

Peninsula Airport Commission Board of Commissioners Meeting Packet

Lindsey Carney Smith, Chair
Chris Morello, Executive Director

Thursday, July 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: July 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 – May 21, 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)
- eIPP

8) Committee Reports

- Finance & Audit Committee
- Facilities Committee

9) Executive Director Report

10) Old Business

11) New Business

- Electronic Participation Policy

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

May 21, 2026 – Regular Meeting

Commissioners in Attendance:

Chair, Lindsey Carney Smith
Assistant Secretary, John Lawson
Treasurer, Jay Joseph
Assistant Treasurer, McKinley Price, DDS

Staff Members in Attendance:

Executive Director, Chris Morello
Director of Operations, Rob Gay
Executive Assistant, Jenna Coyle
Director of Finance, Mark Adams

Public Officials Present:

Rob Coleman, Newport News City Council
Ralph “Bo” Clayton, Deputy City Manager, City of Newport News
Florence Kingston, Director of Development, City of Newport News

Counsel for the Commission:

L. Scott Seymour

Public Attendees:

David Hause, Kiln Creek HOA
Mark Lee, Atlantic Aviation
Dave Dober, ATAC
Dan Wolfe, USI
Chuck Wittges, USI
Julie Young, eAviation & Drone Academy
Kent Lewis, Hampton University
Christopher Walton, Hampton University

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

Approval of Minutes from April 16, 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, **4-0**.

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

Special Reports: Mr. Morello stated that the Phase One due diligence work for the Virginia Business Ready Sites Program (VBRSP) has been completed, including the studies required to support certification applications for AirCommerce Park East and West to achieve Tier 4 status, and that the Economic Development Authority (EDA) staff are finalizing the certification application materials. He reported that the project is now moving into a Phase Two VBRSP application stage, with proposed grant-funded opportunities for physical site improvements rather than Phase One's site characterization focus. Proposed activities include improving the site's appearance, developing building plans, completing permitting activities in advance as well as other improvements to increase the site's marketability. Mr. Morello reported that VEDP in Phase Two, if awarded, will continue the state's 75% reimbursement match to 25% local expenditures and that a pre-application has been submitted to the Virginia Economic Development Partnership (VEDP). He stated that the full application is due on June 5th, and we anticipate working with VEDP on refinements to strengthen the submission. Mr. Morello reported that as with Phase One, the Economic Development Authority will serve as the applicant and administrator for the grant. Ms. Kingston stated that the City is partnering with the Economic Development Authority (EDA) by committing a local match of \$500,000 to support a \$1.5 million grant application, representing a significant investment in the project totaling \$2 million.

Ms. Kingston stated that the proposed improvements are intended to better position the site for business recruitment by enabling projects to move from concept to construction more quickly. She reported that planned activities include advancing from preliminary jurisdictional wetlands determinations to obtaining actual mitigation and impact permits, as well as completing the design, site preparation, and preliminary approvals for a 250,000-square-foot building at ACP East, and that these efforts will demonstrate to prospective businesses that key site development requirements such as stormwater management and permitting have already been addressed. She stated that the project also includes developing traffic signalization plans to support future growth and improve readiness as development occurs. Ms. Kingston stated that the EDA staff and EDA partners will continue to advance the project and emphasized that these investments will generate new economic opportunities and revenue for the community.

Chair Smith stated that, as a point of clarification regarding the Phase One, the only remaining submission requirement is the final narrative wrap-up. She reported that all other grant deliverables have been fully completed and submitted and that the remaining task is for Kimley-Horn is to finalize and polish the executive summary to accompany the extensive reports that have already been submitted. Chair Smith stated that feedback from numerous prospective businesses serve as the primary impetus for pursuing the second round of grant funding.

Master Plan Update:

Mr. Morello reported that the team is currently reviewing revised sections of the Airport Master Plan related to Runway 2/20 alternatives, incorporating new input and guidance from the Federal Aviation Administration (FAA) and the Virginia Department of Aviation (DOAV). He stated that additional information, including updates related to the MIC, is also being incorporated into the Advanced Air Mobility section, as well as several other facility-related revisions. He stated that Passero is completing the draft fiscal analysis associated with the various alternatives previously presented to the Commission. He expressed continued gratitude for the FAA's and the DOAV's

participation on the technical committee which remains a vital part of the planning process. Chair Smith stated that the team reconfirmed during its most recent meeting that the master plan is progressing according to schedule and that the FAA has expressed no concerns regarding the project's ability to meet the established grant deadlines.

Partnership Reports:

Mobile Innovation Center (MIC). (Exhibit A) Ms. Kingston began her report to the Commission by stating that the Go Virginia Board approved the Mobility Innovation Center (MIC) project on March 24th, followed by the Governor's announcement on April 17th and the EDA's authorization of the subgrant agreement on May 1st. She reported that the project team is coordinating with the Department of Housing and Community Development (DHCH) and the Hampton Roads Executive Roundtable to finalize the grant agreement, after which full implementation activities can begin. She reminded the Commission that the MIC initiative originated from a Go Virginia planning grant that funded the development and evaluation of the MIC project concept through a regional partnership led by the Hampton Roads Alliance. Ms. Kingston stated that for this new implementation grant, the EDA was designated as the subgrantee, under the Executive Roundtable as the grantee, and is responsible for administering the implementation grant. Ms. Kingston stated that the vision of the MIC is to establish Hampton Roads as a national hub for crewed and uncrewed advanced air mobility systems and the future of traditional aviation operations. She reported that although the region has a strong aerospace and aviation workforce, growing military aviation activity, expanding unmanned aircraft system (UAS) applications, and a robust educational pipeline, it currently lacks critical infrastructure for beyond-visual-line-of-sight (BVLOS) operations, counter-UAS testing, and shared-use operational assets needed for training, validation, and regulatory readiness. She explained that the MIC is designed to address these infrastructure gaps by developing scalable workforce training programs and operational capabilities. Ms. Kingston stated that the project supports the airport's revenue diversification strategy, will align with the Airport Master Plan and AirCommerce Park strategy, strengthens workforce development and STEM initiatives, and advances regional economic development objectives over the three-year grant period. She also reported that the DOAV fully supports the project because MIC is aligned with its AAM strategy. Ms. Kingston explained that the implementation grant is supported by a broad coalition of public, private, educational, and university partners, along with strong letters of support from federal, military, state, regional, local, and private organizations. Measurable workforce development and economic impact goals are built into the project, focusing on preparing a skilled workforce to support future advanced air mobility industries while establishing long-term sustainability.

Next, Mr. Dan Wolfe of Universal Solutions International (USI), introduced himself, Mr. Wittges, and Ms. Young, and began his report by pointing out that the MIC is intended to fill a critical infrastructure gap by providing a shared-use environment for workforce training, testing, demonstrations, and industry collaboration. Mr. Wolfe stated that regulatory developments by the Federal Aviation Administration (FAA), including Remote ID requirements and the anticipated Part 108 regulations governing beyond visual line of sight (BVLOS) operations, are expected to significantly accelerate industry growth and demand for trained personnel and operational infrastructure, positioning the region to capitalize on future opportunities. He explained that the MIC will leverage the current radio-controlled aircraft field and the airport's runways to support

operations ranging from small uncrewed aircraft to larger advanced air mobility vehicles, both crewed and uncrewed. He stated that the initiative is intended to attract new aviation industries and diversify airport revenue through advanced aviation activities while complementing, rather than replacing, existing commercial and general aviation operations.

