

Newport News
Williamsburg Airport

Newport News/Williamsburg Airport

Airport Master Plan and Airport Layout Plan (ALP) Update

Newport News, VA

April 16, 2026

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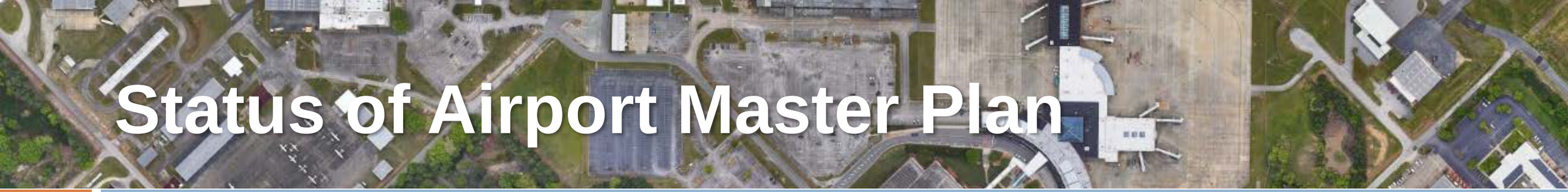
Agenda (April 16, 2026)

- 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?

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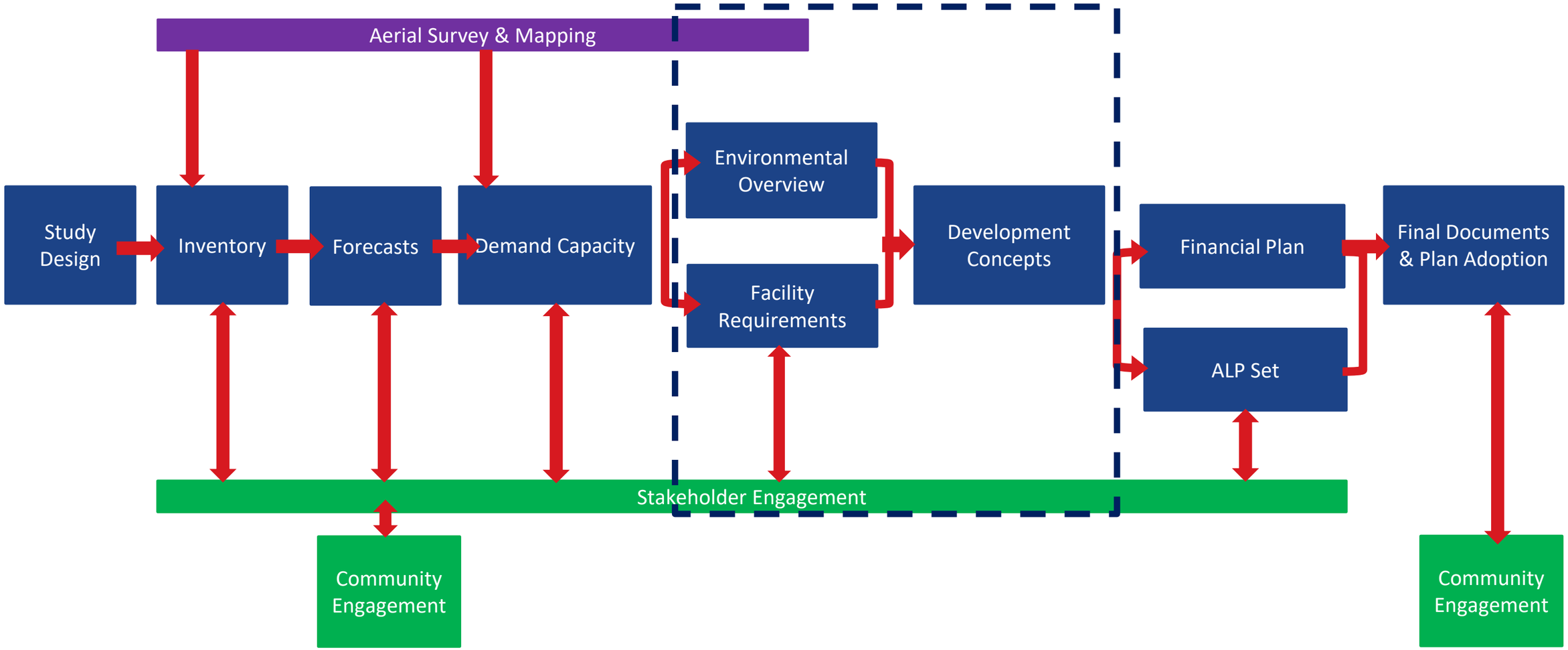
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Status of Airport Master Plan

- 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



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Facility Needs and Economic Development

- 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

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

- 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.

