Appendix E: Agency Consultation

Washington Manassas Airport (HEF)
FAR Part 139 Certification and Terminal Redevelopment Program
Environmental Assessment
Agency Consultation Correspondence Table
7/20/2026

Note: Agency Consultation is arranged alphabetically by Agency. Individual correspondence chains are numbered and individual correspondence within the chains are lettered.

Consultation Reference Number	NEPA Resource Category	Agency	Date(s)	Outreach or Response	FAA and Response Letters Descriptions	Status
1a[1]	HAAC; DOT Section 4(f)	Catawba Indian Nation	8/13/2025 8/19/2025 (revised)	Outreach	FAA submitted scoping materials to the Tribe.	Nation has responded to both 8/1/25 and subsequent 10/31/25 packets of scoping and Section 106 consultation materials. The 8/19/2026 letter was a correction that included the second page of Table 2 PEA Projects that was inadvertently omitted from the original submission. This was sent by the FAA to the Catawba, Delaware, Chickahominy, and Pamunkey tribes with the complete Table 2.
1b	HAAC; DOT Section 4(f)	Catawba Indian Nation	10/2/2025	Response	Nation to FAA	On 10/2/2025, a letter from the Nation concerning the August 1 scoping letter stated: "The Catawba have no immediate concerns with regard to traditional cultural properties, sacred sites or Native American archaeological sites within the boundaries of the proposed project areas."
1c	HAAC; DOT Section 4(f)	Catawba Indian Nation	10/28/2025	Outreach	FAA submitted Section 106 information to the Tribe.	Materials submitted
1d	HAAC; DOT Section 4(f)	Catawba Indian Nation	11/21/2025	Response	Nation to FAA	On 11/21/2025, a letter from the Nation concerning the August 1 scoping letter stated: "The Catawba have no immediate concerns with regard to traditional cultural properties, sacred sites or Native American archaeological sites within the boundaries of the proposed project areas."
2a	HAAC; DOT Section 4(f)	Chickahominy Indian Tribe	8/13/2025	Outreach	FAA submitted scoping materials to the Tribe.	No response received from the Tribe.
2b	HAAC; DOT Section 4(f)	Chickahominy Indian Tribe	10/28/2025	Outreach	FAA submitted Section 106 information to the Tribe.	No response received from the Tribe.
3a	HAAC; DOT Section 4(f)	Delaware Nation	8/13/2025	Outreach	FAA submitted scoping materials to the Nation.	No response received from the Nation
3b	HAAC; DOT Section 4(f)	Delaware Nation	10/28/2025	Outreach	FAA submitted Section 106 information to the Nation.	No response received from the Nation.
9a[2]	HAAC; DOT Section 4(f)	Pamunkey Indian Tribe	8/13/2025	Outreach	FAA submitted scoping materials to the Tribe.	No response received from the Tribe.
9b[2]	HAAC; DOT Section 4(f)	Pamunkey Indian Tribe	10/28/2025	Outreach	FAA submitted Section 106 information to the Tribe.	No response received from the Tribe.
4a	Project Description	City of Manassas, Engineering Department	8/1/2025 12/10/25	Outreach	ASG to Department (Kilby)	No Response
5a	Project Description	City of Manassas, Planning Department & Community Development	8/1/2025	Outreach	ASG to Agency (Matthew Arcieri)	Response received 12/11/2025
5b	Project Description	City of Manassas, Planning Department & Community Development	12/10/2025 12/11/2025	Outreach and Response	ASG to Agency City (Matthew Arcieri) to ASG (Bryan Murty)	Follow up email requesting a response to the original submission sent 8/1/2025 Arcieri response was "…my dept. has no comments."

Consultation Reference Number	NEPA Resource Category	Agency	Date(s)	Outreach or Response	FAA and Response Letters Descriptions	Status
6a	Water Resources	FEMA: US Federal Emergency Management Agency, Region 3, Environmental & Historic Preservation	8/4/2025	Outreach	ASG to Agency (Nolan); re-sent to Hutchinson 8/5/2025	Requesting consultation and relevant information or comments regarding the following NEPA categories: Clean Water Act Section 404.
6b	Water Resources	FEMA: US Federal Emergency Management Agency, Region 3, Environmental & Historic Preservation	8/5/2025 8/20/2025	Outreach and Response	Agency (Hutchinson, Wiles) response "follow any guidance from the local floodplain administrator"	Environmental Impact Categories noted in the consultation letter. Floodplain administrators were contacted via Items 4a, 5a, and 11a in this table. Responses were received from Prince William County and the City of Manassas.
7a	Water Resources	FEMA: US Federal Emergency Management Agency, Region 3, Environmental & Historic Preservation	8/4/2025	Outreach	ASG to Agency (Tierney)	Requesting consultation and relevant information or comments regarding the following NEPA categories: Clean Water Act Section 404.
8a	Biological Resources	NOAA: National Oceanic and Atmospheric Administration, National Marine Fisheries Service, Greater Atlantic Region	8/4/2025	Outreach	ASG to agency (Benjamin and Vaccaro), scoping request	NOAA response received 8/5/25
8b	Biological Resources	NOAA: National Oceanic and Atmospheric Administration, National Marine Fisheries Service, Greater Atlantic Region	8/5/2025	Response	NOAA (Hopper) response: no direct or indirect impact on four species of sea turtles, shortnose sturgeon, and Atlantic sturgeon. No further ESA Section 7 consultation with NMFS is needed.	Response added to EA - No further action
8c	Biological Resources	NOAA: National Oceanic and Atmospheric Administration, National Marine Fisheries Service, Greater Atlantic Region	8/5/2025	Response	NOAA (Vacarro) response	Sending request on to agency staff
8d	Biological Resources	NOAA: National Oceanic and Atmospheric Administration, National Marine Fisheries Service, Greater Atlantic Region	8/8/2025	Response	NOAA (O'Brien) scoping response	Response added to EA - No further action
10a	Biological Resources Hazardous Materials, Solid Waste, and Pollution Prevention	PWC Planning and Development PWC: Prince William County, Division of Environmental Management	8/4/2025	Outreach	ASG, for FAA, sent scoping request (Morris and Smith)	Request for consultation hazardous materials, solid waste, and pollution prevention Request for consultation ESA Section 7 and CWA Section 404
10b	Project Description	PWC: Prince William County Environmental Management Division (also PWC Department of Public Works)	8/5/2025 8/7/2025	Response	Response from agency (Morris)	Requests clarification of review period.
11a	Water Resources	PWC: Prince William County Environmental Management Division (also PWC Department of Public Works)	8/11/2025 8/12/2025	Outreach and Response	Email chain: ASG to PWC (Smith and Morris) for scoping. Agency (Morris) response: Mutual requests for exchange of information about PASA, floodway, floodplain, RPA, and LOD	Conclusion from PWC that no further floodplain study would be required, and that the RPAs would not extend off of wetlands, but just off of Cannon Branch. Updated PASA will be required before the project begins.

Consultation Reference Number	NEPA Resource Category	Agency	Date(s)	Outreach or Response	FAA and Response Letters Descriptions	Status
11b	Water Resources	PWC: Prince William County Environmental Management Division (also PWC Department of Public Works)	8/18/2025 8/19/2025 8/27/2025 9/2/2025 9/3/2025 9/26/2025 9/29/2025 10/10/2025 10/13/2025 10/14/2025 10/20/2025	Response	Email chain: PASAs and RPAs (Morgan, Bidari and Morris). Morris performed Field visit.	The County directed that the PASA should be submitted prior to construction.
11c	Water Resources	PWC: Prince William County Environmental Management Division (also PWC Department of Public Works)	9/11/2025 9/12/2025	Response	Email chain: mutual requests for exchange of information about PASA, floodway, floodplain, RPA, and LOD. (Bidari, Nivas)	Conclusion from PWC that no further floodplain study would be required, and that the RPAs would not extend off of wetlands, but just off of Cannon Branch. Updated PASA will be required before the project begins. A flood hazard use permit is required.
12a	Biological Resources HAAC, Section 4(f), Visual Effects, Noise, ESA Section 7, and CWA Section 404	PWC: Prince William County Planning and Development	8/4/2025	Outreach	ASG to PWC (McGettigan)	Request for consultation ESA Section 7 and CWA Section 404
12b	HAAC, Section 4(f), Visual Effects, Noise, ESA Section 7, and CWA Section 404	PWC: Prince William County Planning and Development	9/22/2025 9/25/2025	Response	PWC (Griffiths and Washington) response	Per FAA instructions on 9/29/2025, ASG will respond to PWC when FAA distributes technical reports dealing with Section 106 (including 4(f) historic properties), Visual Effects, and Noise to PWC Planning Division as they have requested consulting party status as they are a Certified Local Government (CLG) under Section 106.
12c	HAAC, Section 4(f), Visual Effects, Noise, ESA Section 7, and CWA Section 404	PWC: Prince William County Planning and Development	1/13/2026 1/14/2026	Response	Email Chain: FAA (Stafford) and PWC (Griffiths) response	Sent items include: Consultation responses from VDHR, Response to VDHR to Scoping Comments, Section 106 Due Diligence Review, and Viewshed Summary Transmittal to PWC 1/14/2026.
13a	Water Resources	USACE: Department of the Army, US Army Corps of Engineers Norfolk District Northern Virginia Regulatory Section	8/4/2025	Outreach	ASG to Agency, scoping request (Smith and Gazzera)	See subsequent outreach and responses (Gazzera)
13b	Water Resources	USACE: Department of the Army, US Army Corps of Engineers Norfolk District Northern Virginia Regulatory Section	8/4/2025 8/27/2025	Outreach and Response	USACE response, assigns Project #2025-01424. Recommends wetland delineation. Permits will be required if discharge of dredged materials and/or fill materials into Waters of the US including wetlands. Agency (Smith) indicated Silvia B. Gazzera would be lead. (Gazzera)	Delineation has been completed and that work is supported by the Delineation Report which will be an appendix in the revised EA. Project permitting pathways were discussed in a pre-application meeting on 10/23/2025 and 11/15/2025.

Consultation Reference Number	NEPA Resource Category	Agency	Date(s)	Outreach or Response	FAA and Response Letters Descriptions	Status
13c	Water Resources	USACE; VADEQ	10/27/2025 11/18/2025 11/21/2025 11/24/2025 12/3/2025	Response	Email chain: Response to Meeting Minutes (Sellers, Gazzera, Morgan)	Additional permit information added to the EA.
14a	Farmlands	USDA: US Department of Agriculture, Natural Resources Conservation Service, Virginia State Conservationist's Office	8/4/2025 8/5/2025 8/6/2025 9/2/2025	Outreach and Response	Email chain: ASG to agency (E. Martinez), scoping request. Agency (E. Martinez) response. Agency (Jacques) response, no further consideration under FPPA of all projects except Project #5 (Economy Parking Lot). Complete parts I through III of Form AD-1006, ESRI shapefile, and a Prime Farmland report from Web Soil Survey and return to us. USDA will complete II, IV, and V. Completed materials will be sent to Alexandra Yoder-Schmidt. Agency (Yoder-Schmidt) response.	Martinez indicated that Jacques would be agency lead. Form AD-1006 and shapefile was prepared by ASG and provided to State on 9/2/2025. Agency said that project areas were within designated Urban Area and exempt from FPPA Analysis
15a	DOT Section 4(f)	USDOI OEPC: Department of the Interior, Office of Environmental Policy and Compliance, Philadelphia Region	8/4/2025	Outreach	ASG to agency (Nelson), scoping request	Scoping package submission
15b	DOT Section 4(f)	USDOI OEPC: Department of the Interior, Office of Environmental Policy and Compliance, Philadelphia Region	12/10/2025	Response	Agency (Nelson) response	Follow up email requesting a response sent to Valincia Darby on 12/8/2025. Mr. Nelson responded on 12/10/2025 and is coordinating with his team. ASG responded 12/10/2025 and will provide PEA to DOI for review.
15c[3]	Project Description	USGS: United States Geological Survey	12/14/2025	Response	Agency (Alison D. Gordon) to FAA	USGS said "…it has no comment at this time. Thank you." USGS was responding to a blanket notice sent by OEPC to offices within DOI, BIA, OSMRE, and USGS.
16a	Water Resources	USEPA: US Environmental Protection Agency, Region 3, NEPA & Technical Assistance Branch [subsumed Office of Communications, Tribes and Environmental Assessment]	8/5/2025	Outreach	ASG sent scoping documents (Beers), then to Blarcon-Lackey 8/5/2025); 8/13/25 re-sent scoping materials to Souto-Glyn.	Resent to Soutu-Glyn 8/13/2025
16b	Water Resources	USEPA: US Environmental Protection Agency, Region 3, NEPA & Technical Assistance Branch [subsumed Office of Communications, Tribes and Environmental Assessment]	8/13/2025	Outreach	ASG re-sent scoping materials to Souto-Glyn.	Response from Souto-Glyn on 8/15/25.

Consultation Reference Number	NEPA Resource Category	Agency	Date(s)	Outreach or Response	FAA and Response Letters Descriptions	Status
16c	Water Resources	USEPA: US Environmental Protection Agency, Region 3, NEPA & Technical Assistance Branch [subsumed Office of Communications, Tribes and Environmental Assessment]	8/15/2025	Response	Agency (Glyn) to ASG	Agency will review the materials sent on 8/1/25. Please follow submission guidance.
17a	Water Resources	USEPA: US Environmental Protection Agency, Region 3, NEPA & Technical Assistance Branch [subsumed Office of Communications, Tribes and Environmental Assessment]	9/11/2025	Response	EPA (M. Wilson) raised concerns about the VDOT mitigation site.	Text added to EA detailing that there are no anticipated effects on the VDOT mitigation site since low flow conditions will be maintained in Broad Run.
18a	Biological Resources	USFWS: US Fish & Wildlife Service, Virginia Field Office	8/4/2025 9/12/2025 9/15/2025 9/29/2025 9/30/2025 11/14/2025	Outreach and Response	Email Chain: ASG to agency (Schulz), scoping request; 9/12/25, request was re-sent. Mutual requests for exchange of information regarding consultation on proposed species and bat habitat USFWS response received 9/30/25.	USFWS response – "If project is "not likely to jeopardize the continued existence of a species" or "not likely to adversely modify" proposed critical habitat, no conferencing is needed." No further consultation required.
20a	Water Resources Biological Resources	VADCR: Virginia Department of Conservation and Recreation, Dam Safety and Floodplains	8/4/2025	Outreach	ASG to Agency, scoping materials (Davis)	Also Biological Resources
20b	Biological Resources, Water Resources	VADCR: Virginia Department of Conservation and Recreation, Division of Natural Heritage	8/21/2025	Response	Mutual requests for exchange of information (shapefiles, clarification of Ecological Core direct and indirect impacts). Mussel survey requirement. (Gregory)	Coordination conducted. Mussel survey completed. Impacts to Ecological Cores were evaluated.
21a	Biological Resources and Water Resources	VADEQ: Virginia Department of Environmental Quality, Office of Environmental Impact Review	8/4/2025	Outreach	ASG, for FAA, sent scoping request (Rayfield)	Response received
21b	Hazardous Materials, Solid Waste, and Pollution Prevention	VADEQ: Virginia Department of Environmental Quality	8/4/2025	Outreach	ASG to agency (Rayfield, Fulcher)	No response to Hazardous Materials request. Response re-sent on 12/10/2025.
21c	Biological Resources and Water Resources	VADEQ: Virginia Department of Environmental Quality, Office of Environmental Impact Review	8/5/2025	Response	VADEQ (Rayfield) response listing agencies and guidance for NEPA assessment	Listing reviewed for applicable references and EA updated.
23a[4]	Water Resources	VADEQ: Virginia Department of Environmental Quality, Office of Environmental Impact Review	8/6/2025	Response	Agency (Moore) response to Stafford (FAA)	RPAs and RMAs
24a	HAAC (DOT Section 4(f) consideration only for historic properties)	VA DHR: Virginia Department of Historic Resources (DHR), Division of Review and Compliance	8/4/2024	Outreach	ASG to Agency, scoping request (Kirchen and Hypes)	Request went to VADCR (NHL) and VADHR

Consultation Reference Number	NEPA Resource Category	Agency	Date(s)	Outreach or Response	FAA and Response Letters Descriptions	Status
24b	HAAC (DOT Section 4(f) consideration only for historic properties)	VA DHR: Virginia Department of Historic Resources (DHR), Division of Review and Compliance	8/28/2025	Response	DHR responded and made 6 comments. Comments 1, 2, 5, and 6 are minor and procedural. Comment 3 dealt with the current status of five archaeological sites identified in 1978 by McLearen and whether these sites retain integrity. Comment 4 pertained to the Economy Parking Lot (Project #5) and said that a Phase 1 archaeological survey was warranted if undisturbed soil horizons are still present.	ASG prepared a response to the DHR comments and submitted it to FAA for review on 10/1/2025. FAA reviewed the responses, packaged them with additional materials, and submitted the response package to DHR on 10/29/2025. DHR accepted the conclusions but had additional comments. The 10/29/25 packet is presented in Appendix K.
24c	HAAC (DOT Section 4(f) consideration only for historic properties)	VA DHR: Virginia Department of Historic Resources (DHR), Division of Review and Compliance	11/18/2025	Response	FAA submitted the Viewshed Analysis Technical Memorandum to VA DHR (Birge-Wilson). VA DHR accepted the conclusions presented in the 10/29/25 packet. VA DHR, however, had new comments concerning consultation with City of Manassas entities and requested for a viewshed analysis of the historic resources in the indirect APE.	Viewshed Technical Memorandum not accepted. Revised analysis was submitted 12/17/25.
24d	HAAC (DOT Section 4(f) consideration only for historic properties)	VA DHR: Virginia Department of Historic Resources (DHR), Division of Review and Compliance	12/17/2025	Outreach	FAA submitted Final Viewshed Analysis to VA DHR (Birge-Wilson).	Final Viewshed Analysis Submission
24e	HAAC (DOT Section 4(f) consideration only for historic properties)	VA DHR: Virginia Department of Historic Resources (DHR), Division of Review and Compliance	1/12/2026	Response	VA DHR (Birge-Wilson) responded to Final Viewshed Analysis.	VA DHR concurred with a No Adverse Effect Determination
25a	Project Description	VA DOA: Department of Aviation, Airport Service Division	8/1/2025	Outreach	ASG to agency (Denny)	Scoping package submission
25b	Project Description	VA DOA: Department of Aviation, Airport Service Division	8/19/2025	Response	Project #3. DOAV (Denny) to ASG (Weed) Comment Letter ALP Update will be needed as Terminal configuration, if approved, is different from existing. Also different is the number of hard stands in HEF-EA	Have discussed update with the Airport. The difference between the Terminal and hardstand configuration is discussed in Chapter 1. Need ALP Update to reflect Avports Terminal design.
27a[5]	Biological Resources	VADWR: Virginia Department of Wildlife Resources [renamed Game and Inland Fisheries], Environmental Services Section	8/4/2025 8/8/2025	Outreach and Response	Email Chain: ASG to Agency (Martin Boswell) VADWR (Strawdernan) response providing list of agencies that should be checked for information on Wildlife	Section 7 coordination. Agency data sets already reviewed. This agency is the primary agency providing feedback on the mussel survey requested by DCR. Mussel Survey Report provided to DWR on 12/4/2025.

Consultation Reference Number	NEPA Resource Category	Agency	Date(s)	Outreach or Response	FAA and Response Letters Descriptions	Status
27b	Biological Resources	VADWR: Virginia Department of Wildlife Resources [renamed Game and Inland Fisheries], Environmental Services Section	10/2/2025	Response	Agency (Watson) response, Mussel survey plan approval	BioSurvey plan approved for execution
27c	Biological Resources	VADWR: Virginia Department of Wildlife Resources [renamed Game and Inland Fisheries], Environmental Services Section	12/18/2025	Response	Email from DWR providing concurrence on the findings of the Mussel Survey	Final concurrence with conditions that DWR has the opportunity to review and weigh in on the final plan to maintain minimum flows; that the final plan includes the information we requested above; and, that minimum flows of 7.48 cfs are maintained in Broad Run within and downstream of the work site.
28a	Air Quality (Transportation)	VDOT: Virginia Department of Transportation Northern Virigina District	2/28/2025 to 3/27/2025	Outreach and Response	Email Chain: ASG (Swansen) to Burke, initiates consultation for Preliminary Traffic Study. Burke passes to Brickman then to Spencer. Consultation continued as PEA projects were more fully developed.	Preliminary Traffic Report provided, comments received, Traffic Impact Study developed, Coordination is ongoing
28b	Air Quality (Transportation)	Prince William County	10/15/2025	Response	PWS (Windish) to ASG (Swansen) regarding construction of DDI	DDI will be constructed with or without the Airport project.
29a	Water Resources	VDOT: Virginia Department of Transportation Northern Virigina District	11/21/2025	Response	Response from agency	Indicated need to determine possible impact, if any, on VDOT mitigation site and also low flow impact to it.
30a	Project Description	Federal Aviation Administration (FAA)	1/8/2025	Response	FAA (Matthew Thys) to HEF (Juan Rivera) Airport Layout Plan Conditional Approval Letter	2024 ALP Conditionally Approved and associated Master Plan is Accepted.
31a	Coastal Resources	Virginia Department of Environmental Quality (VADEQ)	3/16/2026 3/17/2026 3/20/2026	Outreach	Email Chain: ASG (Morgan) to VADEQ (Rayfield)	Set up coordination call and provided response regarding impervious areas and floodplain impacts vs. direct impacts to Broad Run
31b	Coastal Resources	Virginia Department of Environmental Quality (VADEQ)	3/19/2026	Response	ASG (Byrne) to FAA. Meeting notes from 3/17/26 call with VADEQ	Coordination with B.Rayfield
31c	Coastal Resources and Programmatic Environmental Assessment (PEA)	Virginia Department of Environmental Quality (VADEQ)	7/1/2026	Response	VADEQ to ASG (Byrne) comments on PEA and Federal Consistency Determination	VADEQ states project is consistent with VA Coastal Zone Management Program. VADEQ also provided combined state and local agency comments on the PEA.

1) All agency consulting packages contained the same enclosures: Table 1 and 2 and Attachments A, B, and C. An example of these attachments is provided in correspondence 1a. In addition, the second page of *Table 2 PEA Projects* was inadvertently omitted from the original submission. On August 19, 2025, a follow up letter was sent by the FAA to the Catawba, Delaware, Chickahominy, and Pamunkey tribes with the complete Table 2.
2) Correspondence 9a and 9b were relocated. Numbering preserved.
3) Correspondence 19a was renumbered to 15c.
4) Correspondence 22 was removed.
5) Correspondence 26 was removed.

Consultation Reference Number: 1a

U.S. Department of Transportation
Federal Aviation Administration

Beckley Airports Field Office
176 Airport Circle, Room 101
Beaver, West Virginia 25813
Telephone: (609) 916-5790

August 13, 2025

Catawba Indian Nation
Dr. Wenonah G. Haire
THPO and Catawba Cultural Executive Director
Catawba Indian Nation
1536 Tom Steven Road
Rock Hill, SC 29730

Re: Manassas Regional Airport (HEF), Proposed Part 139 Certification and Terminal Redevelopment Project Environmental Assessment, Prince William County and City of Manassas, Virginia

Dear Dr. Haire,

The City of Manassas and their franchisee (Avports) are proposing a suite of changes to the Manassas Regional Airport (HEF; the Airport) Airport Layout Plan (ALP) (**Attachment A - Figures 1, 2**). The changes to the ALP are a major Federal action subject to review pursuant to the National Environmental Policy Act (NEPA); the Federal Aviation Administration (FAA) is the lead federal agency for the proposed project. The changes are being made in support of Federal Aviation Regulation (FAR) Part 139 Certification and the introduction of commercial air service including Airport Terminal Redevelopment. The environmental review will evaluate the potential impacts associated with 16 proposed projects at the Airport.

The purpose of this letter is to initiate early coordination with your tribe, elicit your comments, and request pertinent information. Other tribes, nations, federal, state, and local agencies are also being notified (**Table 1**).

A Programmatic Environmental Assessment (PEA) is being prepared to evaluate the 16 planned projects identified for introduction of commercial service and Part 139 certification. The PEA facilitates consideration and analysis of projects that have sufficient planning (Tier 1) and projects where planning has not been completed (Tier 2). For projects with incomplete planning, assumptions are made in the PEA so the potential impacts may be assessed and disclosed. **Table 2** lists the projects and **Figure 3** presents the locations of these projects. **Attachment B** provides more detailed information on both the PEA and the individual projects and contains references to additional figures contained in **Attachment A**. **Attachment C** contains the photographs referenced in **Attachment B**.

We would appreciate a response to this inquiry by September 15, 2025. If you have any questions regarding the proposed project, please contact Susan Stafford of my office at (609) 916-5793, or by e-mail at Susan.Stafford@faa.gov. Thank you for your assistance.

Sincerely,



Matthew Di Giulian, Manager
FAA, Beckley Airports Field Office

Enclosed: *Table 1 – Consulting Agencies*
Table 2 – PEA Projects
Attachment A – Figures
Attachment B – PEA and Project Descriptions
Attachment C - Photographs

cc: FAA: Marie Jenet, Chad Carper
Manassas Regional Airport: Juan Rivera and Jolene Berry
Avports: Pranav Trivedi
Avion Solutions Group: Peter Byrne and Carol S. Weed

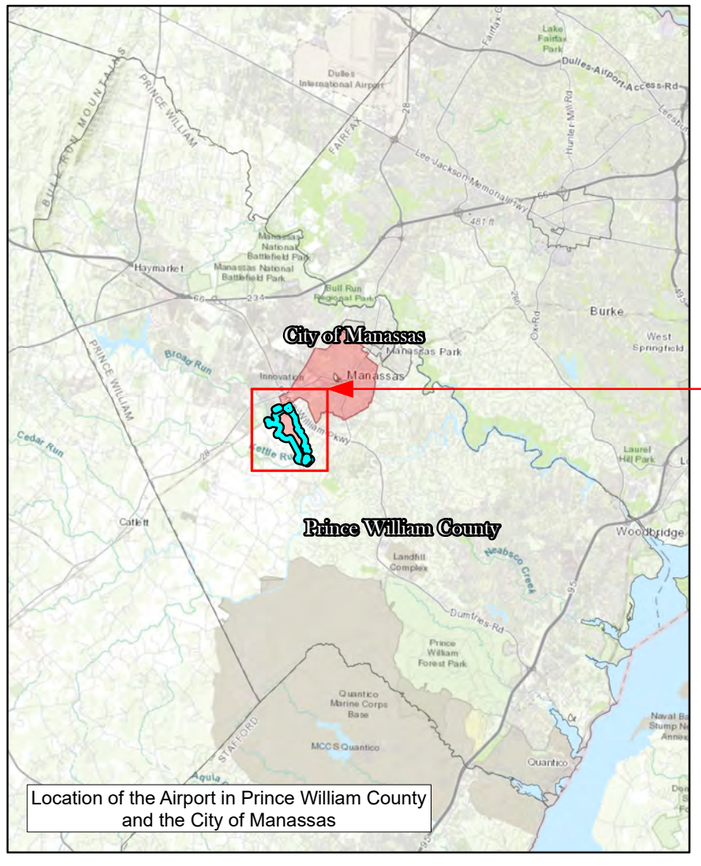
Table 1. Consulting Agencies		
Jurisdiction	**Agency**	**Date Response Received**
1. Federal (US)	Army Corps of Engineers, Northern Section	
1. Federal (US)	Department of Agriculture, Natural Resources Conservation Service, Virginia State Conservationist's Office	
1. Federal (US)	Department of the Interior, Office of Environmental Policy and Compliance, Philadelphia Region	
1. Federal (US)	Environmental Protection Agency, Region 3, Office of Communities, Tribes and Environmental Assessment	
1. Federal (US)	Federal Emergency Management Agency, Region 3; Environment & Historic Preservation	
1. Federal (US)	Fish & Wildlife Service, Virginia Field Office	
1. Federal (US)	National Oceanic and Atmospheric Administration, National Marine Fisheries Service, Greater Atlantic Region Office	
2. Nation/Tribe	Catawba Indian Nation	
2. Nation/Tribe	Chickahominy Indian Tribe	
2. Nation/Tribe	Delaware Nation	
2. Nation/Tribe	Pamunkey Indian Tribe	
3. Virginia	Department of Aviation, Airport Service Division	
3. Virginia	Department of Conservation and Recreation, Division of Planning and Recreation	
3. Virginia	Department of Conservation and Recreation, Dam Safety and Floodplains	
3. Virginia	Department of Environmental Quality, Office of Environmental Impact Review	
3. Virginia	Department of Game and Inland Fisheries, Environmental Services Section	
3. Virginia	Department of Historic Resources, Division of Review and Compliance	
3. Virginia	Department of Transportation, Northern Virginia District VDOT	May 3, 2025
4.Prince William County	Environmental Management	
4.Prince William County	Planning Division	
5. City of Manassas	Engineering Department	
5. City of Manassas	Planning and Development	

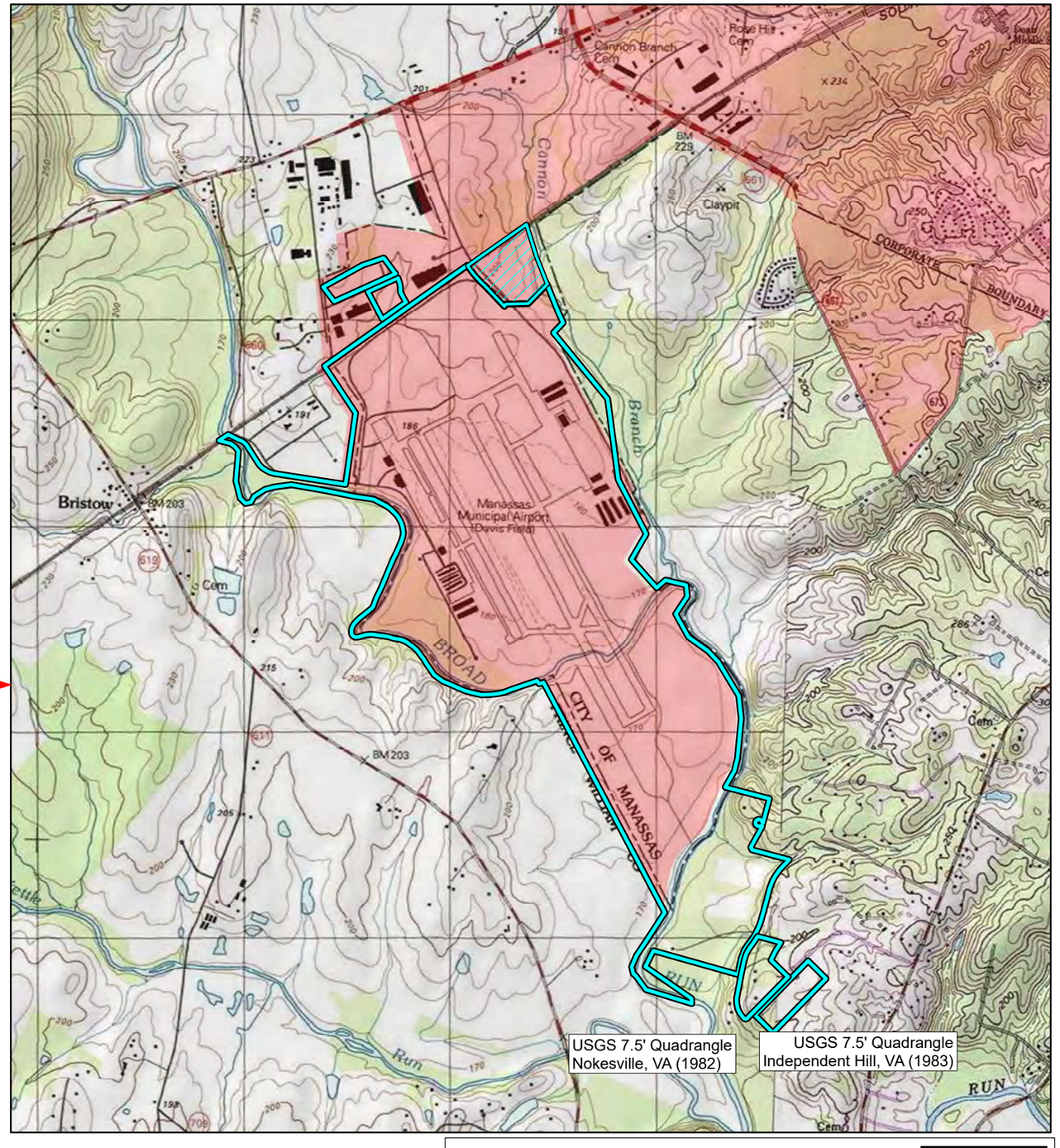
Table 2 – PEA Projects			
Project Number	**Project Name**	**Program Tier Construction Year Start-End**	**Project Supports**
1	Terminal Building Expansion (north, south, and west)	Tier 1: 2026-2026	Commercial Service
2	West Ramp General Aviation Tie-Down Replacement	Tier 1: 2026-2026	Part 139 Certification & Commercial Service
3	East Ramp Strengthening, Reconfiguration, and Rehabilitation	Tier 1: 2026-2028	Part 139 Certification & Commercial Service
4	Terminal Parking Lot Rehabilitation and Expansion	Tier 1: 2026-2026	Commercial Service
5	Economy Parking Lot Construction	Tier 1: 2026-2026	Commercial Service
6	Bridge Rehabilitation - Runway 16L/34R and Taxiway Bravo	Tier 1: 2026-2027	Part 139 Certification & Commercial Service
7	Construction of a new Snow Removal Equipment (SRE) Building	Tier 1: 2027-2028	Commercial Service
8	Taxiway Bravo Widening	Tier 1: 2027-2028	Part 139 Certification
9	Runway 16L/34R Reconstruction and Strengthening	Tier 1: 2027-2029	Part 139 Certification & Commercial Service
10	Taxiway Echo Fillet Widening	Tier 1: 2027-2029	Part 139 Certification
11	Taxiway B Reconstruction and Strengthening (South of the Bridge)	Tier 1: 2029-2030	Part 139 Certification & Commercial Service
12	Construction of a new East Ramp Taxiway	Tier 2: 2032-2034	Part 139 Certification & Commercial Service
13	Runway 16L/34R Widening	Tier 2: 2033-2033	Part 139 Certification
14	Construction of an Aircraft Deicing Pad and Apron Expansion between Taxiways Delta and Echo	Tier 2: 2033-2034	Part 139 Certification

Table 2 – PEA Projects			
Project Number	**Project Name**	**Program Tier Construction Year Start-End**	**Project Supports**
15	Construction of new Expanded East Ramp and Taxilane between Taxiways Delta and Echo	Tier 2: 2033-2036	Part 139 Certification & Commercial Service
16	Construction of new Aircraft Rescue and Fire Fighting (ARFF) Facility	Tier 2: 2035-2036	Part 139 Certification

ATTACHMENT A - FIGURES







LEGEND

- Airport Property
- Amazon Data Center Parcel
- City of Manassas

0 500 1,000 Meters

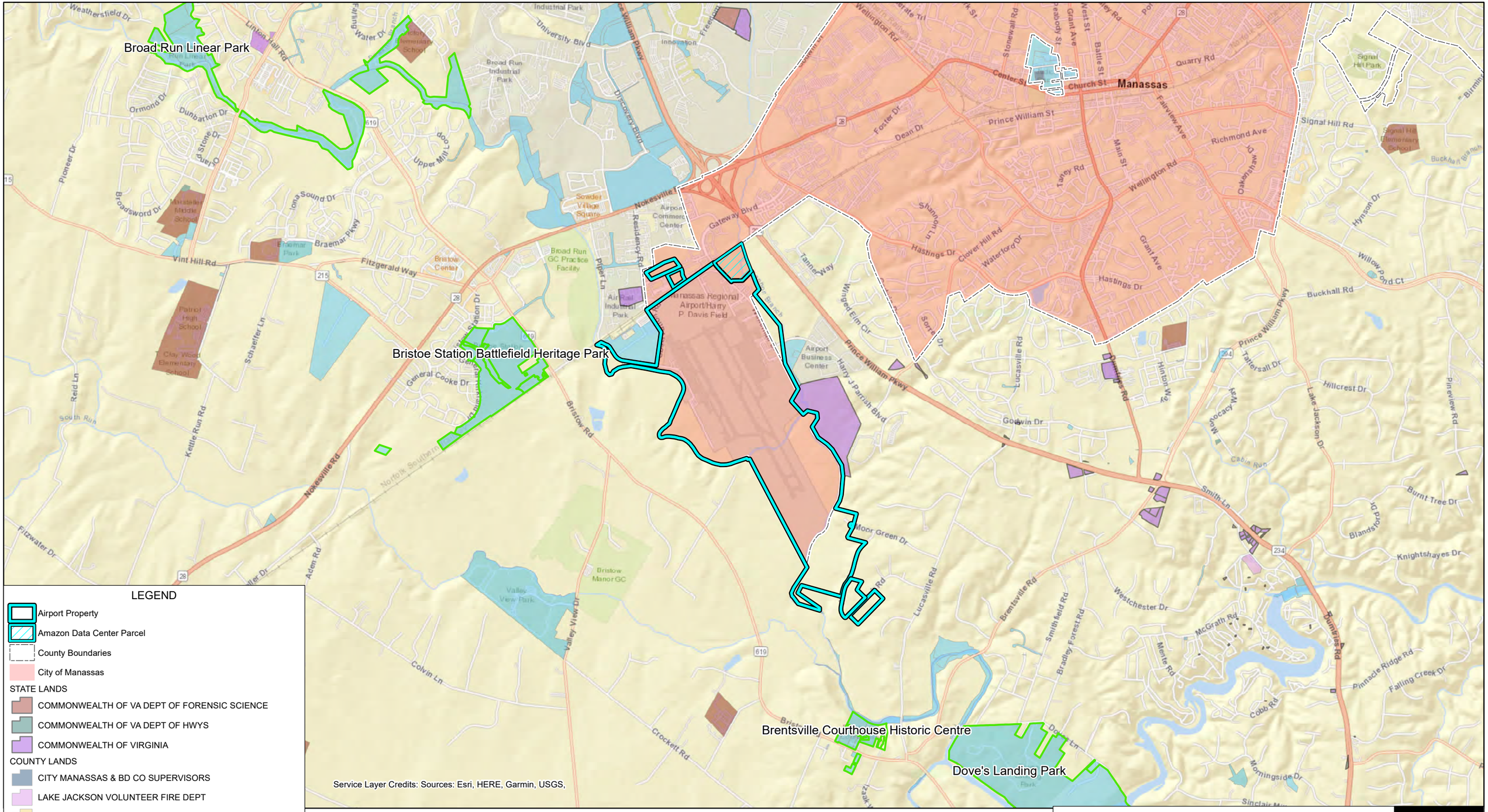
0 2,000 4,000 Feet

AVION SOLUTIONS GROUP LLC

The Manassas Regional Airport (HEF) FAR Part 139 Certification and Terminal Redevelopment Program

Location of the Airport

Figure 1



LEGEND

- Airport Property
- Amazon Data Center Parcel
- County Boundaries
- City of Manassas

STATE LANDS

- COMMONWEALTH OF VA DEPT OF FORENSIC SCIENCE
- COMMONWEALTH OF VA DEPT OF HWYS
- COMMONWEALTH OF VIRGINIA

COUNTY LANDS

- CITY MANASSAS & BD CO SUPERVISORS
- LAKE JACKSON VOLUNTEER FIRE DEPT
- NOKESVILLE VOLUNTEER FIRE DEPT
- PWC BOARD OF COUNTY SUPERVISORS
- PWC BOARD OF COUNTY SUPERVISORS
- PWC BOCS & NOKESVILLE VOLUNTEER FIRE & RESCUE DEPT
- PWC SCHOOL BOARD
- PWC SERVICE AUTHORITY
- Park Boundaries

0 500 1,000 Meters

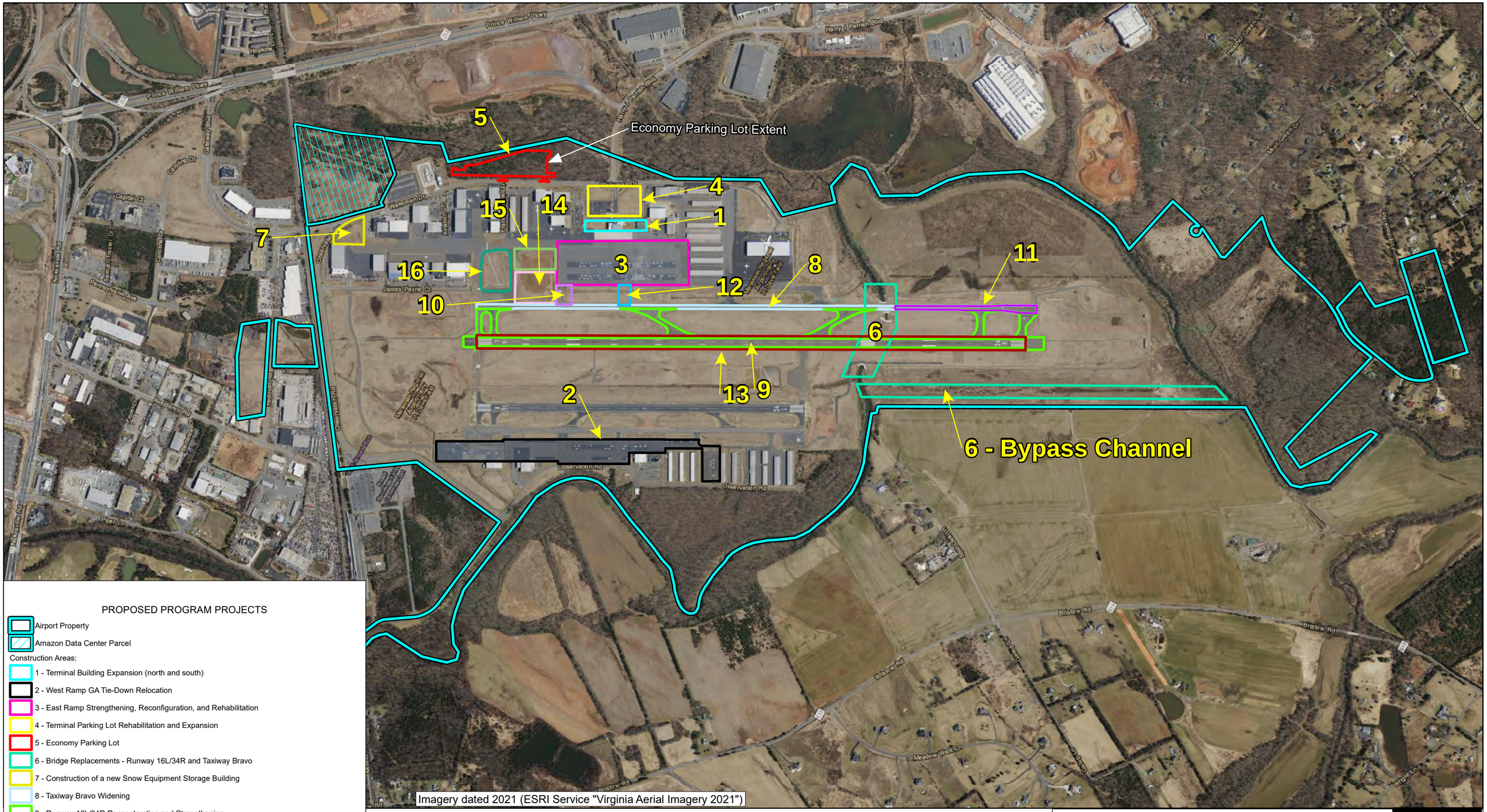
0 2,000 4,000 Feet

AVION SOLUTIONS GROUP LLC

Figure 2

The Manassas Regional Airport (HEF) FAR Part 139 Certification and Terminal Redevelopment Program

State, County, and Local Jurisdictions



PROPOSED PROGRAM PROJECTS

- Airport Property
- Amazon Data Center Parcel

Construction Areas:

1. 1 - Terminal Building Expansion (north and south)
2. 2 - West Ramp GA Tie-Down Relocation
3. 3 - East Ramp Strengthening, Reconfiguration, and Rehabilitation
4. 4 - Terminal Parking Lot Rehabilitation and Expansion
5. 5 - Economy Parking Lot
6. 6 - Bridge Replacements - Runway 16L/34R and Taxiway Bravo
7. 7 - Construction of a new Snow Equipment Storage Building
8. 8 - Taxiway Bravo Widening
9. 9 - Runway 16L/34R Reconstruction and Strengthening
10. 10 - Taxiway Echo Fillet Widening
11. 11 - Taxiway B Reconstruction and Strengthening (South of the Bridge)
12. 12 - Construction of a new East Ramp Taxiway
13. 13 - Runway 16L/34R Widening
14. 14 - Aircraft Deicing Pad (between Taxiway D and E)
15. 15 - Construction of new Expanded East Ramp and Taxilane between Taxiways Delta and Echo
16. 16 - Construction of a new ARFF Facility

0 200 400 Meters

0 500 1,000 Feet

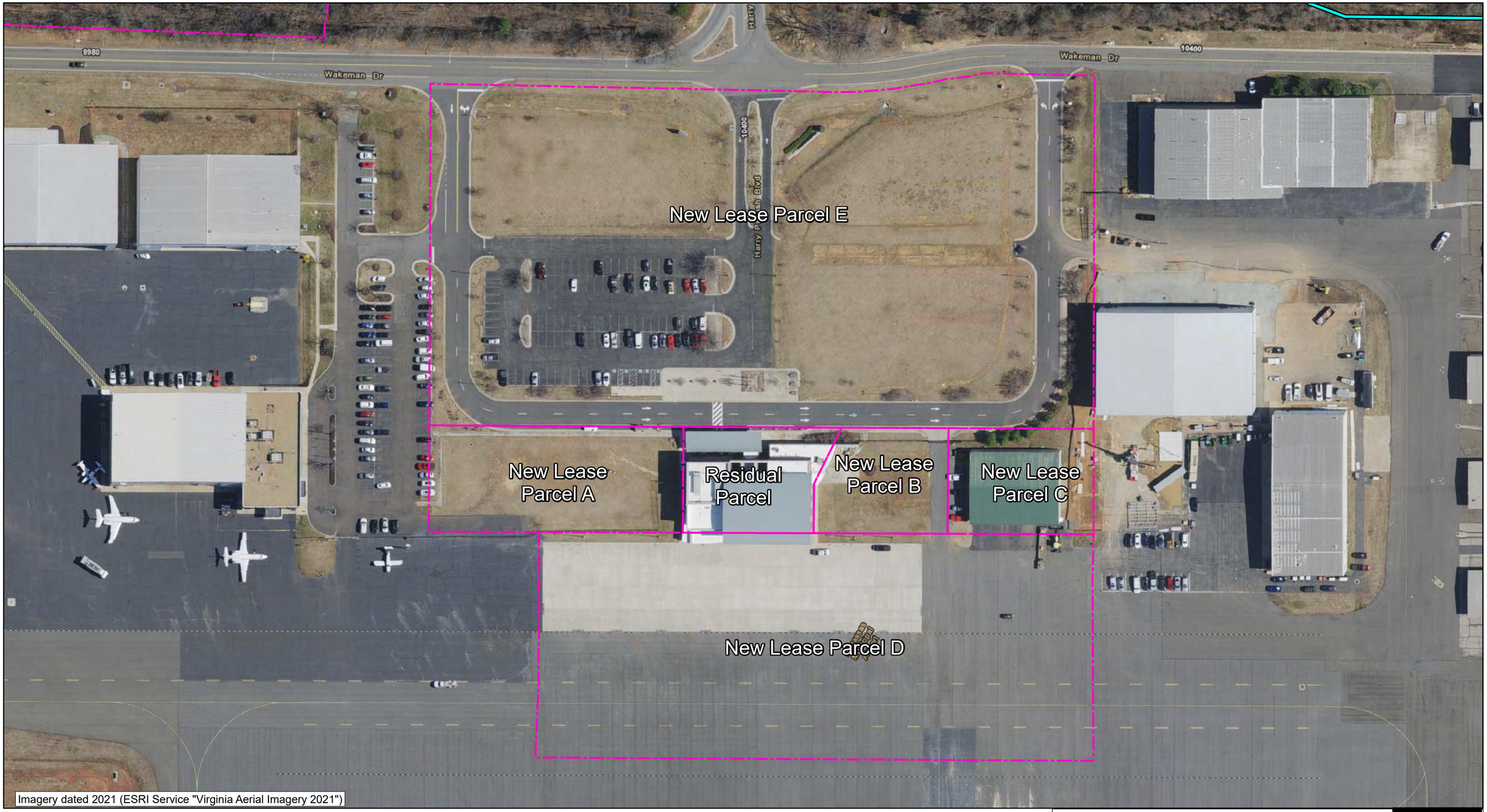
AVION SOLUTIONS GROUP LLC

Figure 3

The Manassas Regional Airport (HEF) FAR Part 139 Certification and Terminal Redevelopment Program

PEA Projects

Project 23-98001.002, Version: 8/11/2025 @ 5:29:44 PM



0 25 50 Meters

0 100 200 Feet

LEGEND

Airport Property

New Lease Parcel Boundary

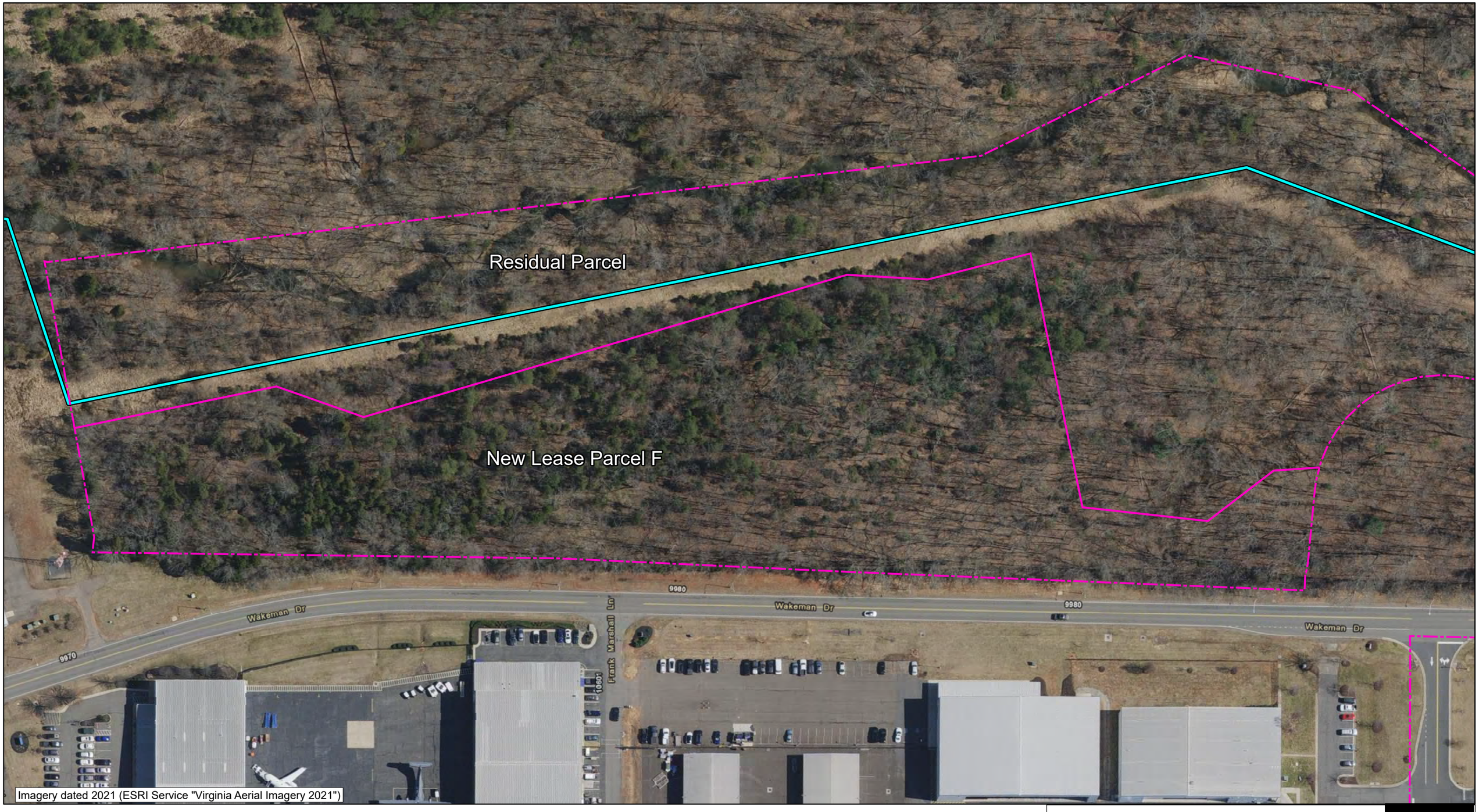
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The Manassas Regional Airport (HEF) FAR Part 139 Certification and Terminal Redevelopment Program

Franchise Agreement Lease Parcels A, B, C, D, E.

Figure 4

Project 23-98001.002, Version: 7/15/2025 @ 3:37:51 PM



0 25 50 Meters

0 100 200 Feet

LEGEND

Airport Property

New Lease Parcel Boundary

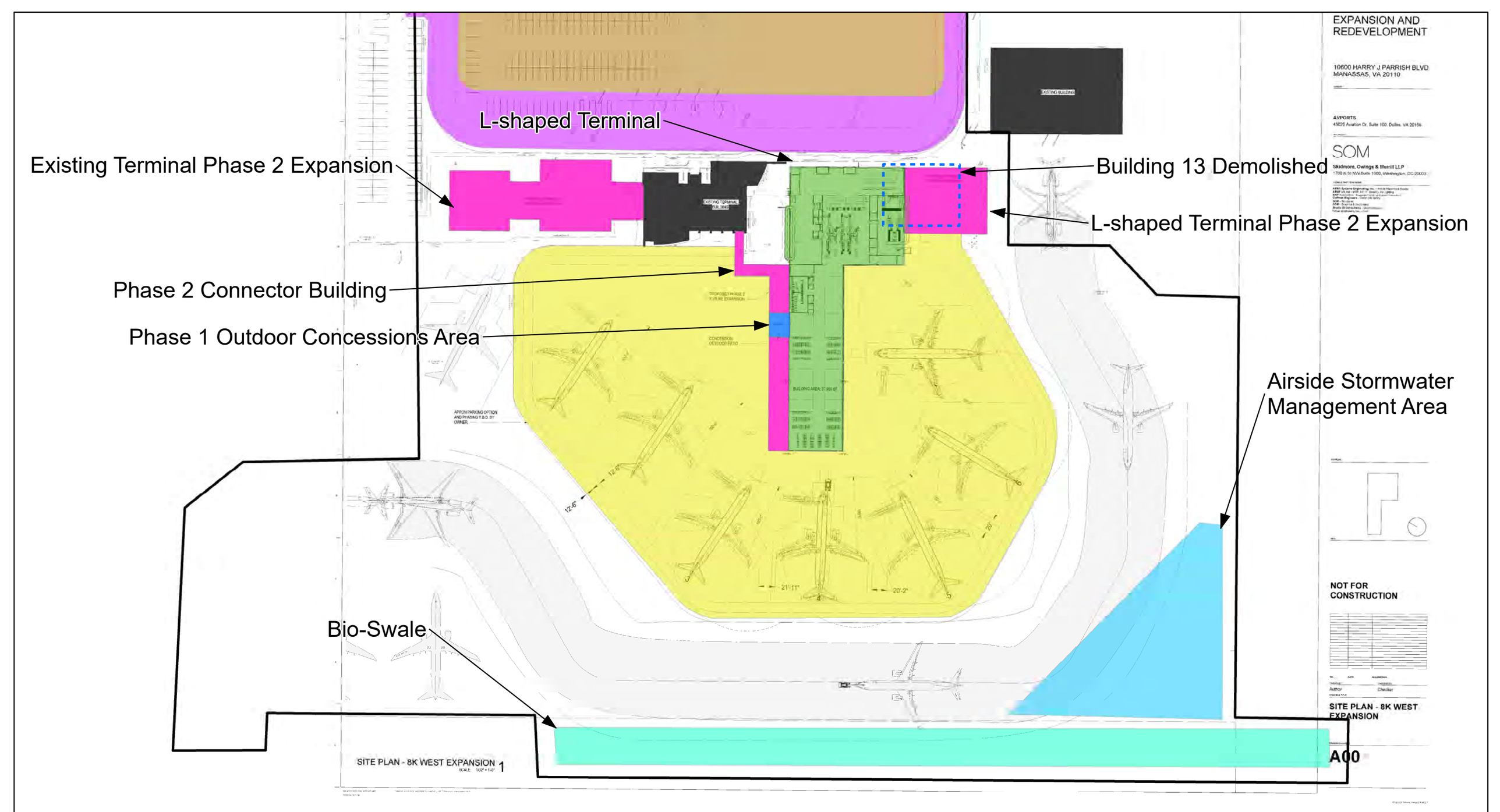
AVION SOLUTIONS GROUP LLC

Figure 5

The Manassas Regional Airport (HEF) FAR Part 139 Certification and Terminal Redevelopment Program

Franchise Agreement Lease Parcel F

Project 23-98001.002, Version: 7/15/2025 @ 3:39:41 PM



EXPANSION AND REDEVELOPMENT

10600 HARRY J PARRISH BLVD
MANASSAS, VA 20110

AVPORTS
45025 Aviation Dr. Suite 100, Dulles, VA 20166

SOM
Skidmore, Owings & Merrill LLP
1700 K St NW Suite 1000, Washington, DC 20003

NOT FOR CONSTRUCTION

SITE PLAN - 8K WEST EXPANSION

A00

LEGEND

- Airport Property
- Terminal Construction Envelope
- Butler Building - To Be Demolished
- Terminal Construction Elements
- Phase 1 Proposed Terminal Building
- Phase 1 Outdoor Concessions Area
- Phase 1 Proposed Terminal Loop
- Phase 1 Proposed Terminal Parking Lot
- Phase 1 Proposed Gate Area
- Phase 2 Proposed Terminal Expansion
- Bio-Swale
- Airside Stormwater Management Area
- Existing Building

0 25 50 Meters
0 50 100 Feet

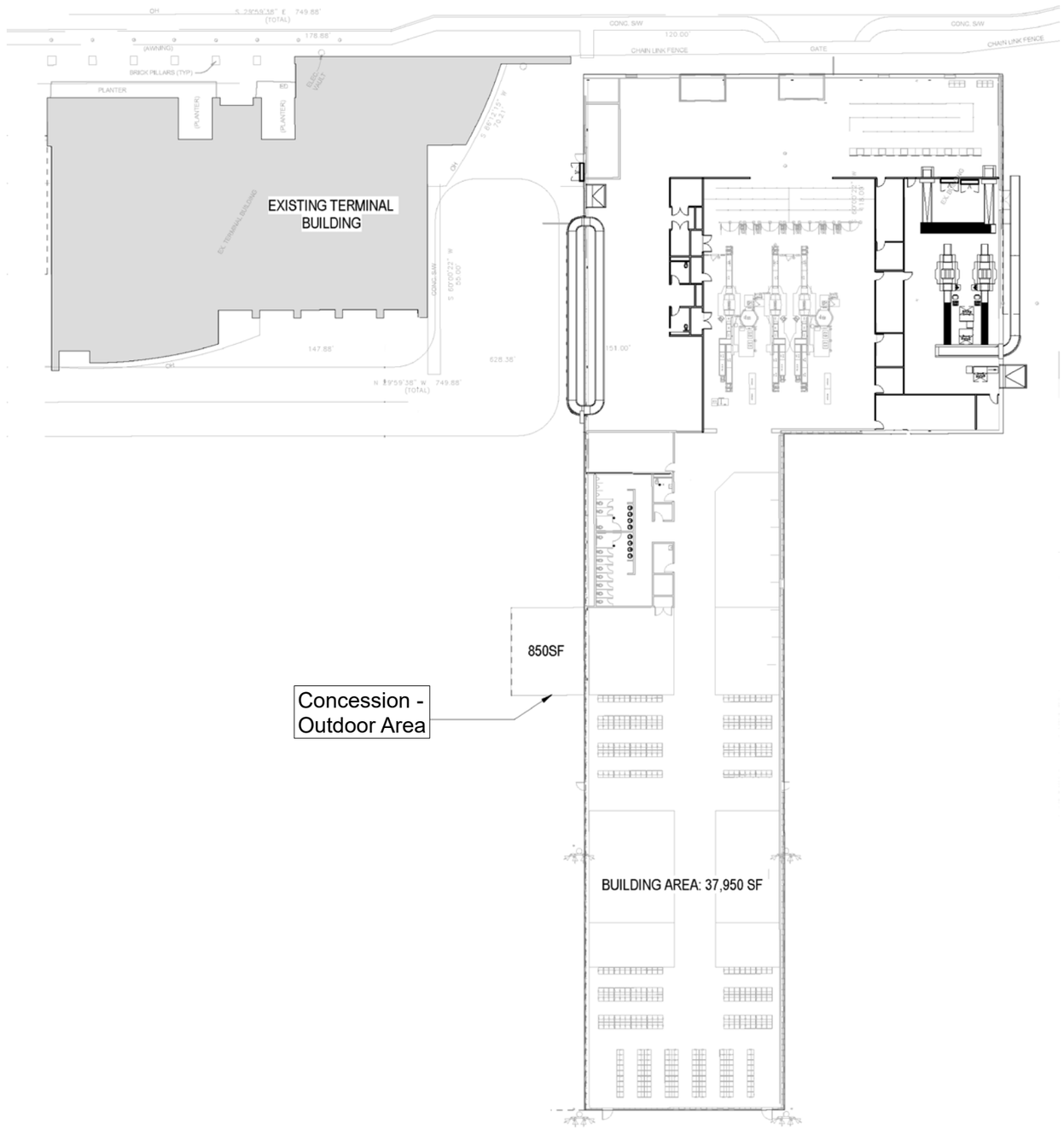
AVION SOLUTIONS GROUP LLC

The Manassas Regional Airport (HEF) FAR Part 139 Certification and Terminal Redevelopment Program

Terminal Construction Plan Phases 1 and 2

Figure 6

Project 23-98001.002, Version: 7/31/2025 @ 11:06:31 AM

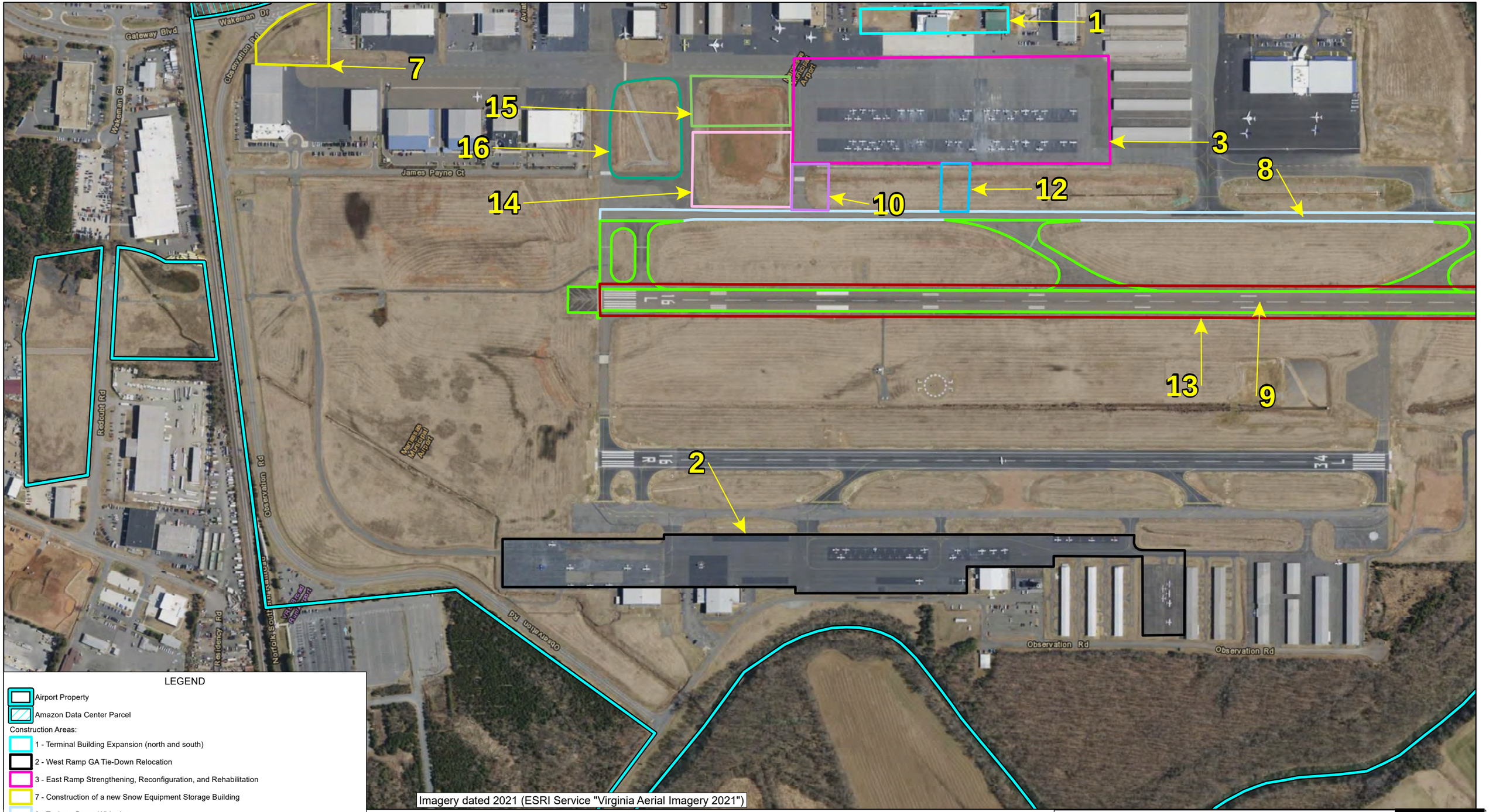


AVION SOLUTIONS GROUP LLC

Figure 7

The Manassas Regional Airport (HEF) FAR Part 139 Certification and Terminal Redevelopment Program

Phase 1 L-shaped Terminal Service Areas



LEGEND

- Airport Property
- Amazon Data Center Parcel

Construction Areas:

- 1 - Terminal Building Expansion (north and south)
- 2 - West Ramp GA Tie-Down Relocation
- 3 - East Ramp Strengthening, Reconfiguration, and Rehabilitation
- 7 - Construction of a new Snow Equipment Storage Building
- 8 - Taxiway Bravo Widening
- 9 - Runway 16L/34R Reconstruction and Strengthening
- 10 - Taxiway Echo Fillet Widening
- 12 - Construction of a new East Ramp Taxiway
- 13 - Runway 16L/34R Widening
- 14 - Aircraft Deicing Pad (between Taxiway D and E)
- 15 - Construction of new Expanded East Ramp and Taxilane between Taxiways Delta and Echo
- 16 - Construction of a new ARFF Facility

Imagery dated 2021 (ESRI Service "Virginia Aerial Imagery 2021")

0 100 200 Meters

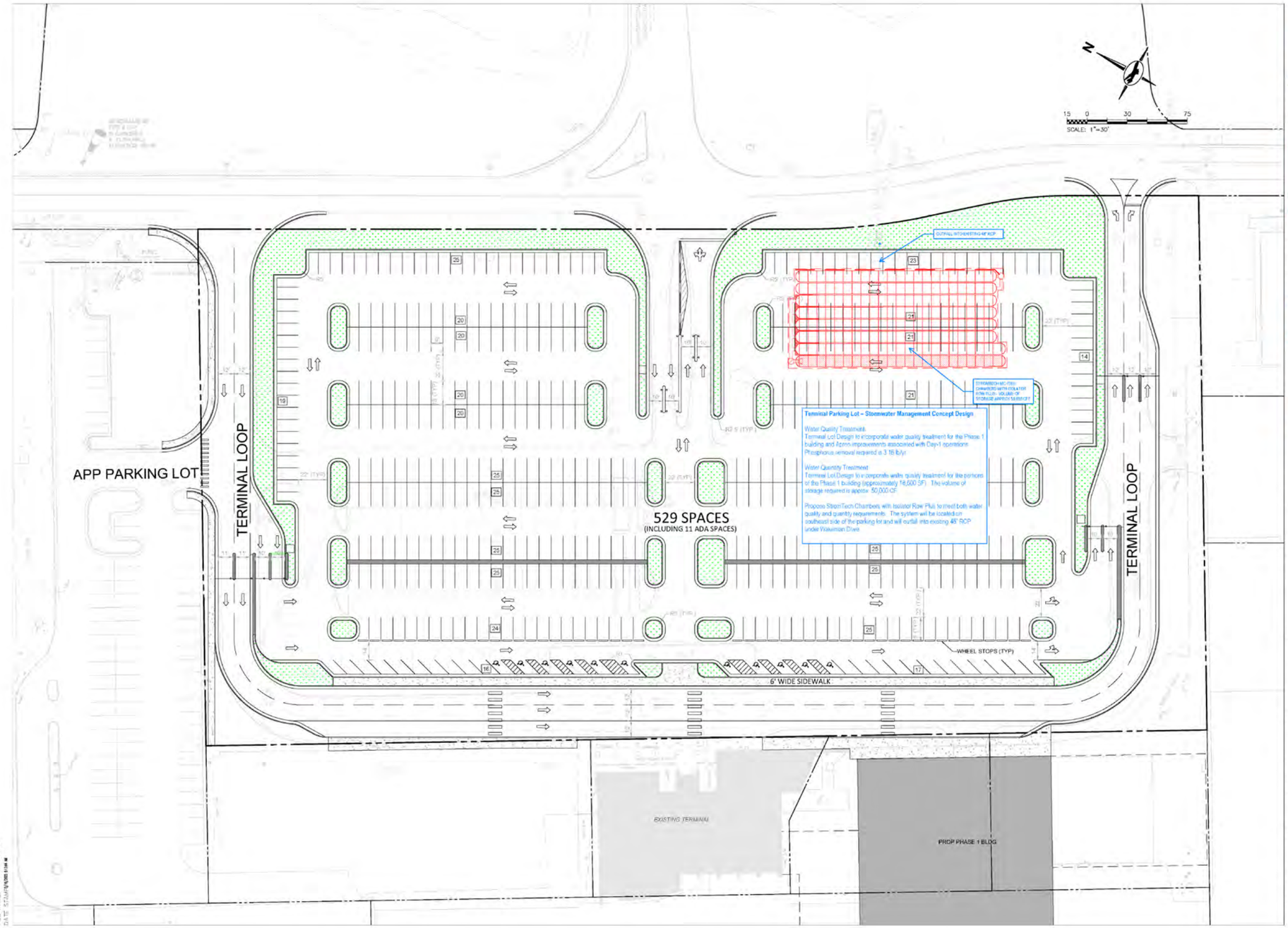
0 500 1,000 Feet

AVION SOLUTIONS GROUP LLC

The Manassas Regional Airport (HEF) FAR Part 139 Certification and Terminal Redevelopment Program

Extent of West Ramp to be Used for GA Aircraft Tie-Down Locations

Figure 8



CLIENT
AVPORTS
AVPORT MANASSAS LLC
45025 AVIATION DRIVE,
SUITE 100
DULLES, VA 20166-7524

ARCHITECT
PGAL
3131 BRIARPARK DRIVE
SUITE 200
HOUSTON, TX 77042
[T] 713 622 1444
www.pgal.com
PGAL TBPE REG. NO: F-2742

DESIGN – BUILDER
WHITING-TURNER
THE WHITING-TURNER CONTRACTING COMPANY
6305 IVY LANE, SUITE 800
GREENBELT, MD 20770
[T] (310) 656-7800

CONSULTANT
ADCI
AIRPORT DESIGN CONSULTANTS INC
8260 GREENSBORO DR
SUITE 120
MCLEAN, VA 22102
[T] 410 465 9600
www.adci-corp.com

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DRAWING HISTORY

NO.	DESCRIPTION	DATE

PROJECT NAME
TERMINAL LOT CONFIGURATIONS

PROJECT LOCATION
WAKEMAN DRIVE
MANASSAS, VA
20110

PROJECT NUMBER

SHEET TITLE
TERMINAL PARKING LOT LAYOUT - Angled Parking Close to Terminal

MAY 13, 2025

SHEET NUMBER

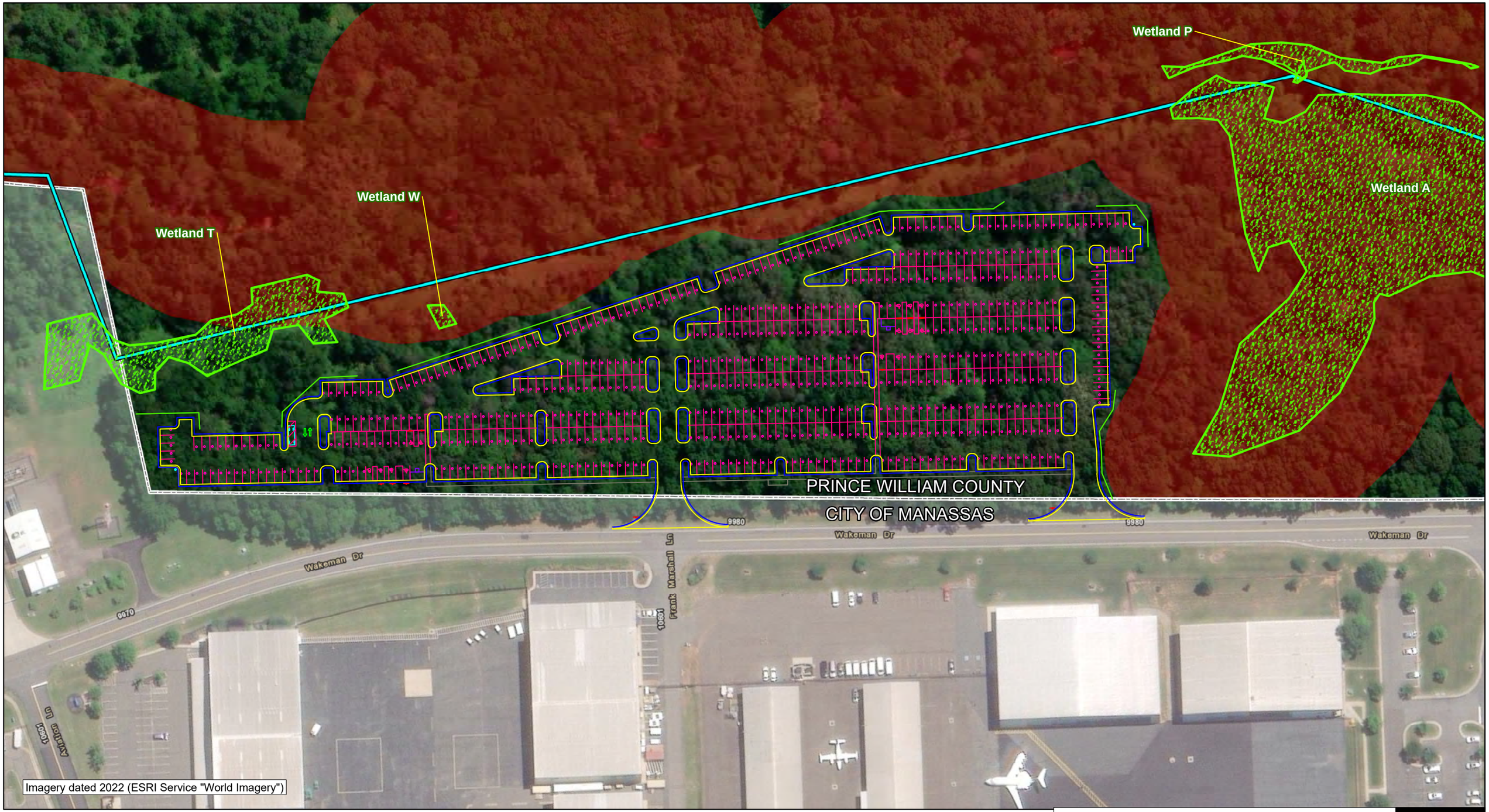
FILE NAME: [illegible]
DATE: 5/13/2025 8:14:44 AM

AVION SOLUTIONS GROUP LLC

The Manassas Regional Airport (HEF) FAR Part 139 Certification and Terminal Redevelopment Program

Proposed Terminal Parking Lot Detail

Figure **9**



LEGEND

- Airport Property
- City of Manassas Boundary
- Retaining Wall
- Newly Defined Wetland Boundary
- Resource Protection Area (RPA, PW Co.)

0 25 50 Meters

0 100 200 Feet

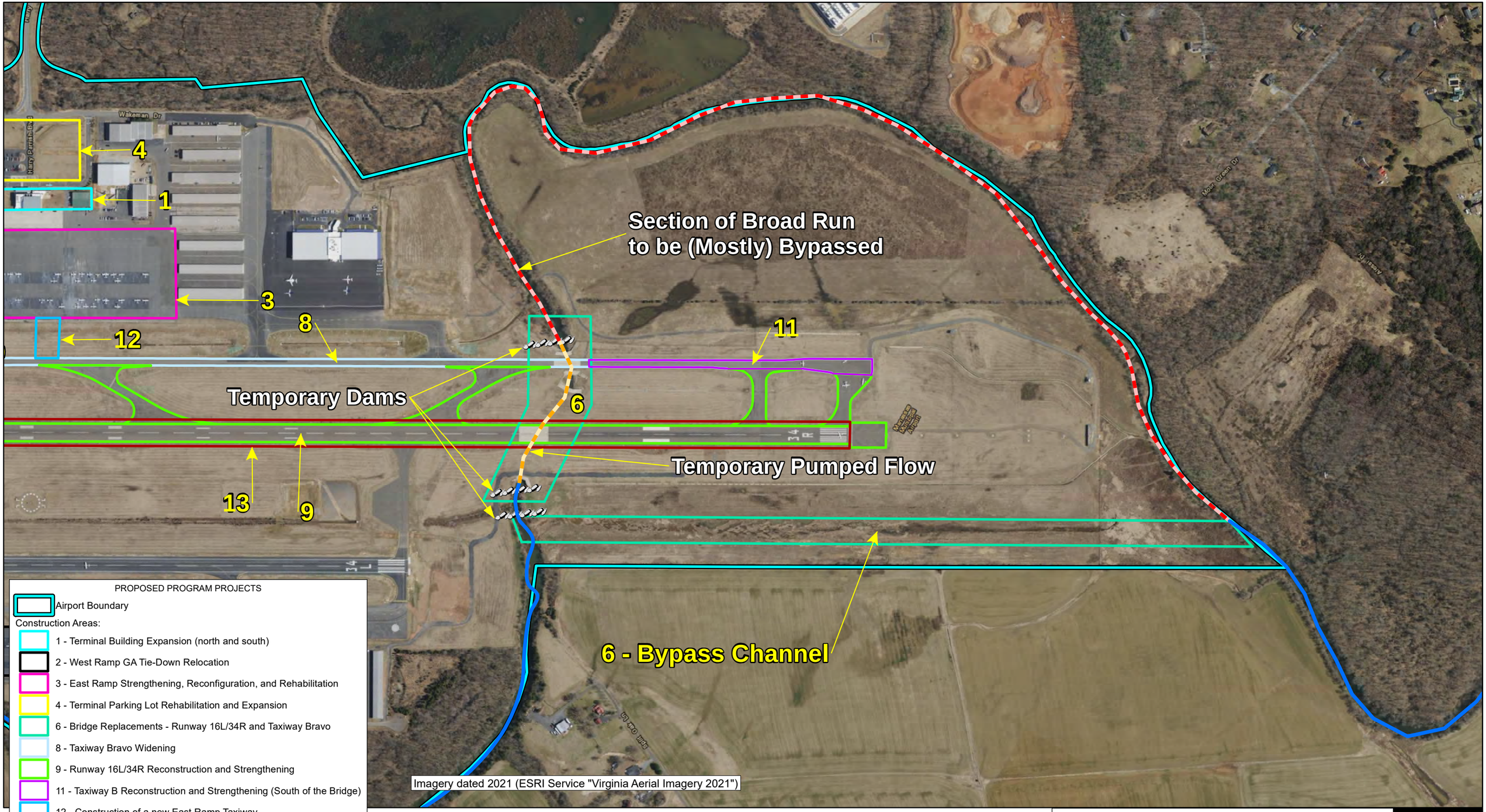
AVION SOLUTIONS GROUP LLC

Figure 10

The Manassas Regional Airport (HEF) FAR Part 139 Certification and Terminal Redevelopment Program

Economy Parking Lot Layout

Project 23-98001.002, Version: 7/31/2025 @ 11:01:25 AM



PROPOSED PROGRAM PROJECTS

- Airport Boundary

Construction Areas:

- 1 - Terminal Building Expansion (north and south)
- 2 - West Ramp GA Tie-Down Relocation
- 3 - East Ramp Strengthening, Reconfiguration, and Rehabilitation
- 4 - Terminal Parking Lot Rehabilitation and Expansion
- 6 - Bridge Replacements - Runway 16L/34R and Taxiway Bravo
- 8 - Taxiway Bravo Widening
- 9 - Runway 16L/34R Reconstruction and Strengthening
- 11 - Taxiway B Reconstruction and Strengthening (South of the Bridge)
- 12 - Construction of a new East Ramp Taxiway
- 13 - Runway 16L/34R Widening

Broad Run Temporary Bypass:

- Broad Run
- Section of Broad Run to be (Mostly) Bypassed
- Temporary Pumped Flow
- Temporary Dam

0 100 200 Meters

0 250 500 Feet

AVION SOLUTIONS GROUP LLC

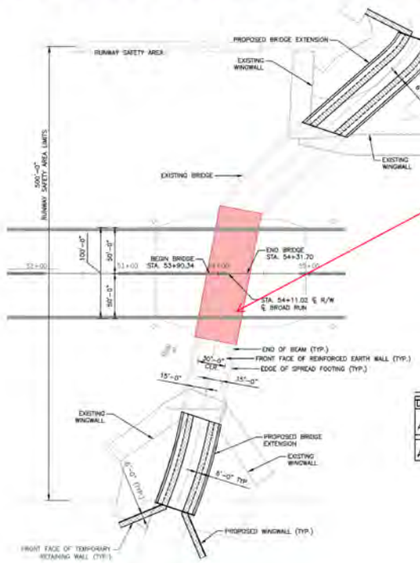
The Manassas Regional Airport (HEF) FAR Part 139 Certification and Terminal Redevelopment Program

2025 R/W 16L/34R and T/W B Bridge Strengthening Action Areas

Figure 11

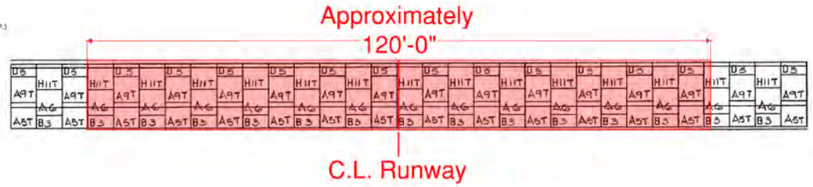
Project 23-98001.002, Version: 8/11/2025 @ 4:47:14 PM

MSE Wall – Conceptual Strengthening Extents (Runway)



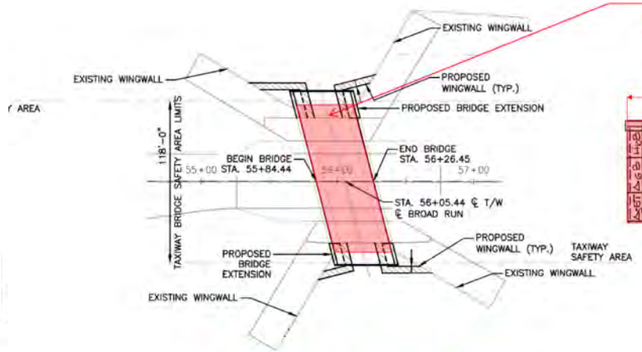
Plan View - Runway Bridge

Approximate Extent of Reinforcing Zone



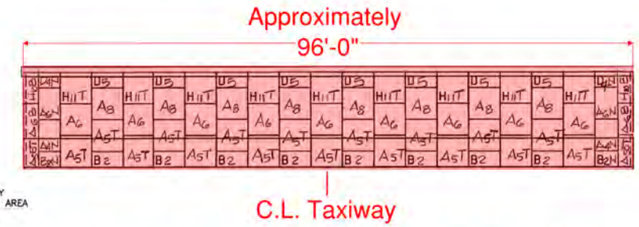
Elevation View - Runway Bridge Abutment 2

Wall – Conceptual Strengthening Extents (Taxiway)



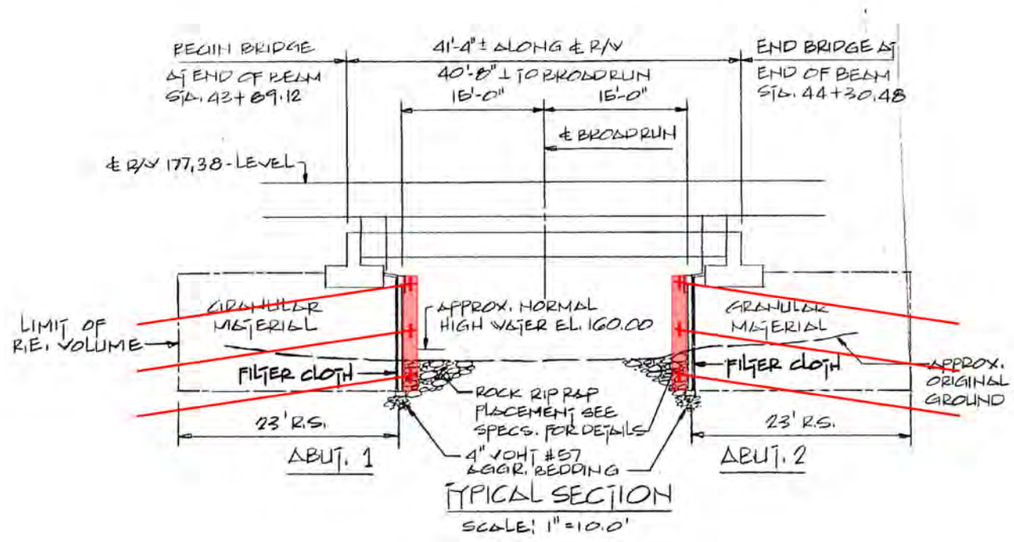
Plan View - Taxiway Bridge

Approximate Extent of Reinforcing Zone



Elevation View - Taxiway Bridge Abutment 1

MSE Wall – Conceptual Strengthening Soil Nail Wall



TYPICAL SECTION

SCALE: 1" = 10.0'

AVION SOLUTIONS GROUP LLC

Figure 12

The Manassas Regional Airport (HEF) FAR Part 139 Certification and Terminal Redevelopment Program

Bridge Action Area Detail

ATTACHMENT B –
PEA AND PROJECT DESCRIPTIONS

Attachment B

PEA Program Introduction and Project Descriptions

On November 13, 2023, the Federal Aviation Administration (FAA) notified the Manassas Regional Airport (HEF, the Airport; **Attachment A - Figures 1 and 2**) that it would need an Environmental Assessment (EA) for the following:

1. FAA issued Federal Aviation Regulation (FAR) Part 139 Airport operating certificate
2. FAA approval of the airport layout plan (ALP) changes: expand terminal building; reconfigure terminal apron (East Ramp); and strengthen and widen Runway 16L/34R and Taxiway B;
3. Connected landside actions (automobile parking, roadway improvements, etc.)
4. FAA approval of aircraft operating specifications

A total of sixteen (16) projects would be required to complete the four actions above. In a series of discussions with the FAA, it was determined that while all 16 projects listed by the FAA are ultimately needed for FAR Part 139 certification and are needed to support commercial service, not all are needed to begin commercial service. Of these projects, some are needed in the short term (5 years or less) to initiate commercial service beginning in 2026 and ending in 2030. Other projects also needed for commercial service may be completed over a longer term from 2032 to 2036. The short-term projects have been advanced with sufficient planning and design for the purposes of National Environmental Policy Act (NEPA) review. The long-term projects are in the conceptual stage with preliminary planning completed, such as location, physical dimensions, pavement depth, etc., but design has not been advanced that would fully inform the scope of the long-term projects sufficient for NEPA review.

As FAR Part 139 certification and commercial service could be initiated with the short-term projects and understanding that the related long-term projects could come later, a Programmatic EA (PEA) approach was considered for this program by the FAA. The PEA would support a “Tiered” decision document by the FAA of both the short term and long-term projects. This Tiered approach would allow the FAA to render a decision on those projects that have sufficient design completed (short term) while providing a conditional approval on the long term projects that do not yet have sufficient design completed.

In January 2024, the FAA noted that a Programmatic EA would be an acceptable procedural approach to evaluate the projects regardless of when those projects are needed. The FAA directed the preparation of a Programmatic EA (PEA) for this program.

There are a total of 16 projects that are subject to this Programmatic review. The projects are divided into two tiers and these are defined as:

- Tier 1 projects have sufficient planning to support development and construction in a timeline of 5 years or less and will support FAR Part 139 certification and the initiation of commercial service. Construction of Tier 1 projects is projected to begin in 2026.

- Tier 2 projects are projects with conceptual planning completed but with designs that are not yet finalized. For Tier 2 projects, assumptions are being made in the PEA so that potential impacts may be assessed and disclosed. For projects subject to conditional determination, the FAA may require a reevaluation to determine if the information remains valid and adequate, prior to construction start of each Tier 2 project. If FAA determines that the information is no longer valid, a reevaluation will be needed once the planning process for these facilities has been completed, and they are ripe for analysis.

The 16 PEA projects are shown in **Attachment A** - **Figure 3**. Tables 1 and 2, respectively, are lists of the agencies that are being notified of the projects and the 16 projects that are being considered under the PEA. These tables are included at the end of the agency consultation cover letters.

The eleven (11) Tier 1 Projects are proposed for construction start and completion between 2026-2030. The Tier 1 projects include both Part 139 certification projects and those outlined in the commercial service Franchise Agreement.[1] **Attachment A** - **Figures 4 and 5** illustrate the lease parcels that are being developed by the Franchisee (Avports).

The five (5) Tier 2 Projects are proposed for construction start and completion post Tier 1 development which is anticipated to be 2032-2036. Except for the Aircraft Rescue and Fire Fighting (ARFF) facility, the Tier 2 Projects are longer term infrastructure projects needed to improve existing facilities and expand the commercial service capability of the Airport.

In this PEA, the available information about each of the projects is presented. Analyses of these projects are based on current assumptions included in the project descriptions below**.** As the planning advances on Tier 2 Projects, the supplemental information will be assembled and the updates provided to FAA to determine the appropriate level of further analyses.

2025 PEA Project Descriptions

All airfield construction projects will be coordinated with the Airport Traffic Control (ATC) tower personnel prior to construction start and appropriate Notices to Airmen (NOTAMs)[2] will be issued. Overall, all airfield development will be designed in accordance with applicable FAA design standards and will be approved by the FAA prior to construction start.

[1] Avports and the City entered into a Franchise Agreement in July 2023. As part of this agreement, Avports proposed to re-develop and expand the existing Terminal building, expand the terminal parking lot, build an economy parking lot, provide support for the reconstruction and strengthening of Runway 16L/34R, and provide support for the construction of a new Snow Removal Equipment (SRE) building. The Franchise Agreement required the City to lease parcels A through F to Avports. These parcels currently contain the existing terminal (Parcel A), vacant land north of the terminal (Parcel B), existing Building 13 (Parcel C), the East Apron (Parcel D), the terminal parking lot (Parcel E), and wooded area associated with the Economy Parking Lot (Project #4).

[2] NOTAM is a notice containing information essential to personnel concerned with flight operations but not known far enough in advance to be publicized by other means. It states the abnormal status of a component of the National Airspace System (NAS) – not the normal status. https://www.faa.gov/about/initiatives/notam/what_is_a_notam. Site accessed May 20, 2025.

Tier 1 Projects (Years 2026-2030)

Construction work on the 11 Tier 1 Projects will begin after the FAA environmental determination is issued on the PEA. The Tier 1 work is expected to continue for five years after the Finding of No Significant Impact (FONSI) is issued.

Project #1 - Terminal Building Expansion (north, south, and west)

The existing terminal was constructed in 1995 and was made operational in 1996 (**Attachment C - Photographs 1-6**). It was built to pre-9/11 security standards. Furthermore, components of the existing terminal do not meet current Americans with Disabilities Act (ADA) standards. The existing 21,000 square foot (SF) terminal was intended to support operations of small regional aircraft. The existing terminal contains no baggage system, no security screening, and it lacks the necessary security separations between landside and airside functions. It currently houses the Airport offices, meeting spaces, tenant offices and restroom facilities.

Under the Franchise Agreement, Avports will develop an expansion of the terminal consistent with accepted design standards for functionality, safety and security. Avports is advancing a terminal expansion that will be anchored by the existing terminal which will be expanded in two phases (**Attachment A – Figure 6**). Prior to the first phase, the initial action in the terminal area will be the demolition of Building 13, which is currently the Airport Maintenance building. The Airport Maintenance function will be relocated to a new building (**Attachment C – Photographs 5, 6**). The new building is Project #7 which is discussed later herein.

After the Building 13 demolition, the first phase of the terminal expansion will begin on the south side of the existing terminal building. The terminal expansion will be “L-shaped,” and the foot end of the L-shape will be in-line with the south end of the existing terminal. The leg of the ‘L’ will be oriented east-west and extend onto the East Ramp. The terminal expansion will be a pre-engineered metal building and utilities for the terminal expansion will be extended from services at the existing terminal and Building 13. An outdoor concessions area will be constructed on the north side of the L-shape terminal as shown on **Figure 6.** It will be 30 feet (ft) by 28 ft (840 SF). Overall, the L-shaped terminal building will be 38,491 SF.

The L-shape terminal interior will be subdivided and will contain baggage claim, holdrooms, office space, passenger screening, and restrooms (**Attachment A** – **Figure 7**). The utility connections that serviced Bldg 13 remained in place and those connections will be used.

The second phase of construction includes construction of a connector building between the existing terminal and the L-shape terminal extension; an extension to the north end of the existing terminal; and an extension on the south side of the L-shaped terminal in line with the existing terminal (**Figure 7**). The three Phase 2 extensions will cumulatively include an additional 36,608 SF.

The proposed terminal expansion project is being designed according to the International Air Transport Association (IATA), the Airport Cooperative Research Program (ACRP), Transportation

Security Administration (TSA) standards, Design and Construction Standards Manual (City of Manassas), and the Airport Development Reference Manual.

The terminal project is being designed in accordance with the IATA "Optimum" range to service the target Design Day Flight Schedule (DDFS)[3]. As an example, hold room sizing utilizes IATA v12 standards calling for 19.4 to 23.7 SF per seated passenger and 13 to 16.1 SF per standing passenger with a target of 50-70 percent seating offered per occupant. These criteria yield a range of areas between 2,400 and 3,300 SF per room. Similar approaches are being used for all terminal project use areas, referencing existing standards and benchmarked against facilities currently in use.

Project #2 – West Ramp General Aviation Tie-Down Relocation

Until recently, the East Ramp had 86 tie-downs for light General Aviation (GA) aircraft[4] (**Attachment C – Photograph 7**). In 2025, the Airport installed 43 new tie-downs in the West Side Corporate Area to accommodate the relocation of light GA aircraft from the East Ramp to the West Corporate Area ramp (**Attachment A – Figure 8**).

To facilitate construction of Project #1, 43 light GA aircraft that are currently tied down on the East Ramp will be relocated to the existing West Ramp. The West Ramp is currently configured for light GA operations, and no construction is required to accommodate the aircraft relocated from the East Ramp to support the construction of Project #1.

Project #3 - East Ramp Strengthening, Reconfiguration, and Rehabilitation

Once the new terminal's Phase 1 footprint is in place, the East Ramp will be repaved, and seven aircraft hardstands and a service road will be created for airport vehicles. The proposed work on the East Ramp will be performed in two stages and will be started in 2026 and completed in 2028. The first stage will be the demolition of 840,000 SF of existing asphalt and concrete. This stage will accommodate construction of the terminal expansion (see Project #1 above).

Repaving will occur in the second stage. Once the Terminal is in place, the East Ramp paving and strengthening will be constructed. From base to surface, the strengthening and paving layers will consist of 6-inches of P209 aggregate base, 6-inches of P304 cement treated base, and 16-inches of P501 concrete. There will be no aircraft operations on the East Ramp or on Taxiway Echo during the demolition, repaving, and strengthening work.

The hardstands are sized to initially accommodate four Airplane Design Group (ADG) III aircraft (Group III) aircraft[5]. Pavement markings for the initial four hardstands that will be used by the

---

[3] DDFS is an estimation of the number of expected passengers that could use an airport during an average day of the peak month of activity. The DDFS may be found in the Forecast section of the PEA.

[4] Light GA aircraft are typically aircraft with one or two engines that weigh less than 12,500 pounds (lbs). These types of aircraft are generally used for training and recreational use.

[5] ADG classifications group aircraft based on wingspan and tail height. The characteristics of Group III aircraft are 1) a wingspan that can range from 79 ft to 118 ft and 2) a tail height of 30 feet to 45 feet. Typical aircraft in the Group III category include the 737-800 and A320 aircraft which falls within this category and are common aircraft used for scheduled passenger service.

commercial aircraft also will be completed after pavement construction. The hardstand area has been sized to eventually accommodate up to seven Group III aircraft with associated hardstands for each aircraft.

At the west side of the East Ramp, a bioswale has been called out on the design plan (**Attachment A – Figure 6 and Attachment C – Photograph 8**). The bioswale is 1020 ft in length and 50 ft wide. The structure will accept run-off from both the East Ramp and Project #9.

Project #4 - Terminal Parking Lot Rehabilitation and Expansion

The existing ground-level terminal parking lot is located immediately east of the existing terminal building. The parking lot is a large rectangle divided into four quadrants. Only the northwest quadrant is paved, and it currently has 119 striped parking spaces (**Attachment A – Figure 9 and Attachment C – Photographs 9-12**). Project #4 involves:

- paving the three grass covered quadrants,
- creating landscaped islands that will delimit the end of parking slot sets; and
- reconfiguring the parking slot arrangements within the existing paved lot.

Ingress into the parking lots will be at the north terminal loop entrance off Wakeman Drive (Dr) and in the existing center aisle entrance west of the Harry J Parrish Blvd and Wakeman Dr intersection. Egress will occur at the south end of the terminal parking lot loop and also in the central aisle. At completion, the lot will contain approximately 529 slotted spaces including 11 ADA accessible parking locations.

Project #5 - Economy Parking Lot Construction

Project #5, the economy parking lot, will lie between Wakeman Dr (west), Cannon Branch (east), Harry J. Parrish Blvd (south), and the Airport Fuel Farm (north) (**Attachment A – Figure 10**). The proposed location was subject to a previous environmental review in 2018 as part of an EA for West Side Corporate Development and East Parcel Development EA (RS&H 2018) and a Finding of No Significant Impact was issued by the FAA[6]. The West Side Corporate Development and East Parcel Development did not proceed.

The area that will accommodate the Economy Parking Lot is presently undeveloped (**Attachment C - Photographs 13 and 14**). The proposed parking lot will encompass approximately 590,000 SF and the space will eventually accommodate 647 parking spaces and a shuttle bus station. The economy parking lot will be accessed from the east side of Wakeman Dr (**Attachment A – Figure 10**).

[6] March, 2018.

Project #6 - Bridge Rehabilitation: Runway 16L/34R and Taxiway Bravo

In 2014-2015, the existing crossings for R/W 16L/34R and T/W B were constructed over Broad Run. **Attachment C** containing **Photographs 15, 16, 17, and 18** illustrate the existing conditions in various action areas. The existing bridges were widened during the 2014-2015 bridge work. The existing bridges are not designed with sufficient strength to accommodate routine operations by Group III aircraft (737-800 and A320 aircraft) which are expected to operate from the Airport; therefore, the existing bridges must be strengthened to accommodate those aircraft operations. Their overall sizes will not be changed as part of this program.

Based on 2025 field testing and subsequent test result analyses, Walter P. Moore and Associates, Inc. (Manafpour and Treser 2025) developed an approach that will strengthen the existing structures. **Attachment A – Figure 11** illustrates the locations that will be subject to the strengthening actions in 2026-2027. The approach has been accepted by Avports and the Airport and will entail four actions:

1) Site Work Preparation: Re-routing Broad Run, removing rip-rap, erecting scaffolding, and opening the by-pass channel.
2) Strengthening A: Soil nailing, tensioning soil nails, reinforcing shotcrete walls, installing drainage mats, and weep holes
3) Strengthening B: Box Beam dowel reinforcement with structural steel reinforcement and anchorage to Box Beams
4) Site Work Closing: Close by-pass channel and remove coffer or retaining dams, replace rip-rap, remediate floodplain disturbance areas

Figure 12 - Bridge Action Area Detail shows the locations and actions associated with Strengthening A and B. The design set for these is in preparation and will be provided to the FAA and applicable agencies upon completion. **Attachment A – Figure 12** presents the June 2025 concepts of both actions.

In order to complete the proposed stream bank and under bridge work, the stream waters from Broad Run will have to be temporarily retained or diverted. The initial site work will re-open a bypass channel that was subject to geotechnical investigation and that was used during the 2014-2015 bridge work. The by-pass channel will continue from its north opening to re-join Broad Run.

Stream waters flowing from the northeast of the work area from Cannon Branch will be retained with coffer dams or retaining walls (**Attachment A – Figure 12**). The rip-rap will be removed and stockpiled within the construction zone. ASG assumes that the construction zone will be sized to correspond to that defined for use in 2013-2014. Upon completion of the stream bank work and the under bridge strengthening, the bypass channel's north diversion opening will be closed and the coffer or retaining dams will be removed.

Project #7 - Construction of a new Snow Removal Equipment (SRE) Building

Building 13, which will be demolished during Project #1, is the existing Airport maintenance building (**Attachment C – Photographs 5 and 6**). According to the 2025 City of Manassas Proposed Fiscal Year (FY) 2026 Budget and Five-Year Capital Improvement Plan, Project #7 "..entails building a Maintenance Equipment Storage (MES)/Snow Removal Equipment (SRE)

Facility to accommodate a new larger multi-use SRE building and provide a storage facility with a layout which meets the growing needs of the airport" (Keen 2025:347). The proposed new maintenance facility will be located on the northeast corner of the airport on undeveloped land adjacent to Wakeman Dr (**Attachment A - Figure 3 and Attachment C – Photographs 19, 20, and 21**).

This area will be modified during construction to accommodate the proposed building, paved parking outside of the building, and work area during construction. The new building dimensions are proposed to be 150 ft long by 80 ft wide by 30 ft high. Depth below ground surface of the building footings would be 24 inches. Here, and elsewhere on the landside, the pavement will consist of a 2-inch Virginia Department of Transportation (VDOT) Type Stone Matrix Asphalt (SMA) Surface Course (SM12.5a or SM9.5A) over a 6-inch VDOT Cement Treated Base Course (8 percent cement content by weight) (Rivera, 2024, pp. 1-7). Overall, apron grades and adjacent surface gradients will be in accordance with FAA design standards.

Project #8 - Taxiway Bravo Widening

Taxiway B will be widened by 10 ft on the east and west sides of the existing taxiway to provide a full 50 ft width to meet FAA design standards for Group III aircraft. As noted in the discussion of ASG Project #11 below, the expansion area will be paved in three layers. From surface to base these will consist of 4-inches of P4017 asphalt surface course, 6-inches of P403 cement treated base, and 12-inches of P220 cement treated soil base. Overall, apron grades and adjacent surface gradients will be in accordance with FAA design standards.

Project #9 - Runway 16L/34R Reconstruction and Strengthening

Runway 16L/34R is 6,200 ft. The blast pads add an additional 175 ft to either end of the runway. However, the blast pads are not being repaved as part of Project #9. This project will entail reconstruction and strengthening of approximately 952,000 SF of the existing runway pavement – its full length. This work will be done in stages between 2026 and 2028 to avoid prolonged closures of the runway and impacts to scheduled service.

According to Airport staff, the Runway has variable 3 to 8 inches of P401 Asphalt Surface Course over 5 to 6 inches of stabilized base course (cement or asphalt treated base course) over subgrade. The asphalt may vary in depth due to grade corrections (Rivera, 2024, pp. 1-7). On July 14, 2025, Mr. Rivera noted that the project "is a simple mill and fill project. It is variable depth, but we will be adding three inches to the existing pavement." For analysis purposes, ASG assumed the new pavement will consist of P401 asphalt. Overall, apron grades and adjacent surface gradients will be in accordance with FAA design standards.

[7] P401 is a reference used by the FAA for a specific asphalt mix design for airfield pavements. This specification is intended to be used for the surface course for airfield flexible pavements subject to aircraft loadings of gross weights greater than 30,000 pounds (13,600 kg) and is to apply within the limits of the pavement designed for full load bearing capacity. FAA Advisory Circular (AC) 150/5370-10H.

Project #9 includes “infrastructure improvements such as electrical, grading, and drainage. Drainage issues both under and along the runway will be addressed through the installation of new storm drains. The locations of these drains are not yet defined. The runway lighting system will be upgraded to LED lights and airfield signs will be replaced with LED fixtures.” (Rivera, 2024, pp. 1-4, 1-5).

Project #10 - Taxiway Echo Fillet Widening

The pavement dimensions for T/W E do not meet Group III design standards. The widening of T/W E will entail adjusting the fillets to meet design standards and widen the taxiway from 40 ft to 50 ft. It is assumed that approximately 2400 SF of new pavement will be added to the existing taxiway. This will also include the relocation of existing taxiway lights and signs at the intersection of T/W E and TW B.

The new pavement in the expansion areas will consist of three layers: 4-inch P401 asphalt surface course, 6-inch P304 cement-treated base course, and a 6-inch P209 crushed aggregate base course. Existing pavement grades will remain the same to promote proper drainage. Overall, apron grades and adjacent surface gradients will be in accordance with FAA design standards.

Project #11 – Taxiway B Reconstruction and Strengthening (south of the bridge)

T/W B is a parallel taxiway, providing aircraft access for the full length of the primary runway (R/W 16L/34R) from the east apron areas. The taxiway has two high-speed exits along with connecting taxiways at both ends of the runway.

The T/W B pavement was rated as very poor in 2022 (All About Pavements, Inc. 2022), and the pavement will need to be strengthened to support scheduled commercial airline service. The taxiway pavement north of the bridge over Broad Run was rehabilitated in the Summer of 2024 and will not need to be strengthened as part of this project.

As part of Project #11, the taxiway strengthening will encompass both the concrete bridge section that traverses Broad Run and the taxiway south of the bridge section. This work is proposed to be completed in 2028-2029.

ASG assumes that the rehabilitation and strengthening will entail replacement of the taxiway pavement with three new layers. From surface to base these will consist of 4-inches of P401 asphalt surface course, 6-inches of P403 cement treated base, and 12-inches of P220 cement treated soil base. Overall, adjacent surface gradients will be in accordance with FAA design standards. In addition, the project will replace the runway lights and signs with modern LED fixtures and replace the pavement markings. (Rivera, 2024, pp. 1-5).

Tier 2 Projects (2032 to 2036)

The locations of the Tier 2 Projects are shown in **Attachment A – Figure 3.** Plan drawings depicting the direct impact areas for these projects will be provided to the FAA prior to construction

start. In all cases involving pavement replacement, ASG has conservatively assumed that all existing asphalt and concrete will be removed, and that the new pavement, except where noted, will consist of no less than 18 inches of layered material.

Project #12 - Construction of a new East Ramp Taxiway

This project is for a new taxiway entrance onto the East Ramp from T/W B (**Attachment A – Figure 3 and Attachment C – Photograph 22**). To support aircraft flow and efficiency and avoid congestion on the East Ramp, this new taxiway is needed to give pilots and air traffic controllers options for aircraft entering and exiting the East Ramp. This project will be designed for Group III aircraft, and is located south of the existing T/W E and perpendicular to the existing T/W B. The need for the project results from the implementation of scheduled service which will result in the presence of Group III aircraft on the East Ramp.