Mr. Wolfe explained that the proposed operational area will include a managed airspace corridor extending from the airport through a portion of Newport News Park and to the radio-control field, supported by surveillance technology to safely conduct long-distance uncrewed aircraft operations. He stated that the location also provides access to military and research facilities, enhancing opportunities for collaboration with federal and defense partners. The first phase establishes the necessary infrastructure, FAA validation, and begins operational demonstrations involving educational institutions, industry partners, public safety agencies, and advanced air mobility companies. Mr. Wolfe emphasized that the grant-funded, three-year implementation period represents only the first phase of a long-term initiative designed to establish a sustainable regional asset.

Ms. Julie Young reported that she is the co-founder of eAviation and Drone Academy, which was established in January 2024 to support aviation education, workforce development, and sustainability by preparing students of all ages and professionals for careers in the rapidly growing advanced aviation industry. Ms. Young described workforce development programs she has helped create and will serve the MIC through existing partnerships including New Horizons Regional Education Center, which offers certificate programs for 11th and 12th grade students and current professionals. She also described certificate programs offered through Virginia Peninsula Community College to students before graduating from high school and who may immediately enter the workforce or continue their education through transferable college credits. She stated that Hampton University and Old Dominion University and Christopher Newport University each offer complementary uncrewed systems programs that provide multiple educational pathways. Ms. Young stated that the MIC will provide a critical resource for advanced workforce training by offering capabilities that currently do not exist in the region, including beyond-visual-line-of-sight (BVLOS) flight operations and counter-unmanned aircraft systems (counter-UAS) training.

Chair Smith thanked all presenters for their information and efforts in helping establish the MIC.

eVTOL Integration Pilot Program (eIPP). Mr. Morello reported that he recently received communication from DOAV indicating that the FAA's eIPP coordinator for the multi-state effort led by the Pennsylvania Department of Transportation would be organizing a meeting with him and the Airport Traffic Control Tower for the following week. He said this represents the first step in understanding what participation in the eIPP will mean for the airport and the Hampton Roads region and reflects continued progress in advancing the airport's role in helping with R&D and policy development for the nation. Mr. Morello reported that he will provide the Commission with additional updates at a future meeting as discussions with the FAA continue and the program evolves.

Committee Reports:

Finance & Audit Committee. Commissioner Joseph stated that the Finance and Audit Committee did not meet; therefore, there was no committee report to present. He reported that the financial reports were included in the Commissioners' meeting packets for their review. Mr. Joseph stated that Commissioners with questions regarding the financial reports may follow up with the Finance Committee.

Facilities Committee.

Terminal Roof Replacement. Mr. Morello reported that rehabilitation work continues on the airport's three roof segments, and that the main roof rehabilitation is approximately 98% complete with only minor finishing and touch-up work remaining. He stated that the center circulation roof section is also approximately 98% complete. Mr. Morello also reported that visible progress has been made on the front entrance canopy rehabilitation, including refurbishment and painting of the structural metal components supporting the canopy and a start on demolition work. He stated that the upcoming project meetings will provide an updated schedule for substantial completion associated with each rehabilitation component.

Taxiway Delta. Mr. Morello reported that the final layer of base course is currently being placed and compacted at Taxiway Delta with initial concrete pouring scheduled to begin on May 28th. He stated that the runway has been closed since May 4th to complete work directly connected to its north end and that the project remains on schedule, so barring any unforeseen issues the maximum anticipated runway closure period is expected to be approximately 60 days.

Bathroom. Mr. Morello stated that the restroom project permitting process is currently under review, including comments received from the City related primarily to water fountain placement and ADA compliance requirements.

Jetbridge. Mr. Morello reported that the jet bridge project has experienced manufacturing delays and that this the primary reason the project start date being pushed to approximately January 2027.

Executive Director Report: Mr. Morello reported and expressed his appreciation for City Council's adoption of its Fiscal Year 2027 operating budget on May 12th which allocates \$3.1 million in operating support. Mr. Morello also informed the Commission that the DOAV has delayed release of the technical report component of its statewide economic impact study, which will include details about the airport's contribution to the regional economy. Mr. Morello reminded the Commissioners of executive summary data he has previously provided indicating the airport's economic impact is approximately \$268 million annually based on 2024 data. He stated that the technical report is still expected to be released this spring, and that he will distribute a link to the Commissioners and staff for review when it becomes available.

Mr. Morello reported that due to the closure of Runway 7/25, American Airlines has been required to cap outgoing flights at 42 passengers due to Runway 2/20's shorter length. He stated that he has been monitoring ticket sales and observed that load factors have generally remained strong, with the first two daily departures often reaching full capacity and the third flight also

performing well. Mr. Morello reported that the fourth daily flight, which typically departs around 8:00 p.m., has historically been the weakest but is now showing stronger performance during the runway closure period. He also said that inbound flights from Charlotte are continuing to operate at full capacity of 50 passengers because fuel burn inbound reduces landing weight on arrival. He stated that staff will monitor and try to assess impact in terms of actual revenues versus budgeted.

Mr. Morello expressed appreciation that City of Newport News Waterworks provided significant assistance in addressing concrete repairs after burst pipe damage. He stated that Waterworks directed its concrete contractor to complete expensive reinforced concrete work involving two 400-foot sections at the fire station apron, and that these new sections are stronger than the originals. He stated that this restores safe operating conditions for maneuvering heavy ARFF rescue units weighing approximately 90,000 pounds.

Mr. Morello stated that the airport is currently interviewing strong university candidates for two summer internship positions lasting approximately 12 weeks. He stated that the positions have been advertised through aviation program partners, including universities and community colleges. He stated that the internships are paid positions partially funded by Virginia Space Grant Consortium grants of \$5,000 for each position. He stated that the airport is grateful for this assistance and considers the partnership an important resource for strengthening its internship program.

Mr. Morello reported that the monthly Air Service Report Summary is included in the Commissioners' agenda packets as usual. Mr. Morello explained that overall operations in April, including general aviation, charter activity, and non-commercial air service, increased by approximately 12% compared to the previous year. He stated that this growth continues a trend observed throughout the fiscal year.

Old Business: Chair Smith Chair Smith reported that the Taxiway Delta Phase One reconstruction grant agreement (Exhibit B) is included in the Board packet for Commission review and consideration. She stated that the resolution before the Commission authorizes acceptance and approval of the final portion of federal grant funding for the Phase One Taxiway Delta rehabilitation program, which is currently underway and nearing completion. She stated that the project was structured in three phases due to the use of different FAA funding sources, with the overall program totaling just over \$10 million. She said that the Virginia Aviation Board has provided support covering the local matching share of approximately \$502,000, thereby eliminating the need for a local 5 percent match, and that the FAA funding associated with this action totals \$233,257 as the final allocation for Phase One of the rehabilitation program. She asked that the Commission approve the resolution authorizing acceptance of Airport Infrastructure Grant funds for Taxiway Delta reconstruction (Grant No. 3-51-0064-2026) and affirming compliance with all FAA grant assurances and applicable federal requirements. Dr. Price made a motion to approve the grant agreement and Mr. Lawson seconded the motion. The motion was approved by roll call vote, **4-0**.

