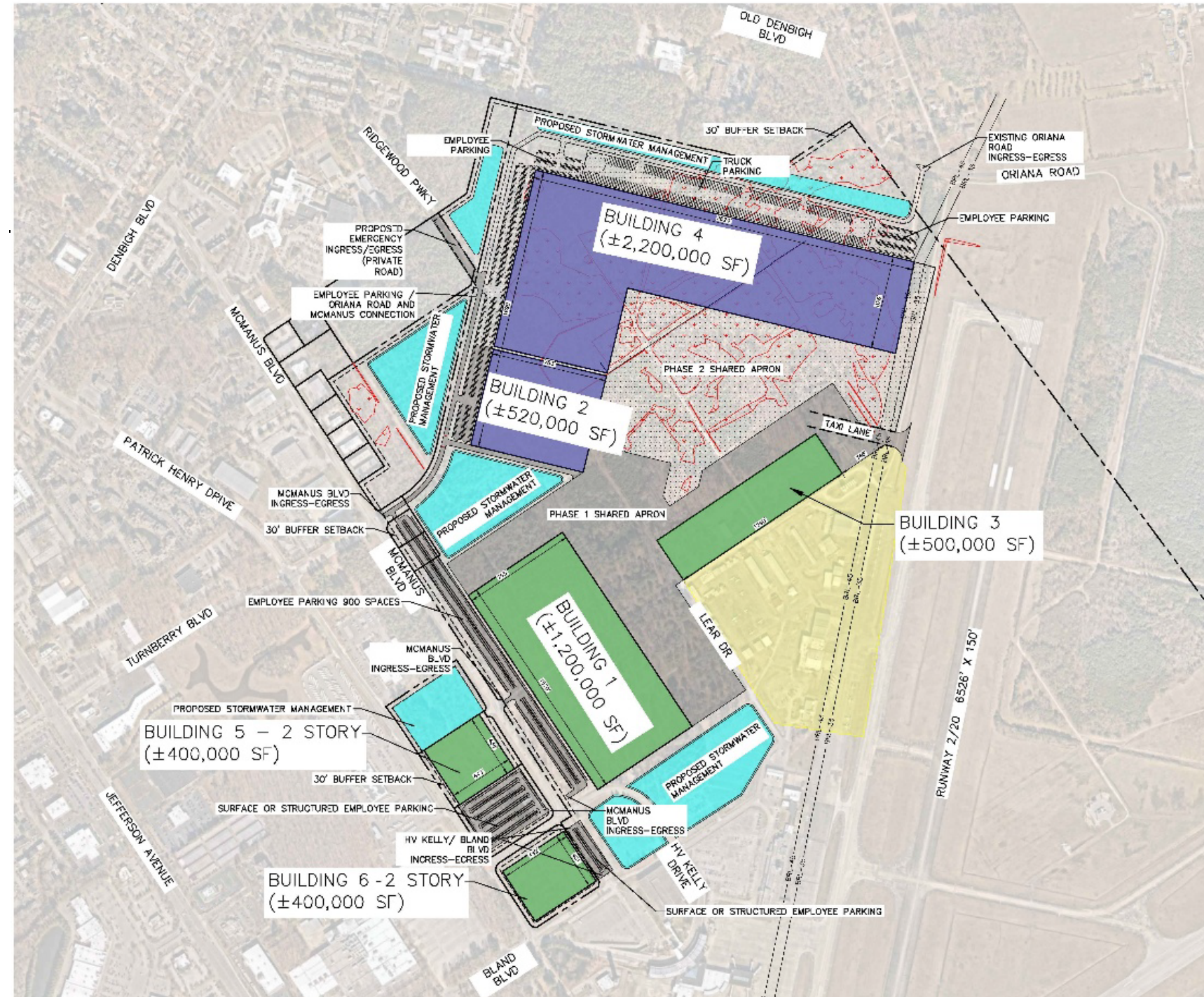
- ✈ Midfield Development
 - One alternative was developed depicting area available to support revenue generation.
 - Preferred: Provide development area clear of design surfaces.



Alternatives That Were Identified

AirCommerce Park West Development

- Two alternatives evaluated:
 - No Build
 - Build
- Preferred: Development of AirCommerce Park West.