The new taxiway will measure 215 ft long by 50 ft wide (29,906 SF). The area will be paved in three layers: 4-inch P401 asphalt surface course, 6-inch P304 cement-treated base course, and a 6-inch P209 crushed aggregate base course. The pavement grades will be set to promote proper storm drainage. New lighting, signage and marking will be installed in accordance with FAA design standards.

Project #13 - Runway 16L/34R Widening

The width for R/W 16L/34R will be increased from 100 ft to the recommended standard width of 150 ft as the critical aircraft for the runway has a maximum certified takeoff weight greater than 150,000 pounds. The 25-ft wide pavement strips to either side of the existing runway will be tapered to match the elevation of the bridge[8]. The runway pavement strips will be paved in three layers. From surface to base these will consist of 6-inches of P401 asphalt, 6-inches of P403 cement treated base, and 6-inches of P209 aggregate base. Overall, adjacent surface gradients will be in accordance with FAA design standards.

Project #14 - Construction of an Aircraft Deicing Pad and Apron Expansion between Taxiways Delta and Echo

This project includes construction of a new deicing pad constructed and an expanded apron area between T/W D and E (**Attachment A – Figure 3**). The aircraft deicing pad will be able to accommodate one 737-800 aircraft at a time. The pad will be designed in accordance applicable sections of FAA AC 150/5300-14D – *Design of Aircraft Deicing Facilities*.

The deicing pad and apron expansion area will measure 430 ft long by 330 ft wide (141,900 SF). The apron grades and adjacent surface gradients will be in accordance with FAA design standards and the pavement grades will be set to promote storm drainage. The pavement layers

[8] According to Juan Rivera, 7/14/2025, "…the runway bridge will not be overlay. Instead, the design engineers will have to taper the runway elevations down so that they match the existing elevation of the bridge."

will be a 4-inch P401 asphalt surface course, 6-inch P304 cement-treated base course, and a 6-inch P209 crushed aggregate base course.

The deicing fluid will be captured from the sloped inward surface of the pad and flow into trench drains at the base of the pad which will direct the fluid into a holding tank. The fluid will then be removed for recycling. The tank will hold 1,500 – 2,000 gallons of deicing fluid.

Project #15 - Construction of new Expanded East Ramp and Taxilane between Taxiways Delta and Echo

Taxiways D and E are in the north part of the East Ramp (**Attachment A – Figure 3**). This project will construct a new taxilane providing access between T/W D and T/W E. As with the proposed new East Ramp taxiway, the new taxilane is needed to facilitate the movement of Group III aircraft in the East Ramp area. By creating the new taxilane, aircraft will be able to pass north and south on existing Taxilane Z without interfering with the aircraft parked on the Fixed Base Operator (FBO) ramp.

The new taxilane will encompass an area of 110,000 SF. The new pavement will consist of a 4-inch P401 asphalt surface course, 10-inch P304 cement treated base course over compacted subgrade in accordance with FAA pavement specifications.

Project #16 - Construction of a new Aircraft Rescue and Fire Fighting (AARF) Facility

The Airport has ARFF services provided by a contractor. The Airport has two ARFF trucks and a fire attack vehicle that are housed in T-Hangar C-3, a 50 ft by 60 ft hangar located south of the existing terminal (**Attachment C – Photograph 23**). This is a temporary facility that has been outfitted into an ARFF station. This facility is temporary as it does not meet the FAR Part 139 requirements for an ARFF station in support of scheduled commercial service.

Per the current emergency response procedures, the on-site equipment in T-Hangar C-3 is used when the City of Manassas Fire and Rescue Department (Department) responds to aircraft accidents and incidents at the Airport. In such cases, the Department personnel drive from the nearest fire station (2.9 miles away) to the airport and deploy the ARFF vehicles located in T-Hangar C-3.

To support the introduction of scheduled commercial service, the FAA has identified the need for the Airport to construct an ARFF facility. The response time with the existing agreements in place will be improved by the construction of an on-airport ARFF facility and the existing agreements will be amended to reflect its new siting on-Airport.

The proposed concept includes a new 4-bay ARFF facility on the north side of Taxilane C (**Attachment A – Figure 3 and Attachment C – Photograph 24**). The building dimensions are proposed to be 100 ft long by 60 ft wide by 30 ft high. Depth of the building footings is 24 inches. As with the pavement around the SRE building, the ARFF facility pavement will have a 2-inch VDOT Type SMA Asphalt Surface Course (SM12.5A or SM9.5A) top course overlying a 6-inch VDOT Cement Treated Base Course (eight percent cement content by weight).

ATTACHMENT B – REFERENCES CITED

All About Pavements, Inc. 2022 (May). Virginia Department of Aviation 2020 Pavement Management Program Update Manassas Regional Airport (HEF) Final Report. Report prepared for Virginia Department of Aviation, Richmond, VA by All About Pavements, Inc., Purcellville, VA.

Keen, Douglas W. 2025. City of Manassas Proposed FY 2026 Budget and Five-Year Capital Improvement Plan. Presented by Douglas W. Keen, Assistant City Manager/Chief of Police to the Manassas City Council.

Rivera, J. (2024, March 25). 2024 Data Requests to Project #5a. HEF Environmental Assessment (EA) - FAR Part 139 Certification and Terminal Redevelopment Program Project List Summary Table (March 21, 2024).

RS&H, Inc. 2018. Final Environmental assessment West Corporate Development and East Parcel Development Manassas Regional Airport. EA prepared for City of Manassas and the US Department of Transportation Federal Aviation Administration

RS&H, Inc. 2024 (released 2025). Manassas Regional Airport Master Plan Update, Chapter Five-Implementation Plan and Financial Feasibility, Chapter 7-Airport Layout Plan Narrative. https://hefmasterplan.com/documents.php.

Walter P. Moore and Associates, Inc. 2025 (June 8). DRAFT HEF Manassas Airport Bridge Assessments Summary Memo of Evaluation and Field Assessment Efforts. Walter P Moore Project No. D01.24004.00. Assembled by Amir Manafpour, PE, SE, Senior Project Manager, Diagnostics Group and Steve Treser, AIA, PE, Managing Director / Principal, Diagnostics Group.

ATTACHMENT C – PHOTOGRAPHS



Photograph 1. HEF Terminal, looking SE at the north and west facades (Field Photograph CSW 060425).



Photograph 2. Looking S at the north façade of the HEF Terminal. The grassed area will host a Phase 2 terminal extension (Field Photograph JM_IMG0462, 01/11/2024).



Photograph 3. HEF Terminal, looking NE at the south and west facades (Field Photograph CSW_060425).



Photograph 4. Looking N at the south façade of the existing HEF Terminal. The east side of the Phase 1 L-shaped terminal extension will be located in this grassed area (Field Photograph JM_IMG8757, 01/11/2024).



Photograph 5. Building 13, looking SE at the north and west facades (Field Photograph CSW_060425).



Photograph 6. Building 13 showing vehicles and equipment housed in the facility (Field Photograph CSW_060425).



Photograph 7. Looking east from the East Ramp infield toward the west façade of the existing Terminal (Field Photograph CSW_P11100060, 1/11/2024).



Photograph 8. Looking N at the west edge of the East Ramp and its existing drain. The bioswale as depicted on the concept includes part of the grassed area to the west.



Photograph 9. Looking SW at the existing terminal parking lot loop (Field Photograph CSW_060525).



Photograph 10. Terminal parking lot with terminal lot loop in the forefront, the existing parking quadrant, and the grassed quadrant in the background (Field Photograph CSW_060525).



Photograph 11. Looking E at the terminal parking lot with terminal lot loop in the forefront and the existing center aisle beyond the flag poles (Field Photograph CSW_060525).



Photograph 12. Looking SE at the terminal parking lot with terminal lot loop in the forefront and grassed SE and SW quadrants (Field Photograph CSW_060525).



Photograph 13. Looking S at the Wakeman Drive ROW with utility pole adjacent to the Project #4 woods (left) (Field Photograph CSW_P1110035, 01/11/2024).



Photograph 14. Looking NE at one of the small secondary runs within Project #4 woods (Field Photograph CSW_P1110032, 01/11/2024).



Photograph 15. Looking SW at T/W B (left) and R/W 16L/34R (right) during the bridge replacements in 2014. The by-pass channel is in the photo's upper right (Field Photograph Airport_DSC0563, 2014).



Photograph 16. The new 2014-2015 T/W B and R/W 16L/34R bridge structures (Field Photograph Airport_DSC0191, 2014).



Photograph 17. The existing east side of the Cannon Branch bridge structure underlying T/W B (Field Photograph CSW_P3140005, 03/14/2024).



Photograph 18. Looking NE at the bridge structure under R/W 16L/34R (Field Photograph CSW_P0130022, 03/14/2024).



Photograph 19. Looking ENE at the existing fill mound in the proposed SRE building lot (Field Photograph CSW_P1110020, 01/11/2024).



Photograph 20. Looking east at the proposed SRE building lot and its exposed substrata (Field Photograph CSW_P1110021, 01/11/2024).



Photograph 21. Looking NW at the proposed SRE building lot (beyond fence). The Wakeman Drive ROW hosts a buried cable, and, behind the cable post, a stormwater structure manhole cover (Field Photograph CSW_P3140040, 3/14/2024).



Photograph 22. Looking E across the grassed infield area that will hold proposed Project #9. The existing terminal's west façade is in the background (Field Photograph CSW_P3140025, 03/14/2024).



Photograph 23. Looking at the east façade of T-hanger building 10529 that currently hosts the Airport's fire trucks (Field Photograph CSW_P1110002, 01/11/2024).



Photograph 24. Proposed location of the New ARFF Building, looking NW (Field Photograph CSW_P1110017, 01/11/24).

Catawba Indian Nation
Tribal Historic Preservation Office
1536 Tom Steven Road
Rock Hill, South Carolina 29730

Office 803-328-2427

Consultation Reference Number 1b

October 2, 2025

Attention: Juan Rivera
Manassas Regional Airport
10600 Harry J. Parrish Boulevard
Manassas, VA 20110

Re. THPO #	TCNS #	Project Description
2025-1293-1		Proposed Part 139 Certification and Terminal Redevelopment Project EA

Dear Mr. Rivera,

The Catawba have no immediate concerns with regard to traditional cultural properties, sacred sites or Native American archaeological sites within the boundaries of the proposed project areas. **However, the Catawba are to be notified if Native American artifacts and / or human remains are located during the ground disturbance phase of this project.**

If you have questions, please contact Caitlin Rogers at 803-328-2427 ext. 226, or e-mail Caitlin.Rogers@catawba.com.

Sincerely,

Caitlin Rogers for

Wenonah G. Haire
Tribal Historic Preservation Officer

Consultation Reference Number: 1c

U.S. Department of Transportation
Federal Aviation Administration

Beckley Airports Field Office
176 Airport Circle, Room 101
Beaver, West Virginia 25813
Telephone: (609) 916-5790

October 28, 2025

Dr. Wenonah G. Haire
Catawba Indian Nation
THPO & Catawba Cultural Executive Director
1536 Tom Steven Road
Rock Hill, SC 29730

Re: Manassas Regional Airport (HEF), Proposed Part 139 Certification and Terminal Redevelopment Project Section 106 Documentation, Prince William County and City of Manassas, Virginia

Dear Dr. Haire,

We previously contacted you regarding a programmatic environmental assessment (PEA) that is being prepared by AvPorts at Manassas Regional Airport (HEF) in order to attain Federal Aviation Regulation (FAR) Part 139 Certification to initiate commercial air service. Associated with the certification is a suite of airport improvements (16 proposed projects) to support commercial air service including Airport Terminal Redevelopment (Proposed Undertaking) (**Figure 1**).

In accordance with Section 106 of the National Historic Preservation Act (NHPA) of 1966 and it's implementing regulations 36 CFR Part 800, as amended, the Federal Aviation Administration (FAA) invites you to participate in consultation for the Proposed Undertaking. The purpose of this letter is to share with you results of prior cultural resource investigations at HEF and the potential for effects on recorded resources associated with the Proposed Undertaking.

The airport was originally surveyed by Douglas McLearen in 1978. The survey recorded five archaeological sites (Sites 44PW0011-44PW0015) within the airport boundary (**Figure 2**). These sites were identified within 'disc-plowed fields' during survey associated with development of the Airport's Master Plan. Except for Site 44PW0015, the sites that McLearen identified were on 'high ground' formed by the 180-ft and 190-ft elevation contours. Site 44PW0015 was the lowest of the five and that site lay on the 170-ft contour with a slight dip to the east. McLearen surveyed using systematic transects and a general walkover. He excavated a small number of shovel tests at each site to determine the depth of the plowzone. His conclusion was that additional archaeological investigations were warranted at Areas 1 (44PW0012), 2 (44PW0014), and 5 (44PW0015) and that lesser effort could be expended on Areas 3 (44PW0013) and 4 (44PW0011) (**Figure 3**).

These sites were subsequently tested in 1978 by James Smith. The level of effort expended by Smith (1978) is summarized on Table 1 below.

Site, Size	Shovel Tests	Depth of Excavation	Notes
44PW0011, 150x250 ft.	Shovel tested but the number of tests unspecified.	Plowzone ranged from 0.7 to 1.0 ft., with the average 0.8 ft.	The 11 artifacts were recovered from plowzone (n=3) and surface.
44PW0012, 200x450 ft.	100 randomly placed measuring 1x2 ft.; also 2, 2.5x15 ft trenches in a surface feature (rubble)	Thru plowzone into B-horizon.	165 artifacts recovered from plowzone or the brick and rubble concentration.
44PW0013, 350x450 ft.)	17 shovel test transects (each 450 ft. long). 50 randomly placed shovel tests total with coverage on each transect.	Thru plowzone into B-horizon with an average depth of 0.8 ft. for plowzone.	The 4 artifacts were recovered (3 chipped stone, 1 salt-glazed stoneware crock fragment).
44PW0014, 450 x 425 ft. (reduced to 250 x 450 ft. by Smith)	3, 450 ft. long transects spaced on 100 ft. intervals. Each transect tested by 3x5 ft. trenches (n=26). An additional 35 randomly placed 1x1 ft. shovel tests along the eastern perimeter of the site.	All excavations into the underlying B-horizon. Plowzone thickness ranged from 0.4 to 1.1 ft. with an average of 0.8 ft.	The 251 artifacts were found in plowzone or on the surface.
44PW0015, 300 x 500 ft.	Surface survey id'd two concentrations. In total, 35 3x3 ft. test pits were excavated.	Plowzone ranged from 0.3 to 0.8 ft. with an average of 0.6 ft.	The 18 artifacts were found in plowzone or on the surface.

The results of Smith's testing did not yield substantively different results than those recovered by McLearen. Additional diagnostic artifacts in the form of projectile points were found but they were located within the plowzone. No Indigenous features or intact historic features were located, though remnants of an historic foundation were identified. No artifacts were recovered below the plowzone which overall, was thin averaging less than a foot in thickness. Smith concluded that none of the five sites warrants any future, full scale investigation before their development by the Manassas Municipal Airport, but Sites 44PW0012 and 44PW0014 should be monitored during airport grading and construction. No records of an archaeologist monitoring the sites before they were disturbed could be located.

Site 44PW0012 is located within PEA Project #14 and Site 44PW0013 within PEA Projects #1 and #4. Sites 44PW0011, 44PW0014 and PW0015 are outside of any of the identified PEA project boundaries (**Figures 1 & 2**). Based on subsequent development, which included grading and leveling higher elevations on the airport, none of the identified sites remain intact. **Figure 4** illustrates the progression of airport development between 1971 and 1994. By 1994 all of the original 'high ground' that hosted McLearen's sites had been broken (shown as the dashed contour lines) and recontoured. Sites 44PW0014 and 44PW0015 are now located beneath existing Airport facilities. Sites 44PW0011, 44PW0012, and portions of 44PW0013 are within graded portions of the airport that have not been covered by airport facilities. The locations of

Sites 44PW0011 through 44PW0015 are identified on aerial photographs dated 1994, 2002, 2005, 2006, 2016, 2020, and 2025 (**Figures 5 & 6**) that also illustrate progression of airport development.

The only PEA project setting not considered during prior investigations is PEA Project #7, the proposed location of the new Snow Removal Equipment building. Aeriel photographs taken over the Airport in 1994, 2006, and 2008 indicate that Project #7's surface was graded and recontoured (**Figure 7**). The relocated soils now form a mound in the proposed project location.

PEA project #5 is located outside of the disturbed portions of the airport in a currently wooded area (**Figure 8**). This area was part of the McLearen survey and was subsequently surveyed in 2005 by John Mullen, which was limited to a systematic walkover and testing the highest portion of the landform identified to have the highest potential for archaeological resources, and in 2017 by Tery Harris which entailed a metal detector survey. Mullen excavated 22 shovel tests and recovered two flakes (1 hornfels, 1 quartz) from the upper horizon. Harris recovered 24 finds (excluding metallic items from modern dumping), all but three of which represent twentieth century material. Neither the isolated finds or historic materials constituted archaeological sites and no further work was recommended by either survey.

In compliance with 36 CFR 800.3(f)(2), we are inviting you to review this letter and attached figures. Based on the results of prior investigations, and extent of disturbance within the majority of the project footprint, it is the FAA's determination per 36 CFR 800.4(d)(1) that no historic properties will be affected by the Proposed Undertaking. This notification is intended to address the environmental analysis and recordation requirements related to the Section 102(c) of the National Environmental Policy Act of 1969 (as amended) and Section 4(f) of the Department of Transportation Act (23 U.S.C. 138).

If you have any questions regarding the Proposed Undertaking, please contact Susan Stafford of my office at (609) 916-5793, or by e-mail at Susan.Stafford@faa.gov. Thank you for your assistance.

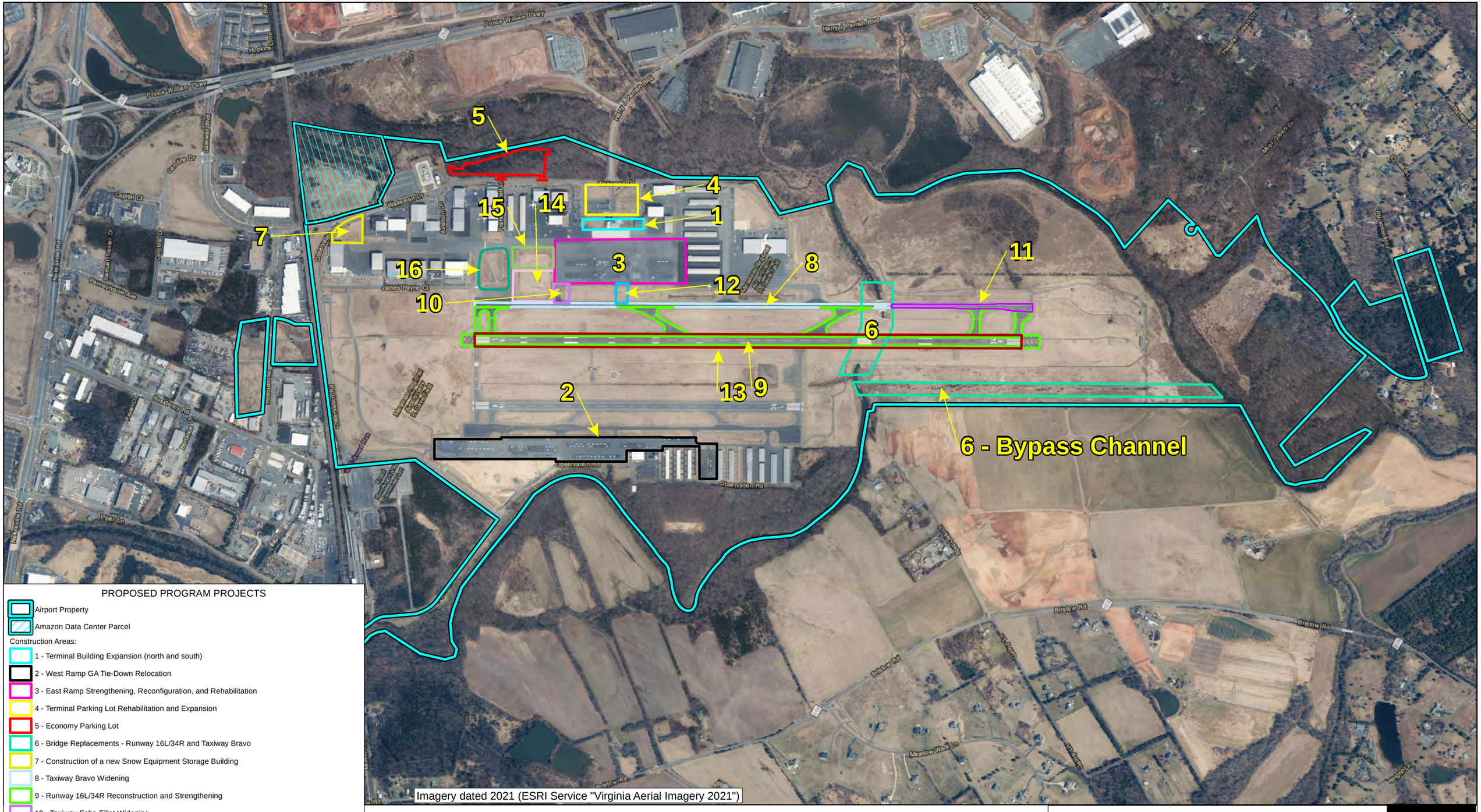
Sincerely,



Matthew Di Giulian, Manager
FAA, Beckley Airports Field Office

Enclosed: Figures

cc: Manassas Regional Airport: Juan Rivera and Jolene Berry
Avports: Pranav Trivedi
Avion Solutions Group: Peter Byrne and Carol S. Weed



PROPOSED PROGRAM PROJECTS

- Airport Property
- Amazon Data Center Parcel

Construction Areas:

1. 1 - Terminal Building Expansion (north and south)
2. 2 - West Ramp GA Tie-Down Relocation
3. 3 - East Ramp Strengthening, Reconfiguration, and Rehabilitation
4. 4 - Terminal Parking Lot Rehabilitation and Expansion
5. 5 - Economy Parking Lot
6. 6 - Bridge Replacements - Runway 16L/34R and Taxiway Bravo
7. 7 - Construction of a new Snow Equipment Storage Building
8. 8 - Taxiway Bravo Widening
9. 9 - Runway 16L/34R Reconstruction and Strengthening
10. 10 - Taxiway Echo Fillet Widening
11. 11 - Taxiway B Reconstruction and Strengthening (South of the Bridge)
12. 12 - Construction of a new East Ramp Taxiway
13. 13 - Runway 16L/34R Widening
14. 14 - Aircraft Deicing Pad (between Taxiway D and E)
15. 15 - Construction of new Expanded East Ramp and Taxilane between Taxiways Delta and Echo
16. 16 - Construction of a new ARFF Facility
- Bypass Channel

0 200 400 Meters

0 500 1,000 Feet

AVION SOLUTIONS GROUP LLC

Figure 1

The Manassas Regional Airport (HEF) FAR Part 139 Certification and Terminal Redevelopment Program

PEA Projects

Project 23-98001.002, Version: 10/10/2025 @ 2:11:23 PM

Virginia Dept. of Historic Resources

V-CRIS

Virginia Cultural Resource Information System

Legend

- Archaeological Resources
- Archaeology Labels
- DHR Easements
- County Boundaries



N

Feet

0 200 400 600 800

1:9,028 / 1"=752 Feet

Title: McLearen 1978 (11,12,13, 14,15

Date: 9/18/2025

DISCLAIMER:Records of the Virginia Department of Historic Resources (DHR) have been gathered over many years from a variety of sources and the representation depicted is a cumulative view of field observations over time and may not reflect current ground conditions.The map is for general information purposes and is not intended for engineering, legal or other site-specific uses. Map may contain errors and is provided "as-is". More information is available in the DHR Archives located at DHR's Richmond office.

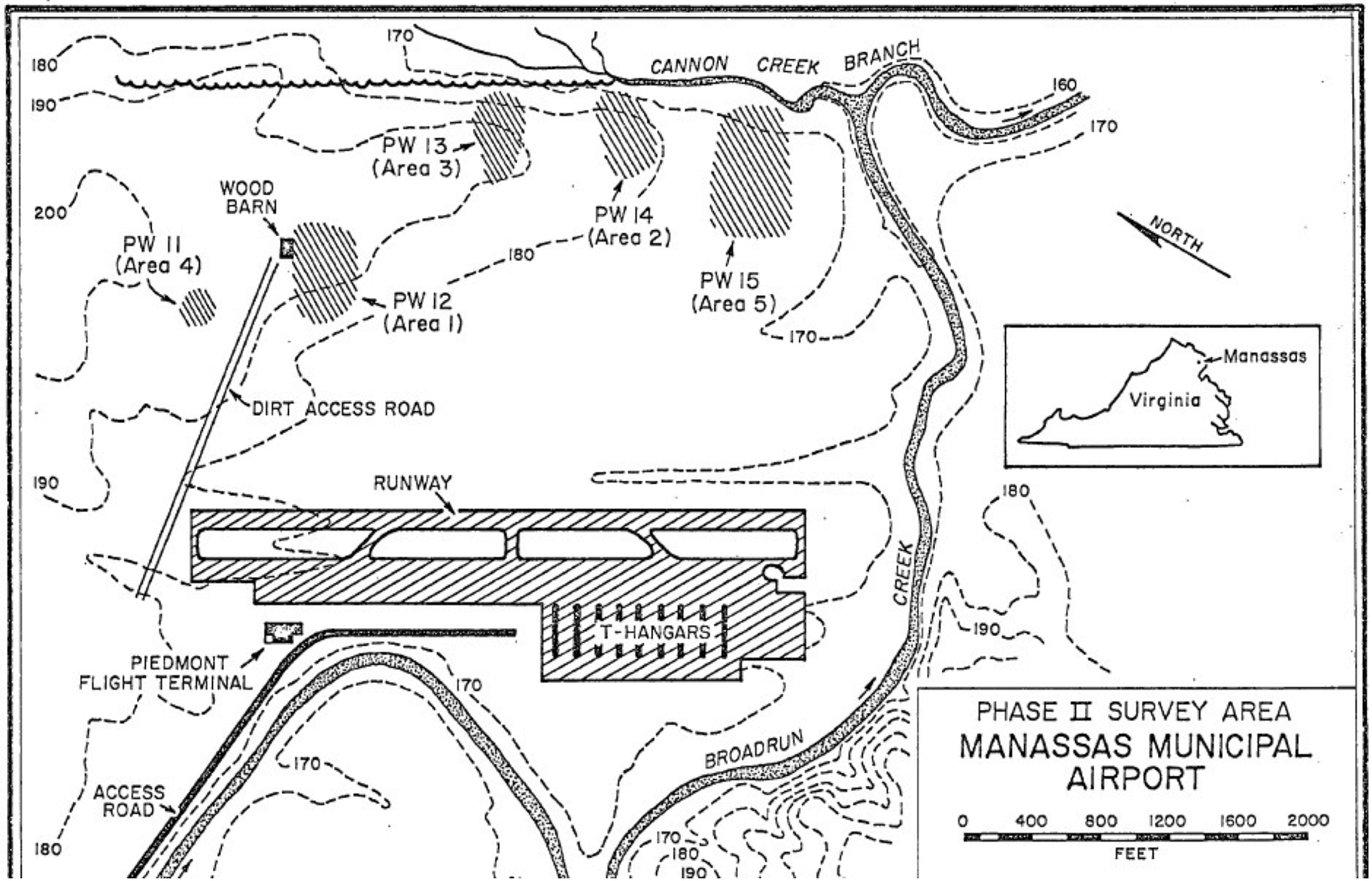
Notice if AE sites:Locations of archaeological sites may be sensitive the National Historic Preservation Act (NHPA), and the Archaeological Resources Protection Act (ARPA) and Code of Virginia §2.2-3705.7 (10). Release of precise locations may threaten archaeological sites and historic resources.

AVION SOLUTIONS GROUP LLC

The Manassas Regional Airport (HEF) FAR Part 139 Certification and Terminal Redevelopment Program

DHR V-CRIS Plotting of McLearen 1978 Sites 44PW11, PW12, PW13, PW14, and PW15

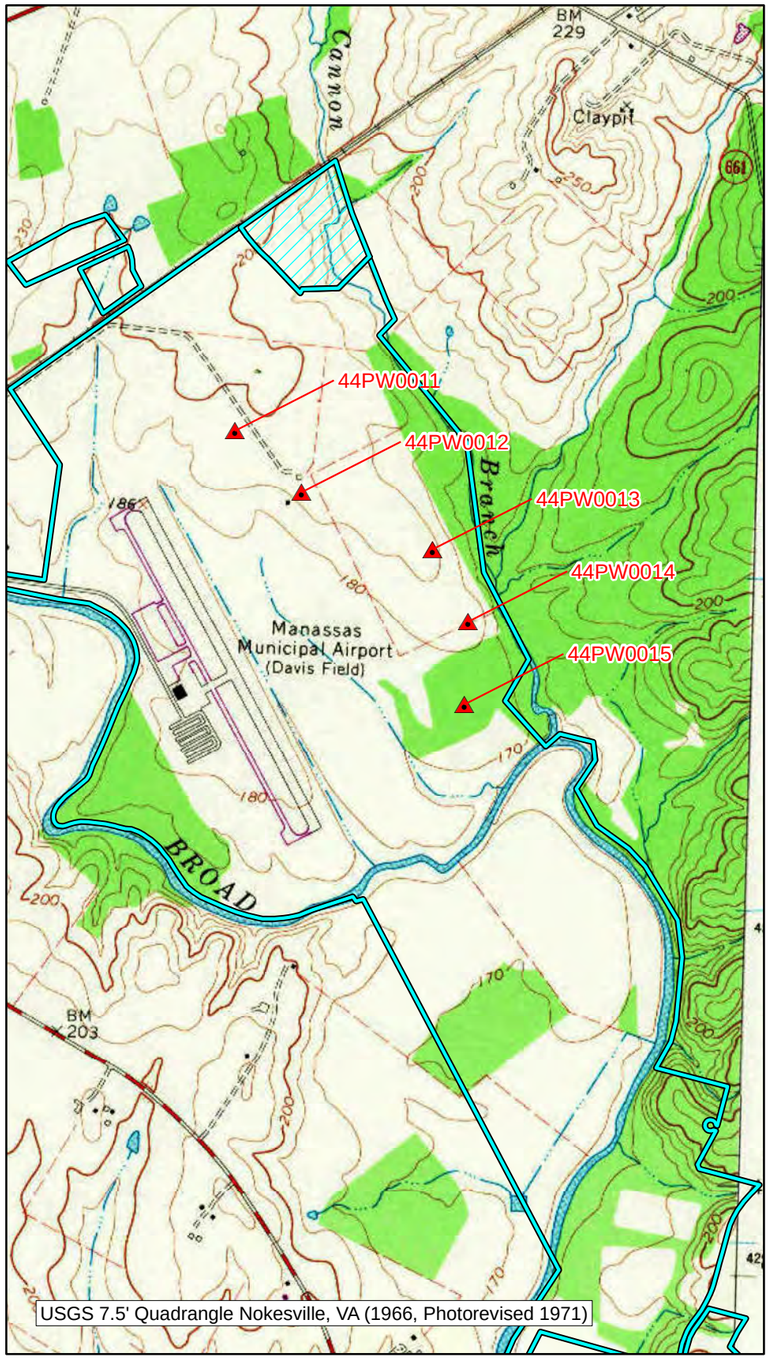
Figure **2**

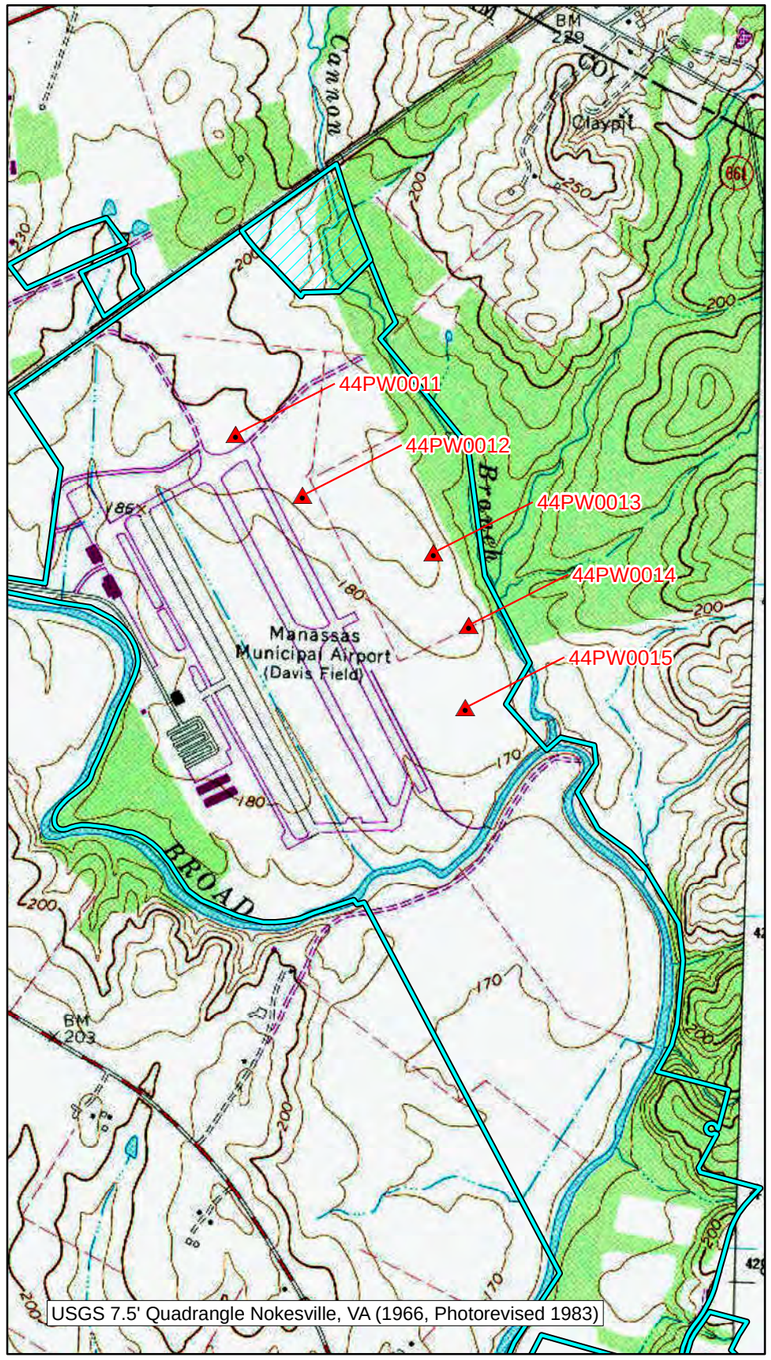


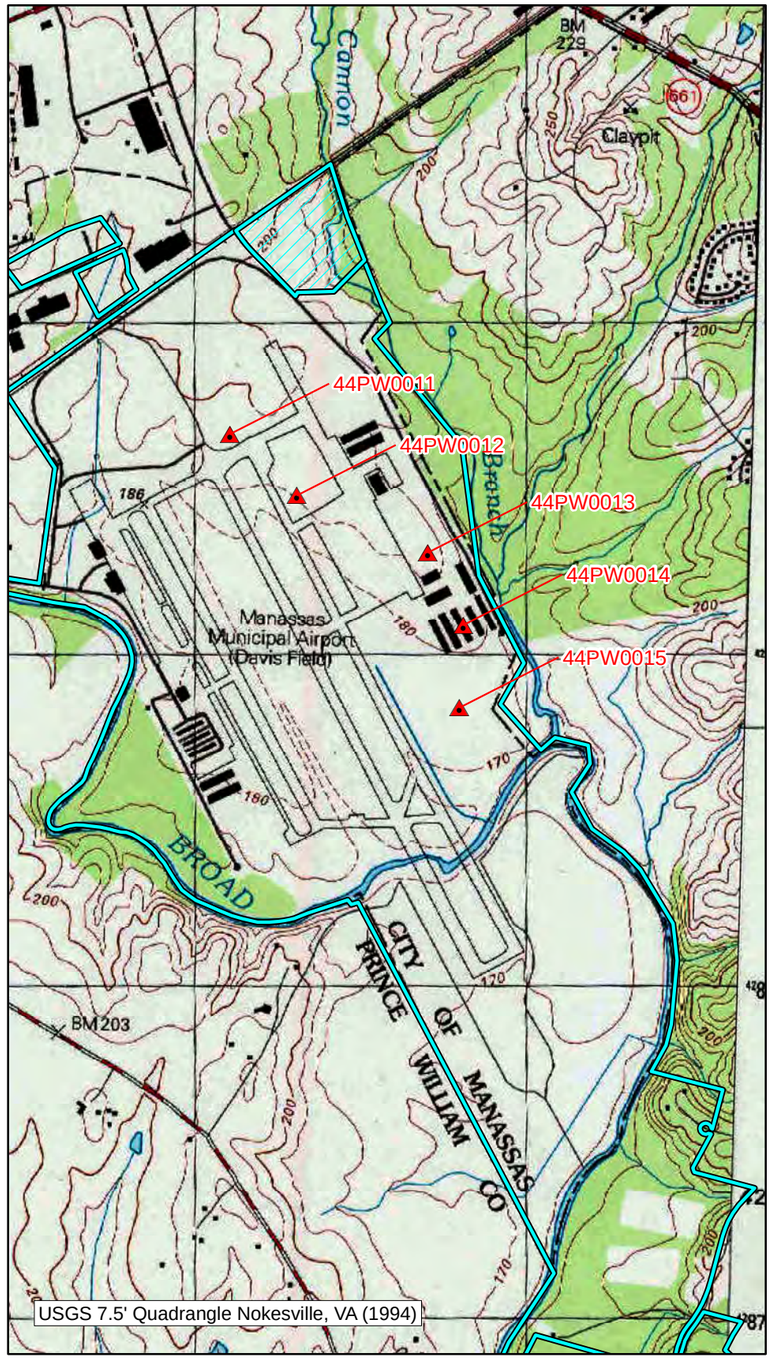
The Manassas Regional Airport (HEF) FAR Part 139 Certification and Terminal Redevelopment Program

Part of Smith (1978) Figure 1 Showing Locations of McLearen's Sites

Figure **3**







Legend

- Airport Property
- Amazon Data Center Parcel
- Archaeological Site

0 250 500 Meters

0 1,000 2,000 Feet

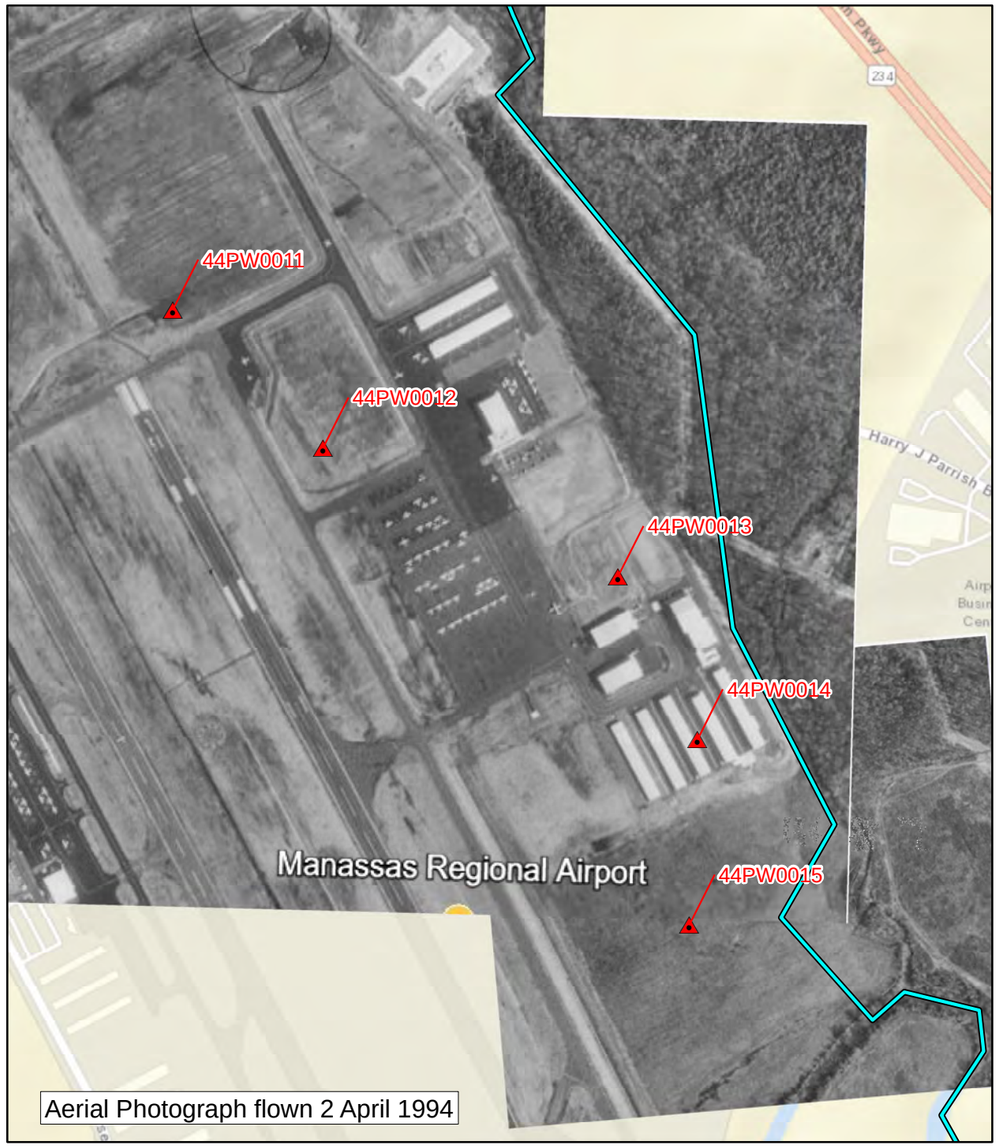
AVION SOLUTIONS GROUP LLC

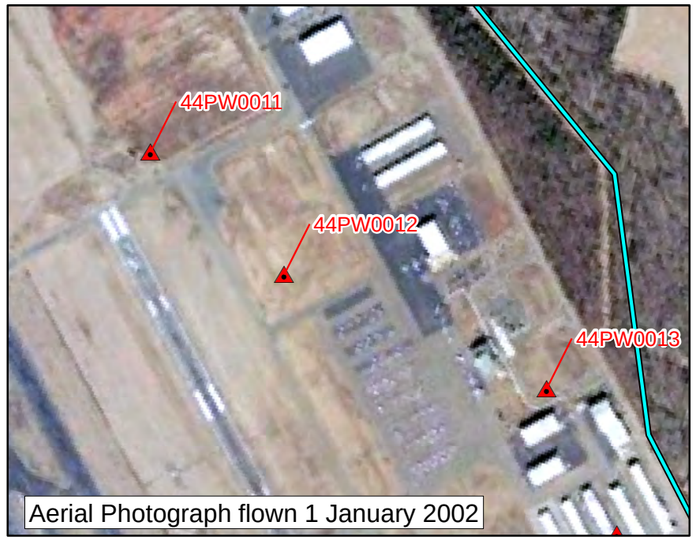
Figure 4

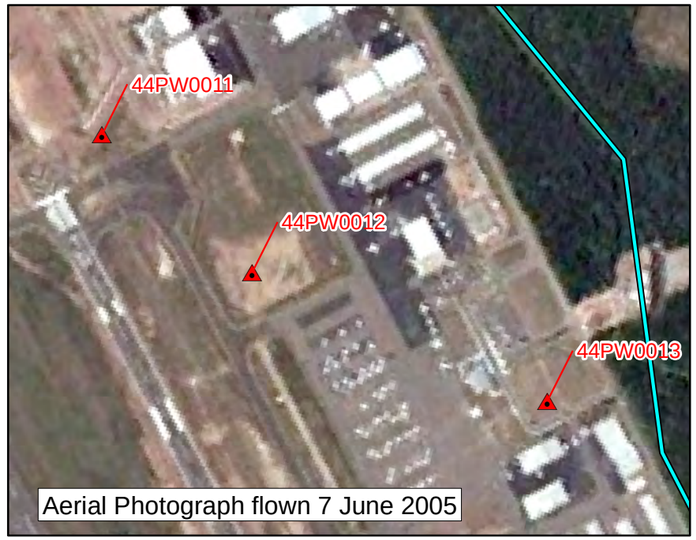
Manassas Regional Airport PART 139 Certification and Terminal Redevelopment

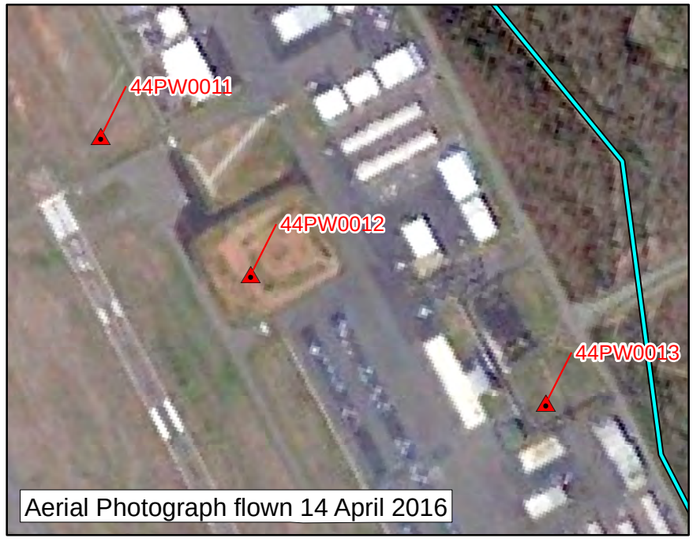
McLearen's Archaeological Site Datums Overlaid on USGS Nokesville, VA 7.5' Quadrangles from 1971, 1983, and 1994

Project 23-98001.002, Version: 9/24/2025 @ 3:50:38 PM









Legend

Airport Property

Archaeological Site

0 100 200 Meters

0 500 1,000 Feet

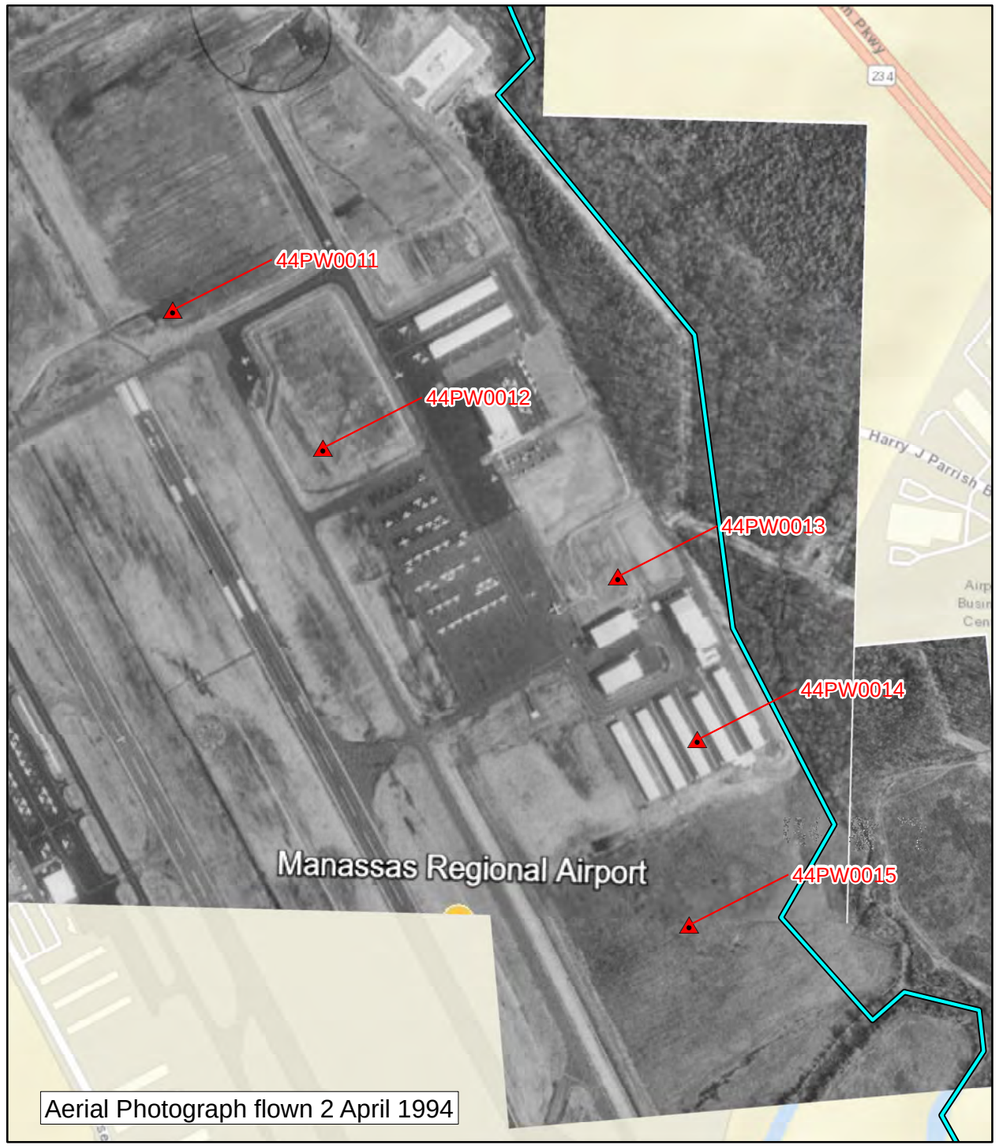
AVION SOLUTIONS GROUP LLC

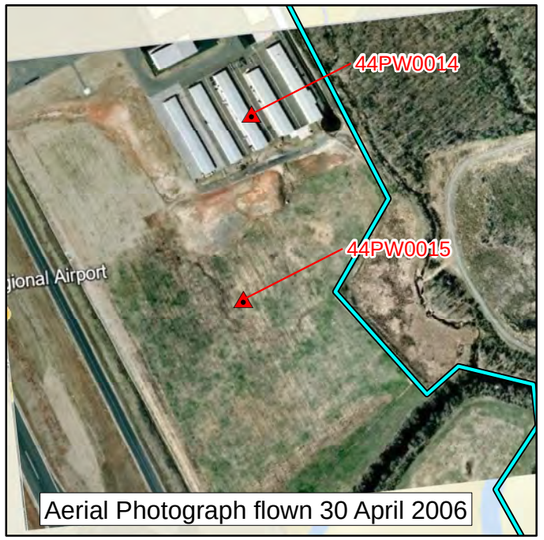
Manassas Regional Airport PART 139 Certification and Terminal Redevelopment

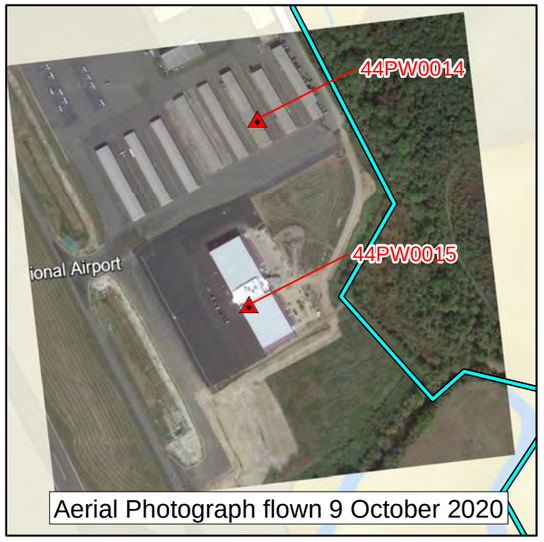
Figure 5

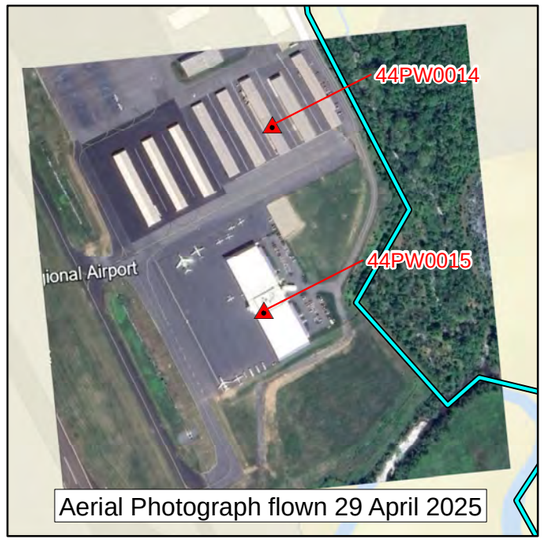
McLearen's Archaeological Site Datums 44PW0011, 44PW0012, and 44PW0013 Overlaid on 1994, 2002, 2005, and 2016 Historical Aerial Photographs

Project 23-98001.002, Version: 9/24/2025 @ 4:20:52 PM









Legend

- Airport Property
- Archaeological Site

0 100 200 Meters

0 500 1,000 Feet

AVION SOLUTIONS GROUP LLC

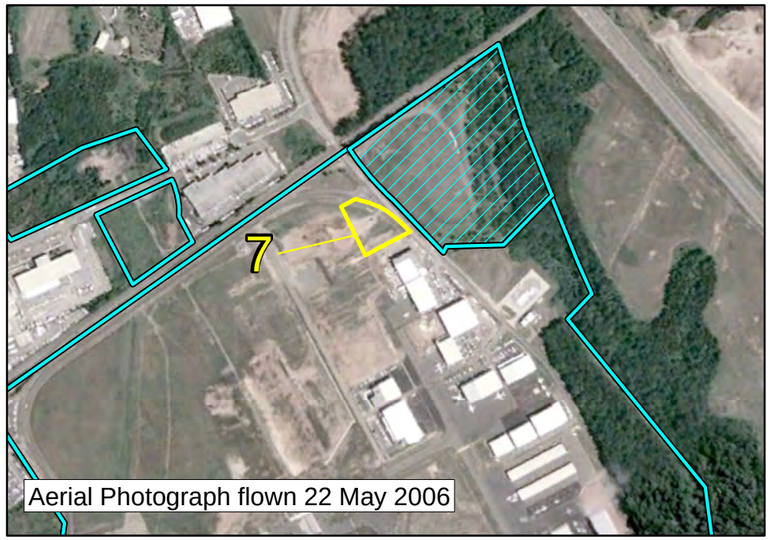
Manassas Regional Airport PART 139 Certification and Terminal Redevelopment

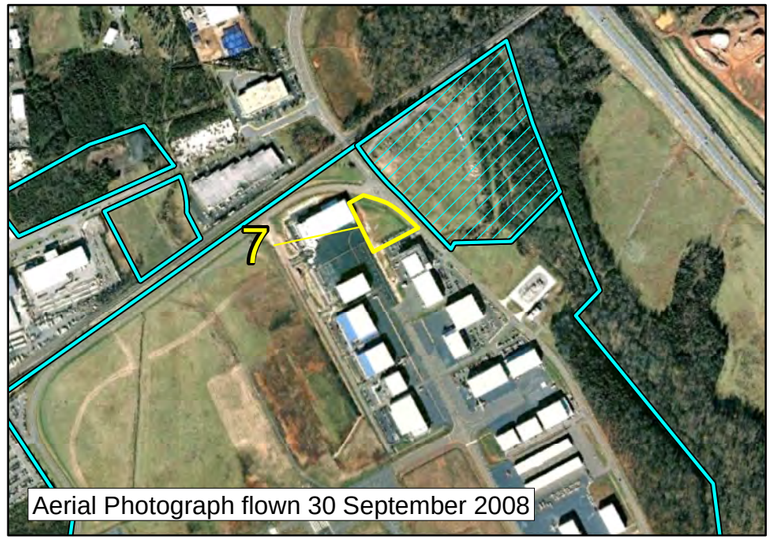
Figure 6

McLearen's Archaeological Site Datums 44PW0014 and 44PW0015 Overlaid on 1994, 2006, 2020, and 2025 Historical Aerial Photographs

Project 23-98001.002, Version: 9/24/2025 @ 4:22:10 PM







Legend

- Airport Property
- Amazon Data Center Parcel

Construction Area:

- 7 - Construction of a new Snow Equipment Storage Building

0 100 200 Meters

0 500 1,000 Feet

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Manassas Regional Airport PART 139 Certification and Terminal Redevelopment

PEA Project #7 SRE Building Location Overlaid Overlaid on 1994, 2006, and 2008 Historical Aerial Photographs

Figure **7**

Project 23-98001.002, Version: 9/24/2025 @ 3:36:59 PM

Mullen 2005
Harris 2017
McLearan 1978
Stream O
Stream OA
SS-33 wetland
SS-34 Upland
Stream OC
Stream OD
SS-30 Wetland
Stream OB
SS-1 Wetland
SS-2 Upland
SS-35 Wetland
SS-36 Upland
SS-31 Wetland
SS-32 Upland
SS-27 Wetland
SS-28 Wetland
SS29 Upland
5
4
1
15
3
Wakeman Dr
Harry J Parrish Blvd
Aviation Ln
Frank Marshall Ln
Manassas Regional Airport
10400
9970

Imagery flown 2022 (ESRI Service "World Imagery")

LEGEND

- Airport Property
- Amazon Data Center Parcel

Previous Surveys:

- McLearen 1978
- Mullen 2005 - Area Shovel Tested
- Harris 2017 - Metal Detector Survey
- Metal Detector Finds

Construction Areas:

- 1 - Terminal Building Expansion (north and south)
- 3 - East Ramp Strengthening, Reconfiguration, and Rehabilitation
- 4 - Terminal Parking Lot Rehabilitation and Expansion
- 5 - Economy Parking Lot
- 15 - Construction of new Expanded East Ramp and Taxilane between Taxiways Delta and Echo
- 16 - Construction of a new ARFF Facility

Results of Investigation

- Area of Investigation, Current Projects
- Sample Station
- Open Water Boundary (Current Project Area)
- Wetland Boundary (Current Project Area)
- Delineated Wetland Area

0 50 100 Meters

0 150 300 Feet

Delineated wetlands and watercourses defined by Davey Resource Group (DRG) on March 11-14, 2024, June 5, 2025, and July 7-8, 2025.

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Figure 8

Manassas Regional Airport PART 139 Certification and Terminal Redevelopment

Previous Survey at Economy Parking Lot

Catawba Indian Nation
Tribal Historic Preservation Office
1536 Tom Steven Road
Rock Hill, South Carolina 29730

Office 803-328-2427

Consultation Reference Number: 1d

November 21, 2025

Attention: Susan Stafford
Federal Aviation Administration
176 Airport Circle, Room 101
Beaver, WV 25813

Re. THPO #	TCNS #	Project Description
2026-40-3		Manassa Regional Airport, Proposed Part 139 Certification and Terminal Redevelopment Project, Prince William Co. and City of Manassas, VA

Dear Ms. Stafford,

The Catawba have no immediate concerns with regard to traditional cultural properties, sacred sites or Native American archaeological sites within the boundaries of the proposed project areas. **However, the Catawba are to be notified if Native American artifacts and / or human remains are located during the ground disturbance phase of this project.**

If you have questions, please contact Caitlin Rogers at 803-328-2427 ext. 226, or e-mail Caitlin.Rogers@catawba.com.

Sincerely,

Caitlin Rogers for

Wenonah G. Haire
Tribal Historic Preservation Officer

Consultation Reference Number: 2a

U.S. Department of Transportation
Federal Aviation Administration

Beckley Airports Field Office
176 Airport Circle, Room 101
Beaver, West Virginia 25813
Telephone: (609) 916-5790

August 13, 2025

Mr. Wayne Adkins
Chickahominy Indian Tribe
8200 Lott Cary Road
Providence Forge VA 23140

Re: Manassas Regional Airport (HEF), Proposed Part 139 Certification and Terminal Redevelopment Project Environmental Assessment, Prince William County and City of Manassas, Virginia

Dear Mr. Adkins,

The City of Manassas and their franchisee (Avports) are proposing a suite of changes to the Manassas Regional Airport (HEF; the Airport) Airport Layout Plan (ALP) (**Attachment A - Figures 1, 2**). The changes to the ALP are a major Federal action subject to review pursuant to the National Environmental Policy Act (NEPA). The Federal Aviation Administration (FAA) is the lead federal agency for the proposed project.

The Airport is currently pursuing Federal Aviation Regulation (FAR) Part 139 Certification to initiate commercial air service. Associated with the certification is a suite of airport improvements to support commercial air service including Airport Terminal Redevelopment. The environmental review will evaluate the potential impacts associated with 16 proposed projects at the Airport.

The purpose of this letter is to initiate early coordination with your Tribe, elicit your comments, and request pertinent information. Other tribes, nations, federal, state, and local agencies are also being notified (**Table 1**).

A Programmatic Environmental Assessment (PEA) is being prepared to evaluate the 16 planned projects identified for introduction of commercial service and Part 139 certification. The PEA facilitates consideration and analysis of projects that have sufficient planning (Tier 1) and projects where planning has not been completed (Tier 2). For projects with incomplete planning, assumptions are made in the PEA so the potential impacts may be assessed and disclosed. **Table 2** lists the projects and **Figure 3** presents the locations of these projects. **Attachment B** provides more detailed information on both the PEA and the individual projects and contains references to additional figures contained in **Attachment A**. **Attachment C** contains the photographs referenced in **Attachment B**.

We would appreciate a response to this inquiry by September 15, 2025. If you have any questions regarding the proposed project, please contact Susan Stafford of my office at (609) 916-5793, or by e-mail at Susan.Stafford@faa.gov. Thank you for your assistance.

Sincerely,

Matthew Di Giulian, Manager
FAA, Beckley Airports Field Office

Enclosed: *Table 1 – Consulting Agencies*
Table 2 – PEA Projects
Attachment A – Figures
Attachment B – PEA and Project Descriptions
Attachment C - Photographs

cc: FAA: Susan Stafford, Marie Jenet, Chad Carper
Manassas Regional Airport: Juan Rivera and Jolene Berry
Avports: Pranav Trivedi
Avion Solutions Group: Peter Byrne and Carol S. Weed

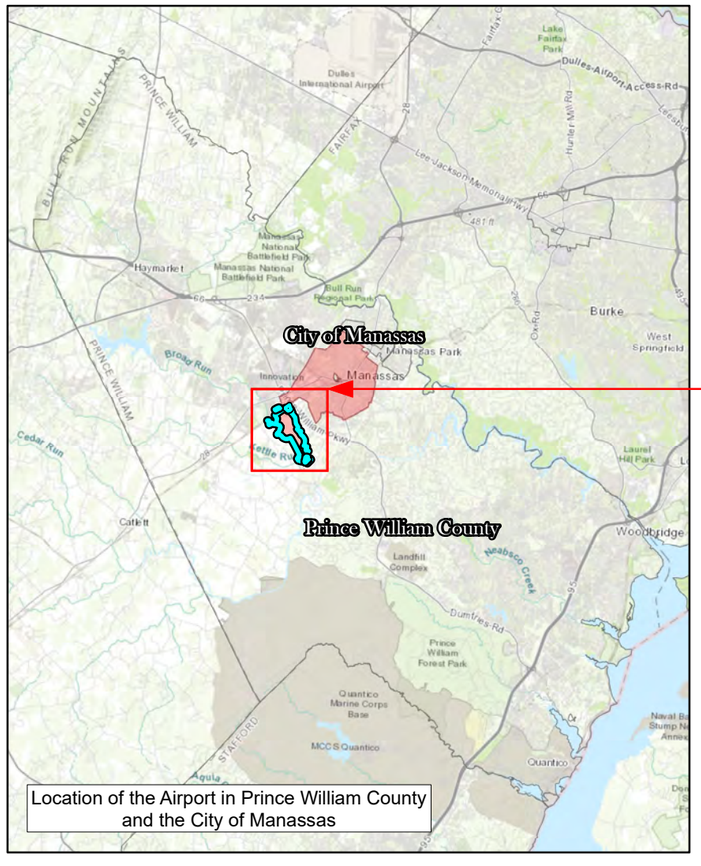
Table 1. Consulting Agencies		
Jurisdiction	**Agency**	**Date Response Received**
1. Federal (US)	Army Corps of Engineers, Northern Section	
1. Federal (US)	Department of Agriculture, Natural Resources Conservation Service, Virginia State Conservationist's Office	
1. Federal (US)	Department of the Interior, Office of Environmental Policy and Compliance, Philadelphia Region	
1. Federal (US)	Environmental Protection Agency, Region 3, Office of Communities, Tribes and Environmental Assessment	
1. Federal (US)	Federal Emergency Management Agency, Region 3; Environment & Historic Preservation	
1. Federal (US)	Fish & Wildlife Service, Virginia Field Office	
1. Federal (US)	National Oceanic and Atmospheric Administration, National Marine Fisheries Service, Greater Atlantic Region Office	
2. Nation/Tribe	Catawba Indian Nation	
2. Nation/Tribe	Chickahominy Indian Tribe	
2. Nation/Tribe	Delaware Nation	
2. Nation/Tribe	Pamunkey Indian Tribe	
3. Virginia	Department of Aviation, Airport Service Division	
3. Virginia	Department of Conservation and Recreation, Division of Planning and Recreation	
3. Virginia	Department of Conservation and Recreation, Dam Safety and Floodplains	
3. Virginia	Department of Environmental Quality, Office of Environmental Impact Review	
3. Virginia	Department of Game and Inland Fisheries, Environmental Services Section	
3. Virginia	Department of Historic Resources, Division of Review and Compliance	
3. Virginia	Department of Transportation, Northern Virginia District VDOT	May 3, 2025
4.Prince William County	Environmental Management	
4.Prince William County	Planning Division	
5. City of Manassas	Engineering Department	
5. City of Manassas	Planning and Development	

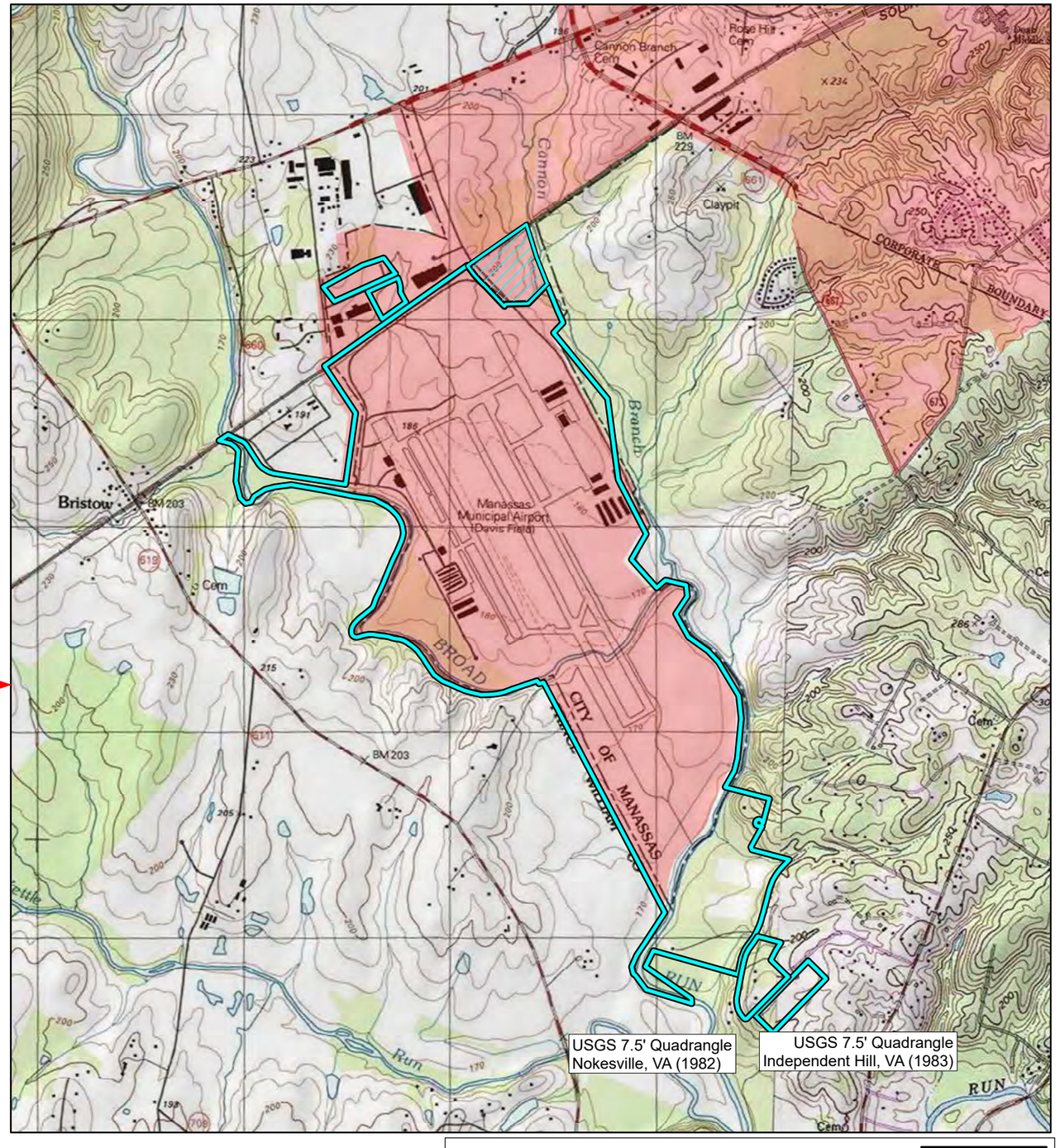
Table 2 – PEA Projects			
Project Number	**Project Name**	**Program Tier Construction Year Start-End**	**Project Supports**
1	Terminal Building Expansion (north, south, and west)	Tier 1: 2026-2026	Commercial Service
2	West Ramp General Aviation Tie-Down Replacement	Tier 1: 2026-2026	Part 139 Certification & Commercial Service
3	East Ramp Strengthening, Reconfiguration, and Rehabilitation	Tier 1: 2026-2028	Part 139 Certification & Commercial Service
4	Terminal Parking Lot Rehabilitation and Expansion	Tier 1: 2026-2026	Commercial Service
5	Economy Parking Lot Construction	Tier 1: 2026-2026	Commercial Service
6	Bridge Rehabilitation - Runway 16L/34R and Taxiway Bravo	Tier 1: 2026-2027	Part 139 Certification & Commercial Service
7	Construction of a new Snow Removal Equipment (SRE) Building	Tier 1: 2027-2028	Commercial Service
8	Taxiway Bravo Widening	Tier 1: 2027-2028	Part 139 Certification
9	Runway 16L/34R Reconstruction and Strengthening	Tier 1: 2027-2029	Part 139 Certification & Commercial Service
10	Taxiway Echo Fillet Widening	Tier 1: 2027-2029	Part 139 Certification
11	Taxiway B Reconstruction and Strengthening (South of the Bridge)	Tier 1: 2029-2030	Part 139 Certification & Commercial Service
12	Construction of a new East Ramp Taxiway	Tier 2: 2032-2034	Part 139 Certification & Commercial Service
13	Runway 16L/34R Widening	Tier 2: 2033-2033	Part 139 Certification
14	Construction of an Aircraft Deicing Pad and Apron Expansion between Taxiways Delta and Echo	Tier 2: 2033-2034	Part 139 Certification

Table 2 – PEA Projects			
Project Number	**Project Name**	**Program Tier Construction Year Start-End**	**Project Supports**
15	Construction of new Expanded East Ramp and Taxilane between Taxiways Delta and Echo	Tier 2: 2033-2036	Part 139 Certification & Commercial Service
16	Construction of new Aircraft Rescue and Fire Fighting (ARFF) Facility	Tier 2: 2035-2036	Part 139 Certification

ATTACHMENT A - FIGURES







LEGEND

- Airport Property
- Amazon Data Center Parcel
- City of Manassas

0 500 1,000 Meters

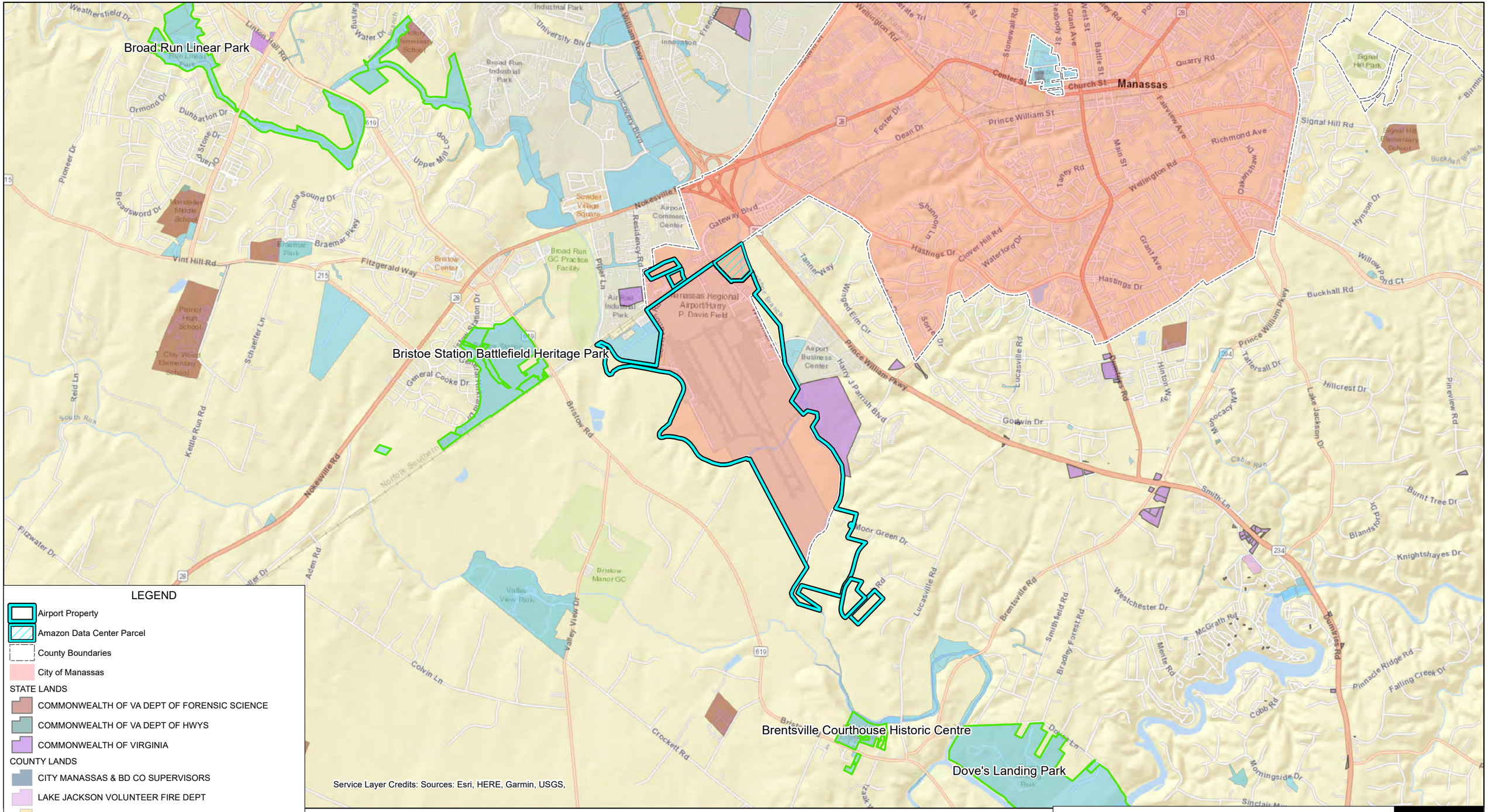
0 2,000 4,000 Feet

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The Manassas Regional Airport (HEF) FAR Part 139 Certification and Terminal Redevelopment Program

Location of the Airport

Figure 1



LEGEND

- Airport Property
- Amazon Data Center Parcel
- County Boundaries
- City of Manassas

STATE LANDS

- COMMONWEALTH OF VA DEPT OF FORENSIC SCIENCE
- COMMONWEALTH OF VA DEPT OF HWYS
- COMMONWEALTH OF VIRGINIA

COUNTY LANDS

- CITY MANASSAS & BD CO SUPERVISORS
- LAKE JACKSON VOLUNTEER FIRE DEPT
- NOKESVILLE VOLUNTEER FIRE DEPT
- PWC BOARD OF COUNTY SUPERVISORS
- PWC BOARD OF COUNTY SUPERVISORS
- PWC BOCS & NOKESVILLE VOLUNTEER FIRE & RESCUE DEPT
- PWC SCHOOL BOARD
- PWC SERVICE AUTHORITY
- Park Boundaries

0 500 1,000 Meters

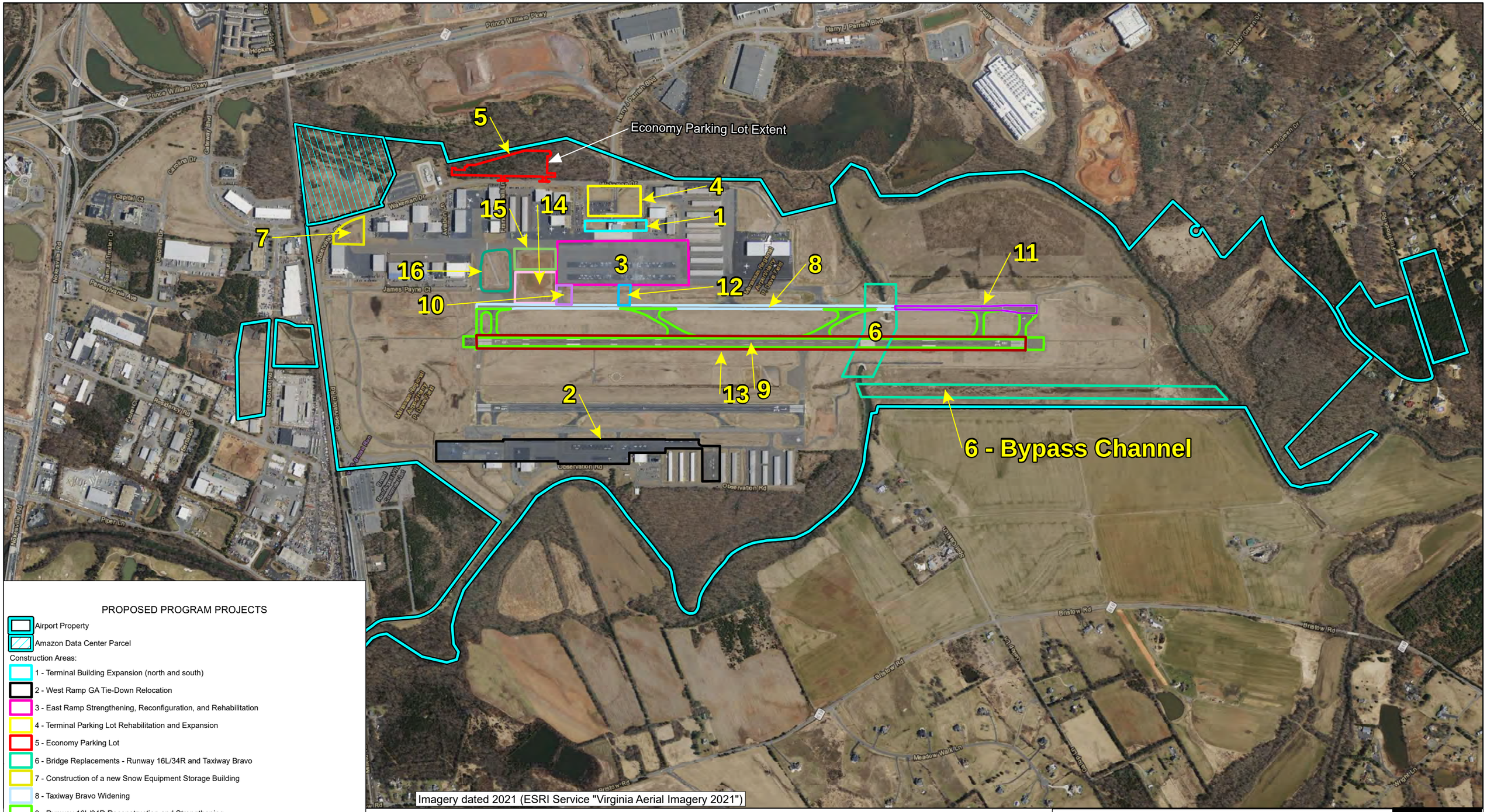
0 2,000 4,000 Feet

AVION SOLUTIONS GROUP LLC

Figure 2

The Manassas Regional Airport (HEF) FAR Part 139 Certification and Terminal Redevelopment Program

State, County, and Local Jurisdictions



PROPOSED PROGRAM PROJECTS

- Airport Property
- Amazon Data Center Parcel

Construction Areas:

1. 1 - Terminal Building Expansion (north and south)
2. 2 - West Ramp GA Tie-Down Relocation
3. 3 - East Ramp Strengthening, Reconfiguration, and Rehabilitation
4. 4 - Terminal Parking Lot Rehabilitation and Expansion
5. 5 - Economy Parking Lot
6. 6 - Bridge Replacements - Runway 16L/34R and Taxiway Bravo
7. 7 - Construction of a new Snow Equipment Storage Building
8. 8 - Taxiway Bravo Widening
9. 9 - Runway 16L/34R Reconstruction and Strengthening
10. 10 - Taxiway Echo Fillet Widening
11. 11 - Taxiway B Reconstruction and Strengthening (South of the Bridge)
12. 12 - Construction of a new East Ramp Taxiway
13. 13 - Runway 16L/34R Widening
14. 14 - Aircraft Deicing Pad (between Taxiway D and E)
15. 15 - Construction of new Expanded East Ramp and Taxilane between Taxiways Delta and Echo
16. 16 - Construction of a new ARFF Facility

0 200 400 Meters

0 500 1,000 Feet

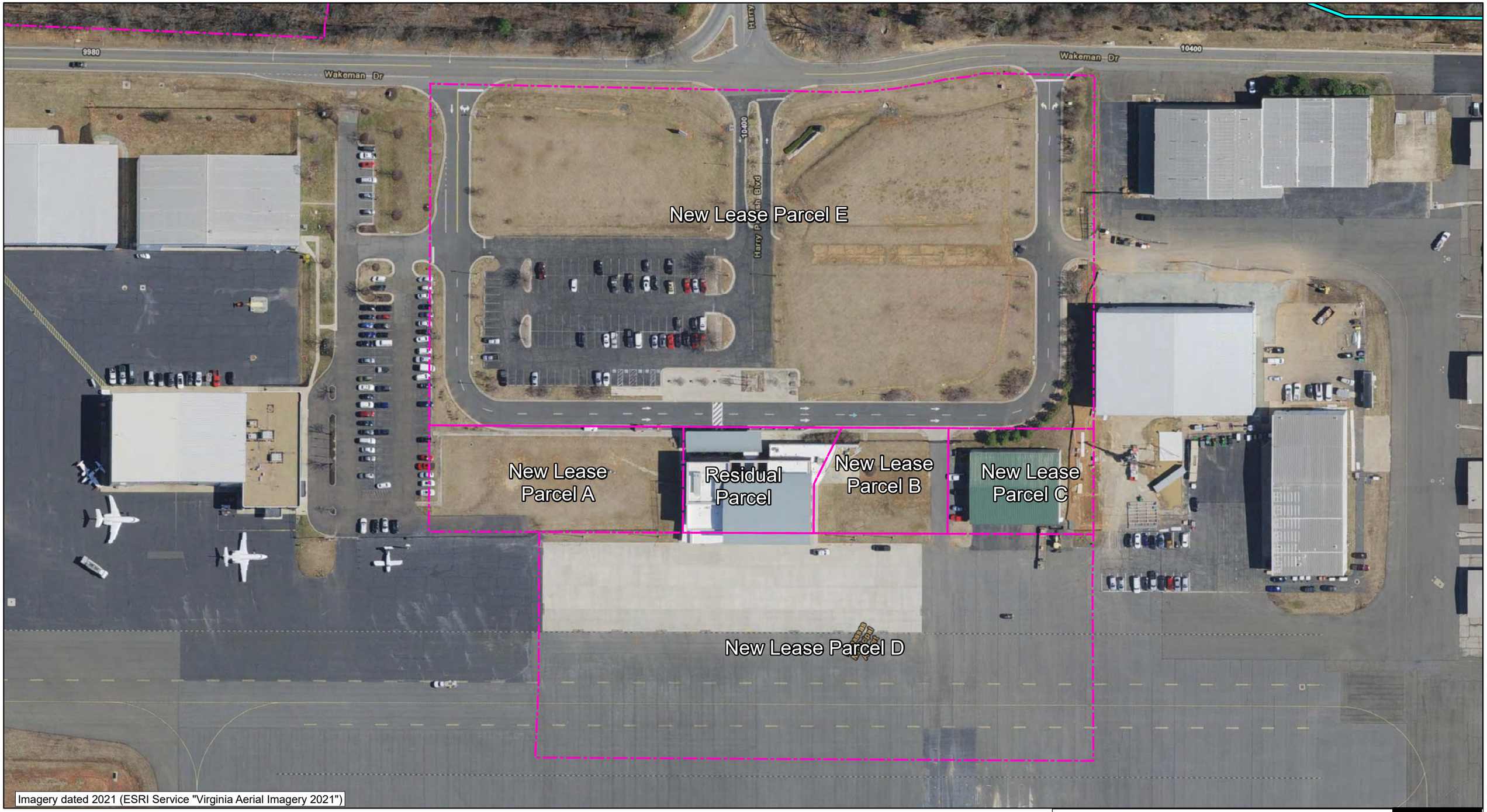
AVION SOLUTIONS GROUP LLC

Figure 3

The Manassas Regional Airport (HEF) FAR Part 139 Certification and Terminal Redevelopment Program

PEA Projects

Project 23-98001.002, Version: 8/11/2025 @ 5:29:44 PM



0 25 50 Meters

0 100 200 Feet

LEGEND

Airport Property

New Lease Parcel Boundary

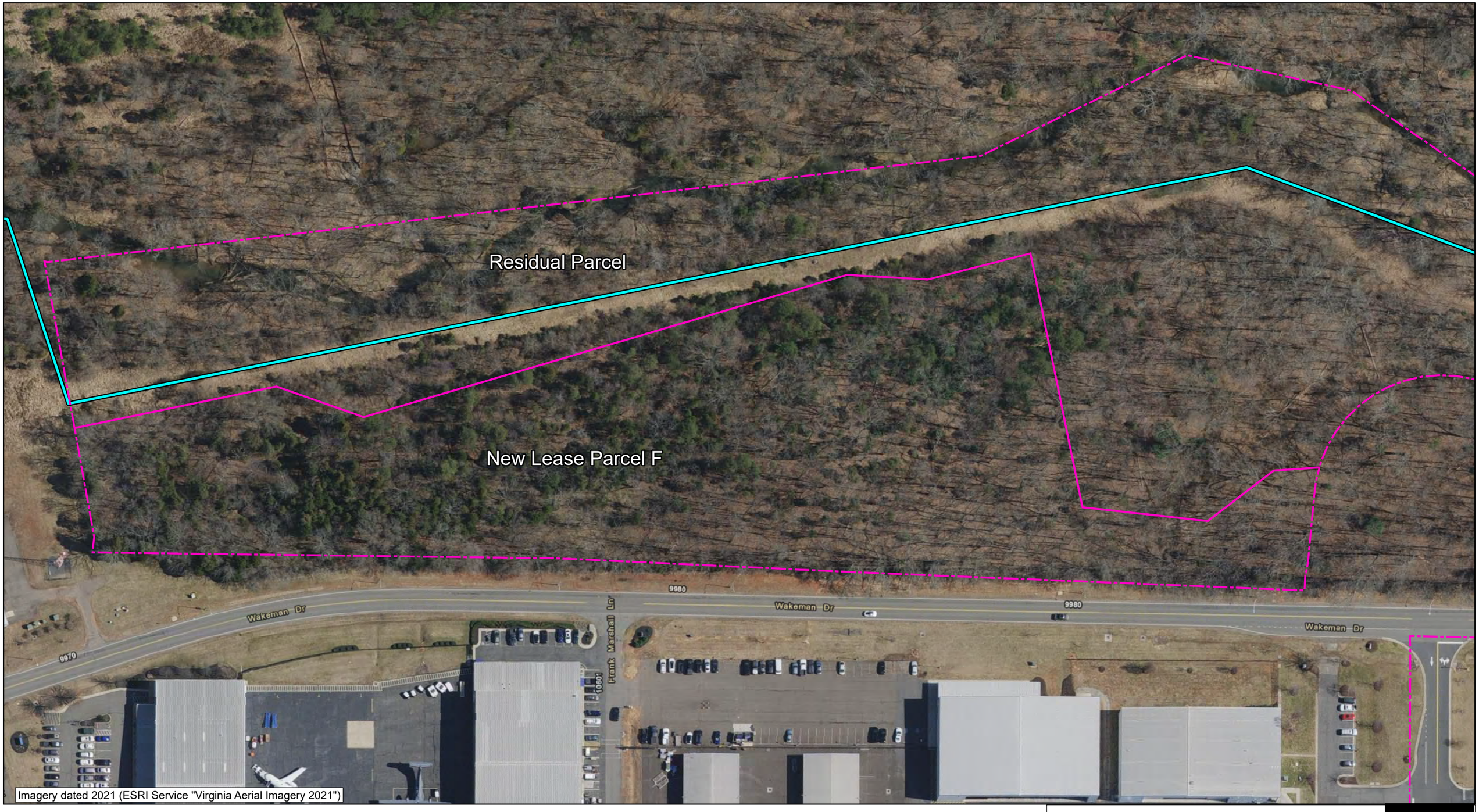
AVION SOLUTIONS GROUP LLC

The Manassas Regional Airport (HEF) FAR Part 139 Certification and Terminal Redevelopment Program

Franchise Agreement Lease Parcels A, B, C, D, E.

Figure 4

Project 23-98001.002, Version: 7/15/2025 @ 3:37:51 PM



0 25 50 Meters

0 100 200 Feet

LEGEND

Airport Property

New Lease Parcel Boundary

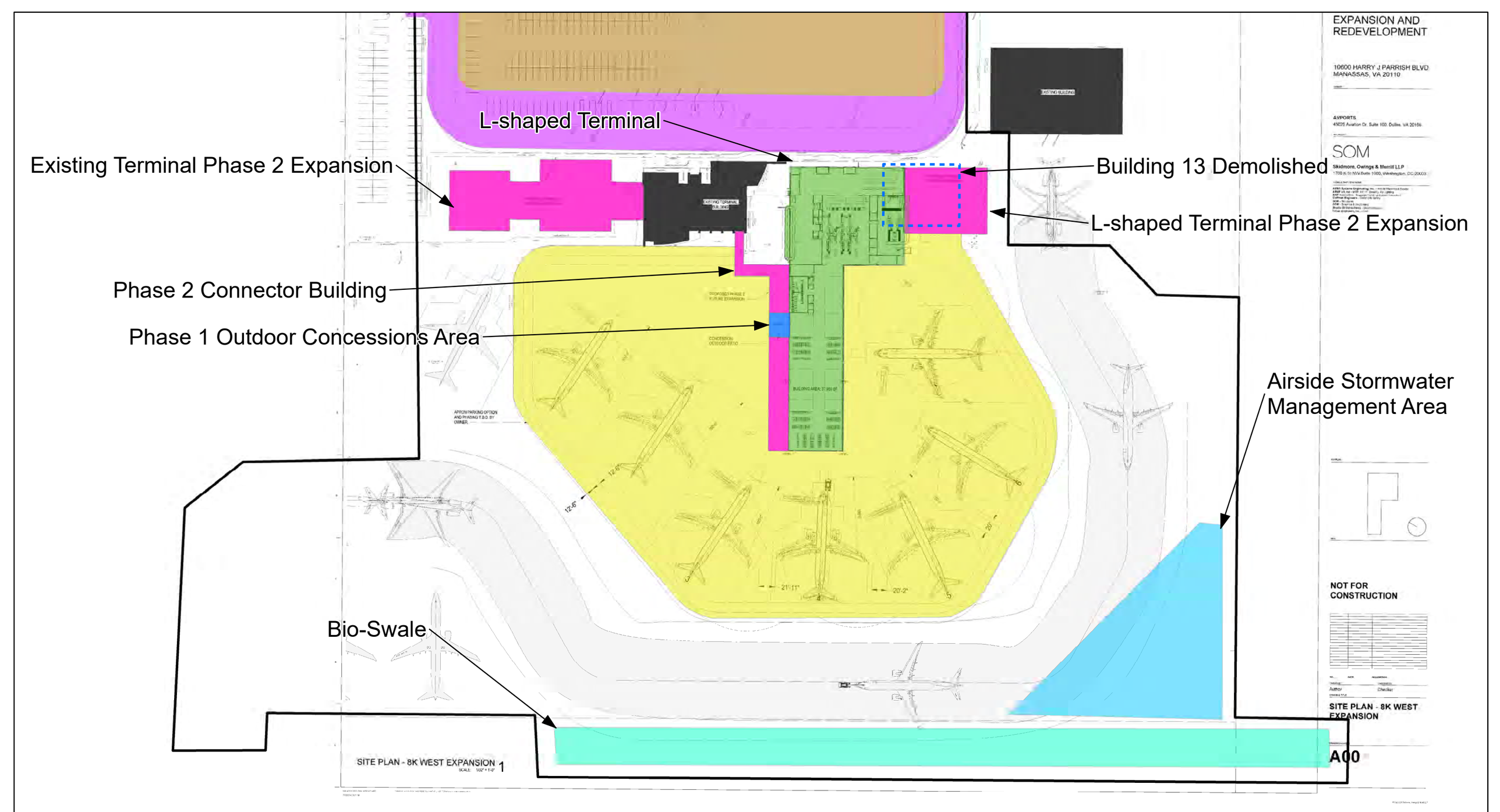
AVION SOLUTIONS GROUP LLC

Figure 5

The Manassas Regional Airport (HEF) FAR Part 139 Certification and Terminal Redevelopment Program

Franchise Agreement Lease Parcel F

Project 23-98001.002, Version: 7/15/2025 @ 3:39:41 PM



EXPANSION AND REDEVELOPMENT

10600 HARRY J PARRISH BLVD
MANASSAS, VA 20110

AVPORTS
45025 Aviation Dr. Suite 100, Dulles, VA 20166

SOM
Skidmore, Owings & Merrill LLP
1700 K St NW Suite 1000, Washington, DC 20003

NOT FOR CONSTRUCTION

SITE PLAN - 8K WEST EXPANSION

A00

LEGEND

- Airport Property
- Terminal Construction Envelope
- Butler Building - To Be Demolished
- Terminal Construction Elements
- Phase 1 Proposed Terminal Building
- Phase 1 Outdoor Concessions Area
- Phase 1 Proposed Terminal Loop
- Phase 1 Proposed Terminal Parking Lot
- Phase 1 Proposed Gate Area
- Phase 2 Proposed Terminal Expansion
- Bio-Swale
- Airside Stormwater Management Area
- Existing Building

0 25 50 Meters
0 50 100 Feet

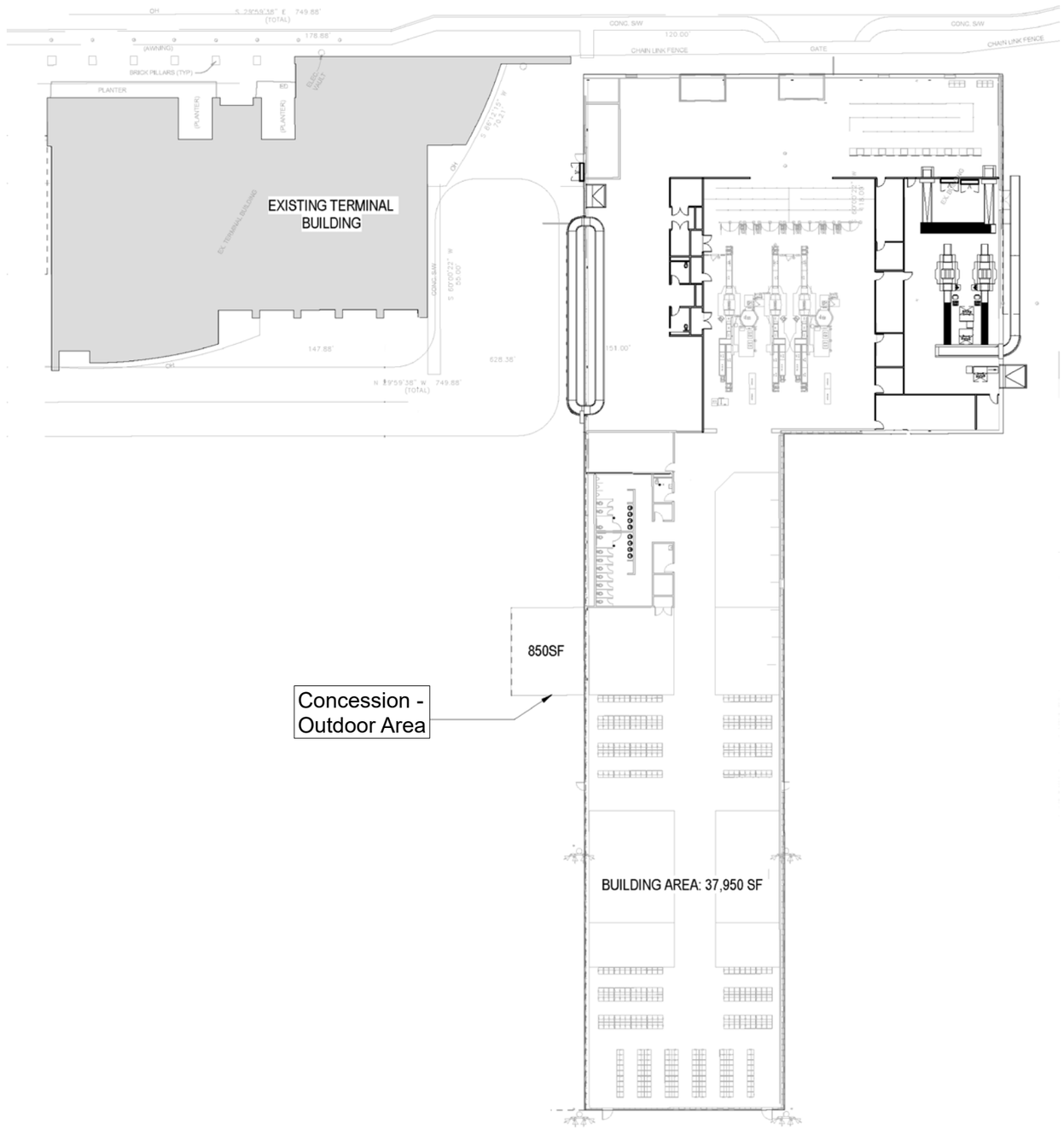
AVION SOLUTIONS GROUP LLC

The Manassas Regional Airport (HEF) FAR Part 139 Certification and Terminal Redevelopment Program

Terminal Construction Plan Phases 1 and 2

Figure 6

Project 23-98001.002, Version: 7/31/2025 @ 11:06:31 AM

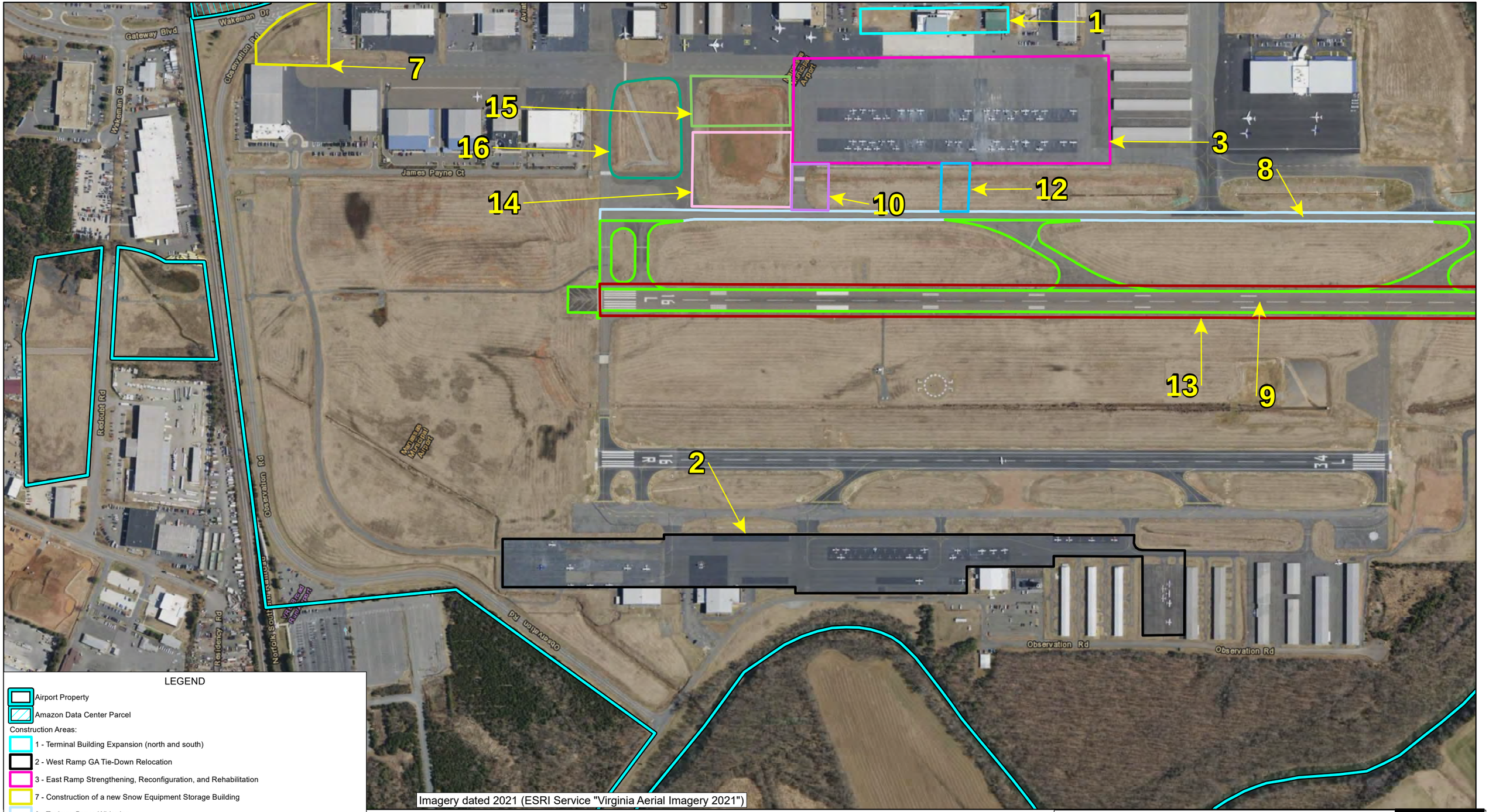


AVION SOLUTIONS GROUP LLC

Figure 7

The Manassas Regional Airport (HEF) FAR Part 139 Certification and Terminal Redevelopment Program

Phase 1 L-shaped Terminal Service Areas



LEGEND

- Airport Property
- Amazon Data Center Parcel

Construction Areas:

- 1 - Terminal Building Expansion (north and south)
- 2 - West Ramp GA Tie-Down Relocation
- 3 - East Ramp Strengthening, Reconfiguration, and Rehabilitation
- 7 - Construction of a new Snow Equipment Storage Building
- 8 - Taxiway Bravo Widening
- 9 - Runway 16L/34R Reconstruction and Strengthening
- 10 - Taxiway Echo Fillet Widening
- 12 - Construction of a new East Ramp Taxiway
- 13 - Runway 16L/34R Widening
- 14 - Aircraft Deicing Pad (between Taxiway D and E)
- 15 - Construction of new Expanded East Ramp and Taxilane between Taxiways Delta and Echo
- 16 - Construction of a new ARFF Facility

Imagery dated 2021 (ESRI Service "Virginia Aerial Imagery 2021")

0 100 200 Meters

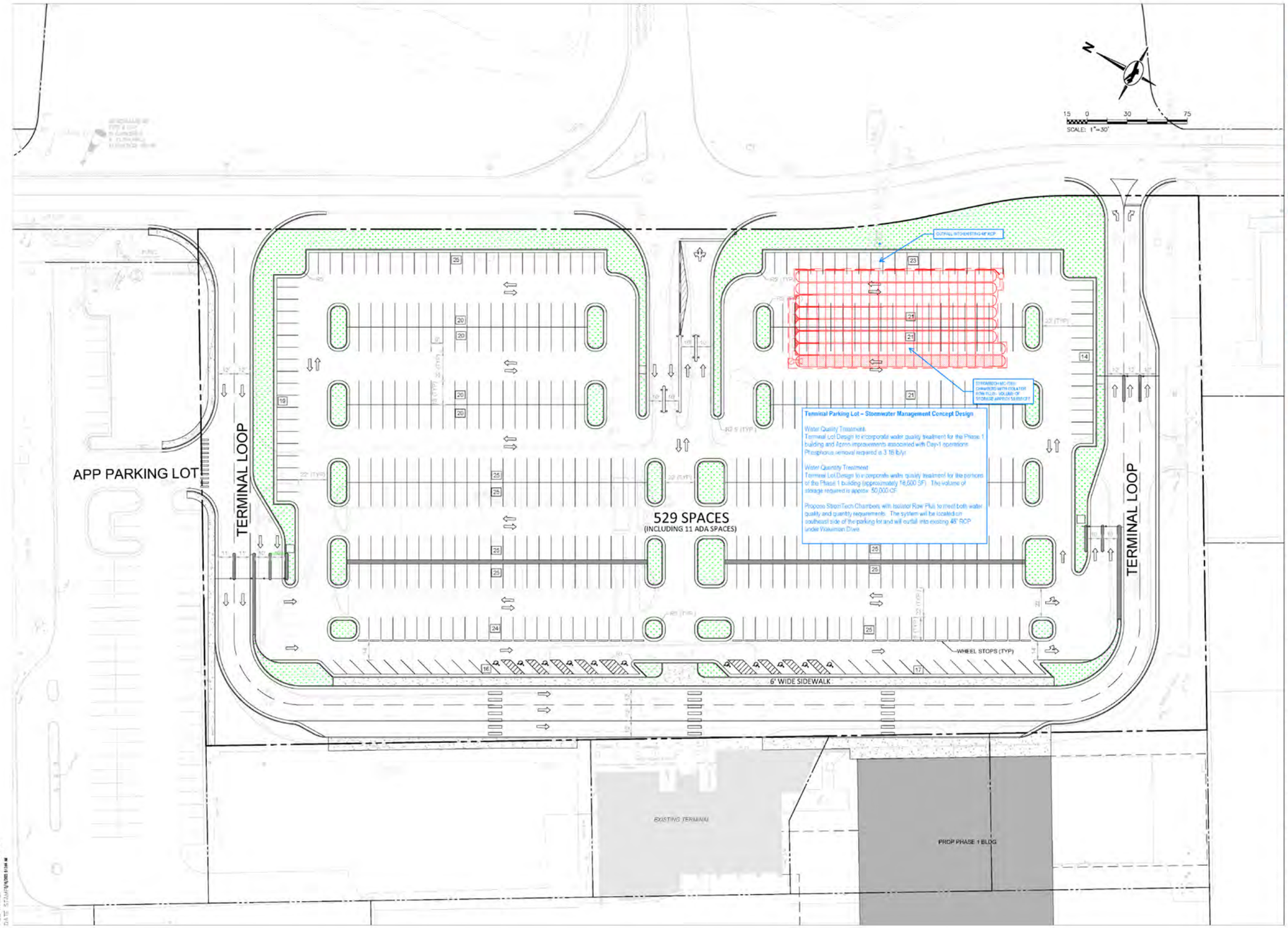
0 500 1,000 Feet

AVION SOLUTIONS GROUP LLC

The Manassas Regional Airport (HEF) FAR Part 139 Certification and Terminal Redevelopment Program

Extent of West Ramp to be Used for GA Aircraft Tie-Down Locations

Figure 8



CLIENT
AVPORTS
AVPORT MANASSAS LLC
45025 AVIATION DRIVE,
SUITE 100
DULLES, VA 20166-7524

ARCHITECT
PGAL
3131 BRIARPARK DRIVE
SUITE 200
HOUSTON, TX 77042
[T] 713 622 1444
www.pgal.com
PGAL TBPE REG. NO: F-2742

DESIGN – BUILDER
WHITING-TURNER
THE WHITING-TURNER CONTRACTING COMPANY
6305 IVY LANE, SUITE 800
GREENBELT, MD 20770
[T] (310) 656-7800

CONSULTANT
ADCI
AIRPORT DESIGN CONSULTANTS INC
8260 GREENSBORO DR
SUITE 120
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DRAWING HISTORY

NO.	DESCRIPTION	DATE

PROJECT NAME
TERMINAL LOT CONFIGURATIONS

PROJECT LOCATION
WAKEMAN DRIVE
MANASSAS, VA
20110

PROJECT NUMBER

SHEET TITLE
TERMINAL PARKING LOT LAYOUT - Angled Parking Close to Terminal

MAY 13, 2025

SHEET NUMBER

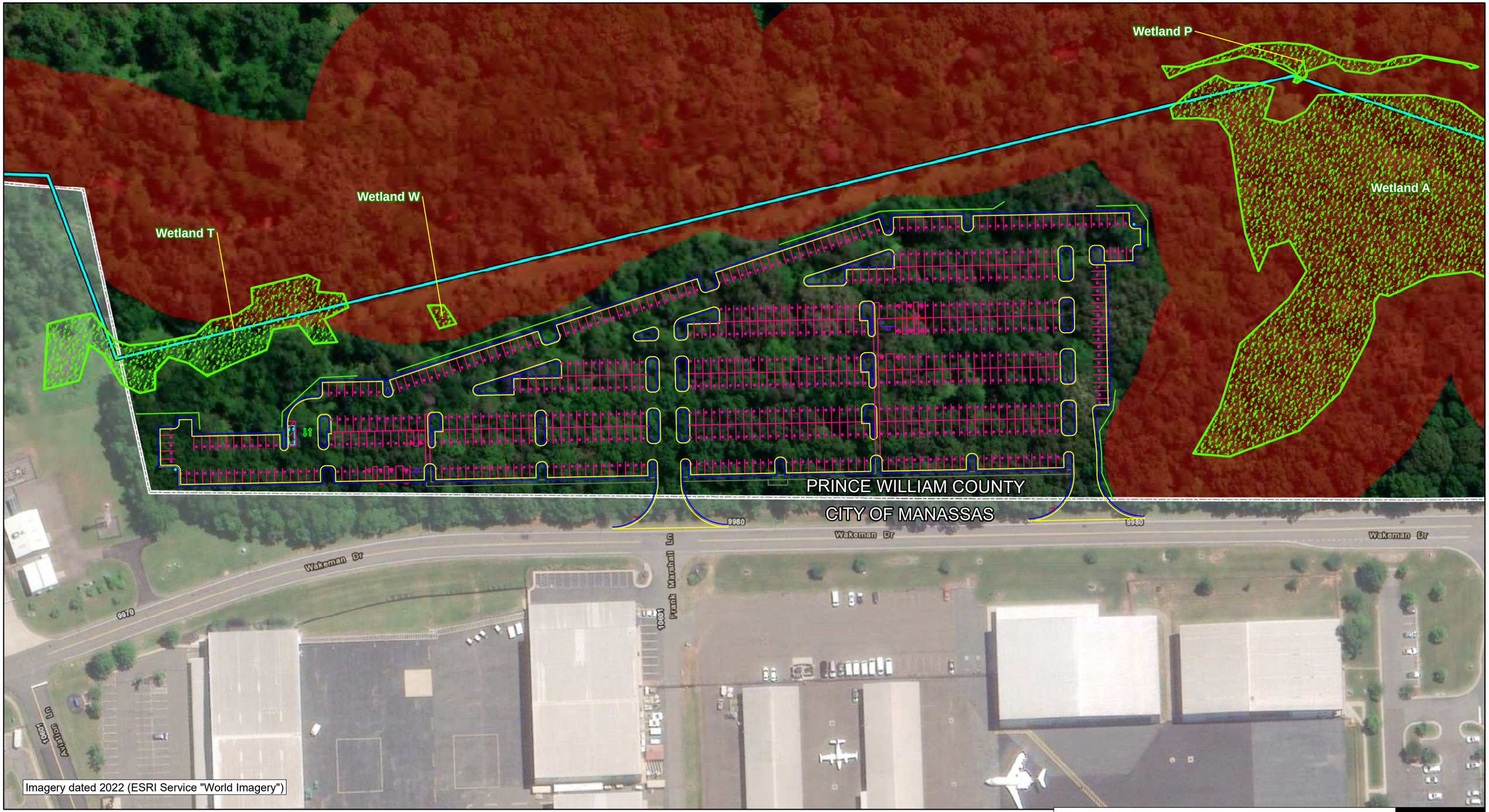
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DATE: 5/13/2025 8:14:44 AM

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The Manassas Regional Airport (HEF) FAR Part 139 Certification and Terminal Redevelopment Program

Proposed Terminal Parking Lot Detail

Figure **9**



LEGEND

- Airport Property
- City of Manassas Boundary
- Retaining Wall
- Newly Defined Wetland Boundary
- Resource Protection Area (RPA, PW Co.)