New Business: Mr. Morello reported that a hosting agreement and a resolution (Exhibit C) are before the Commission for consideration regarding a proposed community event at the airport in

September. He stated that the airport has been approached by Lux Events, LLC to host the Ninth Annual Great Food Truck Festival on September 19th from 11:00 a.m. to 6:00 p.m. on airport property. Mr. Morello explained that the event is proposed to be located on the gravel and grassy area along H.V. Kelly Drive, with primary parking in the adjacent economy lot, a portion of the Patrick Henry Drive cell phone lot, and potential overflow parking supported by nearby partner facilities to be arranged by Lux Events. He said that the agreement calls for shuttle operations and parking management to be handled solely by the event organizer. Approximately 30 food trucks, additional vendors, and entertainment are planned, and that this represents a good community engagement opportunity for the airport. Mr. Morello reported that airport staff will participate on-site with informational outreach and that he would be present to engage with attendees regarding economic development initiatives. Mr. Morello reported that the promoter will provide event staffing, including private security, waste management services, and all post-event cleanup responsibilities and the airport would receive a \$2,500 flat hosting fee. Importantly, the agreement includes standard insurance coverage and indemnification provisions reviewed and strengthened by PAC legal counsel. He stated that the promoter anticipates attendance of approximately 2,000 to 3,000 attendees cycling through the event over the course of the day. Dr. Price made a motion to approve the event agreement and Mr. Lawson seconded the motion. The motion was approved by roll call vote, **4-0**.

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.

Dr. Price made a motion to enter into Closed Session and Mr. Lawson seconded the motion. The motion was approved by roll call vote, **4-0, and the PAC entered Closed Session at 9:15am.**

Open Session: Chair Smith asked Mr. Seymour to read the required certification statement to return to Open Session.

Mr. Joseph made a motion to return to Open Session and Dr. Price seconded the motion. The motion was approved by roll call vote, **3-0, and the PAC returned to Open Session at 9:42 a.m.**

Chair Smith adjourned the meeting at 9:42 a.m.

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

EXHIBIT A

**GO Virginia Region 5 Per Capita Implementation
Grant Award**

Hampton Roads Mobility Innovation Center (MIC)

Presentation to the Peninsula Airport Commission - May 21, 2026



Vision

Establish Hampton Roads as a national hub for next-generation aviation, where crewed & uncrewed systems, advanced air mobility, and traditional aviation seamlessly converge.

Centered at the Mobility Innovation Center (MIC) at Newport News–Williamsburg Airport (PHF), this initiative will drive innovation, workforce development, and real-world integration, positioning the region at the forefront of America's future mobility revolution.



Traditional Crewed Operations
Newport News/Williamsburg
International Airport

UAS Operations
Newport News Park
Radio Control Center
(NNPRCC)

Overarching Objectives

- MIC reinforces PHF revenue diversification strategy
- MIC aligns with PHF Master Plan & AirCommerce Park
- MIC strengthens our workforce development STEM goals
- Project Goals (next slide) will be met over the next 3 years working together with all applicant partners and stakeholders, plus new ones gained from public, academic & private sectors.



Project Goals

Establishing Virginia's Operational Hub for UAS, C-UAS, AAM & eAviation

- **Establish an UAS & AAM Regional Innovation Hub**
Launch the Hampton Roads MIC as a central node for development, integration, and hands-on training in crewed and uncrewed systems
- **Strengthen Regional Collaboration**
Unite public, private, academic, and regional defense partners to create a scalable, cross-sector innovation ecosystem rooted in real-world applications and public benefit
- **Build a Resilient, Future-Ready Workforce**
Implement the HRWC Talent Pathways Report by delivering stackable credentials, FAA-aligned certifications, and direct placement into high-wage roles in aviation, autonomy, and systems technology
- **Accelerate Economic Diversification**
Position the region at the forefront of high-growth sectors—Advanced Air Mobility (AAM), UAS, C-UAS, and cybersecurity-enabled UAS—driving new jobs, new capital investment, and new development opportunities



Public & Private Partners

Private Leverage Partners / Contractors

- ANRA Technologies
- AURA Network Systems
- Censys Technologies
- eAviation & Drone Academy
- NX Aviation
- Thales USA, Inc.
- USI, Inc.

Public Leverage Partners

- NN Economic Development Authority / City of Newport News
- Peninsula Airport Commission
- City of Hampton
- Hampton Roads Alliance

University Partners / Additional Leverage

- Christopher Newport University
- Old Dominion University

Letters of Support

- Congressman Robert J. Wittman
- NASA Langley Research Center
- Virginia Department of Aviation
- Department of Army
- Virginia Institute of Space Flight & Autonomy
- Hampton Roads Workforce Council
- Hampton University
- New Horizons Regional Education Centers
- Electra AERO
- Future Flight Global
- Drone Sheild
- Drone Up

Other Potential Partners

- Hampton University
- Virginia Peninsula Community College
- Denbigh Aviation Academy

Partner Leverage



VIRGINIA INITIATIVE FOR
**GROWTH &
OPPORTUNITY**
IN EACH REGION

Project Budget:

Type of Funds	Totals
GO Virginia Request	\$ 3,061,400
Matching Funds	\$ 1,580,988
Local Match	\$ 336,428
Additional Leverage	\$ 218,000
Total Project Budget	\$ 4,860,388

Private & Educ. Leverage Partners– all in kind

- Private partners' salaries: \$343,131
- Marketing & Outreach – private partners: \$141,900
- Planning & Assessments – private & educational partners: \$84,700
- Equipment Donations/Usage – private partners: \$129,529
- Telecommunications Infrastructure – private partner: \$60,300
- Hardware/software - private partner: \$75,000
- Market and Feasibility studies – private partners: \$400,000

Public Leverage Partners

- Grant Administration / Reporting / Marketing – NN EDA / City of Newport News (*in-kind*): \$106,500
- Marketing & Outreach: \$10,000
- Administration Support – City of Hampton (*in-kind*): \$44,928
- Facilities & Expertise – Peninsula Airport Commission(*in-kind*): \$175,000
- Marketing & Outreach – Hampton Roads Alliance (*in-kind*): \$10,000

Timeline & Milestones

Year 1

- Equipment & technology ecosystem deployment
- FAA-aligned operational activation for civil & military activity
- Workforce certificate(s) delivery launch

Year 2

- Full BVLOS & cUAS training operations
- Internship placements
- Academic course integration

Year 3

- Basic & Applied research scaling
- Industry innovation & demonstration activity
- Expanded institutional adoption

Anticipated Outcomes & Long-Term Sustainability

GO Virginia Core Grant Outcomes:

- 800 people trained
- 460 advanced, stackable, credentials awarded (230 annually)
- 4+ new Internship placements (2+ annually)
- 4 net-new workforce programs enabled by MIC infrastructure

Economic Impact (ROI):

- 365 jobs by Year 3
- 690 jobs by Year 5
- 1,244 jobs by 2035

Long-Term Sustainability:

- Fee-based infrastructure access model
- Industry, academic & military usage agreements
- Local, state, federal government, military & industry operational demand



Hampton Roads Mobility Innovation Center (MIC)

*A Regional Advanced Aviation, Workforce,
Public Safety, and Innovation Initiative*

Peninsula Airport Commission – May 21, 2026

Prepared from public planning documents



USI Proprietary |

Why The Mobility Innovation Center (MIC) Matters Now

**10,200 potential jobs
in aerospace and
unmanned systems
over the next decade**

**Advanced Air Mobility (AAM) -
Unmanned Aviation (UAS) and
electric Vertical Take Off and
Landing (eVTOL)
services are projected
to experience
significant growth in
Virginia**

- Hampton Roads already has strong aerospace, defense, research, airport, and maritime assets
- What the region still needs is more shared, operationally relevant infrastructure for training, demonstrations, and industry use
- The MIC helps close that gap by providing FAA-aligned, real-world test and training environments for advanced crewed, uncrewed aviation, and counter-unmanned system community integration
- That matters for workforce development, first responders, business attraction, and long-term economic diversification

Hampton Roads has the assets. The MIC helps turn those assets into regional capability



USI Proprietary |

MIC Asset – Airport & NNPRCC

Newport News Park Radio Control Club (NNPRCC) UAS Range

- Uncrewed aircraft operations and training
- Advanced operations development and live demonstrations
- Public-safety scenarios, counter-drone exercises, and applied testing
- exercises, and applied testing
- Hands-on workforce activities in a regulated environment



PHF Airport

- Training, testing, and demonstrations
- Aviation activity today; readiness for future uncrewed operations
- Applied research and operational development
- Long-term advanced aviation and business growth

A connected operating environment built around two assets working together



How the MIC Benefits Hampton Roads

PHF Activation

Helps strengthen PHF as an advanced aviation asset tied to business park potential, training, testing, and future operations.