AirCommercePark WEST
 SITE LAYOUT PLAN
 NEWPORT NEWS, VIRGINIA

NOTE: MAXIMUM BUILDING HEIGHT AND LOCATION OFFSET FROM RUNWAY SHALL COMPLY WITH REGULATORY CODES AND ORDINANCES. THE BUILDING HEIGHT SHALL BE LIMITED TO 100 FEET AND SHALL BE APPLICABLE TO ALL BUILDINGS AND SHALL BE REPRESENTED BY RED DOTTED LINES. BUILDINGS SHALL BE 10 FEET FROM THE CENTERLINE OF THE RUNWAY.

LEGEND

- STORMWATER MANAGEMENT
- IBC MIXED USE OPERATOR
- PHASE 1 - NO WFT AND IMPACTS:
- PHASE 1 - BUILDINGS
- PHASE 1 - PAVEMENT
- PHASE 2 IMPACTS - 52 ACRES OF WETLANDS:
- PHASE 2 - BUILDINGS
- PHASE 2 - PAVEMENT
- WETLANDS
- BUILDING RESTRICTION LINE (MAXIMUM HEIGHT IN FEET)

BUILDING#	SIZE(SF)	USE
1	1,200,000	MANUFACTURING/ASSEMBLY
2	520,000	OFFICE/STORAGE
3	500,000	WAREHOUSE/R&D
4	2,200,000	MANAGER SPACE ETC.
5	400,000	2-STORY OFFICE/RETRAINING
6	400,000	2-STORY OFFICE/RETRAINING

OFFICE BUILDING 5, OFFICE BUILDING 6, BUILDING 1, BUILDING 2, BUILDING 3 AND TAXI LANE DRIVE SHALL BE CONSIDERED WETLANDS IMPACTS.
 2/20 RUNWAY ELEVATION IS AT 37.3/42.1' RESPECTIVELY ACCORDING TO FAA.
 EXISTING ELEVATION ON SITE VARIES 3' - 4'.

DATE: 07/28/2025

KimleyHorn
 2025 Kimley-Horn and Associates, Inc.
 DATE: 07/28/2025

SCALE: 1" = 100'

Alternatives That Were Identified

AirCommerce Park East Development

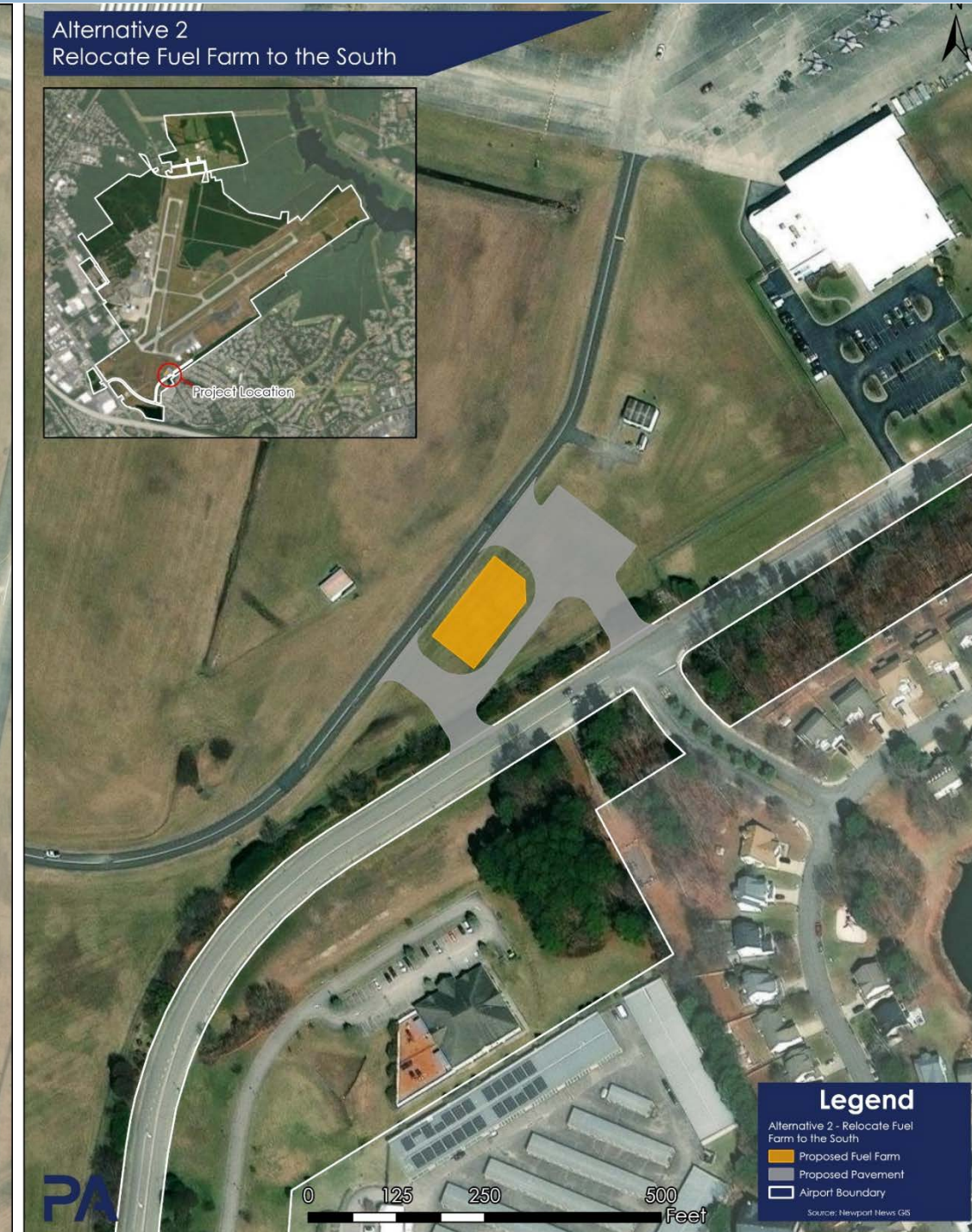
- Three alternatives evaluated.
- Flexibility with AirCommerce Park West development and relocation of general aviation T-hangars.
- Preferred: Development in AirCommerce East, with relocated T-hangars along Runway 7-25.