0 25 50 Meters

0 100 200 Feet

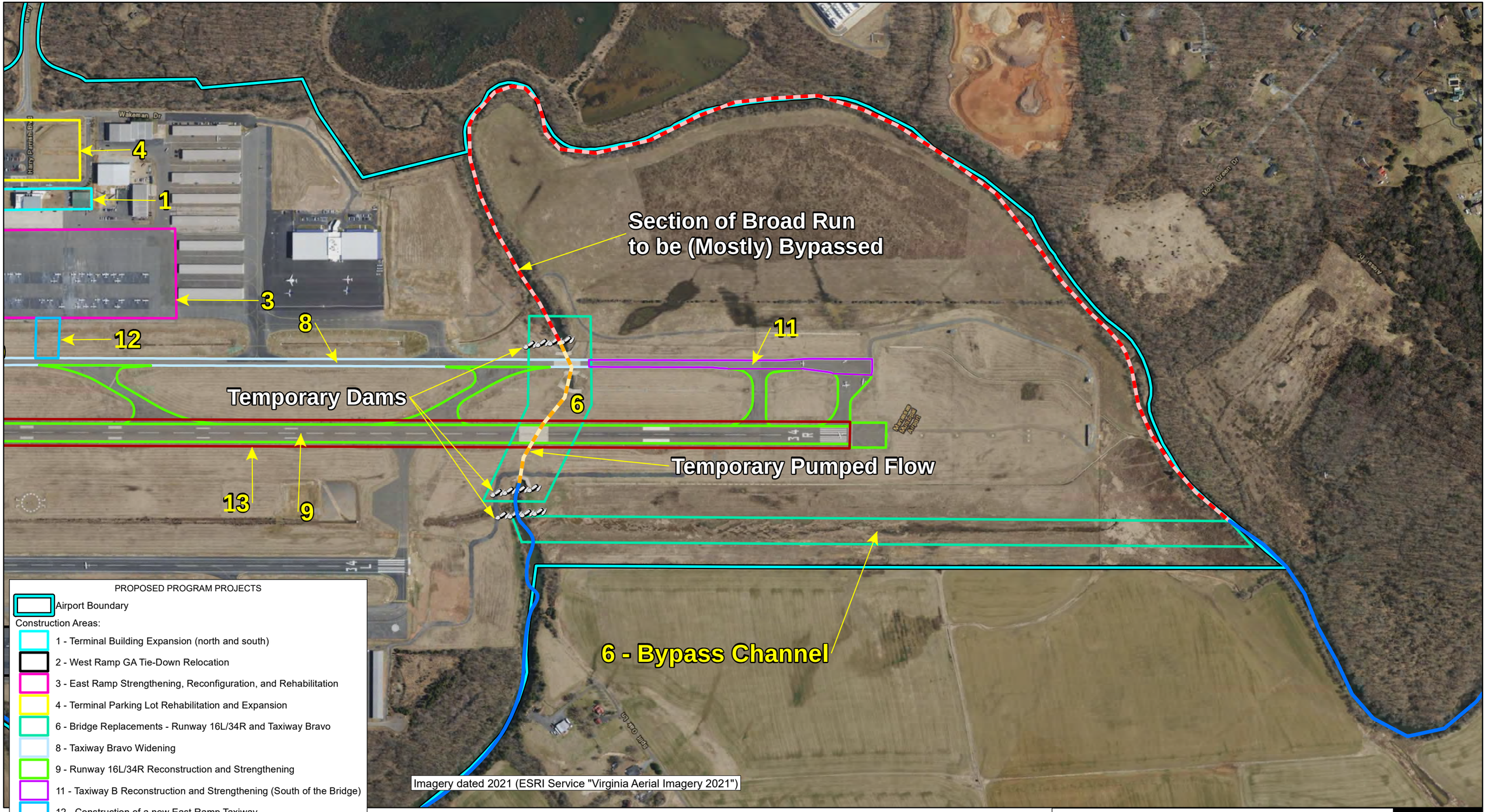
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Figure 10

The Manassas Regional Airport (HEF) FAR Part 139 Certification and Terminal Redevelopment Program

Economy Parking Lot Layout

Project 23-98001.002, Version: 7/31/2025 @ 11:01:25 AM



PROPOSED PROGRAM PROJECTS

- Airport Boundary

Construction Areas:

- 1 - Terminal Building Expansion (north and south)
- 2 - West Ramp GA Tie-Down Relocation
- 3 - East Ramp Strengthening, Reconfiguration, and Rehabilitation
- 4 - Terminal Parking Lot Rehabilitation and Expansion
- 6 - Bridge Replacements - Runway 16L/34R and Taxiway Bravo
- 8 - Taxiway Bravo Widening
- 9 - Runway 16L/34R Reconstruction and Strengthening
- 11 - Taxiway B Reconstruction and Strengthening (South of the Bridge)
- 12 - Construction of a new East Ramp Taxiway
- 13 - Runway 16L/34R Widening

Broad Run Temporary Bypass:

- Broad Run
- Section of Broad Run to be (Mostly) Bypassed
- Temporary Pumped Flow
- Temporary Dam

0 100 200 Meters

0 250 500 Feet

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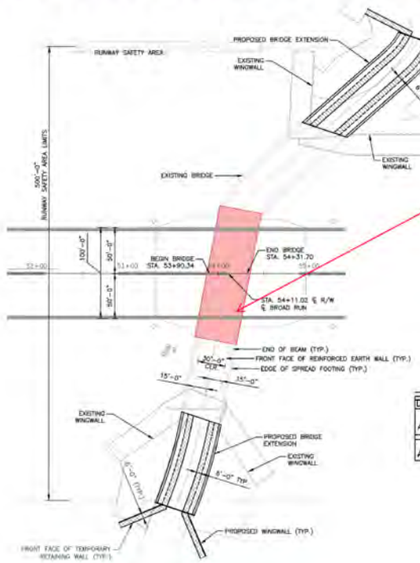
The Manassas Regional Airport (HEF) FAR Part 139 Certification and Terminal Redevelopment Program

2025 R/W 16L/34R and T/W B Bridge Strengthening Action Areas

Figure 11

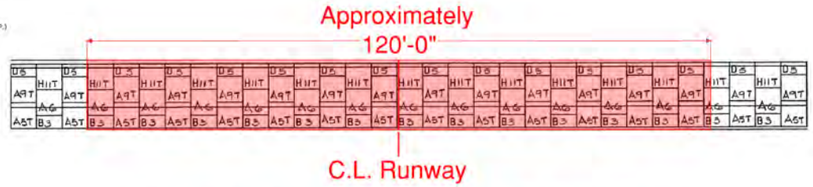
Project 23-98001.002, Version: 8/11/2025 @ 4:47:14 PM

MSE Wall – Conceptual Strengthening Extents (Runway)



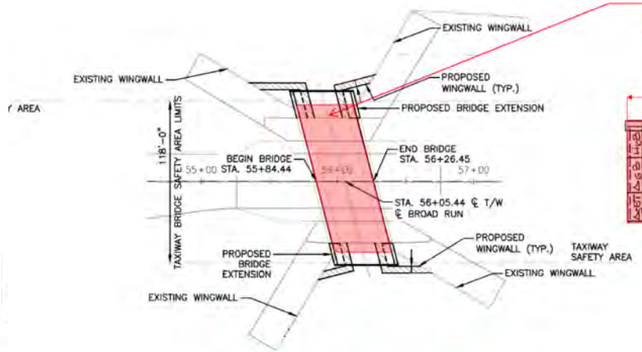
Plan View - Runway Bridge

Approximate Extent of Reinforcing Zone



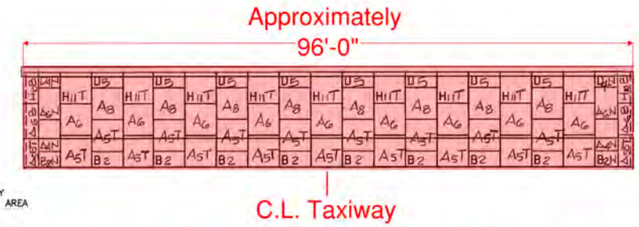
Elevation View - Runway Bridge Abutment 2

Wall – Conceptual Strengthening Extents (Taxiway)



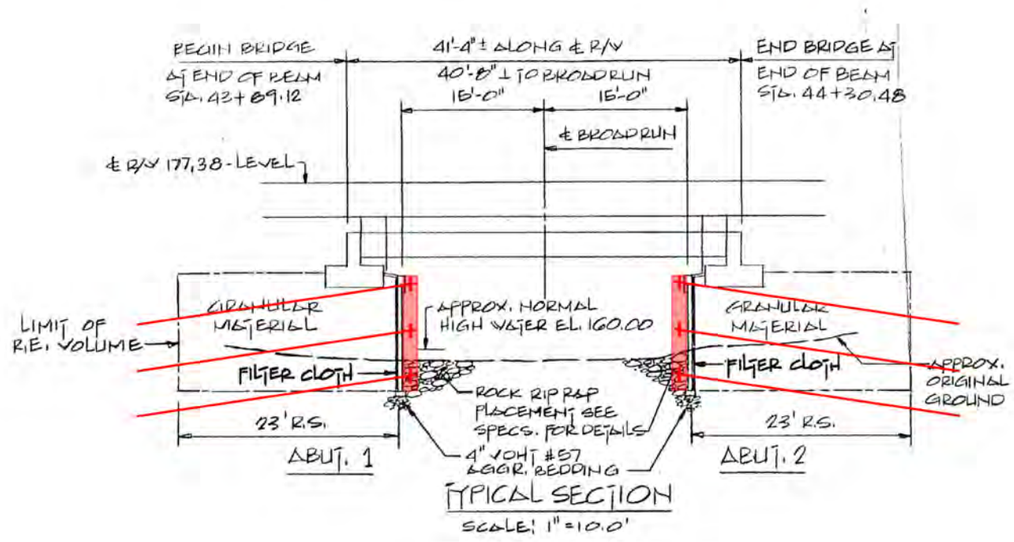
Plan View - Taxiway Bridge

Approximate Extent of Reinforcing Zone



Elevation View - Taxiway Bridge Abutment 1

MSE Wall – Conceptual Strengthening Soil Nail Wall



TYPICAL SECTION

SCALE: 1" = 10.0'

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Figure 12

The Manassas Regional Airport (HEF) FAR Part 139 Certification and Terminal Redevelopment Program

Bridge Action Area Detail

ATTACHMENT B –
PEA AND PROJECT DESCRIPTIONS

Attachment B

PEA Program Introduction and Project Descriptions

On November 13, 2023, the Federal Aviation Administration (FAA) notified the Manassas Regional Airport (HEF, the Airport; **Attachment A - Figures 1 and 2**) that it would need an Environmental Assessment (EA) for the following:

1. FAA issued Federal Aviation Regulation (FAR) Part 139 Airport operating certificate
2. FAA approval of the airport layout plan (ALP) changes: expand terminal building; reconfigure terminal apron (East Ramp); and strengthen and widen Runway 16L/34R and Taxiway B;
3. Connected landside actions (automobile parking, roadway improvements, etc.)
4. FAA approval of aircraft operating specifications

A total of sixteen (16) projects would be required to complete the four actions above. In a series of discussions with the FAA, it was determined that while all 16 projects listed by the FAA are ultimately needed for FAR Part 139 certification and are needed to support commercial service, not all are needed to begin commercial service. Of these projects, some are needed in the short term (5 years or less) to initiate commercial service beginning in 2026 and ending in 2030. Other projects also needed for commercial service may be completed over a longer term from 2032 to 2036. The short-term projects have been advanced with sufficient planning and design for the purposes of National Environmental Policy Act (NEPA) review. The long-term projects are in the conceptual stage with preliminary planning completed, such as location, physical dimensions, pavement depth, etc., but design has not been advanced that would fully inform the scope of the long-term projects sufficient for NEPA review.

As FAR Part 139 certification and commercial service could be initiated with the short-term projects and understanding that the related long-term projects could come later, a Programmatic EA (PEA) approach was considered for this program by the FAA. The PEA would support a “Tiered” decision document by the FAA of both the short term and long-term projects. This Tiered approach would allow the FAA to render a decision on those projects that have sufficient design completed (short term) while providing a conditional approval on the long term projects that do not yet have sufficient design completed.

In January 2024, the FAA noted that a Programmatic EA would be an acceptable procedural approach to evaluate the projects regardless of when those projects are needed. The FAA directed the preparation of a Programmatic EA (PEA) for this program.

There are a total of 16 projects that are subject to this Programmatic review. The projects are divided into two tiers and these are defined as:

- Tier 1 projects have sufficient planning to support development and construction in a timeline of 5 years or less and will support FAR Part 139 certification and the initiation of commercial service. Construction of Tier 1 projects is projected to begin in 2026.

- Tier 2 projects are projects with conceptual planning completed but with designs that are not yet finalized. For Tier 2 projects, assumptions are being made in the PEA so that potential impacts may be assessed and disclosed. For projects subject to conditional determination, the FAA may require a reevaluation to determine if the information remains valid and adequate, prior to construction start of each Tier 2 project. If FAA determines that the information is no longer valid, a reevaluation will be needed once the planning process for these facilities has been completed, and they are ripe for analysis.

The 16 PEA projects are shown in **Attachment A** - **Figure 3**. Tables 1 and 2, respectively, are lists of the agencies that are being notified of the projects and the 16 projects that are being considered under the PEA. These tables are included at the end of the agency consultation cover letters.

The eleven (11) Tier 1 Projects are proposed for construction start and completion between 2026-2030. The Tier 1 projects include both Part 139 certification projects and those outlined in the commercial service Franchise Agreement.[1] **Attachment A** - **Figures 4 and 5** illustrate the lease parcels that are being developed by the Franchisee (Avports).

The five (5) Tier 2 Projects are proposed for construction start and completion post Tier 1 development which is anticipated to be 2032-2036. Except for the Aircraft Rescue and Fire Fighting (ARFF) facility, the Tier 2 Projects are longer term infrastructure projects needed to improve existing facilities and expand the commercial service capability of the Airport.

In this PEA, the available information about each of the projects is presented. Analyses of these projects are based on current assumptions included in the project descriptions below**.** As the planning advances on Tier 2 Projects, the supplemental information will be assembled and the updates provided to FAA to determine the appropriate level of further analyses.

2025 PEA Project Descriptions

All airfield construction projects will be coordinated with the Airport Traffic Control (ATC) tower personnel prior to construction start and appropriate Notices to Airmen (NOTAMs)[2] will be issued. Overall, all airfield development will be designed in accordance with applicable FAA design standards and will be approved by the FAA prior to construction start.

[1] Avports and the City entered into a Franchise Agreement in July 2023. As part of this agreement, Avports proposed to re-develop and expand the existing Terminal building, expand the terminal parking lot, build an economy parking lot, provide support for the reconstruction and strengthening of Runway 16L/34R, and provide support for the construction of a new Snow Removal Equipment (SRE) building. The Franchise Agreement required the City to lease parcels A through F to Avports. These parcels currently contain the existing terminal (Parcel A), vacant land north of the terminal (Parcel B), existing Building 13 (Parcel C), the East Apron (Parcel D), the terminal parking lot (Parcel E), and wooded area associated with the Economy Parking Lot (Project #4).

[2] NOTAM is a notice containing information essential to personnel concerned with flight operations but not known far enough in advance to be publicized by other means. It states the abnormal status of a component of the National Airspace System (NAS) – not the normal status. https://www.faa.gov/about/initiatives/notam/what_is_a_notam. Site accessed May 20, 2025.

Tier 1 Projects (Years 2026-2030)

Construction work on the 11 Tier 1 Projects will begin after the FAA environmental determination is issued on the PEA. The Tier 1 work is expected to continue for five years after the Finding of No Significant Impact (FONSI) is issued.

Project #1 - Terminal Building Expansion (north, south, and west)

The existing terminal was constructed in 1995 and was made operational in 1996 (**Attachment C - Photographs 1-6**). It was built to pre-9/11 security standards. Furthermore, components of the existing terminal do not meet current Americans with Disabilities Act (ADA) standards. The existing 21,000 square foot (SF) terminal was intended to support operations of small regional aircraft. The existing terminal contains no baggage system, no security screening, and it lacks the necessary security separations between landside and airside functions. It currently houses the Airport offices, meeting spaces, tenant offices and restroom facilities.

Under the Franchise Agreement, Avports will develop an expansion of the terminal consistent with accepted design standards for functionality, safety and security. Avports is advancing a terminal expansion that will be anchored by the existing terminal which will be expanded in two phases (**Attachment A – Figure 6**). Prior to the first phase, the initial action in the terminal area will be the demolition of Building 13, which is currently the Airport Maintenance building. The Airport Maintenance function will be relocated to a new building (**Attachment C – Photographs 5, 6**). The new building is Project #7 which is discussed later herein.

After the Building 13 demolition, the first phase of the terminal expansion will begin on the south side of the existing terminal building. The terminal expansion will be “L-shaped,” and the foot end of the L-shape will be in-line with the south end of the existing terminal. The leg of the ‘L’ will be oriented east-west and extend onto the East Ramp. The terminal expansion will be a pre-engineered metal building and utilities for the terminal expansion will be extended from services at the existing terminal and Building 13. An outdoor concessions area will be constructed on the north side of the L-shape terminal as shown on **Figure 6.** It will be 30 feet (ft) by 28 ft (840 SF). Overall, the L-shaped terminal building will be 38,491 SF.

The L-shape terminal interior will be subdivided and will contain baggage claim, holdrooms, office space, passenger screening, and restrooms (**Attachment A** – **Figure 7**). The utility connections that serviced Bldg 13 remained in place and those connections will be used.

The second phase of construction includes construction of a connector building between the existing terminal and the L-shape terminal extension; an extension to the north end of the existing terminal; and an extension on the south side of the L-shaped terminal in line with the existing terminal (**Figure 7**). The three Phase 2 extensions will cumulatively include an additional 36,608 SF.

The proposed terminal expansion project is being designed according to the International Air Transport Association (IATA), the Airport Cooperative Research Program (ACRP), Transportation

Security Administration (TSA) standards, Design and Construction Standards Manual (City of Manassas), and the Airport Development Reference Manual.

The terminal project is being designed in accordance with the IATA "Optimum" range to service the target Design Day Flight Schedule (DDFS)[3]. As an example, hold room sizing utilizes IATA v12 standards calling for 19.4 to 23.7 SF per seated passenger and 13 to 16.1 SF per standing passenger with a target of 50-70 percent seating offered per occupant. These criteria yield a range of areas between 2,400 and 3,300 SF per room. Similar approaches are being used for all terminal project use areas, referencing existing standards and benchmarked against facilities currently in use.

Project #2 – West Ramp General Aviation Tie-Down Relocation

Until recently, the East Ramp had 86 tie-downs for light General Aviation (GA) aircraft[4] (**Attachment C – Photograph 7**). In 2025, the Airport installed 43 new tie-downs in the West Side Corporate Area to accommodate the relocation of light GA aircraft from the East Ramp to the West Corporate Area ramp (**Attachment A – Figure 8**).

To facilitate construction of Project #1, 43 light GA aircraft that are currently tied down on the East Ramp will be relocated to the existing West Ramp. The West Ramp is currently configured for light GA operations, and no construction is required to accommodate the aircraft relocated from the East Ramp to support the construction of Project #1.

Project #3 - East Ramp Strengthening, Reconfiguration, and Rehabilitation

Once the new terminal's Phase 1 footprint is in place, the East Ramp will be repaved, and seven aircraft hardstands and a service road will be created for airport vehicles. The proposed work on the East Ramp will be performed in two stages and will be started in 2026 and completed in 2028. The first stage will be the demolition of 840,000 SF of existing asphalt and concrete. This stage will accommodate construction of the terminal expansion (see Project #1 above).

Repaving will occur in the second stage. Once the Terminal is in place, the East Ramp paving and strengthening will be constructed. From base to surface, the strengthening and paving layers will consist of 6-inches of P209 aggregate base, 6-inches of P304 cement treated base, and 16-inches of P501 concrete. There will be no aircraft operations on the East Ramp or on Taxiway Echo during the demolition, repaving, and strengthening work.

The hardstands are sized to initially accommodate four Airplane Design Group (ADG) III aircraft (Group III) aircraft[5]. Pavement markings for the initial four hardstands that will be used by the

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[3] DDFS is an estimation of the number of expected passengers that could use an airport during an average day of the peak month of activity. The DDFS may be found in the Forecast section of the PEA.

[4] Light GA aircraft are typically aircraft with one or two engines that weigh less than 12,500 pounds (lbs). These types of aircraft are generally used for training and recreational use.

[5] ADG classifications group aircraft based on wingspan and tail height. The characteristics of Group III aircraft are 1) a wingspan that can range from 79 ft to 118 ft and 2) a tail height of 30 feet to 45 feet. Typical aircraft in the Group III category include the 737-800 and A320 aircraft which falls within this category and are common aircraft used for scheduled passenger service.

commercial aircraft also will be completed after pavement construction. The hardstand area has been sized to eventually accommodate up to seven Group III aircraft with associated hardstands for each aircraft.

At the west side of the East Ramp, a bioswale has been called out on the design plan (**Attachment A – Figure 6 and Attachment C – Photograph 8**). The bioswale is 1020 ft in length and 50 ft wide. The structure will accept run-off from both the East Ramp and Project #9.

Project #4 - Terminal Parking Lot Rehabilitation and Expansion

The existing ground-level terminal parking lot is located immediately east of the existing terminal building. The parking lot is a large rectangle divided into four quadrants. Only the northwest quadrant is paved, and it currently has 119 striped parking spaces (**Attachment A – Figure 9 and Attachment C – Photographs 9-12**). Project #4 involves:

- paving the three grass covered quadrants,
- creating landscaped islands that will delimit the end of parking slot sets; and
- reconfiguring the parking slot arrangements within the existing paved lot.

Ingress into the parking lots will be at the north terminal loop entrance off Wakeman Drive (Dr) and in the existing center aisle entrance west of the Harry J Parrish Blvd and Wakeman Dr intersection. Egress will occur at the south end of the terminal parking lot loop and also in the central aisle. At completion, the lot will contain approximately 529 slotted spaces including 11 ADA accessible parking locations.

Project #5 - Economy Parking Lot Construction

Project #5, the economy parking lot, will lie between Wakeman Dr (west), Cannon Branch (east), Harry J. Parrish Blvd (south), and the Airport Fuel Farm (north) (**Attachment A – Figure 10**). The proposed location was subject to a previous environmental review in 2018 as part of an EA for West Side Corporate Development and East Parcel Development EA (RS&H 2018) and a Finding of No Significant Impact was issued by the FAA[6]. The West Side Corporate Development and East Parcel Development did not proceed.

The area that will accommodate the Economy Parking Lot is presently undeveloped (**Attachment C - Photographs 13 and 14**). The proposed parking lot will encompass approximately 590,000 SF and the space will eventually accommodate 647 parking spaces and a shuttle bus station. The economy parking lot will be accessed from the east side of Wakeman Dr (**Attachment A – Figure 10**).

[6] March, 2018.

Project #6 - Bridge Rehabilitation: Runway 16L/34R and Taxiway Bravo

In 2014-2015, the existing crossings for R/W 16L/34R and T/W B were constructed over Broad Run. **Attachment C** containing **Photographs 15, 16, 17, and 18** illustrate the existing conditions in various action areas. The existing bridges were widened during the 2014-2015 bridge work. The existing bridges are not designed with sufficient strength to accommodate routine operations by Group III aircraft (737-800 and A320 aircraft) which are expected to operate from the Airport; therefore, the existing bridges must be strengthened to accommodate those aircraft operations. Their overall sizes will not be changed as part of this program.

Based on 2025 field testing and subsequent test result analyses, Walter P. Moore and Associates, Inc. (Manafpour and Treser 2025) developed an approach that will strengthen the existing structures. **Attachment A – Figure 11** illustrates the locations that will be subject to the strengthening actions in 2026-2027. The approach has been accepted by Avports and the Airport and will entail four actions:

1) Site Work Preparation: Re-routing Broad Run, removing rip-rap, erecting scaffolding, and opening the by-pass channel.
2) Strengthening A: Soil nailing, tensioning soil nails, reinforcing shotcrete walls, installing drainage mats, and weep holes
3) Strengthening B: Box Beam dowel reinforcement with structural steel reinforcement and anchorage to Box Beams
4) Site Work Closing: Close by-pass channel and remove coffer or retaining dams, replace rip-rap, remediate floodplain disturbance areas

Figure 12 - Bridge Action Area Detail shows the locations and actions associated with Strengthening A and B. The design set for these is in preparation and will be provided to the FAA and applicable agencies upon completion. **Attachment A – Figure 12** presents the June 2025 concepts of both actions.

In order to complete the proposed stream bank and under bridge work, the stream waters from Broad Run will have to be temporarily retained or diverted. The initial site work will re-open a bypass channel that was subject to geotechnical investigation and that was used during the 2014-2015 bridge work. The by-pass channel will continue from its north opening to re-join Broad Run.

Stream waters flowing from the northeast of the work area from Cannon Branch will be retained with coffer dams or retaining walls (**Attachment A – Figure 12**). The rip-rap will be removed and stockpiled within the construction zone. ASG assumes that the construction zone will be sized to correspond to that defined for use in 2013-2014. Upon completion of the stream bank work and the under bridge strengthening, the bypass channel's north diversion opening will be closed and the coffer or retaining dams will be removed.

Project #7 - Construction of a new Snow Removal Equipment (SRE) Building

Building 13, which will be demolished during Project #1, is the existing Airport maintenance building (**Attachment C – Photographs 5 and 6**). According to the 2025 City of Manassas Proposed Fiscal Year (FY) 2026 Budget and Five-Year Capital Improvement Plan, Project #7 "..entails building a Maintenance Equipment Storage (MES)/Snow Removal Equipment (SRE)

Facility to accommodate a new larger multi-use SRE building and provide a storage facility with a layout which meets the growing needs of the airport" (Keen 2025:347). The proposed new maintenance facility will be located on the northeast corner of the airport on undeveloped land adjacent to Wakeman Dr (**Attachment A - Figure 3 and Attachment C – Photographs 19, 20, and 21**).

This area will be modified during construction to accommodate the proposed building, paved parking outside of the building, and work area during construction. The new building dimensions are proposed to be 150 ft long by 80 ft wide by 30 ft high. Depth below ground surface of the building footings would be 24 inches. Here, and elsewhere on the landside, the pavement will consist of a 2-inch Virginia Department of Transportation (VDOT) Type Stone Matrix Asphalt (SMA) Surface Course (SM12.5a or SM9.5A) over a 6-inch VDOT Cement Treated Base Course (8 percent cement content by weight) (Rivera, 2024, pp. 1-7). Overall, apron grades and adjacent surface gradients will be in accordance with FAA design standards.

Project #8 - Taxiway Bravo Widening

Taxiway B will be widened by 10 ft on the east and west sides of the existing taxiway to provide a full 50 ft width to meet FAA design standards for Group III aircraft. As noted in the discussion of ASG Project #11 below, the expansion area will be paved in three layers. From surface to base these will consist of 4-inches of P4017 asphalt surface course, 6-inches of P403 cement treated base, and 12-inches of P220 cement treated soil base. Overall, apron grades and adjacent surface gradients will be in accordance with FAA design standards.

Project #9 - Runway 16L/34R Reconstruction and Strengthening

Runway 16L/34R is 6,200 ft. The blast pads add an additional 175 ft to either end of the runway. However, the blast pads are not being repaved as part of Project #9. This project will entail reconstruction and strengthening of approximately 952,000 SF of the existing runway pavement – its full length. This work will be done in stages between 2026 and 2028 to avoid prolonged closures of the runway and impacts to scheduled service.

According to Airport staff, the Runway has variable 3 to 8 inches of P401 Asphalt Surface Course over 5 to 6 inches of stabilized base course (cement or asphalt treated base course) over subgrade. The asphalt may vary in depth due to grade corrections (Rivera, 2024, pp. 1-7). On July 14, 2025, Mr. Rivera noted that the project "is a simple mill and fill project. It is variable depth, but we will be adding three inches to the existing pavement." For analysis purposes, ASG assumed the new pavement will consist of P401 asphalt. Overall, apron grades and adjacent surface gradients will be in accordance with FAA design standards.

[7] P401 is a reference used by the FAA for a specific asphalt mix design for airfield pavements. This specification is intended to be used for the surface course for airfield flexible pavements subject to aircraft loadings of gross weights greater than 30,000 pounds (13,600 kg) and is to apply within the limits of the pavement designed for full load bearing capacity. FAA Advisory Circular (AC) 150/5370-10H.

Project #9 includes “infrastructure improvements such as electrical, grading, and drainage. Drainage issues both under and along the runway will be addressed through the installation of new storm drains. The locations of these drains are not yet defined. The runway lighting system will be upgraded to LED lights and airfield signs will be replaced with LED fixtures.” (Rivera, 2024, pp. 1-4, 1-5).

Project #10 - Taxiway Echo Fillet Widening

The pavement dimensions for T/W E do not meet Group III design standards. The widening of T/W E will entail adjusting the fillets to meet design standards and widen the taxiway from 40 ft to 50 ft. It is assumed that approximately 2400 SF of new pavement will be added to the existing taxiway. This will also include the relocation of existing taxiway lights and signs at the intersection of T/W E and TW B.

The new pavement in the expansion areas will consist of three layers: 4-inch P401 asphalt surface course, 6-inch P304 cement-treated base course, and a 6-inch P209 crushed aggregate base course. Existing pavement grades will remain the same to promote proper drainage. Overall, apron grades and adjacent surface gradients will be in accordance with FAA design standards.

Project #11 – Taxiway B Reconstruction and Strengthening (south of the bridge)

T/W B is a parallel taxiway, providing aircraft access for the full length of the primary runway (R/W 16L/34R) from the east apron areas. The taxiway has two high-speed exits along with connecting taxiways at both ends of the runway.

The T/W B pavement was rated as very poor in 2022 (All About Pavements, Inc. 2022), and the pavement will need to be strengthened to support scheduled commercial airline service. The taxiway pavement north of the bridge over Broad Run was rehabilitated in the Summer of 2024 and will not need to be strengthened as part of this project.

As part of Project #11, the taxiway strengthening will encompass both the concrete bridge section that traverses Broad Run and the taxiway south of the bridge section. This work is proposed to be completed in 2028-2029.

ASG assumes that the rehabilitation and strengthening will entail replacement of the taxiway pavement with three new layers. From surface to base these will consist of 4-inches of P401 asphalt surface course, 6-inches of P403 cement treated base, and 12-inches of P220 cement treated soil base. Overall, adjacent surface gradients will be in accordance with FAA design standards. In addition, the project will replace the runway lights and signs with modern LED fixtures and replace the pavement markings. (Rivera, 2024, pp. 1-5).

Tier 2 Projects (2032 to 2036)

The locations of the Tier 2 Projects are shown in **Attachment A – Figure 3.** Plan drawings depicting the direct impact areas for these projects will be provided to the FAA prior to construction

start. In all cases involving pavement replacement, ASG has conservatively assumed that all existing asphalt and concrete will be removed, and that the new pavement, except where noted, will consist of no less than 18 inches of layered material.

Project #12 - Construction of a new East Ramp Taxiway

This project is for a new taxiway entrance onto the East Ramp from T/W B (**Attachment A – Figure 3 and Attachment C – Photograph 22**). To support aircraft flow and efficiency and avoid congestion on the East Ramp, this new taxiway is needed to give pilots and air traffic controllers options for aircraft entering and exiting the East Ramp. This project will be designed for Group III aircraft, and is located south of the existing T/W E and perpendicular to the existing T/W B. The need for the project results from the implementation of scheduled service which will result in the presence of Group III aircraft on the East Ramp.

The new taxiway will measure 215 ft long by 50 ft wide (29,906 SF). The area will be paved in three layers: 4-inch P401 asphalt surface course, 6-inch P304 cement-treated base course, and a 6-inch P209 crushed aggregate base course. The pavement grades will be set to promote proper storm drainage. New lighting, signage and marking will be installed in accordance with FAA design standards.

Project #13 - Runway 16L/34R Widening

The width for R/W 16L/34R will be increased from 100 ft to the recommended standard width of 150 ft as the critical aircraft for the runway has a maximum certified takeoff weight greater than 150,000 pounds. The 25-ft wide pavement strips to either side of the existing runway will be tapered to match the elevation of the bridge[8]. The runway pavement strips will be paved in three layers. From surface to base these will consist of 6-inches of P401 asphalt, 6-inches of P403 cement treated base, and 6-inches of P209 aggregate base. Overall, adjacent surface gradients will be in accordance with FAA design standards.

Project #14 - Construction of an Aircraft Deicing Pad and Apron Expansion between Taxiways Delta and Echo

This project includes construction of a new deicing pad constructed and an expanded apron area between T/W D and E (**Attachment A – Figure 3**). The aircraft deicing pad will be able to accommodate one 737-800 aircraft at a time. The pad will be designed in accordance applicable sections of FAA AC 150/5300-14D – *Design of Aircraft Deicing Facilities*.

The deicing pad and apron expansion area will measure 430 ft long by 330 ft wide (141,900 SF). The apron grades and adjacent surface gradients will be in accordance with FAA design standards and the pavement grades will be set to promote storm drainage. The pavement layers

[8] According to Juan Rivera, 7/14/2025, "…the runway bridge will not be overlay. Instead, the design engineers will have to taper the runway elevations down so that they match the existing elevation of the bridge."

will be a 4-inch P401 asphalt surface course, 6-inch P304 cement-treated base course, and a 6-inch P209 crushed aggregate base course.

The deicing fluid will be captured from the sloped inward surface of the pad and flow into trench drains at the base of the pad which will direct the fluid into a holding tank. The fluid will then be removed for recycling. The tank will hold 1,500 – 2,000 gallons of deicing fluid.

Project #15 - Construction of new Expanded East Ramp and Taxilane between Taxiways Delta and Echo

Taxiways D and E are in the north part of the East Ramp (**Attachment A – Figure 3**). This project will construct a new taxilane providing access between T/W D and T/W E. As with the proposed new East Ramp taxiway, the new taxilane is needed to facilitate the movement of Group III aircraft in the East Ramp area. By creating the new taxilane, aircraft will be able to pass north and south on existing Taxilane Z without interfering with the aircraft parked on the Fixed Base Operator (FBO) ramp.

The new taxilane will encompass an area of 110,000 SF. The new pavement will consist of a 4-inch P401 asphalt surface course, 10-inch P304 cement treated base course over compacted subgrade in accordance with FAA pavement specifications.

Project #16 - Construction of a new Aircraft Rescue and Fire Fighting (AARF) Facility

The Airport has ARFF services provided by a contractor. The Airport has two ARFF trucks and a fire attack vehicle that are housed in T-Hangar C-3, a 50 ft by 60 ft hangar located south of the existing terminal (**Attachment C – Photograph 23**). This is a temporary facility that has been outfitted into an ARFF station. This facility is temporary as it does not meet the FAR Part 139 requirements for an ARFF station in support of scheduled commercial service.

Per the current emergency response procedures, the on-site equipment in T-Hangar C-3 is used when the City of Manassas Fire and Rescue Department (Department) responds to aircraft accidents and incidents at the Airport. In such cases, the Department personnel drive from the nearest fire station (2.9 miles away) to the airport and deploy the ARFF vehicles located in T-Hangar C-3.

To support the introduction of scheduled commercial service, the FAA has identified the need for the Airport to construct an ARFF facility. The response time with the existing agreements in place will be improved by the construction of an on-airport ARFF facility and the existing agreements will be amended to reflect its new siting on-Airport.

The proposed concept includes a new 4-bay ARFF facility on the north side of Taxilane C (**Attachment A – Figure 3 and Attachment C – Photograph 24**). The building dimensions are proposed to be 100 ft long by 60 ft wide by 30 ft high. Depth of the building footings is 24 inches. As with the pavement around the SRE building, the ARFF facility pavement will have a 2-inch VDOT Type SMA Asphalt Surface Course (SM12.5A or SM9.5A) top course overlying a 6-inch VDOT Cement Treated Base Course (eight percent cement content by weight).

ATTACHMENT B – REFERENCES CITED

All About Pavements, Inc. 2022 (May). Virginia Department of Aviation 2020 Pavement Management Program Update Manassas Regional Airport (HEF) Final Report. Report prepared for Virginia Department of Aviation, Richmond, VA by All About Pavements, Inc., Purcellville, VA.

Keen, Douglas W. 2025. City of Manassas Proposed FY 2026 Budget and Five-Year Capital Improvement Plan. Presented by Douglas W. Keen, Assistant City Manager/Chief of Police to the Manassas City Council.

Rivera, J. (2024, March 25). 2024 Data Requests to Project #5a. HEF Environmental Assessment (EA) - FAR Part 139 Certification and Terminal Redevelopment Program Project List Summary Table (March 21, 2024).

RS&H, Inc. 2018. Final Environmental assessment West Corporate Development and East Parcel Development Manassas Regional Airport. EA prepared for City of Manassas and the US Department of Transportation Federal Aviation Administration

RS&H, Inc. 2024 (released 2025). Manassas Regional Airport Master Plan Update, Chapter Five-Implementation Plan and Financial Feasibility, Chapter 7-Airport Layout Plan Narrative. https://hefmasterplan.com/documents.php.

Walter P. Moore and Associates, Inc. 2025 (June 8). DRAFT HEF Manassas Airport Bridge Assessments Summary Memo of Evaluation and Field Assessment Efforts. Walter P Moore Project No. D01.24004.00. Assembled by Amir Manafpour, PE, SE, Senior Project Manager, Diagnostics Group and Steve Treser, AIA, PE, Managing Director / Principal, Diagnostics Group.

ATTACHMENT C – PHOTOGRAPHS



Photograph 1. HEF Terminal, looking SE at the north and west facades (Field Photograph CSW 060425).



Photograph 2. Looking S at the north façade of the HEF Terminal. The grassed area will host a Phase 2 terminal extension (Field Photograph JM_IMG0462, 01/11/2024).



Photograph 3. HEF Terminal, looking NE at the south and west facades (Field Photograph CSW_060425).



Photograph 4. Looking N at the south façade of the existing HEF Terminal. The east side of the Phase 1 L-shaped terminal extension will be located in this grassed area (Field Photograph JM_IMG8757, 01/11/2024).



Photograph 5. Building 13, looking SE at the north and west facades (Field Photograph CSW_060425).



Photograph 6. Building 13 showing vehicles and equipment housed in the facility (Field Photograph CSW_060425).



Photograph 7. Looking east from the East Ramp infield toward the west façade of the existing Terminal (Field Photograph CSW_P11100060, 1/11/2024).



Photograph 8. Looking N at the west edge of the East Ramp and its existing drain. The bioswale as depicted on the concept includes part of the grassed area to the west.



Photograph 9. Looking SW at the existing terminal parking lot loop (Field Photograph CSW_060525).



Photograph 10. Terminal parking lot with terminal lot loop in the forefront, the existing parking quadrant, and the grassed quadrant in the background (Field Photograph CSW_060525).



Photograph 11. Looking E at the terminal parking lot with terminal lot loop in the forefront and the existing center aisle beyond the flag poles (Field Photograph CSW_060525).



Photograph 12. Looking SE at the terminal parking lot with terminal lot loop in the forefront and grassed SE and SW quadrants (Field Photograph CSW_060525).



Photograph 13. Looking S at the Wakeman Drive ROW with utility pole adjacent to the Project #4 woods (left) (Field Photograph CSW_P1110035, 01/11/2024).



Photograph 14. Looking NE at one of the small secondary runs within Project #4 woods (Field Photograph CSW_P1110032, 01/11/2024).



Photograph 15. Looking SW at T/W B (left) and R/W 16L/34R (right) during the bridge replacements in 2014. The by-pass channel is in the photo's upper right (Field Photograph Airport_DSC0563, 2014).



Photograph 16. The new 2014-2015 T/W B and R/W 16L/34R bridge structures (Field Photograph Airport_DSC0191, 2014).



Photograph 17. The existing east side of the Cannon Branch bridge structure underlying T/W B (Field Photograph CSW_P3140005, 03/14/2024).



Photograph 18. Looking NE at the bridge structure under R/W 16L/34R (Field Photograph CSW_P0130022, 03/14/2024).



Photograph 19. Looking ENE at the existing fill mound in the proposed SRE building lot (Field Photograph CSW_P1110020, 01/11/2024).



Photograph 20. Looking east at the proposed SRE building lot and its exposed substrata (Field Photograph CSW_P1110021, 01/11/2024).



Photograph 21. Looking NW at the proposed SRE building lot (beyond fence). The Wakeman Drive ROW hosts a buried cable, and, behind the cable post, a stormwater structure manhole cover (Field Photograph CSW_P3140040, 3/14/2024).



Photograph 22. Looking E across the grassed infield area that will hold proposed Project #9. The existing terminal's west façade is in the background (Field Photograph CSW_P3140025, 03/14/2024).



Photograph 23. Looking at the east façade of T-hanger building 10529 that currently hosts the Airport's fire trucks (Field Photograph CSW_P1110002, 01/11/2024).



Photograph 24. Proposed location of the New ARFF Building, looking NW (Field Photograph CSW_P1110017, 01/11/24).

Consultation Reference Number: 2b

U.S. Department of Transportation
Federal Aviation Administration

Beckley Airports Field Office
176 Airport Circle, Room 101
Beaver, West Virginia 25813
Telephone: (609) 916-5790

October 28 2025

Mr. Wayne Adkins
Chickahominy Indian Tribe
8200 Lott Cary Road
Providence Forge VA 23140

Re: Manassas Regional Airport (HEF), Proposed Part 139 Certification and Terminal Redevelopment Project Section 106 Documentation, Prince William County and City of Manassas, Virginia

Dear Mr. Adkins,

We previously contacted you regarding a programmatic environmental assessment (PEA) that is being prepared by AvPorts at Manassas Regional Airport (HEF) in order to attain Federal Aviation Regulation (FAR) Part 139 Certification to initiate commercial air service. Associated with the certification is a suite of airport improvements (16 proposed projects) to support commercial air service including Airport Terminal Redevelopment (Proposed Undertaking) (**Figure 1**).

In accordance with Section 106 of the National Historic Preservation Act (NHPA) of 1966 and it's implementing regulations 36 CFR Part 800, as amended, the Federal Aviation Administration (FAA) invites you to participate in consultation for the Proposed Undertaking. The purpose of this letter is to share with you results of prior cultural resource investigations at HEF and the potential for effects on recorded resources associated with the Proposed Undertaking.

The airport was originally surveyed by Douglas McLearen in 1978. The survey recorded five archaeological sites (Sites 44PW0011-44PW0015) within the airport boundary (**Figure 2**). These sites were identified within 'disc-plowed fields' during survey associated with development of the Airport's Master Plan. Except for Site 44PW0015, the sites that McLearen identified were on 'high ground' formed by the 180-ft and 190-ft elevation contours. Site 44PW0015 was the lowest of the five and that site lay on the 170-ft contour with a slight dip to the east. McLearen surveyed using systematic transects and a general walkover. He excavated a small number of shovel tests at each site to determine the depth of the plowzone. His conclusion was that additional archaeological investigations were warranted at Areas 1 (44PW0012), 2 (44PW0014), and 5 (44PW0015) and that lesser effort could be expended on Areas 3 (44PW0013) and 4 (44PW0011) **(Figure 3)**

These sites were subsequently tested in 1978 by James Smith. The level of effort expended by Smith (1978) is summarized on Table 1 below.

Site, Size	Shovel Tests	Depth of Excavation	Notes
44PW0011, 150x250 ft.	Shovel tested but the number of tests unspecified.	Plowzone ranged from 0.7 to 1.0 ft., with the average 0.8 ft.	The 11 artifacts were recovered from plowzone (n=3) and surface.
44PW0012, 200x450 ft.	100 randomly placed measuring 1x2 ft.; also 2, 2.5x15 ft trenches in a surface feature (rubble)	Thru plowzone into B-horizon.	165 artifacts recovered from plowzone or the brick and rubble concentration.
44PW0013, 350x450 ft.)	17 shovel test transects (each 450 ft. long). 50 randomly placed shovel tests total with coverage on each transect.	Thru plowzone into B-horizon with an average depth of 0.8 ft. for plowzone.	The 4 artifacts were recovered (3 chipped stone, 1 salt-glazed stoneware crock fragment).
44PW0014, 450 x 425 ft. (reduced to 250 x 450 ft. by Smith)	3, 450 ft. long transects spaced on 100 ft. intervals. Each transect tested by 3x5 ft. trenches (n=26). An additional 35 randomly placed 1x1 ft. shovel tests along the eastern perimeter of the site.	All excavations into the underlying B-horizon. Plowzone thickness ranged from 0.4 to 1.1 ft. with an average of 0.8 ft.	The 251 artifacts were found in plowzone or on the surface.
44PW0015, 300 x 500 ft.	Surface survey id'd two concentrations. In total, 35 3x3 ft. test pits were excavated.	Plowzone ranged from 0.3 to 0.8 ft. with an average of 0.6 ft.	The 18 artifacts were found in plowzone or on the surface.

The results of Smith's testing did not yield substantively different results than those recovered by McLearen. Additional diagnostic artifacts in the form of projectile points were found but they were located within the plowzone. No Indigenous features or intact historic features were located, though remnants of an historic foundation were identified. No artifacts were recovered below the plowzone which overall, was thin averaging less than a foot in thickness. Smith concluded that none of the five sites warrants any future, full scale investigation before their development by the Manassas Municipal Airport, but Sites 44PW0012 and 44PW0014 should be monitored during airport grading and construction. No records of an archaeologist monitoring the sites before they were disturbed could be located.

Site 44PW0012 is located within PEA Project #14 and Site 44PW0013 within PEA Projects #1 and #4. Sites 44PW0011, 44PW0014 and PW0015 are outside of any of the identified PEA project boundaries (**Figures 1 & 2**). Based on subsequent development, which included grading and leveling higher elevations on the airport, none of the identified sites remain intact. **Figure 4** illustrates the progression of airport development between 1971 and 1994. By 1994 all of the original 'high ground' that hosted McLearen's sites had been broken (shown as the dashed contour lines) and recontoured. Sites 44PW0014 and 44PW0015 are now located beneath existing Airport facilities. Sites 44PW0011, 44PW0012, and portions of 44PW0013 are within graded portions of the airport that have not been covered by airport facilities. The locations of

Sites 44PW0011 through 44PW0015 are identified on aerial photographs dated 1994, 2002, 2005, 2006, 2016, 2020, and 2025 (**Figures 5 & 6**) that also illustrate progression of airport development.

The only PEA project setting not considered during prior investigations is PEA Project #7, the proposed location of the new Snow Removal Equipment building. Aeriel photographs taken over the Airport in 1994, 2006, and 2008 indicate that Project #7's surface was graded and recontoured (**Figure 7**). The relocated soils now form a mound in the proposed project location.

PEA project #5 is located outside of the disturbed portions of the airport in a currently wooded area (**Figure 8**). This area was part of the McLearen survey and was subsequently surveyed in 2005 by John Mullen, which was limited to a systematic walkover and testing the highest portion of the landform identified to have the highest potential for archaeological resources, and in 2017 by Tery Harris which entailed a metal detector survey. Mullen excavated 22 shovel tests and recovered two flakes (1 hornfels, 1 quartz) from the upper horizon. Harris recovered 24 finds (excluding metallic items from modern dumping), all but three of which represent twentieth century material. Neither the isolated finds or historic materials constituted archaeological sites and no further work was recommended by either survey.

In compliance with 36 CFR 800.3(f)(2), we are inviting you to review this letter and attached figures. Based on the results of prior investigations, and extent of disturbance within the majority of the project footprint, it is the FAA's determination per 36 CFR 800.4(d)(1) that no historic properties will be affected by the Proposed Undertaking. This notification is intended to address the environmental analysis and recordation requirements related to the Section 102(c) of the National Environmental Policy Act of 1969 (as amended) and Section 4(f) of the Department of Transportation Act (23 U.S.C. 138).

If you have any questions regarding the Proposed Undertaking, please contact Susan Stafford of my office at (609) 916-5793, or by e-mail at Susan.Stafford@faa.gov. Thank you for your assistance.

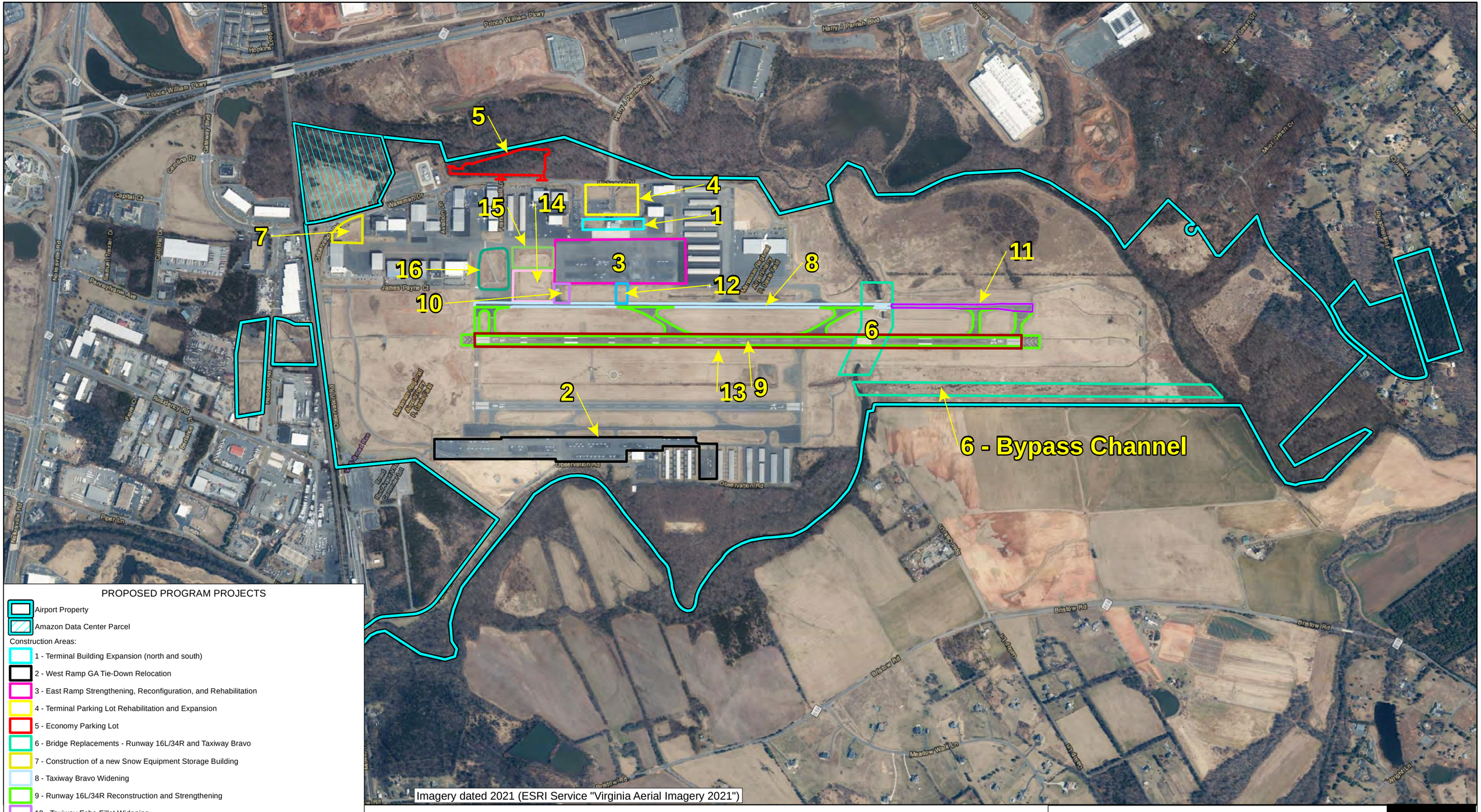
Sincerely,



Matthew Di Giulian, Manager
FAA, Beckley Airports Field Office

Enclosed: Figures

cc: Manassas Regional Airport: Juan Rivera and Jolene Berry
Avports: Pranav Trivedi
Avion Solutions Group: Peter Byrne and Carol S. Weed



PROPOSED PROGRAM PROJECTS

- Airport Property
- Amazon Data Center Parcel

Construction Areas:

1. 1 - Terminal Building Expansion (north and south)
2. 2 - West Ramp GA Tie-Down Relocation
3. 3 - East Ramp Strengthening, Reconfiguration, and Rehabilitation
4. 4 - Terminal Parking Lot Rehabilitation and Expansion
5. 5 - Economy Parking Lot
6. 6 - Bridge Replacements - Runway 16L/34R and Taxiway Bravo
7. 7 - Construction of a new Snow Equipment Storage Building
8. 8 - Taxiway Bravo Widening
9. 9 - Runway 16L/34R Reconstruction and Strengthening
10. 10 - Taxiway Echo Fillet Widening
11. 11 - Taxiway B Reconstruction and Strengthening (South of the Bridge)
12. 12 - Construction of a new East Ramp Taxiway
13. 13 - Runway 16L/34R Widening
14. 14 - Aircraft Deicing Pad (between Taxiway D and E)
15. 15 - Construction of new Expanded East Ramp and Taxilane between Taxiways Delta and Echo
16. 16 - Construction of a new ARFF Facility
- Bypass Channel

0 200 400 Meters

0 500 1,000 Feet

AVION SOLUTIONS GROUP LLC

Figure 1

The Manassas Regional Airport (HEF) FAR Part 139 Certification and Terminal Redevelopment Program

PEA Projects

Project 23-98001.002, Version: 10/10/2025 @ 2:11:23 PM

Virginia Dept. of Historic Resources

V-CRIS

Virginia Cultural Resource Information System

Legend

- Archaeological Resources
- Archaeology Labels
- DHR Easements
- County Boundaries



N

Feet

0 200 400 600 800

1:9,028 / 1"=752 Feet

Title: McLearen 1978 (11,12,13, 14,15

Date: 9/18/2025

DISCLAIMER:Records of the Virginia Department of Historic Resources (DHR) have been gathered over many years from a variety of sources and the representation depicted is a cumulative view of field observations over time and may not reflect current ground conditions.The map is for general information purposes and is not intended for engineering, legal or other site-specific uses. Map may contain errors and is provided "as-is". More information is available in the DHR Archives located at DHR's Richmond office.

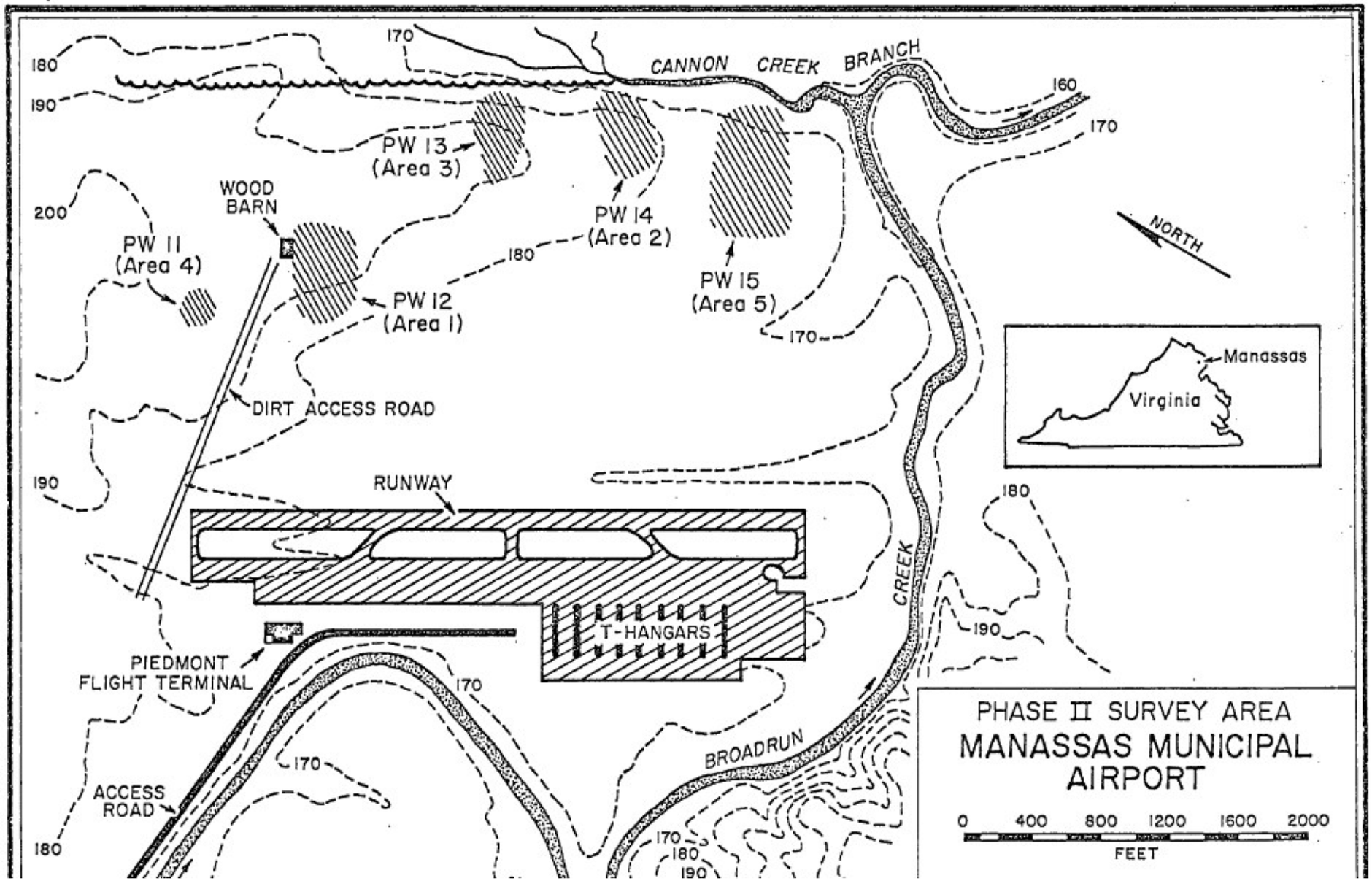
Notice if AE sites:Locations of archaeological sites may be sensitive the National Historic Preservation Act (NHPA), and the Archaeological Resources Protection Act (ARPA) and Code of Virginia §2.2-3705.7 (10). Release of precise locations may threaten archaeological sites and historic resources.

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The Manassas Regional Airport (HEF) FAR Part 139 Certification and Terminal Redevelopment Program

DHR V-CRIS Plotting of McLearen 1978 Sites 44PW11, PW12, PW13, PW14, and PW15

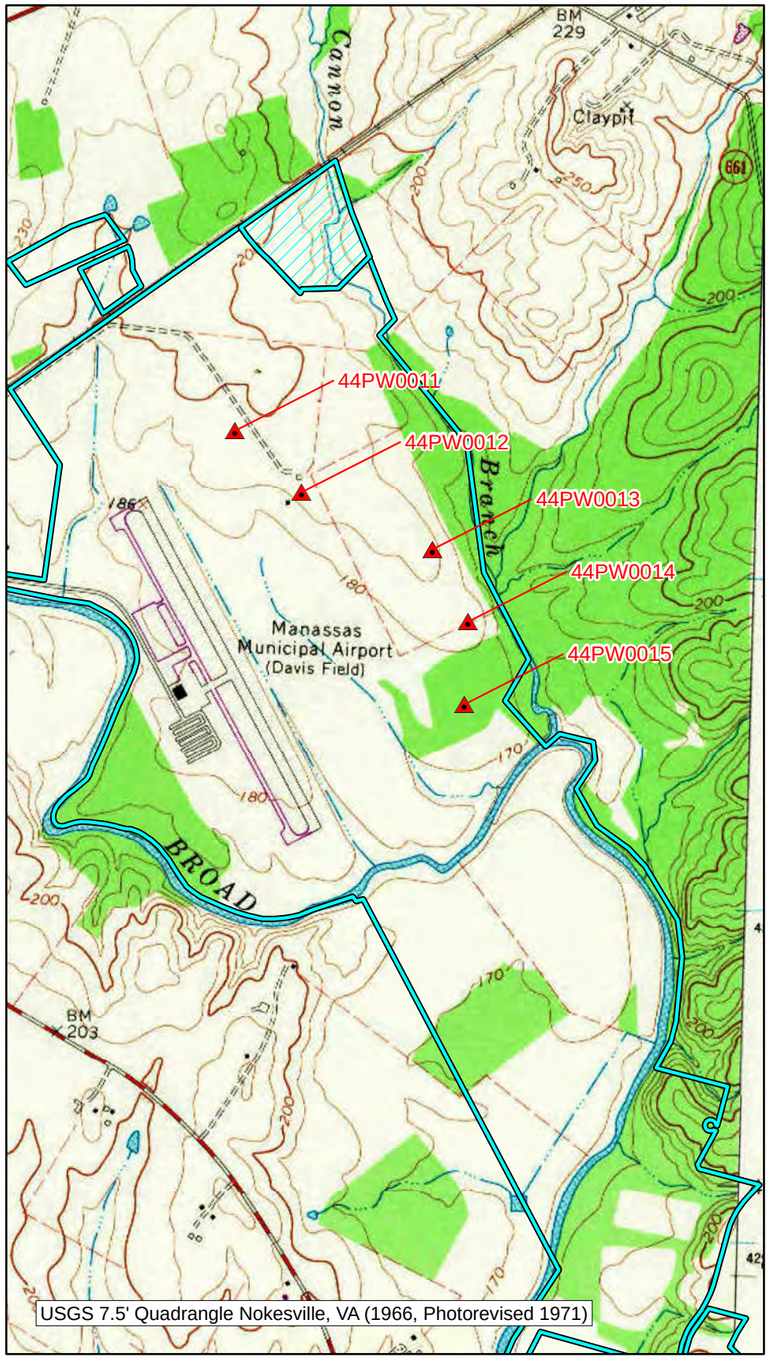
Figure **2**

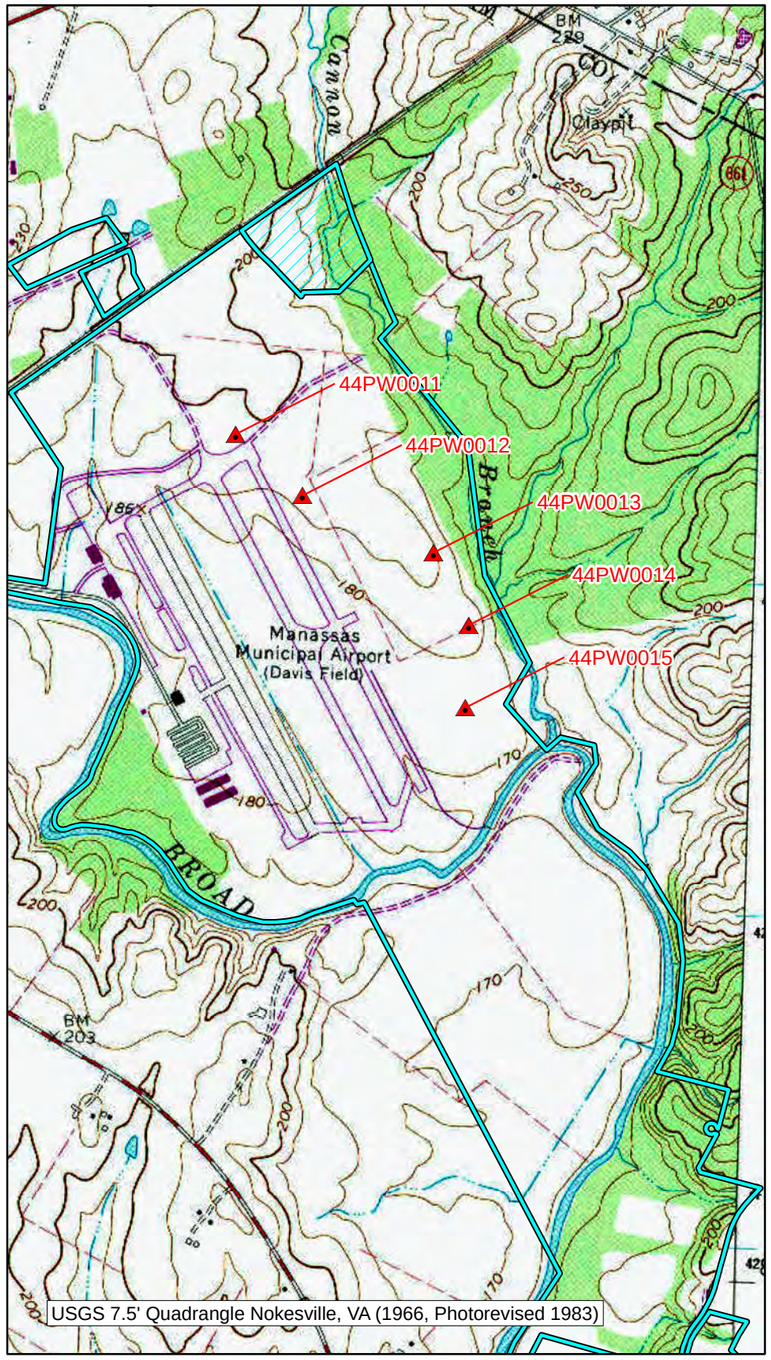


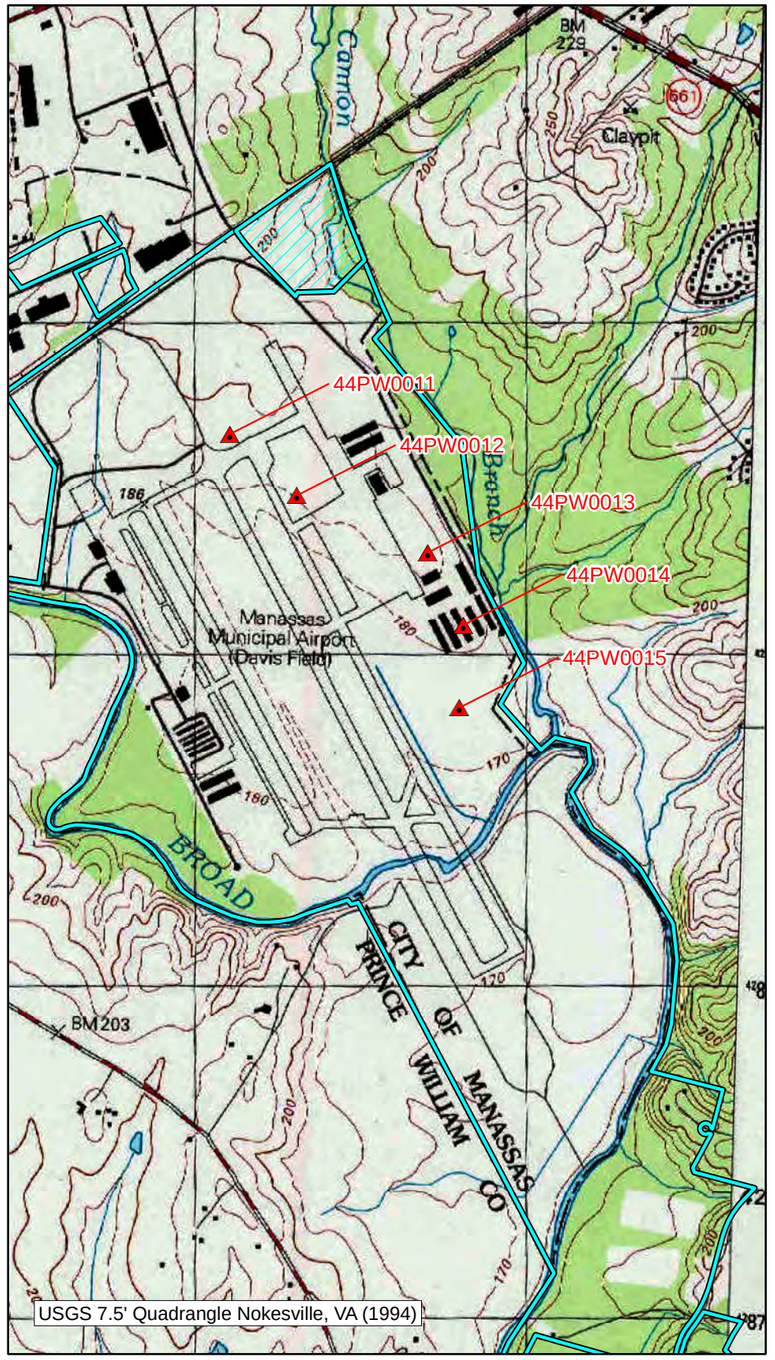
The Manassas Regional Airport (HEF) FAR Part 139 Certification and Terminal Redevelopment Program

Part of Smith (1978) Figure 1 Showing Locations of McLearen's Sites

Figure **3**







Legend

- Airport Property
- Amazon Data Center Parcel
- Archaeological Site

0 250 500 Meters

0 1,000 2,000 Feet

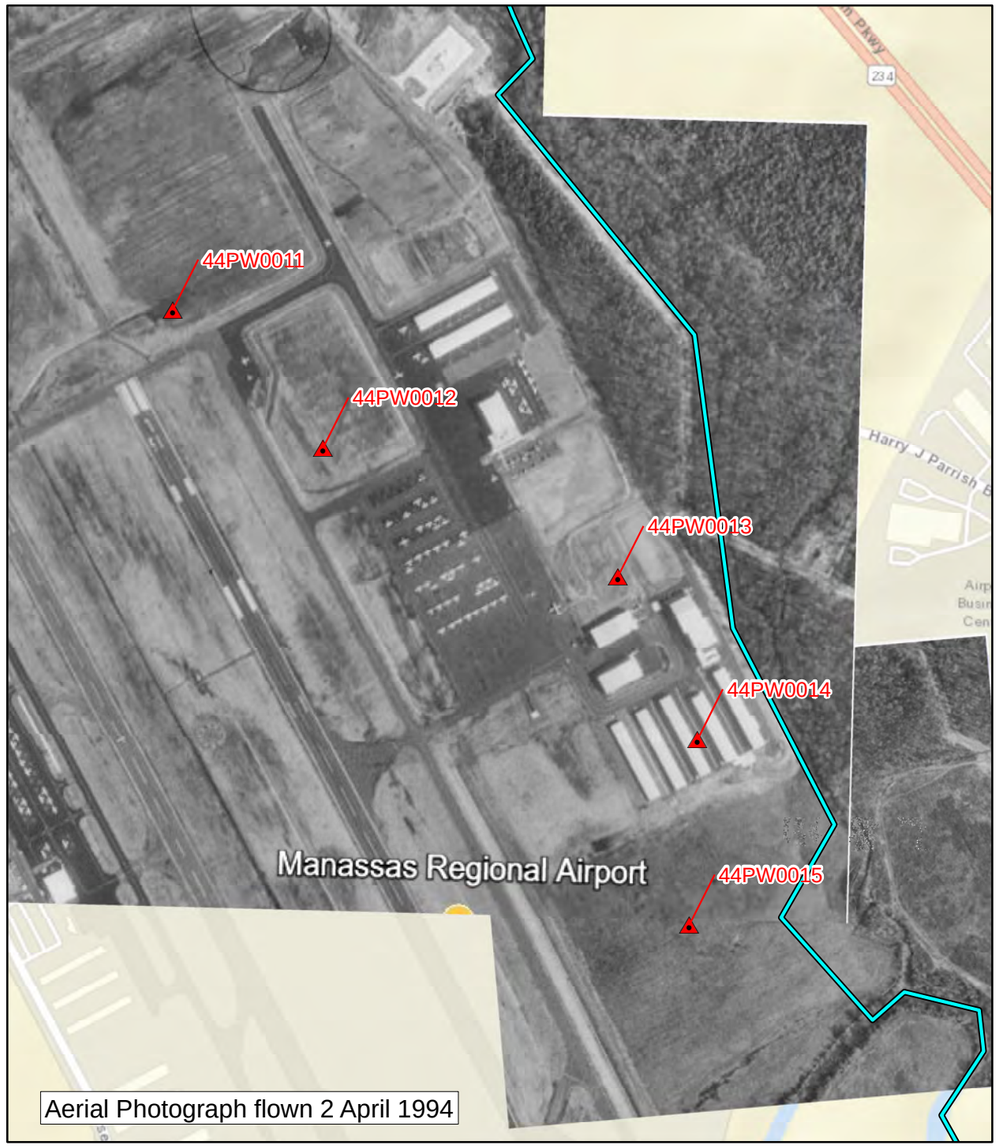
AVION SOLUTIONS GROUP LLC

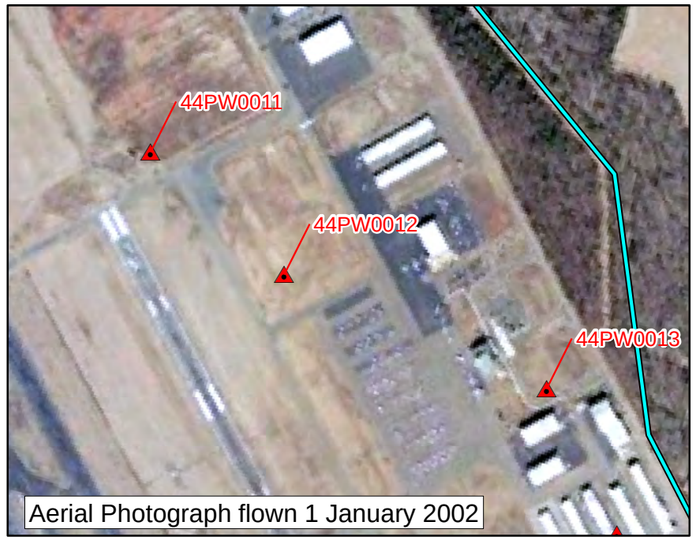
Figure 4

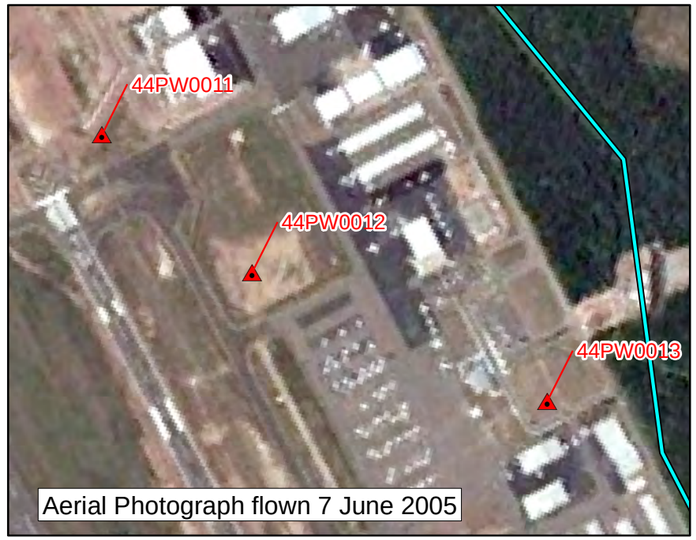
Manassas Regional Airport PART 139 Certification and Terminal Redevelopment

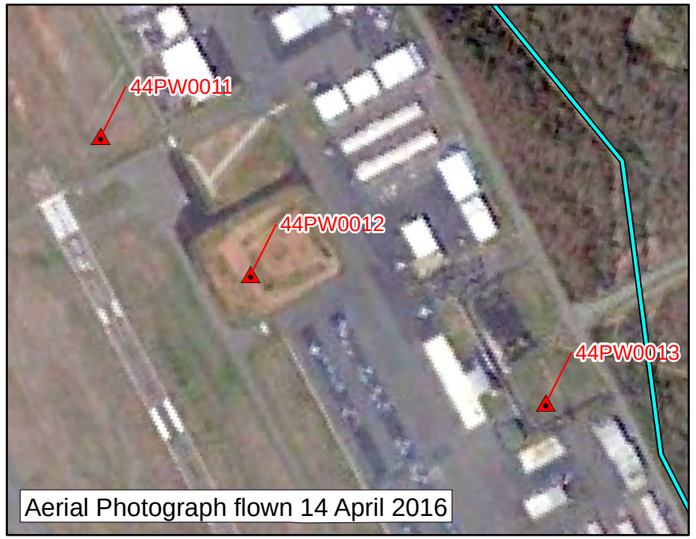
McLearen's Archaeological Site Datums Overlaid on USGS Nokesville, VA 7.5' Quadrangles from 1971, 1983, and 1994

Project 23-98001.002, Version: 9/24/2025 @ 3:50:38 PM









Legend

Airport Property

Archaeological Site

0 100 200 Meters

0 500 1,000 Feet

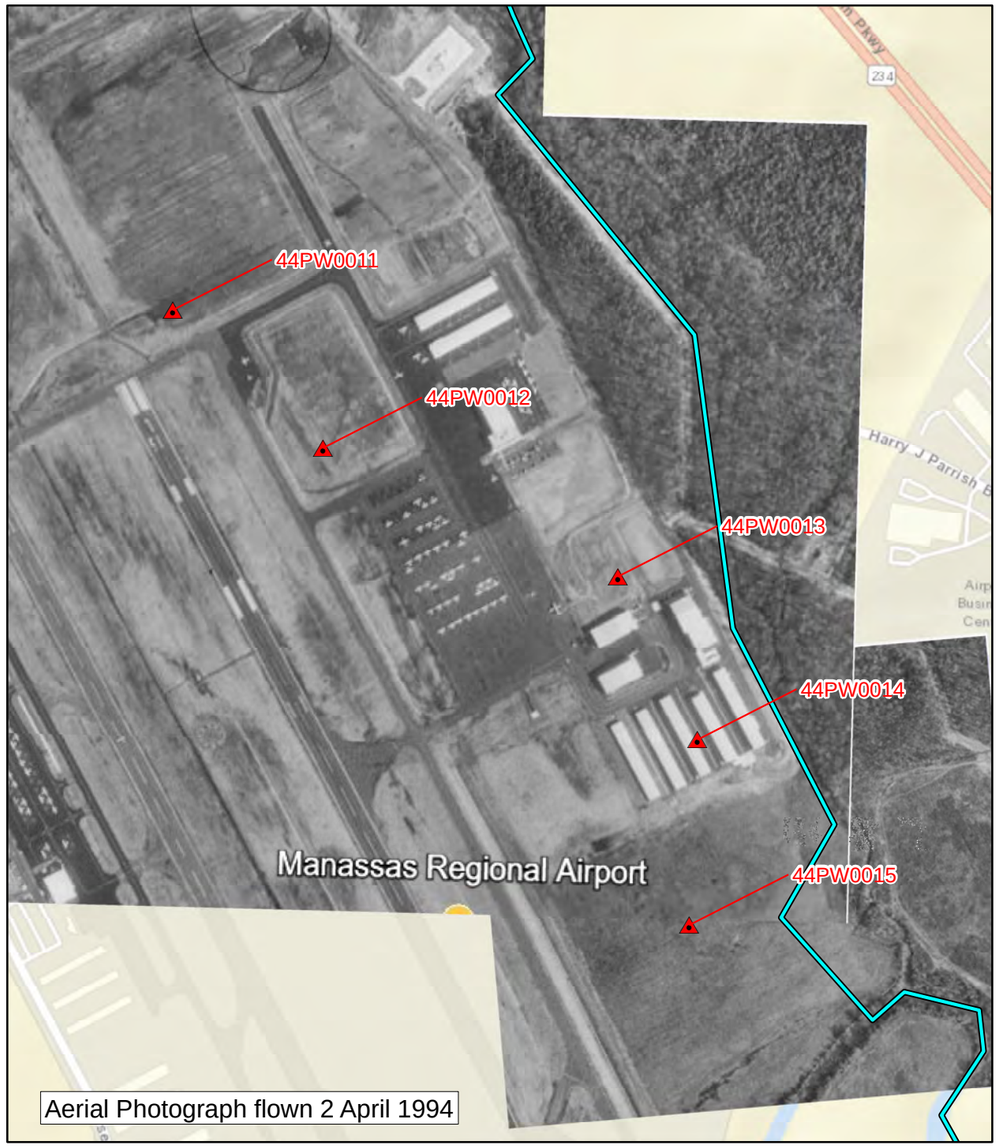
AVION SOLUTIONS GROUP LLC

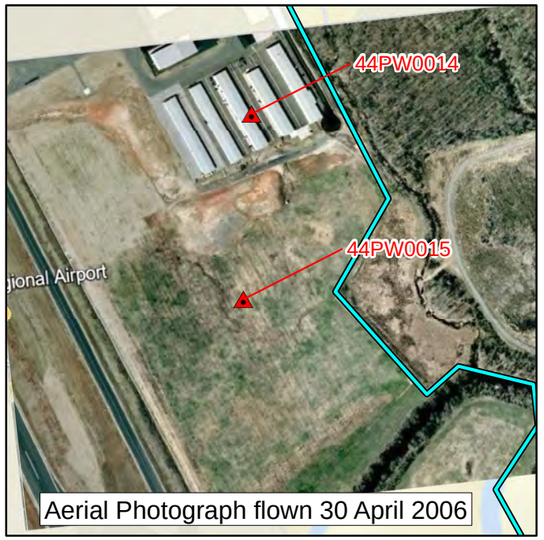
Manassas Regional Airport PART 139 Certification and Terminal Redevelopment

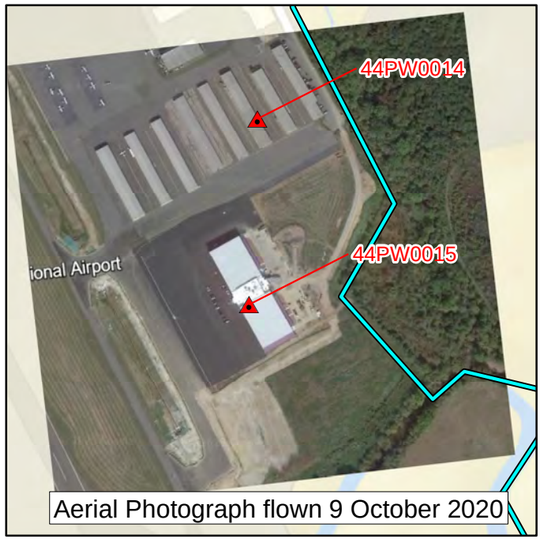
Figure 5

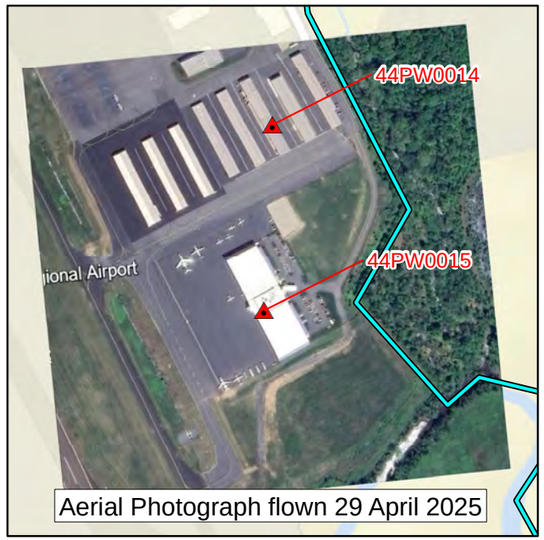
McLearen's Archaeological Site Datums 44PW0011, 44PW0012, and 44PW0013 Overlaid on 1994, 2002, 2005, and 2016 Historical Aerial Photographs

Project 23-98001.002, Version: 9/24/2025 @ 4:20:52 PM









Legend

- Airport Property
- Archaeological Site

0 100 200 Meters

0 500 1,000 Feet

AVION SOLUTIONS GROUP LLC

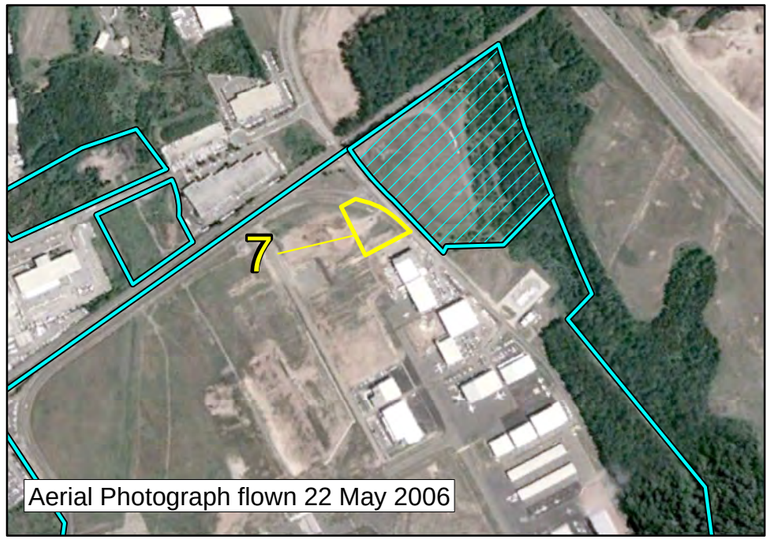
Manassas Regional Airport PART 139 Certification and Terminal Redevelopment

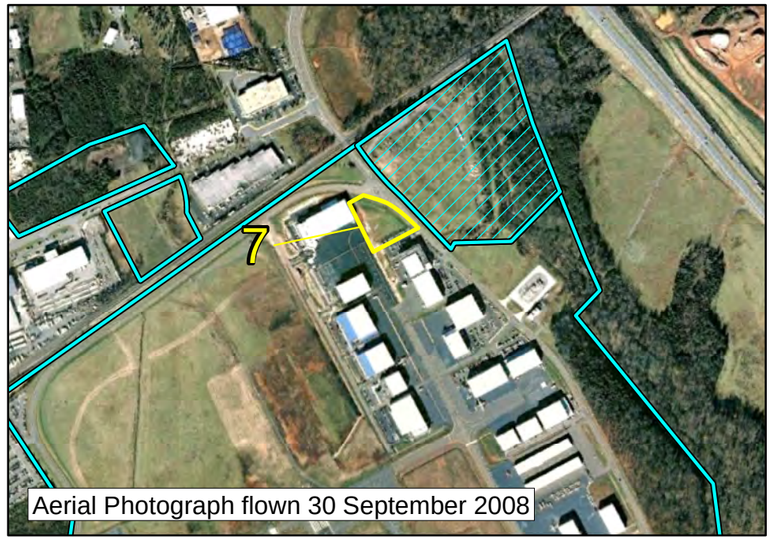
Figure 6

McLearen's Archaeological Site Datums 44PW0014 and 44PW0015 Overlaid on 1994, 2006, 2020, and 2025 Historical Aerial Photographs

Project 23-98001.002, Version: 9/24/2025 @ 4:22:10 PM







Legend

- Airport Property
- Amazon Data Center Parcel

Construction Area:

- 7 - Construction of a new Snow Equipment Storage Building

0 100 200 Meters

0 500 1,000 Feet

AVION SOLUTIONS GROUP LLC

Manassas Regional Airport PART 139 Certification and Terminal Redevelopment

PEA Project #7 SRE Building Location Overlaid Overlaid on 1994, 2006, and 2008 Historical Aerial Photographs

Figure **7**

Project 23-98001.002, Version: 9/24/2025 @ 3:36:59 PM

Mullen 2005
Harris 2017
McLearan 1978
Stream O
Stream OA
SS-33 wetland
SS-34 Upland
Stream OC
Stream OD
SS-30 Wetland
Stream OB
SS-1 Wetland
SS-2 Upland
SS-35 Wetland
SS-36 Upland
SS-31 Wetland
SS-32 Upland
SS-27 Wetland
SS-28 Wetland
SS29 Upland
5
4
1
15
3
Wakeman Dr
Harry J Parrish Blvd
Aviation Ln
Frank Marshall Ln
Manassas Regional Airport
10400
9970

Imagery flown 2022 (ESRI Service "World Imagery")

LEGEND

- Airport Property
- Amazon Data Center Parcel

Previous Surveys:

- McLearen 1978
- Mullen 2005 - Area Shovel Tested
- Harris 2017 - Metal Detector Survey
- Metal Detector Finds

Construction Areas:

- 1 - Terminal Building Expansion (north and south)
- 3 - East Ramp Strengthening, Reconfiguration, and Rehabilitation
- 4 - Terminal Parking Lot Rehabilitation and Expansion
- 5 - Economy Parking Lot
- 15 - Construction of new Expanded East Ramp and Taxilane between Taxiways Delta and Echo
- 16 - Construction of a new ARFF Facility

Results of Investigation

- Area of Investigation, Current Projects
- Sample Station
- Open Water Boundary (Current Project Area)
- Wetland Boundary (Current Project Area)
- Delineated Wetland Area

0 50 100 Meters

0 150 300 Feet

Delineated wetlands and watercourses defined by Davey Resource Group (DRG) on March 11-14, 2024, June 5, 2025, and July 7-8, 2025.

AVION SOLUTIONS GROUP LLC

Figure 8

Manassas Regional Airport PART 139 Certification and Terminal Redevelopment

Previous Survey at Economy Parking Lot

Consultation Reference Number: 3a

U.S. Department of Transportation
Federal Aviation Administration

Beckley Airports Field Office
176 Airport Circle, Room 101
Beaver, West Virginia 25813
Telephone: (609) 916-5790

August 13, 2025

Katelyn Lucas, Tribal Historic Preservation Officer
Delaware Nation, Oklahoma
31064 State Highway 281
Building 100
Anadarko, OK 73005

Re: Manassas Regional Airport (HEF), Proposed Part 139 Certification and Terminal Redevelopment Project Environmental Assessment, Prince William County and City of Manassas, Virginia

Dear Ms. Lucas,

The City of Manassas and their franchisee (Avports) are proposing a suite of changes to the Manassas Regional Airport (HEF; the Airport) Airport Layout Plan (ALP) (**Attachment A - Figures 1, 2**). The changes to the ALP are a major Federal action subject to review pursuant to the National Environmental Policy Act (NEPA). The Federal Aviation Administration (FAA) is the lead federal agency for the proposed project.

The Airport is currently pursuing Federal Aviation Regulation (FAR) Part 139 Certification to initiate commercial air service. Associated with the certification is a suite of airport improvements to support commercial air service including Airport Terminal Redevelopment. The environmental review will evaluate the potential impacts associated with 16 proposed projects at the Airport.

The purpose of this letter is to initiate early coordination with your Tribe, elicit your comments, and request pertinent information. Other tribes, nations, federal, state, and local agencies are also being notified (**Table 1**).

A Programmatic Environmental Assessment (PEA) is being prepared to evaluate the 16 planned projects identified for introduction of commercial service and Part 139 certification. The PEA facilitates consideration and analysis of projects that have sufficient planning (Tier 1) and projects where planning has not been completed (Tier 2). For projects with incomplete planning, assumptions are made in the PEA so the potential impacts may be assessed and disclosed. **Table 2** lists the projects and **Figure 3** presents the locations of these projects. **Attachment B** provides more detailed information on both the PEA and the individual projects and contains references to additional figures contained in **Attachment A**. **Attachment C** contains the photographs referenced in **Attachment B**.

We would appreciate a response to this inquiry by September 15, 2025. If you have any questions regarding the proposed project, please contact Susan Stafford of my office at (609) 916-5793, or by e-mail at Susan.Stafford@faa.gov. Thank you for your assistance.