Workforce

Creates employment-ready pathways through industry-recognized certificates, internships, and hands-on training tied to employer needs.

Business Growth

Draws outside industry to Hampton Roads by offering shared operating environments for demonstrations, validation, testing, and partner engagement.

Education

Gives students and universities a platform to connect workforce certificates to coursework, laboratories, applied research, and future degree pathways.

Public Safety

Supports Drone as First Responder training, real-world response scenarios, better situational awareness, and faster emergency support for local agencies.

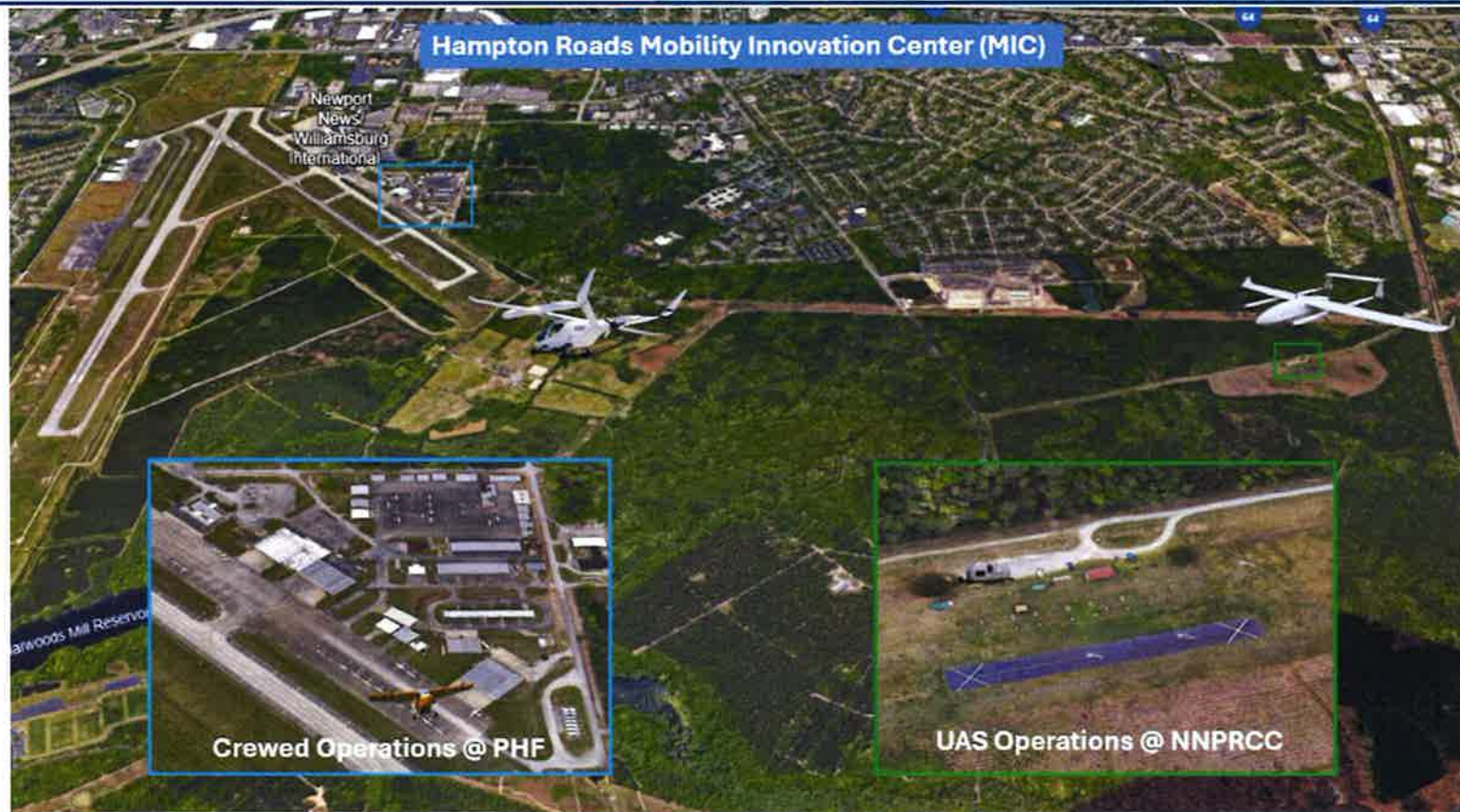
Regional Value

Creates a platform designed for scale, expansion, and futureproofing across Hampton Roads rather than a one-time isolated project.

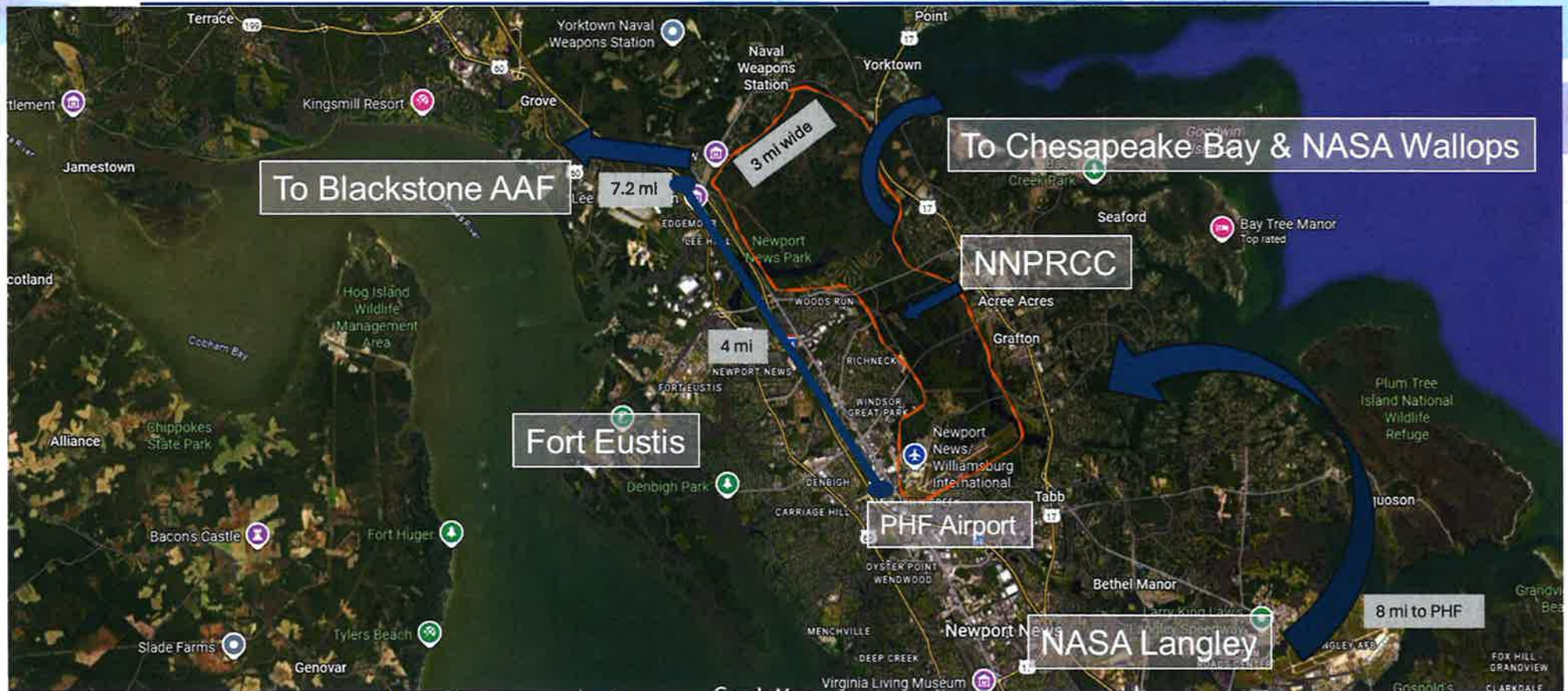
Makes the benefits visible for residents, first responders, students, employers, and airport users