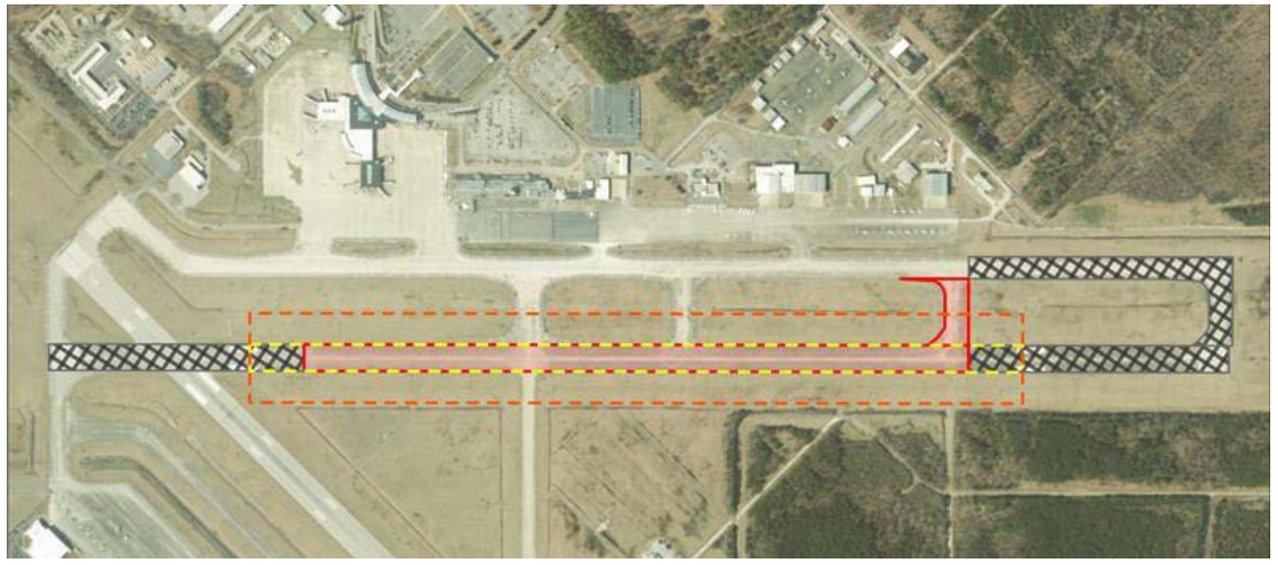


How Alternatives Were Developed

- 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

- 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

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



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Alternatives That Were Identified