Sincerely,



Matthew Di Giulian, Manager
FAA, Beckley Airports Field Office

Enclosed: *Table 1 – Consulting Agencies*
Table 2 – PEA Projects
Attachment A – Figures
Attachment B – PEA and Project Descriptions
Attachment C - Photographs

cc: FAA: Susan Stafford, Marie Jenet, Chad Carper
Manassas Regional Airport: Juan Rivera and Jolene Berry
Avports: Pranav Trivedi
Avion Solutions Group: Peter Byrne and Carol S. Weed

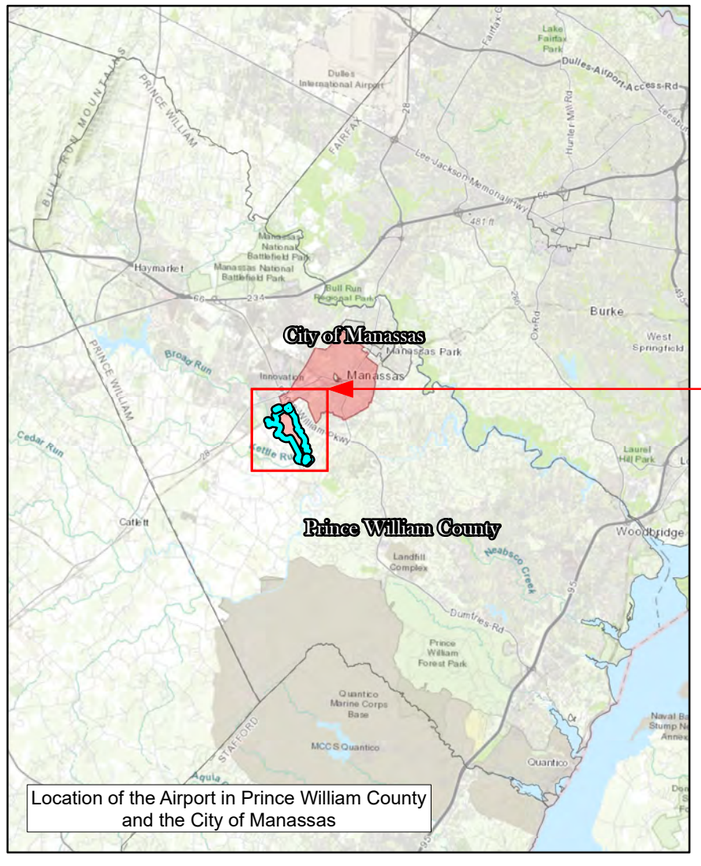
Table 1. Consulting Agencies		
Jurisdiction	**Agency**	**Date Response Received**
1. Federal (US)	Army Corps of Engineers, Northern Section	
1. Federal (US)	Department of Agriculture, Natural Resources Conservation Service, Virginia State Conservationist's Office	
1. Federal (US)	Department of the Interior, Office of Environmental Policy and Compliance, Philadelphia Region	
1. Federal (US)	Environmental Protection Agency, Region 3, Office of Communities, Tribes and Environmental Assessment	
1. Federal (US)	Federal Emergency Management Agency, Region 3; Environment & Historic Preservation	
1. Federal (US)	Fish & Wildlife Service, Virginia Field Office	
1. Federal (US)	National Oceanic and Atmospheric Administration, National Marine Fisheries Service, Greater Atlantic Region Office	
2. Nation/Tribe	Catawba Indian Nation	
2. Nation/Tribe	Chickahominy Indian Tribe	
2. Nation/Tribe	Delaware Nation	
2. Nation/Tribe	Pamunkey Indian Tribe	
3. Virginia	Department of Aviation, Airport Service Division	
3. Virginia	Department of Conservation and Recreation, Division of Planning and Recreation	
3. Virginia	Department of Conservation and Recreation, Dam Safety and Floodplains	
3. Virginia	Department of Environmental Quality, Office of Environmental Impact Review	
3. Virginia	Department of Game and Inland Fisheries, Environmental Services Section	
3. Virginia	Department of Historic Resources, Division of Review and Compliance	
3. Virginia	Department of Transportation, Northern Virginia District VDOT	May 3, 2025
4.Prince William County	Environmental Management	
4.Prince William County	Planning Division	
5. City of Manassas	Engineering Department	
5. City of Manassas	Planning and Development	

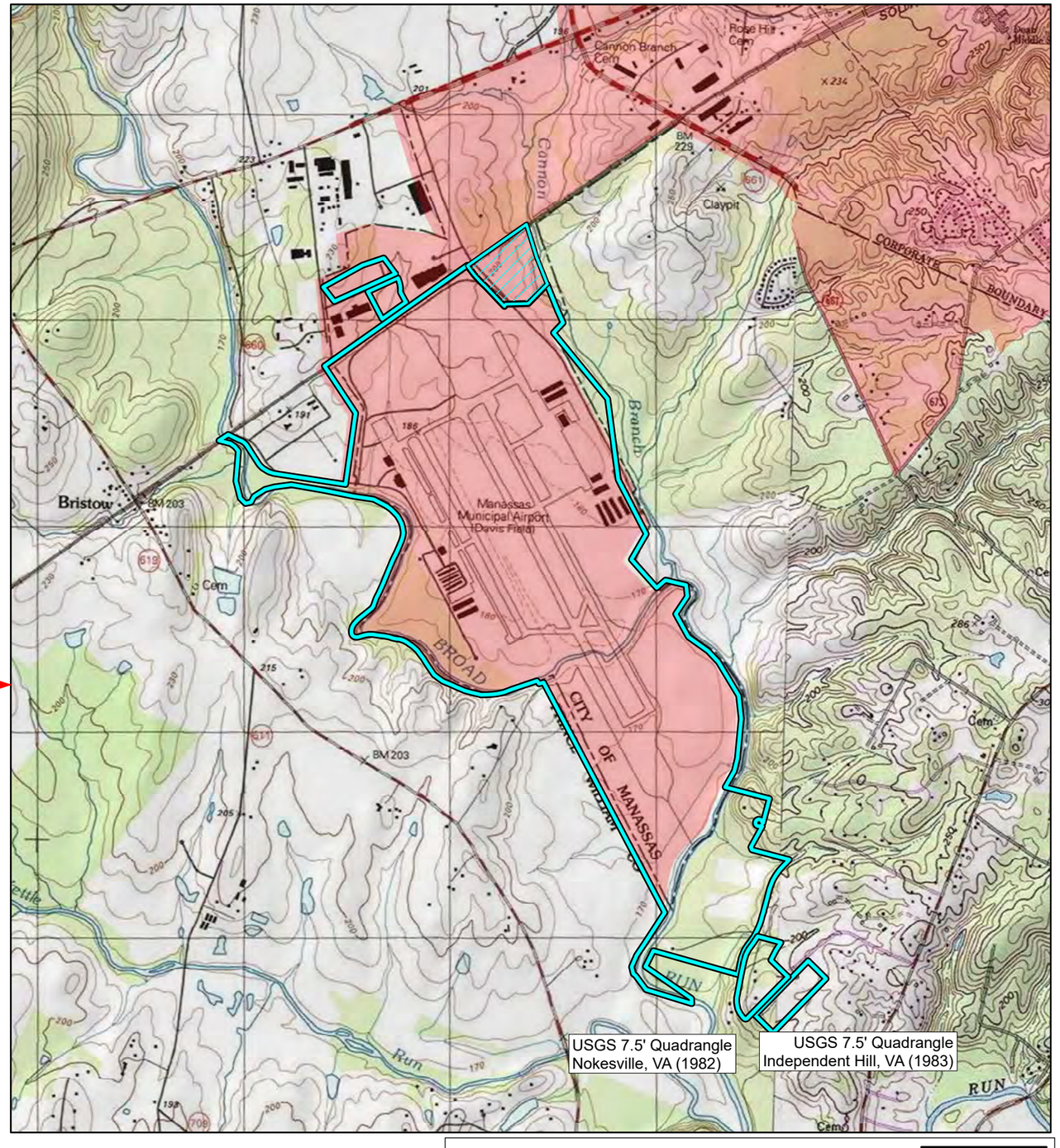
Table 2 – PEA Projects			
Project Number	**Project Name**	**Program Tier Construction Year Start-End**	**Project Supports**
1	Terminal Building Expansion (north, south, and west)	Tier 1: 2026-2026	Commercial Service
2	West Ramp General Aviation Tie-Down Replacement	Tier 1: 2026-2026	Part 139 Certification & Commercial Service
3	East Ramp Strengthening, Reconfiguration, and Rehabilitation	Tier 1: 2026-2028	Part 139 Certification & Commercial Service
4	Terminal Parking Lot Rehabilitation and Expansion	Tier 1: 2026-2026	Commercial Service
5	Economy Parking Lot Construction	Tier 1: 2026-2026	Commercial Service
6	Bridge Rehabilitation - Runway 16L/34R and Taxiway Bravo	Tier 1: 2026-2027	Part 139 Certification & Commercial Service
7	Construction of a new Snow Removal Equipment (SRE) Building	Tier 1: 2027-2028	Commercial Service
8	Taxiway Bravo Widening	Tier 1: 2027-2028	Part 139 Certification
9	Runway 16L/34R Reconstruction and Strengthening	Tier 1: 2027-2029	Part 139 Certification & Commercial Service
10	Taxiway Echo Fillet Widening	Tier 1: 2027-2029	Part 139 Certification
11	Taxiway B Reconstruction and Strengthening (South of the Bridge)	Tier 1: 2029-2030	Part 139 Certification & Commercial Service
12	Construction of a new East Ramp Taxiway	Tier 2: 2032-2034	Part 139 Certification & Commercial Service
13	Runway 16L/34R Widening	Tier 2: 2033-2033	Part 139 Certification
14	Construction of an Aircraft Deicing Pad and Apron Expansion between Taxiways Delta and Echo	Tier 2: 2033-2034	Part 139 Certification

Table 2 – PEA Projects			
Project Number	**Project Name**	**Program Tier Construction Year Start-End**	**Project Supports**
15	Construction of new Expanded East Ramp and Taxilane between Taxiways Delta and Echo	Tier 2: 2033-2036	Part 139 Certification & Commercial Service
16	Construction of new Aircraft Rescue and Fire Fighting (ARFF) Facility	Tier 2: 2035-2036	Part 139 Certification

ATTACHMENT A - FIGURES







LEGEND

- Airport Property
- Amazon Data Center Parcel
- City of Manassas

0 500 1,000 Meters

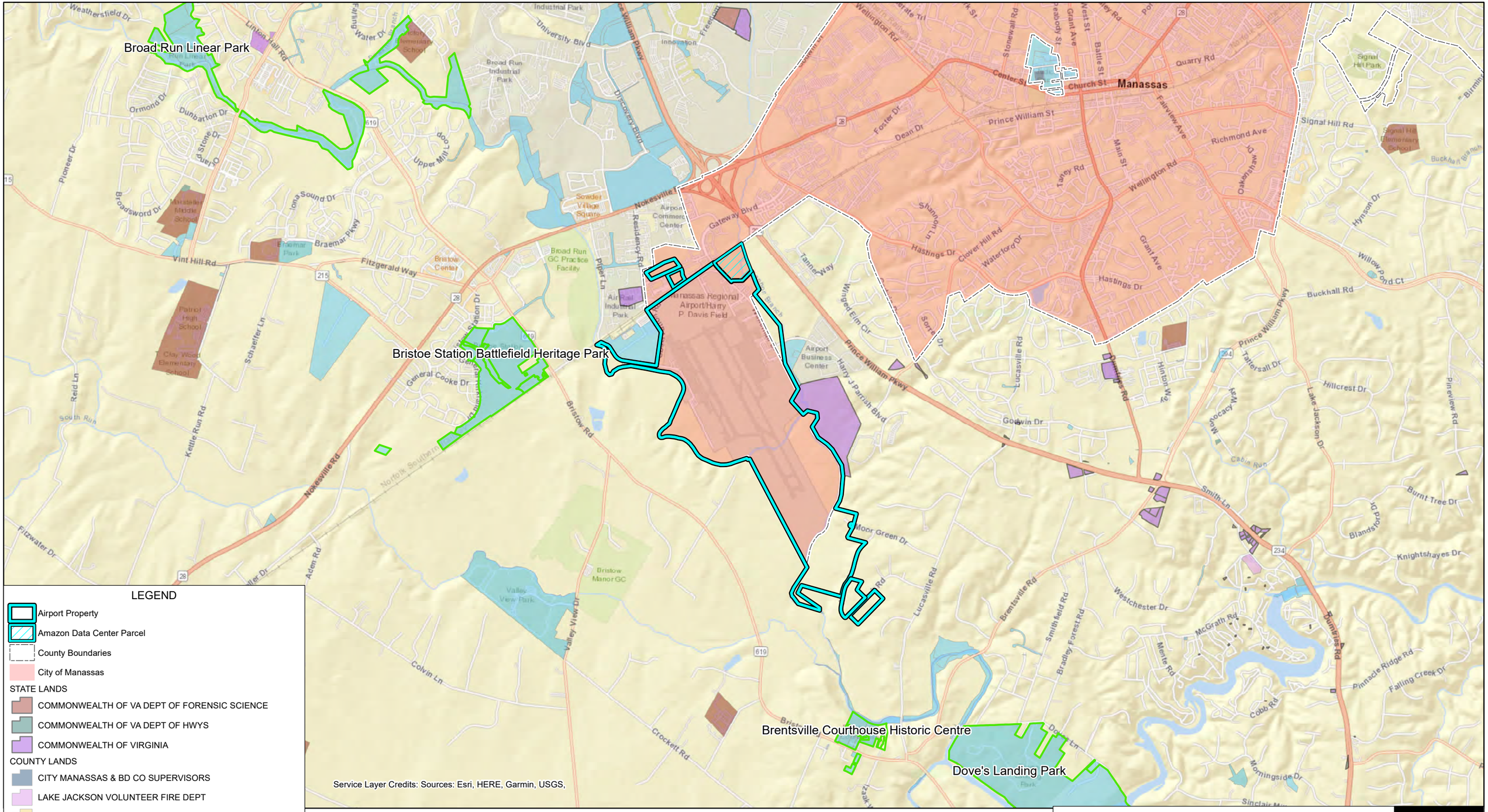
0 2,000 4,000 Feet

AVION SOLUTIONS GROUP LLC

The Manassas Regional Airport (HEF) FAR Part 139 Certification and Terminal Redevelopment Program

Location of the Airport

Figure 1



LEGEND

- Airport Property
- Amazon Data Center Parcel
- County Boundaries
- City of Manassas

STATE LANDS

- COMMONWEALTH OF VA DEPT OF FORENSIC SCIENCE
- COMMONWEALTH OF VA DEPT OF HWYS
- COMMONWEALTH OF VIRGINIA

COUNTY LANDS

- CITY MANASSAS & BD CO SUPERVISORS
- LAKE JACKSON VOLUNTEER FIRE DEPT
- NOKESVILLE VOLUNTEER FIRE DEPT
- PWC BOARD OF COUNTY SUPERVISORS
- PWC BOARD OF COUNTY SUPERVISORS
- PWC BOCS & NOKESVILLE VOLUNTEER FIRE & RESCUE DEPT
- PWC SCHOOL BOARD
- PWC SERVICE AUTHORITY
- Park Boundaries

0 500 1,000 Meters

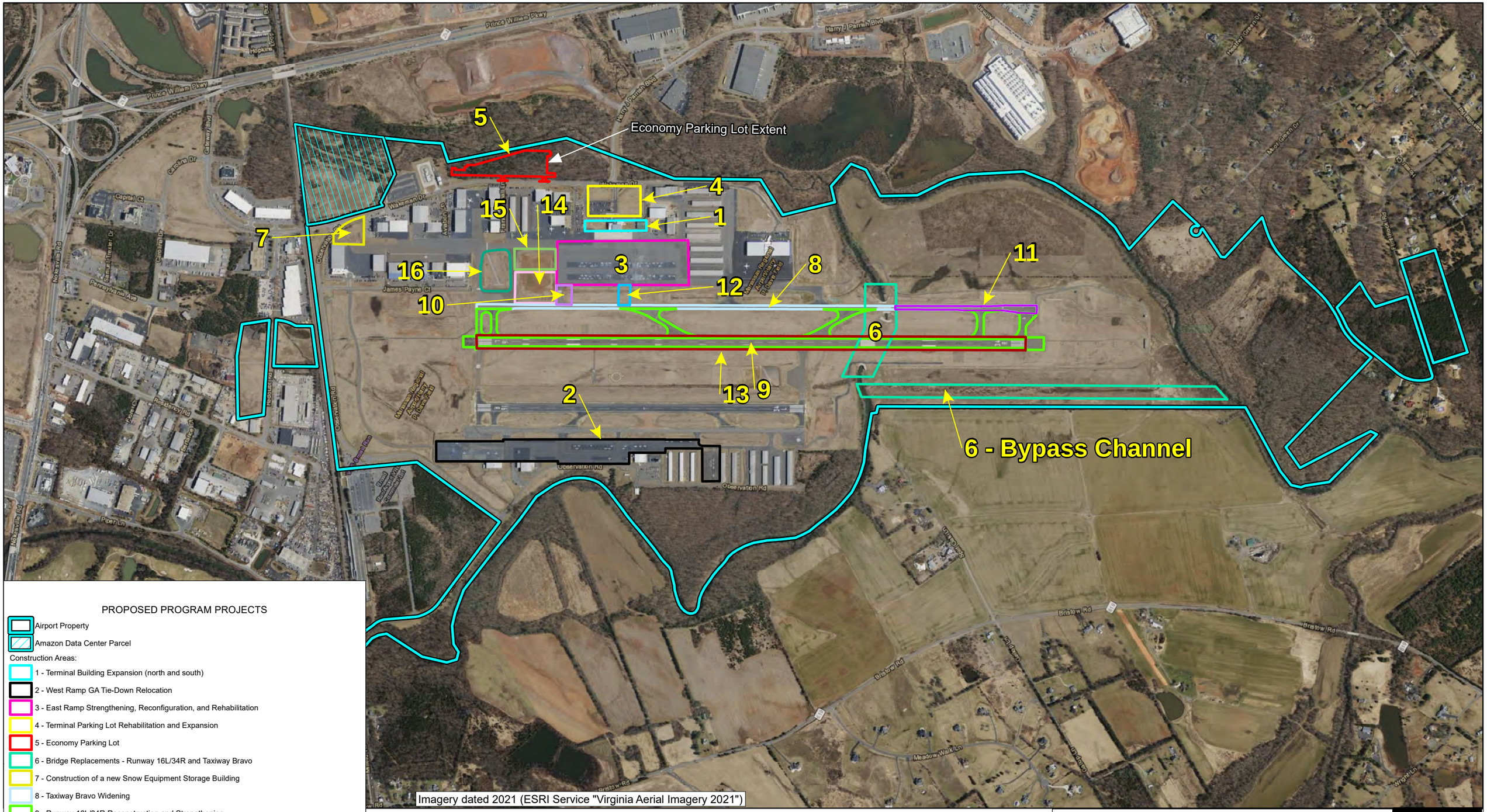
0 2,000 4,000 Feet

AVION SOLUTIONS GROUP LLC

Figure 2

The Manassas Regional Airport (HEF) FAR Part 139 Certification and Terminal Redevelopment Program

State, County, and Local Jurisdictions



PROPOSED PROGRAM PROJECTS

- Airport Property
- Amazon Data Center Parcel

Construction Areas:

1. 1 - Terminal Building Expansion (north and south)
2. 2 - West Ramp GA Tie-Down Relocation
3. 3 - East Ramp Strengthening, Reconfiguration, and Rehabilitation
4. 4 - Terminal Parking Lot Rehabilitation and Expansion
5. 5 - Economy Parking Lot
6. 6 - Bridge Replacements - Runway 16L/34R and Taxiway Bravo
7. 7 - Construction of a new Snow Equipment Storage Building
8. 8 - Taxiway Bravo Widening
9. 9 - Runway 16L/34R Reconstruction and Strengthening
10. 10 - Taxiway Echo Fillet Widening
11. 11 - Taxiway B Reconstruction and Strengthening (South of the Bridge)
12. 12 - Construction of a new East Ramp Taxiway
13. 13 - Runway 16L/34R Widening
14. 14 - Aircraft Deicing Pad (between Taxiway D and E)
15. 15 - Construction of new Expanded East Ramp and Taxilane between Taxiways Delta and Echo
16. 16 - Construction of a new ARFF Facility

0 200 400 Meters

0 500 1,000 Feet

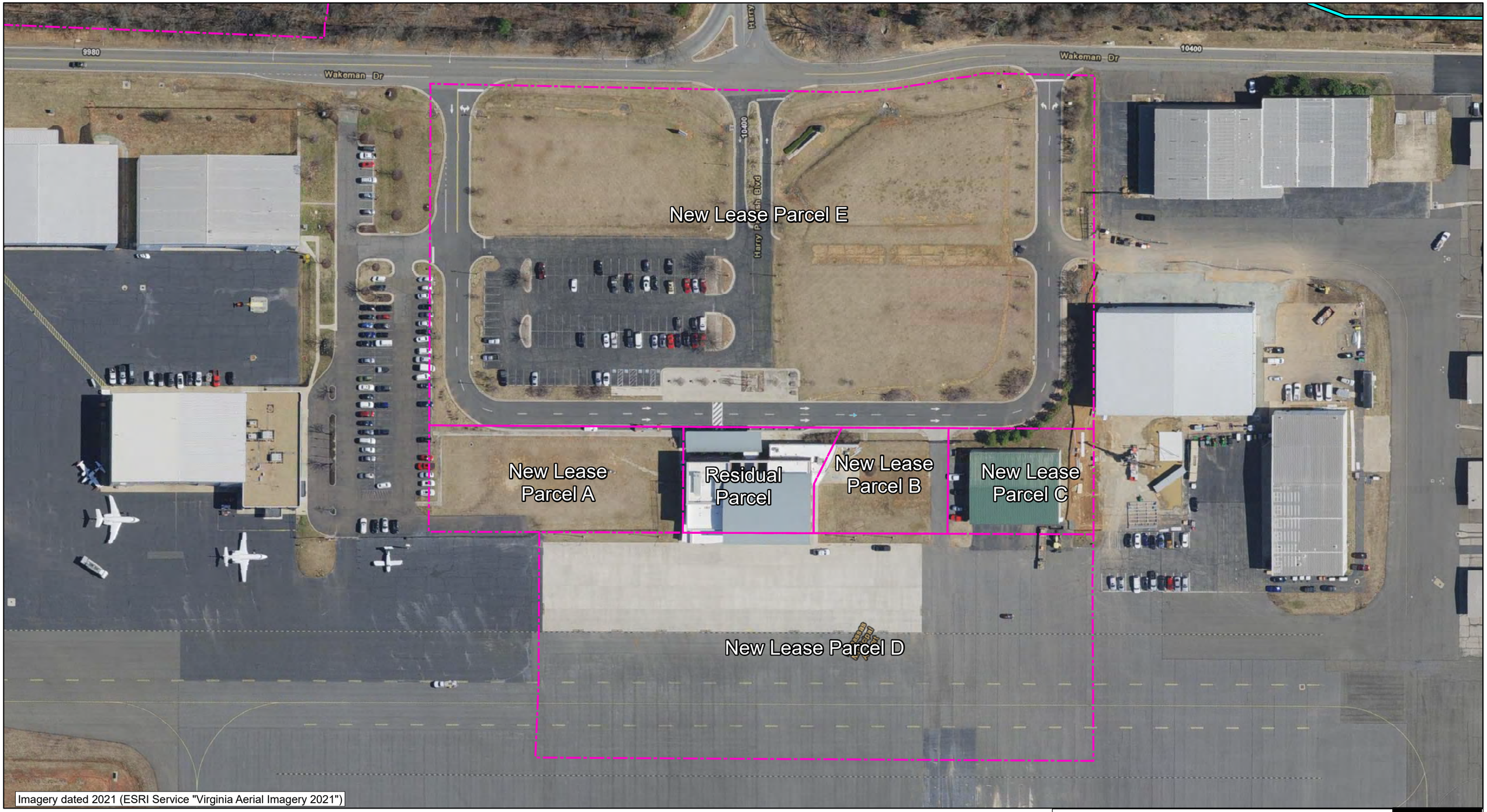
AVION SOLUTIONS GROUP LLC

Figure 3

The Manassas Regional Airport (HEF) FAR Part 139 Certification and Terminal Redevelopment Program

PEA Projects

Project 23-98001.002, Version: 8/11/2025 @ 5:29:44 PM



0 25 50 Meters

0 100 200 Feet

LEGEND

Airport Property

New Lease Parcel Boundary

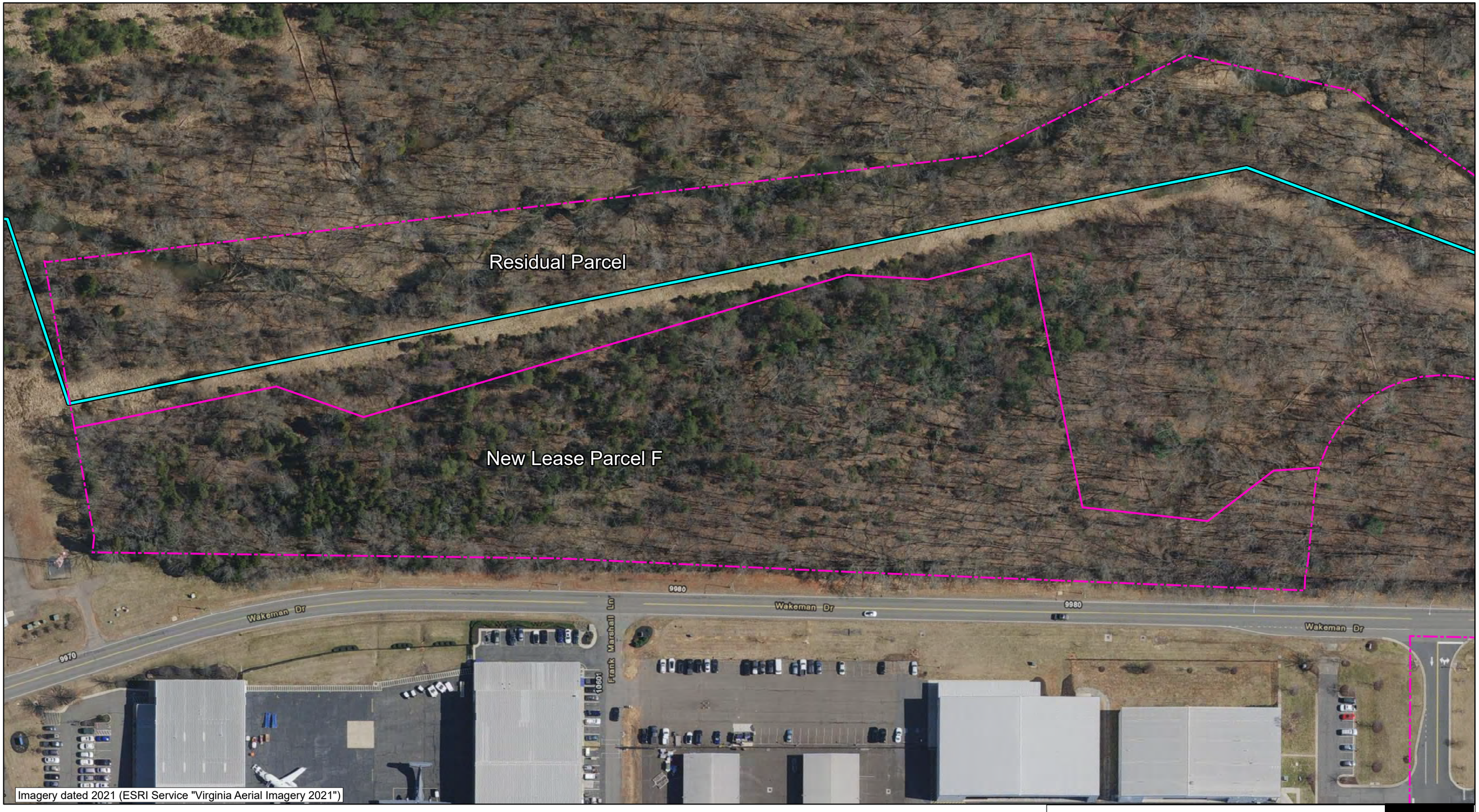
AVION SOLUTIONS GROUP LLC

The Manassas Regional Airport (HEF) FAR Part 139 Certification and Terminal Redevelopment Program

Franchise Agreement Lease Parcels A, B, C, D, E.

Figure 4

Project 23-98001.002, Version: 7/15/2025 @ 3:37:51 PM



0 25 50 Meters

0 100 200 Feet

LEGEND

Airport Property

New Lease Parcel Boundary

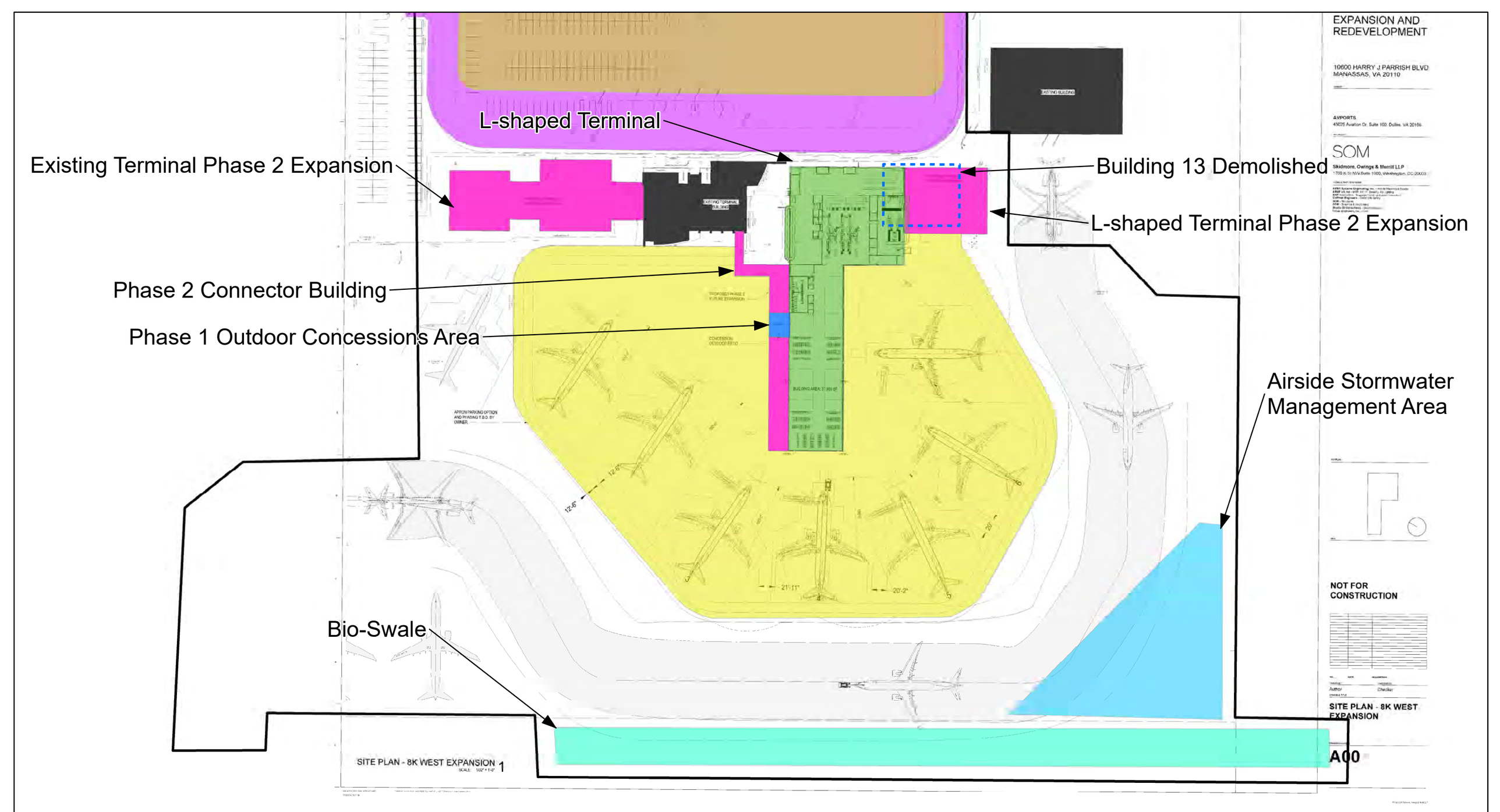
AVION SOLUTIONS GROUP LLC

Figure 5

The Manassas Regional Airport (HEF) FAR Part 139 Certification and Terminal Redevelopment Program

Franchise Agreement Lease Parcel F

Project 23-98001.002, Version: 7/15/2025 @ 3:39:41 PM



EXPANSION AND REDEVELOPMENT

10600 HARRY J PARRISH BLVD
MANASSAS, VA 20110

AVPORTS
45025 Aviation Dr. Suite 100, Dulles, VA 20166

SOM
Skidmore, Owings & Merrill LLP
1700 K St NW Suite 1000, Washington, DC 20003

NOT FOR CONSTRUCTION

SITE PLAN - 8K WEST EXPANSION

A00

LEGEND

- Airport Property
- Terminal Construction Envelope
- Butler Building - To Be Demolished
- Terminal Construction Elements
- Phase 1 Proposed Terminal Building
- Phase 1 Outdoor Concessions Area
- Phase 1 Proposed Terminal Loop
- Phase 1 Proposed Terminal Parking Lot
- Phase 1 Proposed Gate Area
- Phase 2 Proposed Terminal Expansion
- Bio-Swale
- Airside Stormwater Management Area
- Existing Building

0 25 50 Meters
0 50 100 Feet

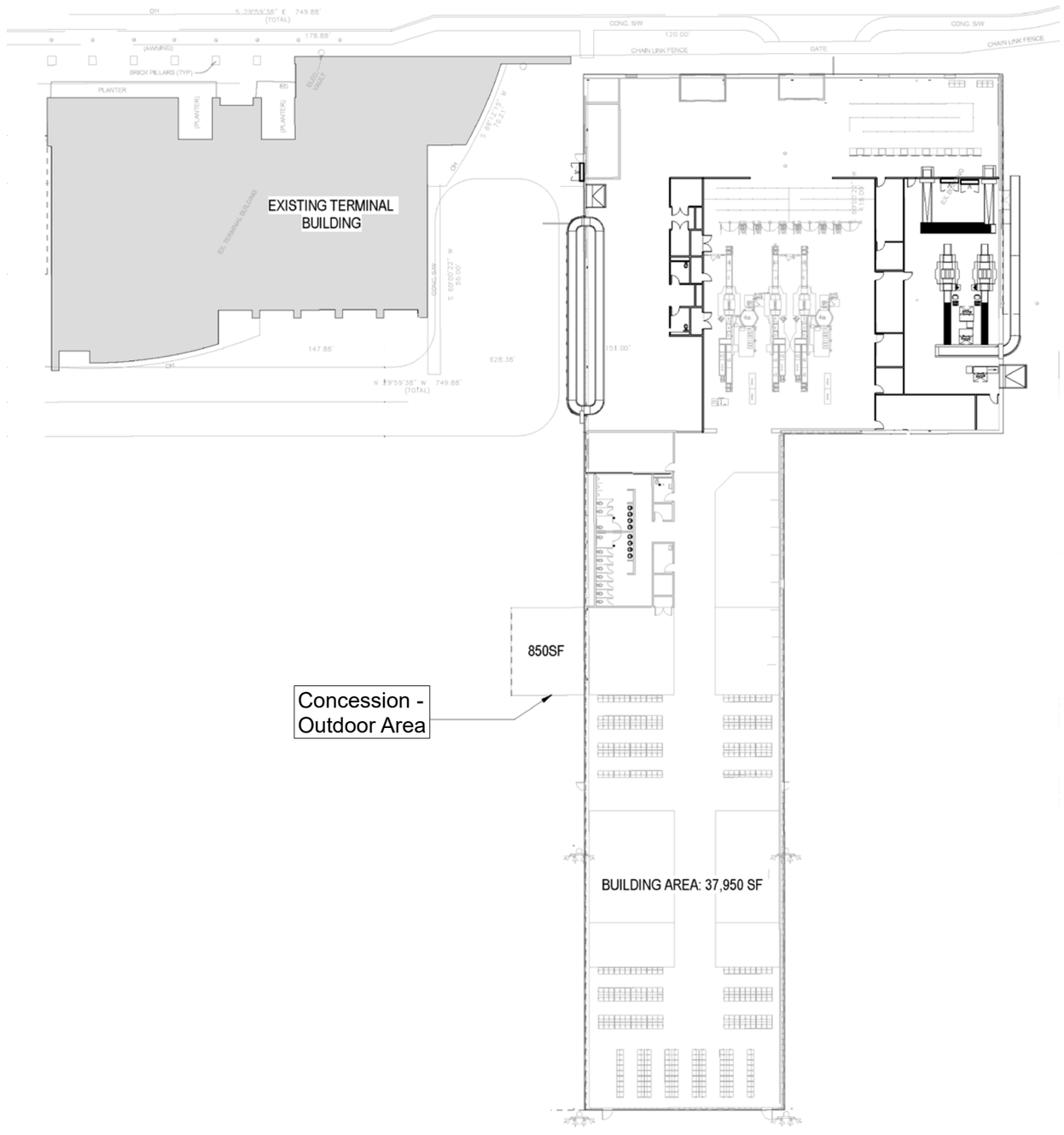
AVION SOLUTIONS GROUP LLC

The Manassas Regional Airport (HEF) FAR Part 139 Certification and Terminal Redevelopment Program

Terminal Construction Plan Phases 1 and 2

Figure 6

Project 23-98001.002, Version: 7/31/2025 @ 11:06:31 AM

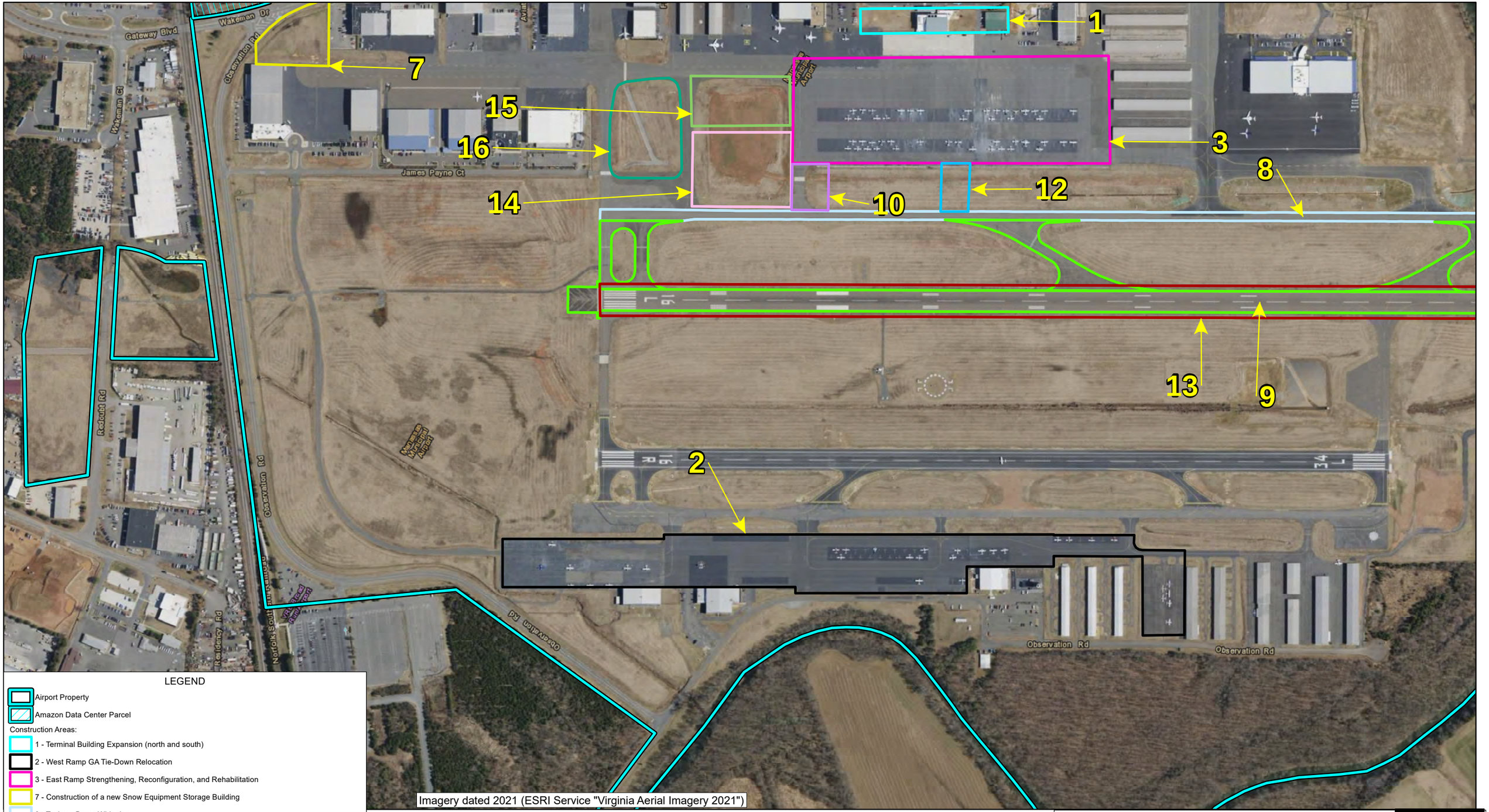


AVION SOLUTIONS GROUP LLC

Figure 7

The Manassas Regional Airport (HEF) FAR Part 139 Certification and Terminal Redevelopment Program

Phase 1 L-shaped Terminal Service Areas



LEGEND

- Airport Property
- Amazon Data Center Parcel

Construction Areas:

- 1 - Terminal Building Expansion (north and south)
- 2 - West Ramp GA Tie-Down Relocation
- 3 - East Ramp Strengthening, Reconfiguration, and Rehabilitation
- 7 - Construction of a new Snow Equipment Storage Building
- 8 - Taxiway Bravo Widening
- 9 - Runway 16L/34R Reconstruction and Strengthening
- 10 - Taxiway Echo Fillet Widening
- 12 - Construction of a new East Ramp Taxiway
- 13 - Runway 16L/34R Widening
- 14 - Aircraft Deicing Pad (between Taxiway D and E)
- 15 - Construction of new Expanded East Ramp and Taxilane between Taxiways Delta and Echo
- 16 - Construction of a new ARFF Facility

Imagery dated 2021 (ESRI Service "Virginia Aerial Imagery 2021")

0 100 200 Meters

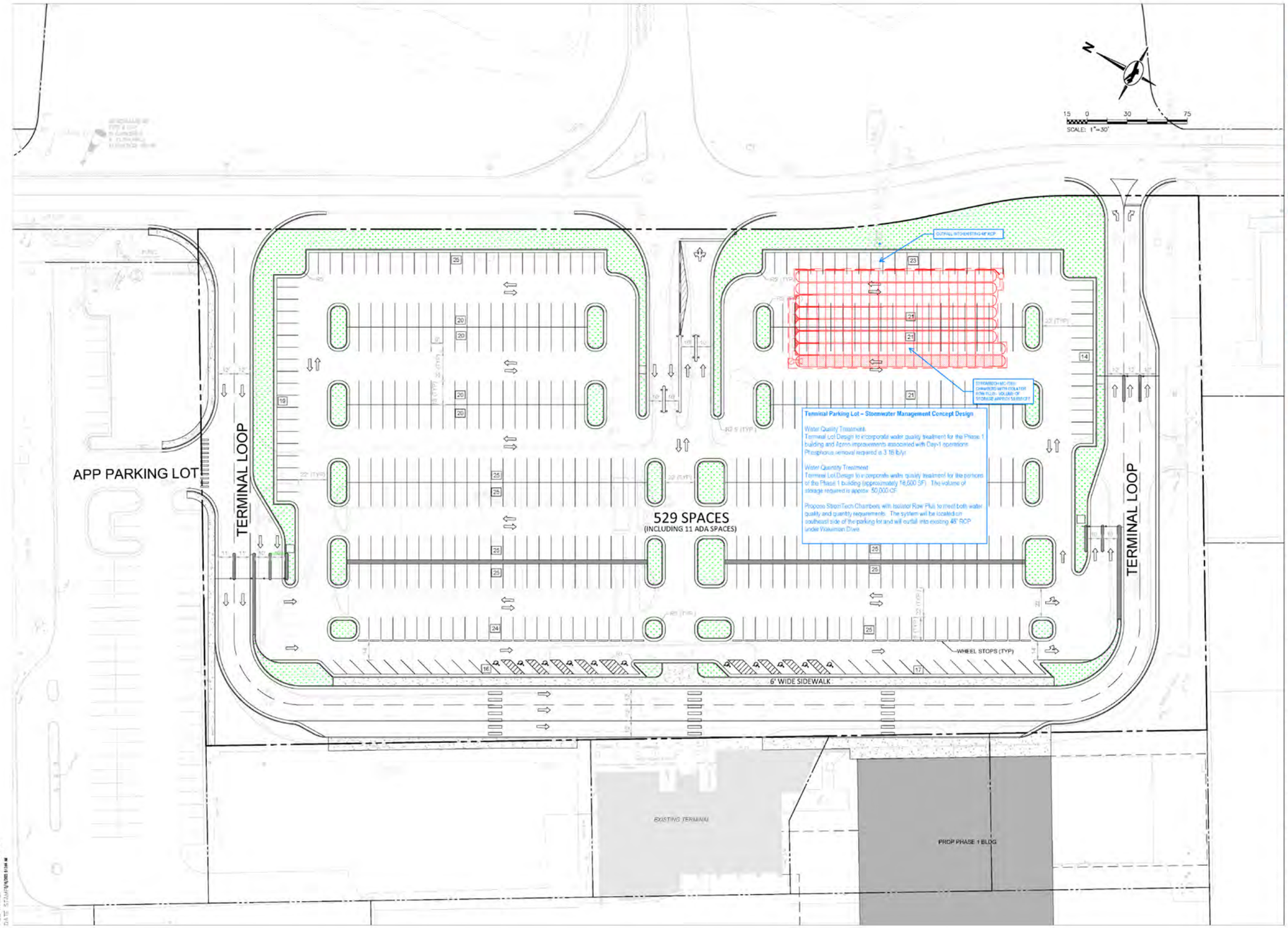
0 500 1,000 Feet

AVION SOLUTIONS GROUP LLC

The Manassas Regional Airport (HEF) FAR Part 139 Certification and Terminal Redevelopment Program

Extent of West Ramp to be Used for GA Aircraft Tie-Down Locations

Figure 8



CLIENT
AVPORTS
AVPORT MANASSAS LLC
45025 AVIATION DRIVE,
SUITE 100
DULLES, VA 20166-7524

ARCHITECT
PGAL
3131 BRIARPARK DRIVE
SUITE 200
HOUSTON, TX 77042
[T] 713 622 1444
www.pgal.com
PGAL TBPE REG. NO: F-2742

DESIGN – BUILDER
WHITING-TURNER
THE WHITING-TURNER CONTRACTING COMPANY
6305 IVY LANE, SUITE 800
GREENBELT, MD 20770
[T] (310) 656-7800

CONSULTANT
ADCI
AIRPORT DESIGN CONSULTANTS INC
8260 GREENSBORO DR
SUITE 120
MCLEAN, VA 22102
[T] 410 465 9600
www.adci-corp.com

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DRAWING HISTORY

NO.	DESCRIPTION	DATE

PROJECT NAME
TERMINAL LOT CONFIGURATIONS

PROJECT LOCATION
WAKEMAN DRIVE
MANASSAS, VA
20110

PROJECT NUMBER

SHEET TITLE
TERMINAL PARKING LOT LAYOUT - Angled Parking Close to Terminal

MAY 13, 2025

SHEET NUMBER

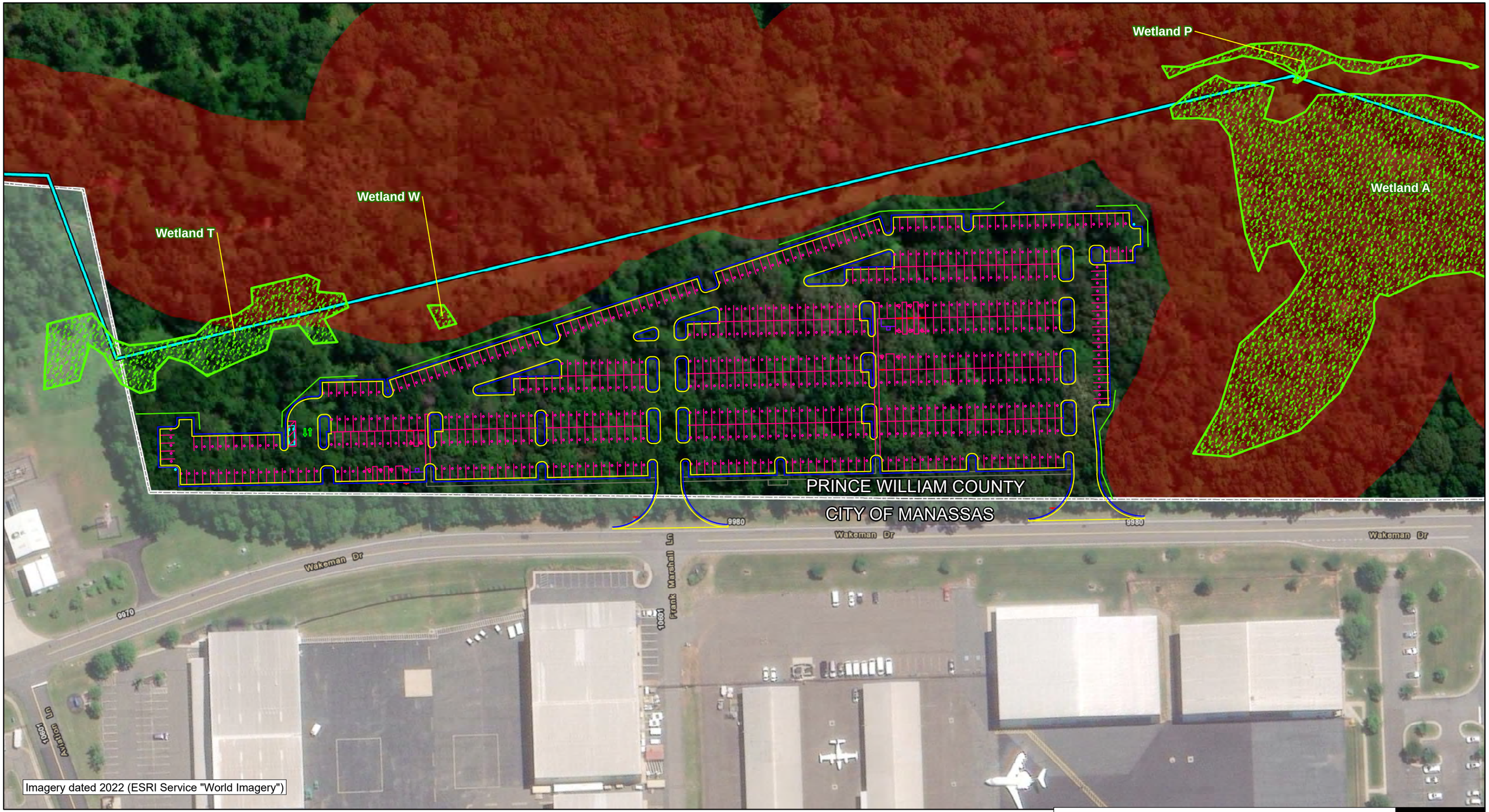
FILE NAME: [illegible]
DATE: 5/13/2025 8:14:44 AM

AVION SOLUTIONS GROUP LLC

The Manassas Regional Airport (HEF) FAR Part 139 Certification and Terminal Redevelopment Program

Proposed Terminal Parking Lot Detail

Figure **9**



LEGEND

- Airport Property
- City of Manassas Boundary
- Retaining Wall
- Newly Defined Wetland Boundary
- Resource Protection Area (RPA, PW Co.)

0 25 50 Meters

0 100 200 Feet

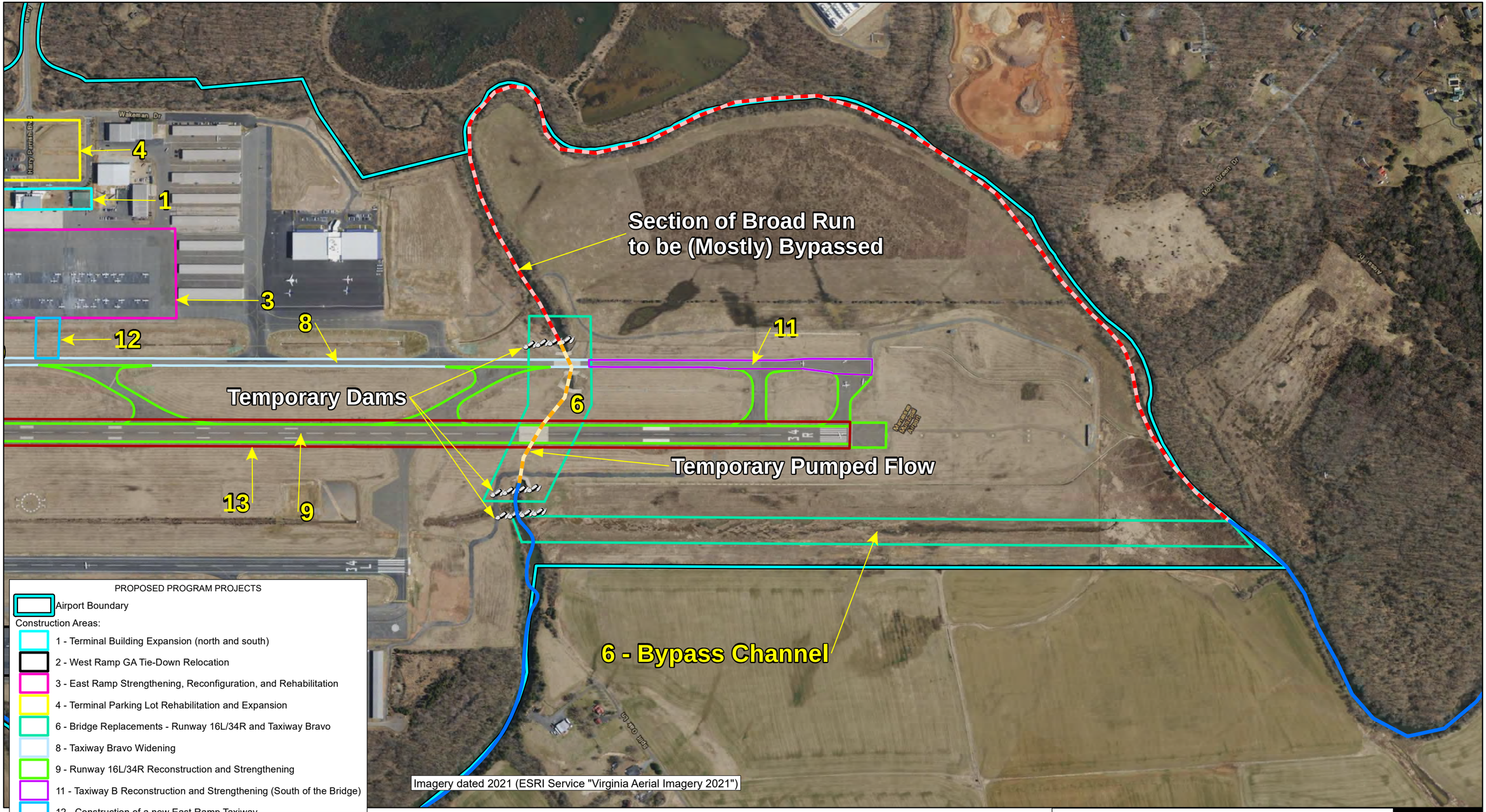
AVION SOLUTIONS GROUP LLC

Figure 10

The Manassas Regional Airport (HEF) FAR Part 139 Certification and Terminal Redevelopment Program

Economy Parking Lot Layout

Project 23-98001.002, Version: 7/31/2025 @ 11:01:25 AM



PROPOSED PROGRAM PROJECTS

- Airport Boundary

Construction Areas:

- 1 - Terminal Building Expansion (north and south)
- 2 - West Ramp GA Tie-Down Relocation
- 3 - East Ramp Strengthening, Reconfiguration, and Rehabilitation
- 4 - Terminal Parking Lot Rehabilitation and Expansion
- 6 - Bridge Replacements - Runway 16L/34R and Taxiway Bravo
- 8 - Taxiway Bravo Widening
- 9 - Runway 16L/34R Reconstruction and Strengthening
- 11 - Taxiway B Reconstruction and Strengthening (South of the Bridge)
- 12 - Construction of a new East Ramp Taxiway
- 13 - Runway 16L/34R Widening

Broad Run Temporary Bypass:

- Broad Run
- Section of Broad Run to be (Mostly) Bypassed
- Temporary Pumped Flow
- Temporary Dam

0 100 200 Meters

0 250 500 Feet

AVION SOLUTIONS GROUP LLC

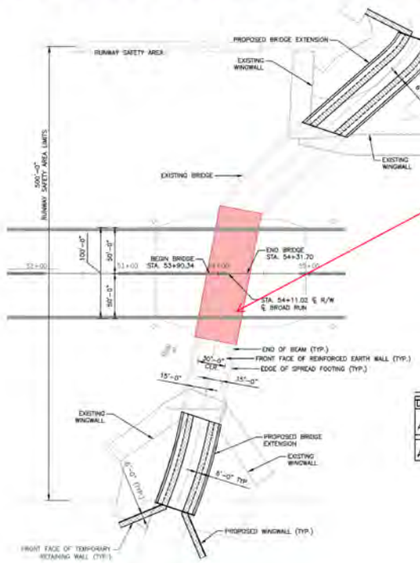
The Manassas Regional Airport (HEF) FAR Part 139 Certification and Terminal Redevelopment Program

2025 R/W 16L/34R and T/W B Bridge Strengthening Action Areas

Figure 11

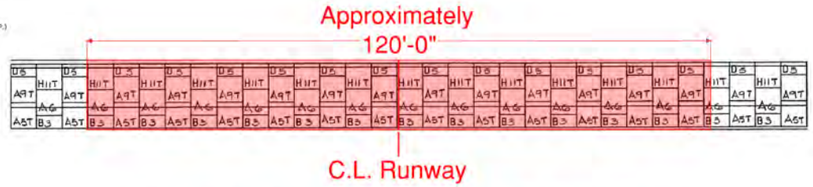
Project 23-98001.002, Version: 8/11/2025 @ 4:47:14 PM

MSE Wall – Conceptual Strengthening Extents (Runway)



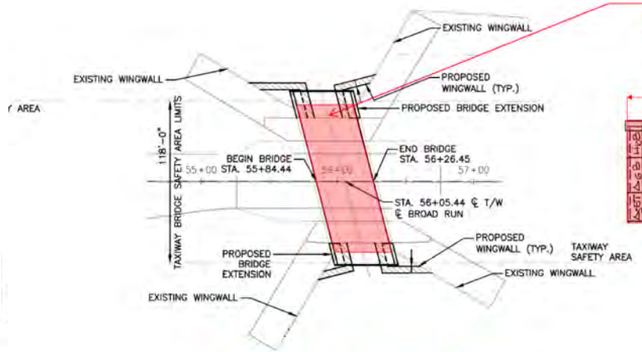
Plan View - Runway Bridge

Approximate Extent of Reinforcing Zone



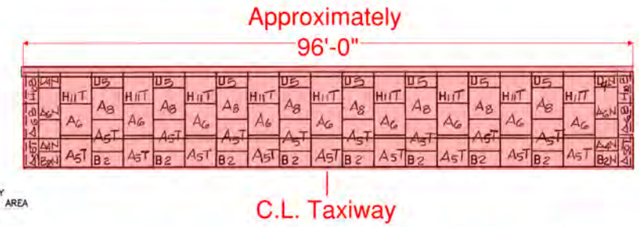
Elevation View - Runway Bridge Abutment 2

Wall – Conceptual Strengthening Extents (Taxiway)



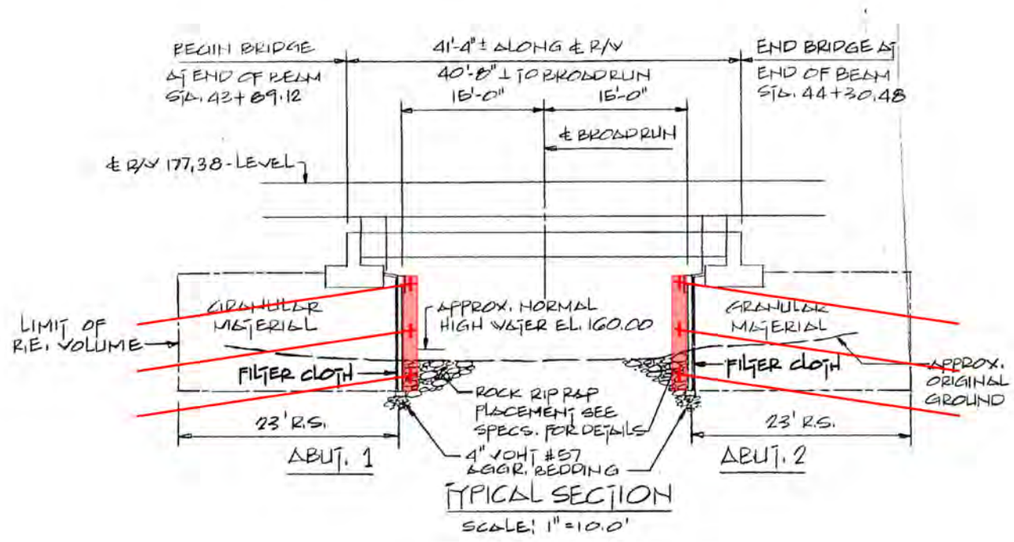
Plan View - Taxiway Bridge

Approximate Extent of Reinforcing Zone



Elevation View - Taxiway Bridge Abutment 1

MSE Wall – Conceptual Strengthening Soil Nail Wall



TYPICAL SECTION

SCALE: 1" = 10.0'

AVION SOLUTIONS GROUP LLC

Figure 12

The Manassas Regional Airport (HEF) FAR Part 139 Certification and Terminal Redevelopment Program

Bridge Action Area Detail

ATTACHMENT B –
PEA AND PROJECT DESCRIPTIONS

Attachment B

PEA Program Introduction and Project Descriptions

On November 13, 2023, the Federal Aviation Administration (FAA) notified the Manassas Regional Airport (HEF, the Airport; **Attachment A - Figures 1 and 2**) that it would need an Environmental Assessment (EA) for the following:

1. FAA issued Federal Aviation Regulation (FAR) Part 139 Airport operating certificate
2. FAA approval of the airport layout plan (ALP) changes: expand terminal building; reconfigure terminal apron (East Ramp); and strengthen and widen Runway 16L/34R and Taxiway B;
3. Connected landside actions (automobile parking, roadway improvements, etc.)
4. FAA approval of aircraft operating specifications

A total of sixteen (16) projects would be required to complete the four actions above. In a series of discussions with the FAA, it was determined that while all 16 projects listed by the FAA are ultimately needed for FAR Part 139 certification and are needed to support commercial service, not all are needed to begin commercial service. Of these projects, some are needed in the short term (5 years or less) to initiate commercial service beginning in 2026 and ending in 2030. Other projects also needed for commercial service may be completed over a longer term from 2032 to 2036. The short-term projects have been advanced with sufficient planning and design for the purposes of National Environmental Policy Act (NEPA) review. The long-term projects are in the conceptual stage with preliminary planning completed, such as location, physical dimensions, pavement depth, etc., but design has not been advanced that would fully inform the scope of the long-term projects sufficient for NEPA review.

As FAR Part 139 certification and commercial service could be initiated with the short-term projects and understanding that the related long-term projects could come later, a Programmatic EA (PEA) approach was considered for this program by the FAA. The PEA would support a “Tiered” decision document by the FAA of both the short term and long-term projects. This Tiered approach would allow the FAA to render a decision on those projects that have sufficient design completed (short term) while providing a conditional approval on the long term projects that do not yet have sufficient design completed.

In January 2024, the FAA noted that a Programmatic EA would be an acceptable procedural approach to evaluate the projects regardless of when those projects are needed. The FAA directed the preparation of a Programmatic EA (PEA) for this program.

There are a total of 16 projects that are subject to this Programmatic review. The projects are divided into two tiers and these are defined as:

- Tier 1 projects have sufficient planning to support development and construction in a timeline of 5 years or less and will support FAR Part 139 certification and the initiation of commercial service. Construction of Tier 1 projects is projected to begin in 2026.

- Tier 2 projects are projects with conceptual planning completed but with designs that are not yet finalized. For Tier 2 projects, assumptions are being made in the PEA so that potential impacts may be assessed and disclosed. For projects subject to conditional determination, the FAA may require a reevaluation to determine if the information remains valid and adequate, prior to construction start of each Tier 2 project. If FAA determines that the information is no longer valid, a reevaluation will be needed once the planning process for these facilities has been completed, and they are ripe for analysis.

The 16 PEA projects are shown in **Attachment A** - **Figure 3**. Tables 1 and 2, respectively, are lists of the agencies that are being notified of the projects and the 16 projects that are being considered under the PEA. These tables are included at the end of the agency consultation cover letters.

The eleven (11) Tier 1 Projects are proposed for construction start and completion between 2026-2030. The Tier 1 projects include both Part 139 certification projects and those outlined in the commercial service Franchise Agreement.[1] **Attachment A** - **Figures 4 and 5** illustrate the lease parcels that are being developed by the Franchisee (Avports).

The five (5) Tier 2 Projects are proposed for construction start and completion post Tier 1 development which is anticipated to be 2032-2036. Except for the Aircraft Rescue and Fire Fighting (ARFF) facility, the Tier 2 Projects are longer term infrastructure projects needed to improve existing facilities and expand the commercial service capability of the Airport.

In this PEA, the available information about each of the projects is presented. Analyses of these projects are based on current assumptions included in the project descriptions below**.** As the planning advances on Tier 2 Projects, the supplemental information will be assembled and the updates provided to FAA to determine the appropriate level of further analyses.

2025 PEA Project Descriptions

All airfield construction projects will be coordinated with the Airport Traffic Control (ATC) tower personnel prior to construction start and appropriate Notices to Airmen (NOTAMs)[2] will be issued. Overall, all airfield development will be designed in accordance with applicable FAA design standards and will be approved by the FAA prior to construction start.

[1] Avports and the City entered into a Franchise Agreement in July 2023. As part of this agreement, Avports proposed to re-develop and expand the existing Terminal building, expand the terminal parking lot, build an economy parking lot, provide support for the reconstruction and strengthening of Runway 16L/34R, and provide support for the construction of a new Snow Removal Equipment (SRE) building. The Franchise Agreement required the City to lease parcels A through F to Avports. These parcels currently contain the existing terminal (Parcel A), vacant land north of the terminal (Parcel B), existing Building 13 (Parcel C), the East Apron (Parcel D), the terminal parking lot (Parcel E), and wooded area associated with the Economy Parking Lot (Project #4).

[2] NOTAM is a notice containing information essential to personnel concerned with flight operations but not known far enough in advance to be publicized by other means. It states the abnormal status of a component of the National Airspace System (NAS) – not the normal status. https://www.faa.gov/about/initiatives/notam/what_is_a_notam. Site accessed May 20, 2025.

Tier 1 Projects (Years 2026-2030)

Construction work on the 11 Tier 1 Projects will begin after the FAA environmental determination is issued on the PEA. The Tier 1 work is expected to continue for five years after the Finding of No Significant Impact (FONSI) is issued.

Project #1 - Terminal Building Expansion (north, south, and west)

The existing terminal was constructed in 1995 and was made operational in 1996 (**Attachment C - Photographs 1-6**). It was built to pre-9/11 security standards. Furthermore, components of the existing terminal do not meet current Americans with Disabilities Act (ADA) standards. The existing 21,000 square foot (SF) terminal was intended to support operations of small regional aircraft. The existing terminal contains no baggage system, no security screening, and it lacks the necessary security separations between landside and airside functions. It currently houses the Airport offices, meeting spaces, tenant offices and restroom facilities.

Under the Franchise Agreement, Avports will develop an expansion of the terminal consistent with accepted design standards for functionality, safety and security. Avports is advancing a terminal expansion that will be anchored by the existing terminal which will be expanded in two phases (**Attachment A – Figure 6**). Prior to the first phase, the initial action in the terminal area will be the demolition of Building 13, which is currently the Airport Maintenance building. The Airport Maintenance function will be relocated to a new building (**Attachment C – Photographs 5, 6**). The new building is Project #7 which is discussed later herein.

After the Building 13 demolition, the first phase of the terminal expansion will begin on the south side of the existing terminal building. The terminal expansion will be “L-shaped,” and the foot end of the L-shape will be in-line with the south end of the existing terminal. The leg of the ‘L’ will be oriented east-west and extend onto the East Ramp. The terminal expansion will be a pre-engineered metal building and utilities for the terminal expansion will be extended from services at the existing terminal and Building 13. An outdoor concessions area will be constructed on the north side of the L-shape terminal as shown on **Figure 6.** It will be 30 feet (ft) by 28 ft (840 SF). Overall, the L-shaped terminal building will be 38,491 SF.

The L-shape terminal interior will be subdivided and will contain baggage claim, holdrooms, office space, passenger screening, and restrooms (**Attachment A** – **Figure 7**). The utility connections that serviced Bldg 13 remained in place and those connections will be used.

The second phase of construction includes construction of a connector building between the existing terminal and the L-shape terminal extension; an extension to the north end of the existing terminal; and an extension on the south side of the L-shaped terminal in line with the existing terminal (**Figure 7**). The three Phase 2 extensions will cumulatively include an additional 36,608 SF.

The proposed terminal expansion project is being designed according to the International Air Transport Association (IATA), the Airport Cooperative Research Program (ACRP), Transportation

Security Administration (TSA) standards, Design and Construction Standards Manual (City of Manassas), and the Airport Development Reference Manual.

The terminal project is being designed in accordance with the IATA "Optimum" range to service the target Design Day Flight Schedule (DDFS)[3]. As an example, hold room sizing utilizes IATA v12 standards calling for 19.4 to 23.7 SF per seated passenger and 13 to 16.1 SF per standing passenger with a target of 50-70 percent seating offered per occupant. These criteria yield a range of areas between 2,400 and 3,300 SF per room. Similar approaches are being used for all terminal project use areas, referencing existing standards and benchmarked against facilities currently in use.

Project #2 – West Ramp General Aviation Tie-Down Relocation

Until recently, the East Ramp had 86 tie-downs for light General Aviation (GA) aircraft[4] (**Attachment C – Photograph 7**). In 2025, the Airport installed 43 new tie-downs in the West Side Corporate Area to accommodate the relocation of light GA aircraft from the East Ramp to the West Corporate Area ramp (**Attachment A – Figure 8**).

To facilitate construction of Project #1, 43 light GA aircraft that are currently tied down on the East Ramp will be relocated to the existing West Ramp. The West Ramp is currently configured for light GA operations, and no construction is required to accommodate the aircraft relocated from the East Ramp to support the construction of Project #1.

Project #3 - East Ramp Strengthening, Reconfiguration, and Rehabilitation

Once the new terminal's Phase 1 footprint is in place, the East Ramp will be repaved, and seven aircraft hardstands and a service road will be created for airport vehicles. The proposed work on the East Ramp will be performed in two stages and will be started in 2026 and completed in 2028. The first stage will be the demolition of 840,000 SF of existing asphalt and concrete. This stage will accommodate construction of the terminal expansion (see Project #1 above).

Repaving will occur in the second stage. Once the Terminal is in place, the East Ramp paving and strengthening will be constructed. From base to surface, the strengthening and paving layers will consist of 6-inches of P209 aggregate base, 6-inches of P304 cement treated base, and 16-inches of P501 concrete. There will be no aircraft operations on the East Ramp or on Taxiway Echo during the demolition, repaving, and strengthening work.

The hardstands are sized to initially accommodate four Airplane Design Group (ADG) III aircraft (Group III) aircraft[5]. Pavement markings for the initial four hardstands that will be used by the

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[3] DDFS is an estimation of the number of expected passengers that could use an airport during an average day of the peak month of activity. The DDFS may be found in the Forecast section of the PEA.

[4] Light GA aircraft are typically aircraft with one or two engines that weigh less than 12,500 pounds (lbs). These types of aircraft are generally used for training and recreational use.

[5] ADG classifications group aircraft based on wingspan and tail height. The characteristics of Group III aircraft are 1) a wingspan that can range from 79 ft to 118 ft and 2) a tail height of 30 feet to 45 feet. Typical aircraft in the Group III category include the 737-800 and A320 aircraft which falls within this category and are common aircraft used for scheduled passenger service.

commercial aircraft also will be completed after pavement construction. The hardstand area has been sized to eventually accommodate up to seven Group III aircraft with associated hardstands for each aircraft.

At the west side of the East Ramp, a bioswale has been called out on the design plan (**Attachment A – Figure 6 and Attachment C – Photograph 8**). The bioswale is 1020 ft in length and 50 ft wide. The structure will accept run-off from both the East Ramp and Project #9.

Project #4 - Terminal Parking Lot Rehabilitation and Expansion

The existing ground-level terminal parking lot is located immediately east of the existing terminal building. The parking lot is a large rectangle divided into four quadrants. Only the northwest quadrant is paved, and it currently has 119 striped parking spaces (**Attachment A – Figure 9 and Attachment C – Photographs 9-12**). Project #4 involves:

- paving the three grass covered quadrants,
- creating landscaped islands that will delimit the end of parking slot sets; and
- reconfiguring the parking slot arrangements within the existing paved lot.

Ingress into the parking lots will be at the north terminal loop entrance off Wakeman Drive (Dr) and in the existing center aisle entrance west of the Harry J Parrish Blvd and Wakeman Dr intersection. Egress will occur at the south end of the terminal parking lot loop and also in the central aisle. At completion, the lot will contain approximately 529 slotted spaces including 11 ADA accessible parking locations.

Project #5 - Economy Parking Lot Construction

Project #5, the economy parking lot, will lie between Wakeman Dr (west), Cannon Branch (east), Harry J. Parrish Blvd (south), and the Airport Fuel Farm (north) (**Attachment A – Figure 10**). The proposed location was subject to a previous environmental review in 2018 as part of an EA for West Side Corporate Development and East Parcel Development EA (RS&H 2018) and a Finding of No Significant Impact was issued by the FAA[6]. The West Side Corporate Development and East Parcel Development did not proceed.

The area that will accommodate the Economy Parking Lot is presently undeveloped (**Attachment C - Photographs 13 and 14**). The proposed parking lot will encompass approximately 590,000 SF and the space will eventually accommodate 647 parking spaces and a shuttle bus station. The economy parking lot will be accessed from the east side of Wakeman Dr (**Attachment A – Figure 10**).

[6] March, 2018.

Project #6 - Bridge Rehabilitation: Runway 16L/34R and Taxiway Bravo

In 2014-2015, the existing crossings for R/W 16L/34R and T/W B were constructed over Broad Run. **Attachment C** containing **Photographs 15, 16, 17, and 18** illustrate the existing conditions in various action areas. The existing bridges were widened during the 2014-2015 bridge work. The existing bridges are not designed with sufficient strength to accommodate routine operations by Group III aircraft (737-800 and A320 aircraft) which are expected to operate from the Airport; therefore, the existing bridges must be strengthened to accommodate those aircraft operations. Their overall sizes will not be changed as part of this program.

Based on 2025 field testing and subsequent test result analyses, Walter P. Moore and Associates, Inc. (Manafpour and Treser 2025) developed an approach that will strengthen the existing structures. **Attachment A – Figure 11** illustrates the locations that will be subject to the strengthening actions in 2026-2027. The approach has been accepted by Avports and the Airport and will entail four actions:

1) Site Work Preparation: Re-routing Broad Run, removing rip-rap, erecting scaffolding, and opening the by-pass channel.
2) Strengthening A: Soil nailing, tensioning soil nails, reinforcing shotcrete walls, installing drainage mats, and weep holes
3) Strengthening B: Box Beam dowel reinforcement with structural steel reinforcement and anchorage to Box Beams
4) Site Work Closing: Close by-pass channel and remove coffer or retaining dams, replace rip-rap, remediate floodplain disturbance areas

Figure 12 - Bridge Action Area Detail shows the locations and actions associated with Strengthening A and B. The design set for these is in preparation and will be provided to the FAA and applicable agencies upon completion. **Attachment A – Figure 12** presents the June 2025 concepts of both actions.

In order to complete the proposed stream bank and under bridge work, the stream waters from Broad Run will have to be temporarily retained or diverted. The initial site work will re-open a bypass channel that was subject to geotechnical investigation and that was used during the 2014-2015 bridge work. The by-pass channel will continue from its north opening to re-join Broad Run.

Stream waters flowing from the northeast of the work area from Cannon Branch will be retained with coffer dams or retaining walls (**Attachment A – Figure 12**). The rip-rap will be removed and stockpiled within the construction zone. ASG assumes that the construction zone will be sized to correspond to that defined for use in 2013-2014. Upon completion of the stream bank work and the under bridge strengthening, the bypass channel's north diversion opening will be closed and the coffer or retaining dams will be removed.

Project #7 - Construction of a new Snow Removal Equipment (SRE) Building

Building 13, which will be demolished during Project #1, is the existing Airport maintenance building (**Attachment C – Photographs 5 and 6**). According to the 2025 City of Manassas Proposed Fiscal Year (FY) 2026 Budget and Five-Year Capital Improvement Plan, Project #7 "..entails building a Maintenance Equipment Storage (MES)/Snow Removal Equipment (SRE)

Facility to accommodate a new larger multi-use SRE building and provide a storage facility with a layout which meets the growing needs of the airport" (Keen 2025:347). The proposed new maintenance facility will be located on the northeast corner of the airport on undeveloped land adjacent to Wakeman Dr (**Attachment A - Figure 3 and Attachment C – Photographs 19, 20, and 21**).

This area will be modified during construction to accommodate the proposed building, paved parking outside of the building, and work area during construction. The new building dimensions are proposed to be 150 ft long by 80 ft wide by 30 ft high. Depth below ground surface of the building footings would be 24 inches. Here, and elsewhere on the landside, the pavement will consist of a 2-inch Virginia Department of Transportation (VDOT) Type Stone Matrix Asphalt (SMA) Surface Course (SM12.5a or SM9.5A) over a 6-inch VDOT Cement Treated Base Course (8 percent cement content by weight) (Rivera, 2024, pp. 1-7). Overall, apron grades and adjacent surface gradients will be in accordance with FAA design standards.

Project #8 - Taxiway Bravo Widening

Taxiway B will be widened by 10 ft on the east and west sides of the existing taxiway to provide a full 50 ft width to meet FAA design standards for Group III aircraft. As noted in the discussion of ASG Project #11 below, the expansion area will be paved in three layers. From surface to base these will consist of 4-inches of P4017 asphalt surface course, 6-inches of P403 cement treated base, and 12-inches of P220 cement treated soil base. Overall, apron grades and adjacent surface gradients will be in accordance with FAA design standards.

Project #9 - Runway 16L/34R Reconstruction and Strengthening

Runway 16L/34R is 6,200 ft. The blast pads add an additional 175 ft to either end of the runway. However, the blast pads are not being repaved as part of Project #9. This project will entail reconstruction and strengthening of approximately 952,000 SF of the existing runway pavement – its full length. This work will be done in stages between 2026 and 2028 to avoid prolonged closures of the runway and impacts to scheduled service.

According to Airport staff, the Runway has variable 3 to 8 inches of P401 Asphalt Surface Course over 5 to 6 inches of stabilized base course (cement or asphalt treated base course) over subgrade. The asphalt may vary in depth due to grade corrections (Rivera, 2024, pp. 1-7). On July 14, 2025, Mr. Rivera noted that the project "is a simple mill and fill project. It is variable depth, but we will be adding three inches to the existing pavement." For analysis purposes, ASG assumed the new pavement will consist of P401 asphalt. Overall, apron grades and adjacent surface gradients will be in accordance with FAA design standards.

[7] P401 is a reference used by the FAA for a specific asphalt mix design for airfield pavements. This specification is intended to be used for the surface course for airfield flexible pavements subject to aircraft loadings of gross weights greater than 30,000 pounds (13,600 kg) and is to apply within the limits of the pavement designed for full load bearing capacity. FAA Advisory Circular (AC) 150/5370-10H.

Project #9 includes “infrastructure improvements such as electrical, grading, and drainage. Drainage issues both under and along the runway will be addressed through the installation of new storm drains. The locations of these drains are not yet defined. The runway lighting system will be upgraded to LED lights and airfield signs will be replaced with LED fixtures.” (Rivera, 2024, pp. 1-4, 1-5).

Project #10 - Taxiway Echo Fillet Widening

The pavement dimensions for T/W E do not meet Group III design standards. The widening of T/W E will entail adjusting the fillets to meet design standards and widen the taxiway from 40 ft to 50 ft. It is assumed that approximately 2400 SF of new pavement will be added to the existing taxiway. This will also include the relocation of existing taxiway lights and signs at the intersection of T/W E and TW B.

The new pavement in the expansion areas will consist of three layers: 4-inch P401 asphalt surface course, 6-inch P304 cement-treated base course, and a 6-inch P209 crushed aggregate base course. Existing pavement grades will remain the same to promote proper drainage. Overall, apron grades and adjacent surface gradients will be in accordance with FAA design standards.

Project #11 – Taxiway B Reconstruction and Strengthening (south of the bridge)

T/W B is a parallel taxiway, providing aircraft access for the full length of the primary runway (R/W 16L/34R) from the east apron areas. The taxiway has two high-speed exits along with connecting taxiways at both ends of the runway.

The T/W B pavement was rated as very poor in 2022 (All About Pavements, Inc. 2022), and the pavement will need to be strengthened to support scheduled commercial airline service. The taxiway pavement north of the bridge over Broad Run was rehabilitated in the Summer of 2024 and will not need to be strengthened as part of this project.

As part of Project #11, the taxiway strengthening will encompass both the concrete bridge section that traverses Broad Run and the taxiway south of the bridge section. This work is proposed to be completed in 2028-2029.

ASG assumes that the rehabilitation and strengthening will entail replacement of the taxiway pavement with three new layers. From surface to base these will consist of 4-inches of P401 asphalt surface course, 6-inches of P403 cement treated base, and 12-inches of P220 cement treated soil base. Overall, adjacent surface gradients will be in accordance with FAA design standards. In addition, the project will replace the runway lights and signs with modern LED fixtures and replace the pavement markings. (Rivera, 2024, pp. 1-5).

Tier 2 Projects (2032 to 2036)

The locations of the Tier 2 Projects are shown in **Attachment A – Figure 3.** Plan drawings depicting the direct impact areas for these projects will be provided to the FAA prior to construction

start. In all cases involving pavement replacement, ASG has conservatively assumed that all existing asphalt and concrete will be removed, and that the new pavement, except where noted, will consist of no less than 18 inches of layered material.

Project #12 - Construction of a new East Ramp Taxiway

This project is for a new taxiway entrance onto the East Ramp from T/W B (**Attachment A – Figure 3 and Attachment C – Photograph 22**). To support aircraft flow and efficiency and avoid congestion on the East Ramp, this new taxiway is needed to give pilots and air traffic controllers options for aircraft entering and exiting the East Ramp. This project will be designed for Group III aircraft, and is located south of the existing T/W E and perpendicular to the existing T/W B. The need for the project results from the implementation of scheduled service which will result in the presence of Group III aircraft on the East Ramp.

The new taxiway will measure 215 ft long by 50 ft wide (29,906 SF). The area will be paved in three layers: 4-inch P401 asphalt surface course, 6-inch P304 cement-treated base course, and a 6-inch P209 crushed aggregate base course. The pavement grades will be set to promote proper storm drainage. New lighting, signage and marking will be installed in accordance with FAA design standards.

Project #13 - Runway 16L/34R Widening

The width for R/W 16L/34R will be increased from 100 ft to the recommended standard width of 150 ft as the critical aircraft for the runway has a maximum certified takeoff weight greater than 150,000 pounds. The 25-ft wide pavement strips to either side of the existing runway will be tapered to match the elevation of the bridge[8]. The runway pavement strips will be paved in three layers. From surface to base these will consist of 6-inches of P401 asphalt, 6-inches of P403 cement treated base, and 6-inches of P209 aggregate base. Overall, adjacent surface gradients will be in accordance with FAA design standards.

Project #14 - Construction of an Aircraft Deicing Pad and Apron Expansion between Taxiways Delta and Echo

This project includes construction of a new deicing pad constructed and an expanded apron area between T/W D and E (**Attachment A – Figure 3**). The aircraft deicing pad will be able to accommodate one 737-800 aircraft at a time. The pad will be designed in accordance applicable sections of FAA AC 150/5300-14D – *Design of Aircraft Deicing Facilities*.

The deicing pad and apron expansion area will measure 430 ft long by 330 ft wide (141,900 SF). The apron grades and adjacent surface gradients will be in accordance with FAA design standards and the pavement grades will be set to promote storm drainage. The pavement layers

[8] According to Juan Rivera, 7/14/2025, "…the runway bridge will not be overlay. Instead, the design engineers will have to taper the runway elevations down so that they match the existing elevation of the bridge."

will be a 4-inch P401 asphalt surface course, 6-inch P304 cement-treated base course, and a 6-inch P209 crushed aggregate base course.

The deicing fluid will be captured from the sloped inward surface of the pad and flow into trench drains at the base of the pad which will direct the fluid into a holding tank. The fluid will then be removed for recycling. The tank will hold 1,500 – 2,000 gallons of deicing fluid.

Project #15 - Construction of new Expanded East Ramp and Taxilane between Taxiways Delta and Echo

Taxiways D and E are in the north part of the East Ramp (**Attachment A – Figure 3**). This project will construct a new taxilane providing access between T/W D and T/W E. As with the proposed new East Ramp taxiway, the new taxilane is needed to facilitate the movement of Group III aircraft in the East Ramp area. By creating the new taxilane, aircraft will be able to pass north and south on existing Taxilane Z without interfering with the aircraft parked on the Fixed Base Operator (FBO) ramp.

The new taxilane will encompass an area of 110,000 SF. The new pavement will consist of a 4-inch P401 asphalt surface course, 10-inch P304 cement treated base course over compacted subgrade in accordance with FAA pavement specifications.

Project #16 - Construction of a new Aircraft Rescue and Fire Fighting (AARF) Facility

The Airport has ARFF services provided by a contractor. The Airport has two ARFF trucks and a fire attack vehicle that are housed in T-Hangar C-3, a 50 ft by 60 ft hangar located south of the existing terminal (**Attachment C – Photograph 23**). This is a temporary facility that has been outfitted into an ARFF station. This facility is temporary as it does not meet the FAR Part 139 requirements for an ARFF station in support of scheduled commercial service.

Per the current emergency response procedures, the on-site equipment in T-Hangar C-3 is used when the City of Manassas Fire and Rescue Department (Department) responds to aircraft accidents and incidents at the Airport. In such cases, the Department personnel drive from the nearest fire station (2.9 miles away) to the airport and deploy the ARFF vehicles located in T-Hangar C-3.

To support the introduction of scheduled commercial service, the FAA has identified the need for the Airport to construct an ARFF facility. The response time with the existing agreements in place will be improved by the construction of an on-airport ARFF facility and the existing agreements will be amended to reflect its new siting on-Airport.

The proposed concept includes a new 4-bay ARFF facility on the north side of Taxilane C (**Attachment A – Figure 3 and Attachment C – Photograph 24**). The building dimensions are proposed to be 100 ft long by 60 ft wide by 30 ft high. Depth of the building footings is 24 inches. As with the pavement around the SRE building, the ARFF facility pavement will have a 2-inch VDOT Type SMA Asphalt Surface Course (SM12.5A or SM9.5A) top course overlying a 6-inch VDOT Cement Treated Base Course (eight percent cement content by weight).

ATTACHMENT B – REFERENCES CITED

All About Pavements, Inc. 2022 (May). Virginia Department of Aviation 2020 Pavement Management Program Update Manassas Regional Airport (HEF) Final Report. Report prepared for Virginia Department of Aviation, Richmond, VA by All About Pavements, Inc., Purcellville, VA.

Keen, Douglas W. 2025. City of Manassas Proposed FY 2026 Budget and Five-Year Capital Improvement Plan. Presented by Douglas W. Keen, Assistant City Manager/Chief of Police to the Manassas City Council.

Rivera, J. (2024, March 25). 2024 Data Requests to Project #5a. HEF Environmental Assessment (EA) - FAR Part 139 Certification and Terminal Redevelopment Program Project List Summary Table (March 21, 2024).

RS&H, Inc. 2018. Final Environmental assessment West Corporate Development and East Parcel Development Manassas Regional Airport. EA prepared for City of Manassas and the US Department of Transportation Federal Aviation Administration

RS&H, Inc. 2024 (released 2025). Manassas Regional Airport Master Plan Update, Chapter Five-Implementation Plan and Financial Feasibility, Chapter 7-Airport Layout Plan Narrative. https://hefmasterplan.com/documents.php.

Walter P. Moore and Associates, Inc. 2025 (June 8). DRAFT HEF Manassas Airport Bridge Assessments Summary Memo of Evaluation and Field Assessment Efforts. Walter P Moore Project No. D01.24004.00. Assembled by Amir Manafpour, PE, SE, Senior Project Manager, Diagnostics Group and Steve Treser, AIA, PE, Managing Director / Principal, Diagnostics Group.

ATTACHMENT C – PHOTOGRAPHS



Photograph 1. HEF Terminal, looking SE at the north and west facades (Field Photograph CSW 060425).



Photograph 2. Looking S at the north façade of the HEF Terminal. The grassed area will host a Phase 2 terminal extension (Field Photograph JM_IMG0462, 01/11/2024).



Photograph 3. HEF Terminal, looking NE at the south and west facades (Field Photograph CSW_060425).



Photograph 4. Looking N at the south façade of the existing HEF Terminal. The east side of the Phase 1 L-shaped terminal extension will be located in this grassed area (Field Photograph JM_IMG8757, 01/11/2024).



Photograph 5. Building 13, looking SE at the north and west facades (Field Photograph CSW_060425).



Photograph 6. Building 13 showing vehicles and equipment housed in the facility (Field Photograph CSW_060425).



Photograph 7. Looking east from the East Ramp infield toward the west façade of the existing Terminal (Field Photograph CSW_P11100060, 1/11/2024).



Photograph 8. Looking N at the west edge of the East Ramp and its existing drain. The bioswale as depicted on the concept includes part of the grassed area to the west.



Photograph 9. Looking SW at the existing terminal parking lot loop (Field Photograph CSW_060525).



Photograph 10. Terminal parking lot with terminal lot loop in the forefront, the existing parking quadrant, and the grassed quadrant in the background (Field Photograph CSW_060525).



Photograph 11. Looking E at the terminal parking lot with terminal lot loop in the forefront and the existing center aisle beyond the flag poles (Field Photograph CSW_060525).



Photograph 12. Looking SE at the terminal parking lot with terminal lot loop in the forefront and grassed SE and SW quadrants (Field Photograph CSW_060525).



Photograph 13. Looking S at the Wakeman Drive ROW with utility pole adjacent to the Project #4 woods (left) (Field Photograph CSW_P1110035, 01/11/2024).



Photograph 14. Looking NE at one of the small secondary runs within Project #4 woods (Field Photograph CSW_P1110032, 01/11/2024).



Photograph 15. Looking SW at T/W B (left) and R/W 16L/34R (right) during the bridge replacements in 2014. The by-pass channel is in the photo's upper right (Field Photograph Airport_DSC0563, 2014).



Photograph 16. The new 2014-2015 T/W B and R/W 16L/34R bridge structures (Field Photograph Airport_DSC0191, 2014).



Photograph 17. The existing east side of the Cannon Branch bridge structure underlying T/W B (Field Photograph CSW_P3140005, 03/14/2024).



Photograph 18. Looking NE at the bridge structure under R/W 16L/34R (Field Photograph CSW_P0130022, 03/14/2024).



Photograph 19. Looking ENE at the existing fill mound in the proposed SRE building lot (Field Photograph CSW_P1110020, 01/11/2024).



Photograph 20. Looking east at the proposed SRE building lot and its exposed substrata (Field Photograph CSW_P1110021, 01/11/2024).



Photograph 21. Looking NW at the proposed SRE building lot (beyond fence). The Wakeman Drive ROW hosts a buried cable, and, behind the cable post, a stormwater structure manhole cover (Field Photograph CSW_P3140040, 3/14/2024).



Photograph 22. Looking E across the grassed infield area that will hold proposed Project #9. The existing terminal's west façade is in the background (Field Photograph CSW_P3140025, 03/14/2024).



Photograph 23. Looking at the east façade of T-hanger building 10529 that currently hosts the Airport's fire trucks (Field Photograph CSW_P1110002, 01/11/2024).



Photograph 24. Proposed location of the New ARFF Building, looking NW (Field Photograph CSW_P1110017, 01/11/24).

Gmail

Consultation Reference Number: 3b

Carol Weed <csw13108@gmail.com>

Manassas Regional Airport Part 139 Certification Consultation

1 message

Stafford, Susan (FAA) <Susan.Stafford@faa.gov> Tue, Oct 28, 2025 at 2:51 PM
To: "klucas@delawarenation-nsn.gov" <klucas@delawarenation-nsn.gov>
Cc: Juan Rivera <jrivera@ci.manassas.va.us>, Jolene Berry <jberry@ci.manassas.va.us>, Pranav Trivedi <ptrivedi@avports.com>, Peter Byrne <pbyrne@avionsg.com>, Carol Weed <csw13108@gmail.com>

Ms. Lucas,

We previously contacted you during project scoping for a programmatic environmental assessment (PEA) that is being prepared by AvPorts at Manassas Regional Airport (HEF) in order to attain Federal Aviation Regulation (FAR) Part 139 Certification to initiate commercial air service. Associated with the certification is a suite of airport improvements (16 proposed projects) to support commercial air service including Airport Terminal Redevelopment (Proposed Undertaking).

Attached is a letter initiating Section 106 consultation. We are inviting you to participate in consultation for the Proposed Undertaking and sharing with you results of prior cultural resource investigations at HEF, as well as the potential for effects on recorded resources associated with the Proposed Undertaking.

Thank you,

Susan B. Stafford

Beckley Airports Field Office

176 Airport Circle, Rm 101

Beaver, WV 25813

609-916-5793

HEF Part 139_Delaware_106 Letter (Signed).pdf
4991K

Consultation Reference Number: 9a

U.S. Department of Transportation
Federal Aviation Administration

Beckley Airports Field Office
176 Airport Circle, Room 101
Beaver, West Virginia 25813
Telephone: (609) 916-5790

August 13, 2025

Ms. Kendall Stevens
Pamunkey Indian Tribe
Interim Cultural Resource Director & Museum Director/Tribal Preservation Officer
1054 Pocahontas Trail
King William, VA 23086

Re: Manassas Regional Airport (HEF), Proposed Part 139 Certification and Terminal Redevelopment Project Environmental Assessment, Prince William County and City of Manassas, Virginia

Dear Ms. Stevens,

The City of Manassas and their franchisee (Avports) are proposing a suite of changes to the Manassas Regional Airport (HEF; the Airport) Airport Layout Plan (ALP) (**Attachment A - Figures 1, 2**). The changes to the ALP are a major Federal action subject to review pursuant to the National Environmental Policy Act (NEPA). The Federal Aviation Administration (FAA) is the lead federal agency for the proposed project.

The Airport is currently pursuing Federal Aviation Regulation (FAR) Part 139 Certification to initiate commercial air service. Associated with the certification is a suite of airport improvements to support commercial air service including Airport Terminal Redevelopment. The environmental review will evaluate the potential impacts associated with 16 proposed projects at the Airport.

The purpose of this letter is to initiate early coordination with your Tribe, elicit your comments, and request pertinent information. Other tribes, nations, federal, state, and local agencies are also being notified (**Table 1**).

A Programmatic Environmental Assessment (PEA) is being prepared to evaluate the 16 planned projects identified for introduction of commercial service and Part 139 certification. The PEA facilitates consideration and analysis of projects that have sufficient planning (Tier 1) and projects where planning has not been completed (Tier 2). For projects with incomplete planning, assumptions are made in the PEA so the potential impacts may be assessed and disclosed. **Table 2** lists the projects and **Figure 3** presents the locations of these projects. **Attachment B** provides more detailed information on both the PEA and the individual projects and contains references to additional figures contained in **Attachment A**. **Attachment C** contains the photographs referenced in **Attachment B**.

We would appreciate a response to this inquiry by September 15, 2025. If you have any questions regarding the proposed project, please contact Susan Stafford of my office at (609) 916-5793, or by e-mail at Susan.Stafford@faa.gov. Thank you for your assistance.

Sincerely,



Matthew Di Giulian, Manager
FAA, Beckley Airports Field Office

Enclosed: *Table 1 – Consulting Agencies*
Table 2 – PEA Projects
Attachment A – Figures
Attachment B – PEA and Project Descriptions
Attachment C - Photographs

cc: FAA: Susan Stafford, Marie Jenet, Chad Carper
Manassas Regional Airport: Juan Rivera and Jolene Berry
Avports: Pranav Trivedi
Avion Solutions Group: Peter Byrne and Carol S. Weed

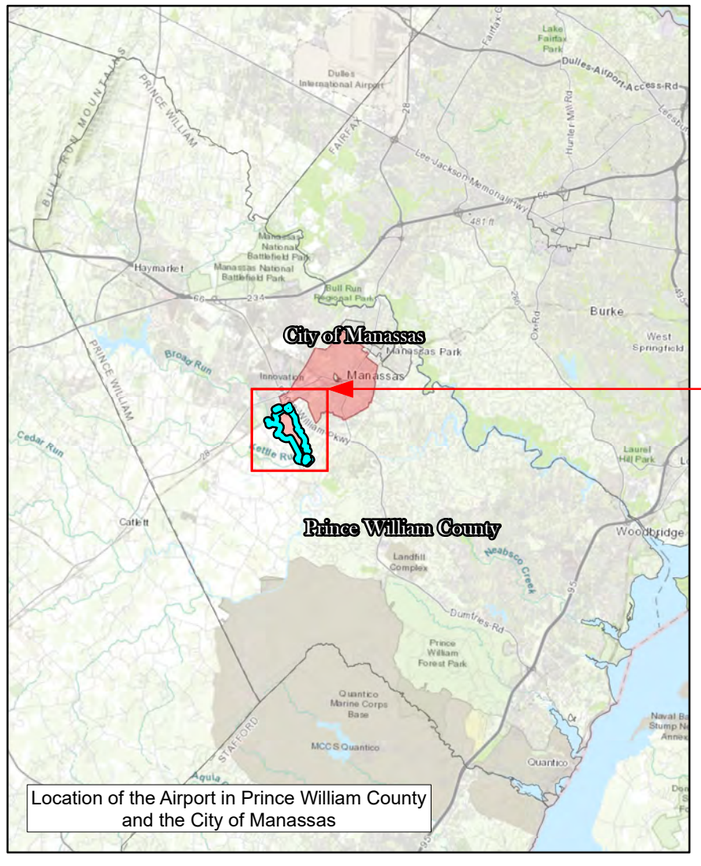
Table 1. Consulting Agencies		
Jurisdiction	**Agency**	**Date Response Received**
1. Federal (US)	Army Corps of Engineers, Northern Section	
1. Federal (US)	Department of Agriculture, Natural Resources Conservation Service, Virginia State Conservationist's Office	
1. Federal (US)	Department of the Interior, Office of Environmental Policy and Compliance, Philadelphia Region	
1. Federal (US)	Environmental Protection Agency, Region 3, Office of Communities, Tribes and Environmental Assessment	
1. Federal (US)	Federal Emergency Management Agency, Region 3; Environment & Historic Preservation	
1. Federal (US)	Fish & Wildlife Service, Virginia Field Office	
1. Federal (US)	National Oceanic and Atmospheric Administration, National Marine Fisheries Service, Greater Atlantic Region Office	
2. Nation/Tribe	Catawba Indian Nation	
2. Nation/Tribe	Chickahominy Indian Tribe	
2. Nation/Tribe	Delaware Nation	
2. Nation/Tribe	Pamunkey Indian Tribe	
3. Virginia	Department of Aviation, Airport Service Division	
3. Virginia	Department of Conservation and Recreation, Division of Planning and Recreation	
3. Virginia	Department of Conservation and Recreation, Dam Safety and Floodplains	
3. Virginia	Department of Environmental Quality, Office of Environmental Impact Review	
3. Virginia	Department of Game and Inland Fisheries, Environmental Services Section	
3. Virginia	Department of Historic Resources, Division of Review and Compliance	
3. Virginia	Department of Transportation, Northern Virginia District VDOT	May 3, 2025
4.Prince William County	Environmental Management	
4.Prince William County	Planning Division	
5. City of Manassas	Engineering Department	
5. City of Manassas	Planning and Development	

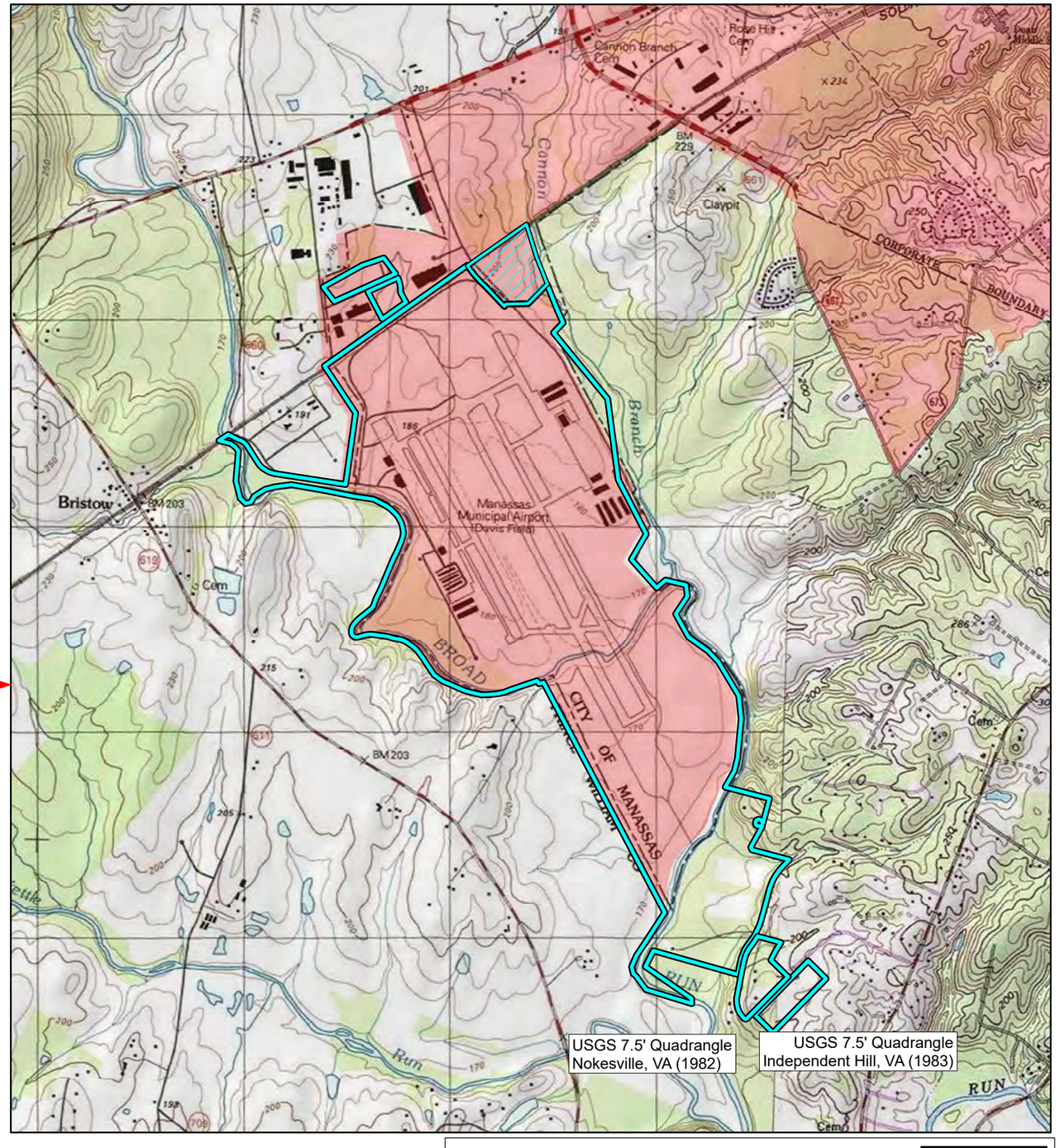
Table 2 – PEA Projects			
Project Number	**Project Name**	**Program Tier Construction Year Start-End**	**Project Supports**
1	Terminal Building Expansion (north, south, and west)	Tier 1: 2026-2026	Commercial Service
2	West Ramp General Aviation Tie-Down Replacement	Tier 1: 2026-2026	Part 139 Certification & Commercial Service
3	East Ramp Strengthening, Reconfiguration, and Rehabilitation	Tier 1: 2026-2028	Part 139 Certification & Commercial Service
4	Terminal Parking Lot Rehabilitation and Expansion	Tier 1: 2026-2026	Commercial Service
5	Economy Parking Lot Construction	Tier 1: 2026-2026	Commercial Service
6	Bridge Rehabilitation - Runway 16L/34R and Taxiway Bravo	Tier 1: 2026-2027	Part 139 Certification & Commercial Service
7	Construction of a new Snow Removal Equipment (SRE) Building	Tier 1: 2027-2028	Commercial Service
8	Taxiway Bravo Widening	Tier 1: 2027-2028	Part 139 Certification
9	Runway 16L/34R Reconstruction and Strengthening	Tier 1: 2027-2029	Part 139 Certification & Commercial Service
10	Taxiway Echo Fillet Widening	Tier 1: 2027-2029	Part 139 Certification
11	Taxiway B Reconstruction and Strengthening (South of the Bridge)	Tier 1: 2029-2030	Part 139 Certification & Commercial Service
12	Construction of a new East Ramp Taxiway	Tier 2: 2032-2034	Part 139 Certification & Commercial Service
13	Runway 16L/34R Widening	Tier 2: 2033-2033	Part 139 Certification
14	Construction of an Aircraft Deicing Pad and Apron Expansion between Taxiways Delta and Echo	Tier 2: 2033-2034	Part 139 Certification

Table 2 – PEA Projects			
Project Number	**Project Name**	**Program Tier Construction Year Start-End**	**Project Supports**
15	Construction of new Expanded East Ramp and Taxilane between Taxiways Delta and Echo	Tier 2: 2033-2036	Part 139 Certification & Commercial Service
16	Construction of new Aircraft Rescue and Fire Fighting (ARFF) Facility	Tier 2: 2035-2036	Part 139 Certification

ATTACHMENT A - FIGURES







LEGEND

- Airport Property
- Amazon Data Center Parcel
- City of Manassas

0 500 1,000 Meters

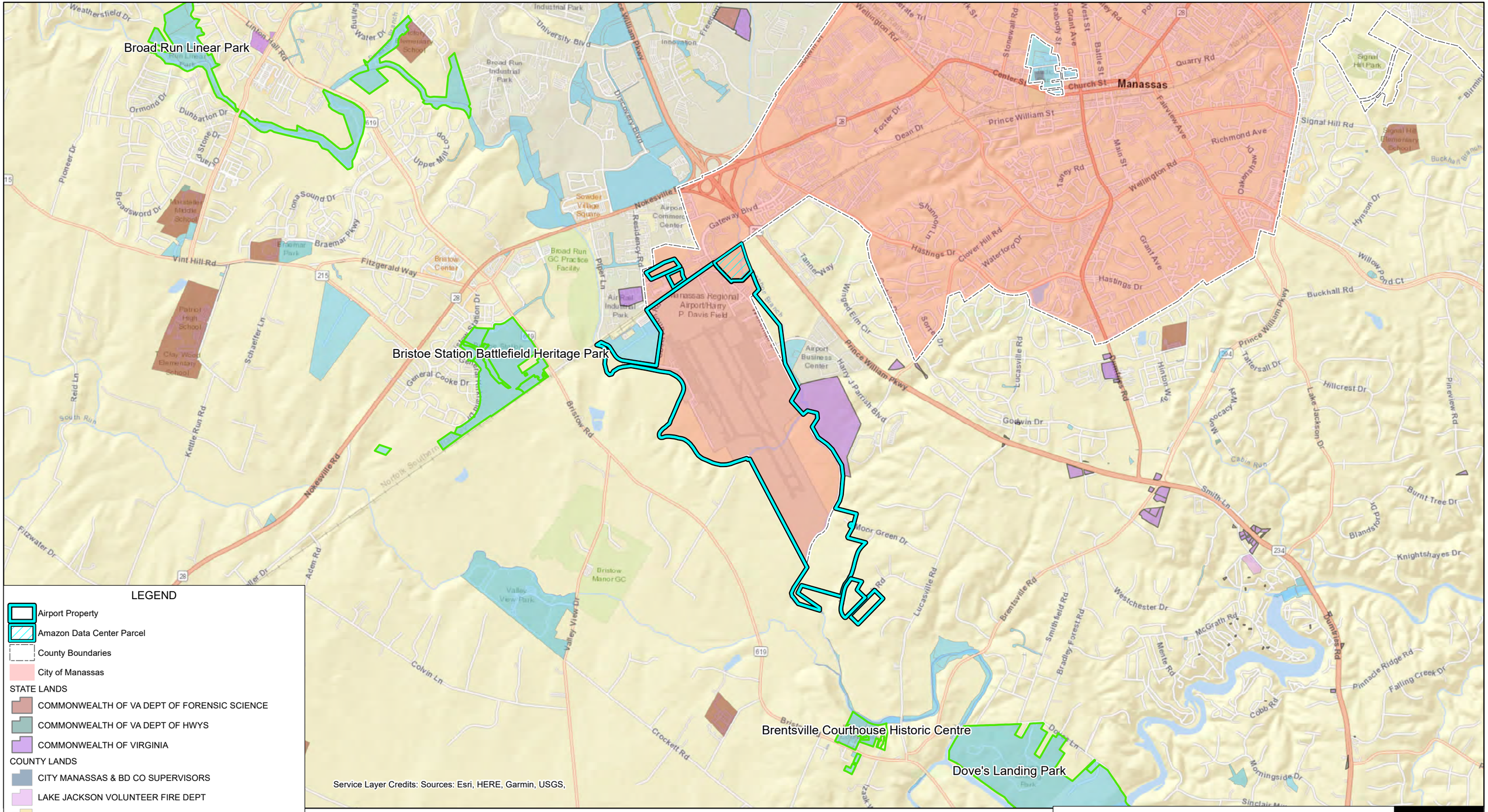
0 2,000 4,000 Feet

AVION SOLUTIONS GROUP LLC

The Manassas Regional Airport (HEF) FAR Part 139 Certification and Terminal Redevelopment Program

Location of the Airport

Figure 1



LEGEND

- Airport Property
- Amazon Data Center Parcel
- County Boundaries
- City of Manassas

STATE LANDS

- COMMONWEALTH OF VA DEPT OF FORENSIC SCIENCE
- COMMONWEALTH OF VA DEPT OF HWYS
- COMMONWEALTH OF VIRGINIA

COUNTY LANDS

- CITY MANASSAS & BD CO SUPERVISORS
- LAKE JACKSON VOLUNTEER FIRE DEPT
- NOKESVILLE VOLUNTEER FIRE DEPT
- PWC BOARD OF COUNTY SUPERVISORS
- PWC BOARD OF COUNTY SUPERVISORS
- PWC BOCS & NOKESVILLE VOLUNTEER FIRE & RESCUE DEPT
- PWC SCHOOL BOARD
- PWC SERVICE AUTHORITY
- Park Boundaries

0 500 1,000 Meters

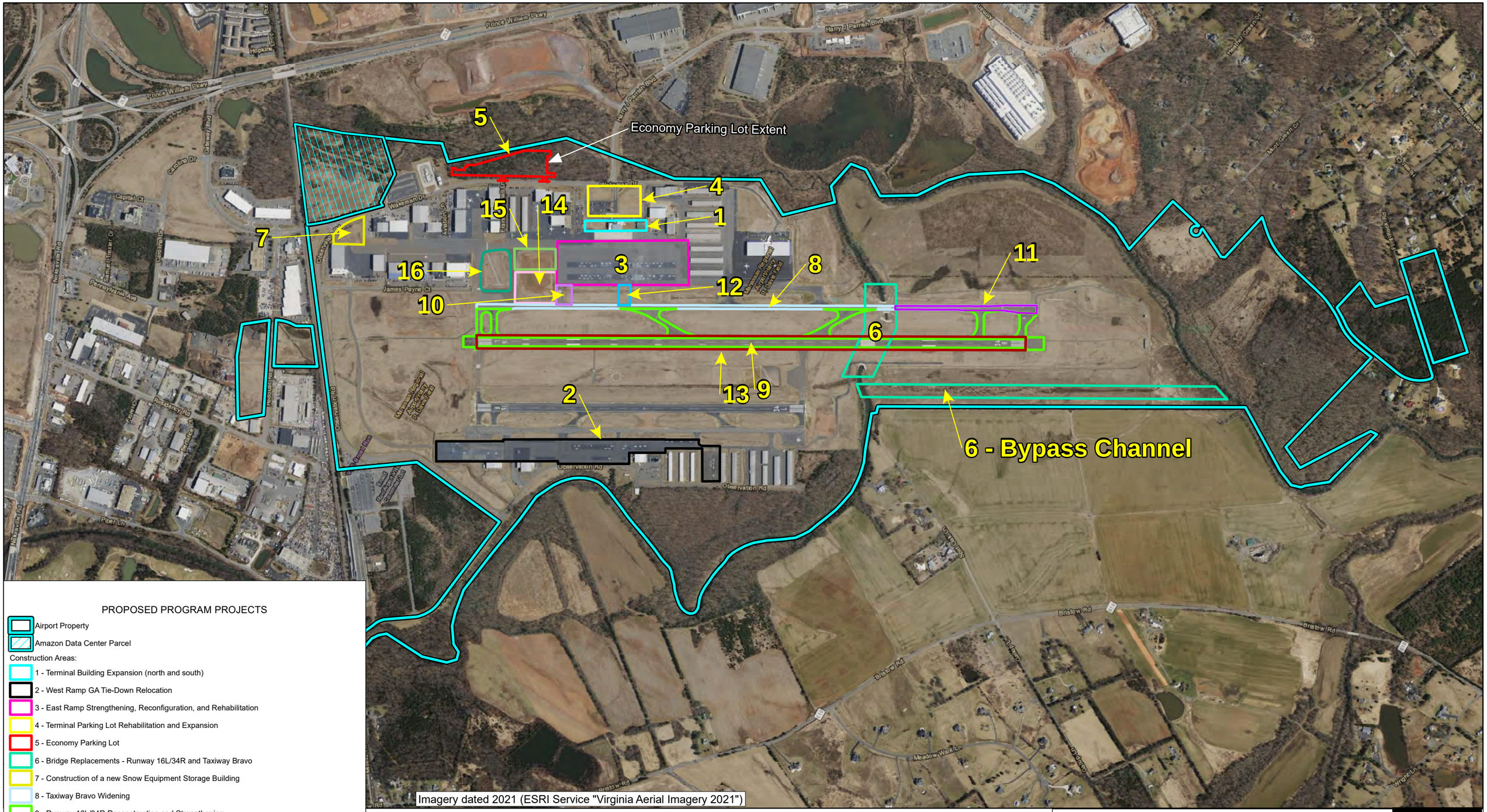
0 2,000 4,000 Feet

AVION SOLUTIONS GROUP LLC

Figure 2

The Manassas Regional Airport (HEF) FAR Part 139 Certification and Terminal Redevelopment Program

State, County, and Local Jurisdictions



PROPOSED PROGRAM PROJECTS

- Airport Property
- Amazon Data Center Parcel

Construction Areas:

1. 1 - Terminal Building Expansion (north and south)
2. 2 - West Ramp GA Tie-Down Relocation
3. 3 - East Ramp Strengthening, Reconfiguration, and Rehabilitation
4. 4 - Terminal Parking Lot Rehabilitation and Expansion
5. 5 - Economy Parking Lot
6. 6 - Bridge Replacements - Runway 16L/34R and Taxiway Bravo
7. 7 - Construction of a new Snow Equipment Storage Building
8. 8 - Taxiway Bravo Widening
9. 9 - Runway 16L/34R Reconstruction and Strengthening
10. 10 - Taxiway Echo Fillet Widening
11. 11 - Taxiway B Reconstruction and Strengthening (South of the Bridge)
12. 12 - Construction of a new East Ramp Taxiway
13. 13 - Runway 16L/34R Widening
14. 14 - Aircraft Deicing Pad (between Taxiway D and E)
15. 15 - Construction of new Expanded East Ramp and Taxilane between Taxiways Delta and Echo
16. 16 - Construction of a new ARFF Facility

0 200 400 Meters

0 500 1,000 Feet

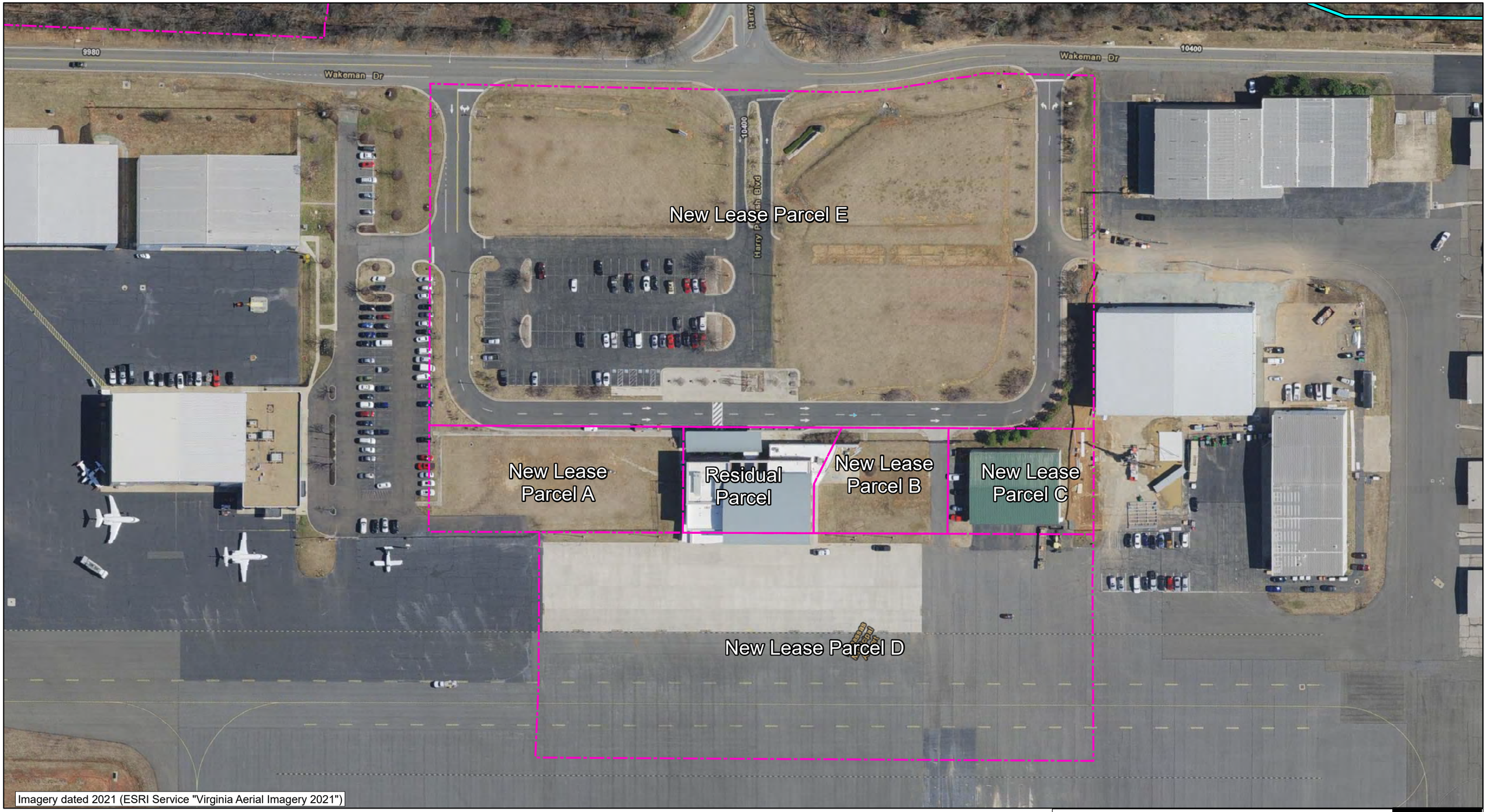
AVION SOLUTIONS GROUP LLC

Figure 3

The Manassas Regional Airport (HEF) FAR Part 139 Certification and Terminal Redevelopment Program

PEA Projects

Project 23-98001.002, Version: 8/11/2025 @ 5:29:44 PM



0 25 50 Meters

0 100 200 Feet

LEGEND

Airport Property

New Lease Parcel Boundary

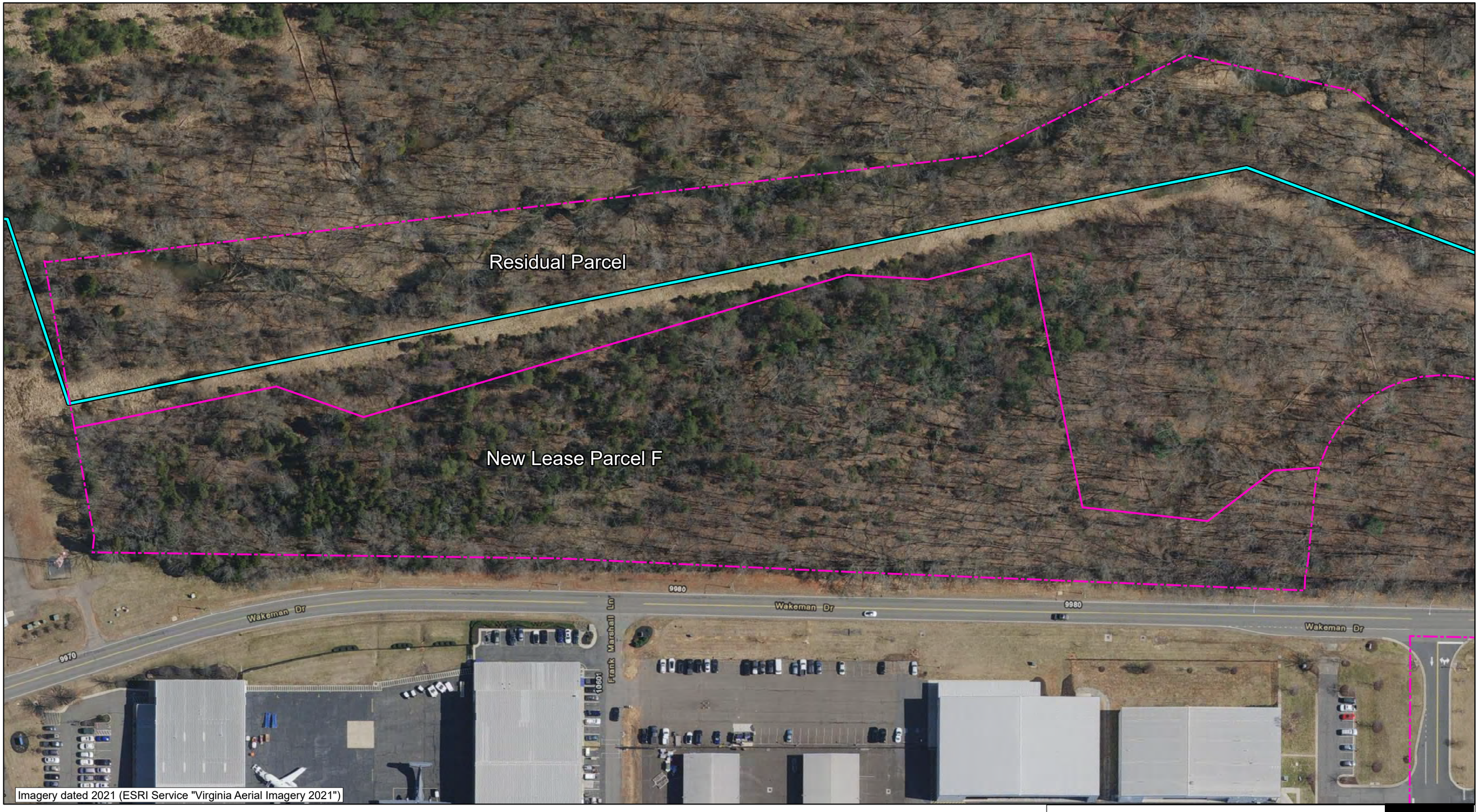
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The Manassas Regional Airport (HEF) FAR Part 139 Certification and Terminal Redevelopment Program

Franchise Agreement Lease Parcels A, B, C, D, E.