Alternatives That Were Identified

✈ Fueling Facilities

- Two alternatives were evaluated.
- Preferred: Relocate based on AirCommerce Park West development (flexibility).



Alternatives That Were Identified

19

- ✈ Aircraft Rescue and Firefighting (ARFF) Building & Snow Removal Equipment (SRE) Building
 - Alternatives still under review, consisting of combined two buildings and separate buildings.
 - ARFF could be relocated with demolition of former terminal building.
 - SRE building needed to protect equipment investment.



Master Plan Next Steps

20

- ✈ Identifying the Capital Improvement Projects for the next 10 years
 - Near-Term Capital Improvement Projects – next 5 years
 - Intermediate Term Capital Improvement Projects – years 6-10

- ✈ Preparation of the Airport Layout Plan Set
 - Compilation of the preferred alternatives in graphic format

- ✈ Agency Review
 - FAA and DOAV

- ✈ Community Engagement

Agency Involvement

21

FAA

- Member of the Planning Committee
- Approval of the Forecasts
- Approval of the Airport Layout Plan

DOAV

- Member of the Planning Committee
- Provide review and feedback to the FAA
- Commitment to work with the City and PAC

Near-Term Capital Improvement Projects (2026-2028)

22

✈ Fiscal Year 2026

- Rehabilitate Taxiway D, Phases 1 and 2A
- Clean/Design Environmental Development Site (AirCommerce Park West)
- Phase 2 Abatement Lead Paint – Former Terminal Building
- Purchase new fire truck

✈ Fiscal Year 2027

- Runway 2/20 Hotspot/Taxiway J Connector – Environmental/Design
- Rehabilitate Taxiway D, Phase 2B

✈ Fiscal Year 2028

- Install Jet Bridge
- Demolish Old Terminal Phase 3 and 4

Near-Term Capital Improvement Projects (2029-2030)

23

- ✈ Fiscal Year 2029
 - General Aviation Ramp Rehab Construction Phase 2 North
 - Rwy 2/20 Hot Spot/Twy J Connector - Construction

- ✈ Fiscal Year 2030
 - Taxiway J Full Parallel – Design
 - Runway 7/25 Extension Environmental/Design

Near-Term Capital Improvement Projects (2025-2026)