Hampton Roads MIC – Airport and NNPRCC Map



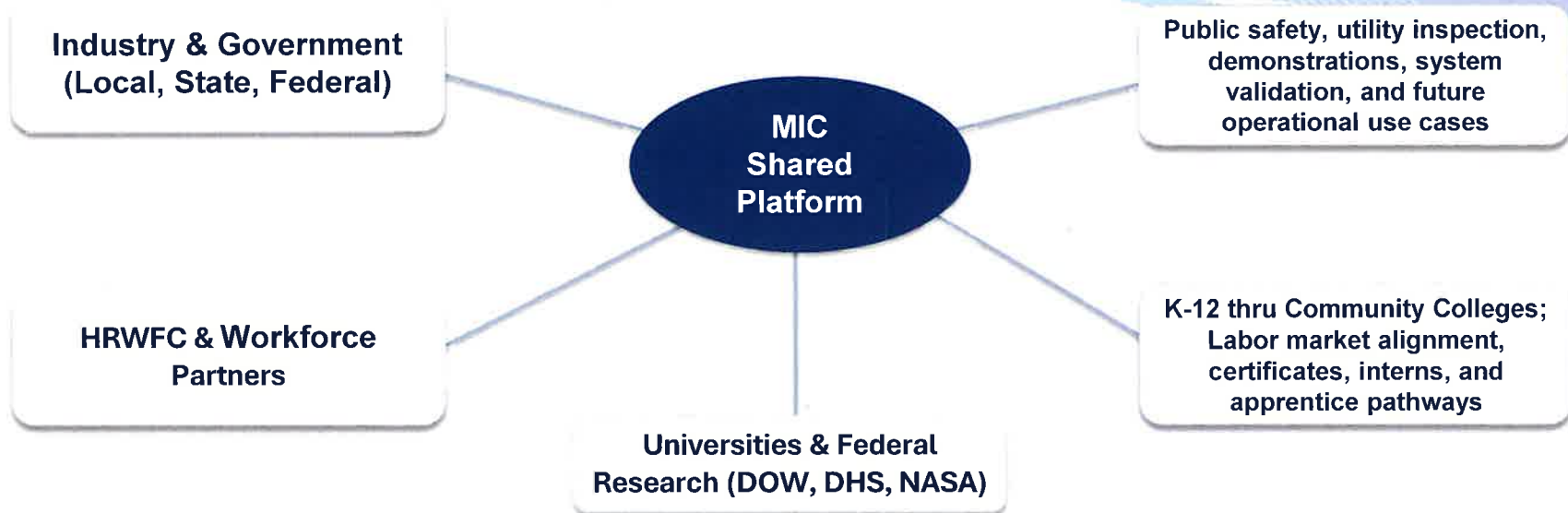
MIC Range Comple Layout



Regional Collaboration and Real Delivery

PAC / PHF

Airport access, FAA coordination, operational compliance, and PHF platform value



The MIC is stronger because it connects Federal, local government, the airport, workforce partners, universities, and industry



3-Year Timeline & Milestones

Year 1 – Build the Foundation May 2026 - April 2027	Year 2 – Validate and Prepare 2027 - April 2028	May Year 3 – Launch, Sustain, and Scale May 2028 - April 2029
BVLOS range planning, requirements, and site coordination	Curriculum development advances into controlled operational readiness	Training moves into repeatable delivery supported by MIC infrastructure
PHF and NNPRCC infrastructure development begins	Hands-on validation, system testing, and training preparation continue	MIC-supported workforce programs operate on a recurring schedule
Surveillance, C2, communications, and technical setup pathway established	FAA-aligned range-control planning and approvals advance	Defense, public safety, commercial, utility, and research users support recurring demand
FAA coordination begins	Validation flights and demonstration planning mature	Universities begin structured use for coursework, labs, and applied research
Workforce framework, curriculum design, and partner alignment established	Internship, STEM/community, and workforce readiness activities continue	Tenant access and fee-for-service use support sustainability
Early marketing and user engagement begin	MIC Operationally activated	MIC transitions to sustained operations on May 1, 2029

Year 1 builds the foundation. Year 2 validates and prepares for activation. Year 3 launches, sustains, and scales MIC into recurring operational use.





Questions / Comments



Mobility Innovation Center (MIC) Workforce Development

Julie Young

Peninsula Airport Commission – May 21, 2026

MIC Workforce and Academic Integration Pipeline

Pipeline Stage	Primary Institution	Purpose / MIC Use	Resulting Outcome
Initial Entry & Exposure K-12	eADA, DAA	STEM aviation exposure, drone safety, camps, school outreach, and early UAS demonstrations	Builds awareness, safety literacy, and interest in aviation/UAS pathways
Vocational Education	NHREC	Entry-level technical preparation using MIC-aligned curriculum	Prepares students and adult learners for certificate-based training
Industry Certification	eADA	Certificate-based workforce training using MIC BVLOS and cUAS infrastructure	Produces job-ready participants with employer-recognized skills
Workforce Program Adoption	CNU, ODU	Adoption of validated certificates into workforce and professional education programs	Creates scalable workforce-aligned pathways tied to employer demand
Foundational Academic Preparation	HU	Aviation management and FAA Part 107-aligned instruction independent of initial MIC asset use	Prepares graduates for aviation management and UAS support roles
Degree Integration	CNU, ODU	Converts validated certificates into credit-bearing courses, labs, and concentrations	Enhances degree pathways with applied BVLOS and cUAS training
Applied Research	CNU, ODU	Uses MIC BVLOS/cUAS capabilities for testing, research, and experimentation	Supports sponsored research, innovation, and commercialization



Pathways – Certificates, Degrees, Jobs

The MIC model is intentionally phased to move people from training to employment and into deeper academic and research pathways



- Industry-recognized, employer-aligned certificates are the starting point of the regional aviation talent pipeline
- Training supports workforce development in high-growth uncrewed and advanced aviation fields
- Participants move from training into job-ready roles, internships, and early career opportunities
- The MIC creates a clear regional talent pipeline that moves people from certificates to careers
- Workforce providers deliver validated credentials before scaling into broader regional talent initiatives
- Universities then extend the pathway through credit-bearing coursework, laboratories, applied research, and future degree programs