Figure 4

Project 23-98001.002, Version: 7/15/2025 @ 3:37:51 PM



0 25 50 Meters

0 100 200 Feet

LEGEND

Airport Property

New Lease Parcel Boundary

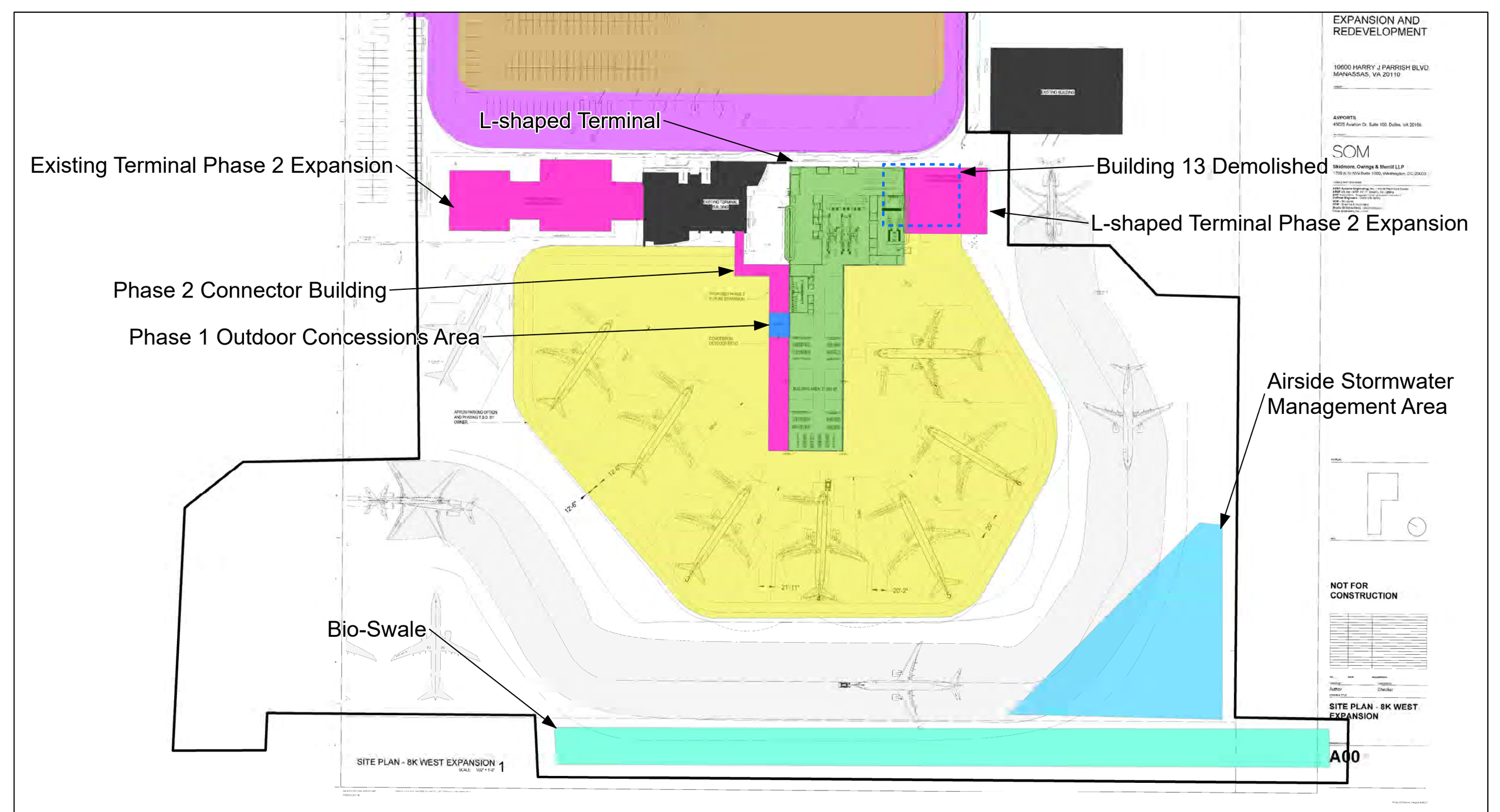
AVION SOLUTIONS GROUP LLC

Figure 5

The Manassas Regional Airport (HEF) FAR Part 139 Certification and Terminal Redevelopment Program

Franchise Agreement Lease Parcel F

Project 23-98001.002, Version: 7/15/2025 @ 3:39:41 PM



EXPANSION AND REDEVELOPMENT

10600 HARRY J PARRISH BLVD
MANASSAS, VA 20110

AVPORTS
45025 Aviation Dr. Suite 100, Dulles, VA 20166

SOM
Skidmore, Owings & Merrill LLP
1700 K St NW Suite 1000, Washington, DC 20003

NOT FOR CONSTRUCTION

SITE PLAN - 8K WEST EXPANSION

A00

LEGEND

- Airport Property
- Terminal Construction Envelope
- Butler Building - To Be Demolished
- Terminal Construction Elements
- Phase 1 Proposed Terminal Building
- Phase 1 Outdoor Concessions Area
- Phase 1 Proposed Terminal Loop
- Phase 1 Proposed Terminal Parking Lot
- Phase 1 Proposed Gate Area
- Phase 2 Proposed Terminal Expansion
- Bio-Swale
- Airside Stormwater Management Area
- Existing Building

0 25 50 Meters
0 50 100 Feet

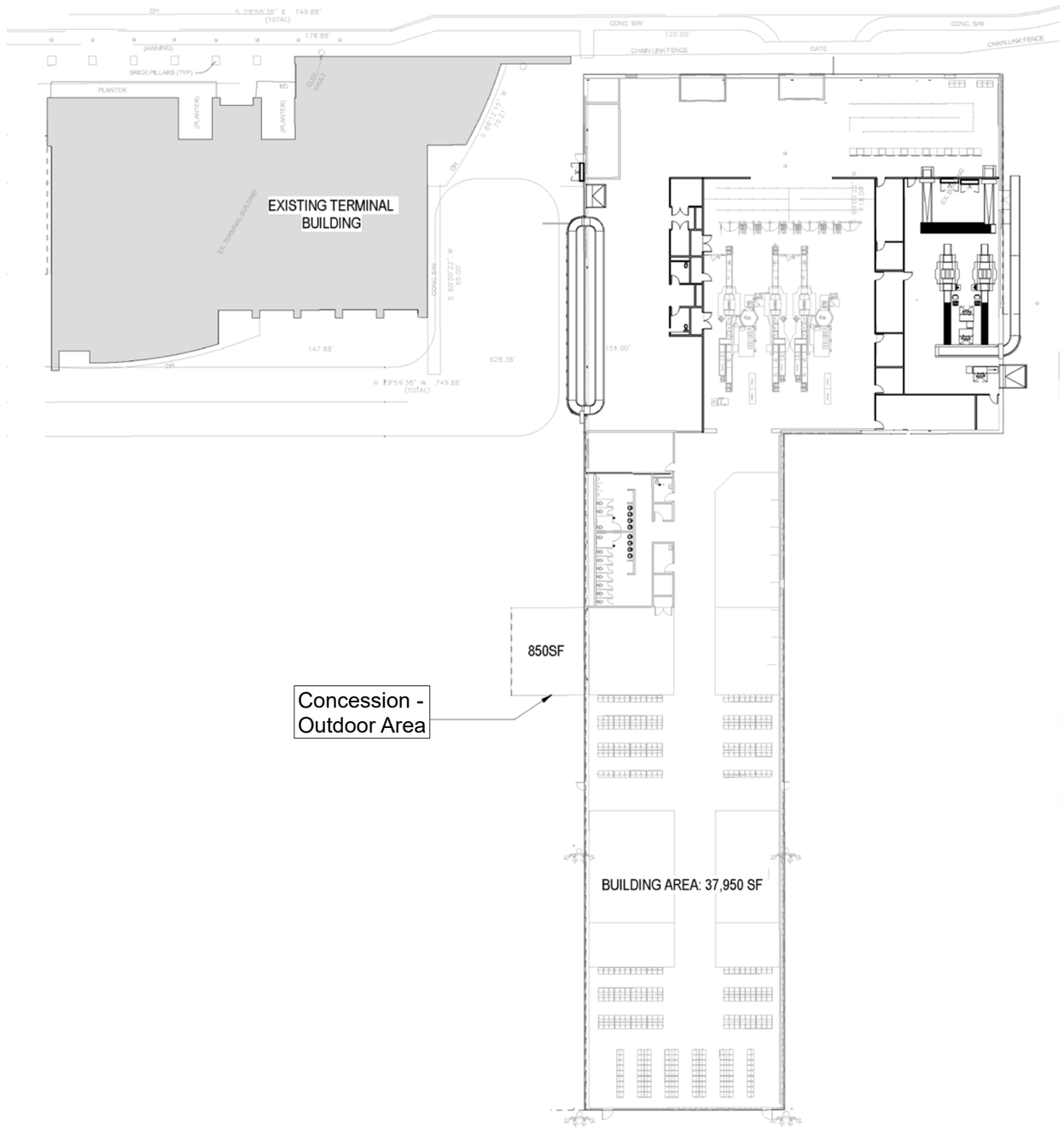
AVION SOLUTIONS GROUP LLC

The Manassas Regional Airport (HEF) FAR Part 139 Certification and Terminal Redevelopment Program

Terminal Construction Plan Phases 1 and 2

Figure 6

Project 23-98001.002, Version: 7/31/2025 @ 11:06:31 AM

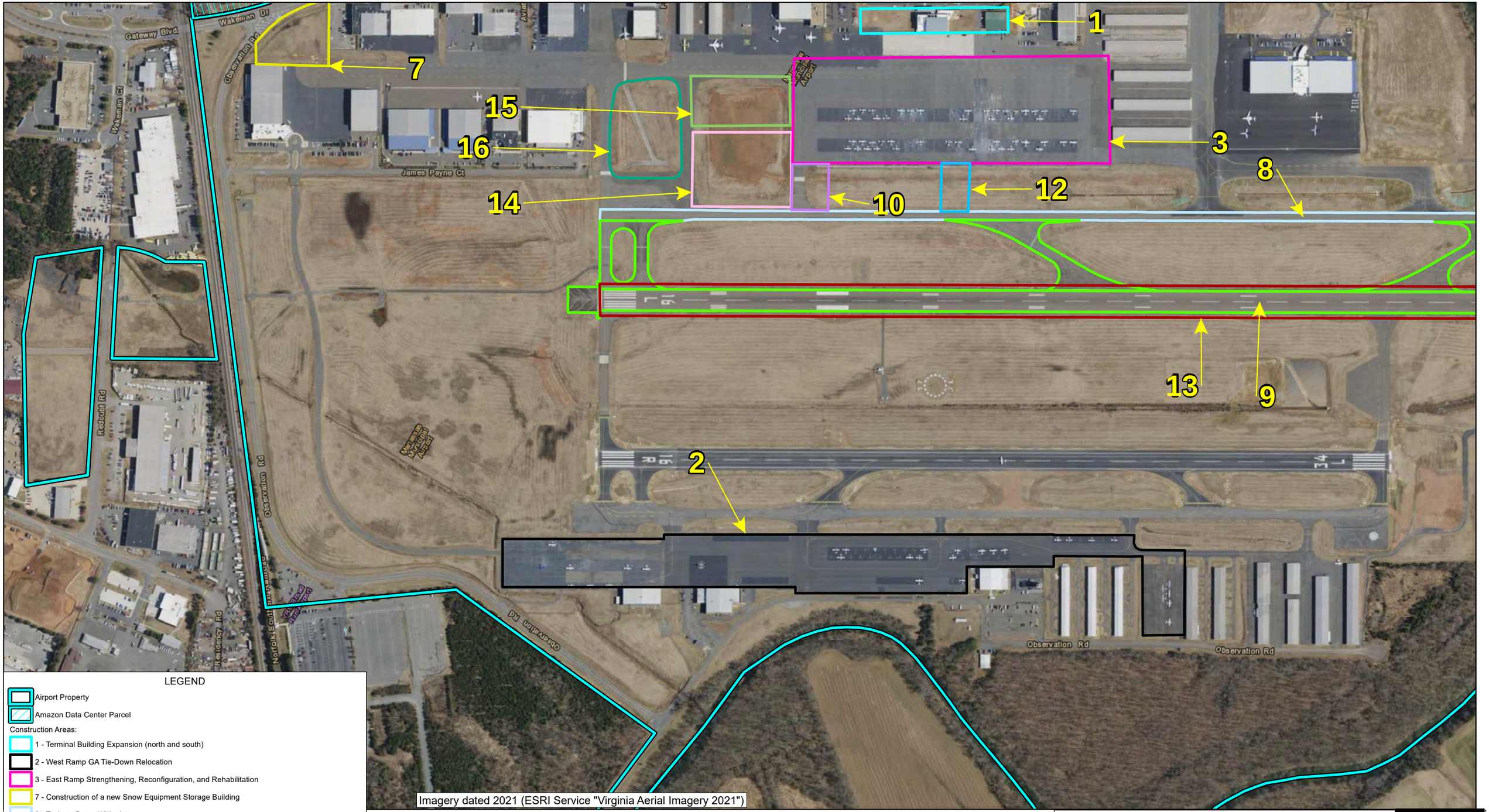


AVION SOLUTIONS GROUP LLC

Figure 7

The Manassas Regional Airport (HEF) FAR Part 139 Certification and Terminal Redevelopment Program

Phase 1 L-shaped Terminal Service Areas



LEGEND

- Airport Property
- Amazon Data Center Parcel

Construction Areas:

- 1 - Terminal Building Expansion (north and south)
- 2 - West Ramp GA Tie-Down Relocation
- 3 - East Ramp Strengthening, Reconfiguration, and Rehabilitation
- 7 - Construction of a new Snow Equipment Storage Building
- 8 - Taxiway Bravo Widening
- 9 - Runway 16L/34R Reconstruction and Strengthening
- 10 - Taxiway Echo Fillet Widening
- 12 - Construction of a new East Ramp Taxiway
- 13 - Runway 16L/34R Widening
- 14 - Aircraft Deicing Pad (between Taxiway D and E)
- 15 - Construction of new Expanded East Ramp and Taxilane between Taxiways Delta and Echo
- 16 - Construction of a new ARFF Facility

Imagery dated 2021 (ESRI Service "Virginia Aerial Imagery 2021")

0 100 200 Meters

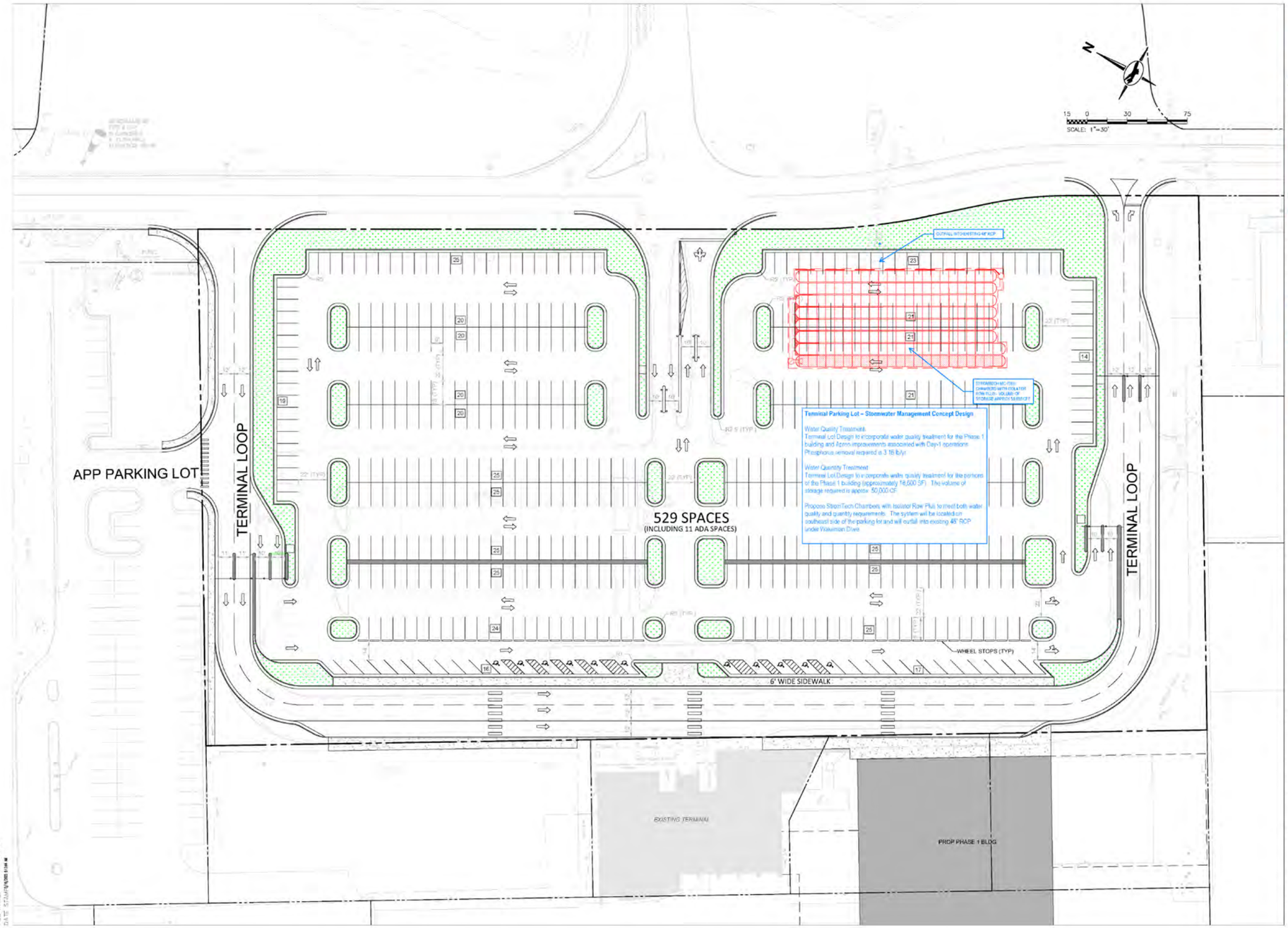
0 500 1,000 Feet

AVION SOLUTIONS GROUP LLC

The Manassas Regional Airport (HEF) FAR Part 139 Certification and Terminal Redevelopment Program

Extent of West Ramp to be Used for GA Aircraft Tie-Down Locations

Figure 8



CLIENT
AVPORTS
AVPORT MANASSAS LLC
45025 AVIATION DRIVE,
SUITE 100
DULLES, VA 20166-7524

ARCHITECT
PGAL
3131 BRIARPARK DRIVE
SUITE 200
HOUSTON, TX 77042
[T] 713 622 1444
www.pgal.com
PGAL TBPE REG. NO: F-2742

DESIGN – BUILDER
WHITING-TURNER
THE WHITING-TURNER CONTRACTING COMPANY
6305 IVY LANE, SUITE 800
GREENBELT, MD 20770
[T] (310) 656-7800

CONSULTANT
ADCI
AIRPORT DESIGN CONSULTANTS INC
8260 GREENSBORO DR
SUITE 120
MCLEAN, VA 22102
[T] 410 465 9600
www.adci-corp.com

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DRAWING HISTORY

NO.	DESCRIPTION	DATE

PROJECT NAME
TERMINAL LOT CONFIGURATIONS

PROJECT LOCATION
WAKEMAN DRIVE
MANASSAS, VA
20110

PROJECT NUMBER

SHEET TITLE
TERMINAL PARKING LOT LAYOUT - Angled Parking Close to Terminal

MAY 13, 2025

SHEET NUMBER

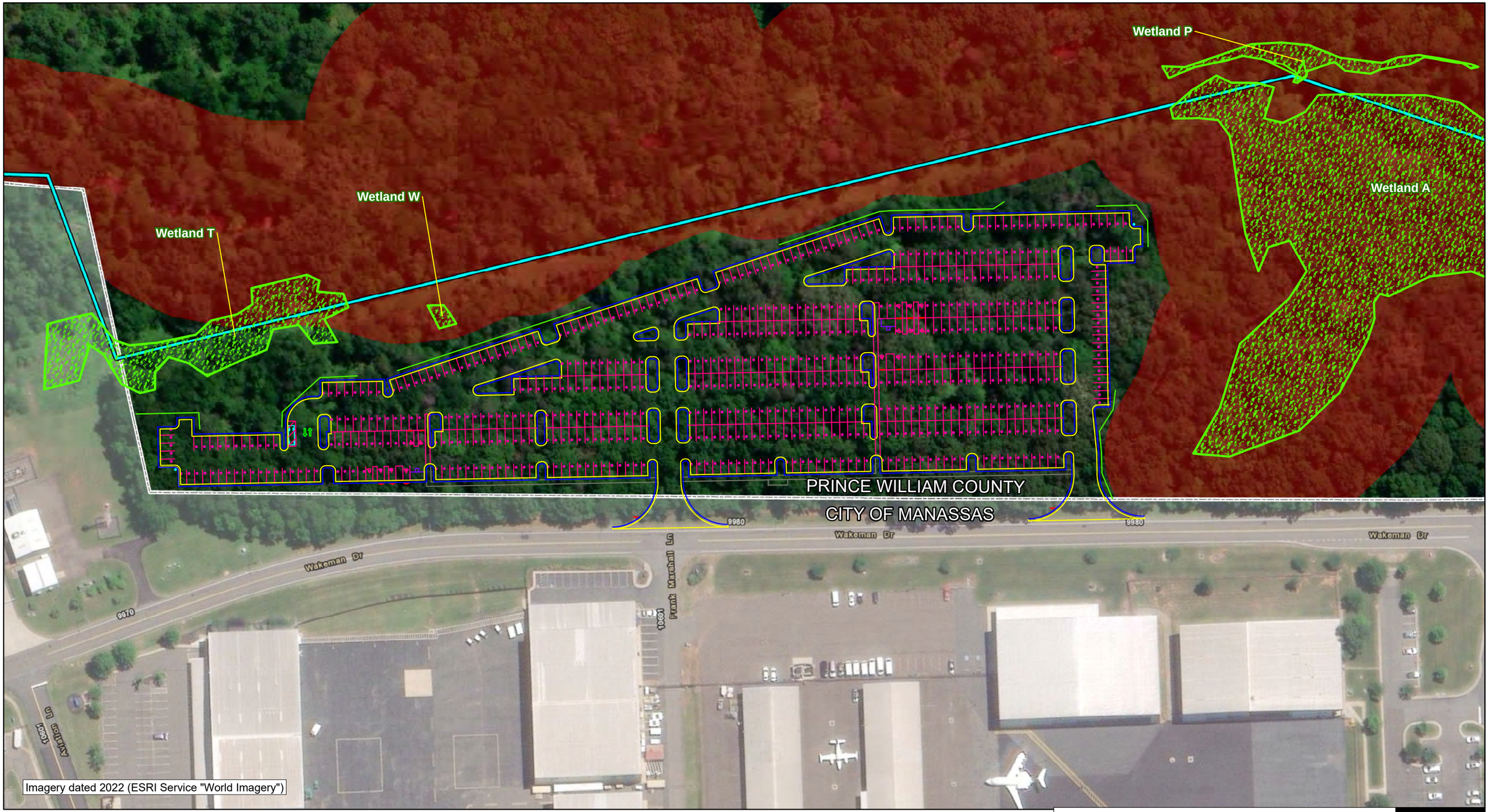
FILE NAME: [illegible]
DATE: 5/13/2025 8:14:44 AM

AVION SOLUTIONS GROUP LLC

The Manassas Regional Airport (HEF) FAR Part 139 Certification and Terminal Redevelopment Program

Proposed Terminal Parking Lot Detail

Figure **9**



LEGEND

- Airport Property
- City of Manassas Boundary
- Retaining Wall
- Newly Defined Wetland Boundary
- Resource Protection Area (RPA, PW Co.)

0 25 50 Meters

0 100 200 Feet

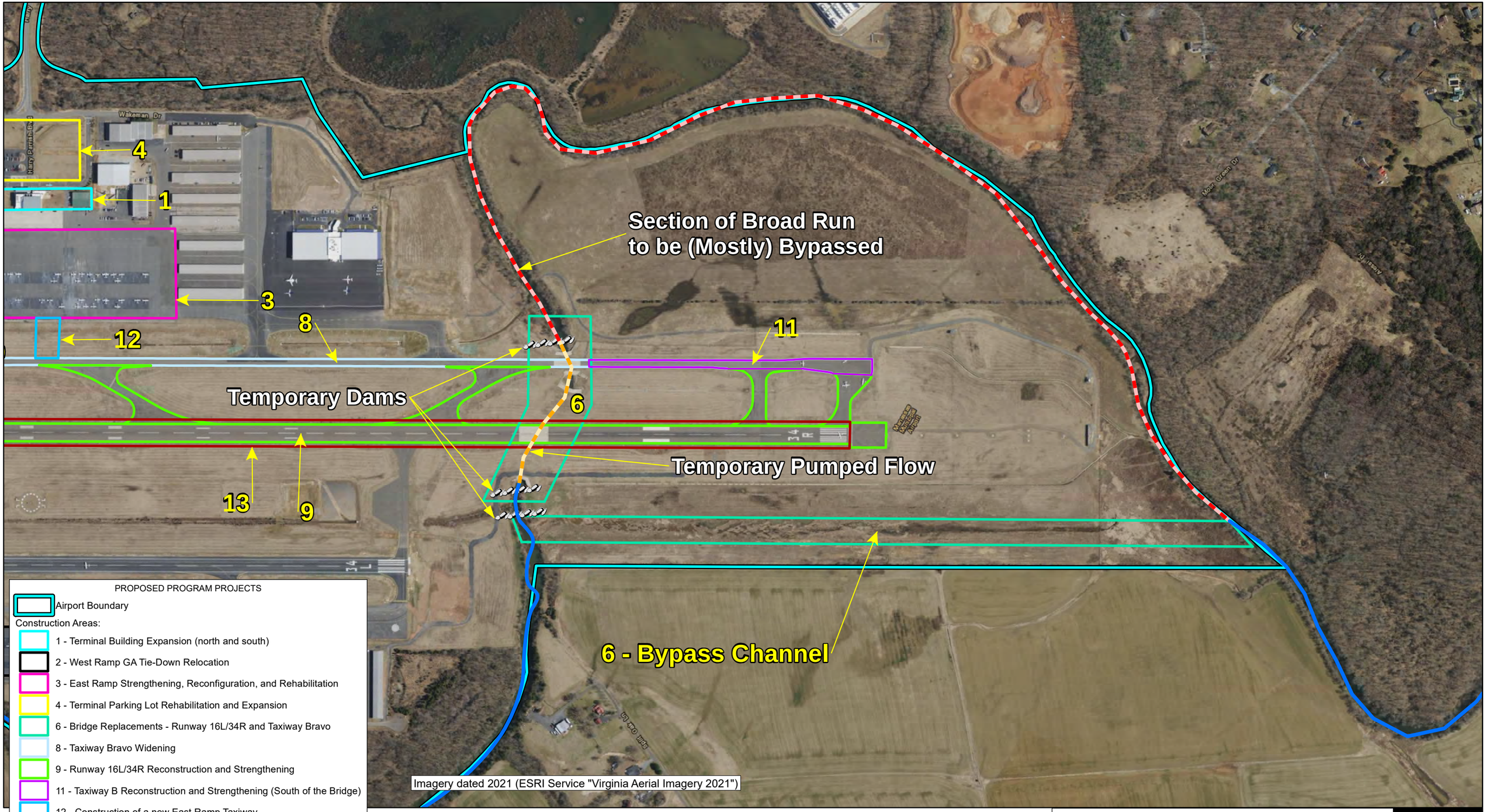
AVION SOLUTIONS GROUP LLC

Figure 10

The Manassas Regional Airport (HEF) FAR Part 139 Certification and Terminal Redevelopment Program

Economy Parking Lot Layout

Project 23-98001.002, Version: 7/31/2025 @ 11:01:25 AM



PROPOSED PROGRAM PROJECTS

- Airport Boundary

Construction Areas:

- 1 - Terminal Building Expansion (north and south)
- 2 - West Ramp GA Tie-Down Relocation
- 3 - East Ramp Strengthening, Reconfiguration, and Rehabilitation
- 4 - Terminal Parking Lot Rehabilitation and Expansion
- 6 - Bridge Replacements - Runway 16L/34R and Taxiway Bravo
- 8 - Taxiway Bravo Widening
- 9 - Runway 16L/34R Reconstruction and Strengthening
- 11 - Taxiway B Reconstruction and Strengthening (South of the Bridge)
- 12 - Construction of a new East Ramp Taxiway
- 13 - Runway 16L/34R Widening

Broad Run Temporary Bypass:

- Broad Run
- Section of Broad Run to be (Mostly) Bypassed
- Temporary Pumped Flow
- Temporary Dam

0 100 200 Meters

0 250 500 Feet

AVION SOLUTIONS GROUP LLC

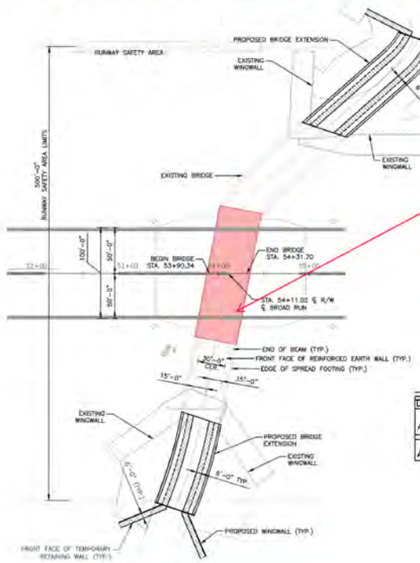
The Manassas Regional Airport (HEF) FAR Part 139 Certification and Terminal Redevelopment Program

2025 R/W 16L/34R and T/W B Bridge Strengthening Action Areas

Figure 11

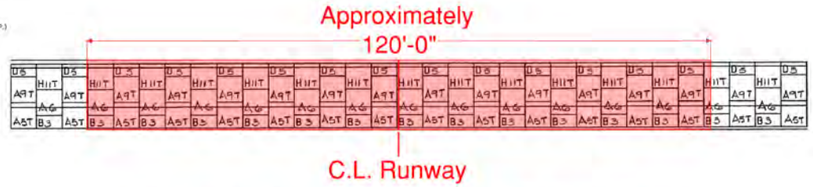
Project 23-98001.002, Version: 8/11/2025 @ 4:47:14 PM

MSE Wall – Conceptual Strengthening Extents (Runway)



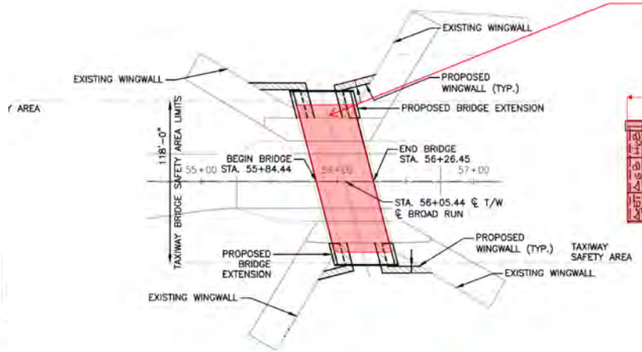
Plan View - Runway Bridge

Approximate Extent of Reinforcing Zone



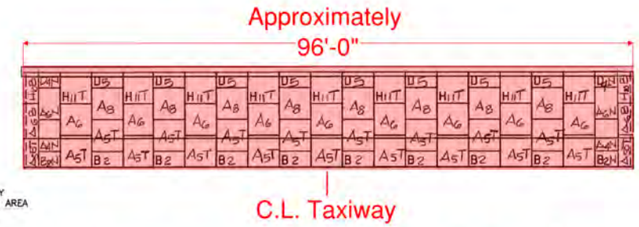
Elevation View - Runway Bridge Abutment 2

Wall – Conceptual Strengthening Extents (Taxiway)



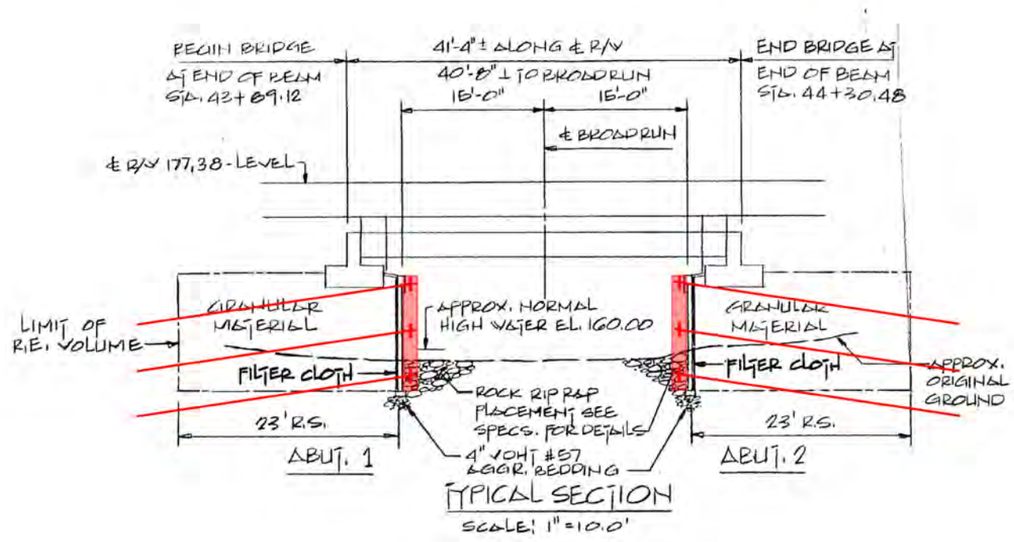
Plan View - Taxiway Bridge

Approximate Extent of Reinforcing Zone



Elevation View - Taxiway Bridge Abutment 1

MSE Wall – Conceptual Strengthening Soil Nail Wall



TYPICAL SECTION

SCALE: 1" = 10.0'

AVION SOLUTIONS GROUP LLC

Figure 12

The Manassas Regional Airport (HEF) FAR Part 139 Certification and Terminal Redevelopment Program

Bridge Action Area Detail

ATTACHMENT B –
PEA AND PROJECT DESCRIPTIONS

Attachment B

PEA Program Introduction and Project Descriptions

On November 13, 2023, the Federal Aviation Administration (FAA) notified the Manassas Regional Airport (HEF, the Airport; **Attachment A - Figures 1 and 2**) that it would need an Environmental Assessment (EA) for the following:

1. FAA issued Federal Aviation Regulation (FAR) Part 139 Airport operating certificate
2. FAA approval of the airport layout plan (ALP) changes: expand terminal building; reconfigure terminal apron (East Ramp); and strengthen and widen Runway 16L/34R and Taxiway B;
3. Connected landside actions (automobile parking, roadway improvements, etc.)
4. FAA approval of aircraft operating specifications

A total of sixteen (16) projects would be required to complete the four actions above. In a series of discussions with the FAA, it was determined that while all 16 projects listed by the FAA are ultimately needed for FAR Part 139 certification and are needed to support commercial service, not all are needed to begin commercial service. Of these projects, some are needed in the short term (5 years or less) to initiate commercial service beginning in 2026 and ending in 2030. Other projects also needed for commercial service may be completed over a longer term from 2032 to 2036. The short-term projects have been advanced with sufficient planning and design for the purposes of National Environmental Policy Act (NEPA) review. The long-term projects are in the conceptual stage with preliminary planning completed, such as location, physical dimensions, pavement depth, etc., but design has not been advanced that would fully inform the scope of the long-term projects sufficient for NEPA review.

As FAR Part 139 certification and commercial service could be initiated with the short-term projects and understanding that the related long-term projects could come later, a Programmatic EA (PEA) approach was considered for this program by the FAA. The PEA would support a “Tiered” decision document by the FAA of both the short term and long-term projects. This Tiered approach would allow the FAA to render a decision on those projects that have sufficient design completed (short term) while providing a conditional approval on the long term projects that do not yet have sufficient design completed.

In January 2024, the FAA noted that a Programmatic EA would be an acceptable procedural approach to evaluate the projects regardless of when those projects are needed. The FAA directed the preparation of a Programmatic EA (PEA) for this program.

There are a total of 16 projects that are subject to this Programmatic review. The projects are divided into two tiers and these are defined as:

- Tier 1 projects have sufficient planning to support development and construction in a timeline of 5 years or less and will support FAR Part 139 certification and the initiation of commercial service. Construction of Tier 1 projects is projected to begin in 2026.

- Tier 2 projects are projects with conceptual planning completed but with designs that are not yet finalized. For Tier 2 projects, assumptions are being made in the PEA so that potential impacts may be assessed and disclosed. For projects subject to conditional determination, the FAA may require a reevaluation to determine if the information remains valid and adequate, prior to construction start of each Tier 2 project. If FAA determines that the information is no longer valid, a reevaluation will be needed once the planning process for these facilities has been completed, and they are ripe for analysis.

The 16 PEA projects are shown in **Attachment A** - **Figure 3**. Tables 1 and 2, respectively, are lists of the agencies that are being notified of the projects and the 16 projects that are being considered under the PEA. These tables are included at the end of the agency consultation cover letters.

The eleven (11) Tier 1 Projects are proposed for construction start and completion between 2026-2030. The Tier 1 projects include both Part 139 certification projects and those outlined in the commercial service Franchise Agreement.[1] **Attachment A** - **Figures 4 and 5** illustrate the lease parcels that are being developed by the Franchisee (Avports).

The five (5) Tier 2 Projects are proposed for construction start and completion post Tier 1 development which is anticipated to be 2032-2036. Except for the Aircraft Rescue and Fire Fighting (ARFF) facility, the Tier 2 Projects are longer term infrastructure projects needed to improve existing facilities and expand the commercial service capability of the Airport.

In this PEA, the available information about each of the projects is presented. Analyses of these projects are based on current assumptions included in the project descriptions below**.** As the planning advances on Tier 2 Projects, the supplemental information will be assembled and the updates provided to FAA to determine the appropriate level of further analyses.

2025 PEA Project Descriptions

All airfield construction projects will be coordinated with the Airport Traffic Control (ATC) tower personnel prior to construction start and appropriate Notices to Airmen (NOTAMs)[2] will be issued. Overall, all airfield development will be designed in accordance with applicable FAA design standards and will be approved by the FAA prior to construction start.

[1] Avports and the City entered into a Franchise Agreement in July 2023. As part of this agreement, Avports proposed to re-develop and expand the existing Terminal building, expand the terminal parking lot, build an economy parking lot, provide support for the reconstruction and strengthening of Runway 16L/34R, and provide support for the construction of a new Snow Removal Equipment (SRE) building. The Franchise Agreement required the City to lease parcels A through F to Avports. These parcels currently contain the existing terminal (Parcel A), vacant land north of the terminal (Parcel B), existing Building 13 (Parcel C), the East Apron (Parcel D), the terminal parking lot (Parcel E), and wooded area associated with the Economy Parking Lot (Project #4).

[2] NOTAM is a notice containing information essential to personnel concerned with flight operations but not known far enough in advance to be publicized by other means. It states the abnormal status of a component of the National Airspace System (NAS) – not the normal status. https://www.faa.gov/about/initiatives/notam/what_is_a_notam. Site accessed May 20, 2025.

Tier 1 Projects (Years 2026-2030)

Construction work on the 11 Tier 1 Projects will begin after the FAA environmental determination is issued on the PEA. The Tier 1 work is expected to continue for five years after the Finding of No Significant Impact (FONSI) is issued.

Project #1 - Terminal Building Expansion (north, south, and west)

The existing terminal was constructed in 1995 and was made operational in 1996 (**Attachment C - Photographs 1-6**). It was built to pre-9/11 security standards. Furthermore, components of the existing terminal do not meet current Americans with Disabilities Act (ADA) standards. The existing 21,000 square foot (SF) terminal was intended to support operations of small regional aircraft. The existing terminal contains no baggage system, no security screening, and it lacks the necessary security separations between landside and airside functions. It currently houses the Airport offices, meeting spaces, tenant offices and restroom facilities.

Under the Franchise Agreement, Avports will develop an expansion of the terminal consistent with accepted design standards for functionality, safety and security. Avports is advancing a terminal expansion that will be anchored by the existing terminal which will be expanded in two phases (**Attachment A – Figure 6**). Prior to the first phase, the initial action in the terminal area will be the demolition of Building 13, which is currently the Airport Maintenance building. The Airport Maintenance function will be relocated to a new building (**Attachment C – Photographs 5, 6**). The new building is Project #7 which is discussed later herein.

After the Building 13 demolition, the first phase of the terminal expansion will begin on the south side of the existing terminal building. The terminal expansion will be “L-shaped,” and the foot end of the L-shape will be in-line with the south end of the existing terminal. The leg of the ‘L’ will be oriented east-west and extend onto the East Ramp. The terminal expansion will be a pre-engineered metal building and utilities for the terminal expansion will be extended from services at the existing terminal and Building 13. An outdoor concessions area will be constructed on the north side of the L-shape terminal as shown on **Figure 6.** It will be 30 feet (ft) by 28 ft (840 SF). Overall, the L-shaped terminal building will be 38,491 SF.

The L-shape terminal interior will be subdivided and will contain baggage claim, holdrooms, office space, passenger screening, and restrooms (**Attachment A** – **Figure 7**). The utility connections that serviced Bldg 13 remained in place and those connections will be used.

The second phase of construction includes construction of a connector building between the existing terminal and the L-shape terminal extension; an extension to the north end of the existing terminal; and an extension on the south side of the L-shaped terminal in line with the existing terminal (**Figure 7**). The three Phase 2 extensions will cumulatively include an additional 36,608 SF.

The proposed terminal expansion project is being designed according to the International Air Transport Association (IATA), the Airport Cooperative Research Program (ACRP), Transportation

Security Administration (TSA) standards, Design and Construction Standards Manual (City of Manassas), and the Airport Development Reference Manual.

The terminal project is being designed in accordance with the IATA "Optimum" range to service the target Design Day Flight Schedule (DDFS)[3]. As an example, hold room sizing utilizes IATA v12 standards calling for 19.4 to 23.7 SF per seated passenger and 13 to 16.1 SF per standing passenger with a target of 50-70 percent seating offered per occupant. These criteria yield a range of areas between 2,400 and 3,300 SF per room. Similar approaches are being used for all terminal project use areas, referencing existing standards and benchmarked against facilities currently in use.

Project #2 – West Ramp General Aviation Tie-Down Relocation

Until recently, the East Ramp had 86 tie-downs for light General Aviation (GA) aircraft[4] (**Attachment C – Photograph 7**). In 2025, the Airport installed 43 new tie-downs in the West Side Corporate Area to accommodate the relocation of light GA aircraft from the East Ramp to the West Corporate Area ramp (**Attachment A – Figure 8**).

To facilitate construction of Project #1, 43 light GA aircraft that are currently tied down on the East Ramp will be relocated to the existing West Ramp. The West Ramp is currently configured for light GA operations, and no construction is required to accommodate the aircraft relocated from the East Ramp to support the construction of Project #1.

Project #3 - East Ramp Strengthening, Reconfiguration, and Rehabilitation

Once the new terminal's Phase 1 footprint is in place, the East Ramp will be repaved, and seven aircraft hardstands and a service road will be created for airport vehicles. The proposed work on the East Ramp will be performed in two stages and will be started in 2026 and completed in 2028. The first stage will be the demolition of 840,000 SF of existing asphalt and concrete. This stage will accommodate construction of the terminal expansion (see Project #1 above).

Repaving will occur in the second stage. Once the Terminal is in place, the East Ramp paving and strengthening will be constructed. From base to surface, the strengthening and paving layers will consist of 6-inches of P209 aggregate base, 6-inches of P304 cement treated base, and 16-inches of P501 concrete. There will be no aircraft operations on the East Ramp or on Taxiway Echo during the demolition, repaving, and strengthening work.

The hardstands are sized to initially accommodate four Airplane Design Group (ADG) III aircraft (Group III) aircraft[5]. Pavement markings for the initial four hardstands that will be used by the

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[3] DDFS is an estimation of the number of expected passengers that could use an airport during an average day of the peak month of activity. The DDFS may be found in the Forecast section of the PEA.

[4] Light GA aircraft are typically aircraft with one or two engines that weigh less than 12,500 pounds (lbs). These types of aircraft are generally used for training and recreational use.

[5] ADG classifications group aircraft based on wingspan and tail height. The characteristics of Group III aircraft are 1) a wingspan that can range from 79 ft to 118 ft and 2) a tail height of 30 feet to 45 feet. Typical aircraft in the Group III category include the 737-800 and A320 aircraft which falls within this category and are common aircraft used for scheduled passenger service.

commercial aircraft also will be completed after pavement construction. The hardstand area has been sized to eventually accommodate up to seven Group III aircraft with associated hardstands for each aircraft.

At the west side of the East Ramp, a bioswale has been called out on the design plan (**Attachment A – Figure 6 and Attachment C – Photograph 8**). The bioswale is 1020 ft in length and 50 ft wide. The structure will accept run-off from both the East Ramp and Project #9.

Project #4 - Terminal Parking Lot Rehabilitation and Expansion

The existing ground-level terminal parking lot is located immediately east of the existing terminal building. The parking lot is a large rectangle divided into four quadrants. Only the northwest quadrant is paved, and it currently has 119 striped parking spaces (**Attachment A – Figure 9 and Attachment C – Photographs 9-12**). Project #4 involves:

- paving the three grass covered quadrants,
- creating landscaped islands that will delimit the end of parking slot sets; and
- reconfiguring the parking slot arrangements within the existing paved lot.

Ingress into the parking lots will be at the north terminal loop entrance off Wakeman Drive (Dr) and in the existing center aisle entrance west of the Harry J Parrish Blvd and Wakeman Dr intersection. Egress will occur at the south end of the terminal parking lot loop and also in the central aisle. At completion, the lot will contain approximately 529 slotted spaces including 11 ADA accessible parking locations.

Project #5 - Economy Parking Lot Construction

Project #5, the economy parking lot, will lie between Wakeman Dr (west), Cannon Branch (east), Harry J. Parrish Blvd (south), and the Airport Fuel Farm (north) (**Attachment A – Figure 10**). The proposed location was subject to a previous environmental review in 2018 as part of an EA for West Side Corporate Development and East Parcel Development EA (RS&H 2018) and a Finding of No Significant Impact was issued by the FAA[6]. The West Side Corporate Development and East Parcel Development did not proceed.

The area that will accommodate the Economy Parking Lot is presently undeveloped (**Attachment C - Photographs 13 and 14**). The proposed parking lot will encompass approximately 590,000 SF and the space will eventually accommodate 647 parking spaces and a shuttle bus station. The economy parking lot will be accessed from the east side of Wakeman Dr (**Attachment A – Figure 10**).

[6] March, 2018.

Project #6 - Bridge Rehabilitation: Runway 16L/34R and Taxiway Bravo

In 2014-2015, the existing crossings for R/W 16L/34R and T/W B were constructed over Broad Run. **Attachment C** containing **Photographs 15, 16, 17, and 18** illustrate the existing conditions in various action areas. The existing bridges were widened during the 2014-2015 bridge work. The existing bridges are not designed with sufficient strength to accommodate routine operations by Group III aircraft (737-800 and A320 aircraft) which are expected to operate from the Airport; therefore, the existing bridges must be strengthened to accommodate those aircraft operations. Their overall sizes will not be changed as part of this program.

Based on 2025 field testing and subsequent test result analyses, Walter P. Moore and Associates, Inc. (Manafpour and Treser 2025) developed an approach that will strengthen the existing structures. **Attachment A – Figure 11** illustrates the locations that will be subject to the strengthening actions in 2026-2027. The approach has been accepted by Avports and the Airport and will entail four actions:

1) Site Work Preparation: Re-routing Broad Run, removing rip-rap, erecting scaffolding, and opening the by-pass channel.
2) Strengthening A: Soil nailing, tensioning soil nails, reinforcing shotcrete walls, installing drainage mats, and weep holes
3) Strengthening B: Box Beam dowel reinforcement with structural steel reinforcement and anchorage to Box Beams
4) Site Work Closing: Close by-pass channel and remove coffer or retaining dams, replace rip-rap, remediate floodplain disturbance areas

Figure 12 - Bridge Action Area Detail shows the locations and actions associated with Strengthening A and B. The design set for these is in preparation and will be provided to the FAA and applicable agencies upon completion. **Attachment A – Figure 12** presents the June 2025 concepts of both actions.

In order to complete the proposed stream bank and under bridge work, the stream waters from Broad Run will have to be temporarily retained or diverted. The initial site work will re-open a bypass channel that was subject to geotechnical investigation and that was used during the 2014-2015 bridge work. The by-pass channel will continue from its north opening to re-join Broad Run.

Stream waters flowing from the northeast of the work area from Cannon Branch will be retained with coffer dams or retaining walls (**Attachment A – Figure 12**). The rip-rap will be removed and stockpiled within the construction zone. ASG assumes that the construction zone will be sized to correspond to that defined for use in 2013-2014. Upon completion of the stream bank work and the under bridge strengthening, the bypass channel's north diversion opening will be closed and the coffer or retaining dams will be removed.

Project #7 - Construction of a new Snow Removal Equipment (SRE) Building

Building 13, which will be demolished during Project #1, is the existing Airport maintenance building (**Attachment C – Photographs 5 and 6**). According to the 2025 City of Manassas Proposed Fiscal Year (FY) 2026 Budget and Five-Year Capital Improvement Plan, Project #7 "..entails building a Maintenance Equipment Storage (MES)/Snow Removal Equipment (SRE)

Facility to accommodate a new larger multi-use SRE building and provide a storage facility with a layout which meets the growing needs of the airport" (Keen 2025:347). The proposed new maintenance facility will be located on the northeast corner of the airport on undeveloped land adjacent to Wakeman Dr (**Attachment A - Figure 3 and Attachment C – Photographs 19, 20, and 21**).

This area will be modified during construction to accommodate the proposed building, paved parking outside of the building, and work area during construction. The new building dimensions are proposed to be 150 ft long by 80 ft wide by 30 ft high. Depth below ground surface of the building footings would be 24 inches. Here, and elsewhere on the landside, the pavement will consist of a 2-inch Virginia Department of Transportation (VDOT) Type Stone Matrix Asphalt (SMA) Surface Course (SM12.5a or SM9.5A) over a 6-inch VDOT Cement Treated Base Course (8 percent cement content by weight) (Rivera, 2024, pp. 1-7). Overall, apron grades and adjacent surface gradients will be in accordance with FAA design standards.

Project #8 - Taxiway Bravo Widening

Taxiway B will be widened by 10 ft on the east and west sides of the existing taxiway to provide a full 50 ft width to meet FAA design standards for Group III aircraft. As noted in the discussion of ASG Project #11 below, the expansion area will be paved in three layers. From surface to base these will consist of 4-inches of P4017 asphalt surface course, 6-inches of P403 cement treated base, and 12-inches of P220 cement treated soil base. Overall, apron grades and adjacent surface gradients will be in accordance with FAA design standards.

Project #9 - Runway 16L/34R Reconstruction and Strengthening

Runway 16L/34R is 6,200 ft. The blast pads add an additional 175 ft to either end of the runway. However, the blast pads are not being repaved as part of Project #9. This project will entail reconstruction and strengthening of approximately 952,000 SF of the existing runway pavement – its full length. This work will be done in stages between 2026 and 2028 to avoid prolonged closures of the runway and impacts to scheduled service.

According to Airport staff, the Runway has variable 3 to 8 inches of P401 Asphalt Surface Course over 5 to 6 inches of stabilized base course (cement or asphalt treated base course) over subgrade. The asphalt may vary in depth due to grade corrections (Rivera, 2024, pp. 1-7). On July 14, 2025, Mr. Rivera noted that the project "is a simple mill and fill project. It is variable depth, but we will be adding three inches to the existing pavement." For analysis purposes, ASG assumed the new pavement will consist of P401 asphalt. Overall, apron grades and adjacent surface gradients will be in accordance with FAA design standards.

[7] P401 is a reference used by the FAA for a specific asphalt mix design for airfield pavements. This specification is intended to be used for the surface course for airfield flexible pavements subject to aircraft loadings of gross weights greater than 30,000 pounds (13,600 kg) and is to apply within the limits of the pavement designed for full load bearing capacity. FAA Advisory Circular (AC) 150/5370-10H.

Project #9 includes “infrastructure improvements such as electrical, grading, and drainage. Drainage issues both under and along the runway will be addressed through the installation of new storm drains. The locations of these drains are not yet defined. The runway lighting system will be upgraded to LED lights and airfield signs will be replaced with LED fixtures.” (Rivera, 2024, pp. 1-4, 1-5).

Project #10 - Taxiway Echo Fillet Widening

The pavement dimensions for T/W E do not meet Group III design standards. The widening of T/W E will entail adjusting the fillets to meet design standards and widen the taxiway from 40 ft to 50 ft. It is assumed that approximately 2400 SF of new pavement will be added to the existing taxiway. This will also include the relocation of existing taxiway lights and signs at the intersection of T/W E and TW B.

The new pavement in the expansion areas will consist of three layers: 4-inch P401 asphalt surface course, 6-inch P304 cement-treated base course, and a 6-inch P209 crushed aggregate base course. Existing pavement grades will remain the same to promote proper drainage. Overall, apron grades and adjacent surface gradients will be in accordance with FAA design standards.

Project #11 – Taxiway B Reconstruction and Strengthening (south of the bridge)

T/W B is a parallel taxiway, providing aircraft access for the full length of the primary runway (R/W 16L/34R) from the east apron areas. The taxiway has two high-speed exits along with connecting taxiways at both ends of the runway.

The T/W B pavement was rated as very poor in 2022 (All About Pavements, Inc. 2022), and the pavement will need to be strengthened to support scheduled commercial airline service. The taxiway pavement north of the bridge over Broad Run was rehabilitated in the Summer of 2024 and will not need to be strengthened as part of this project.

As part of Project #11, the taxiway strengthening will encompass both the concrete bridge section that traverses Broad Run and the taxiway south of the bridge section. This work is proposed to be completed in 2028-2029.

ASG assumes that the rehabilitation and strengthening will entail replacement of the taxiway pavement with three new layers. From surface to base these will consist of 4-inches of P401 asphalt surface course, 6-inches of P403 cement treated base, and 12-inches of P220 cement treated soil base. Overall, adjacent surface gradients will be in accordance with FAA design standards. In addition, the project will replace the runway lights and signs with modern LED fixtures and replace the pavement markings. (Rivera, 2024, pp. 1-5).

Tier 2 Projects (2032 to 2036)

The locations of the Tier 2 Projects are shown in **Attachment A – Figure 3.** Plan drawings depicting the direct impact areas for these projects will be provided to the FAA prior to construction

start. In all cases involving pavement replacement, ASG has conservatively assumed that all existing asphalt and concrete will be removed, and that the new pavement, except where noted, will consist of no less than 18 inches of layered material.

Project #12 - Construction of a new East Ramp Taxiway

This project is for a new taxiway entrance onto the East Ramp from T/W B (**Attachment A – Figure 3 and Attachment C – Photograph 22**). To support aircraft flow and efficiency and avoid congestion on the East Ramp, this new taxiway is needed to give pilots and air traffic controllers options for aircraft entering and exiting the East Ramp. This project will be designed for Group III aircraft, and is located south of the existing T/W E and perpendicular to the existing T/W B. The need for the project results from the implementation of scheduled service which will result in the presence of Group III aircraft on the East Ramp.

The new taxiway will measure 215 ft long by 50 ft wide (29,906 SF). The area will be paved in three layers: 4-inch P401 asphalt surface course, 6-inch P304 cement-treated base course, and a 6-inch P209 crushed aggregate base course. The pavement grades will be set to promote proper storm drainage. New lighting, signage and marking will be installed in accordance with FAA design standards.

Project #13 - Runway 16L/34R Widening

The width for R/W 16L/34R will be increased from 100 ft to the recommended standard width of 150 ft as the critical aircraft for the runway has a maximum certified takeoff weight greater than 150,000 pounds. The 25-ft wide pavement strips to either side of the existing runway will be tapered to match the elevation of the bridge[8]. The runway pavement strips will be paved in three layers. From surface to base these will consist of 6-inches of P401 asphalt, 6-inches of P403 cement treated base, and 6-inches of P209 aggregate base. Overall, adjacent surface gradients will be in accordance with FAA design standards.

Project #14 - Construction of an Aircraft Deicing Pad and Apron Expansion between Taxiways Delta and Echo

This project includes construction of a new deicing pad constructed and an expanded apron area between T/W D and E (**Attachment A – Figure 3**). The aircraft deicing pad will be able to accommodate one 737-800 aircraft at a time. The pad will be designed in accordance applicable sections of FAA AC 150/5300-14D – *Design of Aircraft Deicing Facilities*.

The deicing pad and apron expansion area will measure 430 ft long by 330 ft wide (141,900 SF). The apron grades and adjacent surface gradients will be in accordance with FAA design standards and the pavement grades will be set to promote storm drainage. The pavement layers

[8] According to Juan Rivera, 7/14/2025, "…the runway bridge will not be overlay. Instead, the design engineers will have to taper the runway elevations down so that they match the existing elevation of the bridge."

will be a 4-inch P401 asphalt surface course, 6-inch P304 cement-treated base course, and a 6-inch P209 crushed aggregate base course.

The deicing fluid will be captured from the sloped inward surface of the pad and flow into trench drains at the base of the pad which will direct the fluid into a holding tank. The fluid will then be removed for recycling. The tank will hold 1,500 – 2,000 gallons of deicing fluid.

Project #15 - Construction of new Expanded East Ramp and Taxilane between Taxiways Delta and Echo

Taxiways D and E are in the north part of the East Ramp (**Attachment A – Figure 3**). This project will construct a new taxilane providing access between T/W D and T/W E. As with the proposed new East Ramp taxiway, the new taxilane is needed to facilitate the movement of Group III aircraft in the East Ramp area. By creating the new taxilane, aircraft will be able to pass north and south on existing Taxilane Z without interfering with the aircraft parked on the Fixed Base Operator (FBO) ramp.

The new taxilane will encompass an area of 110,000 SF. The new pavement will consist of a 4-inch P401 asphalt surface course, 10-inch P304 cement treated base course over compacted subgrade in accordance with FAA pavement specifications.

Project #16 - Construction of a new Aircraft Rescue and Fire Fighting (AARF) Facility

The Airport has ARFF services provided by a contractor. The Airport has two ARFF trucks and a fire attack vehicle that are housed in T-Hangar C-3, a 50 ft by 60 ft hangar located south of the existing terminal (**Attachment C – Photograph 23**). This is a temporary facility that has been outfitted into an ARFF station. This facility is temporary as it does not meet the FAR Part 139 requirements for an ARFF station in support of scheduled commercial service.

Per the current emergency response procedures, the on-site equipment in T-Hangar C-3 is used when the City of Manassas Fire and Rescue Department (Department) responds to aircraft accidents and incidents at the Airport. In such cases, the Department personnel drive from the nearest fire station (2.9 miles away) to the airport and deploy the ARFF vehicles located in T-Hangar C-3.

To support the introduction of scheduled commercial service, the FAA has identified the need for the Airport to construct an ARFF facility. The response time with the existing agreements in place will be improved by the construction of an on-airport ARFF facility and the existing agreements will be amended to reflect its new siting on-Airport.

The proposed concept includes a new 4-bay ARFF facility on the north side of Taxilane C (**Attachment A – Figure 3 and Attachment C – Photograph 24**). The building dimensions are proposed to be 100 ft long by 60 ft wide by 30 ft high. Depth of the building footings is 24 inches. As with the pavement around the SRE building, the ARFF facility pavement will have a 2-inch VDOT Type SMA Asphalt Surface Course (SM12.5A or SM9.5A) top course overlying a 6-inch VDOT Cement Treated Base Course (eight percent cement content by weight).

ATTACHMENT B – REFERENCES CITED

All About Pavements, Inc. 2022 (May). Virginia Department of Aviation 2020 Pavement Management Program Update Manassas Regional Airport (HEF) Final Report. Report prepared for Virginia Department of Aviation, Richmond, VA by All About Pavements, Inc., Purcellville, VA.

Keen, Douglas W. 2025. City of Manassas Proposed FY 2026 Budget and Five-Year Capital Improvement Plan. Presented by Douglas W. Keen, Assistant City Manager/Chief of Police to the Manassas City Council.

Rivera, J. (2024, March 25). 2024 Data Requests to Project #5a. HEF Environmental Assessment (EA) - FAR Part 139 Certification and Terminal Redevelopment Program Project List Summary Table (March 21, 2024).

RS&H, Inc. 2018. Final Environmental assessment West Corporate Development and East Parcel Development Manassas Regional Airport. EA prepared for City of Manassas and the US Department of Transportation Federal Aviation Administration

RS&H, Inc. 2024 (released 2025). Manassas Regional Airport Master Plan Update, Chapter Five-Implementation Plan and Financial Feasibility, Chapter 7-Airport Layout Plan Narrative. https://hefmasterplan.com/documents.php.

Walter P. Moore and Associates, Inc. 2025 (June 8). DRAFT HEF Manassas Airport Bridge Assessments Summary Memo of Evaluation and Field Assessment Efforts. Walter P Moore Project No. D01.24004.00. Assembled by Amir Manafpour, PE, SE, Senior Project Manager, Diagnostics Group and Steve Treser, AIA, PE, Managing Director / Principal, Diagnostics Group.

ATTACHMENT C – PHOTOGRAPHS



Photograph 1. HEF Terminal, looking SE at the north and west facades (Field Photograph CSW 060425).



Photograph 2. Looking S at the north façade of the HEF Terminal. The grassed area will host a Phase 2 terminal extension (Field Photograph JM_IMG0462, 01/11/2024).



Photograph 3. HEF Terminal, looking NE at the south and west facades (Field Photograph CSW_060425).



Photograph 4. Looking N at the south façade of the existing HEF Terminal. The east side of the Phase 1 L-shaped terminal extension will be located in this grassed area (Field Photograph JM_IMG8757, 01/11/2024).



Photograph 5. Building 13, looking SE at the north and west facades (Field Photograph CSW_060425).



Photograph 6. Building 13 showing vehicles and equipment housed in the facility (Field Photograph CSW_060425).



Photograph 7. Looking east from the East Ramp infield toward the west façade of the existing Terminal (Field Photograph CSW_P11100060, 1/11/2024).



Photograph 8. Looking N at the west edge of the East Ramp and its existing drain. The bioswale as depicted on the concept includes part of the grassed area to the west.



Photograph 9. Looking SW at the existing terminal parking lot loop (Field Photograph CSW_060525).



Photograph 10. Terminal parking lot with terminal lot loop in the forefront, the existing parking quadrant, and the grassed quadrant in the background (Field Photograph CSW_060525).



Photograph 11. Looking E at the terminal parking lot with terminal lot loop in the forefront and the existing center aisle beyond the flag poles (Field Photograph CSW_060525).



Photograph 12. Looking SE at the terminal parking lot with terminal lot loop in the forefront and grassed SE and SW quadrants (Field Photograph CSW_060525).



Photograph 13. Looking S at the Wakeman Drive ROW with utility pole adjacent to the Project #4 woods (left) (Field Photograph CSW_P1110035, 01/11/2024).



Photograph 14. Looking NE at one of the small secondary runs within Project #4 woods (Field Photograph CSW_P1110032, 01/11/2024).



Photograph 15. Looking SW at T/W B (left) and R/W 16L/34R (right) during the bridge replacements in 2014. The by-pass channel is in the photo's upper right (Field Photograph Airport_DSC0563, 2014).



Photograph 16. The new 2014-2015 T/W B and R/W 16L/34R bridge structures (Field Photograph Airport_DSC0191, 2014).



Photograph 17. The existing east side of the Cannon Branch bridge structure underlying T/W B (Field Photograph CSW_P3140005, 03/14/2024).



Photograph 18. Looking NE at the bridge structure under R/W 16L/34R (Field Photograph CSW_P0130022, 03/14/2024).



Photograph 19. Looking ENE at the existing fill mound in the proposed SRE building lot (Field Photograph CSW_P1110020, 01/11/2024).



Photograph 20. Looking east at the proposed SRE building lot and its exposed substrata (Field Photograph CSW_P1110021, 01/11/2024).



Photograph 21. Looking NW at the proposed SRE building lot (beyond fence). The Wakeman Drive ROW hosts a buried cable, and, behind the cable post, a stormwater structure manhole cover (Field Photograph CSW_P3140040, 3/14/2024).



Photograph 22. Looking E across the grassed infield area that will hold proposed Project #9. The existing terminal's west façade is in the background (Field Photograph CSW_P3140025, 03/14/2024).



Photograph 23. Looking at the east façade of T-hanger building 10529 that currently hosts the Airport's fire trucks (Field Photograph CSW_P1110002, 01/11/2024).



Photograph 24. Proposed location of the New ARFF Building, looking NW (Field Photograph CSW_P1110017, 01/11/24).

Consultation Reference Number: 9b

U.S. Department of Transportation
Federal Aviation Administration

Beckley Airports Field Office
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Beaver, West Virginia 25813
Telephone: (609) 916-5790

October 28, 2025

Ms. Kendall Stevens
Pamunkey Indian Tribe
Cultural Resource Director & Museum Director/Tribal Preservation Officer
1054 Pocahontas Trail
King William, VA 23086

Re: Manassas Regional Airport (HEF), Proposed Part 139 Certification and Terminal Redevelopment Project Section 106 Documentation, Prince William County and City of Manassas, Virginia

Dear Ms. Stevens,

We previously contacted you regarding a programmatic environmental assessment (PEA) that is being prepared by AvPorts at Manassas Regional Airport (HEF) in order to attain Federal Aviation Regulation (FAR) Part 139 Certification to initiate commercial air service. Associated with the certification is a suite of airport improvements (16 proposed projects) to support commercial air service including Airport Terminal Redevelopment (Proposed Undertaking) (**Figure 1**).

In accordance with Section 106 of the National Historic Preservation Act (NHPA) of 1966 and it's implementing regulations 36 CFR Part 800, as amended, the Federal Aviation Administration (FAA) invites you to participate in consultation for the Proposed Undertaking. The purpose of this letter is to share with you results of prior cultural resource investigations at HEF and the potential for effects on recorded resources associated with the Proposed Undertaking.

The airport was originally surveyed by Douglas McLearen in 1978. The survey recorded five archaeological sites (Sites 44PW0011-44PW0015) within the airport boundary (**Figure 2**). These sites were identified within 'disc-plowed fields' during survey associated with development of the Airport's Master Plan. Except for Site 44PW0015, the sites that McLearen identified were on 'high ground' formed by the 180-ft and 190-ft elevation contours. Site 44PW0015 was the lowest of the five and that site lay on the 170-ft contour with a slight dip to the east. McLearen surveyed using systematic transects and a general walkover. He excavated a small number of shovel tests at each site to determine the depth of the plowzone. His conclusion was that additional archaeological investigations were warranted at Areas 1 (44PW0012), 2 (44PW0014), and 5 (44PW0015) and that lesser effort could be expended on Areas 3 (44PW0013) and 4 (44PW0011) (**Figure 3**).

These sites were subsequently tested in 1978 by James Smith. The level of effort expended by Smith (1978) is summarized on Table 1 below.

Site, Size	Shovel Tests	Depth of Excavation	Notes
44PW0011, 150x250 ft.	Shovel tested but the number of tests unspecified.	Plowzone ranged from 0.7 to 1.0 ft., with the average 0.8 ft.	The 11 artifacts were recovered from plowzone (n=3) and surface.
44PW0012, 200x450 ft.	100 randomly placed measuring 1x2 ft.; also 2, 2.5x15 ft trenches in a surface feature (rubble)	Thru plowzone into B-horizon.	165 artifacts recovered from plowzone or the brick and rubble concentration.
44PW0013, 350x450 ft.)	17 shovel test transects (each 450 ft. long). 50 randomly placed shovel tests total with coverage on each transect.	Thru plowzone into B-horizon with an average depth of 0.8 ft. for plowzone.	The 4 artifacts were recovered (3 chipped stone, 1 salt-glazed stoneware crock fragment).
44PW0014, 450 x 425 ft. (reduced to 250 x 450 ft. by Smith)	3, 450 ft. long transects spaced on 100 ft. intervals. Each transect tested by 3x5 ft. trenches (n=26). An additional 35 randomly placed 1x1 ft. shovel tests along the eastern perimeter of the site.	All excavations into the underlying B-horizon. Plowzone thickness ranged from 0.4 to 1.1 ft. with an average of 0.8 ft.	The 251 artifacts were found in plowzone or on the surface.
44PW0015, 300 x 500 ft.	Surface survey id'd two concentrations. In total, 35 3x3 ft. test pits were excavated.	Plowzone ranged from 0.3 to 0.8 ft. with an average of 0.6 ft.	The 18 artifacts were found in plowzone or on the surface.

The results of Smith's testing did not yield substantively different results than those recovered by McLearen. Additional diagnostic artifacts in the form of projectile points were found but they were located within the plowzone. No Indigenous features or intact historic features were located, though remnants of an historic foundation were identified. No artifacts were recovered below the plowzone which overall, was thin averaging less than a foot in thickness. Smith concluded that none of the five sites warrants any future, full scale investigation before their development by the Manassas Municipal Airport, but Sites 44PW0012 and 44PW0014 should be monitored during airport grading and construction. No records of an archaeologist monitoring the sites before they were disturbed could be located.

Site 44PW0012 is located within PEA Project #14 and Site 44PW0013 within PEA Projects #1 and #4. Sites 44PW0011, 44PW0014 and PW0015 are outside of any of the identified PEA project boundaries (**Figures 1 & 2**). Based on subsequent development, which included grading and leveling higher elevations on the airport, none of the identified sites remain intact. **Figure 4** illustrates the progression of airport development between 1971 and 1994. By 1994 all of the original 'high ground' that hosted McLearen's sites had been broken (shown as the dashed contour lines) and recontoured. Sites 44PW0014 and 44PW0015 are now located beneath existing Airport facilities. Sites 44PW0011, 44PW0012, and portions of 44PW0013 are within graded portions of the airport that have not been covered by airport facilities. The locations of

Sites 44PW0011 through 44PW0015 are identified on aerial photographs dated 1994, 2002, 2005, 2006, 2016, 2020, and 2025 (**Figures 5 & 6**) that also illustrate progression of airport development.

The only PEA project setting not considered during prior investigations is PEA Project #7, the proposed location of the new Snow Removal Equipment building. Aeriel photographs taken over the Airport in 1994, 2006, and 2008 indicate that Project #7's surface was graded and recontoured (**Figure 7**). The relocated soils now form a mound in the proposed project location.

PEA project #5 is located outside of the disturbed portions of the airport in a currently wooded area (**Figure 8**). This area was part of the McLearen survey and was subsequently surveyed in 2005 by John Mullen, which was limited to a systematic walkover and testing the highest portion of the landform identified to have the highest potential for archaeological resources, and in 2017 by Tery Harris which entailed a metal detector survey. Mullen excavated 22 shovel tests and recovered two flakes (1 hornfels, 1 quartz) from the upper horizon. Harris recovered 24 finds (excluding metallic items from modern dumping), all but three of which represent twentieth century material. Neither the isolated finds or historic materials constituted archaeological sites and no further work was recommended by either survey.

In compliance with 36 CFR 800.3(f)(2), we are inviting you to review this letter and attached figures. Based on the results of prior investigations, and extent of disturbance within the majority of the project footprint, it is the FAA's determination per 36 CFR 800.4(d)(1) that no historic properties will be affected by the Proposed Undertaking. This notification is intended to address the environmental analysis and recordation requirements related to the Section 102(c) of the National Environmental Policy Act of 1969 (as amended) and Section 4(f) of the Department of Transportation Act (23 U.S.C. 138).

If you have any questions regarding the Proposed Undertaking, please contact Susan Stafford of my office at (609) 916-5793, or by e-mail at Susan.Stafford@faa.gov. Thank you for your assistance.

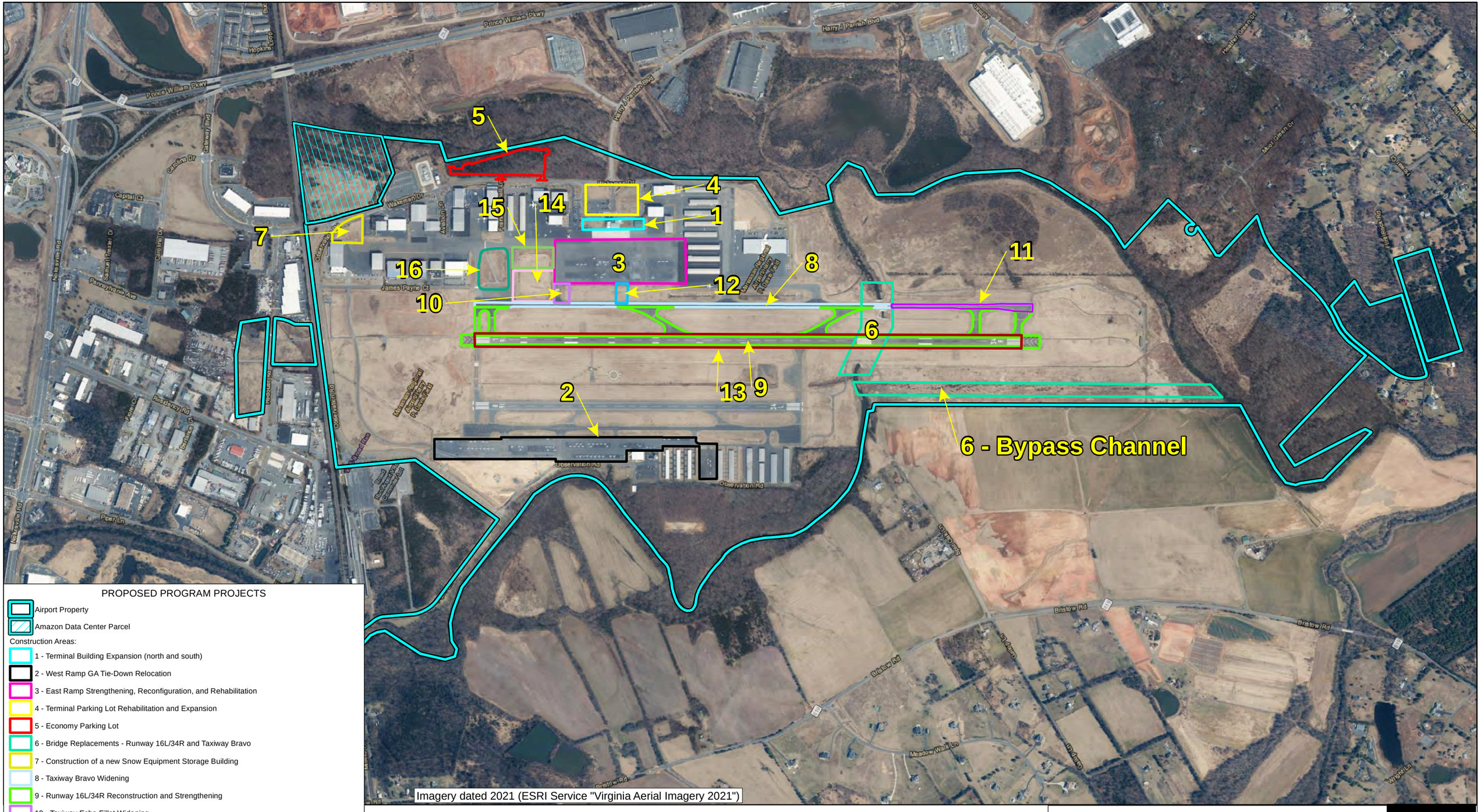
Sincerely,



Matthew Di Giulian, Manager
FAA, Beckley Airports Field Office

Enclosed: Figures

cc: Manassas Regional Airport: Juan Rivera and Jolene Berry
Avports: Pranav Trivedi
Avion Solutions Group: Peter Byrne and Carol S. Weed



PROPOSED PROGRAM PROJECTS

- Airport Property
- Amazon Data Center Parcel

Construction Areas:

1. 1 - Terminal Building Expansion (north and south)
2. 2 - West Ramp GA Tie-Down Relocation
3. 3 - East Ramp Strengthening, Reconfiguration, and Rehabilitation
4. 4 - Terminal Parking Lot Rehabilitation and Expansion
5. 5 - Economy Parking Lot
6. 6 - Bridge Replacements - Runway 16L/34R and Taxiway Bravo
7. 7 - Construction of a new Snow Equipment Storage Building
8. 8 - Taxiway Bravo Widening
9. 9 - Runway 16L/34R Reconstruction and Strengthening
10. 10 - Taxiway Echo Fillet Widening
11. 11 - Taxiway B Reconstruction and Strengthening (South of the Bridge)
12. 12 - Construction of a new East Ramp Taxiway
13. 13 - Runway 16L/34R Widening
14. 14 - Aircraft Deicing Pad (between Taxiway D and E)
15. 15 - Construction of new Expanded East Ramp and Taxilane between Taxiways Delta and Echo
16. 16 - Construction of a new ARFF Facility
- Bypass Channel

0 200 400 Meters

0 500 1,000 Feet

AVION SOLUTIONS GROUP LLC

Figure 1

The Manassas Regional Airport (HEF) FAR Part 139 Certification and Terminal Redevelopment Program

PEA Projects

Project 23-98001.002, Version: 10/10/2025 @ 2:11:23 PM

Virginia Dept. of Historic Resources

V-CRIS

Virginia Cultural Resource Information System

Legend

- Archaeological Resources
- Archaeology Labels
- DHR Easements
- County Boundaries



N

Feet

0 200 400 600 800

1:9,028 / 1"=752 Feet

Title: McLearen 1978 (11,12,13, 14,15

Date: 9/18/2025

DISCLAIMER:Records of the Virginia Department of Historic Resources (DHR) have been gathered over many years from a variety of sources and the representation depicted is a cumulative view of field observations over time and may not reflect current ground conditions.The map is for general information purposes and is not intended for engineering, legal or other site-specific uses. Map may contain errors and is provided "as-is". More information is available in the DHR Archives located at DHR's Richmond office.

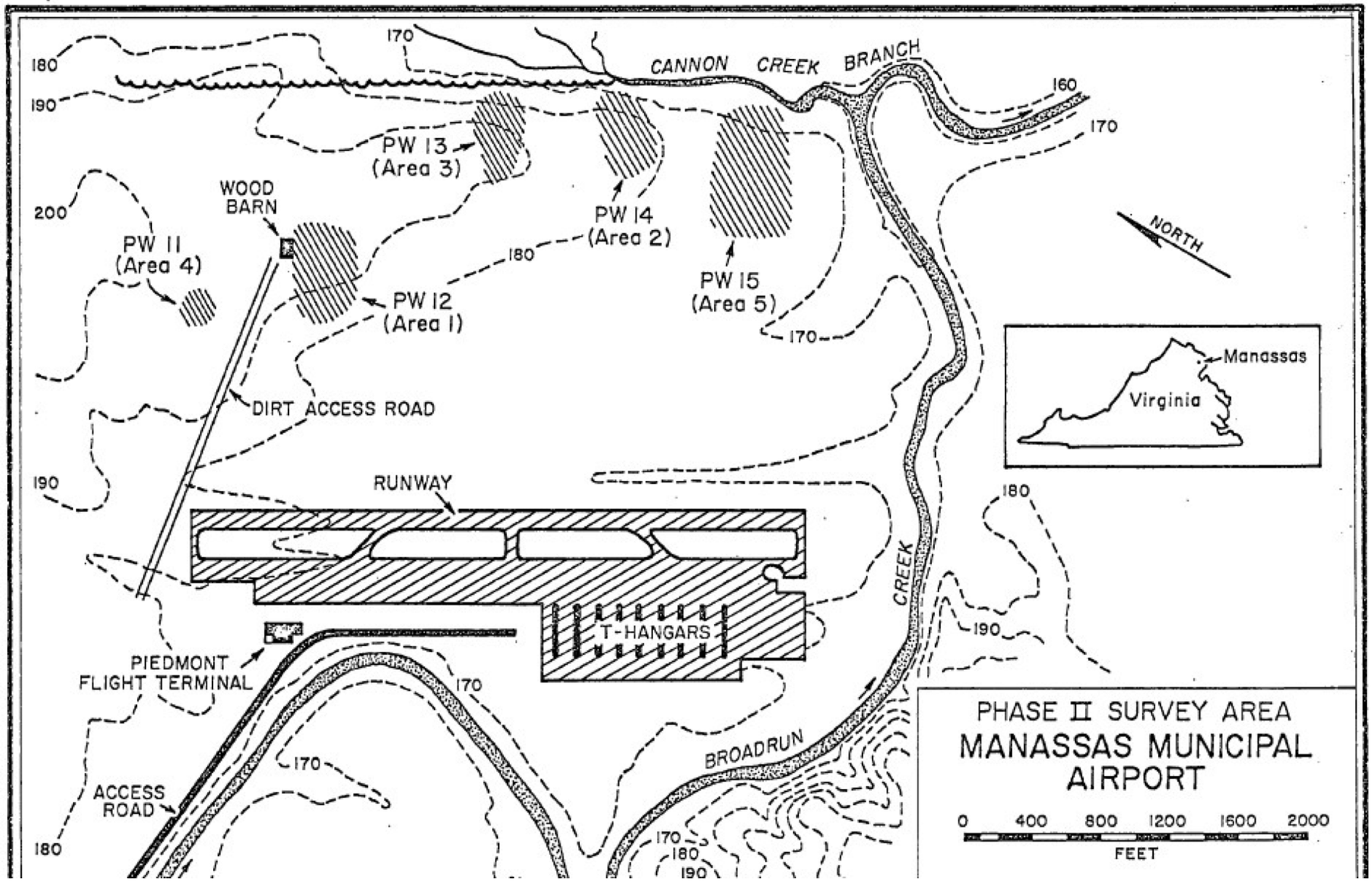
Notice if AE sites:Locations of archaeological sites may be sensitive the National Historic Preservation Act (NHPA), and the Archaeological Resources Protection Act (ARPA) and Code of Virginia §2.2-3705.7 (10). Release of precise locations may threaten archaeological sites and historic resources.

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The Manassas Regional Airport (HEF) FAR Part 139 Certification and Terminal Redevelopment Program

DHR V-CRIS Plotting of McLearen 1978 Sites 44PW11, PW12, PW13, PW14, and PW15

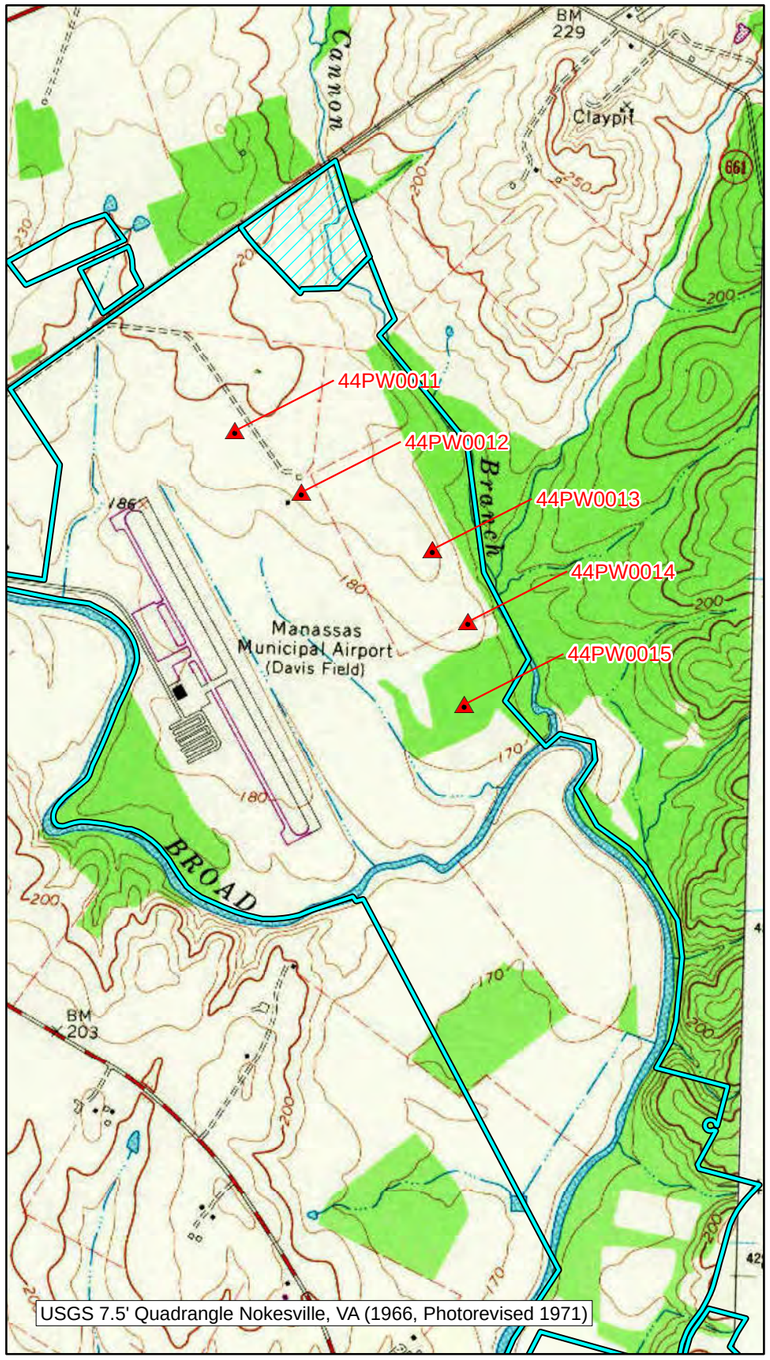
Figure **2**

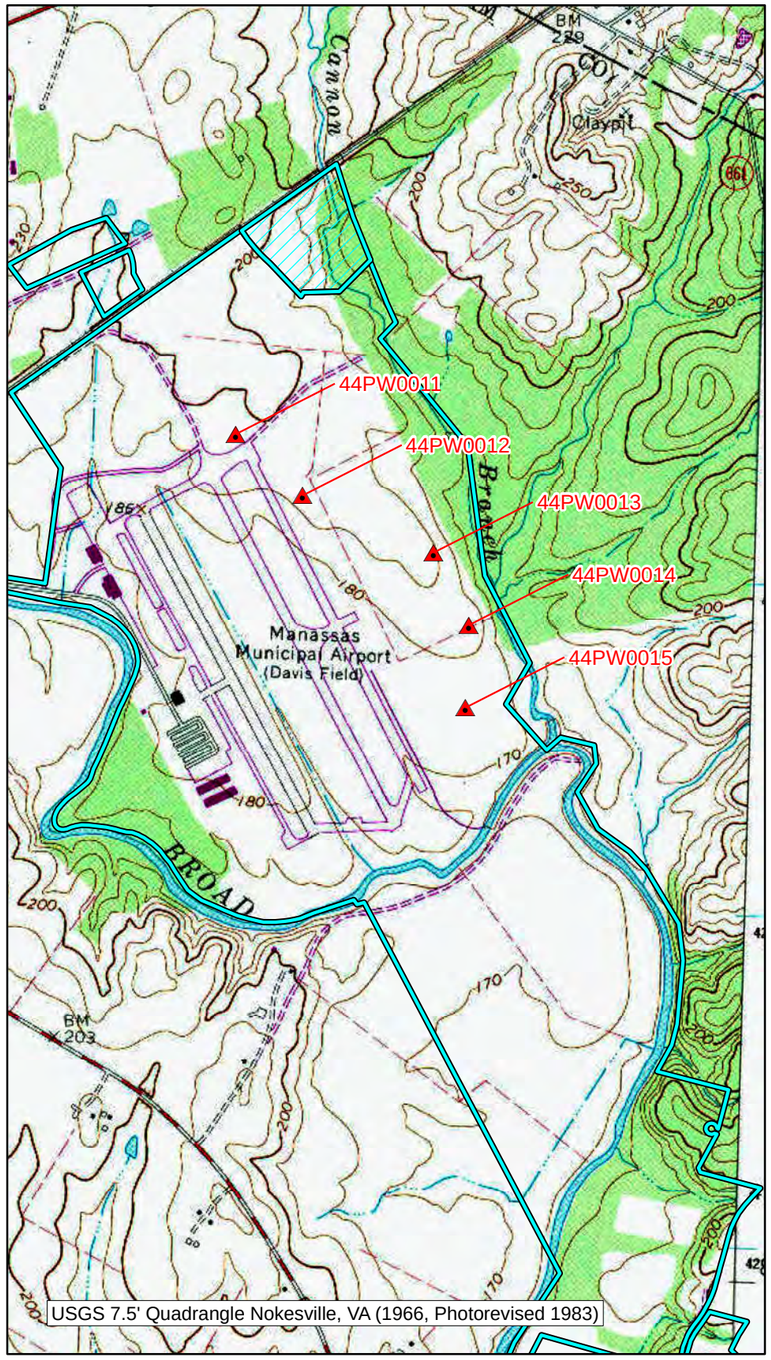


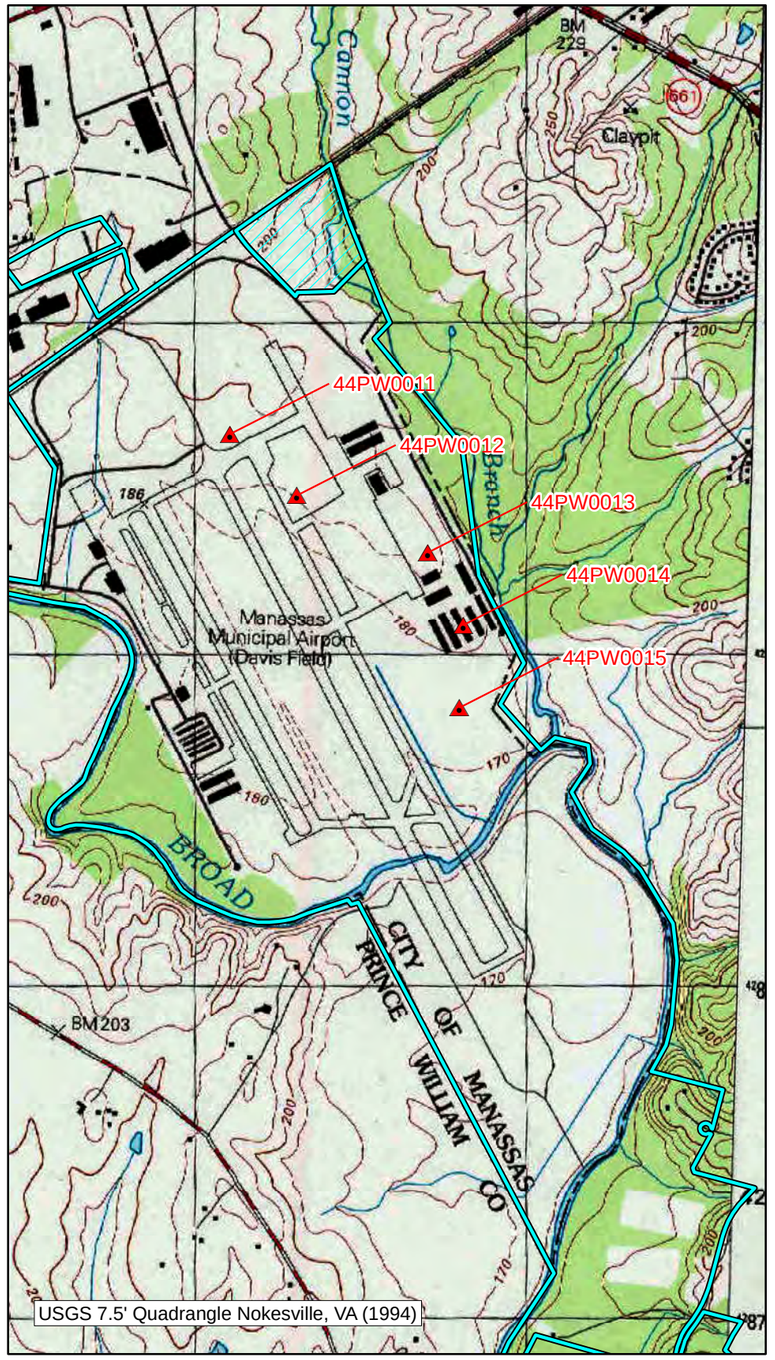
The Manassas Regional Airport (HEF) FAR Part 139 Certification and Terminal Redevelopment Program

Part of Smith (1978) Figure 1 Showing Locations of McLearen's Sites

Figure **3**







Legend

- Airport Property
- Amazon Data Center Parcel
- Archaeological Site

0 250 500 Meters

0 1,000 2,000 Feet

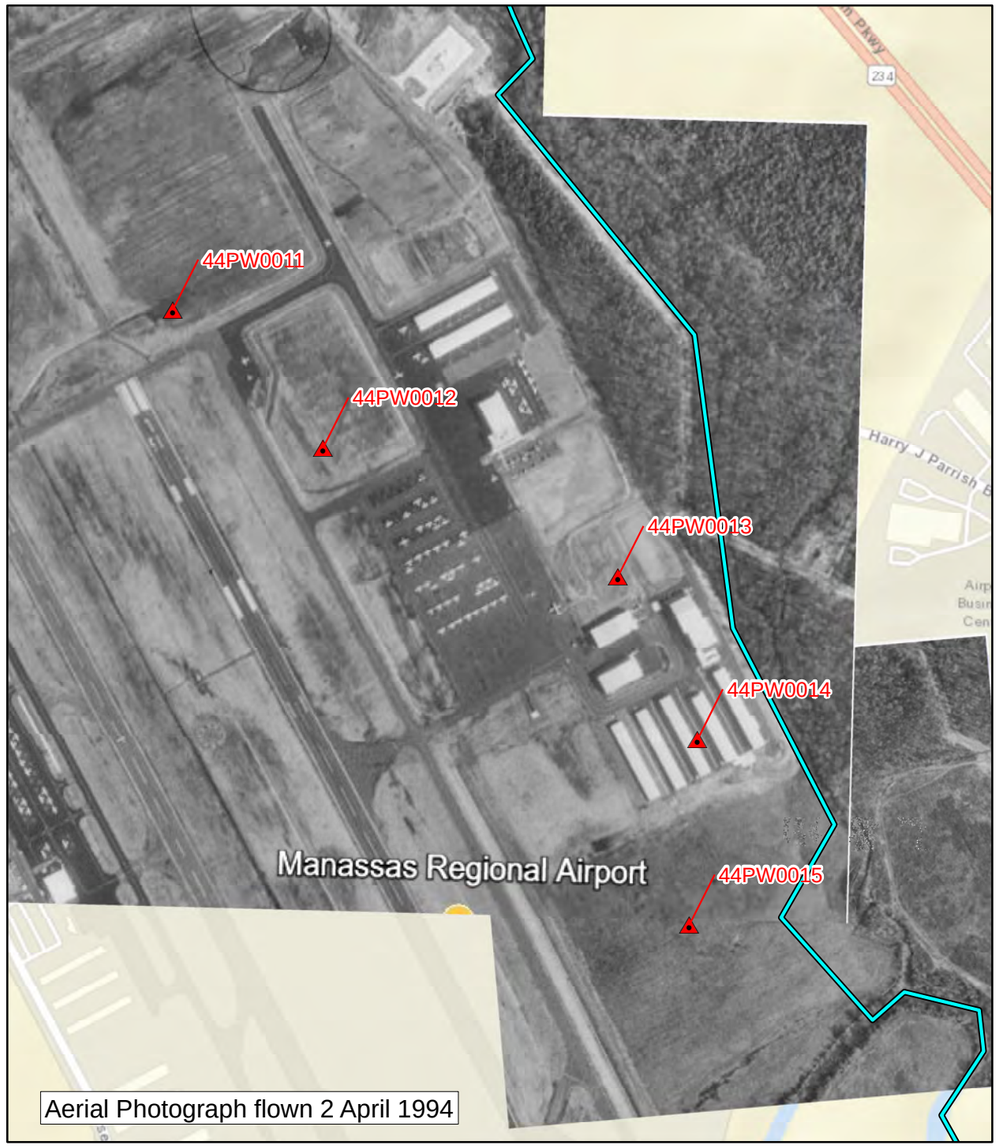
AVION SOLUTIONS GROUP LLC

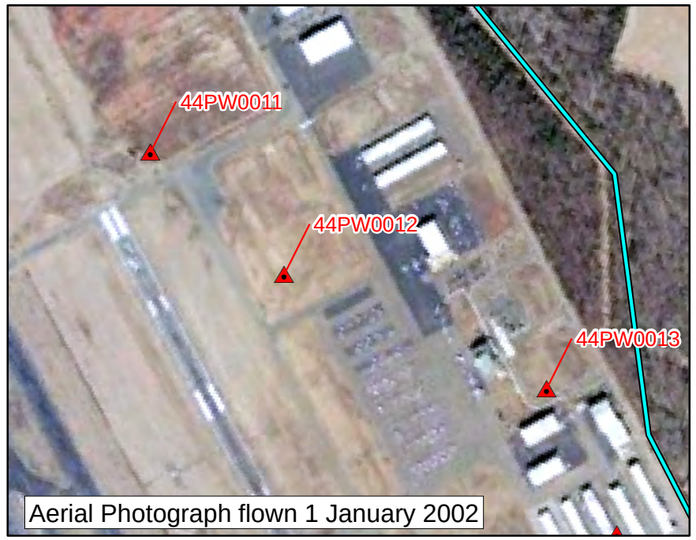
Figure 4

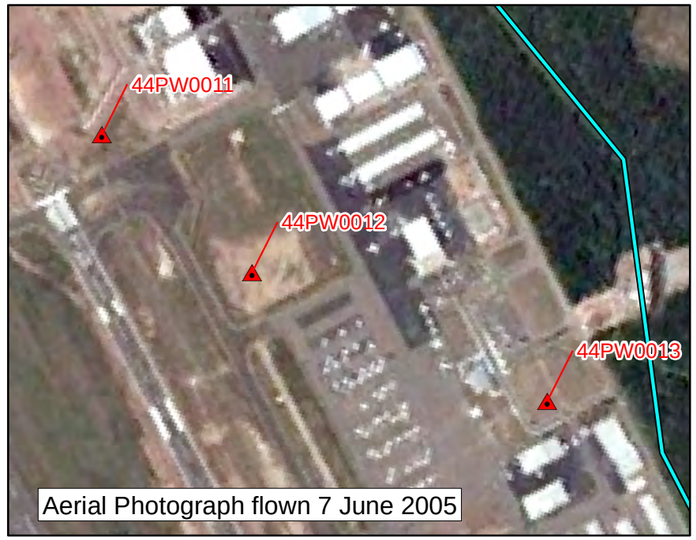
Manassas Regional Airport PART 139 Certification and Terminal Redevelopment

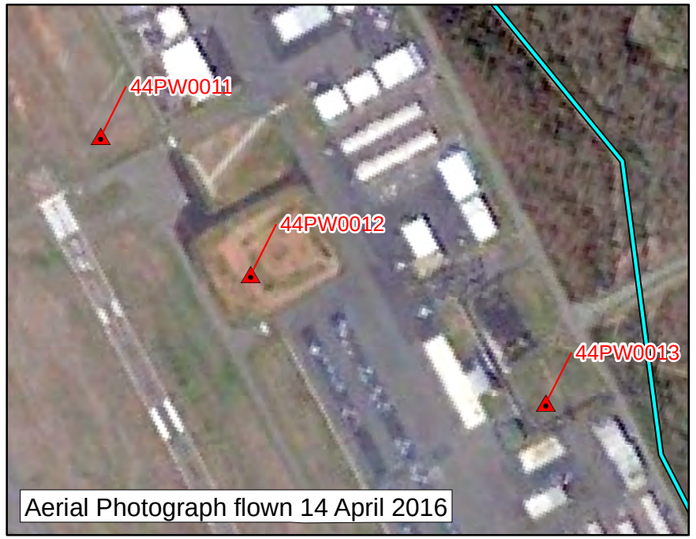
McLearen's Archaeological Site Datums Overlaid on USGS Nokesville, VA 7.5' Quadrangles from 1971, 1983, and 1994

Project 23-98001.002, Version: 9/24/2025 @ 3:50:38 PM









Legend

Airport Property

Archaeological Site

0 100 200 Meters

0 500 1,000 Feet

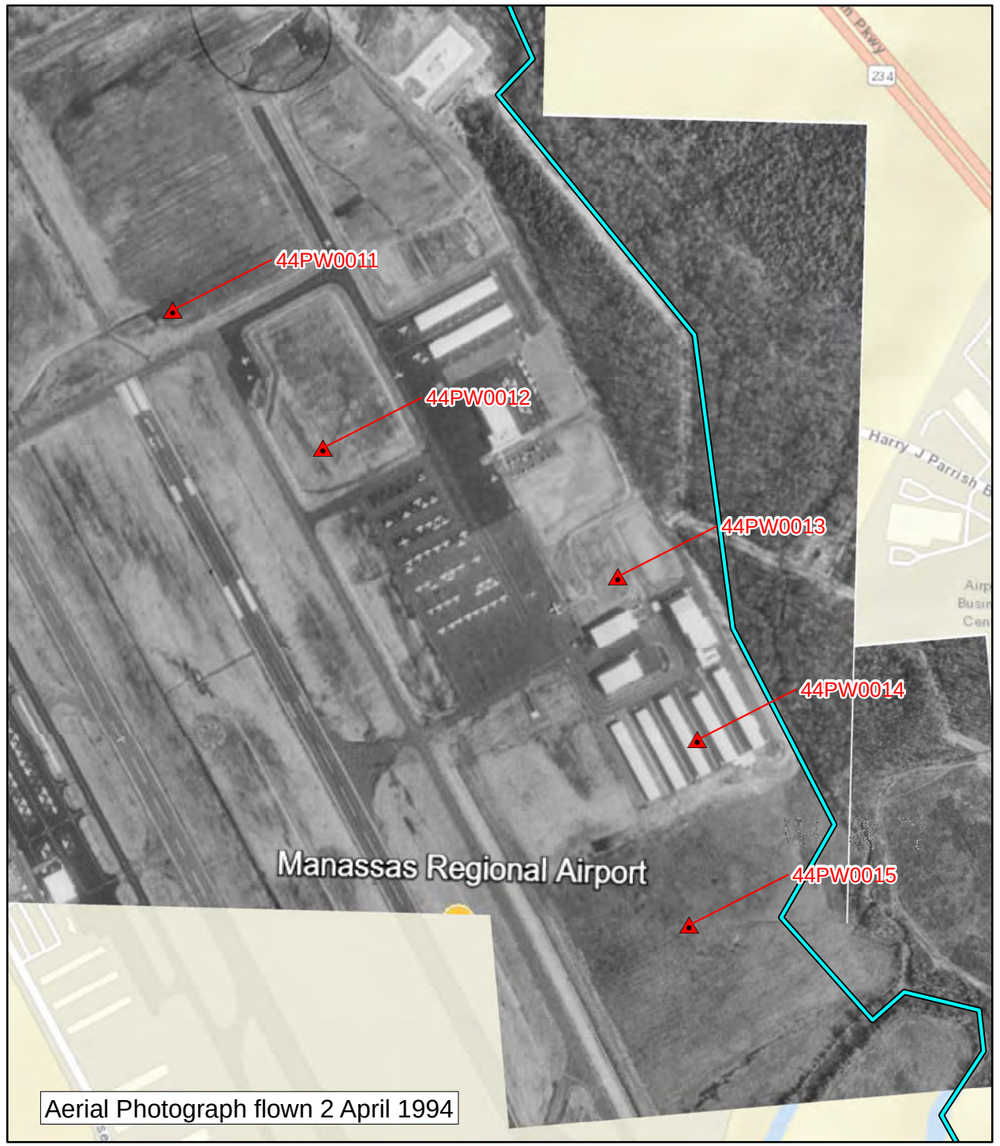
AVION SOLUTIONS GROUP LLC

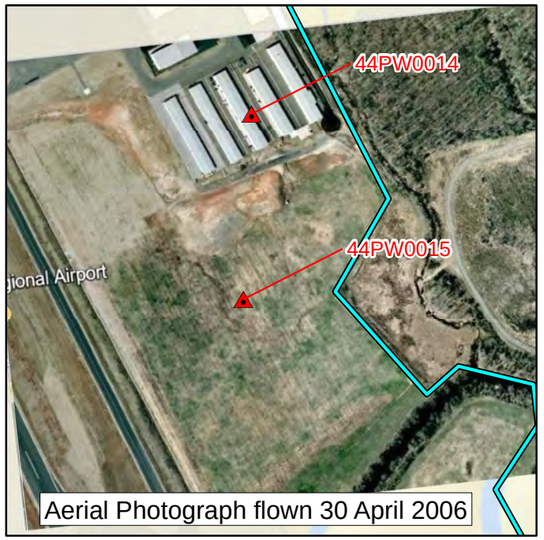
Manassas Regional Airport PART 139 Certification and Terminal Redevelopment

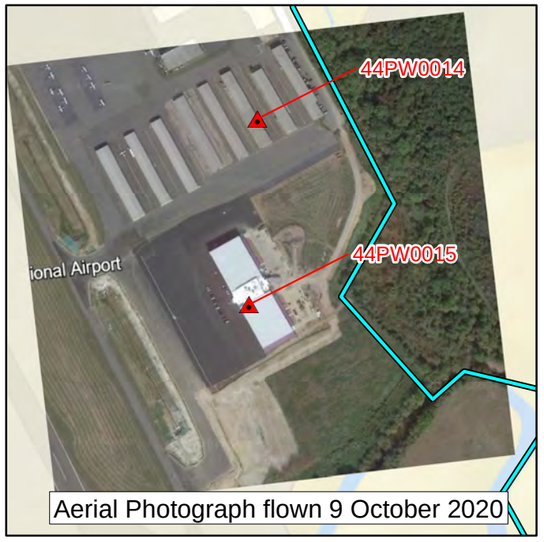
Figure 5

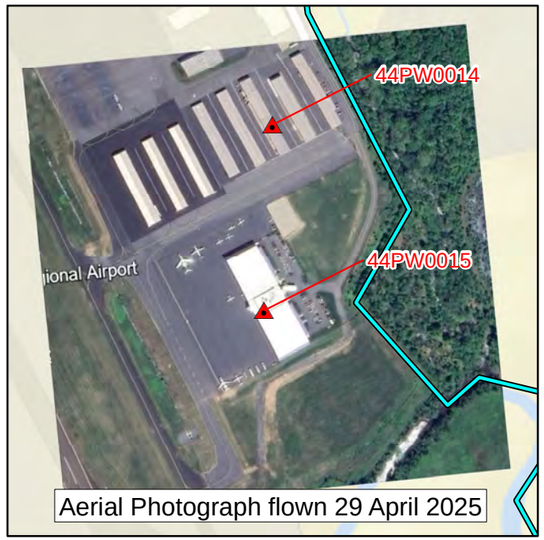
McLearen's Archaeological Site Datums 44PW0011, 44PW0012, and 44PW0013 Overlaid on 1994, 2002, 2005, and 2016 Historical Aerial Photographs

Project 23-98001.002, Version: 9/24/2025 @ 4:20:52 PM









Legend

- Airport Property
- Archaeological Site

0 100 200 Meters

0 500 1,000 Feet

AVION SOLUTIONS GROUP LLC

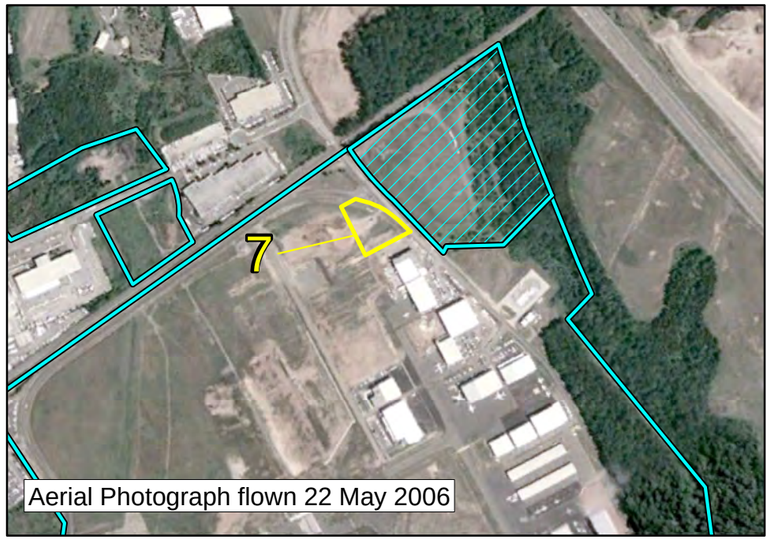
Manassas Regional Airport PART 139 Certification and Terminal Redevelopment

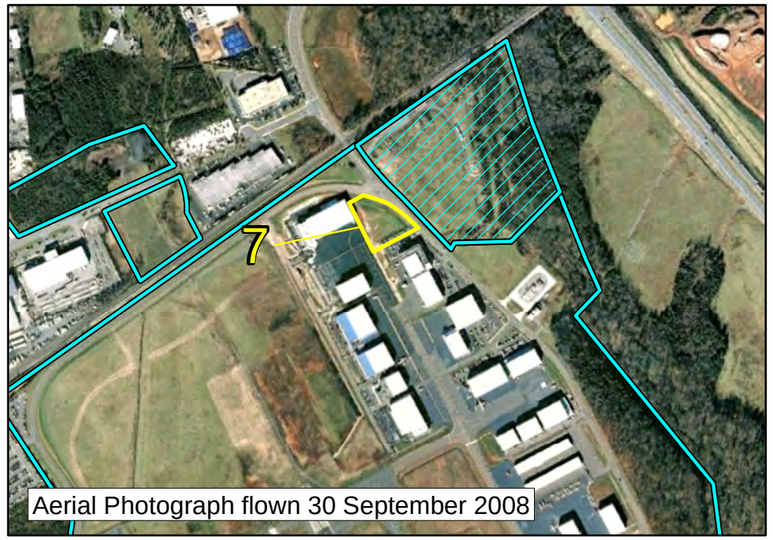
Figure 6

McLearen's Archaeological Site Datums 44PW0014 and 44PW0015 Overlaid on 1994, 2006, 2020, and 2025 Historical Aerial Photographs

Project 23-98001.002, Version: 9/24/2025 @ 4:22:10 PM







Legend

- Airport Property
- Amazon Data Center Parcel

Construction Area:

- 7 - Construction of a new Snow Equipment Storage Building

0 100 200 Meters

0 500 1,000 Feet

AVION SOLUTIONS GROUP LLC

Manassas Regional Airport PART 139 Certification and Terminal Redevelopment

PEA Project #7 SRE Building Location Overlaid Overlaid on 1994, 2006, and 2008 Historical Aerial Photographs

Figure **7**

Project 23-98001.002, Version: 9/24/2025 @ 3:36:59 PM

Mullen 2005
Harris 2017
McLearan 1978
Stream O
Stream OA
SS-33 wetland
SS-34 Upland
Stream OC
Stream OD
SS-30 Wetland
Stream OB
SS-1 Wetland
SS-2 Upland
SS-35 Wetland
SS-36 Upland
SS-31 Wetland
SS-32 Upland
SS-27 Wetland
SS-28 Wetland
SS29 Upland
5
4
1
15
3
Wakeman Dr
Harry J Parrish Blvd
Aviation Ln
Frank Marshall Ln
Manassas Regional Airport
10400
9970

Imagery flown 2022 (ESRI Service "World Imagery")

LEGEND

- Airport Property
- Amazon Data Center Parcel

Previous Surveys:

- McLearen 1978
- Mullen 2005 - Area Shovel Tested
- Harris 2017 - Metal Detector Survey
- Metal Detector Finds

Construction Areas:

- 1 - Terminal Building Expansion (north and south)
- 3 - East Ramp Strengthening, Reconfiguration, and Rehabilitation
- 4 - Terminal Parking Lot Rehabilitation and Expansion
- 5 - Economy Parking Lot
- 15 - Construction of new Expanded East Ramp and Taxilane between Taxiways Delta and Echo
- 16 - Construction of a new ARFF Facility

Results of Investigation

- Area of Investigation, Current Projects
- Sample Station
- Open Water Boundary (Current Project Area)
- Wetland Boundary (Current Project Area)
- Delineated Wetland Area

0 50 100 Meters

0 150 300 Feet

Delineated wetlands and watercourses defined by Davey Resource Group (DRG) on March 11-14, 2024, June 5, 2025, and July 7-8, 2025.