FEDERAL FISCAL YEAR (FY)	TOTAL COST	FAA ENTITLEMENT	DISCRETIONARY	STATE ENTITLEMENT	PFC	AIG (IIJA)	AIRPORT	NOTES
FY2025		6,939,196.00		12,000,000.00	3,169,330.00	7,308,397.00	0.00	FY 2025 Funds
GA Ramp Rehab Construction Phase 1 South	5,200,000.00			(260,000.00)		(4,940,000.00)		Construction started Nov (25) 95% IIJA/5% State
Rehabilitate Taxiway D Construction Phase 1	10,043,000.00	(6,939,196.00)		(502,150.00)		(2,368,397.00)		Construction started Feb (26) 95% AIP IIJA/ 5% State, balance \$233 257 IIJA in FY27
PFC 7 Design construct new bathrooms	1,400,000.00			(1,120,000.00)	(280,000.00)			
PFC 7 Roof Repair Main terminal	2,752,000.00			(190,000.00)	(1,687,000.00)		(875,000.00)	
Repair canopy roof	300,000.00			(120,000.00)			(180,000.00)	
Repair center roof area circulation	400,000.00			(160,000.00)			(240,000.00)	
Other EURP projects	300,000.00			(240,000.00)			(60,000.00)	
TOTAL	20,395,000.00	(6,939,196.00)		(2,592,150.00)	(1,967,000.00)	(7,308,397.00)	(1,355,000.00)	
carryover		0.00		9,407,850.00	1,202,330.00	0.00	0.00	
Additional Allocation		1,300,000.00		1,450,000.00	240,000.00	1,336,313.00		
FY 2026		1,300,000.00		10,857,850.00	1,442,330.00	1,336,313.00	0.00	
Rehabilitate Taxiway D Construction Phase 1	See notes					(233,257.00)		Remaining IIJA funds to cover taxiway Delta cost in FY25
Rehabilitate Taxiway D Construction Phase 2 A/B	5,687,427.00	(1,300,000.00)	(3,000,000.00)	(284,371.00)		(1,103,056.00)		Total funds available as bid will include both phases with alternate bid for lower amount if funds cannot cover total project.
Clean/Design enviromental development site	1,000,000.00			(800,000.00)			(200,000.00)	743 started for (old warehouse and apartment buildings)
Phase 2 abatement lead paint Old terminal	1,200,000.00			(960,000.00)			(240,000.00)	743 started for eventual demolition
purchase new fire truck	2,000,000.00			(1,600,000.00)			(400,000.00)	
Other EURP projects	300,000.00			(240,000.00)			(60,000.00)	
TOTAL	10,187,427.00	(1,300,000.00)	(3,000,000.00)	(3,884,371.00)	0.00	(1,336,313.00)	(900,000.00)	
carryover		0.00		6,973,479.00	1,442,330.00	0.00	0.00	

Near-Term Capital Improvement Projects (2027-2030)

FEDERAL FISCAL YEAR (FY)	TOTAL COST	FAA ENTITLEMENT	DISCRETIONARY	STATE ENTITLEMENT	PFC	AIG (IIJA)	AIRPORT	NOTES
Additional Allocation		1,300,000.00		1,100,000.00	240,000.00	0.00		
FY 2027		1,300,000.00		8,073,479.00	1,682,330.00	0.00	0.00	
RW 2/20 Hot Spot Decouple/Decommission/ Taxiway J Connector - Enviromental/Design	1,300,000.00	(1,170,000.00)		(130,000.00)				Project dependent on outcome of Master Plan - shorten runway 90% Fed
Rehabilitate Taxiway D Construction Phase 2B	5,000,000.00	(130,000.00)	(4,370,000.00)	(500,000.00)				This Phase dependent on intial 2026 bid on A/B and if funds available. State 10%, Federal
PFC 8 Development	40,000.00				(40,000.00)			
Other EURP projects	500,000.00			(400,000.00)			(100,000.00)	
TOTAL	6,840,000.00	(1,300,000.00)	(4,370,000.00)	(1,030,000.00)	(40,000.00)	0.00	(100,000.00)	
carryover		0.00		7,043,479.00	1,642,330.00	0.00		
Additional Allocation		1,300,000.00		1,100,000.00	240,000.00	0.00		
FY 2028		1,300,000.00		8,143,479.00	1,882,330.00	0.00	0.00	
Install Jetbridge	2,000,000.00			(800,000.00)	(1,200,000.00)			
Demolish Old Terminal Phase 3 and 4	1,000,000.00			(800,000.00)			(200,000.00)	
Other EURP projects	500,000.00			(400,000.00)			(100,000.00)	
TOTAL	3,500,000.00	0.00		(2,000,000.00)	(1,200,000.00)	0.00	(300,000.00)	
carryover		1,300,000.00		6,143,479.00	682,330.00	0.00	0.00	
Additional Allocation		1,300,000.00		1,100,000.00	240,000.00	0.00		
FY 2029		2,600,000.00		7,243,479.00	922,330.00	0.00	0.00	
GA Ramp Rehab Construction Phase 2 North	3,000,000.00	(2,600,000.00)		(400,000.00)				Dependent on Master Plan altenatives/trigger events; requires additional state entitlement ask to balance
RW 2/20 Hot Spot Decouple/Decommission/ Taxiway J Connector - Construction	5,000,000.00		(4,500,000.00)	(500,000.00)				Project dependent on outcome of Master Plan & funding
Other EURP projects	500,000.00			(400,000.00)			(100,000.00)	
TOTAL	8,500,000.00	(2,600,000.00)	(4,500,000.00)	(1,300,000.00)	0.00	0.00	(100,000.00)	
carryover		0.00		5,943,479.00	922,330.00	0.00		
Additional Allocation		1,300,000.00		1,100,000.00	240,000.00	0.00		
FY 2030		1,300,000.00		7,043,479.00	1,162,330.00	0.00	0.00	
Taxiway J Full Parallel - Design Enviromental	2,000,000.00			(1,600,000.00)			(400,000.00)	Project dependent on outcome of Master Plan Estimates only
7/25 Extention Design Enviromental	2,500,000.00			(2,000,000.00)			(500,000.00)	Project dependent on outcome of Master Plan Estimates only
Other EURP projects	500,000.00			(400,000.00)			(100,000.00)	
TOTAL	5,000,000.00	0.00		(4,000,000.00)	0.00	0.00	(1,000,000.00)	
carryover		1,300,000.00		3,043,479.00	1,162,330.00	0.00		