Certificates first, then job-ready roles or college coursework, laboratories, applied research, and future degree

eAviation & Drone Academy

- Mission: Providing Career Pathways in Advanced Air Mobility
- Comprehensive Training Programs:
 - Hampton University Unmanned Systems BS Degree courses
 - New Horizons Post-Secondary Training and Workforce Development
 - Versability: Maritime UxS curriculum
 - Public Education: FAA Drone Safety Day
 - STEM Camps and Outreach for Youth
- Support Of AAM Research:
 - Collaboration with Colleges and Universities
 - On-Site, Virtual, and Off-Site Training Programs
 - Mobility Innovation Center BVLOS / Part 108 curriculum
- Location: Newport News City Center
- More Progress:
 - ODU Aerospace Degree courses (IACS, School of Engineering)
 - VPCC Assoc Degree Dual Enrollment Courses
 - HU workforce development courses
 - NASA Langley workforce development courses



 **aviation &
drone academy**
Developing the New Aviation Workforce

EXHIBIT B

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.

EXHIBIT C

PENINSULA AIRPORT COMMISSION

RESOLUTION APPROVING EVENT HOSTING AGREEMENT WITH LUX EVENTS LLC

May , 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 Airport (the “Airport”);

WHEREAS, the Commission is vested with the authority to make provisions for the needs of aviation, commerce, shipping, and travel in, to and around the Airport to promote and develop the Airport, and in the exercise of such power, to enter into agreements of leases and rentals of Airport property;

WHEREAS, the Commission entered into an Event Hosting Agreement with Lux Events LLC (the “Event Organizer”), dated _____, 2026 (the “Agreement”), for Event Organizer’s use of that certain gravel and grass area on H.V. Kelly Drive, suitable to host the 9th Annual Great Food Truck Festival, Saturday, September 19, 2026, from 11:00 AM to 6:00 PM, adjacent to the Economy Parking Lot located at 900 Bland Boulevard, Newport News, Virginia 23602 (the “Premises”);

WHEREAS, Staff of the Commission and the Event Organizer have agreed to the principal terms of the Agreement, which shall be in the form negotiated by Staff and acceptable to the Chairman and legal counsel to the Commission, all as more specifically set forth in the form of such Agreement attached hereto as Exhibit A and made a part hereof, and such Agreement has been reviewed by the Planning & Development Committee and presented at this meeting; and

WHEREAS, the Commissioners of the Peninsula Airport Commission, after mature deliberation and upon the recommendation of the Planning & Development Committee, desire to approve the Agreement 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 Agreement is approved, and the Chairman and the Vice-Chairman, either of whom may act, upon advice of counsel to the Commission, are authorized and directed to execute and deliver the Agreement consistent with the provisions of this Resolution.
2. The Chairman and the Vice-Chairman, either of whom may act, upon advice of counsel to the Commission, are authorized and directed to approve any modifications to the Agreement that are consistent with the principal terms presented to the Commission and that are acceptable to the Chairman and legal counsel to the Commission.
3. This Resolution shall take effect immediately.

Exhibit A
AGREEMENT



Event Hosting Agreement

This Event Hosting Agreement is made and entered into on the ____ day of _____ 2026, by and between Lux Events LLC (hereinafter referred to as "Event Organizer"), and the Newport News-Williamsburg International Airport (hereinafter referred to as "Airport"), located at 900 Bland Blvd, Newport News, VA 23602.

WHEREAS:

- The Event Organizer wishes to host the 9th Annual Great Food Truck Festival on Saturday, September 19, 2026, from 11:00 AM to 6:00 PM, at the Newport News – Williamsburg International Airport.
- The Event Organizer will utilize the gravel/grassy area on H.V. Kelly Dr. for the event and parking for festival will be in the adjacent economy lot and a portion of Zone B Lot, with overflow parking and shuttle service from First Baptist Church Morrison.
- The Event Organizer agrees to provide the Airport with a Certificate of Insurance as described herein.

NOW, THEREFORE, in consideration of the mutual covenants and conditions herein contained, the parties agree as follows:

1. Event Details

1.1. The Airport grants permission to Event Organizer to host the 9th Annual Great Food Truck Festival on September 19, 2026, from 11:00 AM to 6:00 PM, at the Newport News-Williamsburg International Airport.

1.2. The event shall take place in the grassy/gravel area gravel/grassy area on H.V. Kelly Dr.

1.3. Attendee parking shall be provided in the Economy Lot (approximately 500 spaces) and a portion of the Zone B Lot (North).

1.4. The Airport agrees to provide Event Organizer access to the event site on **Friday, September 18, 2026**, for setup activities, including but not limited to placement of traffic cones, barriers, signage, parking layout markings, and logistical staging.

1.5 The Airport agrees to allow delivery and placement of event-related equipment on Friday, September 18, 2026, including but not limited to dumpsters, portable restroom units,

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_____/_____



Event Hosting Agreement

potable water supplies, and event infrastructure, subject to reasonable coordination with Airport staff.

2. Responsibilities of Event Organizer

2.1. Event Organizer shall be responsible for organizing, planning, and executing all aspects of the event, including but not limited to:

- Coordinating event logistics, including vendor setup and breakdown.
- Implementing a structured traffic flow and parking management plan, including designated entry and exit points
- Managing parking operations, attendants, and enforcement procedures
- Providing shuttle transportation services as needed for overflow parking
- Coordinating security personnel, sanitation, and waste removal during and after the event
- Ensuring compliance with all applicable local, state, and federal laws and regulations.

2.2. Event Organizer agrees to provide the Airport with a Certificate of Insurance no later than September 4, 2026, which shall include the following provisions:

- The “Peninsula Airport Commission” as owner and operator of the Airport and its employees, agents, volunteers, and officers, shall be named as additional insureds on the policy.
- The insurance policy shall provide coverage for general liability in an amount not less than \$1,000,000 per occurrence.
- The policy shall cover any and all claims, damages, losses, or injuries that may arise during the event.

2.3. Event Organizer shall implement a comprehensive operations plan, and complying with all application code and regulation provisions, along with the Airport’s rules and regulations, Event Organizer shall comply with the following requirements, including but not limited to:

- Structured traffic flow and directional control
- Onsite and overflow parking coordination (including use of the Economy Lot and additional offsite locations if need)
- Shuttle service for transportation between parking areas and event site
- Parking enforcement, including use of parking passes and contracted towing services

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Event Hosting Agreement

- Deployment of a minimum of ten (10) DCJS-certified armed security personnel
- Centralized staff communication system utilizing radios or similar devices

2.4 Event Organizer shall provide comprehensive waste management services, and complying with all Department of Public Health requirements and applicable rules and regulations of the Airport, including:

- Placement of multiple trash receptacles throughout the event site
- Provision of dumpsters, including at least one additional unit beyond standard needs
- A dedicated cleanup crew, separate from event staff, responsible for continuous waste management and post-event cleanup

Event Organizer shall comply with all City of Newport News requirements, including obtaining the proper Single Day Event Permit and providing a copy to the airport **no later than Wednesday, September 16th, 2026**. Organizer shall return the site premises in clean condition consistent with City standards.

2.5 Event Organizer (and its agents, subcontractors and/or employees) will not be considered agents or employees of the Airport for any purpose. Event Organizer will have no right or authority: (1) to assume or create any obligation or responsibility on behalf of the Airport; (2) to accept service of legal process addressed to or intended for the Airport; (3) to bind the Airport in any manner whatsoever; or (4) make any representations on behalf of the Airport.