AVION SOLUTIONS GROUP LLC

Figure 8

Manassas Regional Airport PART 139 Certification and Terminal Redevelopment

Previous Survey at Economy Parking Lot

Consultation Reference Number: 4a

AVION SOLUTIONS GROUP LLC

www.avionsg.com

August 1, 2025

Mr. Lance Kilby, PE,
Director - Engineering Department
City of Manassas
8500 Public Works Drive Manassas, VA 201110
703-257-8251
lkilby@manassasva.gov

Subject: Manassas Regional Airport (HEF), Proposed FAR Part 139 Certification and Terminal Redevelopment Project Environmental Assessment, Prince William County and City of Manassas, Virginia

Dear Mr. Kilby:

The City of Manassas and their franchisee (Avports) are proposing a suite of changes to the Manassas Regional Airport (HEF; the Airport) Airport Layout Plan (ALP) (**Attachment A - Figures 1, 2**). The changes to the ALP are in support of Federal Aviation Regulation (FAR) Part 139 Certification and commercial air service improvements including Airport Terminal Redevelopment. The environmental review will evaluate the potential impacts associated with 16 proposed projects at the Airport in order to comply with Federal Aviation Administration (FAA) requirements.

Since the proposed project will involve funding or approvals from federal agencies, National Environmental Policy Act (NEPA) review is necessary. The FAA is the NEPA lead agency for the proposed project. The purpose of this letter is to initiate early coordination with your agency, elicit your comments, and request pertinent information. The other federal, state, local, tribes and nations that are being consulted are listed in **Table 1**.

Project Information:
In January 2024, the FAA's Northeast Region noted that a NEPA-level Programmatic Environmental Assessment (PEA) would be an acceptable procedural approach for evaluation of the 16 planned projects required for commercial service and FAR Part 139 certification. The programmatic approach considers the strength and adequacy of the program as a whole. **Attachment B** describes the programmatic approach, and it contains descriptions of the 16 projects. The locations of the projects are shown in Attachment A - Figure 3. **Attachment C** contains the photographs referenced in Attachment B.

The FAA reviewers for the PEA are Ms. Susan B. Stafford and Ms. Marie C. Jenet. The PEA is being prepared for Avports and the Airport by Avion Solutions Group, LLC (ASG). ASG is following the FAA resource evaluation guidance provided in FAA Order 1050.1F *Environmental Impacts: Policies and Procedures* (2023) and FAA's 1050.1F *Desk Reference* (2023).

Requested Information:
We request that your agency provide relevant information or comments regarding the following Environmental Impact Categories, taken from the FAA Order 1050.1F *Environmental Impacts: Policies and Procedures* as they may relate to your interest in the proposed project. The resource categories are:

- Air Quality

- Hazardous Materials, Solid Waste, and Pollution Prevention
- Land Use
- Natural Resources and Energy Supply
- Noise and Noise-Compatible Land Use
- Light Emissions & Visual Effects
- Reasonably Foreseeable Effects

Conclusion
In conclusion, we request your comment on the PEA Tier 1 and 2 Projects within 30 days of the receipt of this letter. If you have any questions or require additional information from the FAA, please contact Susan B. Stafford at 609-916-5793 or Susan.Stafford@faa.gov.

Sincerely,

Carol S. Weed
ASG Deputy Project Manager
csw13108@gmail.com

Enclosed: *Table 1 – Consulting Agencies*
Table 2 – PEA Projects
Attachment A – Figures
Attachment B – PEA and Project Descriptions
Attachment C - Photographs

cc: FAA: Susan B. Stafford, Marie Jenet, Chad Carper
Manassas Regional Airport: Juan Rivera and Jolene Berry
Avports: Pranav Trivedi
Avion Solutions Group: Peter Byrne

Consultation Reference Number: 5a

AVION SOLUTIONS GROUP LLC

www.avionsg.com

August 1, 2025

Mr. Matthew Arcieri, AICP,
Manager Planning and Development
City of Manassas
9800 Godwin Drive
Manassas, VA 20110
703-257-8232
marcieri@ci.manassas.va.us

Subject: Manassas Regional Airport (HEF), Proposed FAR Part 139 Certification and Terminal Redevelopment Project Environmental Assessment, Prince William County and City of Manassas, Virginia

Dear Mr. Arcieri:

The City of Manassas and their franchisee (Avports) are proposing a suite of changes to the Manassas Regional Airport (HEF; the Airport) Airport Layout Plan (ALP) (**Attachment A - Figures 1, 2**). The changes to the ALP are in support of Federal Aviation Regulation (FAR) Part 139 Certification and commercial air service improvements including Airport Terminal Redevelopment. The environmental review will evaluate the potential impacts associated with 16 proposed projects at the Airport in order to comply with Federal Aviation Administration (FAA) requirements.

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The FAA reviewers for the PEA are Ms. Susan B. Stafford and Ms. Marie C. Jenet. The PEA is being prepared for Avports and the Airport by Avion Solutions Group, LLC (ASG). ASG is following the FAA resource evaluation guidance provided in FAA Order 1050.1F *Environmental Impacts: Policies and Procedures* (2023) and FAA's 1050.1F *Desk Reference* (2023).

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- Air Quality
- Hazardous Materials, Solid Waste, and Pollution Prevention
- Land Use
- Natural Resources and Energy Supply
- Noise and Noise-Compatible Land Use
- Light Emissions & Visual Effects
- Reasonably Foreseeable Effects

Conclusion
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Sincerely,

Carol S. Weed

Carol S. Weed
ASG Deputy Project Manager
csw13108@gmail.com

Enclosed: *Table 1 – Consulting Agencies*
Table 2 – PEA Projects
Attachment A – Figures
Attachment B – PEA and Project Descriptions
Attachment C - Photographs

cc: FAA: Susan B. Stafford, Marie Jenet, Chad Carper
Manassas Regional Airport: Juan Rivera and Jolene Berry
Avports: Pranav Trivedi
Avion Solutions Group: Peter Byrne

Table 1. Consulting Agencies		
Jurisdiction	**Agency**	**Date Response Received**
1. Federal (US)	Army Corps of Engineers, Northern Section	
1. Federal (US)	Department of Agriculture, Natural Resources Conservation Service, Virginia State Conservationist's Office	
1. Federal (US)	Department of the Interior, Office of Environmental Policy and Compliance, Philadelphia Region	
1. Federal (US)	Environmental Protection Agency, Region 3, Office of Communities, Tribes and Environmental Assessment	
1. Federal (US)	Federal Emergency Management Agency, Region 3; Environment & Historic Preservation	
1. Federal (US)	Fish & Wildlife Service, Virginia Field Office	
1. Federal (US)	National Oceanic and Atmospheric Administration, National Marine Fisheries Service, Greater Atlantic Region Office	
2. Nation/Tribe	Catawba Indian Nation	
2. Nation/Tribe	Chickahominy Indian Tribe	
2. Nation/Tribe	Delaware Nation	
2. Nation/Tribe	Pawmunkey Indian Tribe	
3. Virginia	Department of Aviation, Airport Service Division	
3. Virginia	Department of Conservation and Recreation, Division of Planning and Recreation	
3. Virginia	Department of Conservation and Recreation, Dam Safety and Floodplains	
3. Virginia	Department of Environmental Quality, Office of Environmental Impact Review	
3. Virginia	Department of Game and Inland Fisheries, Environmental Services Section	
3. Virginia	Department of Historic Resources, Division of Review and Compliance	
3. Virginia	Department of Transportation, Northern Virginia District VDOT	May 3, 2025
4.Prince William County	Environmental Management	
4.Prince William County	Planning Division	
5. City of Manassas	Engineering Department	
5. City of Manassas	Planning and Development	

Table 2 – PEA Projects			
Project Number	**Project Name**	**Program Tier Construction Year Start-End**	**Project Supports**
1	Terminal Building Expansion (north, south, and west)	Tier 1: 2026-2026	Commercial Service
2	West Ramp General Aviation Tie-Down Replacement	Tier 1: 2026-2026	Part 139 Certification & Commercial Service
3	East Ramp Strengthening, Reconfiguration, and Rehabilitation	Tier 1: 2026-2028	Part 139 Certification & Commercial Service
4	Terminal Parking Lot Rehabilitation and Expansion	Tier 1: 2026-2026	Commercial Service
5	Economy Parking Lot Construction	Tier 1: 2026-2026	Commercial Service
6	Bridge Rehabilitation - Runway 16L/34R and Taxiway Bravo	Tier 1: 2026-2027	Part 139 Certification & Commercial Service
7	Construction of a new Snow Removal Equipment (SRE) Building	Tier 1: 2027-2028	Commercial Service
8	Taxiway Bravo Widening	Tier 1: 2027-2028	Part 139 Certification
9	Runway 16L/34R Reconstruction and Strengthening	Tier 1: 2027-2029	Part 139 Certification & Commercial Service
10	Taxiway Echo Fillet Widening	Tier 1: 2027-2029	Part 139 Certification
11	Taxiway B Reconstruction and Strengthening (South of the Bridge)	Tier 1: 2029-2030	Part 139 Certification & Commercial Service
12	Construction of a new East Ramp Taxiway	Tier 2: 2032-2034	Part 139 Certification & Commercial Service
13	Runway 16L/34R Widening	Tier 2: 2033-2033	Part 139 Certification
14	Construction of an Aircraft Deicing Pad and Apron Expansion between Taxiways Delta and Echo	Tier 2: 2033-2034	Part 139 Certification

Table 2 – PEA Projects			
Project Number	**Project Name**	**Program Tier Construction Year Start-End**	**Project Supports**
15	Construction of new Expanded East Ramp and Taxilane between Taxiways Delta and Echo	Tier 2: 2033-2036	Part 139 Certification & Commercial Service
16	Construction of new Aircraft Rescue and Fire Fighting (ARFF) Facility	Tier 2: 2035-2036	Part 139 Certification

Bryan Murty

From: Matthew Arcieri <marcieri@ci.manassas.va.us>
Sent: Thursday, December 11, 2025 7:56 AM
To: Bryan Murty
Cc: Peter Byrne; Carol Weed; Erica Swansen
Subject: RE: [EXT]Manassas Regional Airport - Environmental Assessment Agency Consultation

Thanks Bryan, my dept. has no comments.

-Matt

From: Bryan Murty <bmurty@akrf.com>
Sent: Thursday, December 11, 2025 7:52 AM
To: Matthew Arcieri <marcieri@ci.manassas.va.us>
Cc: Peter Byrne <pbyrne@avionsg.com>; Carol Weed <csw13108@gmail.com>; Erica Swansen <eswansen@swansengineering.com>
Subject: RE: [EXT]Manassas Regional Airport - Environmental Assessment Agency Consultation

Hi Matt,

Thanks for your quick response. The purpose of these agency consultation letters was to invite public agencies that either have jurisdiction or interest in the project to participate and review/comment under NEPA requirements. In this case, we were interested if your group had any comments relating specifically to the Hazardous Materials, Solid Waste and Pollution Prevention elements of the project. If you're group has no comments and/or typically defers these types of review to the airports group, we can note that.

Let us know one way or another.

Thanks again,
Bryan

Bryan Murty (he/him)
Senior Technical Director

AKRF
440 Park Avenue South, 7th Floor, New York, NY 10016
P 646.388.9791 | **M** 631.655.9373 | www.akrf.com

From: Matthew Arcieri <marcieri@ci.manassas.va.us>
Sent: Thursday, December 11, 2025 7:02 AM
To: Bryan Murty <bmurty@akrf.com>
Cc: Peter Byrne <pbyrne@avionsg.com>; Carol Weed <csw13108@gmail.com>; Erica Swansen <eswansen@swansengineering.com>
Subject: RE: [EXT]Manassas Regional Airport - Environmental Assessment Agency Consultation

Hi Bryan, is there something specific you need from my department – since the airport is also a City department we typically don't get involved in these.

Matt Arcieri, AICP

Assistant City Manager
Director, Planning & Community Development
(703) 257-8232 (o)
(571) 262-9430 (m)

From: Bryan Murty <bmurty@akrf.com>
Sent: Wednesday, December 10, 2025 2:39 PM
To: Matthew Arcieri <marcieri@ci.manassas.va.us>
Cc: Peter Byrne <pbyrne@avionsg.com>; Carol Weed <csw13108@gmail.com>; Erica Swansen <eswansen@swansengineering.com>
Subject: [EXT]Manassas Regional Airport - Environmental Assessment Agency Consultation

[EXTERNAL]

Mr. Arcieri,

We'd like to follow up on this request for consultation for the Manassas Regional Airport Environmental Assessment. Please see the attached original request. The link cited in the attachment is still active.

Please reach out to Peter Byrne, CM (cc'd on this e-mail or at (631) 496-6075) if you have any questions.

Thank You,
Bryan

Bryan Murty (he/him)
Senior Technical Director

AKRF
440 Park Avenue South, 7th Floor, New York, NY 10016
P 646.388.9791 | **M** 631.655.9373 | www.akrf.com

*For important legal disclaimers and privacy information, please refer to this **link***

Consultation Reference Number: 6a

Erica Swansen

From: Peter Byrne <pbyrne@avionsg.com>
Sent: Monday, August 4, 2025 3:53 PM
To: tessa.nolan@FEMA.gov
Cc: Juan Rivera; Jolene Berry; Pranav Trivedi; Carol Weed; Erica Swansen
Subject: Manassas Regional Airport - Environmental Assessment Agency Consultation

Dear Ms. Nolan:

The City of Manassas and their franchisee (Avports) are proposing a suite of changes to the Manassas Regional Airport, Virginia. The changes are in support of Federal Aviation Regulation (FAR) Part 139 Certification and commercial air service improvements including Airport Terminal Redevelopment. The environmental review will evaluate the potential impacts associated with 16 proposed projects at the Airport in order to comply with Federal Aviation Administration (FAA) requirements.

We request that your agency provide relevant information or comments regarding the Environmental Impact Categories noted in the consultation letter. These categories are taken from FAA Order 1050.1F *Environmental Impacts: Policies and Procedures* as they may relate to your interest in the proposed project.

This link provides the consultation letter and supporting documentation (figures, project descriptions, and photographs) to assist with this request: 2025_FEMA

Thank you for your attention; please do not hesitate to call me with any questions.

Peter J. Byrne, CM
Director
Avion Solutions Group, LLC
(631) 496-6075

Consultation Reference Number: 6b

From: Wiles, Kelly
To: Peter Byrne
Cc: Cummings, April; Hutchinson, Lilian; Brosius, Dustin; Wolfe, Sarah
Subject: RE: Manassas Regional Airport - Environmental Assessment Agency Consultation
Date: Wednesday, August 20, 2025 12:36:44 PM
Attachments: image001.png
image002.png

Hello Mr. Byrne,

I am responding to this request for comment on behalf of Lilian Hutchinson and FEMA Region 3. The FEMA Region 3 Environmental and Historic Preservation (EHP) team reviewed the provided documentation and would just relay that the project proponent should contact and follow any guidance from the local floodplain administrator since the will be work in the floodplain/floodway. Thank you for the opportunity to comment. However, moving forward FEMA Region 3 does not intend on reviewing similar documentation or issuing any comments on future FAA activities.

Best,
Kelly

Kelly E. Wiles
(A) Regional Environmental Officer | Mitigation | Region 3
Mobile: (267) 515-3543
kelly.wiles@fema.dhs.gov

Federal Emergency Management Agency
fema.gov

FEMA

From: Peter Byrne <pbyrne@avionsg.com>
Sent: Tuesday, August 5, 2025 5:26 PM
To: Hutchinson, Lilian <Lilian.Hutchinson@fema.dhs.gov>
Cc: Juan Rivera <jrivera@ci.manassas.va.us>; Jolene Berry <jberry@ci.manassas.va.us>; Pranav Trivedi <ptrivedi@avports.com>; Carol Weed <csw13108@gmail.com>; Erica Swansen <eswansen@swansengineering.com>
Subject: Manassas Regional Airport - Environmental Assessment Agency Consultation

CAUTION: This email originated from outside of DHS. DO NOT click links or open attachments unless you recognize and/or trust the sender. Please select the Phish Alert Report button on the top right of your screen to report this email if it is unsolicited or suspicious in nature.

Dear Ms. Hutchinson:

The City of Manassas and their franchisee (Avports) are proposing a suite of changes to the Manassas Regional Airport, Virginia. The changes are in support of Federal Aviation Regulation (FAR) Part 139 Certification and commercial air service improvements including Airport Terminal Redevelopment. The environmental review will evaluate the potential impacts associated with 16 proposed projects at the Airport in order to comply with Federal Aviation Administration (FAA) requirements.

We request that your agency provide relevant information or comments regarding the Environmental Impact Categories noted in the consultation letter. These categories are taken from FAA Order 1050.1F *Environmental Impacts: Policies and Procedures* as they may relate to your interest in the proposed project.

This link provides the consultation letter and supporting documentation (figures, project descriptions, and photographs) to assist with this request: 2025_FEMA
Thank you for your attention; please do not hesitate to call me with any questions.

Peter J. Byrne, CM
Director
Avion Solutions Group, LLC
(631) 496-6075

Consultation Reference Number: 7a

From: Peter Byrne
To: Maryann.Tierney@FEMA.gov
Cc: Juan Rivera; Jolene Berry; Pranav Trivedi; Carol Weed; Erica Swansen
Subject: Manassas Regional Airport - Environmental Assessment Agency Consultation
Date: Monday, August 4, 2025 3:46:00 PM
Attachments: image001.png

Dear Ms. Tierney:

The City of Manassas and their franchisee (Avports) are proposing a suite of changes to the Manassas Regional Airport, Virginia. The changes are in support of Federal Aviation Regulation (FAR) Part 139 Certification and commercial air service improvements including Airport Terminal Redevelopment. The environmental review will evaluate the potential impacts associated with 16 proposed projects at the Airport in order to comply with Federal Aviation Administration (FAA) requirements.

We request that your agency provide relevant information or comments regarding the Environmental Impact Categories noted in the consultation letter. These categories are taken from FAA Order 1050.1F *Environmental Impacts: Policies and Procedures* as they may relate to your interest in the proposed project.

This link provides the consultation letter and supporting documentation (figures, project descriptions, and photographs) to assist with this request: 2025_FEMA
Thank you for your attention; please do not hesitate to call me with any questions.

Peter J. Byrne, CM
Director
Avion Solutions Group, LLC
(631) 496-6075

Consultation Reference Number: 8a

From: Peter Byrne
To: sharon.benjamin@noaa.gov; chris.vaccaro@noaa.gov
Cc: Juan Rivera; Jolene Berry; Pranav Trivedi; Carol Weed; Erica Swansen
Subject: Manassas Regional Airport - Environmental Assessment Agency Consultation
Date: Monday, August 4, 2025 4:55:00 PM
Attachments: image001.png

Dear Ms. Benjamin and Ms. Vaccaro:

The City of Manassas and their franchisee (Avports) are proposing a suite of changes to the Manassas Regional Airport, Virginia. The changes are in support of Federal Aviation Regulation (FAR) Part 139 Certification and commercial air service improvements including Airport Terminal Redevelopment. The environmental review will evaluate the potential impacts associated with 16 proposed projects at the Airport in order to comply with Federal Aviation Administration (FAA) requirements.

We request that your agency provide relevant information or comments regarding the Environmental Impact Categories noted in the consultation letter. These categories are taken from FAA Order 1050.1F *Environmental Impacts: Policies and Procedures* as they may relate to your interest in the proposed project.

This link provides the consultation letter and supporting documentation (figures, project descriptions, and photographs) to assist with this request: 2025_NOAA

Thank you for your attention; please do not hesitate to call me with any questions.

Peter J. Byrne, CM
Director
Avion Solutions Group, LLC
(631) 496-6075

Consultation Reference Number: 8b

From: Peter Byrne
To: Carol Weed; Jamie Morgan
Subject: FW: Manassas Regional Airport - Environmental Assessment Agency Consultation
Date: Thursday, August 7, 2025 8:44:00 AM
Attachments: image001.png

NOAA response

From: Brian D Hopper - NOAA Federal <brian.d.hopper@noaa.gov>
Sent: Tuesday, August 5, 2025 10:02 AM
To: Peter Byrne <pbyrne@avionsg.com>
Cc: David OBrien - NOAA Federal <david.l.obrien@noaa.gov>
Subject: Re: Manassas Regional Airport - Environmental Assessment Agency Consultation

Hi Peter,

Your email and attachments received August 4, 2025, regarding the City of Manassas and their franchisee (Avports) proposed changes to the Manassas Regional Airport, Virginia, requested technical assistance regarding potential effects on ESA-listed species under our jurisdiction.

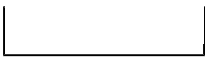
Although four species of sea turtles, shortnose sturgeon, and Atlantic sturgeon originating from five Distinct Population Segments (DPS) are known to occur in the Chesapeake Bay and its rivers and tributaries, based on the activities associated with the project, the location the project, and information you provided in your email and attachments, we believe that these species will not be exposed to any direct or indirect effects of the action. Therefore, we do not believe a consultation in accordance with section 7 of the Endangered Species Act (ESA) is necessary. As such, no further coordination on this activity with the NMFS Protected Resources Division is necessary at this time. Should there be additional changes to the project plans or new information becomes available that changes the basis for this determination, further coordination should be pursued.

Please contact me (brian.d.hopper@noaa.gov, 240-628-5420), should you have any questions regarding these comments. If you have not already, you should contact David O'Brien (cc'ed here) in our Habitat and Ecosystems Services Division's Gloucester Point Field Office (david.l.obrien@noaa.gov, 804-684-7828). about essential fish habitat.

Regards,
-Brian

On Tue, Aug 5, 2025 at 9:26 AM Christine Vaccaro - NOAA Federal

<christine.vaccaro@noaa.gov> wrote:

> Hey--not sure they really need much, but could you point them in the right direction and/or coordinate with Dave?
> Thanks!
> -Chris
>
> Chris Vaccaro
> Protected Species ESA Consultation Branch Chief
> *Supervisory Fisheries Biologist,*
> *Greater Atlantic Regional Office*
> NOAA Fisheries | U.S. Department of Commerce
> Office (978) 281-9167
> Mobile (978) 675-5097
> www.fisheres.noaa.gov
>
> 
>
> For additional ESA Section 7 information and Critical Habitat guidance, please see:
> www.greateratlantic.fisheries.noaa.gov/protected/section7
>
> ---------- Forwarded message ---------
> From: **Karen Greene - NOAA Federal** <karen.greene@noaa.gov>
> Date: Tue, Aug 5, 2025 at 9:22 AM
> Subject: Re: Manassas Regional Airport - Environmental Assessment Agency Consultation
> To: Sharon Benjamin - NOAA Federal <sharon.benjamin@noaa.gov>
> Cc: Christopher Boelke - NOAA Federal <Christopher.Boelke@noaa.gov>, Christine Vaccaro - NOAA Federal <christine.vaccaro@noaa.gov>
>
> Hi Sharon,
>
> Yes. I sent this down to Dave O 'Brien.
>
> Karen Greene
> *Mid-Atlantic Branch Chief*
> *Habitat and Ecosystem Services Division*

Greater Atlantic Regional Office
NOAA Fisheries | U.S. Department of Commerce
Office: (732) 872-3023
Mobile: (978) 559-9871
www.fisheries.noaa.gov

https://www.fisheries.noaa.gov/new-england-mid-atlantic/habitat-conservation/essential-fish-habitat-consultations-greater-atlantic-region

On Tue, Aug 5, 2025, 8:48 AM Sharon Benjamin - NOAA Federal <sharon.benjamin@noaa.gov> wrote:

> Hi Karen and Chris, I think Peter Byrne meant to email you about this, is that correct?
>
> Cheers,
> Sharon
>
> ---------- Forwarded message ---------
> From: **Peter Byrne** <pbyrne@avionsg.com>
> Date: Mon, Aug 4, 2025 at 4:55 PM
> Subject: Manassas Regional Airport - Environmental Assessment Agency Consultation
> To: sharon.benjamin@noaa.gov <sharon.benjamin@noaa.gov>, chris.vaccaro@noaa.gov <chris.vaccaro@noaa.gov>
> Cc: Juan Rivera <jrivera@ci.manassas.va.us>, Jolene Berry <jberry@ci.manassas.va.us>, Pranav Trivedi <ptrivedi@avports.com>, Carol Weed <csw13108@gmail.com>, Erica Swansen <eswansen@swansengineering.com>
>
> Dear Ms. Benjamin and Ms. Vaccaro:
>
> The City of Manassas and their franchisee (Avports) are proposing a suite of changes to the Manassas Regional Airport, Virginia. The changes are in support of Federal Aviation Regulation (FAR) Part 139 Certification and commercial air service improvements including Airport Terminal Redevelopment. The environmental review will evaluate the potential impacts associated with 16 proposed projects at the Airport in order to comply

with Federal Aviation Administration (FAA) requirements.

We request that your agency provide relevant information or comments regarding the Environmental Impact Categories noted in the consultation letter. These categories are taken from FAA Order 1050.1F *Environmental Impacts: Policies and Procedures* as they may relate to your interest in the proposed project.

This link provides the consultation letter and supporting documentation (figures, project descriptions, and photographs) to assist with this request: 2025_NOAA

Thank you for your attention; please do not hesitate to call me with any questions.

Peter J. Byrne, CM
Director
Avion Solutions Group, LLC
(631) 496-6075



--

Sharon Benjamin
Natural Resource Management Specialist
Greater Atlantic Regional Fisheries Office (GARFO)
NOAA Fisheries | U.S. Department of Commerce
Office: 978.281.9197

www.fisheries.noaa.gov

Consultation Reference Number: 8c

From: Peter Byrne
To: Christine Vaccaro - NOAA Federal
Subject: RE: Manassas Regional Airport - Environmental Assessment Agency Consultation
Date: Thursday, August 7, 2025 8:56:00 AM
Attachments: image001.png

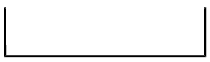
OK thank you!

From: Christine Vaccaro - NOAA Federal <christine.vaccaro@noaa.gov>
Sent: Tuesday, August 5, 2025 2:16 PM
To: Peter Byrne <pbyrne@avionsg.com>
Cc: Sharon Benjamin - NOAA Federal <sharon.benjamin@noaa.gov>
Subject: Re: Manassas Regional Airport - Environmental Assessment Agency Consultation

Thanks Peter--I've forwarded it to my staff. Someone will reach out if there are any questions. Given that your location is not abutting any coastal or large river habitat, it is unlikely your project will have any effects on NMFS listed ESA species.

Chris

Chris Vaccaro
Protected Species ESA Consultation Branch Chief
Supervisory Fisheries Biologist,
Greater Atlantic Regional Office
NOAA Fisheries | U.S. Department of Commerce
Office (978) 281-9167
Mobile (978) 675-5097
www.fisheres.noaa.gov



For additional ESA Section 7 information and Critical Habitat guidance, please see:
www.greateratlantic.fisheries.noaa.gov/protected/section7

On Tue, Aug 5, 2025 at 2:07 PM Peter Byrne <pbyrne@avionsg.com> wrote:

> Ok thanks, please let me know if there are any issues downloading the package.
>
> Peter

From: Sharon Benjamin - NOAA Federal <sharon.benjamin@noaa.gov>
Sent: Tuesday, August 5, 2025 9:27 AM
To: Peter Byrne <pbyrne@avionsg.com>; Christine Vaccaro - NOAA Federal <christine.vaccaro@noaa.gov>
Subject: Re: Manassas Regional Airport - Environmental Assessment Agency Consultation

Good morning Peter, I'm not the right person for this review but I have forwarded your email on to the appropriate parties.

Cheers,
Sharon

On Mon, Aug 4, 2025 at 4:55 PM Peter Byrne <pbyrne@avionsg.com> wrote:

> Dear Ms. Benjamin and Ms. Vaccaro:
>
> The City of Manassas and their franchisee (Avports) are proposing a suite of changes to the Manassas Regional Airport, Virginia. The changes are in support of Federal Aviation Regulation (FAR) Part 139 Certification and commercial air service improvements including Airport Terminal Redevelopment. The environmental review will evaluate the potential impacts associated with 16 proposed projects at the Airport in order to comply with Federal Aviation Administration (FAA) requirements.
>
> We request that your agency provide relevant information or comments regarding the Environmental Impact Categories noted in the consultation letter. These categories are taken from FAA Order 1050.1F *Environmental Impacts: Policies and Procedures* as they may relate to your interest in the proposed project.
>
> This link provides the consultation letter and supporting documentation (figures, project descriptions, and photographs) to assist with this request: 2025_NOAA
>
> Thank you for your attention; please do not hesitate to call me with any questions.
>
> **Peter J. Byrne, CM**
> **Director**
> **Avion Solutions Group, LLC**
> **(631) 496-6075**

--
Sharon Benjamin
Natural Resource Management Specialist
Greater Atlantic Regional Fisheries Office (GARFO)
NOAA Fisheries | U.S. Department of Commerce
Office: 978.281.9197

www.fisheries.noaa.gov

Consultation Reference Number: 8d

From:	Peter Byrne
To:	David OBrien - NOAA Federal
Cc:	Brian D Hopper - NOAA Federal; Karen Greene; Sharon Benjamin - NOAA Federal
Subject:	RE: Manassas Regional Airport - Environmental Assessment Agency Consultation
Date:	Friday, August 8, 2025 3:58:00 PM
Attachments:	image001.png

Thanks Dave!

From: David OBrien - NOAA Federal <david.l.obrien@noaa.gov>
Sent: Friday, August 8, 2025 3:08 PM
To: Peter Byrne <pbyrne@avionsg.com>
Cc: Brian D Hopper - NOAA Federal <brian.d.hopper@noaa.gov>; Karen Greene <karen.greene@noaa.gov>; Sharon Benjamin - NOAA Federal <sharon.benjamin@noaa.gov>
Subject: Re: Manassas Regional Airport - Environmental Assessment Agency Consultation

Hello Peter,

I have reviewed the coordination materials you sent regarding the proposed 16 projects being undertaken over both the short-term (5 yrs.or less) and the long-term at the Manassas Regional Airport to satisfy the Federal Aviation Regulation (FAR) Part 139 Airport Operating Certification by the Federal Aviation Administration (FAA). The regional airport is located outside the City of Manassas, Virginia along Broad Run and upstream the Occoquan River, a tributary to the Potomac River.

The Potomac and Occoquan Rivers are designated as essential fish habitat (EFH) and are also designated anadromous fish use areas by the Virginia Department of Wildlife Resources (DWR). However, the Manassas Regional Airport is located upstream of two structural dams (Occoquan Dam and Lake Jackson Dam) that prevent upstream fish passage. Therefore, we do not have any trust-resources that will be affected by the proposed projects and further consultation with us for impacts to EFH under the Magnuson-Stevens Act (MSA) or anadromous species under the Fish and Wildlife Coordination Act (FWCA) is not required.

Thank you for bringing this project to our attention for review. Please feel free to contact me if you have any questions.

Regards,
Dave

David L. O'Brien
Fisheries Biologist
NOAA Fisheries Service
P.O. Box 1346
1370 Greate Rd.
Gloucester Point, VA 23062

Consultation Reference Number: 10a

From: Peter Byrne
To: CMorris@pwcgov.org; EMDSubmissions@pwcgov.org
Cc: Juan Rivera; Jolene Berry; Pranav Trivedi; Carol Weed; Erica Swansen
Subject: Manassas Regional Airport - Environmental Assessment Agency Consultation
Date: Monday, August 4, 2025 5:41:00 PM
Attachments: image001.png

Dear Mr. Morris and Mr. Smith:

The City of Manassas and their franchisee (Avports) are proposing a suite of changes to the Manassas Regional Airport, Virginia. The changes are in support of Federal Aviation Regulation (FAR) Part 139 Certification and commercial air service improvements including Airport Terminal Redevelopment. The environmental review will evaluate the potential impacts associated with 16 proposed projects at the Airport in order to comply with Federal Aviation Administration (FAA) requirements.

We request that your agency provide relevant information or comments regarding the Environmental Impact Categories noted in the consultation letter. These categories are taken from FAA Order 1050.1F *Environmental Impacts: Policies and Procedures* as they may relate to your interest in the proposed project.

These links provide the consultation letter and supporting documentation (figures, project descriptions, and photographs) to assist with this request: 2025_PWC MorrisSmith and 2025_PWDPW HazMat

Thank you for your attention; please do not hesitate to call me with any questions.

Peter J. Byrne, CM
Director
Avion Solutions Group, LLC
(631) 496-6075

804-684-7828
david.l.obrien@noaa.gov

On Tue, Aug 5, 2025 at 10:02 AM Brian D Hopper - NOAA Federal <brian.d.hopper@noaa.gov> wrote:

> Hi Peter,
>
> Your email and attachments received August 4, 2025, regarding the City of Manassas and their franchisee (Avports) proposed changes to the Manassas Regional Airport, Virginia, requested technical assistance regarding potential effects on ESA-listed species under our jurisdiction.
>
> Although four species of sea turtles, shortnose sturgeon, and Atlantic sturgeon originating from five Distinct Population Segments (DPS) are known to occur in the Chesapeake Bay and its rivers and tributaries, based on the activities associated with the project, the location the project, and information you provided in your email and attachments, we believe that these species will not be exposed to any direct or indirect effects of the action. Therefore, we do not believe a consultation in accordance with section 7 of the Endangered Species Act (ESA) is necessary. As such, no further coordination on this activity with the NMFS Protected Resources Division is necessary at this time. Should there be additional changes to the project plans or new information becomes available that changes the basis for this determination, further coordination should be pursued.
>
> Please contact me (brian.d.hopper@noaa.gov, 240-628-5420), should you have any questions regarding these comments. If you have not already, you should contact David O'Brien (cc'ed here) in our Habitat and Ecosystems Services Division's Gloucester Point Field Office (david.l.obrien@noaa.gov, 804-684-7828). about essential fish habitat.
>
> Regards,
> -Brian
>
> On Tue, Aug 5, 2025 at 9:26 AM Christine Vaccaro - NOAA Federal <christine.vaccaro@noaa.gov> wrote:
>
> > Hey--not sure they really need much, but could you point them in the right direction

and/or coordinate with Dave?

Thanks!

-Chris

Chris Vaccaro
Protected Species ESA Consultation Branch Chief
Supervisory Fisheries Biologist,
Greater Atlantic Regional Office
NOAA Fisheries | U.S. Department of Commerce
Office (978) 281-9167
Mobile (978) 675-5097
www.fisheres.noaa.gov

For additional ESA Section 7 information and Critical Habitat guidance, please see:
www.greateratlantic.fisheries.noaa.gov/protected/section7

---------- Forwarded message ---------

From: **Karen Greene - NOAA Federal** <karen.greene@noaa.gov>

Date: Tue, Aug 5, 2025 at 9:22 AM

Subject: Re: Manassas Regional Airport - Environmental Assessment Agency Consultation

To: Sharon Benjamin - NOAA Federal <sharon.benjamin@noaa.gov>

Cc: Christopher Boelke - NOAA Federal <Christopher.Boelke@noaa.gov>, Christine Vaccaro - NOAA Federal <christine.vaccaro@noaa.gov>

Hi Sharon,

Yes. I sent this down to Dave O 'Brien.

Karen Greene
Mid-Atlantic Branch Chief
Habitat and Ecosystem Services Division
Greater Atlantic Regional Office
NOAA Fisheries | U.S. Department of Commerce
Office: (732) 872-3023
Mobile: (978) 559-9871

www.fisheries.noaa.gov

https://www.fisheries.noaa.gov/new-england-mid-atlantic/habitat-conservation/essential-fish-habitat-consultations-greater-atlantic-region

On Tue, Aug 5, 2025, 8:48 AM Sharon Benjamin - NOAA Federal <sharon.benjamin@noaa.gov> wrote:

> Hi Karen and Chris, I think Peter Byrne meant to email you about this, is that correct?
>
> Cheers,
> Sharon
>
> ---------- Forwarded message ---------
> From: **Peter Byrne** <pbyrne@avionsg.com>
> Date: Mon, Aug 4, 2025 at 4:55 PM
> Subject: Manassas Regional Airport - Environmental Assessment Agency Consultation
> To: sharon.benjamin@noaa.gov <sharon.benjamin@noaa.gov>, chris.vaccaro@noaa.gov <chris.vaccaro@noaa.gov>
> Cc: Juan Rivera <jrivera@ci.manassas.va.us>, Jolene Berry <jberry@ci.manassas.va.us>, Pranav Trivedi <ptrivedi@avports.com>, Carol Weed <csw13108@gmail.com>, Erica Swansen <eswansen@swansengineering.com>
>
> Dear Ms. Benjamin and Ms. Vaccaro:
>
> The City of Manassas and their franchisee (Avports) are proposing a suite of changes to the Manassas Regional Airport, Virginia. The changes are in support of Federal Aviation Regulation (FAR) Part 139 Certification and commercial air service improvements including Airport Terminal Redevelopment. The environmental review will evaluate the potential impacts associated with 16 proposed projects at the Airport in order to comply with Federal Aviation Administration (FAA) requirements.

We request that your agency provide relevant information or comments regarding the Environmental Impact Categories noted in the consultation letter. These categories are taken from FAA Order 1050.1F *Environmental Impacts: Policies and Procedures* as they may relate to your interest in the proposed project.

This link provides the consultation letter and supporting documentation (figures, project descriptions, and photographs) to assist with this request: 2025_NOAA

Thank you for your attention; please do not hesitate to call me with any questions.

Peter J. Byrne, CM
Director
Avion Solutions Group, LLC
(631) 496-6075



--

Sharon Benjamin
Natural Resource Management Specialist
Greater Atlantic Regional Fisheries Office (GARFO)
NOAA Fisheries | U.S. Department of Commerce
Office: 978.281.9197

www.fisheries.noaa.gov

Consultation Reference Number: 10b

From:	Peter Byrne
To:	Morris, J. Clay; Shammout, Khattab O.
Cc:	Juan Rivera; Jolene Berry; Pranav Trivedi; Carol Weed; Erica Swansen
Subject:	RE: Manassas Regional Airport - Environmental Assessment Agency Consultation
Date:	Thursday, August 7, 2025 8:53:00 AM
Attachments:	image001.png

Hi Mr. Clay, a response within 30 days of your receipt of this request would be appreciated.

Thank you

From: Morris, J. Clay <CMorris@pwcgov.org>
Sent: Tuesday, August 5, 2025 11:52 AM
To: Peter Byrne <pbyrne@avionsg.com>; Shammout, Khattab O. <KShammout@pwcgov.org>
Cc: Juan Rivera <jrivera@ci.manassas.va.us>; Jolene Berry <jberry@ci.manassas.va.us>; Pranav Trivedi <ptrivedi@avports.com>; Carol Weed <csw13108@gmail.com>; Erica Swansen <eswansen@swansengineering.com>
Subject: RE: Manassas Regional Airport - Environmental Assessment Agency Consultation

Good morning Mr. Byrne,

We have received your request, and staff is working on a response.
Do you have a timeline and is there a format in which you wish to receive our comments?
I suspect comments will be minimal as we will only comment on those projects within Prince William County.
The City of Manassas is its own regulating authority.
I have included Khattab Shammout in the response as he has replaced Tom Smith as Director.

Thank you,

Clay Morris
Environmental Program Manager
Prince William County – Environmental Management Division
703-792-4615 (office)
540-533-5383 (cell)

From: Peter Byrne <pbyrne@avionsg.com>
Sent: Monday, August 4, 2025 5:41 PM
To: Morris, J. Clay <CMorris@pwcgov.org>; Environmental Management Submissions

<EMDSubmissions@pwcgov.org>
Cc: Juan Rivera <jrivera@ci.manassas.va.us>; Jolene Berry <jberry@ci.manassas.va.us>; Pranav Trivedi <ptrivedi@avports.com>; Carol Weed <csw13108@gmail.com>; Erica Swansen <eswansen@swansengineering.com>
Subject: Manassas Regional Airport - Environmental Assessment Agency Consultation

This email is from an EXTERNAL source. Use caution when replying or clicking embedded links.

Dear Mr. Morris and Mr. Smith:

The City of Manassas and their franchisee (Avports) are proposing a suite of changes to the Manassas Regional Airport, Virginia. The changes are in support of Federal Aviation Regulation (FAR) Part 139 Certification and commercial air service improvements including Airport Terminal Redevelopment. The environmental review will evaluate the potential impacts associated with 16 proposed projects at the Airport in order to comply with Federal Aviation Administration (FAA) requirements.

We request that your agency provide relevant information or comments regarding the Environmental Impact Categories noted in the consultation letter. These categories are taken from FAA Order 1050.1F *Environmental Impacts: Policies and Procedures* as they may relate to your interest in the proposed project.

These links provide the consultation letter and supporting documentation (figures, project descriptions, and photographs) to assist with this request: 2025_PWC MorrisSmith and 2025_PWDPW HazMat

Thank you for your attention; please do not hesitate to call me with any questions.

Peter J. Byrne, CM
Director
Avion Solutions Group, LLC
(631) 496-6075

Consultation Reference Number: 11a

From: Peter Byrne
To: Morris, J. Clay; Shammout, Khattab O.; Bidari, Raj
Cc: Juan Rivera; Jolene Berry; Pranav Trivedi; Carol Weed; Erica Swansen
Subject: RE: Manassas Regional Airport - Environmental Assessment Agency Consultation
Date: Tuesday, August 12, 2025 7:10:00 PM
Attachments: image001.png

Hi Mr. Morris, I think we have what you are looking for, but I would like to have a quick call to discuss to make sure we are fully addressing your questions.

Do you have time on Wednesday or Thursday afternoon this week for a call?

Thanks

From: Morris, J. Clay <CMorris@pwcgov.org>
Sent: Monday, August 11, 2025 10:44 AM
To: Peter Byrne <pbyrne@avionsg.com>; Shammout, Khattab O. <KShammout@pwcgov.org>; Bidari, Raj <rbidari@pwcgov.org>
Cc: Juan Rivera <jrivera@ci.manassas.va.us>; Jolene Berry <jberry@ci.manassas.va.us>; Pranav Trivedi <ptrivedi@avports.com>; Carol Weed <csw13108@gmail.com>; Erica Swansen <eswansen@swansengineering.com>
Subject: RE: Manassas Regional Airport - Environmental Assessment Agency Consultation

Good morning Mr. Byrne,

Please provide as exhibit depicting the floodplain and floodway on the parcel located within the County.

10500 Harry Parrish BLVD.

Also, your resource protection area (RPA) doesn't seem to match the Preservation Area Site Assessment that was submitted for that site.

Thank you,

Clay Morris
Environmental Program Manager
Prince William County – Environmental Management Division
703-792-4615 (office)
540-533-5383 (cell)

DAVEY

Morgan, Jamie <jamie.morgan@davey.com>

Re: HEF EA - Floodplain and RPA Discussion

1 message

Morgan, Jamie <jamie.morgan@davey.com>
To: "Morris, J. Clay" <CMorris@pwcgov.org>

Ok that makes sense, thanks.
Jamie

Jamie Morgan, MS, CPSS

Certified Senior Ecologist, Licensed Wetland Scientist-NH & VA

Project Manager

Davey Resource Group, Inc.

4 Walter E. Foran Blvd., Suite 209, Flemington, NJ 08822

C: 862-268-2712 | P: Direct 908.633.2889; Office 908.788.9676 ext. 4895 | F: 908.788.6788

DAVEY Resource Group

Visit our local office page

On Mon, Oct 20, 2025 at 2:03 PM Morris, J. Clay <CMorris@pwcgov.org> wrote:

> You do have to submit the PASA as this becomes the actual delineation of the RPA boundary for subsequent plans (Site Plan, etc.)
>
> Clay
>
> ---
>
> **From:** Morgan, Jamie <jamie.morgan@davey.com>
> **Sent:** Monday, October 20, 2025 1:41 PM
> **To:** Morris, J. Clay <CMorris@pwcgov.org>
> **Subject:** Re: HEF EA - Floodplain and RPA Discussion
>
> **This email is from an EXTERNAL source. Use caution when replying or clicking embedded links.**
>
> Clay,
>
> Thanks so much for the timely site visit and response. That makes a lot of sense and certainly allows more wiggle room than the way the regs are written.
>
> If we are only showing the RPA off of Cannon Branch, do we need to submit the PASA, since this may be how you already have it on file?
>
> Glad to hear you had a good training opportunity as well!
>
> Jamie
>
> **Jamie Morgan, MS, CPSS**
>
> **Certified Senior Ecologist, Licensed Wetland Scientist-NH & VA**
>
> **Project Manager**
>
> Davey Resource Group, Inc.
>
> 4 Walter E. Foran Blvd., Suite 209, Flemington, NJ 08822
>
> C: 862-268-2712 | P: Direct 908.633.2889; Office 908.788.9676 ext. 4895 | F: 908.788.6788
>
> Visit our local office page
>
> On Mon, Oct 20, 2025 at 1:05 PM Morris, J. Clay <CMorris@pwcgov.org> wrote:

Erica Swansen

From: Morgan, Jamie <jamie.morgan@davey.com>
Sent: Sunday, April 19, 2026 5:07 PM
To: Erica Swansen; Peter Byrne
Subject: Fwd: HEF EA - Floodplain and RPA Discussion

see below

---------- Forwarded message ---------
From: **Morris, J. Clay** <CMorris@pwcgov.org>
Date: Mon, Oct 20, 2025 at 1:05 PM
Subject: RE: HEF EA - Floodplain and RPA Discussion
To: Morgan, Jamie <jamie.morgan@davey.com>

Good afternoon Jamie,

I visited the site, and I don't think I would consider wat is out there to be "core element" wetlands.

It was tricky as you can see that the water does get in that area during high flow events, but I felt most of the areas in which there was obligate and FCW plants was because they are receiving uphill drainage.

My very basic way of thinking about is "does the hydrology of the stream drive the hydrology of the wetlands or is it from upstream influences?".

I feel this is the later.

This was a good one. I took my interns out to teach them about these situations.

Hope this helps.

Clay

From: Morgan, Jamie <jamie.morgan@davey.com>
Sent: Monday, October 20, 2025 12:17 PM
To: Morris, J. Clay <CMorris@pwcgov.org>
Subject: Re: HEF EA - Floodplain and RPA Discussion

This email is from an EXTERNAL source. Use caution when replying or clicking embedded links.

Hi Clay,

When we last spoke you said that you may be able to check out the proposed economy parking lot site for Manassas Regional Airport last week. I was curious if you made it over there yet and if you had any thoughts regarding if the wetland would have an RPA.

Thank you,

Jamie

Jamie Morgan, MS, CPSS

Certified Senior Ecologist, Licensed Wetland Scientist-NH & VA

Project Manager

Davey Resource Group, Inc.

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On Tue, Oct 14, 2025 at 2:02 PM Morgan, Jamie <jamie.morgan@davey.com> wrote:

> I also can get you the GPS data for these features if you have the tools to use it and would find it helpful. If so, please let me know.
>
> Jamie

On Tue, Oct 14, 2025 at 12:52 PM Morgan, Jamie <jamie.morgan@davey.com> wrote:

Clay,

Attached is the delineation map for all of the airport projects. If you locate Wetland A, Wetland P, and Wetland T, these have some connection to Cannon Branch. Wetlands A and P have small direct connections, and Wetland T is connected to an intermittent stream (Stream OA). For Wetland T we were assuming no RPA since Stream OA is intermittent. For Wetland A and P, we were originally assuming an RPA but upon review of similar wetlands on the other side, realized that the connection may not be significant enough to warrant the RPA. I'm also attaching the parking lot design sheet so you can see (roughly) where they want to put the parking lot in relation to these features. This was what we were going to submit with the PASA.

If you have any further questions please let me know. Thanks so much for looking into this.

Jamie

Jamie Morgan, MS, CPSS

Certified Senior Ecologist, Licensed Wetland Scientist-NH & VA

Project Manager

Davey Resource Group, Inc.

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On Mon, Oct 13, 2025 at 9:37 AM Morris, J. Clay <CMorris@pwcgov.org> wrote:

Good morning Jamie,

I am not certain I understand your question.

Are you wanting to determine the actual, physical property line? Or as it appears on mapping?

I have included our GIS analyst Doug Burnette in my response if this is a question regarding the mapping of the property boundaries.

Clay

From: Morgan, Jamie <jamie.morgan@davey.com>
Sent: Friday, October 10, 2025 9:46 AM
To: Morris, J. Clay <CMorris@pwcgov.org>
Subject: Re: HEF EA - Floodplain and RPA Discussion

This email is from an EXTERNAL source. Use caution when replying or clicking embedded links.

Hi Clay,

I am helping to coordinate freshwater mussel surveys along the Broad Run within and south of Manassas Regional Airport. They are hoping to begin the work the end of next week, and in discussions with the airport, we see the some portions of the southern half of the stream are owned by PWC. Do you have a good contact that I could speak to about confirming where the PWC property line is in that area?

Thanks in advance,

Jamie

Jamie Morgan, MS, CPSS

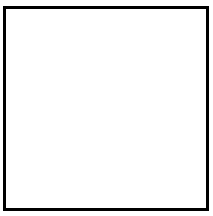
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On Mon, Sep 29, 2025 at 10:38 AM Morris, J. Clay <CMorris@pwcgov.org> wrote:

> No.
>
> Preliminary is fine.
>
> Of course, if there is a majority adjustment at time of final verification than the PASA should be updated.
>
> Clay

From: Morgan, Jamie <jamie.morgan@davey.com>
Sent: Monday, September 29, 2025 10:34 AM
To: Morris, J. Clay <CMorris@pwcgov.org>
Cc: Larkin, Elizabeth <ELarkin@pwcgov.org>
Subject: Re: HEF EA - Floodplain and RPA Discussion

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Clay,

I had one more question for clarification. Since the RPA boundaries are based off of wetlands, do you require that the wetland boundary be verified by either a state or federal Jurisdictional Determination before the RPA line can be finalized?

Jamie

Jamie Morgan, MS, CPSS

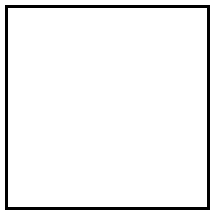
Certified Senior Ecologist, Licensed Wetland Scientist-NH & VA

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On Fri, Sep 26, 2025 at 12:38 PM Morris, J. Clay <CMorris@pwcgov.org> wrote:

> If I am understanding the question correctly, you have a site with several streams, and some are perennial and some are intermittent?
>
> You can submit one study for the entirety of the study area regardless of the number of streams.
>
> If I am not understanding this correctly, give me a call to clarify.
>
> Clay Morris
>
> Environmental Program Manager
>
> Prince William County – Environmental Management Division
>
> 703-792-4615 (office)
>
> 540-533-5383 (cell)

From: Larkin, Elizabeth <ELarkin@pwcgov.org>
Sent: Friday, September 26, 2025 12:30 PM
To: Morgan, Jamie <jamie.morgan@davey.com>
Cc: Morris, J. Clay <CMorris@pwcgov.org>
Subject: RE: HEF EA - Floodplain and RPA Discussion

Hello,

I know multiple streams can be in one study. I will defer to Mr. Morris for a more precise definition about what counts as single study.

Sincerely,

Elizabeth Larkin, CZA

Land Development Services Project Manager

Prince William County Government

Department of Development Services

5 County Complex Court, Suite 180

Prince William, VA 22192

(703) 792-5571

This e-mail is not intended to be and shall not be deemed to be an official order, requirement, decision or determination made by or on behalf of the Zoning Administrator.

From: Morgan, Jamie <jamie.morgan@davey.com>
Sent: Friday, September 26, 2025 12:07 PM
To: Larkin, Elizabeth <ELarkin@pwcgov.org>
Subject: Re: HEF EA - Floodplain and RPA Discussion

This email is from an EXTERNAL source. Use caution when replying or clicking embedded links.

Thank you Elizabeth. I have started this process. I see the fee for the PASA is ~2800 per the number of studies. How can I find out what counts as a single study for this? We identified one RPA off of one stream/wetland system, but there are numerous wetlands and other streams in the project area.

Jamie

Jamie Morgan, MS, CPSS

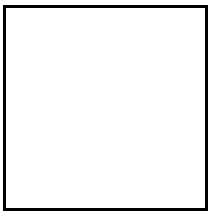
Certified Senior Ecologist, Licensed Wetland Scientist-NH & VA

Project Manager

Davey Resource Group, Inc.

4 Walter E. Foran Blvd., Suite 209, Flemington, NJ 08822

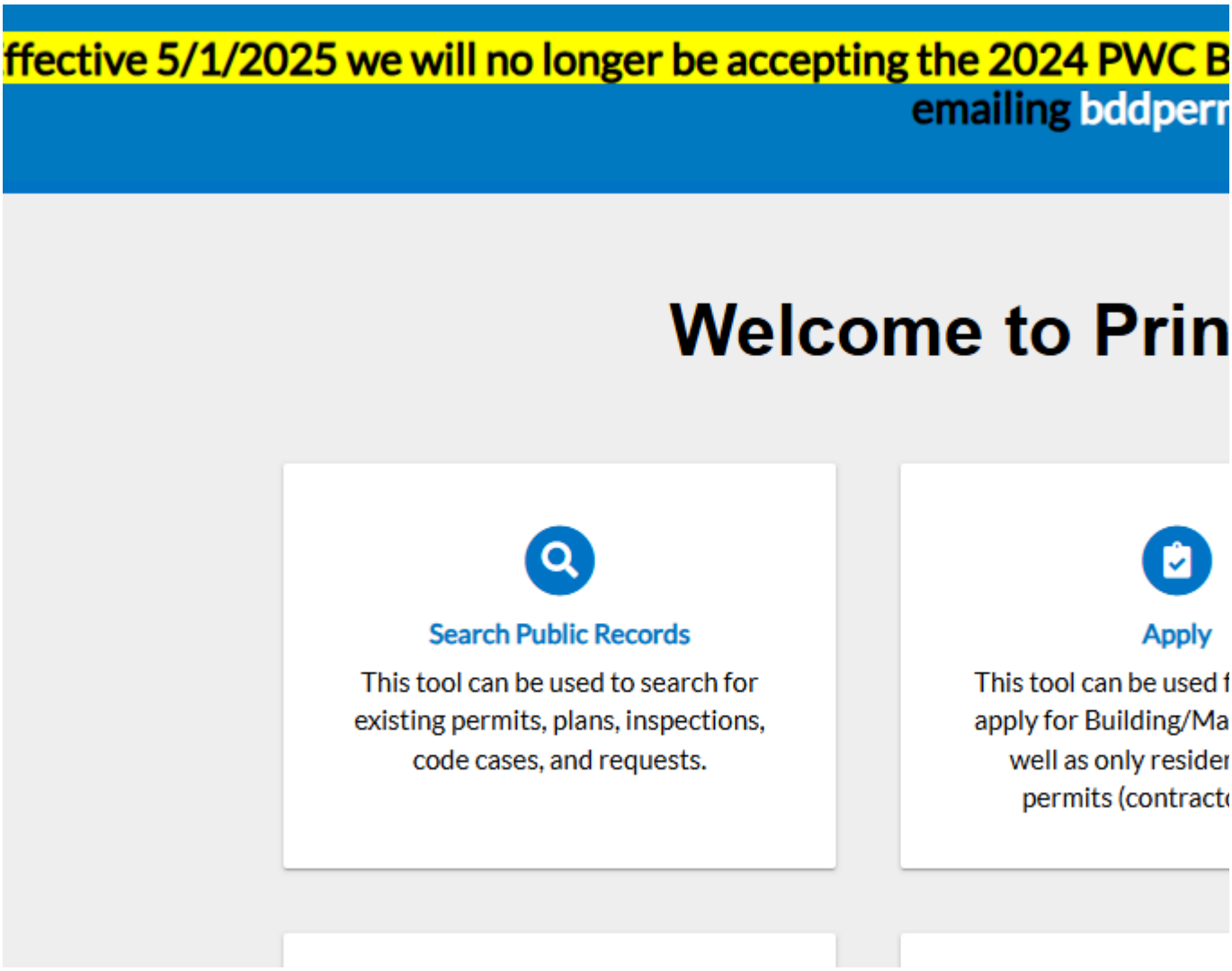
C: 862-268-2712 | P: Direct 908.633.2889; Office 908.788.9676 ext. 4895 | F: 908.788.6788



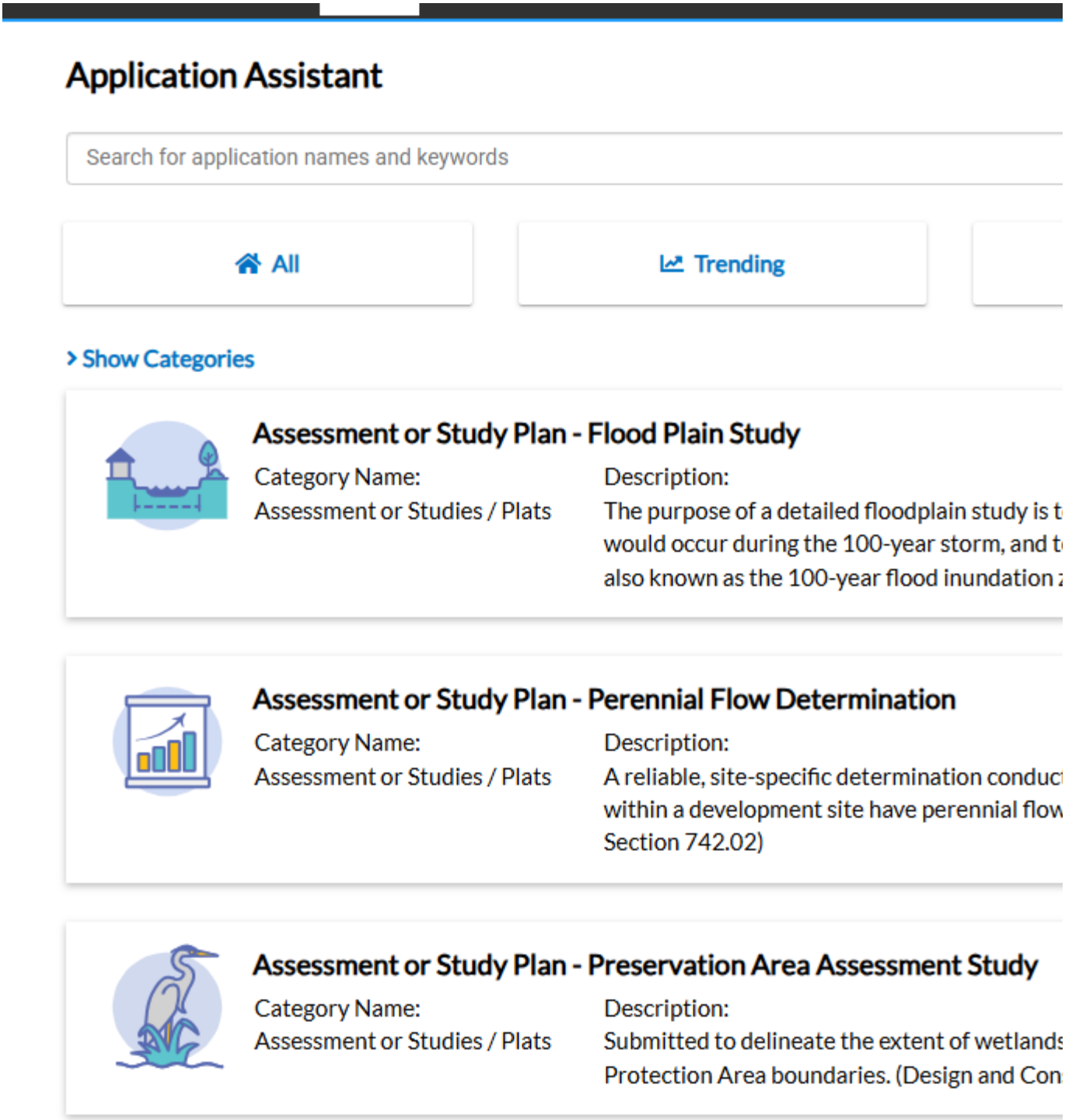
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On Wed, Sep 3, 2025 at 2:49 PM Larkin, Elizabeth <ELarkin@pwcgov.org> wrote:

> Dear Ms. Morgan,
>
> If you already have a contact and are familiar with ePortal you can skip this paragraph. To access ePortal please use this link, https://egcss.pwcgov.org/SelfService#/home The first thing you will need to do is register as a user. There is a link to an entire help/how-to section on this page. I recommend signing up as soon as possible as the conformation process takes 24-48 hours.
>
> To submit, you will need to select the apply option on the ePortal page.



Here you can search for an application or select all and scroll to the correct application under Plans.



The prompt will allow you to enter location information, the study, etc.

Sincerely,

Elizabeth Larkin, CZA

Land Development Services Project Manager

Prince William County Government

Department of Development Services

5 County Complex Court, Suite 180

Prince William, VA 22192

(703) 792-5571

This e-mail is not intended to be and shall not be deemed to be an official order, requirement, decision or determination made by or on behalf of the Zoning Administrator.

From: Morris, J. Clay <CMorris@pwcgov.org>
Sent: Wednesday, September 3, 2025 2:44 PM
To: Morgan, Jamie <jamie.morgan@davey.com>
Cc: Larkin, Elizabeth <ELarkin@pwcgov.org>
Subject: RE: HEF EA - Floodplain and RPA Discussion

Good afternoon Jamie,

I have included Elizabeth Larkin in my response. She can guide you through the submittal process for the PASA.

Take care.

Clay

From: Morgan, Jamie <jamie.morgan@davey.com>
Sent: Wednesday, September 3, 2025 11:23 AM

To: Morris, J. Clay <CMorris@pwcgov.org>
Subject: Re: HEF EA - Floodplain and RPA Discussion

This email is from an EXTERNAL source. Use caution when replying or clicking embedded links.

Hi Clay,

Would you be the contact to put on the letter for the PASA application? If not, can you let me know who would be best to reach out to for that info?

Thank you,

Jamie

Jamie Morgan, MS, CPSS

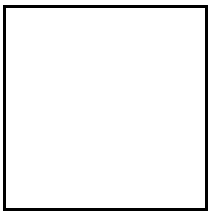
Certified Senior Ecologist, Licensed Wetland Scientist-NH & VA

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On Tue, Sep 2, 2025 at 9:19 AM Morgan, Jamie <jamie.morgan@davey.com> wrote:

> Thank you so much for confirming that Clay. And we will make sure to have the engineer sign and seal the plan sheet that is submitted.

Jamie

Jamie Morgan, MS, CPSS

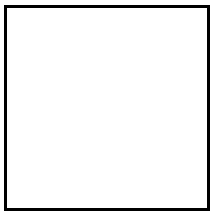
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On Tue, Sep 2, 2025 at 8:11 AM Morris, J. Clay <CMorris@pwcgov.org> wrote:

> Good morning Jamie,
>
> No PFD will be required as the stream is a known perennial waterbody.
>
> I am not sure I understand the other question regarding a statement from the engineer?
>
> The PASA plan sheet must be stamped by an engineer, but if I am missing the point, feel free to give me a call.
>
> Clay

From: Morgan, Jamie <jamie.morgan@davey.com>
Sent: Wednesday, August 27, 2025 12:04 PM

To: Morris, J. Clay <CMorris@pwcgov.org>
Subject: Re: HEF EA - Floodplain and RPA Discussion

This email is from an EXTERNAL source. Use caution when replying or clicking embedded links.

Hi Clay,

I have a few follow-up questions regarding our call yesterday and the PASA. Would you anticipate a Perennial Flow Determination be required for the area of this project, since it has already been well established that Cannon Branch is considered a perennial stream in this reach? Additionally, if that is not required, will you be requiring any statement from the engineer regarding the estimated RPA boundaries? I noticed that was present in the Ashwood application, but wasn't sure if it applies in this case.

Thanks so much for any additional information you can provide with this.

Jamie

Jamie Morgan, MS, CPSS

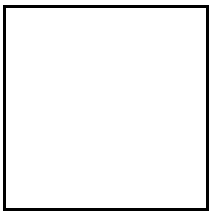
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On Tue, Aug 19, 2025 at 9:21 AM Morris, J. Clay <CMorris@pwcgov.org> wrote:

ASP2017-00026 “Ashwood Property”

Clay

From: Morgan, Jamie <jamie.morgan@davey.com>
Sent: Tuesday, August 19, 2025 9:20 AM
To: Morris, J. Clay <CMorris@pwcgov.org>
Subject: Fwd: HEF EA - Floodplain and RPA Discussion

This email is from an EXTERNAL source. Use caution when replying or clicking embedded links.

Clay, Would you be able to provide that reference number again for the PASA for this area? I just checked on my request to the PWC records office and they have no trace of my original request from Wednesday. I’m in the field now and have the number written in my notebook back at the hotel. Any assistance is appreciated so I can get this request in again. Thank you.

Jamie Morgan, Project Manager
862-268-2712 - I’m in the field today - if you need to reach me, please call my cell.

---------- Forwarded message ---------
From: **Bidari, Raj** <rbidari@pwcgov.org>
Date: Mon, Aug 18, 2025 at 4:37 PM
Subject: RE: HEF EA - Floodplain and RPA Discussion
To: Peter Byrne <pbyrne@avionsg.com>, Morris, J. Clay <CMorris@pwcgov.org>, Morgan, Jamie <jamie.morgan@davey.com>, Juan Rivera <jrivera@ci.manassas.va.us>, Jolene Berry <jberry@ci.manassas.va.us>, Carol Weed <csw13108@gmail.com>, Pranav Trivedi <ptrivedi@avports.com>

I am only available tomorrow morning.

Thanks

Raj Bidari

Prince William County

(703) 792-7078

-----Original Appointment-----
From: Peter Byrne <pbyrne@avionsg.com>
Sent: Monday, August 18, 2025 12:52 PM
To: Morris, J. Clay; Morgan, Jamie; Juan Rivera; Jolene Berry; Carol Weed; Pranav Trivedi
Cc: Bidari, Raj
Subject: HEF EA - Floodplain and RPA Discussion
When: Tuesday, August 19, 2025 3:00 PM-3:30 PM (UTC-05:00) Eastern Time (US & Canada).
Where: https://us02web.zoom.us/j/84422352891?pwd=HUbdtyP0oRpmOXndacwVM3vF7b4yje.1

This email is from an EXTERNAL source. Use caution when replying or clicking embedded links.

Quick call to follow up on Economy Lot design sent to PWC.

Peter Byrne | Avion Solutions Group, LLC is inviting you to a scheduled Zoom meeting.
Join Zoom Meeting
https://us02web.zoom.us/j/84422352891?pwd=HUbdtyP0oRpmOXndacwVM3vF7b4yje.1

Meeting ID: 844 2235 2891
Passcode: 009747

One tap mobile
+13126266799,,84422352891# US (Chicago)
+16469313860,,84422352891# US

Join instructions
https://us02web.zoom.us/meetings/84422352891/invitations?signature=WSqEkifFFz52j1NhSH4JyBo8PYE6PeOSmBjCqx54cSA

Consultation Reference Number: 11c

DAVEY

Morgan, Jamie <jamie.morgan@davey.com>

FW: HEF - Economy Parking Lot - EA - Floodplain RPA Review

1 message

Peter Byrne <pbyrne@avionsg.com> Tue, Sep 16, 2025 at 11:49 AM
To: "Morgan, Jamie" <jamie.morgan@davey.com>, Carol Weed <csw13108@gmail.com>

Please keep this in your files.

From: Bidari, Raj <rbidari@pwcgov.org>
Sent: Friday, September 12, 2025 3:47 PM
To: BT Nivas <BTNivas@adci-corp.com>; Morris, J. Clay <CMorris@pwcgov.org>
Cc: Peter Byrne <pbyrne@avionsg.com>; Pranav Trivedi <ptrivedi@avports.com>
Subject: RE: HEF - Economy Parking Lot - EA - Floodplain RPA Review

BT,

Thanks for clarifying. Based on the LOD and the special flood hazard area shown on the exhibit, a floodplain study isn't needed. However, a flood hazard use permit is required, along with the construction plan for the encroachment at one of the outfall locations. If you have any questions, just let me know.

Thanks

Raj Bidari

Prince William County

(703) 792-7078

From: BT Nivas <BTNivas@adci-corp.com>
Sent: Friday, September 12, 2025 1:46 PM
To: Bidari, Raj <rbidari@pwcgov.org>; Morris, J. Clay <CMorris@pwcgov.org>
Cc: Peter Byrne <pbyrne@avionsg.com>; Pranav Trivedi <ptrivedi@avports.com>
Subject: RE: HEF - Economy Parking Lot - EA - Floodplain RPA Review

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Raj:

Yes, it is.

Thanks..

BT

BT Nivas, PE, CFM

Senior Project Manager



703.635.4939 mobile

www.adci-corp.com

From: Bidari, Raj <rbidari@pwcgov.org>
Sent: Friday, September 12, 2025 1:22 PM
To: BT Nivas <BTNivas@adci-corp.com>; Morris, J. Clay <CMorris@pwcgov.org>
Cc: Peter Byrne <pbyrne@avionsg.com>; Pranav Trivedi <ptrivedi@avports.com>
Subject: RE: HEF - Economy Parking Lot - EA - Floodplain RPA Review
Importance: High

[EXTERNAL]

Thanks BT,

Please confirm if this is an overlay, which superimposes the SFHA layer.

Thanks

Raj Bidari

Prince William County

(703) 792-7078

From: BT Nivas <BTNivas@adci-corp.com>
Sent: Friday, September 12, 2025 10:39 AM
To: Bidari, Raj <rbidari@pwcgov.org>; Morris, J. Clay <CMorris@pwcgov.org>
Cc: Peter Byrne <pbyrne@avionsg.com>; Pranav Trivedi <ptrivedi@avports.com>
Subject: RE: HEF - Economy Parking Lot - EA - Floodplain RPA Review

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Raj:

Please find attached with FEMA SFHA 100-Year Floodplain shown.

FEMA Vertical Datum is NGVD 1929 and our project survey vertical datum in NAVD 88.

This was taken into consideration in mapping the floodplain on the site. Conversion factor of 0.82' was used.

Thanks..

BT

BT Nivas, PE, CFM

Senior Project Manager

ADCI

703.635.4939 mobile

www.adci-corp.com

From: Bidari, Raj <rbidari@pwcgov.org>
Sent: Thursday, September 11, 2025 1:42 PM
To: BT Nivas <BTNivas@adci-corp.com>; Morris, J. Clay <CMorris@pwcgov.org>
Cc: Peter Byrne <pbyrne@avionsg.com>; Pranav Trivedi <ptrivedi@avports.com>
Subject: RE: HEF - Economy Parking Lot - EA - Floodplain RPA Review

[EXTERNAL]

BT.

Can you also overlay the SFHA on the same exhibit and send it back?

Thanks

Raj Bidari

Prince William County

(703) 792-7078

From: BT Nivas <BTNivas@adci-corp.com>
Sent: Thursday, September 11, 2025 10:02 AM
To: Bidari, Raj <rbidari@pwcgov.org>; Morris, J. Clay <CMorris@pwcgov.org>
Cc: Peter Byrne <pbyrne@avionsg.com>; Pranav Trivedi <ptrivedi@avports.com>
Subject: HEF - Economy Parking Lot - EA - Floodplain RPA Review

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Raj / Clay:

As discussed during our meeting please find attached Site Grading plan showing the Limits of Disturbance, RPA, Wetlands, 100-year Floodplain and Floodway.

The floodplain limits shown are based on 100-year water surface elevations from the latest approved LOMR 23-03-0230P on this property. The water surface elevations were mapped on the plan based on the current site topography.

The vertical datum is NAVD 88.

Thanks..

BT

BT Nivas, PE, CFM

Senior Project Manager

ADCI

Airport Design Consultants, Inc.

8260 Greensboro Drive, Suite 120, McLean, VA 22102-3893

410.465.9600 office | 703.635.4939 mobile

btnivas@adci-corp.com | www.adci-corp.com

HEF-Economy Parking Lot - Grading Plan.pdf
1166K

Consultation Reference Number: 12a

From: Peter Byrne
To: dmcgettigan@pwcgov.org; planning@pwcva.gov
Cc: Juan Rivera; Jolene Berry; Pranav Trivedi; Carol Weed; Erica Swansen
Subject: Manassas Regional Airport - Environmental Assessment Agency Consultation
Date: Monday, August 4, 2025 5:33:00 PM
Attachments: image001.png

Dear Mr. McGettigan:

The City of Manassas and their franchisee (Avports) are proposing a suite of changes to the Manassas Regional Airport, Virginia. The changes are in support of Federal Aviation Regulation (FAR) Part 139 Certification and commercial air service improvements including Airport Terminal Redevelopment. The environmental review will evaluate the potential impacts associated with 16 proposed projects at the Airport in order to comply with Federal Aviation Administration (FAA) requirements.

We request that your agency provide relevant information or comments regarding the Environmental Impact Categories noted in the consultation letter. These categories are taken from FAA Order 1050.1F *Environmental Impacts: Policies and Procedures* as they may relate to your interest in the proposed project.

This link provides the consultation letter and supporting documentation (figures, project descriptions, and photographs) to assist with this request: 2025_PWC McGettigan

Thank you for your attention; please do not hesitate to call me with any questions.

Peter J. Byrne, CM
Director
Avion Solutions Group, LLC
(631) 496-6075

Consultation Reference Number: 12b

Erica Swansen

From: Peter Byrne <pbyrne@avionsg.com>
Sent: Monday, December 22, 2025 12:22 PM
To: Erica Swansen
Subject: FW: Manassas Regional Airport (HEF), Proposed Part 139 Certification and Terminal Redevelopment Environmental Assessment Project
Attachments: Prince William County Planning Office_PRML-351 2025.09.pdf

Follow Up Flag: Follow up
Flag Status: Flagged

From: Griffitts, Eric <EGriffitts@pwcgov.org>
Sent: Thursday, September 25, 2025 2:44 PM
To: Jamie.Morgan@Davey.com
Cc: Jefferson, Deshundra <DJefferson@pwcgov.org>; Washington, Tanya <TMWashington@pwcgov.org>; Gordy, Tom <TGordy@pwcgov.org>; Vega, Yesli <yvega@pwcgov.org>; Shorter, Christopher <CShorter@pwcgov.org>; Hugh, Wade <whugh@pwcgov.org>; McGettigan, David <dmcgettigan@pwcgov.org>; Alston, Tony <TAlston@pwcgov.org>; Patton, Justin S. <jspatton@pwcgov.org>; Morris, J. Clay <CMorris@pwcgov.org>; Peter Byrne <pbyrne@avionsg.com>
Subject: Manassas Regional Airport (HEF), Proposed Part 139 Certification and Terminal Redevelopment Environmental Assessment Project

Ms. Morgan,

Please find comments attached from the Prince William County Planning Office regarding the Manassas Regional Airport, Proposed Part 139 Certification and Terminal Redevelopment Environmental Assessment Project.

Regards,

Eric Griffitts
Principal Planner/Heritage Resources Specialist
T: 703-792-4544
egriffitts@pwcgov.org

Prince William County Government
Planning Office
5 County Complex Court, Suite 210
Prince William, VA 22192

PRINCE WILLIAM COUNTY

Planning Office
Tanya M. Washington, AICP
Director of Planning

September 22, 2025

Jamie Morgan, CPSS, PWD
Project Manager, Certified Senior Ecologist
Davey Resource Group
4 Walter E. Foran Blvd., Suite 209,
Flemington, NJ 08822
908.788.9676 ext. 4895

Via Email: Jamie.Morgan@Davey.com

RE: Manassas Regional Airport (HEF), Proposed Part 139 Certification and Terminal Redevelopment Environmental Assessment Project, Prince William County and City of Manassas, Virginia

Dear Ms. Morgan:

We received your letter dated August 1, 2025 regarding the initiation for consultation as required by Section 7 of the Endangered Species Act (ESA) and Section 404 of the Clean Water Act (CWA) regarding the Federal Aviation Administration's (FAA) NEPA-level Programmatic Environmental Assessment (PEA) for planned improvements at the Manassas Regional Airport in the City of Manassas and Prince William County, Virginia. As part of email correspondence with Peter Byrne, we understand that the FAA will be conducting compliance of Section 106 of the National Historic Preservation Act (NHPA) as part of the NEPA process, and that the FAA has submitted consulting party packages to the Virginia Department of Historic Resources (VDHR) and recognized Tribes that hold heritage interests in the area. Prince William County (PWC) requests to be added as a Section 106 consulting party for this undertaking. Prince William County is a Virginia Certified Local Government. As PWC has concerns about potential effects to the Bristoe Station and Kettle Run Battlefields, we also request copies of any visual and noise impact studies facilitated as part of this project. If these studies have not been conducted but are planned, we request review of the scope of work for these studies.

Thank you for the opportunity to comment on the proposed project. If you have any questions, please contact Eric Griffitts by phone at 703-792-4544 or via email at egriffitts@pwcgov.org.

Sincerely,

Tanya Washington

Tanya M. Washington, AICP
Director of Planning

PRML-0351

cc. Deshundra Jefferson, Chair, Prince William Board of County Supervisors
Yesli Vega, Coles District Supervisor, Prince William Board of County Supervisors
Tom Gordy, Brentsville District Supervisor, Prince William Board of County Supervisors

Christopher Shorter, County Executive, PWC
Wade Hugh, Deputy County Executive, PWC
David McGettigan, AICP, Deputy Planning Director, PWC
Tony Alston, Assistant Planning Director, Countywide Planning, PWC
Justin Patton, County Archaeologist, PWC
Eric Griffitts, Principal Planner/Heritage Resources Specialist, PWC
Clay Morris, Environmental Manager, PWC
Peter Byrne, Avion Solutions Group, LLC

Erica Swansen

From: Peter Byrne <pbyrne@avionsg.com>
Sent: Sunday, March 22, 2026 8:20 PM
To: Erica Swansen
Subject: FW: Manassas Regional Airport Part 139 Certification and Terminal Redevelopment

Follow Up Flag: Follow up
Flag Status: Flagged

1/14 response

From: Griffitts, Eric <EGriffitts@pwcgov.org>
Sent: Wednesday, January 14, 2026 9:10 AM
To: Stafford, Susan (FAA) <Susan.Stafford@faa.gov>
Cc: Peter Byrne <pbyrne@avionsg.com>; Carol Weed <csw13108@gmail.com>; Jenet, Marie (FAA) <Marie.Jenet@faa.gov>; Patton, Justin S. <jspatton@pwcgov.org>
Subject: RE: Manassas Regional Airport Part 139 Certification and Terminal Redevelopment

Good Morning Susan,

Thank you for your response. We do have a large file transfer system. I can a link to that, which would come in a separate email. That will allow you to upload the large files. We appreciate having copies of those reports and any correspondence with the Virginia SHPO with their concurrence. Please let me know if you do not receive the email with the link or have trouble getting into the file transfer site.

Regards,

Eric

Eric Griffitts
Principal Planner/Heritage Resources Specialist
T: 703-792-4544
egriffitts@pwcgov.org

Prince William County Government
Planning Office
5 County Complex Court, Suite 210
Prince William, VA 22192

From: Stafford, Susan (FAA) <Susan.Stafford@faa.gov>
Sent: Tuesday, January 13, 2026 11:22 AM
To: Griffitts, Eric <EGriffitts@pwcgov.org>

Cc: Peter Byrne <pbyrne@avionsg.com>; Carol Weed <csw13108@gmail.com>; Jenet, Marie (FAA) <Marie.Jenet@faa.gov>
Subject: Manassas Regional Airport Part 139 Certification and Terminal Redevelopment

This email is from an EXTERNAL source. Use caution when replying or clicking embedded links.

Mr. Griffttts,

On September 22, 2025, the FAA received a letter from your office regarding Section 7 consultation for the Manassas Regional Airport (HEF) Part 139 Certification and Terminal Redevelopment project. As part of that letter, a request was made to be a consulting party under Section 106 and copies of any visual and noise impact studies associated with the project based on concerns associated with potential impacts to Bristoe Station and Kettle Run Battlefields (attached). The FAA accepts your request to be a consulting party and would like to provide two (2) reports completed for the Proposed Undertaking based on your request (Section 106 Due Diligence Review and a Viewshed Summary).

Consultation conducted with the Virginia Department of Historic Resources resulted in concurrence with FAA determinations that no historic properties will be affected by the Proposed Undertaking (Section 106 Due Diligence Review) and no adverse effect to historic properties associated with the Proposed Undertaking (Viewshed Summary). Tribal responses have been limited to a response from the Catawba Indian Nation expressing no immediate concerns, but notification of Native American artifacts and/or human remains if they are located during ground disturbing activities.

Due to file size, I am unable to transmit both reports via email. Do you have an alternative means to accept electronic versions of the reports?

Thank you,

Susan B. Stafford
Beckley Airports Field Office
176 Airport Circle, Rm 101
Beaver, WV 25813
609-916-5793

Consultation Reference Number: 13a

From:	Peter Byrne
To:	Ticker.Smith@usace.army.mil; silvia.gazzera@usace.army
Cc:	Juan Rivera; Jolene Berry; Pranav Trivedi; Carol Weed; Erica Swansen
Subject:	Manassas Regional Airport - Environmental Assessment Agency Consultation
Date:	Monday, August 4, 2025 4:51:00 PM
Attachments:	image001.png

Dear Mr. Smith and Ms. Gazzera:

The City of Manassas and their franchisee (Avports) are proposing a suite of changes to the Manassas Regional Airport, Virginia. The changes are in support of Federal Aviation Regulation (FAR) Part 139 Certification and commercial air service improvements including Airport Terminal Redevelopment. The environmental review will evaluate the potential impacts associated with 16 proposed projects at the Airport in order to comply with Federal Aviation Administration (FAA) requirements.

We request that your agency provide relevant information or comments regarding the Environmental Impact Categories noted in the consultation letter. These categories are taken from FAA Order 1050.1F *Environmental Impacts: Policies and Procedures* as they may relate to your interest in the proposed project.

This link provides the consultation letter and supporting documentation (figures, project descriptions, and photographs) to assist with this request: 2025_USACE

Thank you for your attention; please do not hesitate to call me with any questions.

Peter J. Byrne, CM
Director
Avion Solutions Group, LLC
(631) 496-6075

DAVEY

Morgan, Jamie <jamie.morgan@davey.com>

FW: Manassas Regional Airport - Environmental Assessment Agency Consultation

1 message

Peter Byrne <pbyrne@avionsg.com> Wed, Aug 27, 2025 at 10:30 AM
To: Jamie Morgan <jamie.morgan@davey.com>
Cc: Carol Weed <csw13108@gmail.com>

From: Gazzera, Silvia B CIV USARMY CENAO (USA) <Silvia.B.Gazzera@usace.army.mil>
Sent: Wednesday, August 27, 2025 10:28 AM
To: Peter Byrne <pbyrne@avionsg.com>
Cc: Juan Rivera <jrivera@ci.manassas.va.us>; Jolene Berry <jberry@ci.manassas.va.us>; Pranav Trivedi <ptrivedi@avports.com>; Carol Weed <csw13108@gmail.com>; Erica Swansen <eswansen@swansengineering.com>
Subject: RE: Manassas Regional Airport - Environmental Assessment Agency Consultation

Good morning,

Attached is the Corps response.

Thank you for your coordination and let me know if you have any questions.

Respectfully,

Silvia B. Gazzera, Ph.D.

Environmental Scientist

U.S. Army Corps of Engineers

Norfolk District Regulatory Branch

Northern Section

Cell (804)-212-6817

e-mail: silvia.b.gazzera@usace.army.mil

https://www.nao.usace.army.mil/Media/Public-Notices/Article/4285411/public-notice-for-changes-to-districts-regulatory-program-practices/

Please note that we are now accepting requests (permit applications, preapplication requests, and Jurisdictional Determination requests) through the Regulatory Request System https://rrs.usace.army.mil/rrs. We highly recommend all requests are submitted through RRS moving forward. Effective 1 September 2025, the USACE will become the central point of receipt of all requests in the Commonwealth of Virginia (instead of the Virginia Marine Resources Commission) and RRS will be the most efficient way to submit your application to all 3 of the permitting agencies (USACE, Virginia Department of Environmental Quality, and the Virginia Marine Resources Commission).

https://www.nao.usace.army.mil/Missions/Regulatory-Branch/

Regulator of the Day (ROD) Help: (757) 201-7652 or Email at CENAO.REG_ROD@usace.army.mil

The Norfolk District is committed to providing the highest level of support to the public. In order for us to better serve you, we would appreciate you completing our Customer Satisfaction Survey located at http://per2.nwp.usace.army.mil/survey.html. We value your comments and appreciate your taking the time to complete the survey.

From: Peter Byrne <pbyrne@avionsg.com>
Sent: Monday, August 4, 2025 5:51 PM
To: Gazzera, Silvia B CIV USARMY CENAO (USA) <Silvia.B.Gazzera@usace.army.mil>
Cc: Juan Rivera <jrivera@ci.manassas.va.us>; Jolene Berry <jberry@ci.manassas.va.us>; Pranav Trivedi <ptrivedi@avports.com>; Carol Weed <csw13108@gmail.com>; Erica Swansen <eswansen@swansengineering.com>
Subject: [Non-DoD Source] Manassas Regional Airport - Environmental Assessment Agency Consultation

Dear Ms. Gazzera:

The City of Manassas and their franchisee (Avports) are proposing a suite of changes to the Manassas Regional Airport, Virginia. The changes are in support of Federal Aviation Regulation (FAR) Part 139 Certification and commercial air service improvements including Airport Terminal Redevelopment. The

environmental review will evaluate the potential impacts associated with 16 proposed projects at the Airport in order to comply with Federal Aviation Administration (FAA) requirements.

We request that your agency provide relevant information or comments regarding the Environmental Impact Categories noted in the consultation letter. These categories are taken from FAA Order 1050.1F *Environmental Impacts: Policies and Procedures* as they may relate to your interest in the proposed project.

This link provides the consultation letter and supporting documentation (figures, project descriptions, and photographs) to assist with this request: 2025_USACE

Thank you for your attention; please do not hesitate to call me with any questions.

Peter J. Byrne, CM

Director

Avion Solutions Group, LLC

(631) 496-6075

2025-01724_ScopingLetter.pdf
155K

DEPARTMENT OF THE ARMY
US ARMY CORPS OF ENGINEERS
NORFOLK DISTRICT
FORT NORFOLK
803 FRONT STREET
NORFOLK VA 23510-1011

August 27, 2025

Northern Virginia Regulatory Section
NAO-2025-01724 (Broad Run)

Susan Stafford
Avion Solutions Group, LLC
244 5th Avenue, Suite P296
New York, NY 10001

Dear Susan Stafford:

This is response to your letter dated 1 August 2025 regarding the proposed expansion of the Manassas Regional Airport located within the City of Manassas and Prince William County, Virginia.

The Corps has reviewed the National Wetland Inventory (NWI) map for the project site. The NWI map depicts multiple aquatic resources within the project limits, which is shown on the project location map you have provided. To confirm the presence of waters of the US, including wetlands (WOTUS), we recommend that the project proponent conduct a wetland delineation in accordance with the 1987 Corps of Engineers Wetland Delineation Manual and the Eastern Mountains and Piedmont Regional Supplement.

If the proposed expansion results in the discharge of dredged and/or fill material into WOTUS, the project proponent will be required to apply and obtain a Department of the Army permit. Compensatory mitigation for the unavoidable impacts may also be required. For a list of Corps permits available for use within the Commonwealth of Virginia please visit our website at: https://www.nao.usace.army.mil/Missions/Regulatory-Branch/Regulatory-Permits/.

Thank you for the opportunity to submit comments for this project. If you have any questions, please contact Dr. Silvia B. Gazzera at (804) 212-6817, or Silvia.b.gazzera@usace.army.mil.

Sincerely,

for Tucker Smith
Chief, Northern Virginia
Regulatory Section

Consultation Reference Number: 13c

DAVEY

Morgan, Jamie <jamie.morgan@davey.com>

RE: [Non-DoD Source] Re: Manassas Regional Airport (HEF) - NAO-2025-01724 - USACE/VADEQ Pre-Application Meeting Minutes

Sellers, Meggan (DEQ) <Meggan.Sellers@deq.virginia.gov> Wed, Dec 3, 2025 at 2:40 PM
To: "Morgan, Jamie" <jamie.morgan@davey.com>, "Gazzera, Silvia B CIV USARMY CENAO (USA)" <Silvia.B.Gazzera@usace.army.mil>
Cc: "Dannemann, Margaret (DEQ)" <Margaret.Dannemann@deq.virginia.gov>, Peter Byrne <pbyrne@avionsg.com>, Carol Weed <csw13108@gmail.com>

Hi Jame,

I hope you had a nice holiday too! It appears that the meeting notes cover most of what we talked about during said meetings.

Thank you,

Meggan Sellers

Virginia Water Protection Program Writer

Northern Regional Office

Virginia Department of Environmental Quality

13901 Crown Court, Woodbridge, VA 22193

(571) 866-1083

From: Morgan, Jamie <jamie.morgan@davey.com>
Sent: Wednesday, December 3, 2025 2:07 PM
To: Gazzera, Silvia B CIV USARMY CENAO (USA) <Silvia.B.Gazzera@usace.army.mil>
Cc: Sellers, Meggan (DEQ) <Meggan.Sellers@deq.virginia.gov>; Dannemann, Margaret (DEQ) <Margaret.Dannemann@deq.virginia.gov>; Peter Byrne <pbyrne@avionsg.com>; Carol Weed <csw13108@gmail.com>
Subject: Re: [Non-DoD Source] Re: Manassas Regional Airport (HEF) - NAO-2025-01724 - USACE/VADEQ Pre-Application Meeting Minutes

CAUTION: This Email originated from OUTSIDE of the COV. Do not open attachments or click links unless this email comes from a known sender and you know the content is safe..

Hi Silvia, Meggan and Margaret,

We hope you had a nice holiday! I just wanted to circle back to this email. So that we can document your agreement to our meeting minutes in our EA (attached), would you mind responding that you have no further comments and/or are in agreement with the contents of the meeting minutes? We just want to make sure it is clear to the FAA that there are defined permitting pathways for this project.

Thank you so much as always!

Jamie

Jamie Morgan, MS, CPSS

Certified Senior Ecologist, Licensed Wetland Scientist-NH & VA

Project Manager

Davey Resource Group, Inc.

4 Walter E. Foran Blvd., Suite 209, Flemington, NJ 08822

C: 862-268-2712 | P: Direct 908.633.2889; Office 908.788.9676 ext. 4895 | F: 908.788.6788



Visit our local office page

On Mon, Nov 24, 2025 at 10:46 AM Morgan, Jamie <jamie.morgan@davey.com> wrote:

> Thank you Silvia. I have updated the meeting minutes to account for those changes. Can you please let us know if you are in agreement regarding the attached?
>
> Jamie
>
> **Jamie Morgan, MS, CPSS**
>
> **Certified Senior Ecologist, Licensed Wetland Scientist-NH & VA**
>
> **Project Manager**
>
> Davey Resource Group, Inc.
>
> 4 Walter E. Foran Blvd., Suite 209, Flemington, NJ 08822
>
> C: 862-268-2712 | P: Direct 908.633.2889; Office 908.788.9676 ext. 4895 | F: 908.788.6788
>
> 
>
>
> Visit our local office page

On Fri, Nov 21, 2025 at 2:54 PM Gazzera, Silvia B CIV USARMY CENAO (USA) <Silvia.B.Gazzera@usace.army.mil> wrote:

> Good afternoon,

Please see attached my comments.

Silvia

From: Morgan, Jamie <jamie.morgan@davey.com>
Sent: Tuesday, November 18, 2025 3:31 PM
To: Sellers, Meggan (DEQ) <Meggan.Sellers@deq.virginia.gov>; Dannemann, Margaret (DEQ) <Margaret.Dannemann@deq.virginia.gov>; Gazzera, Silvia B CIV USARMY CENAO (USA) <Silvia.B.Gazzera@usace.army.mil>
Cc: Peter Byrne <pbyrne@avionsg.com>; Carol Weed <csw13108@gmail.com>
Subject: [Non-DoD Source] Re: Manassas Regional Airport (HEF) - NAO-2025-01724 - USACE/VADEQ Pre-Application Meeting Minutes

All,

Thank you again for taking the time to chat on Thursday and clear up some of the details regarding the permitting process. As a result, I'm attaching updated meeting minutes, which I hope correctly addresses your previous concerns. As with before, we ask if you can please read these and provide concurrence at your earliest convenience.

Thank you,

Jamie

Jamie Morgan, MS, CPSS

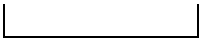
Certified Senior Ecologist, Licensed Wetland Scientist-NH & VA

Project Manager

Davey Resource Group, Inc.

4 Walter E. Foran Blvd., Suite 209, Flemington, NJ 08822

C: 862-268-2712 | P: Direct 908.633.2889; Office 908.788.9676 ext. 4895 | F: 908.788.6788



Visit our local office page

On Mon, Oct 27, 2025 at 10:06 AM Morgan, Jamie <jamie.morgan@davey.com> wrote:

> Silvia, Meggan and Margaret,
>
> It was a pleasure speaking with you all last Thursday. Please find attached minutes for our meeting. If you could **please review and provide any edits that you may have and/or email back with your concurrence to the content that would be much appreciated.** We are going to provide this in our EA as documentation of the permitting process that is anticipated for the proposed project.

We had one follow-up question - **is there a standard turnaround time from when the pre-screening form is submitted and the Pre-JD is issued?**

Thank you so much again!

Jamie

Jamie Morgan, MS, CPSS

Certified Senior Ecologist, Licensed Wetland Scientist-NH & VA

Project Manager

Davey Resource Group, Inc.

4 Walter E. Foran Blvd., Suite 209, Flemington, NJ 08822

C: 862-268-2712 | P: Direct 908.633.2889; Office 908.788.9676 ext. 4895 | F: 908.788.6788



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Pre-Application Teams Meeting with USACE and VADEQ for Manassas Regional Airport (HEF), Part 139 Certification and Terminal Redevelopment Programmatic Environmental Assessment (PEA), City of Manassas, Prince William County, Virginia

Date: October 23, 2025 (initial meeting) and November 13, 2025 (follow-up meeting)

Attendees: Silvia Gazzera – USACE; Meggan Sellers and Margaret Dannemann – VADEQ; Peter Byrne and Carol Weed – Avion Solutions Group (ASG); Jamie Morgan – Davey Resource Group (DRG)

Meeting Minutes

This call was organized by ASG and DRG to discuss with USACE and VADEQ the PEA proposed actions at Manassas Regional Airport (HEF). ASG is preparing the PEA and DRG, under contract to ASG, is completing the NEPA-level Biological and Water Resources evaluations.

Proposed impacts to wetlands and waters were discussed and are summarized as follows:

- Waters: The only waterway impact that would occur from any PEA project would result from the reinforcement of west-side Runway 16L/34R and east-side Taxiway B bridges over Broad Run. The runway and taxiway run parallel to each other. In order to create a dry work area, waters of Broad Run will have to be temporarily re-routed. On the west side of the runway work area, two dams will be emplaced. On the east side of the work area, one temporary dam will be erected east of the taxiway. Broad Run water west of the runway will be diverted into an existing bypass channel. The temporary dam east of the taxiway will prevent the combined waters of Cannon Branch and Broad Run from entering the work area. The bypass channel's diverted water will re-join Broad Run approximately 8,300 feet south (measured via centerline of channel) of the north-end diversion location. A small volume of flow will be pumped under the bridges and released beyond the construction area where it joins with the waters from Cannon Branch. The duration of the construction and dewatering of Broad Run is estimated to be between 5-9 months. Permanent impacts to the streambed or banks are not anticipated, as existing riprap will be removed and an 8" thick mechanically stabilized earth (MSE) wall will be installed on the sides of the existing bridges. The MSE wall will be secured into the channel banks with dowel nails. Rip-rap will be returned after construction leading to similar existing conditions.
- Wetlands: The impacts to wetlands include permanent removal of small, isolated emergent wetlands within the airport infields and temporary impacts to the emergent wetland that occurs where the bypass channel would carry the diverted water from Broad Run.

A summary of the various permitting talking points is below:

Former Permits: The previous actions at HEF that involved work on the runway/taxiway bridges over Broad Run (which also involved use of the same bypass channel to divert the flow), were permitted by VADEQ under VA-WP3-09-1612 and by USACE under 07-SPGP-01.

Permit Expiration: Both the NWPs, SPGP, and VA GPs expire next year and new versions of these will be issued.

- Per USACE, the new NWPs may allow a larger area of impact, possibly reflecting thresholds present in earlier years.
- Per VADEQ, the updates to the GPs should not be very different but should be more seamless.
- If a project is under contract at the time of the SPGP permit expiration, a one-year grace period is allowed to complete the work under the original permit conditions.

Jurisdictional Determination: USACE recommends that a pre-screening form be submitted to initiate the review of delineated wetlands/waters. After review, USACE will issue a letter of agreement on the wetland boundaries. VADEQ will not issue a separate letter but will often use the USACE's concurrence, so two reviews are not necessary.

Future Permit Requirements:

- Broad Run:
    - The USACE would consider the placement of the dams inside Broad Run as "discharge of dredged and fill material" and this would cause the project to fall into regulated impacts and would pull the whole project into regulatory compliance. As these are temporary impacts, the impact area total would not go towards the threshold for USACE, so an individual permit with USACE may not be necessary. The NWP would cover up to ½-acre loss of waters (and multiple NWPs can be used for a given project so long as the ½-acre total is not exceeded) and the SPGP would cover up to 1 acre of permanent impacts. If the project qualifies under a NWP, then it will be evaluated if it also has a 401 water quality certification associated with it that would cover regulatory compliance at the state level.
    - The VADEQ considers regulated impacts any action that changes the physical condition of the water; therefore, areas where Broad Run water levels will be lowered would also be counted towards impacts. Given the dewatering would exceed the 1,500 linear feet allowed under a VADEQ General Permit, an Individual Permit is anticipated.
- Bypass Channel Temporary Wetland Impacts
    - The large wetland associated with the existing bypass channel area would be temporarily impacted by the re-use of that bypass channel. Since these impacts are temporary, they are not subject to the permit thresholds requiring a USACE Individual Permit, and thus would likely be permitted under the NWP or SPGP process.
    - These impacts would count towards the permit thresholds for VADEQ and thus it is estimated an Individual Permit would be required as the large (11.9 acre) wetland that brackets and overarches the bypass channel will be subject to temporary impacts. Since this process requires public comment, obtaining the permit may take a little longer but is not expected to be too cumbersome.
- Isolated Wetland Permanent Impacts
    - The small, isolated wetlands that occur within the airport infields were discussed and the USACE confirmed these would not be regulated by USACE since they are isolated. Permanent impacts associated with these wetlands would not require a USACE permit, but the USACE will need to issue an Approved Jurisdictional Determination, and this must be issued first before the action can take place.
    - The VADEQ would regulate and require a permit for the small, isolated infield wetlands and this impact amount would count towards the VADEQ permit thresholds. Mitigation would be required for the permanent loss of these wetlands in excess of 1/10 of an acre, at a 1:1 ratio. The possibility exists for these wetlands to be unregulated if they are determined to be "Isolated Waters of Minimal Ecological Value" (IWOMEV). However, any IWOMEV wetland has to be less than 1/10 of an acre to be defined as such. Two of the infield wetlands are just over that amount (0.13 and 0.14 acres). Further, VADEQ indicated that determining a wetland to be IWOMEV can be a lengthy and complicated process and they seemed to suggest that the value of pursuing the IWOMEV designation was minimal.
- Submission Process and Timeline
    - All permit and jurisdictional determinations submission is through the RRS system. One application will be submitted that covers both the USACE and VADEQ requirements.
    - Typical permit timeframes for the SPGP were discussed to be less than 150 days since the FAA would have already handled the Section 7 and Section 106 consultation (as they are the lead federal

agency). The USACE Individual Permit has a 130-day timeline due to broader coordination and public notice.