Questions/Discussion?



EXHIBIT B

PENINSULA AIRPORT COMMISSION

RESOLUTION NO. 27-

**AUTHORIZING THE EXECUTION OF A MEMORANDUM OF UNDERSTANDING
WITH U.S. CUSTOMS AND BORDER PROTECTION REGARDING
REIMBURSEMENT OF CERTAIN INFORMATION TECHNOLOGY UPGRADES**

WHEREAS, the Peninsula Airport Commission (the “Commission”) is a political subdivision of the Commonwealth of Virginia, created pursuant to Chapter 22 of the Acts of the General Assembly of the Commonwealth of Virginia of 1946, as amended, and owns and operates Newport News – Williamsburg International Airport (the “Airport”); and

WHEREAS, the Commission and the United States of America, acting through the U.S. Customs and Border Protection (the “Government”) are parties to that certain Lease No. HSBP-7113-L-IN0291, effective April 17, 2018, (the “Lease Agreement”); and

WHEREAS, pursuant to the Lease Agreement, the Commission has agreed to reimburse the Government for the cost of certain information technology services and equipment costs (the “IT Upgrade Costs”) in connection with the Government’s use of the leased premises; and

WHEREAS, the Airport staff and the Government have negotiated a Memorandum of Agreement (“MOA”) concerning the reimbursement of the IT Upgrade Costs, the form of which has been presented to the Commission; and

WHEREAS, the Commissioners of the Peninsula Airport Commission, after mature deliberation desire to approve the MOA and its execution and delivery on behalf of the Commission.

**NOW, THEREFORE, BE IT RESOLVED BY THE BOARD OF COMMISSIONERS
OF THE PENINSULA AIRPORT COMMISSION THAT:**

1. The entry into, execution and performance of the MOA in the form submitted the Board of Commissioners of the Peninsula Airport Commission at this meeting is hereby approved.
2. The Executive Director is hereby designated as the Commission’s authorized representative with respect to the MOA, and the Executive Director is hereby authorized and directed to execute the MOA on behalf of the Commission, together with such non-material additions, deletions, corrections, or revisions as may be approved by such officer, whose execution thereof shall constitute conclusive evidence of such approval, and to take such further actions necessary in order to fulfill the purposes of this Resolution
3. This Resolution shall take effect immediately upon its adoption.

217 E. Redwood Street
12th floor
Baltimore MD 21202



**U.S. Customs and
Border Protection**

U. S. CUSTOMS AND BORDER PROTECTION (CBP) MEMORANDUM OF AGREEMENT TO REIMBURSE CBP

This Memorandum of Agreement (“MOA”) outlines the agreement between the below named Peninsula Airport Commission (Sponsor) and CBP in regards to the sponsor’s responsibility to reimburse CBP for costs related to providing communications and information technology (IT) equipment and services required at the below named location. The legal authority for CBP to enter into and require such an agreement is found at 8 U.S.C. §§ 1223-1224, 1356(a); 19 U.S.C. §§ 1459, 1461, 1499, 1524, 1644a; 8 C.F.R. Part 234; 19 C.F.R. Part 122.