- 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

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



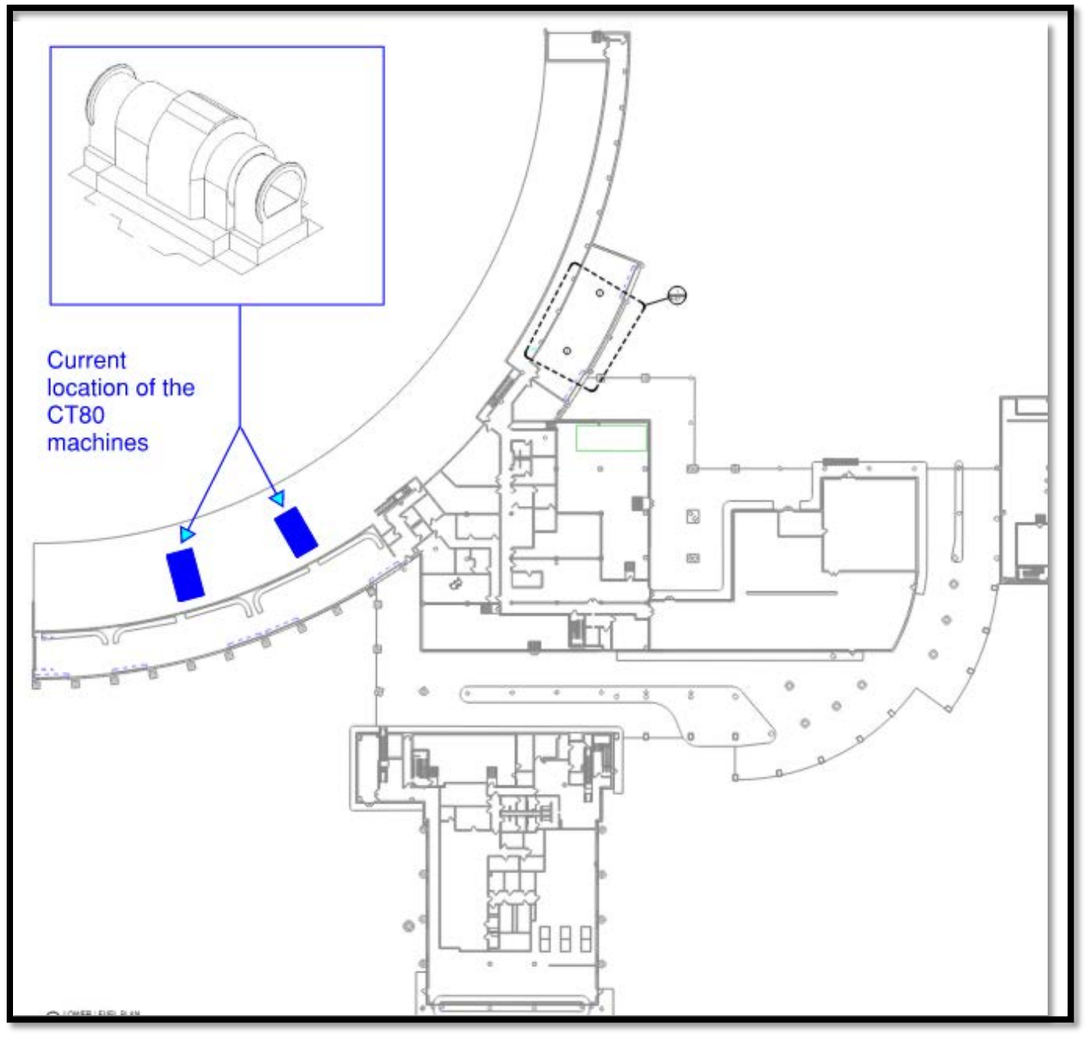
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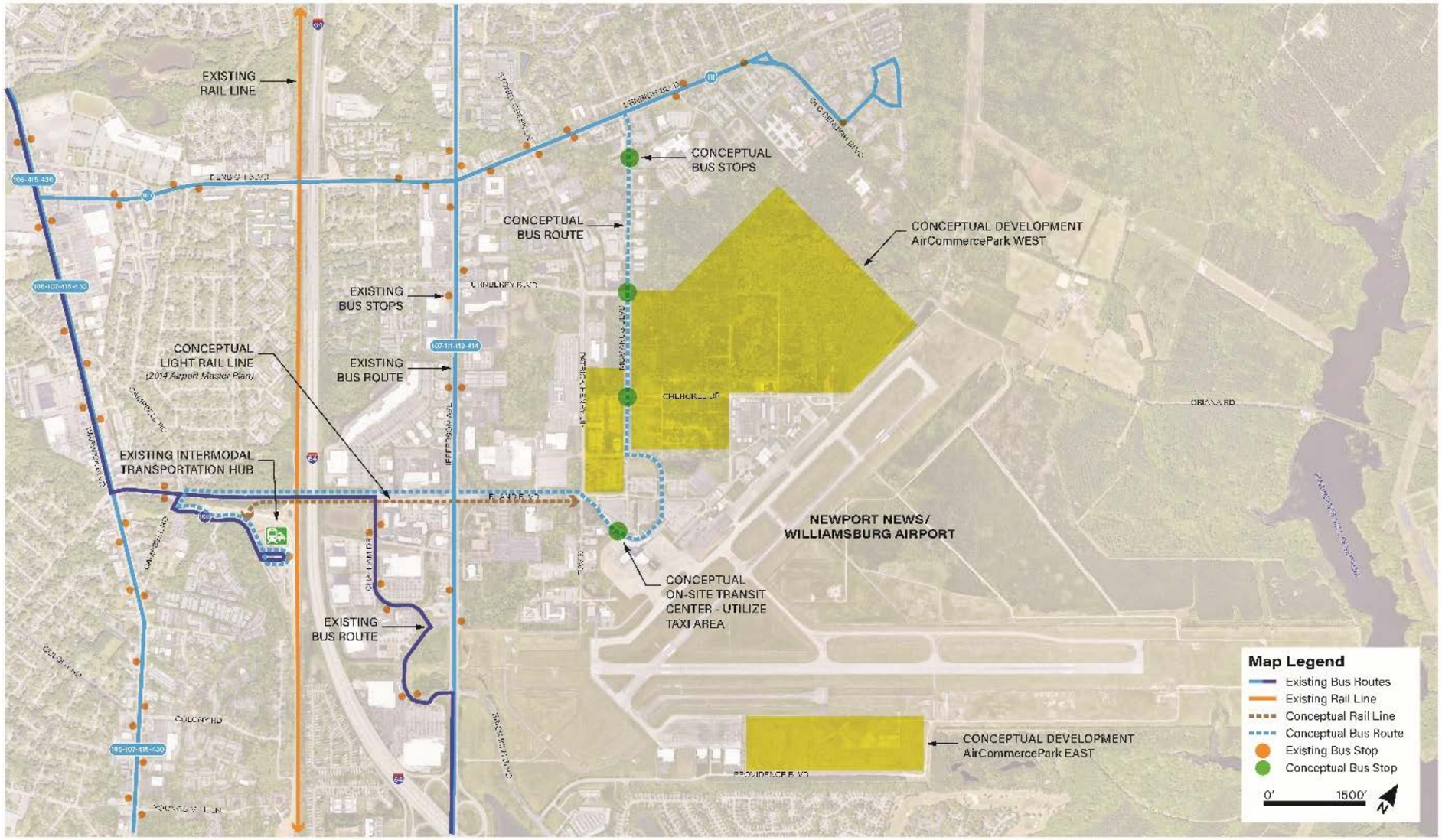
Alternatives That Were Identified