- Mitigation would be required for the in-place restoration of the wetlands (since it is a temporary impact). It was discussed that ASG/DRG should review the location of wetlands for the original 2009 permit. If new wetlands were created as a result of the original bypass activity, the restoration requirements may be reduced.

- Other
  - It was discussed that typically Virginia Marine Resources Commission (VMRC) may require a permit as it regulates impacts to rivers with a drainage area of greater than 5 square miles. However, that is likely only required if the impacts will incur permanent changes above or below the stream. Since the impacts are the temporary dam placement, then VMRC will issue a statement that this project is exempt from permitting with their agency.
  - It is recommended that at least two weeks before permits are submitted, a new pre-application meeting with USACE, VADEQ and VMRC is conducted to make determinations based on the new SPGP and NWPs that will be issued in 2026, and to discuss updates to the RRS system.

- **The USACE and VADEQ see no reason that the above-mentioned permits would not be authorized so long as all permit conditions are met and proper mitigation, etc. is provided.**

Consultation Reference Number: 14a

DAVEY

Morgan, Jamie <jamie.morgan@davey.com>

RE: [External Email]Manassas Regional Airport - Environmental Assessment Agency Consultation

1 message

Yoder-Schmidt, Alexandra - FPAC-NRCS, VA <Alexandra.Yoder-Schmidt@usda.gov> Tue, Sep 2, 2025 at 1:37 PM
To: "Morgan, Jamie" <jamie.morgan@davey.com>
Cc: Peter Byrne <pbyrne@avionsg.com>, Carol Weed <csw13108@gmail.com>

Good afternoon,

This project falls within the boundary of a US Census designated Urban Area and is therefore exempt from FPPA analysis.

Please keep the completed AD-1006 for your records if necessary.

If you have any questions, please do not hesitate to ask. Thanks!

Alexandra Yoder-Schmidt
Area Resource Soil Scientist

Virginia | Area I

Harrisonburg Area Office

USDA U.S. DEPARTMENT OF AGRICULTURE
Natural Resources Conservation Service
1934 Deyerle Avenue, Suite A, Harrisonburg, VA 22801
(540) 534-3053

From: Morgan, Jamie <jamie.morgan@davey.com>
Sent: Tuesday, September 2, 2025 1:28 PM
To: Yoder-Schmidt, Alexandra - FPAC-NRCS, VA <Alexandra.Yoder-Schmidt@usda.gov>
Cc: Peter Byrne <pbyrne@avionsg.com>; Carol Weed <csw13108@gmail.com>
Subject: Fwd: [External Email]Manassas Regional Airport - Environmental Assessment Agency Consultation

You don't often get email from jamie.morgan@davey.com. Learn why this is important

Hi Alexandra,

Per this request, please find attached the completed form and shapefile of the economy lot. If you have any further questions or comments please do not hesitate to reach out.

Thank you,

Jamie

Jamie Morgan, MS, CPSS

Certified Senior Ecologist, Licensed Wetland Scientist-NH & VA

Project Manager

Davey Resource Group, Inc.

4 Walter E. Foran Blvd., Suite 209, Flemington, NJ 08822

C: 862-268-2712 | P: Direct 908.633.2889; Office 908.788.9676 ext. 4895 | F: 908.788.6788



Visit our local office page

---------- Forwarded message ---------
From: **Jacques, Louise - FPAC-NRCS, VA** <louise.jacques@usda.gov>
Date: Wed, Aug 6, 2025 at 10:59 AM
Subject: RE: [External Email]Manassas Regional Airport - Environmental Assessment Agency Consultation
To: Peter Byrne <pbyrne@avionsg.com>
CC: Juan Rivera <jrivera@ci.manassas.va.us>, Jolene Berry <jberry@ci.manassas.va.us>, Pranav Trivedi <ptrivedi@avports.com>, Carol Weed <csw13108@gmail.com>, Erica Swansen <eswansen@swansengineering.com>, Anderson, Kathleen - FPAC-NRCS, VA <kathleen.anderson@usda.gov>, Hernandez, Clarimer - FPAC-NRCS, VA <clarimer.hernandez@usda.gov>, Martinez, Edwin - FPAC-NRCS, VA <edwin.martinez@usda.gov>, Yoder-Schmidt, Alexandra - FPAC-NRCS, VA <Alexandra.Yoder-Schmidt@usda.gov>

Hello Mr. Byrne:

I have reviewed the materials you sent to NRCS. From what I have seen, there is only input NRCS will need to provide is a Farmland Conversion Impact Rating in conjunction with the Farmland Protection Policy Act (FPPA) for construction Area 5 on your figure AttachmentA. It is listed as an Economy Parking Lot. Everything else would classify as previously converted urban land, so no further action is required under FPPA for these areas.

To complete this request, NRCS will need a form AD-1006 (a blank copy is attached) with parts I and III completed by you. NRCS will complete portions II, IV, and V. Additionally, we will need either an ESRI shapefile of the requested area or a prime farmland report from Web Soil Survey. I am happy to help you with this request as needed. Please send materials to Alexandra Yoder-Schmidt, Resource Soil Scientist in Harrisonburg, VA, for completion (copied above)--Alexandra.Yoder-Schmidt@usda.gov. She handles these requests for northern Virginia. Again: this is only needed for the future Economy Parking Lot area currently in trees.

As soon as we receive these materials, we can complete the request fairly quickly. If you have any additional questions, please feel free to reach out via email or phone (434-808-5956).

Sincerely,

Louise Jacques

Resource Soil Scientist
Virginia | Area III
Farmville AO

U.S. DEPARTMENT OF AGRICULTURE
Natural Resource Conservation Service
100D Dominion Drive, Farmville, VA 23901
p: (434) 392-4171 ext. 121 | c: (434) 808-5956

From: Martinez, Edwin - FPAC-NRCS, VA <edwin.martinez@usda.gov>
Sent: Tuesday, August 5, 2025 8:36 AM
To: Peter Byrne <pbyrne@avionsg.com>; Jacques, Louise - FPAC-NRCS, VA <louise.jacques@usda.gov>
Cc: Juan Rivera <jrivera@ci.manassas.va.us>; Jolene Berry <jberry@ci.manassas.va.us>; Pranav Trivedi <ptrivedi@avports.com>; Carol Weed <csw13108@gmail.com>; Erica Swansen <eswansen@swansengineering.com>; Anderson, Kathleen - FPAC-NRCS, VA <kathleen.anderson@usda.gov>; Hernandez, Clarimer - FPAC-NRCS, VA <clarimer.hernandez@usda.gov>
Subject: RE: [External Email]Manassas Regional Airport - Environmental Assessment Agency Consultation

Good morning, Mr. Byrne,

Thank you for reaching out to us. This message is to acknowledge receipt of your request.

Louise Jacques, NRCS Virginia Soil Scientist, will review your submission. If it falls within our Farm Bill authorities, she will provide response/feedback on or before the due date.

Please send the letter in a pdf format attached to your email as access to the link below is restricted.

Best Regards,

-EMM

Edwin Martinez Martinez, Ph.D.
State Conservationist, Virginia

U.S. DEPARTMENT OF AGRICULTURE
Natural Resources Conservation Service
1606 Santa Rosa Road, Richmond, Virginia, 23229

Suite 209
p: (804) 287-1682 | c: (804) 516-6353

From: Peter Byrne <pbyrne@avionsg.com>
Sent: Monday, August 4, 2025 4:28 PM
To: Martinez, Edwin - FPAC-NRCS, VA <edwin.martinez@usda.gov>
Cc: Juan Rivera <jrivera@ci.manassas.va.us>; Jolene Berry <jberry@ci.manassas.va.us>; Pranav Trivedi <ptrivedi@avports.com>; Carol Weed <csw13108@gmail.com>; Erica Swansen <eswansen@swansengineering.com>
Subject: [External Email]Manassas Regional Airport - Environmental Assessment Agency Consultation

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Use caution before clicking links or opening attachments.
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Dear Mr. Martinez:

The City of Manassas and their franchisee (Avports) are proposing a suite of changes to the Manassas Regional Airport, Virginia. The changes are in support of Federal Aviation Regulation (FAR) Part 139 Certification and commercial air service improvements including Airport Terminal Redevelopment. The environmental review will evaluate the potential impacts associated with 16 proposed projects at the Airport in order to comply with Federal Aviation Administration (FAA) requirements.

We request that your agency provide relevant information or comments regarding the Environmental Impact Categories noted in the consultation letter. These categories are taken from FAA Order 1050.1F *Environmental Impacts: Policies and Procedures* as they may relate to your interest in the proposed project.

This link provides the consultation letter and supporting documentation (figures, project descriptions, and photographs) to assist with this request: 2025_USDANRCS

Thank you for your attention; please do not hesitate to call me with any questions.

Peter J. Byrne, CM

Director

Avion Solutions Group, LLC

(631) 496-6075



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153_AD-1006 Manassas Regional Airport.pdf
187K

Consultation Reference Number: 15a

From: Peter Byrne
To: John_Nelson@ios.doi.gov
Cc: Juan Rivera; Jolene Berry; Pranav Trivedi; Carol Weed; Erica Swansen
Subject: Manassas Regional Airport - Environmental Assessment Agency Consultation
Date: Monday, August 4, 2025 3:56:00 PM
Attachments: image001.png

Dear Mr. Nelson

The City of Manassas and their franchisee (Avports) are proposing a suite of changes to the Manassas Regional Airport, Virginia. The changes are in support of Federal Aviation Regulation (FAR) Part 139 Certification and commercial air service improvements including Airport Terminal Redevelopment. The environmental review will evaluate the potential impacts associated with 16 proposed projects at the Airport in order to comply with Federal Aviation Administration (FAA) requirements.

We request that your agency provide relevant information or comments regarding the Environmental Impact Categories noted in the consultation letter. These categories are taken from FAA Order 1050.1F *Environmental Impacts: Policies and Procedures* as they may relate to your interest in the proposed project.

This link provides the consultation letter and supporting documentation (figures, project descriptions, and photographs) to assist with this request: 2025_USDOI

Thank you for your attention; please do not hesitate to call me with any questions.

Peter J. Byrne, CM
Director
Avion Solutions Group, LLC
(631) 496-6075

Consultation Reference Number: 15b

Erica Swansen

From: Peter Byrne <pbyrne@avionsg.com>
Sent: Wednesday, December 10, 2025 6:08 PM
To: Nelson, John V
Subject: RE: [EXTERNAL] FW: Manassas Regional Airport - Environmental Assessment Agency Consultation

Hi Mr. Nelson, thanks for getting back to me. There is no deadline, but I would like to make sure we are addressing any potential concerns you may have on the proposed projects in the Programmatic EA.

Also, I will make sure you receive the Draft Programmatic EA once the FAA allows us to go public. That will give you and your group another opportunity to review the proposed projects along with the other resource categories.

If a call would help you, please let me know and I would be happy to set aside some time to discuss the Programmatic EA with you.

Thanks Again!

Peter

Peter J. Byrne, CM
Director
Avion Solutions Group, LLC
(631) 496-6075

From: Nelson, John V <John_Nelson@ios.doi.gov>
Sent: Wednesday, December 10, 2025 12:51 PM
To: Peter Byrne <pbyrne@avionsg.com>
Subject: Re: [EXTERNAL] FW: Manassas Regional Airport - Environmental Assessment Agency Consultation

Hi Peter,

Thanks for following up.

I forwarded your original message when I received it in September to our bureaus and units in the area of the project. Typically, the Department does not coordinate across the bureaus for comments on, or that contribute to the development of an EA and instructs the bureaus to respond directly to the project proponent with any comments they might have regarding the specific project.

However, we have put out a second call to the bureaus for comments on this project and are distributing that request today. Do you have a deadline for when you would like to receive comments from the bureaus by that we can include in the request?

Thank you for reaching out. Please don't hesitate to contact me if you have any additional questions or concerns.

From: Peter Byrne <pbyrne@avionsg.com>
Sent: Monday, December 8, 2025 3:36 PM
To: Nelson, John V <John_Nelson@ios.doi.gov>
Subject: RE: [EXTERNAL] FW: Manassas Regional Airport - Environmental Assessment Agency Consultation

Hi Mr. Nelson, I jut wanted to follow up on this request for consultation for the Manassas Regional Airport Environmental Assessment. Please see the attached original email. The link cited in the email is still active.

Please feel free to call me if you have any questions.

Thank You

Peter

Peter J. Byrne, CM
Director
Avion Solutions Group, LLC
(631) 496-6075



From: Nelson, John V <John_Nelson@ios.doi.gov>
Sent: Thursday, September 11, 2025 5:57 PM
To: Peter Byrne <pbyrne@avionsg.com>
Subject: Automatic reply: [EXTERNAL] FW: Manassas Regional Airport - Environmental Assessment Agency Consultation

Hello,

I am currently out of the office on approved leave. I will return to the office on Monday, September 15.

If you need immediate assistance for a spill or emergency, please contact me at 215-605-3874 or Valincia Darby at 215-913-6238 or valincia_darby@ios.doi.gov.

Thank you!

Thanks.

Consultation Reference Number: 15c

Brett Kopec

USGS

609-960-6035

Budget Analyst

From: Gordon, Alison D <agordon@usgs.gov>
Sent: Sunday, December 14, 2025 11:01 PM
To: Kopec, Brett A <bkopec@usgs.gov>
Subject: Fw: ENVIRONMENTAL REVIEW (ER) NEW POSTING NOTIFICATION: ER25/0600 - Manassas Regional Airport (HEF), Proposed FAR Part 139 Certification and Terminal Redevelopment Project Environmental Assessment, Prince William County and City of Manassas, VA, DOT...

The USGS has no comment at this time. Thank you.

From: oepchq@ios.doi.gov <oepchq@ios.doi.gov>
Sent: Wednesday, December 10, 2025 11:11 AM
To: Brueggeman, Louis C <louis_brueggeman@ios.doi.gov>; Braegelmann, Carol <carol_braegelmann@ios.doi.gov>; cheryl_kelly@ios.doi.gov <cheryl_kelly@ios.doi.gov>; Benko, Matthias J <matthias_benko@ios.doi.gov>; Perez-Perez, Carlos I <carlos_perez-perez@ios.doi.gov>; Mosley, John W <John.Mosley@bia.gov>; Yazzie, Harrilene J <Harrilene.Yazzie@bia.gov>; Vaivai, Justine C <Justine.Vaivai@bia.gov>; Lytle, Myles <Myles.Lytle@bia.gov>; Morris, Alyssa M <Alyssa.Morris@bia.gov>; ERs, FWS HQ <FWS_HQ_ERs@fws.gov>; Stedeford, Melissa <Melissa_Stedeford@nps.gov>; srideout@osmre.gov <srideout@osmre.gov>; Allen, Christine E <ceallen@osmre.gov>; Gordon, Alison D <agordon@usgs.gov>; McGhee, Chester <Chester.Mcghee@bia.gov>; Rawlings, Leonard D <Leonard.Rawlings@bia.gov>; keith.bluecloud@bia.gov <keith.bluecloud@bia.gov>; oepchq@ios.doi.gov <oepchq@ios.doi.gov>; Darby, Valincia <Valincia_Darby@ios.doi.gov>; Nelson, John V <John_Nelson@ios.doi.gov>
Subject: ENVIRONMENTAL REVIEW (ER) NEW POSTING NOTIFICATION: ER25/0600 - Manassas Regional Airport (HEF), Proposed FAR Part 139 Certification and Terminal Redevelopment Project Environmental Assessment, Prince William County and City of Manassas, VA, DOT-FAA

This e-mail alerts you to a Environmental Review (ER) request from the Office of Environmental Policy and Compliance (OEPC). This ER can be accessed here.

To access electronic ERs visit the Environmental Assignments website: https://ecl.doi.gov/ERs.cfm. For assistance, please contact the Environmental Review Team at 202-208-5464.

Comments due to Agency by: 10/13/25

Carol Weed <csw13108@gmail.com> Tue, Dec 16, 2025 at 1:18 PM
To: "Stafford, Susan (FAA)" <Susan.Stafford@faa.gov>
Cc: Peter Byrne <pbyrne@avionsg.com>

Thanks Susan. I believe that you are right about the reason for the response.

Regards,
Carol

Consultation Reference Number: 16a

From: Peter Byrne
To: Blarcom-Lackey.Amy@epa.com
Subject: Manassas Regional Airport - Environmental Assessment Agency Consultation
Date: Tuesday, August 5, 2025 4:58:00 PM
Attachments: image001.png

Dear Ms. Blarcom-Lackey:

The City of Manassas and their franchisee (Avports) are proposing a suite of changes to the Manassas Regional Airport, Virginia. The changes are in support of Federal Aviation Regulation (FAR) Part 139 Certification and commercial air service improvements including Airport Terminal Redevelopment. The environmental review will evaluate the potential impacts associated with 16 proposed projects at the Airport in order to comply with Federal Aviation Administration (FAA) requirements.

We request that your agency provide relevant information or comments regarding the Environmental Impact Categories noted in the consultation letter. These categories are taken from FAA Order 1050.1F *Environmental Impacts: Policies and Procedures* as they may relate to your interest in the proposed project.

This link provides the consultation letter and supporting documentation (figures, project descriptions, and photographs) to assist with this request: 2025_USEPA

Thank you for your attention; please do not hesitate to call me with any questions.

Peter J. Byrne, CM
Director
Avion Solutions Group, LLC
(631) 496-6075



Consultation Reference Number: 16b

From:	Peter Byrne
To:	glyn.rebecca@epa.gov
Cc:	Juan Rivera; Jolene Berry; Pranav Trivedi; Carol Weed; Erica Swansen
Subject:	Manassas Regional Airport - Environmental Assessment Agency Consultation
Date:	Wednesday, August 13, 2025 4:31:00 PM
Attachments:	image001.png

Dear Ms. Souto-Glyn:

The City of Manassas and their franchisee (Avports) are proposing a suite of changes to the Manassas Regional Airport, Virginia. The changes are in support of Federal Aviation Regulation (FAR) Part 139 Certification and commercial air service improvements including Airport Terminal Redevelopment. The environmental review will evaluate the potential impacts associated with 16 proposed projects at the Airport in order to comply with Federal Aviation Administration (FAA) requirements.

We request that your agency provide relevant information or comments regarding the Environmental Impact Categories noted in the consultation letter. These categories are taken from FAA Order 1050.1F *Environmental Impacts: Policies and Procedures* as they may relate to your interest in the proposed project.

This link provides the consultation letter and supporting documentation (figures, project descriptions, and photographs) to assist with this request: 2025_USEPA

Thank you for your attention; please do not hesitate to call me with any questions.

Peter J. Byrne, CM
Director
Avion Solutions Group, LLC
(631) 496-6075

From:	Peter Byrne
To:	Glyn, Rebecca; Stafford, Susan (FAA) (susan.stafford@faa.gov)
Cc:	Juan Rivera; Jolene Berry; Pranav Trivedi; Carol Weed; Erica Swansen; Witman, Timothy; Willson, Matthew
Subject:	RE: Manassas Regional Airport - Environmental Assessment Agency Consultation
Date:	Friday, August 15, 2025 11:57:00 AM
Attachments:	image001.png

Thank you!

From: Glyn, Rebecca <GLYN.REBECCA@EPA.GOV>
Sent: Friday, August 15, 2025 11:51 AM
To: Peter Byrne <pbyrne@avionsg.com>; Stafford, Susan (FAA) (susan.stafford@faa.gov) <susan.stafford@faa.gov>
Cc: Juan Rivera <jrivera@ci.manassas.va.us>; Jolene Berry <jberry@ci.manassas.va.us>; Pranav Trivedi <ptrivedi@avports.com>; Carol Weed <csw13108@gmail.com>; Erica Swansen <eswansen@swansengineering.com>; Witman, Timothy <witman.timothy@epa.gov>; Willson, Matthew <Willson.Matthew@epa.gov>
Subject: RE: Manassas Regional Airport - Environmental Assessment Agency Consultation

Good afternoon Mr. Byrne and Ms. Stafford,

Thank you for your email and consultation letter dated August 1, 2025 to initiate early coordination with the US EPA as you prepare a Programmatic Environmental Assessment for the Manassas Regional Airport Proposed FAR Part 139 Certification and Terminal Redevelopment Project.

We will review all documents at the link provided and be in touch in the coming days with any comments on the requested information.

For future reference, please note that our EPA Region 3 NEPA office has a new general email address where inquiries may be sent: R3NEPA@epa.gov. I'm also copying our EPA Region 3 NEPA Branch Manager, Timothy Witman at witman.timothy@epa.gov, and lead NEPA reviewer for FAA actions, Matthew Willson at willson.matthew@epa.gov.

Thank you,

Rebecca Souto-Glyn
National Environmental Policy Act (NEPA) Reviewer
NEPA & Technical Assistance Branch
U.S. EPA Mid Atlantic Region 3 - Philadelphia, Pennsylvania
(215) 814-2795 | Teams Chat | glyn.rebecca@epa.gov
Please send NEPA inquiries to: R3NEPA@epa.gov

From: Peter Byrne <pbyrne@avionsg.com>
Sent: Wednesday, August 13, 2025 4:31 PM
To: Glyn, Rebecca <GLYN.REBECCA@EPA.GOV>
Cc: Juan Rivera <jrivera@ci.manassas.va.us>; Jolene Berry <jberry@ci.manassas.va.us>; Pranav

Trivedi <ptrivedi@avports.com>; Carol Weed <csw13108@gmail.com>; Erica Swansen <eswansen@swansengineering.com>
Subject: Manassas Regional Airport - Environmental Assessment Agency Consultation

You don't often get email from pbyrne@avionsg.com. Learn why this is important

Caution: This email originated from outside EPA, please exercise additional caution when deciding whether to open attachments or click on provided links.

Dear Ms. Souto-Glyn:

The City of Manassas and their franchisee (Avports) are proposing a suite of changes to the Manassas Regional Airport, Virginia. The changes are in support of Federal Aviation Regulation (FAR) Part 139 Certification and commercial air service improvements including Airport Terminal Redevelopment. The environmental review will evaluate the potential impacts associated with 16 proposed projects at the Airport in order to comply with Federal Aviation Administration (FAA) requirements.

We request that your agency provide relevant information or comments regarding the Environmental Impact Categories noted in the consultation letter. These categories are taken from FAA Order 1050.1F *Environmental Impacts: Policies and Procedures* as they may relate to your interest in the proposed project.

This link provides the consultation letter and supporting documentation (figures, project descriptions, and photographs) to assist with this request: 2025_USEPA

Thank you for your attention; please do not hesitate to call me with any questions.

Peter J. Byrne, CM
Director
Avion Solutions Group, LLC
(631) 496-6075

Consultation Reference Number: 17a

DAVEY

Morgan, Jamie <jamie.morgan@davey.com>

RE: EPA FAA Manassas Regional Airport Discussion

1 message

Willson, Matthew <Willson.Matthew@epa.gov> Thu, Sep 11, 2025 at 2:19 PM
To: Peter Byrne <pbyrne@avionsg.com>, "Stafford, Susan (FAA)" <susan.stafford@faa.gov>, "Traver, Carrie" <Traver.Carrie@epa.gov>
Cc: "Marie.Jenet@faa.gov" <marie.jenet@faa.gov>, "csw13108@gmail.com" <csw13108@gmail.com>, Jamie Morgan <jamie.morgan@davey.com>, Pranav Trivedi <Ptrivedi@avports.com>, "DiGiulian, Matthew (FAA)" <Matthew.DiGiulian@faa.gov>, Jolene Berry <jberry@ci.manassas.va.us>

Hello Everyone,

Thank you very much for joining the meeting to discuss the Manassas Regional Airport (HEF), Proposed FAR Part 139 Certification and Terminal Redevelopment Project Environmental Assessment (PEA). We really appreciate having the opportunity to learn more about the project and provide input at this point in the process. The information you provided helped us gain a deeper understanding of the project and we hope that our comments will help in the development of the PEA.

During the meeting, Carrie mentioned a VDOT project in close proximity to your project. Here is the information that you requested courtesy of Carrie:

> Following our conversation, we realized that the VDOT Manassas Wetlands Mitigation Site is shown on Figure 2 as land belonging to the Commonwealth (the purple polygon adjacent to the eastern boundary of the airport site.) This also can be seen under “Protective Management” in the Water Resource Registry at https://watershedresourcesregistry.org/map/?config=stateConfigs/virginia.json Here is a screenshot:



The VDOT site, shown here as a green polygon, was required mitigation for impacts to wetlands from the construction of Route 234-Bypass from Route 28 to I-66. The parcel ID is 7694-76-3569. The nearby lighter green parcels shown are Airport Gateway Preservation Areas. As discussed, we recommend the EA evaluate any impacts to existing mitigation areas from the potential stream bypass or other activities.

As we discussed, our office exists to assist agencies with the NEPA process including providing feedback for the development of NEPA documents. We do not impose any additional requirements above those required by the NEPA statute. If you have any questions or concerns please contact Carrie or myself.

We look forward to receiving and reviewing the Environmental Assessment.

Thank you!

Matthew Willson

NEPA Specialist- NEPA & Technical Assistance Branch

EPA Region 3 Philadelphia, PA

Phone: 215-814-5795

Email: willson.matthew@epa.gov

Cube: 20630

Please submit NEPA documents for EPA Region 3 review to R3NEPA@epa.gov

-----Original Appointment-----
From: Willson, Matthew
Sent: Friday, September 5, 2025 2:09 PM
To: Willson, Matthew; Peter Byrne; Stafford, Susan (FAA); Traver, Carrie
Cc: Marie.Jenet@faa.gov; csw13108@gmail.com; Jamie Morgan; Pranav Trivedi; DiGiulian, Matthew (FAA); Jolene Berry
Subject: EPA FAA Manassas Regional Airport Discussion
When: Wednesday, September 10, 2025 11:00 AM-12:00 PM (UTC-05:00) Eastern Time (US & Canada).
Where: Microsoft Teams Meeting; R3-PHL Honey Locust Room 20600

Hello Everyone,

Unfortunately, due to unforeseen circumstances I need to reschedule this meeting until Wednesday. If for some reason the new meeting time does not work, please email me and let me know. I will respond on Wednesday morning.

Thank you for giving us an opportunity to engage with you on Manassas Regional Airport Programmatic Environmental Assessment (PEA). We have reviewed the documents that you supplied. We would like to discuss the project, specifically the wetlands impacts for the Economy Parking Lot Construction (#5) and the Bridge Rehabilitation: Runway 16L/34R and Taxiway Bravo (#6). Please note, that we have also reviewed the 2018 West Corporate Development and East Parcel Development for Manassas Regional Airport, Final Environmental Assessment. https://manassasregionalairportprojects.com/past-projects/west-corporate-eastside-parcel.html

---

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image001.png
693K

Consultation Reference Number: 18a

DAVEY

Morgan, Jamie <jamie.morgan@davey.com>

Re: [EXTERNAL] FW: Manassas Regional Airport - Environmental Assessment Agency Consultation

Virginia Field Office, FW5 <virginiafieldoffice@fws.gov> Fri, Nov 14, 2025 at 3:41 PM
To: "Morgan, Jamie" <jamie.morgan@davey.com>

Hi Jamie,

Unfortunately, we are not able to provide a formal response on letterhead. The email below simply outlines the relevant ESA regulations (e.g., when conferencing on a proposed species is required).

If you would like to proceed with informal conferencing, which you may choose to do but are not required to do, our office recommends completing a bridge assessment for all bridges and any culverts that meet the criteria outlined in the survey guidelines. Once those assessments are finished, you will need to complete the determination key, and the letter generated by the key may be included in your EA.

Please let me know if you have additional questions.

Best,
Rachel

From: Morgan, Jamie <jamie.morgan@davey.com>
Sent: Friday, November 14, 2025 1:00 PM
To: Virginia Field Office, FW5 <virginiafieldoffice@fws.gov>
Cc: pbyrne@avionsg.com <pbyrne@avionsg.com>; Carol Weed <csw13108@gmail.com>
Subject: Re: [EXTERNAL] FW: Manassas Regional Airport - Environmental Assessment Agency Consultation

Hello Jen/Rachel,
On September 15th (in the email chain below) we received a response from your agency to our request for consultation regarding a NEPA EA, which we have been preparing for Manassas Regional Airport. We are looking for a formal response to include in our EA. Would USFWS be able to provide that on letterhead? Please let us know at your earliest convenience.
Thank you,
Jamie

Jamie Morgan, MS, CPSS

Certified Senior Ecologist, Licensed Wetland Scientist-NH & VA

Project Manager

Davey Resource Group, Inc.

4 Walter E. Foran Blvd., Suite 209, Flemington, NJ 08822

C: 862-268-2712 | P: Direct 908.633.2889; Office 908.788.9676 ext. 4895 | F: 908.788.6788

DAVEY Resource Group

Visit our local office page

On Tue, Sep 30, 2025 at 2:05 PM Virginia Field Office, FW5 <virginiafieldoffice@fws.gov> wrote:

> Hi Jamie,
>
> You are correct. For projects with federal nexus, conferencing on species proposed for listing is **only required** under ESA 7(a)(4) when the action is "likely to jeopardize the continued existence of the species" or "result in the adverse modification of proposed critical habitat." If your project is “not likely to jeopardize” a proposed species or “not likely to adversely modify” proposed critical habitat, no conferencing is needed. In the event the species becomes listed prior to the completion of project activities that may impact the proposed species, we recommend that you re-initiate consultation.
>
> Best,
> Rachel
>
> ---
>
> **From:** Morgan, Jamie <jamie.morgan@davey.com>
> **Sent:** Monday, September 29, 2025 3:07 PM
> **To:** Virginia Field Office, FW5 <virginiafieldoffice@fws.gov>
> **Cc:** pbyrne@avionsg.com <pbyrne@avionsg.com>; Carol Weed <csw13108@gmail.com>
> **Subject:** Re: [EXTERNAL] FW: Manassas Regional Airport - Environmental Assessment Agency Consultation
>
> Hi Jen,
> I am following up on our previous correspondence in the email chain below. Since both of the species noted in the Official Species list are of proposed status (monarch butterfly and tri-colored bat), and since these project's actions are not likely to jeopardize the continued existence of the species, can we assume that no further consultation is currently required with USFWS regarding these? I am specifically referencing step 3a - H in the instructions you provided.
> Thank you,
> Jamie
>
> **Jamie Morgan, MS, CPSS**
>
> **Certified Senior Ecologist, Licensed Wetland Scientist-NH & VA**
>
> **Project Manager**
>
> Davey Resource Group, Inc.
>
> 4 Walter E. Foran Blvd., Suite 209, Flemington, NJ 08822
>
> C: 862-268-2712 | P: Direct 908.633.2889; Office 908.788.9676 ext. 4895 | F: 908.788.6788
>
> 
>
>
> Visit our local office page
>
> On Mon, Sep 15, 2025 at 3:45 PM Morgan, Jamie <jamie.morgan@davey.com> wrote:
>
> > Hi Jennifer,
> > Yes, please links below for photos of the bridge. I'm also enclosing Figure #3 (which was also in the consultation package), which shows the project areas. These bridge photos are all contained within the Project #6 area. We also are attaching photos of the building that will be removed for Project #1. We were looking for your recommendations regarding habitat it may provide for roosting bats also.
> >
> > HEF_EA_CLtr_fig_03_Elements_20250729.pdf

IMG_0215.JPG

IMG_0216.JPG

IMG_0231.JPG

IMG_0277.JPG

IMG_2141.JPG

IMG_2150.JPG

IMG_2941.jpg

IMG_2942.jpg

P1010076.JPG

P1010077.JPG

P1010078.JPG

P1010081.JPG

Jamie Morgan, MS, CPSS

Certified Senior Ecologist, Licensed Wetland Scientist-NH & VA

Project Manager

Davey Resource Group, Inc.

4 Walter E. Foran Blvd., Suite 209, Flemington, NJ 08822

C: 862-268-2712 | P: Direct 908.633.2889; Office 908.788.9676 ext. 4895 | F: 908.788.6788

DAVEY Resource Group

Visit our local office page

On Mon, Sep 15, 2025 at 2:12 PM Virginia Field Office, FW5 <virginiafieldoffice@fws.gov> wrote:

> Jamie,

Do you have site photos of the bridges/culverts that you could provide? For projects that will be impacting bridges or culverts and that have bats on the OSL, we generally recommend that on-site bridge assessments be completed following Appendix K. The completed Appendix K form can then be uploaded when completing the DKey. A bridge assessment may not be needed if the bridge does not represent suitable habitat for bats, and providing our office with site photos can help us determine if we think the bridges/culverts are suitable.

Jen

From: Morgan, Jamie <jamie.morgan@davey.com>
Sent: Monday, September 15, 2025 9:52 AM
To: Virginia Field Office, FW5 <virginiafieldoffice@fws.gov>
Cc: pbyrne@avionsg.com <pbyrne@avionsg.com>; Carol Weed <csw13108@gmail.com>
Subject: Re: [EXTERNAL] FW: Manassas Regional Airport - Environmental Assessment Agency Consultation

Hi Jen,
Thanks so much for getting back to us so quickly. We have run the IPac for the project and our species list has tricolored bat and monarch butterfly. We have tried to move through the D-key for tricolored bat, but get hung up on questions related to tunnels or bridges. For this project, the airport taxiway and runway cross over bridges over Broad Run. These bridges will require some rehab work and thus when I answer the question regarding whether bridges are present (and/or this long culverted area could potentially be considered a tunnel), I get the response pasted below. We have completed a basic habitat assessment of the airport, but have not conducted any specific bat/bridge surveys as we were awaiting consultation. Can you please let us know what we should do next?

> Habitat assessments and presence/probable absence surveys should be reviewed by the appropriate Ecological Services Field Office before use of this key. If the assessment has not been reviewed and approved by the appropriate Ecological Services Field Office, please contact the Field Office for review. If reviewed and approved, you can return to this determination key and continue through the remaining questions. If prompted to upload a document, please upload the communication from the appropriate field office including their directions. Phase 1 habitat assessments include a desktop review to determine whether hibernacula are likely to be present. If the desktop assessment or the appropriate ES Field Office has indicated that hibernacula are not likely to be present in the project area and on-site assessments are not

needed, answer this question "Yes" and continue through the key.

Thank you,
Jamie

Jamie Morgan, MS, CPSS

Certified Senior Ecologist, Licensed Wetland Scientist-NH & VA

Project Manager

Davey Resource Group, Inc.

4 Walter E. Foran Blvd., Suite 209, Flemington, NJ 08822

C: 862-268-2712 | P: Direct 908.633.2889; Office 908.788.9676 ext. 4895 | F: 908.788.6788



Visit our local office page

On Mon, Sep 15, 2025 at 8:06 AM Virginia Field Office, FW5 <virginiafieldoffice@fws.gov> wrote:

> Good morning Peter,
>
> Thank you for reaching out to our office. Strange that you didn't receive a returned email the first time you contacted Cindy because she retired in August 2024.
>
> We recommend you utilize the Virginia Field Office's online project review process to assist with your request. We want to ensure that U.S. Fish and Wildlife Service trust resources continue to be conserved, impacts to these important natural resources are avoided and/or minimized, and appropriate permits are applied for and received. We have developed a website that provides the steps and information necessary to allow any individual or entity requiring review/approval of their project to complete a review and come to the appropriate conclusion. This site can be accessed at: https://www.fws.gov/office/virginia-ecological-services/virginia-field-office-online-review-process
>
> The website is frequently updated to provide new species/trust resource information and methods to review projects. Refer to the website for each project review to ensure that current information and methods are utilized.
>
> If you have any questions about project reviews or need assistance, please let us know.
>
> Best,
>
> Jen

From: Peter Byrne <pbyrne@avionsg.com>
Sent: Friday, September 12, 2025 2:37 PM
To: Stanhope, Jennifer W <jennifer_stanhope@fws.gov>; Andersen, Troy M <troy_andersen@fws.gov>
Cc: Morgan, Jamie <jamie.morgan@davey.com>; Carol Weed <csw13108@gmail.com>
Subject: [EXTERNAL] FW: Manassas Regional Airport - Environmental Assessment Agency Consultation

This email has been received from outside of DOI - Use caution before clicking on links, opening attachments, or responding.

Hi Jennifer and Troy, we sent this request originally on 8/4. We had not received a response to the original email, so we sent a follow up email to Cindy on 9/11. The email on 9/11 to Cindy bounced back as undeliverable.

Therefore, we are following up on this request. The link below is still active.

Please call me if you have any questions.

Thank You.

Peter J. Byrne, CM

Director

Avion Solutions Group, LLC

244 5th Avenue, Suite P296

New York, NY 10001

(631) 496-6075



From: Peter Byrne
Sent: Monday, August 4, 2025 5:14 PM
To: cindy_schulz@fws.gov
Cc: Juan Rivera <jrivera@ci.manassas.va.us>; Jolene Berry <jberry@ci.manassas.va.us>; Pranav Trivedi <ptrivedi@avports.com>; Carol Weed <csw13108@gmail.com>; Erica Swansen <eswansen@swansengineering.com>
Subject: Manassas Regional Airport - Environmental Assessment Agency Consultation

Dear Ms. Schulz:

The City of Manassas and their franchisee (Avports) are proposing a suite of changes to the Manassas Regional Airport, Virginia. The changes are in support of Federal Aviation Regulation (FAR) Part 139 Certification and commercial air service improvements including Airport Terminal Redevelopment. The environmental review will evaluate the potential impacts associated with 16 proposed projects at the Airport in order to comply with Federal Aviation Administration (FAA) requirements.

We request that your agency provide relevant information or comments regarding the Environmental Impact Categories noted in the consultation letter. These categories are taken from FAA Order 1050.1F *Environmental Impacts: Policies and Procedures* as they may relate to your interest in the proposed project.

This link provides the consultation letter and supporting documentation (figures, project descriptions, and photographs) to assist with this request: 2025_FWS

Thank you for your attention; please do not hesitate to call me with any questions.

Peter J. Byrne, CM

Director

Avion Solutions Group, LLC

(631) 496-6075



AVION SOLUTIONS GROUP LLC

www.avionsg.com

August 1, 2025

Cindy Schulz, Fish and Wildlife Administrator – Field Office Supervisor
Fish & Wildlife Service, Virginia Field Office
6669 Short Lane
Gloucester, VA 23061-4410
(804) 905-6983
Electronic Filing: cindy_schulz@fws.gov

Subject: Endangered Species Act Section 7 Coordination, Manassas Regional Airport (HEF), Proposed Part 139 Certification and Terminal Redevelopment Environmental Assessment Project, Prince William County and City of Manassas, Virginia

Dear Ms. Schulz:

This letter is being sent pursuant to 33 U.S.C. §§ 1251-1387 to request comment as required by Section 7 of the Endangered Species Act (ESA). Manassas Regional Airport (HEF or "Airport") is in northern Virginia within the City of Manassas and Prince William County (**Attachment A, Figures 1 and 2).** The Airport and their Franchise consultant AFCO Avports Management (Avports) are proposing a suite of changes to the Airport Layout Plan (ALP).

In January 2024, the Federal Aviation Administration's (FAA) Northeast Region noted that a NEPA-level Programmatic Environmental Assessment (PEA) would be an acceptable procedural approach for evaluation of the 16 planned projects required for commercial service and Federal Aviation Regulation (FAR) Part 139 certification (**Attachment A, Figure 3; Attachment B, PEA Background and Project Descriptions; and Attachment C, Photographs**).

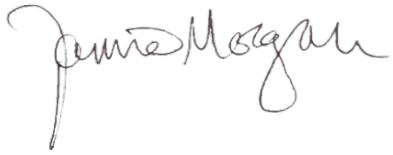
The FAA reviewers for the PEA are Ms. Susan B. Stafford and Ms. Marie C. Jenet. The PEA is being prepared for Avports and the Airport by Avion Solutions Group, LLC (ASG), North Carolina. ASG is following the FAA resource evaluation guidance provided in FAA Order 1050.1F *Environmental Impacts: Policies and Procedures* (2023) and FAA's 1050.1F Desk Reference (2023). The anticipated changes are an "undertaking" subject to the CWA and its implementing regulations under Section 7 of 50 CFR Part 402 (as amended). The FAA is the lead federal agency overseeing compliance with Section 7 of the ESA, which they are doing in coordination with its National Environmental Policy Act (NEPA) review.

Consultation packages similar to this one have been prepared for submission to various City, County, Commonwealth of Virginia, and Federal agencies. The agency consultation list provided to ASG by the FAA is included as **Table 1**. **Table 2** lists the 16 projects that are described in **Attachment B**. **Attachment B** also describes the programmatic approach taken in the development of the NEPA-level Environmental Assessment. The attachment references figures and photographs presented in **Attachment A** and **Attachment C**, respectively.

CONCLUSION

In conclusion, we request your comment on the PEA Tier 1 and 2 Projects. If you have any questions or require additional information from the FAA, please contact Susan B. Stafford at 609-916-5793 or Susan.Stafford@faa.gov.

Sincerely,



Jamie Morgan, CPSS, PWD
Project Manager, Certified Senior Ecologist
Davey Resource Group
4 Walter E. Foran Blvd., Suite 209,
Flemington, NJ 08822
908.788.9676 ext. 4895
Jamie.Morgan@Davey.com

Attachments:
A – Figures
B – PEA Background and Project Descriptions
C – Photographs

Electronic copy to:
FAA: Susan B. Stafford, Marie C. Jenet, Chad Carper
HEF: Juan Rivera, Jolene Berry
Avports: Pranav Trivedi
Avion Solutions Group LLC: Peter Byrne, Carol S. Weed

Table 1. Agency Consultation List		
Jurisdiction	**Agency**	**Date Response Received**
1. Federal (US)	Army Corps of Engineers, Northern Section	
1. Federal (US)	Department of Agriculture, Natural Resources Conservation Service, Virginia State Conservationist's Office	
1. Federal (US)	Department of the Interior, Office of Environmental Policy and Compliance, Philadelphia Region	
1. Federal (US)	Environmental Protection Agency, Region 3, Office of Communities, Tribes and Environmental Assessment	
1. Federal (US)	Federal Emergency Management Agency, Region 3; Environment & Historic Preservation	
1. Federal (US)	Fish & Wildlife Service, Virginia Field Office	
1. Federal (US)	National Oceanic and Atmospheric Administration, National Marine Fisheries Service, Greater Atlantic Region Office	
2. Nation/Tribe	Catawba Indian Nation	
2. Nation/Tribe	Chickahominy Indian Tribe	
2. Nation/Tribe	Delaware Nation	
2. Nation/Tribe	Pawmunkey Indian Tribe	
3. Virginia	Department of Aviation, Airport Service Division	
3. Virginia	Department of Conservation and Recreation, Division of Planning and Recreation	
3. Virginia	Department of Conservation and Recreation, Dam Safety and Floodplains	
3. Virginia	Department of Environmental Quality, Office of Environmental Impact Review	
3. Virginia	Department of Game and Inland Fisheries, Environmental Services Section	
3. Virginia	Department of Historic Resources, Division of Review and Compliance	
3. Virginia	Department of Transportation, Northern Virginia District VDOT	
4.Prince William County	Environmental Management	
4.Prince William County	Planning Division	
5. City of Manassas	Engineering Department	
5. City of Manassas	Planning and Development	

Table 2 – PEA Projects			
Project Number	**Project Name**	**Program Tier Construction Year Start-End**	**Project Supports**
1	Terminal Building Expansion (north, south, and west)	Tier 1: 2026-2026	Commercial Service
2	West Ramp General Aviation Tie-Down Replacement	Tier 1: 2026-2028	Part 139 Certification & Commercial Service
3	East Ramp Strengthening, Reconfiguration, and Rehabilitation	Tier 1: 2026-2028	Part 139 Certification & Commercial Service
4	Terminal Parking Lot Rehabilitation and Expansion	Tier 1: 2026-2026	Commercial Service
5	Economy Parking Lot Construction	Tier 1: 2026-2026	Commercial Service
6	Bridge Replacements - Runway 16L/34R and Taxiway Bravo	Tier 1: 2026-2027	Part 139 Certification & Commercial Service
7	Construction of a new Snow Removal Equipment (SRE) Building	Tier 1: 2027-2028	Commercial Service
8	Taxiway Bravo Widening	Tier 2: 2027-2028	Part 139 Certification
9	Runway 16L/34R Reconstruction and Strengthening	Tier 1: 2027-2029	Part 139 Certification & Commercial Service
10	Taxiway Echo Fillet Widening	Tier 2: 2031-2034	Part 139 Certification
11	Taxiway B Reconstruction and Strengthening (South of the Bridge)	Tier 1: 2029-2030	Part 139 Certification & Commercial Service
12	Construction of a new East Ramp Taxiway	Tier 2: 2032-2034	Part 139 Certification & Commercial Service
13	Runway 16L/34R Widening	Tier 2: 2033-2033	Part 139 Certification
14	Construction of an Aircraft Deicing Pad and Apron Expansion between Taxiways Delta and Echo	Tier 2: 2033-2034	Part 139 Certification
15	Construction of new Expanded East Ramp and Taxilane between Taxiways Delta and Echo	Tier 2: 2033-2036	Part 139 Certification & Commercial Service

Table 2 – PEA Projects			
Project Number	**Project Name**	**Program Tier Construction Year Start-End**	**Project Supports**
15	Construction of new Expanded East Ramp and Taxilane between Taxiways Delta and Echo	Tier 2: 2033-2036	Part 139 Certification & Commercial Service
16	Construction of new Aircraft Rescue and Fire Fighting (ARFF) Facility	Tier 2: 2035-2036	Part 139 Certification

Consultation Reference Number: 20a

From: Peter Byrne
To: Angela.Davis@dcr.virginia.gov; pcmo@dcr.virginia.gov
Cc: Juan Rivera; Jolene Berry; Pranav Trivedi; Carol Weed; Erica Swansen
Subject: Manassas Regional Airport - Environmental Assessment Agency Consultation
Date: Monday, August 4, 2025 5:23:00 PM
Attachments: image001.png

Dear Ms. Davis:

The City of Manassas and their franchisee (Avports) are proposing a suite of changes to the Manassas Regional Airport, Virginia. The changes are in support of Federal Aviation Regulation (FAR) Part 139 Certification and commercial air service improvements including Airport Terminal Redevelopment. The environmental review will evaluate the potential impacts associated with 16 proposed projects at the Airport in order to comply with Federal Aviation Administration (FAA) requirements.

We request that your agency provide relevant information or comments regarding the Environmental Impact Categories noted in the consultation letter. These categories are taken from FAA Order 1050.1F *Environmental Impacts: Policies and Procedures* as they may relate to your interest in the proposed project.

This link provides the consultation letter and supporting documentation (figures, project descriptions, and photographs) to assist with this request: 2025_VADCR DAM SAFETY

Thank you for your attention; please do not hesitate to call me with any questions.

Peter J. Byrne, CM
Director
Avion Solutions Group, LLC
(631) 496-6075

Consultation Reference Number: 20b

Stefanie K. Taillon
Secretary of Natural and Historic Resources

Matthew S. Wells
Director

Andrew W. Smith
Chief Deputy Director

Frank N. Stovall
Deputy Director for Operations

Darryl Glover
Deputy Director for Dam Safety, Floodplain Management and Soil and Water Conservation

Laura Ellis
Deputy Director for Administration and Finance

COMMONWEALTH of VIRGINIA
DEPARTMENT OF CONSERVATION AND RECREATION

August 21, 2025

Jamie Morgan
Davey Resource Group
4 Walter E Foran Blvd #209
Flemington, NJ 08822

Re: Manassas Regional Airport Environmental Assessment

Dear Ms. Morgan:

The Department of Conservation and Recreation's Division of Natural Heritage (DCR) has searched its Biotics Data System for occurrences of natural heritage resources from the area outlined on the submitted map. Natural heritage resources are defined as the habitat of rare, threatened, or endangered plant and animal species, unique or exemplary natural communities, and significant geologic formations.

Project #6 – Bridge Rehabilitation: Runway 16L/34R and Taxiway Bravo

According to the information in our files, the Broad Run - Cannon Branch Stream Conservation Site (SCS) is located within the project area. SCSs encompass stream/river reaches, waterbodies, and terrestrial contributing areas containing or associated with aquatic or semi-aquatic resources, including upstream and downstream reaches and tributaries up to 3-km stream distance from the aquatic resources. The size and dimensions of an SCS are based on the hydrology of the waterway and surrounding landscape, taking into consideration dam locations and whether the waterway is tidal. SCSs are also given a biodiversity significance ranking (B-rank) based on the rarity, quality, and number of element occurrences they contain. The Broad Run - Cannon Branch SCS has been given a B-rank of B4, which represents a site of moderate significance. The natural heritage resource associated with this SCS is:

Alasmidonta varicosa	Brook floater	G3/S1/NL/LE

The brook floater, a small freshwater mussel species, is known from the northeastern United States primarily in the Atlantic Slope drainages (NatureServe, 2009). In Virginia, it is recorded from the Potomac River basin with a possible record from the James River. Of 14 documented records in Virginia, only two are thought to be viable. Population declines have been documented throughout its range (NatureServe, 2009). The brook floater typically inhabits flowing-water habitats in and near riffles and rapids of smaller creeks with rocky or gravelly substrates (Nedeau et al., 2000 per NatureServe, 2009). Many facets of its life history are unknown including its fish host. Threats for the brook floater in particular include poor water quality as this species does not tolerate silt or nutrient pollution well (Stevenson and Bruenderman, 1995). Please note that this species is currently listed as endangered by the Virginia Department of Wildlife Resources (VDWR).

Considered good indicators of the health of aquatic ecosystems, freshwater mussels are dependent on good water quality, good physical habitat conditions, and an environment that will support populations of host fish species (Williams et al., 1993). Because mussels are sedentary organisms, they are sensitive to water quality degradation related to increased sedimentation and pollution. They are also sensitive to habitat destruction through dam construction, channelization, and dredging, and the invasion of exotic mollusk species.

In addition, according to DCR's predictive suitable habitat model and a DCR biologist, there is potential for the brook floater to occur in the project area if suitable habitat exists onsite. Broad Run has also been designated by the VDWR as a "Threatened and Endangered Species Water" for the brook floater.

Due to the potential for this site to support populations of natural heritage resources, DCR recommends an inventory for all native mussels in the project area. With the survey results we can more accurately evaluate potential impacts to natural heritage resources and offer specific protection recommendations for minimizing impacts to the documented resources.

DCR-Division of Natural Heritage biologists are qualified to conduct inventories for rare, threatened, and endangered species. Please contact Anne Chazal, Natural Heritage Chief Biologist, at anne.chazal@dcr.virginia.gov or 804-786-9014 to discuss availability and rates for field work.

To minimize adverse impacts to the aquatic ecosystem as a result of the proposed activities, DCR recommends the implementation of and strict adherence to applicable state and local erosion and sediment control/storm water management laws and regulations. Furthermore, DCR recommends minimizing tree removal and maintaining the forested riparian buffer along Broad Run. Due to the legal status of the Brook floater, DCR also recommends coordination with the VDWR, Virginia's regulatory authority for the management and protection of this species to ensure compliance with the Virginia Endangered Species Act **(**VA ST §§ 29.1-563 – 570).

In addition, if tree removal becomes necessary at the south end of the project area, the proposed project will impact Ecological Cores (C4 and C5) as identified in the Virginia Natural Landscape Assessment (https://www.dcr.virginia.gov/natural-heritage/vaconvisvnla). Mapped cores in the project area can be viewed via the Virginia Natural Heritage Data Explorer, available here: http://vanhde.org/content/map.

Ecological Cores are areas of at least 100 acres of continuous interior, natural cover that provide habitat for a wide range of species, from interior-dependent forest species to habitat generalists, as well as species that utilize marsh, dune, and beach habitats. Interior core areas begin 100 meters inside core edges and continue to the deepest parts of cores. Cores also provide the natural, economic, and quality of life benefits of open space, recreation, thermal moderation, water quality (including drinking water recharge and protection, and erosion prevention), and air quality (including sequestration of carbon, absorption of gaseous pollutants, and production of oxygen). Cores are ranked from C1 to C5 (C5 being the least significant) using nine prioritization criteria, including the habitats of natural heritage resources they contain.

Impacts to cores occur when their natural cover is partially or completely converted permanently to developed land uses. Habitat conversion to development causes reductions in ecosystem processes, native biodiversity, and habitat quality due to habitat loss; less viable plant and animal populations; increased predation; and increased introduction and establishment of invasive species.

DCR recommends avoidance of impacts to cores. When avoidance cannot be achieved, DCR recommends minimizing the area of impacts overall and concentrating the impacted area at the edges of cores, so that the most interior remains intact.

Under a Memorandum of Agreement established between the Virginia Department of Agriculture and Consumer Services (VDACS) and the DCR, DCR represents VDACS in comments regarding potential impacts on state-listed threatened and endangered plant and insect species. The current activity will not affect any documented state-listed plants or insects.

There are no State Natural Area Preserves under DCR's jurisdiction in the project vicinity.

New and updated information is continually added to Biotics. Please re-submit a completed order form and project map for an update on this natural heritage information if the scope of the project changes and/or six months has passed before it is utilized.

A fee of $800.00 has been assessed for the service of providing this information. Please find attached an invoice for that amount. Please return one copy of the invoice along with your remittance made payable to the Treasurer of Virginia, DCR Finance, 600 East Main Street, 24th Floor, Richmond, VA 23219. Payment is due within thirty days of the invoice date. Please note late payment may result in the suspension of project review service for future projects.

The Virginia Department of Wildlife Resources (VDWR) maintains a database of wildlife locations, including threatened and endangered species, trout streams, and anadromous fish waters that may contain information not documented in this letter. Their database may be accessed at https://svcgis.dwr.virginia.gov/fwis/ or contact Lee Brann at Lee.Brann @dwr.virginia.gov.

Should you have any questions or concerns, please contact me at 804-225-2821. Thank you for the opportunity to comment on this project.

Sincerely,

Barbara Gregory
Project Review Assistant, Senior

Cc: Hannah Schul, VDWR

Literature Cited

NatureServe. 2009. NatureServe Explorer: An online encyclopedia of life [web application]. Version 7.1. NatureServe, Arlington, Virginia. Available http://www.natureserve.org/explorer. (Accessed: March 16, 2010 and April 5, 2010).

Nedeau, E.J., M.A. McCollough, and B.I. Swartz. 2000. The freshwater mussels of Maine. Maine Department of Inland Fisheries and Wildlife, Augusta, Maine. 118 pp.

Stevenson, Phillip H. and Sue A. Bruenderman 1995. A Guide to Endangered and Threatened Species of Virginia. K. Terwilliger ed. The McDonald and Woodward Publishing Company, Blacksburg, Virginia. p. 74.

Williams, J.D., M.L. Warren, Jr., K.S. Cummings, J.L. Harris, and R.J. Neves. 1993. Conservation status of freshwater mussels of the United States and Canada. Fisheries 18: 6-9.

Consultation Reference Number: 21a

From:	Peter Byrne
To:	bettina.rayfield@deq.virginia.gov; EIR@deq.virginia.gov
Cc:	Juan Rivera; Jolene Berry; Pranav Trivedi; Carol Weed; Erica Swansen
Subject:	Manassas Regional Airport - Environmental Assessment Agency Consultation
Date:	Monday, August 4, 2025 5:44:00 PM
Attachments:	image001.png

Dear Ms. Rayfield:

The City of Manassas and their franchisee (Avports) are proposing a suite of changes to the Manassas Regional Airport, Virginia. The changes are in support of Federal Aviation Regulation (FAR) Part 139 Certification and commercial air service improvements including Airport Terminal Redevelopment. The environmental review will evaluate the potential impacts associated with 16 proposed projects at the Airport in order to comply with Federal Aviation Administration (FAA) requirements.

We request that your agency provide relevant information or comments regarding the Environmental Impact Categories noted in the consultation letter. These categories are taken from FAA Order 1050.1F *Environmental Impacts: Policies and Procedures* as they may relate to your interest in the proposed project.

This link provides the consultation letter and supporting documentation (figures, project descriptions, and photographs) to assist with this request: 2025_VADEQ

Thank you for your attention; please do not hesitate to call me with any questions.

Peter J. Byrne, CM
Director
Avion Solutions Group, LLC
(631) 496-6075

Consultation Reference Number: 21b

From:	Peter Byrne
To:	Valerie.fulcher@deq.virginia.gov; bettina.rayfield@deq.virginia.gov
Cc:	Juan Rivera; Jolene Berry; Pranav Trivedi; Carol Weed; Erica Swansen
Subject:	Manassas Regional Airport - Environmental Assessment Agency Consultation
Date:	Monday, August 4, 2025 5:07:00 PM
Attachments:	image001.png

Dear Ms. Fulcher and Ms. Rayfield:

The City of Manassas and their franchisee (Avports) are proposing a suite of changes to the Manassas Regional Airport, Virginia. The changes are in support of Federal Aviation Regulation (FAR) Part 139 Certification and commercial air service improvements including Airport Terminal Redevelopment. The environmental review will evaluate the potential impacts associated with 16 proposed projects at the Airport in order to comply with Federal Aviation Administration (FAA) requirements.

We request that your agency provide relevant information or comments regarding the Environmental Impact Categories noted in the consultation letter. These categories are taken from FAA Order 1050.1F *Environmental Impacts: Policies and Procedures* as they may relate to your interest in the proposed project.

This link provides the consultation letter and supporting documentation (figures, project descriptions, and photographs) to assist with this request: **2025_VADEQ HazMat**

Thank you for your attention; please do not hesitate to call me with any questions.

Peter J. Byrne, CM
Director
Avion Solutions Group, LLC
(631) 496-6075

Consultation Reference Number: 21c

Commonwealth of Virginia

VIRGINIA DEPARTMENT OF ENVIRONMENTAL QUALITY

www.deq.virginia.gov

Stefanie K. Taillon
Secretary of Natural and Historic Resources

Michael S. Rolband, PE, PWD, PWS Emeritus
Director

August 5, 2025

Jamie Morgan
Davey Resource Group
4 Walter E. Foran Blvd., Suite 209
Flemington, NJ
Via email: Jamie.Morgan@Davey.com

RE: Scoping Response - Manassas Regional Airport (HEF), Proposed Part 139 Certification and Terminal Redevelopment Environmental Assessment Project, Prince William County and City of Manassas, Virginia

Dear Ms. Morgan:

This letter is in response to the scoping request for the above-referenced project.

As you may know, the Department of Environmental Quality (DEQ), through its Office of Environmental Impact Review (DEQ-OEIR), is responsible for coordinating Virginia's review of federal environmental documents prepared pursuant to the National Environmental Policy Act (NEPA) and responding to appropriate federal officials on behalf of the Commonwealth. Similarly, DEQ-OEIR coordinates Virginia's review of federal consistency documents prepared pursuant to the Coastal Zone Management Act which applies to all federal activities which are reasonably likely to affect any land or water use or natural resources of Virginia's designated coastal resources management area must be consistent with the enforceable policies Virginia Coastal Zone Management (CZM) Program. Please note that while DEQ will review and respond to the NEPA document for this project, we do not wish to become a consulting party to the development of the document.

DOCUMENT SUBMISSIONS

In order to ensure an effective coordinated review of the NEPA document, federal consistency, and EIR documentation, notification should be sent directly to OEIR. We request that you submit one electronic to eir@deq.virginia.gov (25 MB maximum) or make the documents available for download at a website, file transfer protocol (ftp) site or the VITA LFT file share system (Requires an "invitation" for access. An invitation request should be sent to eir@deq.virginia.gov.). We request that the review of these documents be done concurrently, if possible. Please allow adequate time for these concurrent reviews. Specifically, we request a minimum of a 60-day review period.

The NEPA document and the federal consistency documentation (if applicable) should include U.S. Geological Survey topographic maps as part of their information. We strongly encourage you to issue

shape files with the NEPA document. In addition, project details should be adequately described for the benefit of the reviewers.

ENVIRONMENTAL REVIEW UNDER THE NATIONAL ENVIRONMENTAL POLICY ACT: PROJECT SCOPING AND AGENCY INVOLVEMENT

While this Office does not participate in scoping efforts beyond the advice given herein, other agencies are free to provide scoping comments concerning the preparation of the NEPA document. Accordingly, we are providing notice of your scoping request to several state agencies and those localities and Planning District Commissions, including but not limited to:

Department of Environmental Quality:
- DEQ Regional Office*
- Air Division*
- Office of Wetlands and Stream Protection*
- Office of Local Government Programs*
- Division of Land Protection and Revitalization
- Office of Stormwater Management*

Department of Conservation and Recreation
Department of Health*
Department of Agriculture and Consumer Services
Department of Wildlife Resources*
Virginia Marine Resources Commission*
Department of Historic Resources
Virginia Energy
Department of Forestry
Department of Transportation

Note: The agencies noted with a star (*) administer one or more of the enforceable policies of the Virginia CZM Program.

FEDERAL CONSISTENCY UNDER THE COASTAL ZONE MANAGEMENT ACT

Pursuant to the federal Coastal Zone Management Act of 1972, as amended, and its implementing regulations in Title 15, *Code of Federal Regulations*, Part 930, federal activities, including permits, licenses, and federally funded projects, located in Virginia's Coastal Management Zone or those that can have reasonably foreseeable effects on Virginia's coastal uses or coastal resources must be conducted in a manner which is consistent, to the maximum extent practicable, with the Virginia CZM Program.

Additional information on the Virginia's review for federal consistency documents can be found online at Federal Consistency | Virginia DEQ

DATA BASE ASSISTANCE

Below is a list of databases that may assist you in the preparation of a NEPA document:

- DEQ Online Database: Virginia Environmental Geographic Information Systems

Information on Permitted Solid Waste Management Facilities, Impaired Waters, Petroleum Releases, Registered Petroleum Facilities, Permitted Discharge (Virginia Pollution Discharge Elimination System Permits) Facilities, Resource Conservation and Recovery Act (RCRA) Sites, Water Monitoring Stations, National Wetlands Inventory:

- www.deq.virginia.gov/ConnectWithDEQ/VEGIS.aspx

- DEQ Virginia Coastal Geospatial and Educational Mapping System (GEMS)
  Virginia's coastal resource data and maps; coastal laws and policies; facts on coastal resource values; and direct links to collaborating agencies responsible for current data:
  - https://www.deq.virginia.gov/?splash=https%3a%2f%2fgaia.vcu.edu%2fportal%2fapps%2fsites%2f%23%2fgemsmaps&____isexternal=true

- MARCO Mid-Atlantic Ocean Data Portal
  The Mid-Atlantic Ocean Data Portal is a publicly available online toolkit and resource center that consolidates available data and enables users to visualize and analyze ocean resources and human use information such as fishing grounds, recreational areas, shipping lanes, habitat areas, and energy sites, among others.
  - http://portal.midatlanticocean.org/visualize/#x=-73.24&y=38.93&z=7&logo=true&controls=true&basemap=Ocean&tab=data&legends=false&layers=true

- DHR Data Sharing System.
  Survey records in the DHR inventory:
  - www.dhr.virginia.gov/archives/data_sharing_sys.htm

- DCR Natural Heritage Search
  Produces lists of resources that occur in specific counties, watersheds or physiographic regions:
  - www.dcr.virginia.gov/natural_heritage/dbsearchtool.shtml

- Wetland Condition Assessment Tool (WetCAT)
  - https://www.deq.virginia.gov/our-programs/water/wetlands-streams/wetcat

- DWR Fish and Wildlife Information Service
  Information about Virginia's Wildlife resources:
  - http://vafwis.org/fwis/
- Total Maximum Daily Loads Approved Reports
  - https://www.deq.virginia.gov/programs/water/waterqualityinformationtmdls/tmdl/tmdldevelopment/approvedtmdlreports.aspx

- Virginia Outdoors Foundation: Identify VOF-protected land
  - http://vof.maps.arcgis.com/home/index.html

- Environmental Protection Agency (EPA) Comprehensive Environmental Response, Compensation, and Liability Information System (CERCLIS) Database: Superfund Information Systems

Information on hazardous waste sites, potentially hazardous waste sites and remedial activities across the nation, including sites that are on the National Priorities List (NPL) or being considered for the NPL:
    - www.epa.gov/superfund/sites/cursites/index.htm

- EPA RCRAInfo Search
  Information on hazardous waste facilities:
    - www.epa.gov/enviro/facts/rcrainfo/search.html

- Total Maximum Daily Loads Approved Reports
    - https://www.deq.virginia.gov/our-programs/water/water-quality/tmdl-development/approved-tmdls

- EPA Envirofacts Database
  EPA Environmental Information, including EPA-Regulated Facilities and Toxics Release Inventory Reports:
    - www.epa.gov/enviro/index.html

- EPA NEPAssist Database
  Facilitates the environmental review process and project planning:
    http://nepaassisttool.epa.gov/nepaassist/entry.aspx

If you have questions about the environmental review process, please feel free to contact me. I hope this information is helpful to you.

Sincerely,



Bettina Rayfield, Program Manager
Environmental Impact Review and Long Range Priorities
Virginia Department of Environmental Quality
804-659-1915
bettina.rayfield@DEQ.virginia.gov
Central Office
1111 E. Main Street, Suite 1400
Richmond, Virginia 23219
804-698-4000

Consultation Reference Number: 23a

COMMONWEALTH of VIRGINIA

DEPARTMENT OF ENVIRONMENTAL QUALITY
www.deq.virginia.gov

Stephanie K. Taillon
Secretary of Natural Resources

Michael S. Rolband, PE, PWD, PWS
Emeritus, Director

MEMORANDUM

TO: Susan Stafford, Federal Aviation Administration

FROM: Daniel Moore, Principal Environmental Planner

DATE: August 6, 2025

SUBJECT: Manassas Regional Airport Terminal Redevelopment Program, Prince William County, City of Manassas

We have reviewed the Programmatic Environmental Assessment (PEA) for the proposed project and offer the following comments regarding consistency with the provisions of the *Chesapeake Bay Preservation Area Designation and Management Regulations* (Regulations):

In Prince William County, the areas protected by the Chesapeake Bay Preservation Act, as locally implemented, require conformance with performance criteria. These areas include Resource Protection Areas (RPAs) and Resource Management Areas (RMAs) as designated by the local government. RPAs include tidal wetlands, certain non-tidal wetlands and tidal shores. RPAs also include a 100-foot vegetated buffer area located adjacent to and landward of these features and along both sides of any water body with perennial flow. RMAs, which require less stringent performance criteria, include all areas of each county not included in the RPAs. The City of Manassas is not subject to the Chesapeake Bay Preservation Act or the Regulations.

The Manassas Regional Airport (HEF) FAR Part 139 Certification and Terminal Redevelopment Program proposes a total of 16 land development projects on the HEF property. Eleven (11) Tier 1 Projects (with a timeline of five years or less) include the following:

Project #1: Demolition of Building 13 (Airport Maintenance Building)
Project #2: West Ramp General Aviation Tie-Down Relocation
Project #3: East Ramp Strengthen, Reconfiguration and Rehabilitation
Project #4: Terminal Parking Lot Rehabilitation and Expansion (from 119 current parking spaces to 529 parking spaces)
Project #5: Construction of Economy Parking Lot (total of 647 parking spaces and a Shuttle Bus Station on 590,000 square feet)
Project #6: Bridge Rehabilitation on Runway 16L/34R
Project #7: Construction of New Snow Removal Equipment (SRE) Building

Project #8: Taxiway B (Bravo) Widening
Project #9: Runway 16L/34R Reconstruction and Strengthening
Project #10: Taxiway E (Echo) Widening
Project #11: Taxiway B Reconstruction and Strengthening (south of bridge)

Five (5) Tier 2 Projects (with a timeline between 2032 and 2036) include the following:

Project #12: Construction of New East Ramp Taxiway
Project #13: Runway 16L/34R Widening
Project #14: Construction of Aircraft Deicing Pad and Apron Expansion between Taxiway D (Delta) and E
Project #15: Construction of New Expanded East Ramp and Taxiway Lane between Taxiway D and E
Project #16: Constriction of New Aircraft Rescue and Fire Fighting Facility (AARF)

A desktop analysis of the Prince William County CBPA map shows the perennial streams Broad Run and Cannon Branch that align/overlap with the western and eastern boundaries of the HEF facility. Broad Run is ditched and runs underground where it intersects with Taxiway 34R. While it appears that a majority of the proposed projects will not encroach into the 100-foot RPA buffers designated by the County and associated with these perennial streams, the applicant will be required to perform, at the time of site plan submission, site-specific RPA delineations for projects that include on-site RPA. Based on the materials submitted for this Scoping review, it appears that Projects #2, #5 and #6 *may* be the most likely to include some level of RPA encroachment.

As noted above, Prince William County has jurisdiction-wide RMA. Projects that include land disturbing activity on RMA lands must adhere to the general performance criteria, especially with respect to minimizing land disturbance (including access and staging areas), retaining indigenous vegetation and minimizing impervious cover. For land disturbance over 2,500 square feet, the project must comply with the requirements of the *Virginia Stormwater Management Handbook*, and stormwater management criteria consistent with water quality protection provisions of 9VAC25-875-740 and 9VAC25-875-80 and -260 of the *Virginia Erosion and Stormwater Management Regulations* shall be satisfied.

Provided adherence to the above requirements, the proposed activity would be consistent with the Regulations and the *Chesapeake Bay Preservation Act.*

Consultation Reference Number: 24a

From: Peter Byrne
To: Roger.kirchen@dhr.virginia.gov; Rene.hypes@dcr.virginia.gov
Cc: Juan Rivera; Jolene Berry; Pranav Trivedi; Carol Weed; Erica Swansen
Subject: Manassas Regional Airport - Environmental Assessment Agency Consultation
Date: Monday, August 4, 2025 5:11:00 PM
Attachments: image001.png

Dear Mr. Kirchen and Ms. Hypes:

The City of Manassas and their franchisee (Avports) are proposing a suite of changes to the Manassas Regional Airport, Virginia. The changes are in support of Federal Aviation Regulation (FAR) Part 139 Certification and commercial air service improvements including Airport Terminal Redevelopment. The environmental review will evaluate the potential impacts associated with 16 proposed projects at the Airport in order to comply with Federal Aviation Administration (FAA) requirements.

We request that your agency provide relevant information or comments regarding the Environmental Impact Categories noted in the consultation letter. These categories are taken from FAA Order 1050.1F *Environmental Impacts: Policies and Procedures* as they may relate to your interest in the proposed project.

This link provides the consultation letter and supporting documentation (figures, project descriptions, and photographs) to assist with this request: 2025_VADCR_NHP

Thank you for your attention; please do not hesitate to call me with any questions.

Peter J. Byrne, CM
Director
New York, NY 10001
(631) 496-6075
AVION SOLUTIONS GROUP LLC

Consultation Reference Number: 24b

COMMONWEALTH of VIRGINIA

Department of Historic Resources

Stefanie K. Taillon
Secretary of Natural and Historic Resources

2801 Kensington Avenue, Richmond, Virginia 23221

Julie V. Langan
Director

Tel: (804) 367-2323
Fax: (804) 367-2391
TDD: (804) 367-2386
www.dhr.virginia.gov

M E M O R A N D U M

To: Susan Stafford
Federal Aviation Administration

From: Adrienne Birge-Wilson, Architectural Historian (804) 482-6092
Review and Compliance Division

Subject: Manassas Regional Airport (HEF) Terminal Redevelopment Environmental Assessment Project | DHR File No. 2025-4507

We understand the City of Manassas and their franchisee (Avports) are proposing a suite of changes to the Manassas Regional Airport (HEF; the Airport) Airport Layout Plan and this is subject to review pursuant to the National Environmental Policy Act (NEPA). The Federal Aviation Administration (FAA) is the lead federal agency for the proposed project. The Airport is currently pursuing Federal Aviation Regulation (FAR) Part 139 Certification to initiate commercial air service. Associated with the certification is a suite of airport improvements to support commercial air service including Airport Terminal Redevelopment. A Programmatic Environmental Assessment (PEA) is being prepared to evaluate the 16 planned projects identified for introduction of commercial service and Part 139 certification.
The FAA has initiated early coordination with the Virginia Department of Historic Resources (DHR; the State Historic Preservation Office) to elicit our comments and request pertinent information.

The initiation letter other federal, state, local agencies, and tribal nations that are being consulted are provided. Have other potentially interested parties been identified? If so, please provide a list. Also, will the FAA be using the NEPA process to coordinate their public outreach efforts in accordance with NEPA and Section 106 (54 U.S.C. 306108) of the National Historic Preservation Act (54 U.S.C. 300101 et seq.) and its implementing regulation, "Protection of Historic Properties" (36 CFR Part 800)?

Regarding archaeological resources within the Area of Potential Effects (APE), the Manassas Regional Airport property was last surveyed for archaeological resources in 1978. This investigation identified five (5) archaeological sites within the Airport property (44PW0011 through 44PW0015, inclusive). None of these sites were evaluated for their eligibility for listing in the NRHP. The subsequent development of the Airport property has likely resulted in the destruction of all of these sites. While sites 44PW0014 and 44PW0015 are now located beneath existing Airport facilities, 44PW0011, 44PW0012, and portions of 44PW0013 have currently unknown remaining archaeological integrity. If redevelopment related impacts are proposed in the locations of these sites, DHR recommends an archaeological disturbance assessment to determine whether or not the soils in these areas retain integrity.

The location of the proposed Economy Parking Lot appears to have been undisturbed by modern development. Based on this information, DHR recommends a Phase I archaeological survey of the Economy Parking Lot area be completed in order to assess the presence of previously unidentified archaeological resources. The studies must be conducted by or under the direct supervision of a qualified professionals meeting the Secretary of the Interior's Professional Qualification Standards (48 FR 44738-39) in the appropriate fields and should be consistent with DHR's Guidelines for Conducting Historic Resources Survey in Virginia (September 2017). One bound copy and one digital copy of the resulting report should be submitted to our office for review and approval prior to implementation of the undertaking. After reviewing the results of the studies, we will be able to advise you whether any further investigations and/or mitigative actions are warranted.

We look forward to reviewing the APE for direct and indirect effects and the identification of historic properties as well as engaging in consulting parties' meetings as this project develops.

Erica Swansen

From: Peter Byrne <pbyrne@avionsg.com>
Sent: Monday, December 22, 2025 12:19 PM
To: Erica Swansen
Subject: FW: HEF Proposed FAR Part 139 Certification and Terminal Redevelopment Project | DHR File Nos. 2025-5047 and 2025-4507 | e-Mail #03333
Attachments: 20251118 LTR - HEF - File Nos 2025-5047 and 2025-4507.pdf

Follow Up Flag: Follow up
Flag Status: Flagged

From: Stafford, Susan (FAA) <Susan.Stafford@faa.gov>
Sent: Tuesday, November 18, 2025 3:35 PM
To: Peter Byrne <pbyrne@avionsg.com>; Carol Weed <csw13108@gmail.com>; pranav.trivedi@live.com
Cc: Jenet, Marie (FAA) <Marie.Jenet@faa.gov>
Subject: FW: HEF Proposed FAR Part 139 Certification and Terminal Redevelopment Project | DHR File Nos. 2025-5047 and 2025-4507 | e-Mail #03333

Peter and Carol,

Attached is the VDHR response for the HEF Part 139 project.

Thank you,

Susan B. Stafford
Beckley Airports Field Office
176 Airport Circle, Rm 101
Beaver, WV 25813
609-916-5793

From: Adrienne Birge-wilson <Adrienne.Birge-Wilson@dhr.virginia.gov>
Sent: Tuesday, November 18, 2025 3:24 PM
To: Stafford, Susan (FAA) <Susan.Stafford@faa.gov>
Subject: HEF Proposed FAR Part 139 Certification and Terminal Redevelopment Project | DHR File Nos. 2025-5047 and 2025-4507 | e-Mail #03333

CAUTION: This email originated from outside of the Federal Aviation Administration (FAA). Do not click on links or open attachments unless you recognize the sender and know the content is safe.

Susan-

Thank you for requesting comments from the Department of Historic Resources on the referenced project. Please see the attached memo for our comments and print for your files. No hardcopy will follow. If you have any questions concerning these comments or require any further assistance, please contact me.

Sincerely,

Adrienne Birge-Wilson, Architectural Historian
Department of Historic Resources
Review and Compliance Division
Phone: (804) 482-6092
Adrienne.Birge-Wilson@dhr.virginia.gov

COMMONWEALTH of VIRGINIA

Department of Historic Resources

Stefanie K. Taillon
Secretary of Natural and Historic Resources

2801 Kensington Avenue, Richmond, Virginia 23221

Julie V. Langan
Director

Tel: (804) 367-2323
Fax: (804) 367-2391
TDD: (804) 367-2386
www.dhr.virginia.gov

M E M O R A N D U M

To: Susan Stafford
Federal Aviation Administration (FAA)

From: Adrienne Birge-Wilson, Architectural Historian (804) 482-6092
Review and Compliance Division

Subject: Manassas Regional Airport (HEF) Proposed FAR Part 139 Certification and Terminal Redevelopment Project, City of Manassas | DHR File Nos. 2025-5047 and 2025-4507

We received the Section 106 initiation package providing the other federal, state, local agencies, and tribal nations that are being consulted, locations of then sixteen projects, more detailed information on the Programmatic Environmental Assessment (PEA) and the individual projects by Tier (with related photographs).

Regarding Table 1 with consulting agencies listed, consider also reaching out to the Manassas Museum and the Historic Manassas, Inc. as well. The scoping response contains the PEA indirect area of potential effects (APE). This APE can be used for the identification of historic architectural properties. If the FAA chooses to further refine the APE for Section 106 purposes, please provide a viewshed assessment defining the extent of visual impacts.

We look forward to reviewing and the subsequent identification of historic properties and assessment of effects for this project. Will a Phase I survey be done for all resources over 45 years of age within the visual APE? If so, will previously recorded architectural resources that have not been surveyed in over five years also be surveyed?

Regarding archaeology, *DHR concurs* with FAA that no additional archaeological investigations are necessary. *DHR concurs* that no historic archaeological properties will be affected by the proposed undertaking. Please let us know when a consulting parties meeting can be coordinated.

Consultation Reference Number: 24d

Erica Swansen

To: Peter Byrne
Subject: RE: HEF EA - Revised Viewshed Technical Report - Compiled

---

From: Stafford, Susan (FAA) <Susan.Stafford@faa.gov>
Sent: Wednesday, December 17, 2025 2:34 PM
To: Erica Swansen <eswansen@swansengineering.com>; Jenet, Marie (FAA) <Marie.Jenet@faa.gov>
Cc: Peter Byrne <pbyrne@avionsg.com>; Carol Weed <csw13108@gmail.com>; Pranav Trivedi <Ptrivedi@avports.com>
Subject: RE: HEF EA - Revised Viewshed Technical Report - Compiled

Peter and Carol,

The HEF Viewshed Technical Report has been provided to VDHR.

Thank you,

Susan B. Stafford
Beckley Airports Field Office
176 Airport Circle, Rm 101
Beaver, WV 25813
609-916-5793

From: Erica Swansen <eswansen@swansengineering.com>
Sent: Wednesday, December 17, 2025 1:54 PM
To: Stafford, Susan (FAA) <Susan.Stafford@faa.gov>; Jenet, Marie (FAA) <Marie.Jenet@faa.gov>
Cc: Peter Byrne <pbyrne@avionsg.com>; Carol Weed <csw13108@gmail.com>; Pranav Trivedi <Ptrivedi@avports.com>
Subject: HEF EA - Revised Viewshed Technical Report - Compiled

CAUTION: This email originated from outside of the Federal Aviation Administration (FAA). Do not click on links or open attachments unless you recognize the sender and know the content is safe.

Hi Susan and Marie,

Please find below a link to the Revised Viewshed Technical Report for the HEF EA. This includes the separate files as well as a full compiled report.

2025.12.17_HEF EA_Viewshed Technical Report for FAA_Revised

Please let me know if you have any issues accessing the documents.

Thank you,
Erica

Erica Swansen, PE, PTOE
Principal | Swans Engineering, PLLC (WBE/DBE)
Licensed in NY, NJ, CT, MA, ME, PA, VA
14 582 6934

swansen@swansengineering.com
03 Howard Avenue, Mamaroneck, NY 10543

Erica Swansen

Subject: RE: Manassas Regional Airport (HEF) Proposed FAR Part 139 Certification and Terminal Redevelopment Project (DHR File No. 2025-5047) | e-Mail #03354

From: Stafford, Susan (FAA) <Susan.Stafford@faa.gov>
Sent: Monday, January 12, 2026 3:48 PM
To: Peter Byrne <pbyrne@avionsg.com>; Carol Weed <csw13108@gmail.com>
Cc: Pranav Trivedi <ptrivedi@avports.com>; Jenet, Marie (FAA) <Marie.Jenet@faa.gov>
Subject: FW: Manassas Regional Airport (HEF) Proposed FAR Part 139 Certification and Terminal Redevelopment Project (DHR File No. 2025-5047) | e-Mail #03354

Peter and Carol,

Below is the VDHR response to the revised viewshed summary. The modifications and results will need to be incorporated into the EA, Section 106 Appendix, and 4(f) Appendix. The summary is attached to this email.

Thank you,

Susan B. Stafford
Beckley Airports Field Office
176 Airport Circle, Rm 101
Beaver, WV 25813
609-916-5793

From: Stafford, Susan (FAA)
Sent: Monday, January 12, 2026 2:55 PM
To: Adrienne Birge-wilson <Adrienne.Birge-Wilson@dhr.virginia.gov>
Subject: RE: Manassas Regional Airport (HEF) Proposed FAR Part 139 Certification and Terminal Redevelopment Project (DHR File No. 2025-5047) | e-Mail #03354

Adrienne,

Thank you for your response. One correction I have recently been made aware of, is the dates included in the submittal (2035 for first full year of activity after completion of the planned passenger terminal, and 2040, five years from the first full year of completion) have been updated to 2036 and 2041 in the Noise Analysis and the draft Environmental Assessment based on project delays. These documents are currently in FAA review. This shift did not modify the noise contours on which the submitted documentation was based.

Sincerely,

Susan B. Stafford
Beckley Airports Field Office
176 Airport Circle, Rm 101

Beaver, WV 25813
609-916-5793

From: Adrienne Birge-wilson <Adrienne.Birge-Wilson@dhr.virginia.gov>
Sent: Monday, January 12, 2026 2:29 PM
To: Stafford, Susan (FAA) <Susan.Stafford@faa.gov>
Cc: Roger Kirchen <roger.kirchen@dhr.virginia.gov>
Subject: Manassas Regional Airport (HEF) Proposed FAR Part 139 Certification and Terminal Redevelopment Project (DHR File No. 2025-5047) | e-Mail #03354

CAUTION: This email originated from outside of the Federal Aviation Administration (FAA). Do not click on links or open attachments unless you recognize the sender and know the content is safe.

Susan-

Thank you for requesting comments from the Department of Historic Resources (DHR) on the referenced project. We reviewed the clarification based on the ground-truthing photos you sent on December 19th. The FAA has determined that the historic properties within the revised Area of Potential Effects will not be adversely affected by the proposed undertaking and DHR concurs.

Implementation of the undertaking in accordance with the finding of *No Adverse Effect* as documented fulfills the Federal agency's responsibilities under Section 106 of the National Historic Preservation Act. If the scope of the undertaking changes or if the undertaking cannot be completed as proposed in the application submitted and reviewed by DHR, please contact our office for guidance on reinitiating consultation under Section 106.

If you have any questions or require any further assistance, please contact me.

Sincerely,

Adrienne Birge-Wilson, Architectural Historian
Department of Historic Resources
Review and Compliance Division
Phone: (804) 482-6092
Adrienne.Birge-Wilson@dhr.virginia.gov

Consultation Reference Number: 25a

AVION SOLUTIONS GROUP LLC

www.avionsg.com

August 1, 2025

Mr. Scott Denny
Airport Services Division Virginia Department of Aviation 5702 Gulfstream Road
Richmond, VA 23250
804-236-3638
Scott.denny@doav.virginia.gov

Subject: Manassas Regional Airport (HEF), Proposed FAR Part 139 Certification and Terminal Redevelopment Environmental Assessment Project, Prince William County and City of Manassas, Virginia

Dear Mr. Denny:

The City of Manassas and their franchisee (Avports) are proposing a suite of changes to the Manassas Regional Airport (HEF; the Airport) Airport Layout Plan (ALP) (**Attachment A - Figures 1, 2**). The changes to the ALP are in support of Federal Aviation Regulation (FAR) Part 139 Certification and commercial air service improvements including Airport Terminal Redevelopment. The environmental review will evaluate the potential impacts associated with 16 proposed projects in order to comply with Federal Aviation Administration (FAA) requirements to assess impacts associated with airport development projects.

Since the proposed project will involve funding or approvals from federal agencies, National Environmental Policy Act (NEPA) review is necessary. The FAA is the NEPA lead agency for the proposed project. The purpose of this letter is to initiate early coordination with your agency, elicit your comments, and request pertinent information. The other federal, state, local, tribes and nations that are being consulted are listed in **Table 1**.

Project Information:
In January 2024, the FAA's Northeast Region noted that a NEPA-level Programmatic Environmental Assessment (PEA) would be an acceptable procedural approach for evaluation of the 16 planned projects required for commercial service and FAR Part 139 certification. The programmatic approach considers the strength and adequacy of the program as a whole. **Attachment B** describes the programmatic approach and it contains descriptions of the 16 projects. The locations of the projects are shown in Attachment A - Figure 3. **Attachment C** holds the photographs called-out in Attachment B.

The FAA reviewers for the PEA are Ms. Susan B. Stafford and Ms. Marie C. Jenet. The PEA is being prepared for Avports and the Airport by Avion Solutions Group, LLC (ASG), North Carolina. ASG is following the FAA resource evaluation guidance provided in FAA Order 1050.1F Environmental Impacts: Policies and Procedures (2023) and FAA's 1050.1F Desk Reference (2023).

Requested Information:
We request that your agency provide relevant information or comments regarding the following Environmental Impact Categories, taken from the FAA Order 1050.1F *Environmental Impacts: Policies and Procedures* as they may relate to your interest in the proposed project. The resource categories are:

- Air Quality
- Hazardous Materials, Solid Waste, and Pollution Prevention

- Historic, Architectural, Archeological, and Cultural Resources
- Land Use
- Natural Resources and Energy Supply
- Noise and Noise-Compatible Land Use
- Light Emissions & Visual Effects
- Reasonably Foreseeable Effects

Conclusion
In conclusion, we request your comment on the PEA Tier 1 and 2 Projects. If you have any questions or require additional information from the FAA, please contact Susan B. Stafford at 609-916-5793 or Susan.Stafford@faa.gov.

Sincerely,

Carol S. Weed
ASG Deputy Project Manager
csw13108@gmail.com

Enclosed: *Table 1 – Consulting Agencies*
Table 2 – PEA Projects
Attachment A – Figures
Attachment B – PEA and Project Descriptions
Attachment C - Photographs

cc: FAA: Susan B. Stafford, Marie Jenet, Chad Carper
Manassas Regional Airport: Juan Rivera and Jolene Berry
Avports: Pranav Trivedi
Avion Solutions Group: Peter Byrne

Consultation Reference Number: 25b

COMMONWEALTH OF VIRGINIA

Greg Campbell
Director

Department of Aviation
5702 Gulfstream Road
Richmond, Virginia 23250-2422

VTDD – (804) 236-3624
FAX – (804) 236-3635

August 19, 2025

Ms. Carol Weed, Deputy Project Manager
Avion Solutions Group, LLC
244 5th Avenue, Suite P296
New York, New York 10001

RE: Manassas Regional Airport Proposed Part 139 Certification and Terminal Redevelopment Environmental Assessment

Dear Ms. Weed:

Thank you for providing the Virginia Department of Aviation a copy of the proposed list of projects that are to be evaluated in the upcoming environmental assessment. Following our review staff have the following comments;

1. Project #1 Terminal Building Expansion. The narrative states that the Terminal Building Expansion will consist of the demolition of the current Maintenance Building and the construction of a "L shaped Building " of approximately 38,491 square feet. It further states that another portion of the building will be constructed to join the existing terminal building to the new terminal expansion. This is not depicted in this configuration on the recently approved Airport Layout Plan dated October 2024. All development should be consistent with the approved Airport Layout Plan. If the sponsor desires a different configuration or terminal area layout, then the Airport Layout Plan and East Terminal Area Sheet must be amended and accepted by both the Federal Aviation Administration and the Virginia Department of Aviation.

2. Page C-4 of the project description indicates that Project # 3 East Ramp Strengthening, Reconfiguration and Rehabilitation will consist of seven aircraft hardstands (Figure 6). This layout is also not consistent with the approved Airport Layout Plan. If this is the new proposed layout, the Airport Layout Plan and East Terminal Area Sheet must be amended and accepted by both the Federal Aviation Administration and the Virginia Department of Aviation.

Please address these comments and any provided by the Federal Aviation Administration. If you have any questions regarding these comments, please feel free to contact me at (804) 236-3638.

Sincerely,

S. Scott Denny
Project Manager
Virginia Department of Aviation

C: Chad Carper, FAA, via email
Susan Stafford, FAA via email

Consultation Reference Number: 27a

DAVEY

Morgan, Jamie <jamie.morgan@davey.com>

Fwd: FW: Manassas Regional Airport - Environmental Assessment Agency Consultation

1 message

Carol Weed <csw13108@gmail.com> Fri, Aug 8, 2025 at 2:32 PM
To: Jamie Morgan <jamie.morgan@davey.com>
Cc: Peter Byrne <pbyrne@avionsg.com>

Jamie: please see the message chain starting with Peter's message to me at 12:46pm today (Aug 8). And, on your in-office days next week, let's add this request to the list. As you will note I have asked Peter if you can attached the habitat report in your response.

Regards,
Carol

---------- Forwarded message ---------
From: **Peter Byrne** <pbyrne@avionsg.com>
Date: Fri, Aug 8, 2025 at 12:46 PM
Subject: FW: Manassas Regional Airport - Environmental Assessment Agency Consultation
To: Carol Weed <csw13108@gmail.com>

From: dgif-ESS Projects (DWR) <ESSProjects@dwr.virginia.gov>
Sent: Friday, August 8, 2025 12:23 PM
To: Peter Byrne <pbyrne@avionsg.com>
Subject: RE: Manassas Regional Airport - Environmental Assessment Agency Consultation

Good afternoon Peter,

Thank you for contacting us about your project. Due to staffing limitations, we are unable to review and provide comments on projects that are not currently involved in one of the regulatory review processes for which we are a formal consulting agency (see https://www.DWR.virginia.gov/environmental-programs/). If your project becomes involved in one of these review processes, we will review the project at that time and provide our comments to the requesting agency. In advance of that, we recommend that you conduct a preliminary desktop analysis to evaluate your project's potential impacts upon the Commonwealth's wildlife resources by accessing our online information system, the Virginia Fish and Wildlife Information Service (VAFWIS) and using the **Geographic Search** function to generate an **Initial Project Assessment** (IPA) report.

We recommend the following steps:

A. Access VAFWIS at this link: https://vafwis.DWR.virginia.gov/fwis/

If you are not already a VAFWIS subscriber, you should request to become one by emailing a request to VAFWIS_support@DWR.virginia.gov. VAFWIS Subscriptions are free of charge. As a subscriber, one is able to generate an IPA for the project area (project site plus a minimum 2-mile buffer) which generates a list of imperiled wildlife and designated wildlife resources known from the project area. You may also access VAFWIS as a visitor, but access to data and mapping at this user level is restricted.

Alternatively, you may contact our Geographic Information Systems (GIS) staff at GIS@dwr.virginia.gov to request access to the Wildlife Mapping and Environmental Review Map Service (WERMS) which allows you to download GIS data into your own system.

B. Access information about the location of northern long-eared bat, tri-colored bat and little brown bat hibernacula, roost, and consultation range data here:

https://dwr.virginia.gov/wildlife/bats/northern-long-eared-bat-tri-colored-bat-and-little-brown-bat-consultation-tool/

C. Access up to date information about the location and status of bald eagle nests in Virginia by accessing the Center for Conservation Biology's Eagle Nest Locator at https://ccbbirds.org/what-we-do/research/species-of-concern/virginia-eagles/nest-locator/

D. Review the DWR information, guidance, and protocols available on our website at the bottom of this page in the "Additional Resources" section and implement, as appropriate.

E. Include the results of your desktop analysis with your project documents, applications, etc.

Thank you,

Nicole

Nicole Strawderman
(she/her)
Environmental Services Project Review Assistant
P 804-367-2211
Virginia Department of Wildlife Resources
A 7870 Villa Park Drive, P.O. Box 90778, Henrico, VA 23228
www.dwr.virginia.gov

From: Peter Byrne <pbyrne@avionsg.com>
Sent: Monday, August 4, 2025 5:18 PM
To: Martin, Amy (DWR) <Amy.martin@dwr.virginia.gov>; Boswell, Frances (DWR) <frances.boswell@dwr.virginia.gov>; dgif-ESS Projects (DWR) <ESSProjects@dwr.virginia.gov>

Cc: Juan Rivera <jrivera@ci.manassas.va.us>; Jolene Berry <jberry@ci.manassas.va.us>; Pranav Trivedi <ptrivedi@avports.com>; Carol Weed <csw13108@gmail.com>; Erica Swansen <eswansen@swansengineering.com>
Subject: Manassas Regional Airport - Environmental Assessment Agency Consultation

Dear Ms. Martin and Ms. Boswell:

The City of Manassas and their franchisee (Avports) are proposing a suite of changes to the Manassas Regional Airport, Virginia. The changes are in support of Federal Aviation Regulation (FAR) Part 139 Certification and commercial air service improvements including Airport Terminal Redevelopment. The environmental review will evaluate the potential impacts associated with 16 proposed projects at the Airport in order to comply with Federal Aviation Administration (FAA) requirements.

We request that your agency provide relevant information or comments regarding the Environmental Impact Categories noted in the consultation letter. These categories are taken from FAA Order 1050.1F *Environmental Impacts: Policies and Procedures* as they may relate to your interest in the proposed project.

This link provides the consultation letter and supporting documentation (figures, project descriptions, and photographs) to assist with this request: 2025_VADWR

Thank you for your attention; please do not hesitate to call me with any questions.

Peter J. Byrne, CM

Director

Avion Solutions Group, LLC

(631) 496-6075

DAVEY

Morgan, Jamie <jamie.morgan@davey.com>

RE: Broad Run and the Manassas Airport

Watson, Brian (DWR) <brian.watson@dwr.virginia.gov>
To: Ryan Schwegman <Ryan@biosurveygroup.com>
Cc: "Morgan, Jamie" <jamie.morgan@davey.com>, Carol Weed <csw13108@gmail.com>

Ryan,

The plan looks fine.

Brian

Brian T. Watson

Aquatic Resources Biologist/State Malacologist

Certified Mollusk Professional

P 434.525.7522, x114 / M 434.941.5990 / F 434.525.7720

Virginia Department of Wildlife Resources

CONSERVE. CONNECT. PROTECT.

A 1132 Thomas Jefferson Road, Forest, VA 24551

www.dwr.virginia.gov

From: Ryan Schwegman <Ryan@BioSurveyGroup.com>
Sent: Thursday, October 2, 2025 9:02 AM
To: Watson, Brian (DWR) <brian.watson@dwr.virginia.gov>
Cc: Morgan, Jamie <jamie.morgan@davey.com>; Carol Weed <csw13108@gmail.com>
Subject: RE: Broad Run and the Manassas Airport

Brian,

Thank you again for providing your comments and helping us finalize this survey plan last week. Please find attached the updated version for your review and approval.

Once approved, I will loop in Mr. Adam Benshoff, who will handle the scientific collection permit requirements for this work. He will also be onsite with our team to provide crew, and complete the work within a week. This schedule will hopefully allow us to avoid any late-season complications.

Best regards,

RS

Ryan Schwegman
COO | Senior Biologist

513.839.0123 | Ryan@BioSurveyGroup.com

www.BioSurveyGroup.com

From: Watson, Brian (DWR) <brian.watson@dwr.virginia.gov>
Sent: Thursday, September 25, 2025 5:00 PM

Consultation Reference Number: 27c

Erica Swansen

To: Peter Byrne
Subject: ESSLog# 46422_Manassas Regional Airport Terminal Redevelopment Project_DWR_AEM20251218

From: Martin, Amy (DWR) <Amy.Martin@dwr.virginia.gov>
Date: Thursday, December 18, 2025 at 14:59
To: Ryan Schwegman <ryan@biosurveygroup.com>
Cc: Schul, Hannah (DWR) <Hannah.Schul@dwr.virginia.gov>, Watson, Brian (DWR) <Brian.Watson@dwr.virginia.gov>, Strawderman, Nicole (DWR) <Nicole.Strawderman@dwr.virginia.gov>, Andrew King <AKing@avports.com>
Subject: ESSLog# 46422_Manassas Regional Airport Terminal Redevelopment Project_DWR_AEM20251218

Mr. Schwegman,
We have received and reviewed the *Manassas Regional Airport – Broad Run Mussel Survey Report* prepared by Davey Resource Group along with the *Preliminary Concept for Maintaining Broad Run Minimum Water Flow During Construction at the HEF Manassas Airport* for the subject project and offer the following comments and recommendations regarding the protection of mussels known from Broad Run downstream of the proposed work area.

We concur with the findings of the mussel survey, believe it was performed appropriately, and that it was done in coordination with our State Malacologist, Brian Watson. We also are agreeable to the maintenance of a minimum flows within Broad Run of at least 7.48 cfs and the preliminary plan to achieve that goal. We would like to see a final plan to maintain minimum flows in Broad Run that includes a plan for monitoring flows (monitoring locations and frequency of monitoring) and a plan to address any interruptions to flow that includes contacting DWR's Environmental Program Manager, Hannah Schul, at Hannah.Schul@dwr.virginia.gov or 804-968-8546.

Assuming the following, we have determined that the project has minimized impacts upon freshwater mussels to the greatest extent practicable and therefore has satisfied our concerns for their protection:

1. That DWR has the opportunity to review and weigh in on the final plan to maintain minimum flows;
2. That the final plan includes the information we requested above; and
3. That minimum flows of 7.48 cfs are maintained in Broad Run within and downstream of the work site.

We appreciate your willingness to work cooperatively to minimize impacts upon wildlife associated with the project. Please do not hesitate to reach out if you need anything additional.

Thank you, Amy

Amy Martin
(she/her/hers)
Manager, Nongame and Endangered Species Program
Cell: 804-481-5296
Virginia Department of Wildlife Resources
www.dwr.virginia.gov

Erica Swansen

From: Spencer, Erik (VDOT) <Erik.Spencer@vdot.virginia.gov>
Sent: Thursday, March 27, 2025 10:37 AM
To: Erica Swansen
Cc: Burke, Richard 'Dic' W. II (VDOT)
Subject: FW: Traffic Study Coordination, Manassas Regional Airport (HEF), Proposed Part 139 Certification and Terminal Redevelopment Environmental Assessment Project

Erica,
I just wanted to get back to you, I just got notice of this submission and I have forwarded on to our Traffic Engineering and Traffic Planning group. I have asked for comments back by the end of April. Sorry for the delay in our review of this.

Let me know if you have any questions or want to discuss anything.

Erik Spencer
Prince William Preliminary Engineering Manager
Northern Virginia District
703-259-2948
erik.spencer@VDOT.Virginia.gov

From: Erica Swansen <eswansen@swansengineering.com>
Sent: Wednesday, March 26, 2025 11:52 AM
To: Brickner, Michelle (VDOT) <Michelle.Brickner@vdot.virginia.gov>
Subject: RE: Traffic Study Coordination, Manassas Regional Airport (HEF), Proposed Part 139 Certification and Terminal Redevelopment Environmental Assessment Project

Hi Ms. Brickner,

I hope you are doing well.

I'm following up regarding the Traffic Study coordination for the Manassas Regional Airport and wanted to check if there are any updates on the review process.

Could you provide any information on the next steps and an estimated timeline for review?
Please let me know if you need any additional information from my end to facilitate the process.

I appreciate your time and look forward to hearing from you.

Thank you,
Erica

Erica Swansen, PE, PTOE
Principal | Swans Engineering, PLLC (WBE/DBE)
| 914 582 6934
| eswansen@swansengineering.com

From: Erica Swansen <eswansen@swansengineering.com>
Sent: Monday, March 3, 2025 11:07 AM
To: Burke, Richard 'Dic' W. II (VDOT) <Richard.Burke@VDOT.Virginia.gov>; Brickner, Michelle (VDOT) <Michelle.Brickner@vdot.virginia.gov>
Cc: marie.jenet@faa.gov; susan.stafford@faa.gov; chad.carper@faa.gov; Smiley, Stephen (DOAV) <stephen.smiley@doav.virginia.gov>; Juan Rivera <jrivera@ci.manassas.va.us>; Jolene Berry <jberry@ci.manassas.va.us>; Pranav Trivedi <Ptrivedi@avports.com>; Peter Byrne <pbyrne@avionsg.com>; Carol Weed <csw13108@gmail.com>
Subject: Re: Traffic Study Coordination, Manassas Regional Airport (HEF), Proposed Part 139 Certification and Terminal Redevelopment Environmental Assessment Project

Thank you!
Erica

Sent from my Verizon, Samsung Galaxy smartphone
Get Outlook for Android

From: Burke, Richard 'Dic' W. II (VDOT) <Richard.Burke@VDOT.Virginia.gov>
Sent: Monday, March 3, 2025 11:04:58 AM
To: Erica Swansen <eswansen@swansengineering.com>; Brickner, Michelle (VDOT) <Michelle.Brickner@vdot.virginia.gov>
Cc: marie.jenet@faa.gov <marie.jenet@faa.gov>; susan.stafford@faa.gov <susan.stafford@faa.gov>; chad.carper@faa.gov <chad.carper@faa.gov>; Smiley, Stephen (DOAV) <stephen.smiley@doav.virginia.gov>; Juan Rivera <jrivera@ci.manassas.va.us>; Jolene Berry <jberry@ci.manassas.va.us>; Pranav Trivedi <Ptrivedi@avports.com>; Peter Byrne <pbyrne@avionsg.com>; Carol Weed <csw13108@gmail.com>
Subject: Re: Traffic Study Coordination, Manassas Regional Airport (HEF), Proposed Part 139 Certification and Terminal Redevelopment Environmental Assessment Project

Erica --

Good morning, I have brought in Ms. Brickner, Area Land Use Engineer. She will coordinate with our teams and respond.

Thanks,

Dic Burke

Transportation Director / NOVA District

Virginia Department of Transportation

703-366-1935

richard.burke@VDOT.Virginia.gov

From: Erica Swansen <eswansen@swansengineering.com>
Sent: Friday, February 28, 2025 10:04 AM
To: Burke, Richard 'Dic' W. II (VDOT) <Richard.burke@vdot.virginia.gov>
Cc: marie.jenet@faa.gov <marie.jenet@faa.gov>; susan.stafford@faa.gov <susan.stafford@faa.gov>; chad.carper@faa.gov <chad.carper@faa.gov>; Smiley, Stephen (DOAV) <stephen.smiley@doav.virginia.gov>; Juan Rivera <jrivera@ci.manassas.va.us>; Jolene Berry <jberry@ci.manassas.va.us>; Pranav Trivedi <Ptrivedi@avports.com>; Peter Byrne <pbyrne@avionsg.com>; Carol Weed <csw13108@gmail.com>
Subject: Traffic Study Coordination, Manassas Regional Airport (HEF), Proposed Part 139 Certification and Terminal Redevelopment Environmental Assessment Project

Dear Mr. Burke,

Please find attached a letter to initiate consultation regarding a Preliminary Traffic Study developed in support of a NEPA-level Programmatic Environmental Assessment (PEA) at the Manassas Regional Airport (HEF). We request your comments on the Proposed Program, its projects, and the Preliminary Traffic Study which is needed because of certain projects.

Attachments are provided at the following link:
2025.02.28_VDOT-FAA Agency Correspondence for HEF

Please do not hesitate to reach out if you have any questions or require additional information.

Thank you,
Erica Swansen

Erica Swansen, PE, PTOE
Principal | Swans Engineering, PLLC (WBE/DBE)
914 582 6934
eswansen@swansengineering.com
903 Howard Avenue, Mamaroneck, NY 10543

February 28, 2025

Mr. Richard Burke,
PW County Transport and LU Director
Northern Virginia District VDOT
4975 Alliance Drive
Fairfax, VA 22030

Electronic Filing: Richard.burke@vdot.virginia.gov

RE: Traffic Study Coordination, Manassas Regional Airport (HEF), Proposed Part 139 Certification and Terminal Redevelopment Environmental Assessment Project, Prince William County and City of Manassas, Virginia

Dear Mr. Burke:

This letter is being sent to initiate consultation regarding a Preliminary Traffic Study developed in support of a NEPA-level Programmatic Environmental Assessment (PEA; Proposed Program) at the Manassas Regional Airport (HEF; the Airport). We request your comments on the Proposed Program, its projects, and the Preliminary Traffic Study which is needed because of certain projects. The Airport, located in the City of Manassas and Prince William County, Virginia **(Attachment A, Figures 1 and 2),** and their developer (Avports) are proposing a suite of changes to the Airport Layout Plan (ALP).

The changes to the ALP are in support of adding commercial air service to HEF, including Airport Terminal Redevelopment, as it is currently operating as a general aviation airport. The Federal Aviation Administration (FAA) has jurisdiction over the review and approval of ALP changes, as well as providing potential funding for projects that qualify for federal grants administered by the FAA. The FAA is the lead federal agency overseeing this National Environmental Policy Act (NEPA) review. The anticipated changes are an "undertaking" related to the local transportation network within the Socioeconomics analysis being performed under NEPA, evaluating how elements of the human environment might be affected by the Proposed Program.

In January 2024 the FAA's Northeast Region determined that a NEPA-level Programmatic Environmental Assessment (PEA) would be an acceptable procedural approach for evaluation of the planned projects required for commercial service. The proposed PEA encompasses 13 projects **(Figure 3; Attachment B, Photographs 1-17, and Attachment C, Table 1).**

The PEA is being prepared on behalf of the City of Manassas, the Airport Sponsor and Avports by Avion Solutions Group, LLC (ASG), North Carolina.

ASG is following the FAA resource evaluation guidance provided in FAA Order 1050.1F Environmental Impacts. Policies and Procedures (2023) and FAA's 1050.1F Desk Reference (2023).

Status of Traffic Consultations

We are initiating consultation with you about the proposed undertaking. Due to the location of HEF, as well as the roadways that may be impacted by the actions in the PEA, coordination with the following agencies is required: City of Manassas Engineering Department, City of Manassas Planning and Development, and Prince William County Planning Division. Collectively, these agencies are being consulted about the PEA and its projects. The complete agency consultation list provided to ASG by the FAA is included here as **Attachment C, Table 2.**

On behalf of ASG, Swans Engineering, PLLC performed a Preliminary Traffic Study of the roadways within the Study Area that may be impacted by program improvements. This study can be found in **Attachment D** and contains 2024 Existing, 2032 No Action and Construction, 2035 and 2040 No Action, and 2035 and 2040 With Action analysis and results for unsignalized intersections within the Study Area.