Airport Owner/Operator: Peninsula Airport Commission (Sponsor)
Location: 900 Bland Blvd
Newport News, VA 23602

PENINSULA AIRPORT COMMISSION RESPONSIBILITIES

Data and Cabling

Peninsula Airport Commission is responsible for the procurement and installation of all data cabling and electrical components required for connectivity of systems and equipment, according to CBP Office of Information Technology (OIT) provided specifications. Peninsula Airport Commission is required to provide a two-week advanced notice of all cable pulls to allow CBP to observe installation.

Reimbursement of Equipment, Initial Service, and Recurring Costs

Peninsula Airport Commission agrees to reimburse CBP for all equipment and connectivity costs, including installation, maintenance, and recurring costs, at Newport News Williamsburg International Airport located at 900 Bland Blvd Newport News, VA 23602. Current estimated equipment and initial service costs total \$32,407.00. The estimated annual recurring costs are \$00. CBP OIT’s Cost Estimate titled “OIT Reference # NWN007B-OFO-26100C” is attached.

Peninsula Airport Commission will be billed the actual costs for the equipment identified in CBP OIT’s Cost Estimate NWN007B-OFO-26100C, along with any outstanding reimbursements due from any previously executed agreement(s). Recurring out-year network circuit charges, and the cost of any necessary replacement equipment not covered under warranty, will also be billed to Peninsula Airport Commission.

Equipment Upgrades

Upgrades to CBP required equipment and connectivity may be required on a schedule determined by CBP (approximately every 3-5 years, as needed). Peninsula Airport Commission is responsible for the cost of required upgrades. CBP will provide Peninsula Airport Commission with a minimum of 180 days' advance notice of any required upgrades.

Payment Process

A copy of this signed agreement will be forwarded to the CBP National Finance Center (NFC). Upon receipt and installation of all equipment, the NFC will issue Peninsula Airport Commission a bill for the actual equipment and initial services costs not to exceed \$32,407.00, as detailed in CBP OIT Cost Estimate NWN007B-OFO-26100C. The CBP NFC will bill Peninsula Airport Commission 90 days prior to the due date for recurring out-year network and connectivity charges owed, along with any sums owed for replacement equipment not covered by manufacturer warranties.

Pursuant to 19 C.F.R. § 24.3a, any amounts due CBP under the terms of this agreement that are more than 30 days past-due will begin accruing interest charges based on U.S. Treasury borrowing rates and may ultimately be referred for collection.

Peninsula Airport Commission Accounts Payable Information

Tax Identification Number: _____
Bill To Representative: _____
Phone Number: _____
Email Address: _____
Address: _____

Equipment Ownership

CBP will retain possessory ownership of all equipment used in CBP operations until CBP vacates the premises. CBP will transfer the equipment reimbursed by Peninsula Airport Commission when CBP vacates the premises. Within two months (60-days) of installation and reimbursement, CBP OIT will deliver a list of serial numbers and/or other identification and warranty information for Peninsula Airport Commission reimbursed equipment to the point of contact listed below.

Peninsula Airport Commission Equipment Administrator: _____
Email Address: _____
Phone Number: _____
Ship to Address: _____

U.S. CUSTOMS AND BORDER PROTECTION (CBP) RESPONSIBILITIES

Equipment Connectivity and Maintenance

CBP OIT will be responsible for ordering and installing required circuit, data equipment, and connection(s) from Newport News Williamsburg Airport to the CBP National Data Center. CBP

is also responsible for imaging, maintaining, and controlling all equipment listed in the attached CBP OIT Cost Estimate NWN007B-OFO-26100C. Peninsula Airport Commission will incur no CBP OIT charged service fees for any equipment maintenance/repair/replacement covered by CBP procured equipment warranties.

Data Ownership

All data entered and/or stored in any manner on the equipment covered by this MOA shall belong to the United States and is confidential and protected information. It is CBP’s responsibility to properly remove data before possession of any equipment is transferred to Peninsula Airport Commission. In the event data inadvertently remains on any equipment after transfer, Peninsula Airport Commission shall keep the information confidential and immediately notify CBP so that CBP can remove the data.