- 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

- 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



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Alternatives That Were Identified

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



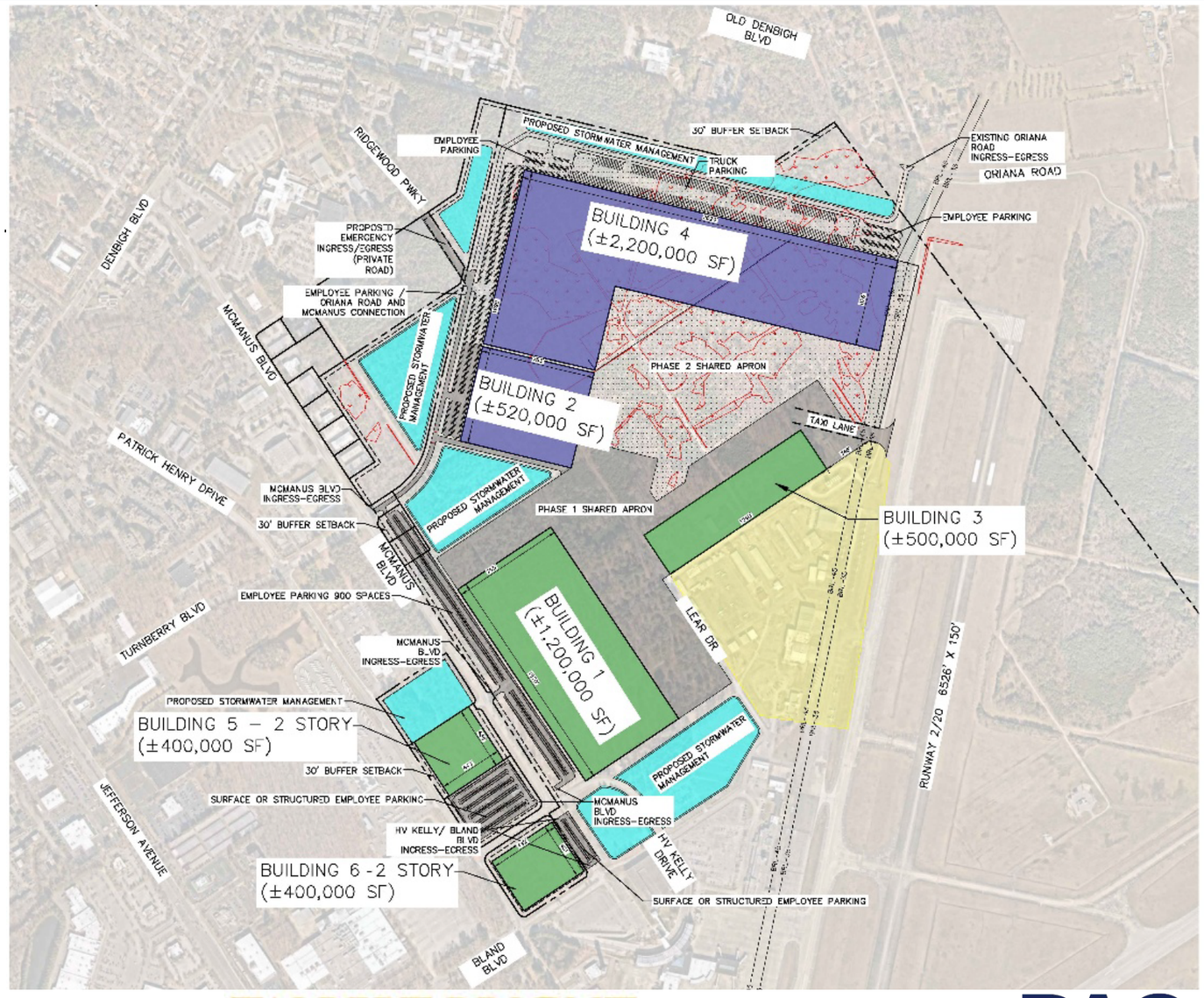
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Alternatives That Were Identified

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



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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.





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Alternatives That Were Identified

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





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Alternatives That Were Identified

- 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

- 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

- 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)

- 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)

- 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	
RehabilitateTaxiway 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 wharehouse 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?