Nothing in this Agreement may be construed to create a relationship of employer and employee, principal and agent, partnership, joint venture, or any fiduciary relationship between Event Organizer and the Airport. The Airport will have no liability or obligation with respect to any liability or obligation incurred by Event Organizer, except as expressly provided in this Agreement.

2.6. Event Organizer represents and warrants that: (a) it holds, and shall maintain in good standing throughout the term of this Agreement, all licenses, permits, and approvals required by applicable local, state, and federal law to organize and operate the event; (b) all insurance coverages required under this Agreement are and shall remain in full force and effect, with insurers and on terms acceptable to the PAC; and (c) Event Organizer will promptly notify the Airport in writing of any lapse, cancellation, or material change in any such license, permit, or insurance coverage.

3. Responsibilities of the Airport

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_____ / _____



Event Hosting Agreement

3.1 The Airport shall permit the use of the gravel/grassy area on H.V. Kelly Dr. for the event and parking for the festival will be in the adjacent Economy lot and a portion of Zone B Lot (North) for parking on the day of the event.

3.2. The Airport will work with Event Organizer to ensure access to necessary utilities and infrastructure, including but not limited to electricity, water, and restroom facilities, subject to availability and prior arrangement.

3.3. The Airport will provide any necessary security measures for general airport operations during the event.

3.4. The Airport acknowledges and agrees to the Event Organizer's authority to implement and manage traffic flow, parking operations, and related logistics on the event premises.

3.5. The Airport agrees to permit shuttle operations, including staging, circulation, and guest transport between designated parking areas and the event site if needed.

3.6. The Airport agrees to allow Event Organizer to install and display one (1) promotional banner in the grassy gravel lot no less than 30 days prior to the festival start, subject to reasonable size and placement approval.

4. Event Hosting Fee

4.1. Event Organizer agrees to pay the Airport a flat hosting fee of **Two Thousand Five Hundred Dollars (\$2,500.00)**. Payment shall be made within three (3) business days following the conclusion of the event.

No additional revenue sharing, ticket allocations, or complimentary admissions shall be required unless agreed to in writing by both parties.

5. Indemnification

5.1. Event Organizer (including its employees, agents, representatives, predecessors, successors and assigns) agrees to indemnify, defend, and hold harmless the Peninsula Airport Commission ("PAC") and the Airport, and each of their respective commissioners, directors, employees, officers, and agents from any and all past and present claims, counterclaims, actions, defenses, affirmative defenses, suits, rights, causes of action, lawsuits, set-offs, costs, losses, controversies, agreements, promises and demands, or liabilities, of whatever kind or character, direct or indirect, whether known or unknown or capable of being known, whether existing now or to come into existence in the future, arising at law or in equity, by right of action or otherwise, including, but not limited to, suits, debts, accounts, bills, damages, judgments, executions, warranties, attorneys' fees, costs of litigation, expenses, claims and demands

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_____/_____



Event Hosting Agreement

whatsoever resulting from or arising out of this Agreement, the event, Event Organizer's participation in the event, or Event Organizer's occupation of the Airport's property. Event Organizer's release, indemnification, and hold harmless obligation under this paragraph shall survive the expiration or termination of this Agreement.

IN NO EVENT WILL THE AIRPORT BE LIABLE FOR ANY INDIRECT, SPECIAL, CONSEQUENTIAL OR PUNITIVE DAMAGES, WHETHER OR NOT THE LIKELIHOOD OF SUCH DAMAGES WAS KNOWN, AND REGARDLESS OF THE FORM OF THE CLAIM OR ACTION, OR THE LEGAL THEORY ON WHICH IT IS BASED.

6. Miscellaneous

6.1. This Agreement constitutes the entire agreement between the parties with respect to the subject matter hereof and supersedes all prior discussions, agreements, and understandings of every kind and nature between them.

6.2. Any amendments or modifications to this Agreement must be in writing and signed by both parties.

6.3 All issues and questions concerning the construction, validity, interpretation, and enforceability of this Agreement or the rights and obligations of any Event Organizer and the Airport in connection with the event, shall be governed by, and construed in accordance with, the substantive laws of the Commonwealth of Virginia, without regard to choice of law rules, and the state courts of the Commonwealth of Virginia located in the City of Newport News, Virginia, shall be the sole forum for any disputes arising in any way out of or related to this Agreement or the event, to the exclusion of all other forums. The Airport's operational directives issued during the event for safety or security purposes shall be complied with by Event Organizer. Both parties have had an opportunity to consult with the legal counsel of their choice, and in doing so, agree that this Agreement is the product of an arm's length negotiation between parties; thus, this Agreement is the product of negotiation between the parties, and no party is deemed the drafter of this Agreement. This Agreement may not be published or otherwise reproduced elsewhere, in whole or in part, without the written consent of the Airport, which claims all applicable rights to this Agreement.

6.4 The invalidity or unenforceability of any terms or provisions of this Agreement in any jurisdiction shall in no way affect the validity or enforceability of any of the other terms or provisions in that jurisdiction, or of the entire Agreement in any other jurisdiction. This Agreement may not be modified except in a writing signed by an authorized representative of each party.

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Event Hosting Agreement

IN WITNESS WHEREOF, the parties hereto have executed this Agreement on the dates indicated below.

Lux Events LLC

By: _____

Name: Shannon Combs

Title: Owner and Event Coordinator

Date: _____

Newport News-Williamsburg International Airport

By: _____

Name: _____

Title: _____

Date: _____

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FINANCIALS

Peninsula Airport Commission

Operating Income Statement results analysis – June 2026

Revenue:

Passenger counts were down 22% compared to the prior year (54,649 from 69,871). The reduction from five to four flights per day to and from Charlotte and the seat capacity reduction during May and June 2026 during Taxiway Delta repaving project are the two main contributing factors. Airline revenues year over year decline of 16% is consistent with these passenger count reductions.

Fixed Based Operator revenues were down compared to the prior year due to a reduction in jet fuel gallons sold.

Parking lot revenues were down compared to the prior year, but less than the passenger count decline on a percentage basis. The January 2026 increase in parking rates had a significant affect offsetting the reduction in number of passengers using the paid parking facilities.

Restaurant revenue decline is consistent with the passenger count reduction and partially offset by inflation-related price increases.

Property Rental revenues changes for the year are due to CPI increase, parking licenses added and rental vacancy changes during the year.

Expenses:

Labor costs are under budget consistent with unfilled approved positions.

Marketing & Advertising is below budget and the prior year total due to significant reevaluations of various campaigns and terminations of ineffectual long-standing advertising contracts.

Office & Administration is higher than the prior year due to planned computer equipment and software upgrades.

Repairs & Maintenance costs reflect required unplanned equipment replacements and upgrades required to be in compliance with FAA regulations, as well as unexpected repairs and deferred maintenance being rectified.

Utilities expense decline is largely attributed to usage efficiencies related to the terminal window replacement project. The efficiency improvements more than offset Dominion Energy's statewide rate increases, estimated to be 9% for the average user. ¹

Balance Sheet:

Unrestricted cash decrease is comprised of: net operating loss, Fixed Assets local share expenditures, uncollected FAA reimbursement as of the end of the year, and offset by the City of Newport News Capital Contribution received.