AUTHORIZATION

Authorized Representative

The signatory to this MOA represents and warrants that he or she is a duly authorized representative of Peninsula Airport Commission, with full power and authority to enter into this MOA and to bind Peninsula Airport Commission with regard to all matters relating to this agreement.

Agreement to these terms is attested by the signatures below.

_____	_____	_____
Name	Email Address	Date
Title		

_____	_____	_____
Matthew S. Brothers	Email Address	Date
(A) Assistant Director Mission Support		
Office of Field Operations, Baltimore Field Office		
U.S. Customs and Border Protection		

FINANCIALS

Peninsula Airport Commission

Operating Income Statement results analysis – April 2026

Revenue:

Airline Fees Revenue improved over recent prior months and April revenue exceeded its budgeted allocation. Passenger counts were down only 11% compared to the same month last year. This is better than expected given the 20% reduction in number of seats available related to the loss of a flight to and from Charlotte each day for the last 12 months.

Rental car revenues for April continue the recent trend of month over month improvement. This revenue source does have a historical tendency to go up in the month of April but came in slightly below the monthly budget. Even though the year-to-date revenue is below budget it is above expectation relative to the reduced passenger flights.

Parking lot revenues were maintained and exceeded last year's same month's 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. The month of April was down slightly from March due to there being five Friday deposits in March and only four in April. Fridays typically have the highest day of the week parking revenue collections.

Restaurant revenue did go down slightly in April, but only \$100 less than budgeted for the month.

Property Rental revenues declined slightly due mainly to withdrawal of Hangar 3 from the rent roll.

Fixed Based Operator revenues were down slightly due to a reduction in jet fuel gallons sold.

Expenses:

Labor costs are under budget consistent with unfilled approved positions.

Marketing & Advertising is slightly above budget due to the timing of purchases. This budget category will finish below budget for the fiscal year.

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 shows a temporary monthly lull in the timing of receipt of parts. This category is still expected to be above budget by the end of the fiscal year as deferred maintenance items are identified and dealt with.

Utilities were lower compared to March consistent with milder average temperatures.

Balance Sheet:

Unrestricted cash decrease is comprised of: net operating loss for the month, Fixed Assets local share expenditures, an uncollected FAA reimbursement by April's end, and offset by an increase in current liabilities.

PENINSULA AIRPORT COMMISSION
APR 2026
OPERATING INCOME STATEMENT

DESCRIPTION	APR 2026 ACTUAL	APR 2026 BUDGET		YTD ACTUAL	YTD BUDGET		ANNUAL BUDGET	
REVENUE								
Airline Fees	33,034	30,996	106.6%	334,325	402,438	83.1%	472,226	70.8%
Fixed Based Operators	53,360	54,298	98.3%	531,390	549,065	96.8%	665,261	79.9%
Property Rental	98,450	108,284	90.9%	1,012,322	1,023,960	98.9%	1,224,736	82.7%
Rental Cars	151,941	155,994	97.4%	1,505,898	1,573,587	95.7%	1,952,615	77.1%
Parking Lot	65,776	65,129	101.0%	550,700	671,250	82.0%	790,151	69.7%
Restaurant Income	21,375	21,475	99.5%	203,912	212,324	96.0%	250,279	81.5%
TOTAL REVENUE	423,936	436,176	97.2%	4,138,547	4,432,624	93.4%	5,355,268	77.3%
EXPENSES								
Labor and Benefits	367,287	395,302	92.9%	3,637,288	4,063,259	89.5%	4,819,710	75.5%
Marketing & Advertising	8,064	7,532	107.1%	91,247	112,649	81.0%	126,984	71.9%
Office & Administration	69,592	49,870	139.5%	809,214	773,266	104.6%	901,557	89.8%
Utilities	54,260	64,017	84.8%	685,142	759,070	90.3%	947,539	72.3%
Repairs & Maintenance	73,085	82,797	88.3%	675,479	682,884	98.9%	818,236	82.6%
Restaurant Expense	23,545	19,183	122.7%	237,949	223,341	106.5%	269,597	88.3%
Bond Debt	55,100	55,100	100.0%	551,002	551,000	100.0%	661,200	83.3%
TOTAL OPERATING EXPENDITURES	650,933	673,801	96.6%	6,687,321	7,165,469	93.3%	8,544,823	78.3%
NET INCOME	(226,997)	(237,625)	95.5%	(2,548,774)	(2,732,845)	93.3%	(3,189,555)	79.9%
OTHER ITEMS								
Sale of Land/Fixed Assets	1,157	-		23,042	-		-	
NET AFTER OTHER	(225,840)	(237,625)		(2,525,732)	(2,732,845)		(3,189,555)	

BALANCE SHEET

	Change Current mo	Prior mo	Change Current YTD	PY End	YTD End
Cash - Unrestricted	(248,026)	1,517,977	(177,789)	1,447,740	1,269,951
Cash - Restricted	(3,332)	14,100,508	(927,899)	15,025,075	14,097,176
Accounts Receivable	(3,157)	139,199	(12,770)	148,812	136,042
Other Current Assets	21,885	453,411	(192,913)	668,209	475,296
Fixed Assets (Net of Depreciation)	104,781	61,730,478	691,161	61,144,098	61,835,259
TOTAL ASSETS	(127,849)	77,941,573	(620,210)	78,433,934	77,813,724
Current Liabilities	98,821	1,257,726	(163,114)	1,519,661	1,356,547
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	98,821	9,940,550	(163,114)	10,202,485	10,039,371
Net Capital Beginning	-	68,231,449	-	68,231,449	68,231,449
Capital Contributions	(3,610)	(924,980)	(928,591)	-	(928,591)
Expense Subsidy (including interest)	2,783	2,994,444	2,997,227	-	2,997,227
YTD Earnings Current Year	(225,843)	(2,299,890)	(2,525,732)	-	(2,525,732)
TOTAL LIABILITIES AND CAPITAL	(127,849)	77,941,573	(620,210)	78,433,934	77,813,724

AIR SERVICE REPORT

Newport News
Williamsburg Intl Airport

Monthly Air Service Report Summary
April 2026

* Load factors:	American Airlines:	75.0%
	Charters / Diversions:	55.88%
* Flight Operations (landings & take-offs):		5,443

	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	9,082	10,256	-11%	5,443	4,843	12%
MAY						
JUN						
Totals	93,510	121,386	Avg. -22%	40,707	39,023	Avg. +6%

RESOLUTION

PENINSULA AIRPORT COMMISSION

**RESOLUTION APPROVING AIRPORT INFRASTRUCTURE GRANT FOR
RECONSTRUCTION OF TAXIWAY D –
GRANT NO. 3-51-0035-064-2026**

May 21, 2026

WHEREAS, the Peninsula Airport Commission (the “Commission”) is a political subdivision of the Commonwealth of Virginia, created pursuant to Chapter 22 of the Acts of the General Assembly of the Commonwealth of Virginia of 1946, as amended, and owns and operates Newport News – Williamsburg International Airport (the “Airport”);

WHEREAS, the Commission is authorized to receive certain grants from the Federal Aviation Administration (the “FAA”) from time to time for planning and/or improvements to the Airport and has received a grant offer (the “Grant”) from the FAA in the amount of \$233,257 as additional grant funds in connection with the reconstruction of Taxiway D (the “Taxiway D Project”);

WHEREAS, the Commission has received from the Commonwealth Aviation Fund, entitlement authorizations in the amount of \$502,150 in connection with the Taxiway D Project, in each case to be used as matching funds for the Grant; and

WHEREAS, the Commission desires to approve and accept the Grant and the VDOA Funds and to authorize the Executive Director of the Commission to execute the associated grant agreements with respect to the Grant;

NOW, THEREFORE, BE IT RESOLVED BY THE BOARD OF COMMISSIONERS OF THE PENINSULA AIRPORT COMMISSION THAT:

1. The prior application for the Grant and all actions taken in connection therewith are hereby ratified, authorized and approved.
2. The Commission hereby accepts and approves the Grant, and affirms to the FAA the Commission’s intent to comply with all of the assurances set forth in the grant agreement and all laws, regulations, and circulars with respect thereto.
3. The Executive Director of the Commission is hereby designated as the Commission’s authorized representative with respect to the Grant and the associated grant agreement, which are hereby approved, and the Executive Director is hereby authorized and directed to execute and deliver the grant agreements to the FAA, and to take all actions necessary in order to accept and apply the Grant to fulfill its purposes and the purposes of this Resolution.
4. The Commission hereby accepts the VDOA Funds as matching funding for the Taxiway D Project and affirms to the Virginia Department of Aviation, the

Commission's intent to comply with all of the assurances set forth in any funding agreement and all laws, regulations, and circulars with respect thereto.

5. This Resolution shall take effect immediately.