¹ Sources: Matt Busse, Cardinal News *Regulators approve Dominion Energy rate increase* Nov 2025
Patrick Larsen, VPM News *State regulators partially OK Dominion Energy bill increases* Nov 2025

PENINSULA AIRPORT COMMISSION
JUN 2026
OPERATING INCOME STATEMENT

DESCRIPTION	JUN 2026 ACTUAL	JUN 2026 BUDGET		YTD ACTUAL	YTD BUDGET	
REVENUE						
Airline Fees	32,455	35,913	90.4%	399,847	472,226	84.7%
Fixed Based Operators	50,820	57,452	88.5%	642,503	665,261	96.6%
Property Rental	98,230	99,907	98.3%	1,208,779	1,224,736	98.7%
Rental Cars	181,833	199,959	90.9%	1,861,943	1,952,615	95.4%
Parking Lot	60,040	56,736	105.8%	672,059	790,151	85.1%
Restaurant Income	18,810	15,732	119.6%	243,432	250,279	97.3%
TOTAL REVENUE	442,188	465,699	95.0%	5,028,563	5,355,268	93.9%
EXPENSES						
Labor and Benefits	363,171	375,054	96.8%	4,381,659	4,819,710	90.9%
Marketing & Advertising	7,505	9,731	77.1%	110,338	126,984	86.9%
Office & Administration	25,088	25,784	97.3%	874,477	901,557	97.0%
Utilities	48,966	64,332	76.1%	835,682	947,539	88.2%
Repairs & Maintenance	55,857	99,421	56.2%	945,569	818,236	115.6%
Restaurant Expense	20,869	19,400	107.6%	283,827	269,597	105.3%
Bond Debt	55,100	55,100	100.0%	661,202	661,200	100.0%
TOTAL OPERATING EXPENDITURES	576,556	648,822	88.9%	8,092,754	8,544,823	94.7%
NET INCOME	(134,368)	(183,123)	73.4%	(3,064,191)	(3,189,555)	96.1%
OTHER ITEMS						
Sale of Land/Fixed Assets	335	-		25,777	-	
NET AFTER OTHER	(134,033)	(183,123)		(3,038,414)	(3,189,555)	

BALANCE SHEET

	Change Current mo	Prior mo	Change Current YTD	PY End	YTD End
Cash - Unrestricted	856,316	605,041	13,617	1,447,740	1,461,357
Cash - Restricted	255,778	13,536,381	(1,232,916)	15,025,075	13,792,159
Accounts Receivable	68,128	126,038	45,354	148,812	194,166
Other Current Assets	(14,938)	488,719	(194,428)	668,209	473,781
Fixed Assets (Net of Depreciation)	21,567	62,033,718	911,187	61,144,098	62,055,285
TOTAL ASSETS	1,186,851	76,789,897	(457,186)	78,433,934	77,976,748
Current Liabilities	55,384	1,269,383	(209,831)	1,534,599	1,324,768
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	55,384	9,952,207	(209,831)	10,217,423	10,007,592
Net Capital Beginning	(14,938)	68,231,449	-	68,216,511	68,216,511
Capital Contributions	255,436	(1,486,604)	(1,231,168)	-	(1,231,168)
Expense Subsidy (including interest)	1,025,000	2,997,227	4,022,227	-	4,022,227
YTD Earnings Current Year	(134,031)	(2,904,382)	(3,038,414)	-	(3,038,414)
TOTAL LIABILITIES AND CAPITAL	1,186,851	76,789,897	(457,186)	78,433,934	77,976,748

AIR SERVICE REPORT

Newport News Williamsburg Intl Airport

Monthly Air Service Report Summary May 2026

* Load factors:	American Airlines:	76.8%
	Charters / Diversions:	0.00%
* Flight Operations (landings & take-offs):		3,200

	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	8,870	10,327	-14%	3,200	3,585	-11%
JUN						
Totals	102,380	131,713	Avg. -21%	43,907	42,608	Avg. + 4%

RESOLUTIONS

PENINSULA AIRPORT COMMISSION

RESOLUTION 26- ____
APPROVING ELECTRONIC PARTICIPATION POLICY
FOR SITUATIONS OTHER THAN A DECLARED STATE OF EMERGENCY

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 Virginia Freedom of Information Act ("FOIA") permits a member of the Commission's Board of Commissioners (the "Board") to attend a meeting of the Commission by electronic communication means from a remote location under limited circumstances if the Commission has adopted a written policy permitting such remote participation;

WHEREAS, the Commission believes it is in the best interest of the Airport that the fullest participation and attendance in all of its meetings be achieved whenever possible;

WHEREAS, the Commission also believes that it is in the best interest of its members to be able to continue participation in its meetings and associated activities even if they are unable to be physically present during periods of prolonged, excused absence; and

WHEREAS, after mature deliberation, the Commission has determined that it is appropriate to adopt such a policy and there has been presented to this meeting and attached hereto as **Exhibit A** an "Electronic Participation Policy (Situations Other than a Declared State of Emergency)" (the "Policy").

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

1. The Commission hereby adopts the Policy as permitted by FOIA.
2. This Resolution shall take effect immediately upon its adoption

**PENINSULA AIRPORT COMMISSION
ELECTRONIC PARTICIPATION POLICY**

(Situations Other Than a Declared State of Emergency)

It is the policy of the Peninsula Airport Commission (the “Commission”) that individual members of the Commission’s Board of Commissioners (the “Board”), and/or any committees or subcommittees thereof, may, with the approval of a quorum that is physically assembled, participate in meetings of the governing body by electronic communications means as permitted by Virginia Code § 2.2-3708.3.

A Board member who seeks to participate electronically must notify the Board that:

1. The member is unable to attend the meeting due to a temporary or permanent disability or other medical condition that prevents the member’s physical attendance (medical condition or disability need not be identified);
2. A medical condition of a member of the member's family requires the member to provide care that prevents the member's physical attendance or the member is a caregiver who must provide care for a person with a disability at the time the public meeting is being held thereby preventing the member's physical attendance; or
3. The member is unable to attend the meeting due to a personal matter, and the member identifies with specificity the nature of the personal matter. However, the member may not use remote participation due to personal matters more than two meetings per calendar year or 25 percent of the meetings held per calendar year rounded up to the next whole number, whichever is greater.

Individual participation from a remote location shall be approved unless such participation would violate this policy or the provisions of the Virginia Freedom of Information Act. If a member’s participation from a remote location is challenged, then the Board shall vote whether to allow such participation. If the Board votes to disapprove of the member’s participation because such participation would violate this policy, such disapproval shall be recorded in the minutes with specificity.

If a participation by a member through electronic communication means is approved by a vote of the quorum that is physically assembled, the minutes will record the remote location from which the member participated. (The remote location need not be open to the public.) However, if three or more members are gathered at the same remote location, then such remote location shall be open to the public.

If participation is approved pursuant to subdivision 1 or 2, the Board shall also include in its minutes the fact that the member participated through electronic communication means due to a (i) temporary or permanent disability or other medical condition that prevented the member's physical attendance or (ii) family member's medical condition that required the member to provide care for such family member, thereby preventing the member's physical attendance. If participation

is approved pursuant to subdivision 3, the Board shall also include in its minutes the specific nature of the personal matter cited by the member.

Whenever an individual member participates from a remote location that is open to the public there must be arrangements for the voice of the remote participant to be heard by all persons at the primary or central meeting location.

This policy shall be applied strictly and uniformly, without exception, to the entire membership and without regard to the identity of the member requesting remote participation or the matters that will be considered or voted on at the meeting.

This policy shall be in effect from the date of its adoption through June 30, 2027.