Please note that the Preliminary Traffic Study indicates that further coordination is required with VDOT and local agencies to confirm assumptions, coordinate signalized intersection analysis, and finalize results.

Proposed Undertaking and Introduction to the Projects

A short introduction to the Proposed Undertaking and the projects is presented herein. **Attachment E** provides the available information about each of the projects. Analyses of these projects are based on current assumptions included in the project descriptions presented herein. As the planning advances on Tier 2 Projects, the supplemental information will be assembled and the updates provided to our office to determine the appropriate level of further analysis.

A Programmatic Approach facilitates consideration and analysis of projects that have sufficient planning and of projects where planning has not been completed. For projects with incomplete planning, assumptions are made in the PEA so the potential impacts may be assessed and disclosed. The FAA anticipates issuance of a finding with a tiered decision. The tiered decision applies to:

- Tier 1 Projects: those projects with sufficient planning that will receive full NEPA approval; and
- Tier 2 Projects: those projects which will receive conditional approval based on planning assumptions. For projects subject to conditional approval, the FAA will likely require a reevaluation prior to approving the implementation of those projects once the planning process for these facilities has been completed and they are ripe for analysis.

Tier 1 Projects are needed to support the introduction of scheduled airline service and achieve FAA Part 139 certification. 14 CFR Part 139 requires the FAA to issue airport operating certificates to airports that serve scheduled and unscheduled air carrier aircraft with more than 30 seats; serve scheduled air carrier

operations in aircraft with more than 9 seats but less than 31 seats; and the FAA Administrator requires to have a certificate.

The Tier 1 Projects will be completed within the first five years (anticipated to be 2025-2029) of the program and are focused on terminal development; existing terminal parking lot rehabilitation and expansion; a new economy parking lot; pavement strengthening (runway, taxiways, bridges and aprons); and a new snow removal equipment (SRE) storage building.

The Tier 2 Projects will be completed within the following five years post Tier 1 development (anticipated to be 2030-2035). With the exception of the Aircraft Rescue and Fire Fighting (ARFF) facility, the Tier 2 Projects are longer term infrastructure projects needed to improve existing facilities and expand the commercial service capability of the Airport. Included in the Tier 2 Projects are Runway 16L/34R and Taxiway B widening, construction of a new East Ramp taxiway, an expanded East Ramp and taxilane between Taxiways Delta and Echo, a new deicing pad between the same taxiways, and Taxiway Echo fillet widening.

In **Attachment E** the available information about 13 numbered projects is presented. Analyses of these projects are based on current assumptions included in the project descriptions presented herein. As the planning advances on Tier 2 Projects, the supplemental information will be assembled and the updates provided to our office to determine the appropriate level of further analysis.

Two of the projects (#4 and #5) are divided into parts a and b. Projects #4a and #5a will be completed in Tier 1 and #4b and #5b will be completed in Tier 2. Some of the identified projects have more than one building or structural component. An example of dual components is project #8, which includes the new SRE building and an associated parking lot.

The PEA projects are presented by Proponent (Avports and Airport) and Tier on **Table 2** and their locations are shown on **Figure 3**.

CONCLUSION

In conclusion, we request your comment on the Proposed Program, its projects, and the Preliminary Traffic Study.

If you have any questions or require additional information, you can reach me at (914) 582-6934 or eswansen@swansengineering.com or Peter Byrne at (631) 496-6075 or pbyrne@avionsg.com.

Sincerely,

Erica Swansen, PE, PTOE
Principal
Swans Engineering, PLLC

Attachments:
A — Figures 1 through 3
B — Photographs 1 through 17
C — Tables 1 through 2
D — Preliminary Traffic Study
E — Program and Project Descriptions

Electronic copy to: Marie C. Jenet, Regional Environmental Program Manager, FAA
Susan B. Stafford, Environmental Protection Specialist, FAA
Chad Carper, P.E., Airport Engineer, WADO, FAA
Stephen Smiley, Senior Planner, VDOA,
Juan E. Rivera, Director, Manassas Regional Airport
Jolene Berry, Assistant Director, Manassas Regional Airport,
Avports: Pranav Trivedi
Avion Solutions Group LLC: Peter Byrne, Carol S. Weed

Consultation Reference Number: 28b

Erica Swansen

From: Windish, Richard <RWindish@pwcgov.org>
Sent: Wednesday, October 15, 2025 10:05 AM
To: Tabor, Mekdes; Erica Swansen
Cc: Lance Kilby; Peter Byrne
Subject: RE: Manassas Airport - DDI 10-15

Follow Up Flag: Follow up
Flag Status: Flagged

Erica

Just for clarification, this project will be moving forward regardless of if the airport moves forward or not or if the projected airport expansion timeline is 3 years or 10 years. The existing Route 234 intersection traffic conditions warrant the improvements we are proposing and due to the design year data we would need your projected trip generation analysis. Let me know if you have any questions. Thank you.

Rich

Rich Windish, P.E., PMP
Engineering Design Manager
PWC Department of Transportation
Capital Projects Division
5 County Complex Court, Suite 290
Prince William, VA 22192
C: 703-843-7616
O: 703-792-6826



Consultation Reference Number: 29a

Peter Byrne

From: Pekalski, Hannah (VDOT) <Hannah.Pekalski@vdot.virginia.gov>
Sent: Monday, November 24, 2025 11:30 AM
To: Morgan, Jamie
Cc: Carol Weed; Peter Byrne; Trivedi, Rahul, P.E. (VDOT)
Subject: Re: FW: NEW SCOPING Manassas Regional Airport Part 139 and Terminal Redevelopment

Hi Jamie,

Please find the response from our VDOT NOVA District Environmental Manager.

When the site was selected to provide required mitigation of unavoidable impacts to wetlands from construction of the Rte 234 Bypass, surface water input was a key consideration for the water budget in site selection for the US Army Corps of Engineers (Corps) approval, not groundwater. I'm sure surface waters into the site has evolved over time (both naturally and due to influence by surrounding land development) since the completion of the mitigation site in 2000. VDOT is not an environmental regulatory agency, and my comments were to request consideration of implementing these temporary stream bypass measures on airport property during the low flow time conditions and implement erosion control (ESC) measures to minimize any off-site sediment transport. The "low=flow" and "ECS measures" would be standard conditions of a water quality permit(s) issued for the airport work within jurisdiction WOUS. Should the Corps and/or VA Dept. of Env. Quality inquire about the potential impacts to the adjacent mitigation site due to off-site transport of sediment downstream, the Davey Resource Group can share this reconnaissance information. Thanks,

Thank you,

Hannah Pekalski

Multimodal Planner | TDM Coordinator

Virginia Department of Transportation, NOVA District

703-259-1929
Hannah.pekalski@VDOT.Virginia.gov

From: Morgan, Jamie <jamie.morgan@davey.com>
Sent: Friday, November 21, 2025 7:15 AM
To: Pekalski, Hannah (VDOT) <Hannah.Pekalski@vdot.virginia.gov>
Cc: Carol Weed <csw13108@gmail.com>; Peter Byrne <pbyrne@avionsg.com>
Subject: Re: FW: NEW SCOPING Manassas Regional Airport Part 139 and Terminal Redevelopment

Hi Hannah,
No problem. Thank you for forwarding that on.
Jamie

Jamie Morgan, MS, CPSS
Certified Senior Ecologist, Licensed Wetland Scientist-NH & VA

Project Manager

Davey Resource Group, Inc.

4 Walter E. Foran Blvd., Suite 209, Flemington, NJ 08822

C: 862-268-2712 | P: Direct 908.633.2889; Office 908.788.9676 ext. 4895 | F: 908.788.6788



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On Wed, Nov 19, 2025 at 3:16 PM Pekalski, Hannah (VDOT) <Hannah.Pekalski@vdot.virginia.gov> wrote:

Hi Jamie,

Thank you for your email, and I apologize for missing your call yesterday. I have forwarded your question to our VDOT Environmental team for their review and response. I will let you know as soon as I hear back.

Thanks!

Hannah Pekalski

Multimodal Planner | TDM Coordinator

Virginia Department of Transportation, NOVA District

703-259-1929
Hannah.pekalski@VDOT.Virginia.gov

From: Morgan, Jamie <jamie.morgan@davey.com>
Sent: Tuesday, November 18, 2025 3:38 PM
To: Pekalski, Hannah (VDOT) <Hannah.Pekalski@vdot.virginia.gov>
Cc: Carol Weed <csw13108@gmail.com>; Peter Byrne <pbyrne@avionsg.com>
Subject: Re: FW: NEW SCOPING Manassas Regional Airport Part 139 and Terminal Redevelopment

Hi Hannah,

I just left you a voicemail regarding the correspondence in the email chain below. We have been doing a review of the Mitigation Site that is adjacent to Broad Run, in the area you note in your August 25th email (scroll below). From our review of topographic mapping and the location of other mapped watercourses, it appears that the hydrology of that area is fed largely by two unnamed tributaries that bring water in from off-site, from the east. There is a 160' elevation contour that is shown on the east side of Broad Run, suggesting that there is an increase in the elevation from where the mitigation site sits (surrounding that PEM1Ed wetland mapped below), vs. the baseline stream flow of Broad Run. Based on this, it seems that the mitigation site is not so much reliant on hydrology from Broad Run or Cannon Branch, but from higher points in the watershed, coupled with its ability to retain this water and access groundwater. We do not see any strong indicator that water flows directly from Broad Run into the mitigation wetlands, supporting their existence. In that case, we wouldn't anticipate any effect on the mitigation area if Broad Run experiences low flow conditions due to the rerouting of the water. Could you please confirm if this makes sense to you also? I've enclosed some figures below to illustrate the statements above:

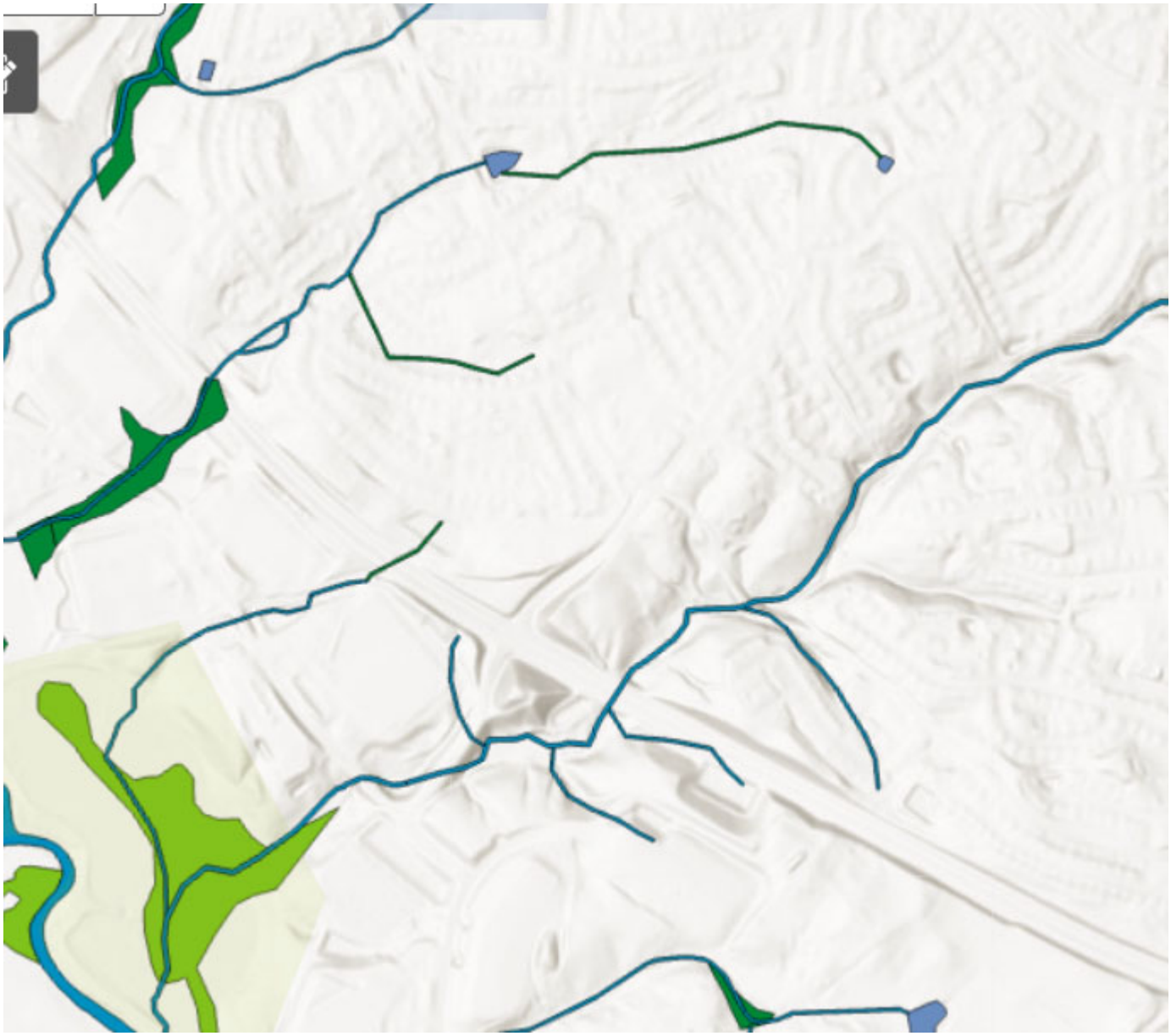
This topo shows the 160' contour line east of Broad Run, suggesting an elevation separation between Broad Run and the created wetlands to the east.



This figure shows the mitigation area wetlands (on the aerial) and two tributaries that carry water into the wetlands from tributaries to the east, vs. a lack of direct connection with Broad Run and Cannon Branch.



Following one of those tributaries to the east shows that water is gathered from far reaches of the watershed.



Jamie

Jamie Morgan, MS, CPSS

Certified Senior Ecologist, Licensed Wetland Scientist-NH & VA

Project Manager

Davey Resource Group, Inc.

4 Walter E. Foran Blvd., Suite 209, Flemington, NJ 08822

C: 862-268-2712 | P: Direct 908.633.2889; Office 908.788.9676 ext. 4895 | F: 908.788.6788

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---------- Forwarded message ---------
From: **Peter Byrne** <pbyrne@avionsg.com>
Date: Mon, Aug 25, 2025 at 11:30 AM
Subject: FW: NEW SCOPING Manassas Regional Airport Part 139 and Terminal Redevelopment
To: Carol Weed <csw13108@gmail.com>, Jamie Morgan <jamie.morgan@davey.com>

VDOT response

From: Stafford, Susan (FAA) <Susan.Stafford@faa.gov>
Sent: Monday, August 25, 2025 11:19 AM
To: Peter Byrne <pbyrne@avionsg.com>; Carol Weed <csw13108@gmail.com>; Pranav Trivedi <ptrivedi@avports.com>
Cc: Jenet, Marie (FAA) <Marie.Jenet@faa.gov>
Subject: FW: NEW SCOPING Manassas Regional Airport Part 139 and Terminal Redevelopment

Peter,

Below is the VDOT scoping response for the HEF Part 139 EA.

Thank you,

Susan B. Stafford

Beckley Airports Field Office

176 Airport Circle, Rm 101

Beaver, WV 25813

609-916-5793

From: Pekalski, Hannah (VDOT) <Hannah.Pekalski@vdot.virginia.gov>
Sent: Monday, August 25, 2025 11:02 AM
To: Stafford, Susan (FAA) <Susan.Stafford@faa.gov>
Cc: Trivedi, Rahul, P.E. (VDOT) <Rahul.Trivedi@VDOT.Virginia.gov>
Subject: Fw: NEW SCOPING Manassas Regional Airport Part 139 and Terminal Redevelopment

You don't often get email from hannah.pekalski@vdot.virginia.gov. Learn why this is important

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Good Morning,

Thank you for the opportunity to review the Clean Water Act Section 404 Coordination, Manassas Regional Airport (HEF), Proposed Part 139 Certification and Terminal Redevelopment Environmental Assessment Project. The VDOT Northern Virginia District office staff has reviewed the subject request and and offers the following comments:

- The PEA identifies Project #6 - Bridge Rehabilitation for Runway 16L/34R and Taxiway Bravo. Specifically, the approach for strengthening existing bridge structures states "stream waters from Broad Run will have to be temporarily detained or diverted . . . through a bypass channel." Additionally, "stream waters flowing from the northeast of the work area from Cannon Branch will be retained with coffer dams or retaining walls". Adjacent to airport property to the east is a VDOT Wetland Mitigation Site approved by the US Army Corps of Engineers that relies on surface waters from Cannon Branch and Broad Run. The temporary bypass channel (as depicted in Figure 11) diverts Broad Run away from the mitigation site. Likewise, retainage of Cannon Run surface waters also directly affect the mitigation site. Acknowledging these measures would be temporary, VDOT requests consideration of implementing these measures during the low flow time of the year. Additionally, implementation and maintenance of erosion control measures as well as permanent stabilization of land disturbed areas is essential to minimize the deposition of sediment laden stormwater run-off into the mitigation site.

Thank you,

Hannah Pekalski

Multimodal Planner | TDM Coordinator

Virginia Department of Transportation, NOVA District

703-259-1929
Hannah.pekalski@VDOT.Virginia.gov

From: EIR Coordination (VDOT) <EIR.Coordination@vdot.virginia.gov>
Sent: Thursday, August 7, 2025 8:51 AM
To: Trivedi, Rahul, P.E. (VDOT) <Rahul.Trivedi@VDOT.Virginia.gov>
Subject: FW: NEW SCOPING Manassas Regional Airport Part 139 and Terminal Redevelopment

See the below request for scoping comments.

From: Fulcher, Valerie (DEQ) <Valerie.Fulcher@deq.virginia.gov>
Sent: Tuesday, August 5, 2025 4:17 PM
To: Lazaro, Robert (VDOT) <rlazaro@novaregion.org>; Miller, Mark (DEQ) <Mark.Miller@deq.virginia.gov>; jspatton@pwcgov.org; citymanager@ci.manassas.va.us; dgif-ESS Projects (DWR) <ESSProjects@dwr.virginia.gov>; DCR-PRR Environmental Review (DCR) <envreview@dcr.virginia.gov>; Churchill, Nikolas (DEQ) <Nikolas.Churchill@deq.virginia.gov>; Lovain, Ava (DEQ) <Anna.Lovain@deq.virginia.gov>; Frantz, Allyson (DEQ) <Allyson.B.Frantz@deq.virginia.gov>; Angueira, Antony (DEQ) <Antony.Angueira@deq.virginia.gov>; Moore, Daniel (DEQ) <Daniel.Moore@deq.virginia.gov>; Folks, Clint (DOF) <Clint.Folks@dof.virginia.gov>; Henderson, Samantha (DHR) <Samantha.Henderson@dhr.virginia.gov>; EIR Coordination (VDOT) <EIR.Coordination@vdot.virginia.gov>
Cc: susan.stafford@faa.gov
Subject: NEW SCOPING Manassas Regional Airport Part 139 and Terminal Redevelopment

Good afternoon—attached is a request for scoping comments on the following:

Clean Water Act Section 404 Coordination, Manassas Regional Airport (HEF), Proposed Part 139 Certification and Terminal Redevelopment Environmental Assessment Project, Prince William County and City of Manassas, Virginia

If you choose to make comments, please send them directly to the project sponsor (Susan.Stafford@faa.gov). DEQ-OEIR will coordinate a review when the environmental document is completed.

DEQ-OEIR's scoping response is also attached.

If you have any questions regarding this request, please email our office at eir@deq.virginia.gov.

Valerie

Valerie A. Fulcher, CAP, OM, Admin/Data Coordinator Senior

Department of Environmental Quality

Environmental Enhancement - Office of Environmental Impact Review

1111 East Main Street

Richmond, VA 23219

PHONE NUMBER: 804-659-1550

Email: Valerie.Fulcher@deq.virginia.gov
https://www.deq.virginia.gov/permits-regulations/environmental-impact-review

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Consultation Reference Number: 30a

U. S. Department
of Transportation

**Federal Aviation
Administration**

WASHINGTON AIRPORTS DISTRICT OFFICE
13873 Park Center Road, Suite 490-S
Herndon, Virginia 20171
Telephone: 703/487-3980 Fax: 703/487-3982

January 8, 2025

VIA EMAIL to jrivera@ci.manassas.va.us

Mr. Juan E. Rivera, C.M., ACE
Airport Director
Manassas Regional Airport
10600 Harry J. Parrish Blvd
Manassas, VA 20110

Re: Manassas Regional Airport (HEF)
Airport Layout Plan Update – October 2024
ASN 2024-AEA-5661-NRA

Dear Mr. Rivera:

The Manassas Regional Airport (HEF) October 2024 Airport Layout Plan (ALP), prepared by Reynolds, Smith and Hills, Inc., is conditionally approved and the associated master plan is accepted by the Federal Aviation Administration (FAA).

Conditions to FAA's approval include:

- The proposed development does not yet have the required Federal environmental approvals. Therefore, project implementation may not begin (regardless of funding source) unless and until the FAA has formally provided a favorable environmental determination in writing to the airport sponsor. This conditional ALP approval does not indicate a favorable environmental determination shall be forthcoming, or that this ALP would represent the FAA's preferred alternative during a future environmental review.

- The FAA has determined the ALP to be acceptable from a planning perspective, with respect to the FAA's established standards for airport planning and design. The FAA has not evaluated the ALP with respect to any other requirements such as state, county or local ordinances or the requirements of any other Federal agency.

- The FAA is not committed to provide financial support for any portion of the proposed development. Funding from the FAA requires evidence of eligibility and justification at the time a funding request is ripe for consideration. The FAA would have to review and consider any requests for financial assistance in accordance with the established statutory and regulatory requirements.

    - The capital improvement plan (CIP) included with the master plan identified more than $190 million in FAA Airport Improvement Program (AIP) discretionary funding over the next ten years. The master plan identified a change in critical aircraft (Airplane Design Group III greater than 150,000 lbs.) that would accommodate more passengers at the airport. Projects tied to this change in critical aircraft are collectively defined as a "Capacity Project" in FAA Order 5090.5 Formulation of the NPIAS and ACIP. FAA's September 16, 2020 Airport Benefit-Cost Analysis Guidance requires a "Capacity

Project" meeting a dollar threshold of $10 million or more in AIP discretionary grants over the life of the project be shown to have total discounted benefits that exceed total discounted costs through a benefit-cost analysis (BCA). The airport will need to prepare and submit the BCA to FAA for review and approval prior to requesting AIP discretionary funding for the "Capacity Project".

An FAA aeronautical study (ASN 2024-AEA-5661-NRA) was conducted on the proposed development. This determination does not constitute FAA approval or disapproval of the physical development involved in the proposal. In making this determination, the FAA has considered matters such as the effects the proposal would have on existing or planned traffic patterns of neighboring airports; the effects it would have on the existing airspace structure and projected programs of the FAA; the effects it would have on the safety of persons and property on the ground; and the effects that existing or proposed man-made objects, and known natural objects within the affected area would have on the airport proposal.

When construction of any proposed structure or development indicated on the plan is undertaken, such construction requires normal 45-day advance notification to FAA for review in accordance with applicable Federal Aviation Regulations (i.e., Parts 77, 157, 152, etc.). Impacts to instrument approach/departure procedures require a minimum of 18-months advance notice. More notice is generally beneficial to ensure that all statutory, regulatory, technical and operational issues can be addressed in a timely manner.

The FAA has only limited means to prevent the construction of structures near an airport. The airport sponsor has the primary responsibility to protect the airport environs through such means as local zoning ordinances, property acquisition, avigation easements, letters of agreement or other means. We encourage the airport sponsor to work with appropriate agencies to adopt land use and height restrictive zoning based on the ALP.

The FAA Reauthorization Act of 2024 has limited the FAA's review and approval authority for Airport Layout Plans. The FAA's approval of this ALP is limited to existing facilities only for which the FAA retains approval authority. The FAA has not determined whether it retains review and approval authority for any proposed facilities depicted on the ALP associated with this letter. FAA will determine whether it retains approval authority for ALP changes reflecting future facilities when such facilities are ripe for consideration (when such facilities are intended to be built), and such approval, if required, must be granted before construction occurs.

Although the FAA's review and approval authority of proposed projects depicted on an ALP is limited, airport sponsors must continue to maintain an up-to-date ALP in accordance with Federal law, 49 U.S.C. § 47107(a)(16).

Please attach this letter to the ALP and retain it in your files. These are public documents and must be protected and made available for inspection at least until such time as the FAA approves a subsequent ALP update.

Sincerely,

MATTHEW J THYS

Matthew J. Thys, Manager
Washington Airports District Office

Ec: Scott Denny, DOAV (via email)
Stephen Smiley, DOAV (vie email)
Lanre Olaniyan, RS&H (via email)
FAA Airports Data Information Portal (ADIP)

Consultation Reference Number: 31a

DAVEY

Morgan, Jamie <jamie.morgan@davey.com>

Re: Federal Consistency - Manassas Regional Airport

Rayfield, Bettina (DEQ) <Bettina.Rayfield@deq.virginia.gov> Fri, Mar 20, 2026 at 12:16 PM
To: "Morgan, Jamie" <jamie.morgan@davey.com>
Cc: Carol Weed <csw13108@gmail.com>, Peter Byrne <pbyrne@avionsg.com>, "Erica Swansen, PE, PTOE" <eswansen@swansengineering.com>

I feel less concerned about new impervious areas and floodplain impacts than the direct impact to Broad Run. I understand the argument that there could be coastal effects but we do not typical push that point, historically.

I am comfortable with my previous decision about what needs to be covered.

Ms. Bettina Rayfield
Manager, Office of Environmental Impact Review and Renewable Energy Programs, Division of Environmental Enhancement
Virginia Department of Environmental Quality
1111 East Main Street, Suite 1400
Richmond, Virginia 23219
(804) 659-1915

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From: Morgan, Jamie <jamie.morgan@davey.com>
Sent: Friday, March 20, 2026 11:59 AM
To: Rayfield, Bettina (DEQ) <Bettina.Rayfield@deq.virginia.gov>
Cc: Carol Weed <csw13108@gmail.com>; Peter Byrne <pbyrne@avionsg.com>; Erica Swansen, PE, PTOE <eswansen@swansengineering.com>
Subject: Re: Federal Consistency - Manassas Regional Airport

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No RPAs will be impacted. The Economy parking lot was designed to stay outside of the RPA off Cannon Branch.

Does the information I sent yesterday affect your opinion regarding the City of Manassas projects and their inclusion? They are quite indirect but we wanted to address it now if you felt it was important.

Jamie Morgan, MS, CPSS

Certified Senior Ecologist, Licensed Wetland Scientist-NH & VA

Project Manager

Davey Resource Group, Inc.

4 Walter E. Foran Blvd., Suite 209, Flemington, NJ 08822

C: 862-268-2712 | P: Direct 908.633.2889; Office 908.788.9676 ext. 4895 | F: 908.788.6788



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On Fri, Mar 20, 2026 at 11:44 AM Rayfield, Bettina (DEQ) <Bettina.Rayfield@deq.virginia.gov> wrote:

> It wasn't clear to me that the other projects would increase impervious surface or enter the floodplain. Would RPAs be impacted as well?
>
> **Ms. Bettina Rayfield**
> Manager, Office of Environmental Impact Review and Renewable Energy Programs, Division of Environmental Enhancement
> Virginia Department of Environmental Quality
> 1111 East Main Street, Suite 1400
> Richmond, Virginia 23219
> (804) 659-1915
>
> For program updates and public notices please subscribe to the Environmental Impact Review Public Notices Bulletin:
> https://public.govdelivery.com/accounts/VADEQ/subscriber/new
>
> ---
>
> **From:** Morgan, Jamie <jamie.morgan@davey.com>
> **Sent:** Thursday, March 19, 2026 2:02 PM
> **To:** Rayfield, Bettina (DEQ) <Bettina.Rayfield@deq.virginia.gov>
> **Cc:** Carol Weed <csw13108@gmail.com>; Peter Byrne <pbyrne@avionsg.com>; Erica Swansen, PE, PTOE <eswansen@swansengineering.com>
> **Subject:** Re: Federal Consistency - Manassas Regional Airport
>
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>
> Hi Bettina,

Thank you again for taking our call on Tuesday. We have a follow-up question that arose during our review of projects that may have "foreseeable" effects, albiet indirect. Most of the projects within the City of Manassas boundary would increase impervious surfaces, and several of them would encroach into the 100-year floodplain. As such, effects could be experienced in lower reaches of the area surrounding the Airport. This would include effects on the waters in Broad Run (of which one side occurs in Prince William County shortly outside of the project area) and also floodplains and wetlands adjacent to Broad Run on the County side. These effects will be mitigated by upgrading the stormwater management permit to process increased runoff and will include engineering analyses to ensure there is no net rise in floodplain elevations, so no ultimate impact is anticipated. We wanted to check if we should be thinking of coastal impacts at this indirect level, or if that really goes beyond the analysis needed. By comparison, Project #6 (which all have agreed should be included even though the project falls within the City) proposes physical work in Broad Run and temporary placement and removal of structures within the bed and banks of the stream.

If it would be good to have a follow-up call please let us know. I'm attaching the figure that we discussed on our call Tuesday, and it illustrates the different project boundaries. The turquoise line represents the Airport Boundary, and the white/black dashed line is the City/County boundary.

Thank you again,
Jamie

Jamie Morgan, MS, CPSS

Certified Senior Ecologist, Licensed Wetland Scientist-NH & VA

Project Manager

Davey Resource Group, Inc.

4 Walter E. Foran Blvd., Suite 209, Flemington, NJ 08822

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On Tue, Mar 17, 2026 at 7:58 AM Rayfield, Bettina (DEQ) <Bettina.Rayfield@deq.virginia.gov> wrote:

> I'm available today (Tuesday) between 11-12 and 2:30 -4 and Wednesday 1-2 and 3-4.
>
> **Ms. Bettina Rayfield**
> Manager, Office of Environmental Impact Review and Renewable Energy Programs, Division of Environmental Enhancement
> Virginia Department of Environmental Quality
> 1111 East Main Street, Suite 1400
> Richmond, Virginia 23219
> (804) 659-1915

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From: Morgan, Jamie <jamie.morgan@davey.com>
Sent: Monday, March 16, 2026 5:35 PM
To: Rayfield, Bettina (DEQ) <Bettina.Rayfield@deq.virginia.gov>
Cc: Carol Weed <csw13108@gmail.com>; Peter Byrne <pbyrne@avionsg.com>; Erica Swansen, PE, PTOE <eswansen@swansengineering.com>
Subject: Re: Federal Consistency - Manassas Regional Airport

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Hi Bettina,
Given that there is some ambiguity regarding which Projects should be considered in the CZM document, would you have time for a meeting to discuss them? We want to ensure we are completely clear so we submit this correctly the first time. Would you be available sometime tomorrow or Wednesday?
Thank you again,
Jamie

Jamie Morgan, MS, CPSS

Certified Senior Ecologist, Licensed Wetland Scientist-NH & VA

Project Manager

Davey Resource Group, Inc.

4 Walter E. Foran Blvd., Suite 209, Flemington, NJ 08822

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On Mon, Mar 16, 2026 at 3:49 PM Rayfield, Bettina (DEQ) <Bettina.Rayfield@deq.virginia.gov> wrote:

> Hi Jamie,
>
> I'd have to do some research (I know I have the answer somewhere) but City of Manassas is not included in our Coastal Zone Management Zone. The trigger for compliance with the Coastal Zone Management Act is reasonably foreseeable effects on coastal resources or uses. Federal agencies should apply this liberally.

Depending on what the activities are, some of their effects could cross the city boundary and should be covered under the federal consistency document. I would argue that your examples, where there are direct impacts to Broad Run, should be included.

Can you clarify if the project is an FAA sponsored project or is federal consistency being done because the airport needs FAA approval?

Ms. Bettina Rayfield
Manager, Office of Environmental Impact Review and Renewable Energy Programs, Division of Environmental Enhancement
Virginia Department of Environmental Quality
1111 East Main Street, Suite 1400
Richmond, Virginia 23219
(804) 659-1915

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From: Morgan, Jamie <jamie.morgan@davey.com>
Sent: Monday, March 16, 2026 10:54 AM
To: Rayfield, Bettina (DEQ) <Bettina.Rayfield@deq.virginia.gov>
Cc: Carol Weed <csw13108@gmail.com>; Peter Byrne <pbyrne@avionsg.com>; Erica Swansen, PE, PTOE <eswansen@swansengineering.com>
Subject: Federal Consistency - Manassas Regional Airport

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Hi Bettina,
We've corresponded in the past regarding a NEPA EA for Manassas Regional Airport. As you may be aware, the Airport land spans both City of Manassas and Prince William County. We've pulled together the Coastal Consistency Certification materials for the projects and the FAA had indicated we do not need to prepare this for the entire airport, but only the projects that occur within Prince William County. Only one of the16 PEA Projects falls within the County, so this significantly changes our evaluation. We wanted to double check from your agency that everyone agrees on this point, and better understand why only the County would be included, even though per the CZM website and mapping, the City of Manassas also falls within Virginia's Coastal Zone. Are only the municipalities that have adopted the Chesapeake Bay Preservation Act held to the CZM standards, as has Prince William County?

Furthermore, even if the above or other statements regarding the exclusion of City of Manassas area projects from the analysis are true, would the effects those projects have on downstream resources within the County then require review? For example, the projects within the City involve impacts to Broad Run, of which the County line travels through downstream and has a Resource Projection Area as well as floodplains extending from it on the County side. We also had to consider the consequences of this action on Broad Run's mussel populations and their habitats farther downstream, into what is in part the County's land.

If you would prefer to discuss on a call we would be more than happy to schedule something.

Thank you,
Jamie

Jamie Morgan, MS, CPSS

Certified Senior Ecologist, Licensed Wetland Scientist-NH & VA

Project Manager

Davey Resource Group, Inc.

4 Walter E. Foran Blvd., Suite 209, Flemington, NJ 08822

C: 862-268-2712 | P: Direct 908.633.2889; Office 908.788.9676 ext. 4895 | F: 908.788.6788



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DAVEY

Consultation Reference Number: 31b

Morgan, Jamie <jamie.morgan@davey.com>

HEF DEQ Coordination Conf Call Notes

1 message

Peter Byrne <pbyrne@avionsg.com> Thu, Mar 19, 2026 at 1:44 PM
To: "Stafford, Susan (FAA)" <susan.stafford@faa.gov>, "Jenet, Marie (FAA)" <marie.jenet@faa.gov>
Cc: Pranav Trivedi <ptrivedi@avports.com>, Carol Weed <csw13108@gmail.com>, "Erica Swansen, PE, PTOE" <eswansen@swansengineering.com>, "Morgan, Jamie" <jamie.morgan@davey.com>

Hi Susan and Marie, On Tuesday (3/17) ASG had a coordination call with DEQ (Bettina Reyfield). The call was productive and enlightening. We feel that we have a good understanding of the DEQ requirements for the CZM Consistency process. Here are our notes from the call that we wanted to share with you.

Notes from 3/17/2026 call with VADEQ

Participants:

VADEQ

- Bettina Reyfield

ASG Team

- Peter Byrne
- Jamie Morgan
- Erica Swansen
- Carol Weed

Notes:

1. ASG provided a brief overview of the 16 PEA projects.

2. Although all 16 projects were presented, we specifically called out Project #5 (Economy Parking Lot) and Project #6 (Bridge Rehabilitation) due to proximity to the RPA (Project #5) and Broad Run (Project #6).
    a. Bettina said that she agreed with Project #5 and Project #6 because the latter has direct impacts to Broad Run.
    b. Bettina said to make it clear that the Projects being reviewed under Coastal Consistency are Projects #5 and #6 and that the Coastal Resources sections in the AE and EC must be in alignment with the sections in the Consistency appendix.
    c. Bettina was fine with the Consistency being an appendix to the larger EA.

3. ASG asked if the *Coastal Gem* coastal wetlands mapping indicated that wetlands within the City of Manassas would be regulated as coastal wetlands.
    a. Bettina said that she is not sure who manages that database or why it shows coastal features but that we should not assume that means there are coastal resources within City of Manassas as the City of Manassas is exempt, even though otherwise it falls within the Coastal Zone.

4. ASG told Bettina that we had formatted our Consistency document using the headers presented in the Consistency Checklist.
    a. Bettina indicated that was fine.

5. Bettina said that VADEQ would be reviewing under Subpart D of the Federal Consistency which allow for a 90-day review period.

6. Once VADEQ receives the EA and its appendices with the Consistency document they will review the EA and CZM Consistency concurrently.
    a. VADEQ will ask FAA to grant them a 90-day review period as this exceeds the typical NEPA review period.
        i. This request by DEQ allows them to submit comments after the PEA comment period is closed.
    b. The 90-day review period will allow VADEQ to complete its review of both the PEA and the CZM Consistency so that the final letter can be issued for both at the same time.
    c. It is likely that the DEQ review will be completed before 90 days. For example, the DEQ letter for the HEF ATCT was completed in 30 days.

7. VADEQ will assign a single reviewer to the project once it is received and they will be the lead through the process.

Thanks, and please let me know if you have any questions.

Peter J. Byrne, CM

Director

Avion Solutions Group, LLC

244 5th Avenue, Suite P296

New York, NY 10001

(631) 496-6075



Consultation Reference Number: 31c

Commonwealth of Virginia

VIRGINIA DEPARTMENT OF ENVIRONMENTAL QUALITY

www.deq.virginia.gov

David L. Bulova
Secretary of Natural and Historic Resources

Michael S. Rolband, PE, PWD, PWS Emeritus
Director

July 1, 2026

Avion Solutions Group, LLC
Attn: Mr. Peter Byrne
244 5th Avenue, Suite P296
New York, NY 10001
Via email: pbyrne@avionsg.com

RE: Comments on the Programmatic Environmental Assessment and Federal Consistency Determination for the Manassas Regional Airport Part 139 Certification & Terminal Redevelopment Program in the City of Manassas and Prince William County, Federal Aviation Administration (DEQ 26-061F)

Dear Mr. Byrne:

The Commonwealth of Virginia has completed its review of the above-referenced document. The Department of Environmental Quality (DEQ) is responsible for coordinating Virginia's review of federal environmental documents submitted under the National Environmental Policy Act (NEPA) and responding to appropriate federal officials on behalf of the Commonwealth. DEQ is also responsible for coordinating Virginia's review of federal consistency documents submitted pursuant to the Coastal Zone Management Act (CZMA) and providing the state's response. This is in response to the Programmatic Environmental Assessment (PEA) and Federal Consistency Determination (FCD) dated May 4, 2026 submitted by Avion Solutions Group, LLC on behalf of the Federal Aviation Administration (FAA) for the above referenced project, received by DEQ on May 7, 2026. The following agencies and planning district commission (PDC) participated in the review of this proposal:

Department of Environmental Quality
Department of Conservation and Recreation (DCR)
Department of Historic Resources (DHR)
Department of Wildlife Resources (DWR)
Department of Health (VDH)
Department of Transportation (VDOT)
Marine Resources Commission (VMRC)
Northern Viginia Regional Commission (PDC)

In addition, the Department of Aviation, Prince William County and the City of Manassas were invited to comment on the proposal.

PROJECT DESCRIPTION

The City of Manassas (owner) and the Manassas Regional Airport Commission (operator) in coordination with the Federal Aviation Administration (FAA) proposes the Manassas Regional Airport (HEF) Part 139 Certification & Terminal Redevelopment Program in the City of Manassas and Prince William County, Virginia (Proposed Action). The Airport does not currently have scheduled commercial airline operations; however, it is classified in the FAA's National Plan of Integrated Airport Systems (NPIAS) as a reliever airport for Dulles International Airport (IAD), located 16 miles north of HEF, and Ronald Reagan Washington National Airport (DCA), located 27 miles northeast of HEF. As a reliever, HEF's role in NPIAS is to reduce congestion at IAD and DCA, while providing a range of aeronautical services to the GA community. Due to population growth in the DC Metropolitan area, the Airport and the City have sought to establish scheduled commercial service at HEF. In the Spring of 2023, the City and the Commission issued a Request for Proposals for a provider to enter into a Franchise Agreement to re-establish commercial service at HEF (commercial service was previously provided at the airport from 1971 to 1986). AFCO Avports12 Management ("Avports") was awarded the Franchise Agreement by the City of Manassas, based on Avports' demonstrated ability to initiate airline service at other airports. Avports and the City entered into a Franchise Agreement in July 2023. The Franchise Agreement included the lease of parcels A through F by the City to Avports**.** These parcels currently contain the existing terminal (Parcel A); vacant land north of the terminal (Parcel B); existing Building 13 (Parcel C); the East Apron (Parcel D); the terminal parking lot (Parcel E); and a wooded area (Parcel F). As part of this agreement, Avports proposed to redevelop and expand the existing terminal building, expand the terminal parking lot, build an economy parking lot, provide support for the reconstruction and strengthening of Runway16L/34R, and construct a new snow removal equipment (SRE) building. Before commercial service can begin, the FAA must certify that the Airport meets FAA standards and must issue an Airport Operating Certificate under Part 139 to serve scheduled operations. As part of the Part 139 certification process, the FAA would identify airfield safety and standards projects that must be completed before issuance of the certificate.

Alternative #2: Commercial Service is the Preferred Alternative (or Proposed Action) and includes 16 projects that would 1) achieve Part 139 certification through the completion of specified projects, and 2) expand the existing Airport terminal building and associated airside and landside facilities to support commercial service. This alternative would expand the existing terminal to 75,099 SF to provide adequate space to accommodate the projected passenger demand at an acceptable level of service (LOS) and auto parking requirements. For this Alternative, Part 139 certification would be achieved to accommodate scheduled commercial service. For commercial service to proceed, the terminal, roadways and parking must be upgraded and airfield projects must be completed to accommodate 737-800 aircraft.

The sixteen projects included in the Preferred Alternative are:

1. Terminal Building Expansion (north, south, and west)

2. West Ramp GA Tie-Down Relocation
3. East Ramp Strengthening, Reconfiguration, and Rehabilitation
4. Terminal Parking Lot Rehabilitation and Expansion
5. Economy Parking Lot Construction
6. Bridge Rehabilitation: Runway 16L/34R and Taxiway Bravo
7. Construction of a New Snow Equipment (SRE) Storage Building
8. Taxiway Bravo Widening
9. Runway 16L/34R Reconstruction and Strengthening
10. Taxiway Echo Fillet Widening
11. Taxiway Bravo Reconstruction and Strengthening (south of the bridge)
12. Construction of a new East Ramp Taxiway
13. Runway 16L/34R Widening
14. Construction of an Aircraft Deicing Pad and Apron Expansion between Taxiways Delta and Echo
15. Construction of new Expanded East Ramp and Taxilane between Taxiways Delta and Echo
16. Construction of a new Airport Rescue and Firefighting (ARFF) Facility

Prince William County is within Virginia's coastal zone; however, the City of Manassas is excluded from the Coastal Zone. Of the 16 proposed projects, only Project #5 (Economy Parking Lot) is within Prince William County. Project #6 (Bridge Rehabilitation – Runway 16L/34R and Taxiway Bravo) crosses Broad Run, which flows into Prince William County when it exits the Airport, downstream of the action area.

The proposed parking lot (Project #5) would encompass approximately 221,112 SF and would accommodate 647 parking spaces (including 13 that are ADA accessible) and a shuttle bus station. A stormwater detention system will be constructed below ground in the Economy Lot to manage stormwater flows from the added impervious surfaces. The project will include the construction of six retaining walls to protect the Resource Protection Area (RPA) that occurs on the east and south side of Project #5. Access to the Economy Parking Lot would be from the east side of Wakeman Dr.

The bridges for Runway 16L/34R and Taxiway Bravo span Broad Run. While the existing bridges were widened in 2014-2015 to meet FAA design standards, they were not designed with sufficient strength to accommodate routine operations by 737-800 aircraft, which are expected to operate from the Airport in connection with commercial operations. For Project #6, the existing bridges would be strengthened by constructing a Mechanically Stabilized Earth (MSE) wall beneath the runway and taxiway bridges. In order to complete the proposed stream bank and under bridge work, the stream waters from Broad Run would be maintained at the seasonal low flow level. A bypass channel would be used to divert waters from Broad Run during construction.

FEDERAL CONSISTENCY UNDER THE COASTAL ZONE MANAGEMENT ACT

Pursuant to the Coastal Zone Management Act of 1972 (§ 1456(c)), as amended, and the federal consistency regulations implementing the CZMA (15 CFR Part 930, Subpart C, § 930.30 *et*

seq.), federal actions that can have reasonably foreseeable effects on Virginia's coastal uses or resources must be conducted in a manner which is consistent, to the maximum extent practicable, with the Virginia Coastal Zone Management (CZM) Program. The CZM Program is comprised of a network of programs administered by several agencies. In order to be consistent with the CZM Program, the federal agency must obtain all the applicable permits and approvals listed under the enforceable policies of the CZM Program prior to commencing the project.

Federal Consistency Public Participation
In accordance with 15 CFR § 930.2, public notice of the proposed action was published in the OEIR Program Newsletter from June 1, 2026 to June 15, 2026. No public comments were received in response to the notice.

Federal Consistency Determination
A Federal Consistency Determination was included as Appendix J of the PEA. The document provided an analysis of the project's impact on the enforceable policies. The FCD notes that Prince William County is within Virginia's coastal zone; however, the City of Manassas is excluded from the Coastal Zone. Of the 16 proposed projects, only Project #5 (Economy Parking Lot) is within Prince William County. Project #6 (Bridge Rehabilitation – Runway 16L/34R and Taxiway Bravo) crosses Broad Run, which flows into Prince William County when it exits the Airport, downstream of the action area. According to the FCD, the project will be consistent to the maximum extent practicable with Virginia's Coastal Zone Management Program.

The project is expected to affect the following enforceable policies: Chesapeake Bay Preservation Areas, Wildlife and Inland Fisheries, Point Source Air Pollution, Point Source Water Pollution, Non-point Source Water Pollution, and Tidal and Non-Tidal Wetlands. These impacts and jurisdictional agency comments, recommendations, and requirements are discussed below in the "Environmental Impacts and Mitigation" section of this document.

Federal Consistency Concurrence
Based on our review of the FCD and the comments submitted by agencies administering the enforceable policies of the CZM Program, DEQ concurs that the proposal will be consistent to the maximum extent practicable with the CZM Program provided all applicable permits and approvals are obtained as described below in the Regulatory and Coordination Needs section.

If, prior to construction, the project should change significantly and any of the enforceable policies of the Virginia CZM Program would be affected, pursuant to 15 CFR 930.46, the applicant must submit supplemental information to DEQ for review and approval. Additionally, other state approvals which may apply to this project are not included in this consistency concurrence. Therefore, the FAA must ensure that this project is operated in accordance with all applicable federal, state and local laws and regulations.

ENVIRONMENTAL IMPACTS AND MITIGATION

1. Air Pollution. According to the PEA (page 5-4), air emissions associated with the Preferred Alternative include those associated with construction and the introduction of commercial service. Standard construction best management practices to minimize emissions may include reducing construction equipment idling, maintaining equipment in good working order, implementing dust control measures, and maintaining efficient construction scheduling.

The FCD (Appendix J, page 22) states that the Preferred Alternative projects are expected to generate air emissions associated with construction and operational activities. The construction phase is scheduled to occur from 2026 through 2036, and therefore, operational emissions, stemming from aircraft operations and motor vehicle use, were analyzed for that same timeframe. Aircraft operations reflect the anticipated introduction of commercial airline activity beginning in 2026. In 2026, approximately 11 average daily commercial flights are anticipated, growing to 26 and 29 average daily commercial flights in 2036 and 2041, respectively. The general aviation aircraft operations at HEF are not expected to increase as a result of this alternative. Due to these changes, operational aircraft emissions along with auxiliary power units (APUs), ground support equipment (GSE), were estimated for the years 2026 through 2036, and the future build-out year 2041.

Based on the results of the emissions inventories, the Preferred Alternative would not generate emissions that exceed the CAA General Conformity de minimis thresholds and therefore conform with the approved State Implementation Plan (SIP). As a result, there are no significant air quality impacts for the Preferred Alternative and no further action is required to meet the requirements of the General Conformity Rule.

1(a) Agency Jurisdiction. The DEQ Air Division, on behalf of the State Air Pollution Control Board, is responsible for developing regulations that implement Virginia's Air Pollution Control Law (Virginia Code §10.1-1300 *et seq*.). DEQ is charged with carrying out mandates of the state law and related regulations as well as Virginia's federal obligations under the Clean Air Act as amended in 1990. The objective is to protect and enhance public health and quality of life through control and mitigation of air pollution. The division ensures the safety and quality of air in Virginia by monitoring and analyzing air quality data, regulating sources of air pollution, and working with local, state and federal agencies to plan and implement strategies to protect Virginia's air quality. The appropriate DEQ regional office is directly responsible for the issuance of necessary permits to construct and operate all stationary sources in the region as well as monitoring emissions from these sources for compliance. As a part of this mandate, environmental impact reviews (EIRs) of projects to be undertaken in the state are also reviewed. In the case of certain projects, additional evaluation and demonstration must be made under the general conformity provisions of state and federal law.

The Air Division regulates emissions of air pollutants from industries and facilities and implements programs designed to ensure that Virginia meets national air quality standards. The most common regulations associated with projects are:

- Open burning: 9 VAC 5-130 *et seq.*
- Fugitive dust control: 9 VAC 5-50-60 *et seq.*
- Permits for fuel-burning equipment: 9 VAC 5-80-1100 *et seq.*

1(b) Agency Findings. Prince William County and the City of Manassas are located in the Northern VA/DC/MD 2015 Ozone Marginal Nonattainment Area and the Northern Virginia Emission Control Area (ECA) 9VAC5-20-206.1.a and 2.a for volatile organic compounds (VOCs) and oxides of nitrogen (NOx).

1(c) Requirements.

1(c)(i) Fugitive Dust. During land-disturbing activities, fugitive dust must be kept to a minimum by using control methods outlined in 9VAC5-50-60 *et seq*. of the Regulations for the Control and Abatement of Air Pollution. These precautions include, but are not limited to, the following:

- Use, where possible, of water or suitable chemicals for dust control during the proposed demolition and construction operations and from material stockpiles;
- Installation and use of hoods, fans and fabric filters to enclose and vent the handling of dusty materials;
- Covering of open equipment for conveying materials; and
- Prompt removal of spilled or tracked dirt or other materials from paved streets and removal of dried sediments resulting from soil erosion.

1(c)(ii) Stationary Sources and Fuel-Burning Equipment. Fuel-burning equipment (boilers, generators, compressors, etc.) or any other air-pollution-emitting equipment may be subject to registration or permitting requirements under 9 VAC5-80, Article 6, Permits for New and Modified Sources. The regulation requires obtaining an air permit before commencing construction of, or operation of any new stationary source.

1(c)(iii) Open Burning. If project activities include open burning or the use of special incineration devices are employed in the disposal of land-clearing debris during demolition and construction, these activities must meet the requirements under 9VAC5-130 *et seq.* for open burning. Whereas, the regulation provides for, but does not require, the local adoption of a model ordinance concerning open burning, the Corps should contact the locality to determine what local requirements, if any, exist. Some applicable provisions of the regulation include, but are not limited to:

- Open burning or the use of special incineration devices for the destruction of clean burning waste and debris waste resulting from clearing operations is prohibited from May 1 through September 30.
- Open burning is permitted for forest management, agricultural practices, and highway construction and maintenance programs approved by the board shall be at least 1,000 feet from any occupied building unless the occupants have given prior permission, other than a building located on the property on which the burning is conducted and the burning shall be attended at all times.

- Special attention should be directed to § 10.1-1142 of the Code of Virginia, which is enforced by the Department of Forestry.
- Special attention should also be directed to the regulations of the Virginia Waste Management Board.
- Follow the open burning prohibitions as outlined in 9VAC5-130-30

1(c)(iv) Asphalt Paving. A precaution, which typically applies to road construction and paving work (9 VAC 5-45-780 *et seq*.), places limitations on the use of "cut-back" (liquefied asphalt cement, blended with petroleum solvents), and may apply to the project. The asphalt must be "emulsified" (predominantly cement and water with a small amount of emulsifying agent) except when specified circumstances apply. Moreover, there are time-of-year restrictions on its use from April through October in VOC emission control areas.

Follow this requirement to limit VOCs and other air pollutants from any necessary asphalt paving operations on the project site.

1(d) Recommendation. Take precautions to restrict the emissions of VOCs and NO_X, principally by limiting the burning of fossil fuels.

1(e) CZMA Federal Consistency. The project will be consistent to the maximum extent practicable with the Point Source Air Pollution enforceable policy of the Virginia CZM Program, provided adherence to the above requirements (see Federal Consistency under the CZMA section above for additional information).

2. Natural Heritage Resources. The PEA Appendix I notes that DCR database maps show Broad Run through the Airport as having a freshwater mussel predicted richness of "6", which indicates medium species richness and potential rare species. The database also maps Cannon Branch as having freshwater mussel predicted richness of "5", which indicates medium species richness and no rare species. Freshwater mussel habitat buffers are also mapped within the Airport along Broad Run as high priority for conservation, with some adjacent areas that are high priority for restoration. The woods adjacent to Cannon Branch has a Forest Conservation Value of "1", which is the lowest classification and indicates "average" value.

Appendix E of the PEA includes a prior consultation letter from DCR, dated August 21, 2025. DCR recommended a mussel survey of the project site. Subsequently a freshwater mussel survey was conducted in October 2025, resulting in the observation of only non-threatened or endangered mussel species within the Study Area: eastern elliptio (*Elliptio complatanata)* and northern lance (*Elliptio fisheriana)* (DEA, page 4-6).

2(a) Agency Jurisdiction.

2(a)(i) The Virginia Department of Conservation and Recreation's (DCR) Division of Natural Heritage (DNH). DNH's mission is conserving Virginia's biodiversity through inventory, protection and stewardship. The Virginia Natural Area Preserves Act (Virginia Code §10.1-209 through 217), authorized DCR to maintain a statewide database for conservation planning and project review, protect land for the conservation of biodiversity, and the protect and

ecologically manage the natural heritage resources of Virginia (the habitats of rare, threatened and endangered species, significant natural communities, geologic sites, and other natural features).

2(a)(ii) Virginia Department of Agriculture and Consumer Services (VDACS): The Endangered Plant and Insect Species Act of 1979 (Virginia Code Chapter 39 §3.1-1020 through 1030) authorizes VDACS to conserve, protect and manage endangered and threatened species of plants and insects. Under a Memorandum of Agreement established between VDACS and the DCR, DCR represents VDACS in comments regarding potential impacts on state-listed threatened and endangered plant and insect species.

2(b) Agency Findings. The Department of Conservation and Recreation's Division of Natural Heritage (DCR-DNH) has searched its Biotics Data System (Biotics) for occurrences of natural heritage resources from the area outlined on the submitted map. According to information in Biotics, the Broad Run - Cannon Branch Stream Conservation Site (SCS) is located within the project area. SCSs encompass stream/river reaches, waterbodies, and terrestrial contributing areas containing or associated with aquatic or semi-aquatic resources, including upstream and downstream reaches and tributaries up to 3-km stream distance from the aquatic resources. SCSs are also given a biodiversity significance ranking (B-rank) based on the rarity, quality, and number of element occurrences they contain. The Broad Run - Cannon Branch SCS has been given a B-rank of B4, which represents a site of moderate significance. The natural heritage resource associated with this SCS is the Brook floater (*Alasmidonta varicosa, G3/S1/NL/LE).* The brook floater, a small freshwater mussel species, is known from the northeastern United States primarily in the Atlantic Slope drainages. In Virginia it is recorded from the Potomac River basin with a possible record from the James River. Of 14 documented records in Virginia, only two are thought to be viable.

This species is currently state-listed as endangered by the DWR. Broad Run has also been designated by the DWR as a “Threatened and Endangered Species Water” for the brook floater.

Due to the potential for the project area to support rare freshwater mussels, DCR previously recommended a freshwater mussel survey be conducted for the proposed project. DCR has reviewed the December 5, 2025 Manassas Regional Airport-Broad Run Mussel Survey Report whereas freshwater mussel surveys were conducted from October 16 – October 20, 2025 by the BioSurvey Group.

2(b)(i) State-listed Plant and Insect Species. The current activity will not affect any documented state-listed plants or insects.

2(b)(ii) State Natural Area Preserves. There are no State Natural Area Preserves under DCR’s jurisdiction in the project vicinity.

2(c) Recommendations. Contact DCR-DNH to secure updated information on natural heritage resources if the scope of the project changes and/or six months has passed before it is utilized. New and updated information is continually added to the Biotics Data System.

2(c)(i) Mussel Survey Coordination. DCR recommends coordination of the survey report with the DWR, Virginia's regulatory authority for the management and protection of the Brook floater to ensure compliance with the Virginia Endangered Species Act (VA ST §§ 29.1-563 – 570).

As stated on page 1 of the Manassas Regional Airport-Broad Run Flow Measurements Report "a large mussel community was documented downstream of the project area during the freshwater mussel survey, which included the collection of more than 10,500 live mussels. Because mussels are sensitive to dewatering, maintaining an appropriate minimum discharge during construction is essential." Impacts of rerouting the stream will also have impacts on the river, therefore, DCR recommends continued coordination with DWR regarding flows that represent a reasonable and conservative minimum discharge value for mussel protection within the project area and for species further downstream.

2(c)(ii) Aquatic Environment Protection. To minimize adverse impacts to the aquatic ecosystem as a result of the proposed activities, DCR recommends the implementation of and strict adherence to applicable state and local erosion and sediment control/storm water management laws and regulations.

DCR recommends minimizing tree removal and maintaining the forested riparian buffer along Broad Run.

3. Public Water Supply. The PEA (page 4-21) notes that based on VDH Office of Drinking Water data, two public water supply wells are present within a one-mile radius of the Airport. One is located 5,430 feet from Project #2 and the other is located 6,285 feet from Project #6 (by-pass channel. Both of the public water supply wells are higher in elevation than any of the PEA projects.

The PEA (page 4-14) notes that the City of Manassas Utilities Department provides water and Prince William County Service Authority provides sewer services to the airport.

3(a) Agency Jurisdiction. The Virginia Department of Health (VDH) Office of Drinking Water reviews projects for the potential to impact drinking water sources (groundwater wells, springs, and surface water intakes) serving waterworks. VDH administers the Virginia Waterworks Regulations (12VAC5-590) governing waterworks operation and construction, and has primacy for the National Primary Drinking Water Regulations (40 CFR § 141) and implements the National Secondary Drinking Water Regulations (40 CFR § 143).

3(b) Agency Findings. VDH ODW identified the following public groundwater wells within a 1-mile radius of the project site:

- PWSID 6153041, Prince William County, Bristow Manor Golf Club, Well
- PWSID 6153832, Prince William County, Valley View Park, Well #1
- PWSID 6153668, Prince William County, Transportation Area (Prince William County Schools), Well #2

The City of Manassas Lake Manassas Dam (PWS ID 6685100) surface water intake is located

within a 5-mile radius of the project site.

The project is within the watershed of the Fairfax County Water Authority Occoquan Reservoir Intake (PWS ID 6059501).

3(c) Recommendation. Utilize Best Management Practices (BMPs), including erosion and sedimentation controls and spill prevention controls and countermeasures on the project site.

Carefully manage materials on site and during transport to prevent impacts to nearby surface water.

4. Erosion and Sediment Control and Stormwater Management. According to the PEA (page 5-14) the construction would adhere to the requirements of the appropriate water encroachment permits from DEQ and the U.S. Army Corps of Engineers, including erosion and sedimentation control, Stormwater Pollution Prevention Plan (SWPPP) and Spill Prevention Control and Countermeasures Plan (SPCC) plans as well as an Oil Discharge Contingency Plan (ODCP) to prevent pollution downstream.

The FCD (Appendix J, page 27) states that future development will be designed in accordance with the DEQ-approved Standards and Specifications and in accordance with the Virginia Erosion and Stormwater Management Act (Va Code § 62.1-44.15:24 *et seq*.), and the Virginia Erosion and Stormwater Management Regulation, as applicable. Because of strict compliance with VPDES permitting and use of erosion and sediment control measures during construction, the proposed projects are unlikely to have adverse impacts on water quality.

4(a) Agency Jurisdiction. The DEQ Office of Stormwater Management (OSWM) administers the following laws and regulations governing construction activities:

- Virginia Erosion and Sediment Control Law (VESCL) (§ 62.1-44.15:51 *et seq.*);
- Virginia Stormwater Management Act (VSMA) (§ 62.1-44.15:24 *et seq.*);
- Virginia Erosion and Stormwater Management Regulation (9VAC25-875 *et. seq.*) and
- 2024 General Virginia Pollutant Discharge Elimination System (VPDES) Permit for Discharges of Stormwater from Construction Activities (9VAC25-875 *et. seq.*).

In addition, DEQ is responsible for VSMP General Permit for Stormwater Discharges from Construction Activities related to Municipal Separate Storm Sewer Systems (MS4s) and construction activities for the control of stormwater discharges from MS4s and land disturbing activities under the Virginia Stormwater Management Program (9VAC25-890-40).

4(b) Requirements.

4(b)(i) Erosion and Sediment Control. The applicant is responsible for submitting a project-specific erosion and sediment control (ESC) plan to the locality in which the project is located for review and approval pursuant to the local ESC requirements, if the project involves a land-disturbing activity of ≥10,000 square feet (≥2,500 square feet in a Chesapeake Bay Preservation Area). Depending on local requirements, the area of land disturbance requiring an ESC plan may be less. The ESC plan must be approved by the locality prior to any land-disturbing activity at

the project site. All regulated land-disturbing activities associated with the project, including on- and off-site access roads, staging areas, borrow areas, stockpiles, and soil intentionally transported from the project, must be covered by the project-specific ESC plan. Local ESC program requirements must be requested through the locality (Reference: *Virginia Erosion and Sediment Control Law* §62.1-44.15 *et seq*.; *Consolidated ESC/SWM Regs. 9VAC25-875-10 et seq.).*

4(b)(ii) Stormwater Management Plan. Depending on local requirements, a stormwater management (SWM) plan may be required. Local SWM program requirements must be requested through the locality (Reference: *Virginia Stormwater Management Act* §62.1-44.15 *et seq.; Consolidated ESC/SWM Regs. 9VAC25-875-10 et seq.).*

4(b)(iii) General Permit for Stormwater Discharges from Construction Activities (VAR10). DEQ is responsible for the issuance, denial, revocation, termination and enforcement of the Virginia Stormwater Management Program (VSMP) General Permit for Stormwater Discharges from Construction Activities related to municipal separate storm sewer systems (MS4s) and construction activities for the control of stormwater discharges from MS4s and land disturbing activities under the Virginia Stormwater Management Program. The operator or owner of a construction project involving land-disturbing activities ≥1 acre is required to register for coverage under the General Permit for Discharges of Stormwater from Construction Activities and develop a project-specific stormwater pollution prevention plan (SWPPP). The SWPPP must be prepared prior to submission of the registration statement for coverage under the General Permit and the SWPPP must address water quality and quantity in accordance with the *VSMP Permit Regulations* (Ref: VSWML §62.1-44.15 *et seq*.; *Consolidated ESC/SWM Regs. 9VAC25-875-10 et seq.*).

4(c) Recommendation. Non-point source pollution resulting from this project should be minimized by using effective erosion and sediment control practices and structures. Consideration should also be given to using permeable paving for parking areas and walkways where appropriate and denuded areas should be promptly revegetated following construction work.

4(d) CZMA Federal Consistency. The project will be consistent to the maximum extent practicable with the Nonpoint Source Water Pollution enforceable policy of the Virginia CZM Program, provided the activities comply with the above requirements, and applicable permits are obtained as necessary (see Federal Consistency under the CZMA section above for additional information).

5. Floodplain Management. According to the PEA (page 4-20) approximately 69 acres of the Airport are mapped within the "1 percent annual chance flood" (also known as the 100-year flood) of Cannon Branch and Broad Run. Portions of Projects #2, #6, #8, #9, #12, and #13 occur within the Broad Run 100-year flood area.

A Flood Hazard Use Permit from Prince William County is required for all work within the floodplain and/or floodway (page 5-44).

5(a) Agency Jurisdiction. The Department of Conservation and Recreation (DCR) is the lead coordinating agency for the Commonwealth's floodplain management program and the National Flood Insurance Program (Code of Virginia § 10.1-602). Pursuant to §10.1-603 of the Virginia Code and in accordance with 44 CFR section 60.12 of the National Flood Insurance Program Regulations for Floodplain Management and Flood Hazard Identification, all construction or land-disturbing activities initiated by an agency of the Commonwealth, or by its contractor, in floodplains shall be submitted to the locality and comply with the locally adopted floodplain management ordinance.

5(b) Agency Findings. The National Flood Insurance Program (NFIP) is administered by the Federal Emergency Management Agency (FEMA), and communities who elect to participate in this voluntary program manage and enforce the program on the local level through that community's local floodplain ordinance. Each local floodplain ordinance must comply with the minimum standards of the NFIP, outlined in 44 CFR 60.3; however, local communities may adopt more restrictive requirements in their local floodplain ordinance, such as regulating the 0.2% annual chance flood zone (shaded X Zone).

All development within a Special Flood Hazard Area (SFHA) or floodplain, as shown on the locality's Flood Insurance Rate Map (FIRM), must be permitted and comply with the requirements of the local floodplain ordinance.

5(c) Requirement. Projects conducted by federal agencies within the SFHA must comply with Executive Order 11988: Floodplain Management.

The applicant/developer must contact the local floodplain administrator for an official floodplain determination, and if the project is located in the SFHA, this project must comply with the community's local floodplain ordinance, including receiving a local permit. Failure to comply with the local floodplain ordinance could result in enforcement action from the locality.

To find flood zone information, use the Virginia Flood Risk Information System (VFRIS): www.dcr.virginia.gov/vfris

6. Solid and Hazardous Waste Management. According to the EA (page 4-10) a Phase I Environmental Site Assessment was conducted to evaluate environmental conditions for 13 of 16 PEA projects. ESA also evaluated adjacent and surrounding properties and areas to determine if any current and/or historic uses may have adversely affected subsurface environmental conditions within the Study Area. No hazardous materials or hazardous waste storage or disposal sites are present within or proximate to the PEA project areas evaluated. Individual tenants that occupy hangar spaces at HEF are registered Resource Conservation and Recovery Act (RCRA) hazardous waste generators due to typical maintenance and general aviation activities.

There are currently no known active releases of hazardous substances at HEF and no remediation activities being conducted at HEF. However, according to the Phase I ESA, residual contaminants in soil and groundwater from documented solvent uses and historical petroleum releases (unrelated to existing tanks) may be present within and/or proximate to the PEA project footprints.

HEF generates multiple waste streams from the airfield, fixed-based operators, aircraft maintenance hangars, cargo hangars, and concessions. Non-hazardous solid waste generated exclusively at the Airport is handled and carted off-site under contract by American Disposal Services to the Prince William County Municipal Landfill. Construction and demolition (C&D) debris generated at the Airport is recycled off-site in accordance with applicable regulatory requirements.

6(a) Agency Jurisdiction. On behalf of the Virginia Waste Management Board, the DEQ Division of Land Protection and Revitalization is responsible for carrying out the mandates of the Virginia Waste Management Act (Virginia Code §10.1-1400 et seq.), as well as meeting Virginia's federal obligations under the Resource Conservation and Recovery Act (RCRA) and the Comprehensive Environmental Response Compensation Liability Act, commonly known as Superfund. The DEQ Division of Land Protection and Revitalization also administers those laws and regulations on behalf of the State Water Control Board governing Petroleum Storage Tanks (Virginia Code §62.1-44.34:8 et seq.), including Aboveground Storage Tanks (9VAC25-91 et seq.) and Underground Storage Tanks (9VAC25-580 et seq. and 9VAC25-580-370 et seq.), also known as Virginia Tank Regulations, and § 62.1-44.34:14 et seq. which covers oil spills.

Virginia:

- Virginia Waste Management Act, Virginia Code § 10.1-1400 et seq.
- Virginia Solid Waste Management Regulations, 9VAC20-81
    - (9VAC20-81-620 applies to asbestos-containing materials)
- Virginia Hazardous Waste Management Regulations, 9VAC20-60
    - (9VAC20-60-261 applies to lead-based paints)
- Virginia Regulations for the Transportation of Hazardous Materials, 9VAC20-110.

Federal:

- Resource Conservation and Recovery Act (RCRA), 42 U.S. Code sections 6901 et seq.
- U.S. Department of Transportation Rules for Transportation of Hazardous Materials, 49 Code of Federal Regulations, Part 107
- Applicable rules contained in Title 40, Code of Federal Regulations.

6(b) Agency Findings. The DEQ Division of Land Protection and Revitalization (DLPR) conducted a review of solid and hazardous waste databases including a search for petroleum releases within a 200-foot radius of the project site. The DLPR search identified six RCRA facilities and six petroleum release sites within the project area which might impact the project.

RCRA Facilities in close proximity to the project area:

1. *PGM_SYS_ID VAD982704686, Dulles Aviation Inc, 10501 Observation Road, Manassas, VA 20110, Very Small Quantity Generator, Active Status: Y*
2. *PGM_SYS_ID VAR000500199, Jet Services Inc., 9998 Wakeman Dr., Manassas, VA 20110, Very Small Quantity Generator, Active Status: Y*

3. *PGM_SYS_ID VAR000538991, Leidos, Inc. - Hangar 1, 10661 Frank Marshall Lane, Manassas, VA 20110, Very Small Quantity Generator, Active Status: Y*
4. *PGM_SYS_ID VAR000504332, Colgan Air, 10677 Aviation Lane, Manassas, VA 20110, Unspecified Universe, Active Status: N*
5. *PGM_SYS_ID VAR000010157, T Hangars of VA Inc, 10527 Terminal Rd, Manassas, VA 20110, Very Small Quantity Generator, Active Status: Y*
6. *PGM_SYS_ID VAR000539001, Leidos, Inc. - Hangar 3, 10522 Wakeman Drive, Manassas, VA 20110, Unspecified Universe, Active Status: N*

Petroleum Releases in close proximity to the project area:

1. *PC Number 19870385, Manassas Municipal Airport, 10522 Terminal Rd, Manassas, Virginia, Release Date: 12/08/1986, Status: Closed.*
2. *PC Number 20213148, Manassas Regional Airport, 10501 Observation Rd, Manassas, Virginia, Release Date: 02/25/2021, Status: Closed.*
3. *PC Number 19910187, Dulles Aviation Incorporated – Manassas Airport, 10522 Terminal Rd, Manassas, Virginia, Release Date: 08/20/1990, Status: Closed.*
4. *PC Number 20013062, Manassas Airport – New Control Tower, 10522 Terminal Rd, Manassas, Virginia, Release Date: 09/24/2000, Status: Closed.*
5. *PC Number 19993317, Manassas Municipal Airport, 10522 Terminal Rd, Manassas, Virginia, Release Date: 03/21/1999, Status: Closed.*
6. *PC Number 19973688, Manassas Airport – Old Control Tower, Old Control Tower Presidential Airways, Manassas, Virginia, Release Date: 09/04/1996, Status: Closed.*

The DLPR notes that solid and hazardous waste issues and sites were addressed in the PEA.

6(c) Requirements.

6(c)(i) Waste Management. Any soil that is suspected of contamination or wastes that are generated during the action must be tested and disposed of in accordance with applicable federal, state, and local laws and regulations. All construction and demolition debris must be characterized in accordance with the *Virginia Hazardous Waste Management Regulations* prior to disposal at an appropriate facility. It is the generator's responsibility to determine if solid waste meets the criteria of hazardous waste and as a result be managed as such.

6(c)(ii) Petroleum Releases and Contaminated Soils. If evidence of a petroleum release is discovered during implementation of this project, it must be reported to DEQ, as authorized by Virginia Code § 62.1-44.34.8 through 9 and 9 VAC 25-580-10 *et seq*. Petroleum contaminated soils generated during construction of this project must be characterized and disposed of properly.

6(c)(iii) Asbestos-containing Material and Lead-based Paint. Any structures being demolished, renovated or removed should be checked for asbestos-containing materials (ACM) and lead-based paint (LBP) prior to construction. If ACM or LBP are found, in addition to the federal waste-related regulations mentioned above, state regulations 9 VAC 20-80-640 for ACM and 9 VAC 20-60-261 for LBP must be followed.

6(c)(iv) Fuel Storage Tanks. The removal, relocation or closure or installation/operation of any regulated petroleum storage tanks, aboveground storage tank (AST) or underground storage tank (UST), must be conducted in accordance with the requirements of the Virginia Tank Regulations 9 VAC 25-91-10 *et seq.* (AST) and / or 9 VAC 25-580-10 *et seq*. (UST).

6(d) Recommendations.

6(d)(i) Pollution Prevention. DEQ recommends that the City implement pollution prevention principles, including the reduction, reuse, and recycling of all solid wastes generated. All generation of hazardous wastes should be minimized and handled appropriately.

6(d)(ii) Petroleum Releases. The DEQ's Pollution Complaint (PC) cases identified should be further evaluated by the project engineer or manager to establish the exact location, nature and extent of the petroleum release and the potential to impact the proposed project. In addition, the project engineer or manager should contact the DEQ's Northern Regional Office at (703) 583-3800 (Tanks Program) for further information about the PC cases.

7. Surface Waters and Wetlands. The PEA (page 4-19) states that seventeen wetlands totaling 16.2 acres were identified within the project Study Area and wetland impacts are anticipated to result from the Preferred Alternative. Pre-application meetings with DEQ and the Corps have been held. The wetland and surface water impacts are expected to be permitted under a US Army Corps of Engineers (Corps) nationwide permit (NWP) or state programmatic general permit (SPGP) and a DEQ Individual Permit (IP). Specifically, three small, isolated herbaceous wetlands (Wetlands B, C, and D) would be permanently filled and would be permitted under the DEQ IP (page 5-45).

The FCD (Appendix J, page 8) notes that seven of the delineated wetlands occur within Prince William County adjacent to Project #5. Only offsite riparian wetlands in Prince William County have the potential to be impacted by the Bridge Rehabilitation work for Project #6. Project #5, the economy parking lot, has been specifically designed to avoid impacts to wetlands adjacent to Cannon Branch.

7(a) Agency Jurisdiction.

7(a)(i) Surface Waters and Non-Tidal Wetlands. The State Water Control Board promulgates Virginia's water regulations covering a variety of permits to include the Virginia Pollutant Discharge Elimination System Permit (VPDES) regulating point source discharges to surface waters, Virginia Pollution Abatement Permit regulating sewage sludge, storage and land application of biosolids, industrial wastes (sludge and wastewater), municipal wastewater, and animal wastes, the Surface and Groundwater Withdrawal Permit, and the Virginia Water Protection (VWP) Permit regulating impacts to streams, wetlands, and other surface waters. The VWP permit is a state permit which governs activities in state surface waters including wetlands, and certain surface water withdrawals, diversion, and impoundments. It also may serve as Section 401 Water Quality Certification of the federal licenses and permits under the Clean Water Act. The VWP Permit Program is under the Office of Wetlands and Stream Protection,

within the DEQ Division of Water Permitting. Six DEQ regional offices perform permit application reviews and issue permits or coverages for the covered activities.

- Clean Water Act Sections 404 and 401 (33 U.S.C. § 1251 *et seq*.);
- Section 404(b)(i) Guidelines Mitigation Memorandum of Agreement (2/90) (40 CFR Part 230);
- State Water Control Law, Chapter 3.1 of Title 62.1 of the Code of Virginia; and
- State Water Control Board regulations 9VAC25-210 *et seq*.; 9VAC25-660 *et seq*.; 9VAC25-670 *et seq*.; 9VAC25-680 *et seq*; and 9VAC25-690 *et seq*.

7(a)(ii) Tidal Wetlands. The Virginia Marine Resources Commission (VMRC) regulates encroachments in, or over state-owned subaqueous beds as well as tidal wetlands pursuant to Virginia Code §28.2-1200 through 1400, as well as sharing jurisdiction for tidal wetlands with the Virginia Department of Environmental Quality. For nontidal waterways, VMRC states that it has been the policy of the Habitat Management Division to exert jurisdiction only over the beds of perennial streams where the upstream drainage area is 5 square miles or greater. The beds of such waterways are considered public below the ordinary high water line mark. However, in nontidal waters where a Virginia Water Protection (VWP) permit or coverage is obtained issued for in-stream activities, a VMRC permit is not required in certain circumstances (Memorandum of Agreement between VMRC and DEQ for Implementation of 2023 Va. Acts Chs. 258 and 259 Regarding Permitting in Non-tidal Waters of the Commonwealth (Amd 8/23)).

7(b) DEQ Findings. DEQ and the Corps had a pre-application meeting in Oct/Nov 2025. The Pre-Application tracking number is VWP NP: 25-002632.

The project manager is reminded that a VWP permit from DEQ may be required should impacts to surface waters be necessary. A VWP permit may be required if construction activities will occur in or along any streams (perennial, intermittent, or ephemeral), open water or wetlands. The disturbance of surface waters or wetlands may require prior approval by DEQ and/or the U.S. Army Corps of Engineers (Corps). The Corps is the authority for an official confirmation of whether there are federal jurisdictional waters, including wetlands, which may be impacted by the proposed project. DEQ may confirm additional waters as jurisdictional beyond those under federal authority. Review of National Wetland Inventory maps or topographic maps for locating wetlands or streams may not be sufficient; there may need to be a site-specific review of the site by a qualified professional.

The airport holds an industrial stormwater General Permit# VAR050985 and may need to consider applicability of this permit with proposed facility changes.

7(c) VMRC Findings. VMRC found the proposed project is outside the jurisdictional areas of the Virginia Marine Resources Commission (VMRC) and will not require an agency permit. VMRC stated that there are no tidal wetlands in close proximity to the project area.

7(d) Agency Recommendation. The VWP program at the DEQ Northern Regional Office (NRO) recommends the avoidance and minimization of surface water impacts to the maximum extent practicable. Even if there will be no intentional placement of fill material in jurisdictional

waters, potential water quality impacts resulting from construction site surface runoff must be minimized. This can be achieved by using Best Management Practices (BMPs).

7(e) Requirements.

7(e)(i) VWP Requirement. A VWP Permit may be required for this project. Upon receipt of a Joint Permit Application for the proposed surface water impacts, DEQ VWP Permit staff will review the proposed project in accordance with the VWP permit program regulations and current VWP permit program guidance.

7(e)(ii) VPDES Requirements. A construction project may require coverage under the VPDES General Permit for Petroleum Contaminated Sites, Groundwater Remediation, and Hydrostatic Tests (VAG83) for any hydrostatics tests on any new piping installed, or for any potential dewatering during construction if petroleum contamination is encountered.

The facility must adhere to the existing VPDES General Permit for Industrial Activity Stormwater Discharges (VAR050985) that the airport holds. Coordinate with DEQ NRO to determine continued applicability of this permit given the proposed facility changes.

7(f) CZMA Federal Consistency. Provided VWP authorization and any required VPDES permit are obtained, as required, for impacts to surface waters and/or wetlands, this project will be consistent to the maximum extent practicable with the Tidal and Non-tidal Wetlands and the Point Source Water Pollution enforceable policy of the Virginia Coastal Zone Management (CZM) Program (see Federal Consistency under the CZMA section above for additional information).

8. Pesticides and Herbicides. DEQ recommends that the use of herbicides or pesticides for construction or landscape maintenance should be in accordance with the principles of integrated pest management. The least toxic pesticides that are effective in controlling the target species should be used to the extent feasible. Contact the Department of Agriculture and Consumer Services at (804) 786-3501 for more information.

9. Pollution Prevention. DEQ's Office of Pollution of Prevention hosts a number of programs and initiatives that serve for non-regulatory assistance to businesses, institutions, and communities including the Virginia Environmental Excellence Program and Virginia Green.

9(a) Recommendations. We have several pollution prevention recommendations that may be helpful in facility operations, as applicable:

- Consider development of an effective Environmental Management System (EMS). An effective EMS will ensure that the proposed facility is committed to complying with environmental regulations, reducing risk, minimizing environmental impacts, setting environmental goals, and achieving improvements in its environmental performance. DEQ offers EMS development assistance and recognizes facilities with effective Environmental Management Systems through its

Virginia Environmental Excellence Program (VEEP). VEEP provides recognition, annual permit fee discounts, and the possibility for alternative compliance methods.

- Consider environmental attributes when purchasing materials. For example, the extent of recycled material content, toxicity level, and amount of packaging should be considered and can be specified in purchasing contracts.
- Consider energy efficiency when choosing materials and products, like insulation, fixtures, and HVAC systems.
- Consider contractors' commitment to the environment when choosing contractors. Specifications regarding raw materials and construction practices can be included in contract documents and requests for proposals.
- Choose sustainable materials and practices for building construction and design.
- Integrate pollution prevention techniques into the facility maintenance and operation, to include inventory control for centralized storage of hazardous materials. Maintenance facilities should have sufficient and suitable space to allow for effective inventory control and preventive maintenance.

DEQ's Office of Pollution Prevention provides information and technical assistance relating to pollution prevention techniques and EMS. For more information, contact DEQ's Office of Pollution Prevention, Meghann Quinn at (804) 774-9076.

10. Historic and Archaeological Resources. The Draft PEA (pages 4-12- 4-13) states that coordination with DHR has occurred. A review of all archaeological work in the Direct Area of Potential Effect (APE) was conducted. Seven archaeological investigations within and adjacent to the Airport boundaries were identified in the background and literature review. A total of 28 archaeological sites within or adjacent to the Airport were found. Of the total, only six sites (44PW0011, 44PW0012, 44PW0013, 44PW0014, 44PW0015, and 44PW0729)78 are within the direct or indirect APEs. Five of the sites, 44PW0011 through 44PW0015, were identified in 1978. These five sites are on the east side of the Airport in locations that are now fully developed. The sixth site, 44PW0729, was found in 1994 on the west side of the Airport in a grassy area to the west of Project #2.

No buildings/structure surveys have been completed within the Airport's boundary according to the Virginia Cultural Resource System (V-CRIS) survey plots and property listings. There are no buildings and structures in the PEA Study Area that meet the 50-year threshold for inclusion in the NRHP.

No cultural resources are directly or indirectly affected by the Preferred Alternative. The Airport infield has been altered, and original near surface soils are no longer in place. Though battlefields boundaries are present in the Preferred Alternative direct Study Area, due to prior disturbance and prior archaeological investigations, elements associated with the battlefields have not been encountered within the Study Area. DHR concurred with the FAA that no historic archaeological properties would be affected and no adverse effects to historic properties associated with visual and auditory changes would occur. There would be no adverse effects to historic properties within the APE due to visual or auditory changes (PEA, page 5-22).

10(a) Agency Jurisdiction. The Virginia Department of Historic Resources (DHR) conducts reviews of both federal and state projects to determine their effect on historic properties. Under the federal process, DHR is the State Historic Preservation Office, and ensures that federal undertakings - including licenses, permits, or funding - comply with Section 106 of the National Historic Preservation Act of 1966, as amended, and its implementing regulation at 36 CFR Part 800. Section 106 requires federal agencies to consider the effects of federal projects on properties that are listed or eligible for listing on the National Register of Historic Places. For state projects or activities on state lands, DHR is afforded an opportunity to review and comment on (1) the demolition of state property; (2) major state projects requiring an EIR; (3) archaeological investigations on state-controlled land; (4) projects that involve a landmark listed in the Virginia Landmarks Register; (5) the sale or lease of surplus state property; (6) exploration and recovery of underwater historic properties; and (7) excavation or removal of archaeological or historic features from caves. Please see DHR's website for more information about applicable state and federal laws and how to submit an application for review: https://www.dhr.virginia.gov/programs/federal-state-review/.

10(b) Conclusion. DHR stated that the FAA consulted with DHR, and DHR concurred with their determination of No Adverse Effect to historic properties.

11. Wildlife Resources. The PEA (page 5-12) states that construction of PEA projects in Alternative #2 could affect bats, grassland and migratory birds. Disturbance to habitat for the bat species (Little brown bat, Northern Long-Eared Bat, and Tricolored bat) would result from the removal of trees in Project #5. These bat species could also lose roosting habitat due to the disturbance to Taxiway Bravo and Runway 16L/34R bridges in Project #6, or from structure removal in Project #1. Migratory bird nesting habitat would be affected by the removal of trees in Project #5 and grassland habitat would be temporarily unusable during the re-use of the bypass channel in Project #6. Most other grassy portions of the Airport are maintained too short to provide significant habitat. No impacts to mussel species are anticipated as low-flow conditions would be maintained in Broad Run and construction work would be separated from the water by double-tee structures.

According to the FCD (Appendix J, page 15) the DWR information tool (VaFWIS) was consulted and resulted in a list of 24 sensitive or protected species and/or varieties potentially occurring within a two-mile radius of the center of the Airport.

Regarding bat species, no caves or known overwintering areas (hibernaculum) were noted or are known at or within 0.5 miles of the Airport. However, trees present within the forest that occurs where Project #5 is proposed may be used for roosting/foraging. Bats present within the forested area of Project #5 or utilizing the bridge over Broad Run for Project #6 may be able to relocate to similar habitats that would remain to the east of these projects (but with lower carrying capacity fewer individuals would be supported). For the bridge over Broad Run (Project #6), bats would have the opportunity to repopulate this area when construction is complete. Building 13 is proposed to be demolished in Project #7 and thus any bats roosting in this area would also need to relocate to new buildings or the adjacent forest.

The initially proposed construction methods associated with Project #6 would have diverted and

dewatered Broad Run potentially causing significant freshwater mussel mortality. As this was not a favorable outcome per DWR, the project was redesigned to allow a minimum flow (determined to be 7-8 cubic feet per second) to continue in Broad Run.

As requested by DWR, the Manassas Regional Airport (HEF) Runway 16L/34R and Taxiway Bravo Bridge Rehabilitation Broad Run Flow Monitoring Plan, dated June 4, 2026 was provided to DWR on June 8, 2026. DWR submitted comments on the Flow Monitoring Plan to the FAA on June 18, 2026 and a revised plan was submitted to DWR on June 24, 2026. On June 30, 2026 DWR sent the FAA additional comments on the plan. DWR/FAA coordination on the plan is ongoing.

11(a) Agency Jurisdiction. The Virginia Department of Wildlife Resources (DWR), as the Commonwealth's wildlife and freshwater fish management agency, exercises enforcement and regulatory jurisdiction over wildlife and freshwater fish, including state- or federally-listed endangered or threatened species, but excluding listed insects (Virginia Code, Title 29.1). DWR is a consulting agency under the U.S. Fish and Wildlife Coordination Act (16 U.S. Code §661 et seq.) and provides environmental analysis of projects or permit applications coordinated through DEQ and several other state and federal agencies. DWR determines likely impacts upon fish and wildlife resources and habitat, and recommends appropriate measures to avoid, reduce or compensate for those impacts. For more information, see the DWR website at https://dwr.virginia.gov/.

11(b) Agency Comments. Broad Run is a designated Threatened and Endangered Water due to the presence of State Endangered Brook Floater and Federally Threatened State Endangered Yellow Lance. As noted in the Broad Run Mussel Survey Report conducted by BioSurvey Group in October 2025 and in coordination with DWR's Malacologist, no federally or state listed mussel species were found within the project area. Therefore, DWR does not anticipate the proposed work to result in significant adverse impacts upon these listed species.

DWR document suitable habitat within 2-miles of the project area for State Threatened Loggerhead Shrike. Based on the scope and location of the proposed work, DWR does not anticipate it to result in significant adverse impacts upon Loggerhead Shrike or its designated resources under DWR's jurisdiction.

The project area lies within the known/consultation range for the Federally Proposed and State Endangered Tri-colored bat (TCB).

This project site is located within close proximity of historic and/or active bald eagle nests.

11(c) Agency Recommendations.

11(c)(i) Mussels and Broad Run. DWR recommend strict adherence to the DWR approved Flow Monitoring Plan and erosion and sediment control to minimize sediment input and turbidity in the water column for the protection of mussel species.

DWR recommend continued coordination with DWR regarding the project, including the Flow

Monitoring Plan. Adhere to the Flow Monitoring Plan as approved by DWR and maintain flow as proposed to allow mussels to persist in Broad Run.

DWR recommend the following to best protect listed mussels known from nearby waters:

1. Maintain undisturbed naturally vegetated buffers of at least 100 feet in width around all on-site wetlands and on both sides of all perennial and intermittent streams. DWR recommend maintaining undisturbed naturally vegetated buffers of at least 200 feet in width on all perennial tributaries to Threatened and Endangered Species Waters. DWR recommend maintaining undisturbed naturally vegetated buffers of at least 300 ft on both sides of Threatened and Endangered Species Waters.
2. The stormwater controls for this project should be designed to replicate and maintain the hydrographic condition of the site prior to the change in landscape. This should include, but not be limited to, utilizing bioretention areas, and minimizing the use of curb and gutter in favor of grassed swales. Bioretention areas (also called rain gardens) and grass swales are components of Low Impact Development (LID). They are designed to capture stormwater runoff as close to the source as possible and allow it to slowly infiltrate into the surrounding soil. They benefit natural resources by filtering pollutants and decreasing downstream runoff volumes.
3. Conduct any in-stream activities during low or no-flow conditions, using non-erodible cofferdams or turbidity curtains to isolate the construction area, blocking no more than 50% of the streamflow at any given time (minimal overlap of construction footprint notwithstanding), stockpiling excavated material in a manner that prevents reentry into the stream, restoring original streambed and streambank contours, revegetating barren areas with native vegetation, and implementing strict erosion and sediment control measures. DWR recommend that instream work be designed and performed in a manner that minimizes impacts upon natural streamflow and movement of resident aquatic species.

   To minimize potential wildlife entanglements resulting from use of synthetic/plastic erosion and sediment control matting, DWR recommend use of matting made from natural/organic materials such as coir fiber, jute, and/or burlap. To minimize harm to the aquatic environment and its residents resulting from use of the Tremie method to install concrete, installation of grout bags, and traditional pouring of concrete, DWR recommend that such activities occur only in the dry, allowing all concrete to harden prior to contact with open water. Due to future maintenance costs associated with culverts, and the loss of riparian and aquatic habitat, DWR prefer stream crossings to be constructed via clear-span bridges. However, if this is not possible, DWR recommend countersinking any culverts below the streambed at least 6 inches, or the use of bottomless culverts, to allow passage of aquatic organisms. DWR also recommend the installation of floodplain culverts to carry bankfull discharges.

1(c)(ii) Tri-Colored Bat. The applicant should coordinate with the U.S. Fish and Wildlife Service (USFWS) in Virginia to ensure protection of the Tri-Colored Bat (TCB) and/or that a take provision is provided.

The USFWS has developed a website that provides the steps and information necessary to allow any individual or entity requiring review/approval of their project to complete a review and come

to the appropriate conclusion regarding potential project impacts on Northern Long-eared Bats and Tri-colored Bats. This site can be accessed at https://www.fws.gov/office/virginia-ecological-services/virginia-field-office-online-review-process. You may also need to coordinate with the appropriate federal agency that is authorizing, funding, or carrying out the proposed activity. You may search for your project and view the known occurrences and regulatory buffers of these listed bat species at: https://experience.arcgis.com/experience/12e379514c034d3cb8a7e5c361aec533.

If alternate guidance is provided by the USFWS, DWR recommend adherence to that guidance instead of or in addition to the protective recommendations included below in OPTION 1 OR follow instructions to complete a survey as depicted in OPTION 2 below.

OPTION 1:
For tree removal and timbering in the known/consultation range, DWR recommend a Time of Year Restriction (TOYR) from May 15 – July 31 (pup season) protective of Tri-colored bat.
For any lighting located within 1000' of suitable habitat:

- When installing new, or replacing existing permanent lights, must use downward-facing, full cut-off lens lights with same intensity or less than existing, if replacement.
- If using the Blacklight, Uplight, Glare (BUG) system, all three ratings should be as close to zero as possible, with priority being to a rating of zero for Uplight.
- All temporary lighting should be directed away from suitable habitat.

For any existing culverts that may be impacted by the proposed work:

- DWR recommend any culverts greater than 4.5 ft tall and 23 feet in length are assessed for bat presence. Assessment protocols are found in Appendix K of the USFWS Survey guidance.

OPTION 2:
If the applicant does not wish to assume presence of the species on site, they may hire a consultant to perform a survey, in adherence to USFWS protocols, throughout the project site and coordinate the results of that survey with the USFWS and DWR.
U.S. Fish & Wildlife Service Survey Protocols are available here: https://www.fws.gov/media/range-wide-indiana-bat-and-northern-long-eared-bat-survey-guidelines.

Coordinate with DWR: Rick Reynolds, DWR Mammologist, at 540-248-9360 or Rick.Reynolds@dwr.virginia.gov and with DWR's Environmental Services Section at 804-968-8546 or ESSProjects@dwr.virginia.gov . Upon review of the survey results, the DWR will make final comments regarding the protection of TCB.

11(c)(iii) Bald Eagles. To ensure protection of bald eagles in compliance with the Bald and Golden Eagle Act, DWR recommend using the Center for Conservation Biology (CCB) Eagle Nest Locator to determine if any active eagle nests are known from the project area. If bald eagle nests have been documented from the project area, DWR recommend performing a visual assessment throughout the project area and adjacent lands to determine if active bald eagle nests are present within the project site or adjacent to it. DWR recommend that the project proceed in a manner consistent with state and federal guidelines for protection of bald eagles; including

coordination, if indicated, with the U.S. Fish and Wildlife Service regarding possible impacts upon bald eagles or the need for a federal bald eagle take permit.

11(c)(iv) General Recommendations. To minimize overall impacts to wildlife and our natural resources, DWR offer the following comments about development activities: DWR recommend that the applicant avoid and minimize impacts to undisturbed forest, wetlands, and streams to the fullest extent practicable. Avoidance and minimization of impact may include relocating stream channels as opposed to filling or channelizing as well as using, and incorporating into the development plan, a natural stream channel design and forested riparian buffers. DWR recommend maintaining undisturbed naturally vegetated buffers of at least 100 feet in width around all on-site wetlands and on both sides of all perennial and intermittent streams. DWR recommend maintaining wooded lots to the fullest extent possible.

DWR generally does not support proposals to mitigate wetland impacts through the construction of stormwater management ponds, nor does it support the creation of in-stream stormwater management ponds.

DWR recommend that all tree removal and ground clearing adhere to a time of year restriction (TOYR) protective of resident and migratory songbird nesting from March 15 through August 15 of any year.

DWR recommend adherence to erosion and sediment controls during ground disturbance. To minimize potential wildlife entanglements resulting from use of synthetic/plastic erosion and sediment control matting, DWR recommend use of matting made from natural/organic materials such as coir fiber, jute, and/or burlap.

Stream buffers:

- Protect from impacts a naturally vegetated buffer of at least 100 ft on both sides of all intermittent or perennial streams, including those known to support wild trout or anadromous fishes.
- Protect from impacts a naturally vegetated buffer of at least 200 ft on both sides of all perennial tributaries to waters known to support listed aquatic species.
- Protect from impacts a naturally vegetated buffer of at least 300 ft on both sides of waters known to support listed aquatic species.

Wetland buffers:

- Protect from impacts a naturally vegetated buffer of at least 100 ft on all sides of any wetland.

11(d) CZMA Federal Consistency. Assuming strict adherence to best management practices for erosion and sediment control is maintained, the project will be consistent to the maximum extent practicable with the Wildlife and Inland Fisheries enforceable policy of the Virginia CZM Program (see Federal Consistency under the CZMA section above for additional information).

12. Chesapeake Bay Preservation Areas. The PEA (page 5-14) states that permitting for the temporary impacts to Broad Run for Project #6 would be required through DEQ and the Corps. No Resource Protection Areas (RPAs) are impacted.

The FCD (page 12) states that PEA Project #5 is proximate to a 100-foot RPA off of Cannon Branch. The economy parking lot and attendant features (including retaining walls) was designed to occur outside of the RPA, and as long as the RPA is protected from effects of the project during the construction and operations phases, no impact to the RPA are anticipated. Per correspondence with Prince William County on September 12, 2025, RPAs would not extend from contiguous wetlands within the PWC portions of the Airport (PEA Appendix E); however, a Preservation Area Site Assessment (PASA) must be submitted to the county before construction. The Prince William County Department of Environmental Management accepted the conclusion that the RPA in Project #5 would be avoided based on the submitted designs (PEA Appendix E) . The other PEA projects are in the City of Manassas and not subject to the CZM Program.

12(a) Agency Jurisdiction. The DEQ Office of Local Government Programs administers the Chesapeake Bay Preservation Act (Virginia Code §62.1-44.15:67 *et seq*.) and Chesapeake Bay Preservation Area Designation and Management Regulations (9 VAC 25-830-10 *et seq*.). Each Tidewater locality must adopt a program based on the Chesapeake Bay Preservation Act and the Chesapeake Bay Preservation Area Designation and Management Regulations. The Act and regulations recognize local government responsibility for land use decisions and are designed to establish a framework for compliance without dictating precisely what local programs must look like. Local governments have flexibility to develop water quality preservation programs that reflect unique local characteristics and embody other community goals. Such flexibility also facilitates innovative and creative approaches in achieving program objectives. The regulations address nonpoint source pollution by identifying and protecting certain lands called Chesapeake Bay Preservation Areas. The regulations use a resource-based approach that recognizes differences between various land forms and treats them differently.

12(b) Agency Findings. In Prince William County, the areas protected by the Chesapeake Bay Preservation Act (CBPA), as locally implemented, require conformance with performance criteria. These areas include Resource Protection Areas (RPAs) and Resource Management Areas (RMAs), as designated by each locality. RPAs include tidal wetlands, non-tidal wetlands connected by surface flow and contiguous to tidal wetlands or water bodies with perennial flow, and tidal shores. RPAs in the County also include a 100-foot vegetated buffer area located adjacent to and landward of these features and along both sides of any water body with perennial flow. RMAs, which require less stringent performance criteria than RPAs, includes all lands contiguous to the inland boundary of the RPA and which, if not properly managed, have a potential for degrading water quality or diminishing the functional value of the RPA. In Prince William County, the RMA includes all areas of the County not included in the RPAs.

The City of Manassas is not subject to the Act or Regulations. Accordingly, portions of the proposed project located within the City were not reviewed for CBPA compliance.

Based on a desktop review of the Prince William County Mapper, and using the available RPA

layer, it appears that RPA lands designated by the County are in very close proximity to, and coincide with the northeast, east, southeast, southeast, southern, southwest and western boundaries that separate airport lands in the City of Manassas from the County. The mapped RPA features shown on the PWC Mapper include Cannon Branch and Broad Run. A portion of Broad Run bisects airport property in the southern section of Runway 34R, with a section of Broad Run piped and underground as it runs under Runway 34R. Note, sections of Broad Run either side of Runway 34R are shown as designated RPA on the Prince William County Mapper. These areas mapped as RPA as intended to show the extent of RPA buffering for Broad Run, but adherence by the City of Manassas to CBPA requirements is not a requirement.

City-owned property at 10500 Harry J. Parrish Boulevard, located east of Wakeman Drive and west of a north-south road leading to the Dominion Energy Wakeman Substation, is located within Prince William County. As part of the airport redevelopment project, the City proposes construction of a surface parking lot at the above address. According to submitted documents for this review, the 221,112 square foot parking lot would contain 647 parking spaces (including 13 ADA parking spaces) and a shuttle bus station. County Development Services (DPW) staff have indicated that the City intends to avoid the onsite RPA buffer and floodplain around Cannon Branch located on the above-referenced property. The parking lot would include two entrance points on Wakeman Drive, one at the intersection of Wakeman Drive and Frank Marshall Lane and another located further south along Wakeman Drive.

Sections of the 10500 property outside of the designated RPA are located within the County's jurisdiction-wide RMA.

12(c) Requirement. The project is subject to the general performance criteria referenced in 9VAC25-830-130 of the Regulations. These criteria include disturbing no more land than necessary to provide for the proposed use, minimizing impervious cover, and preserving indigenous vegetation to the maximum extent practicable consistent with the proposed use. Any land disturbance exceeding an area of 2,500 square feet complies with the requirements of the Virginia Stormwater Management Handbook and stormwater management criteria consistent with water quality protection provisions of the Virginia Erosion and Stormwater Management Regulations, 9VAC25-875-740 and 9VAC25-875-8- and -260 shall be satisfied.

12(d) CZMA Federal Consistency. Provided adherence to the above requirements, as applicable, the project will be consistent to the maximum extent practicable with the Chesapeake Bay Preservation Areas enforceable policy of the Virginia CZM Program (see Federal Consistency under the CZMA section above for additional information).

13. Subaqueous Lands. The FCD (Appendix J, page 10) states that two major perennial surface waters (Cannon Branch and Broad Run) flow adjacent to Project #5 and through Project #6. Project #6 will result in temporary bank and bed modifications to Broad Run. The rehabilitation of the bridges would involve the permanent installation of an 8-inch thick mechanically stabilized earth (MSE) wall and secured into the channel banks with dowel nails beneath each bridge. Existing rip-rap would be removed during construction and replaced afterward. No permanent changes to the stream channel or bed and banks are proposed; however, construction equipment would need to work within, above and adjacent to the stream.

To accomplish the bridge rehabilitation actions and maintain water quality, precast concrete double-tees would be temporarily installed within the approximately 1,170 ft stretch of streambed where work would take place. The double-tees will allow the waters of Broad Run to continuously flow as it would during seasonal low-flow conditions, which was determined to be between 7-8 cubic feet per second (cfs). The double-tees will allow construction equipment to work without disturbing the streambed or requiring "in-water" work, which helps to maintain water quality. As a contingency, should the minimum flow not be able to be maintained due to unforeseen limitations, Broad Run's base flow would be pumped around the work area and released back to Broad Run immediately downstream of the work area through a gravity flow through system or mechanical pumping with backup.

13(a) Agency Jurisdiction. The Virginia Marine Resources Commission (VMRC) regulates encroachments in, on or over state-owned subaqueous beds as well as tidal wetlands pursuant to Virginia Code §28.2-1200 through 1400, as well as sharing jurisdiction for tidal wetlands with the Virginia Department of Environmental Quality. For nontidal waterways, VMRC states that it has been the policy of the Habitat Management Division to exert jurisdiction only over the beds of perennial streams where the upstream drainage area is 5 square miles or greater. The beds of such waterways are considered public below the ordinary high water line mark. However, in nontidal waters where a Virginia Water Protection (VWP) permit or coverage is obtained issued for in-stream activities, a VMRC permit is not required in certain circumstances (Memorandum of Agreement between VMRC and DEQ for Implementation of 2023 Va. Acts Chs. 258 and 259 Regarding Permitting in Non-tidal Waters of the Commonwealth (Amd 8/23)).

13(b) Agency Finding. VMRC reviewed the provided documents and found the proposed project is outside the jurisdictional areas of the Virginia Marine Resources Commission (VMRC) and will not require a permit from this agency.

VMRC stated that given the addition of Section 28.2-1203(A)9 to the Code of Virginia (due to the passage of SB 1811 and HB 2181) by the 2023 General Assembly, and per the Memorandum of Agreement created and signed by the Virginia Marine Resources Commission (VMRC) and the Virginia Department of Environmental Quality (DEQ), VMRC no longer requires permits for the proposed use of non-tidal state-owned submerged lands when in-stream impacts are necessary for the project's installation or construction.

As such, the proposal will not require a permit from VMRC. Should the proposed project change, a new review by VMRC may be required relative to these jurisdictional areas.

13(c) CZMA Federal Consistency. As proposed, the project is consistent to the maximum extent practicable with the Subaqueous Lands enforceable policy of the Virginia CZM Program (see Federal Consistency under the CZMA section above for additional information).

14. Transportation Impacts. The PEA (page 4-3) states that the roadway network surrounding the Airport primarily serves to connect the airport, VRE Broad Run Train Station, and local businesses to the greater roadway network. A Traffic Study was performed to assess peak hour existing traffic conditions surrounding the airport, as well as to evaluate the potential traffic

impacts. The Preferred Alternative would result in an increase in traffic volumes due to Airport operations; however the PEA concludes that no significant traffic impacts are expected.

14(a) Agency Jurisdiction. The Virginia Department of Transportation provides comments pertaining to potential impacts to existing and future transportation systems.

14(b) Agency Comments. The VDOT Northern Virginia District Office staff have reviewed the project and have no comments.

15. Local and Regional Comments.

15(a) Agency Jurisdiction. In accordance with the Virginia Code, §15.2-4207, planning district commissions encourage and facilitate local government cooperation and state-local cooperation in addressing, on a regional basis, problems of greater than local significance. The cooperation resulting from this is intended to facilitate the recognition and analysis of regional opportunities and take account of regional influences in planning and implementing public policies and services. Planning district commissions promote the orderly and efficient development of the physical, social and economic elements of the districts by planning, and encouraging and assisting localities to plan, for the future.

15(b) Planning District Commission Comments. The Northern Virginia Regional Commission staff have reviewed the document described and have no comment on the proposed " Manassas Regional Airport (HEF) Part 139 Certification & Terminal Redevelopment Program" project in Prince William County and the City of Manassas.

REGULATORY AND COORDINATION NEEDS

1. Air Pollution. Activities associated with this project may be subject to air regulations administered by DEQ. The state air pollution regulation that may apply to the project are:

- fugitive dust and emissions control (9VAC5-50-60 *et seq*.);
- asphalt paving operations (9VAC5-45-760 *et seq*.);
- open burning restrictions (9VAC5-130 *et seq*.); and
- permits for fuel-burning equipment (9VAC5-80-1100 *et seq*.).

Coordinate with DEQ NRO David Hartshorn (571-408-1778 or R.David.Hartshorn@deq.virginia.gov) prior to implementing the project if the use of fuel-burning equipment is proposed. Guidance on minimizing emissions during construction may be obtained from NRO.

2. Natural Heritage Resources. Contact DCR-DNH, Rene Hypes at (804) 371-2708, to secure updated information on natural heritage resources if the scope of the project changes and/or six months has passed before the project is implemented, since new and updated information is continually added to the Biotics Data System.

3. Public Water Supply. Potential impacts to public water distribution systems or sanitary sewage collection systems must be verified by the local utility (Prince William Water, 703-335-7900 and City of Manassas Public Utilities, 703-257-8245).

4. Erosion and Sediment Control and Stormwater Management. The applicant must submit a project-specific ESC plan to the locality if the project disturbs equal to or greater than 10,000 square feet (2,500 square feet in a Chesapeake Bay Preservation Area). Depending on local requirements, the area of land disturbance requiring an ESC plan may be less. This construction project must comply with Virginia Erosion and Sediment Control Law and Regulations (VESCL&R) (§62.1-44.15 et seq. and 9VAC25-875-10 *et seq*.) and the Virginia Stormwater Management Law and Regulations. Depending on local requirements, a SWM plan may be required. Local ESC and SWM program requirements must be requested through the locality. This construction project must comply with the VSWML (§62.1-44.15 *et seq*.) and Consolidated ESC/SWM Regs. (9VAC25-875-10 et seq.) as locally administered. If necessary, contact DEQ (Tony Angueira at Antony.Angueira@deq.virginia.gov) for additional information.

5. General Permit for Stormwater Discharges from Construction Activities (VAR10). For projects involving land-disturbing activities equal to or greater than 1 acre, the owner or operator of construction activities is required to apply for registration coverage under the General Permit for Discharges of Stormwater from Construction Activities and develop a project-specific SWPPP. The SWPPP must address water quality and quantity in accordance with the VSMP Permit Regulations.

Prince William County and the City of Manassas are the VSMP authority. For additional information, contact the DEQ Northern Regional Office (Mark Remsberg, 703-583-3874 or Mark.Remsberg@deq.virginia.gov).

6. Surface Waters and Wetlands. Contact DEQ NRO (Margaret Dannemann, VWP Permit Manager, 571-866-6485) to discuss VWP permitting for this project. The Pre-application tracking number is VWP NP: 25-002632.

7. VPDES Permitting. Contact the DEQ NRO Water Permitting Program (Rebecca Johnson, 571-866-6500) for questions about the VAG83 permit applicability and regarding the facility's active industrial stormwater permit (VAR050985) to determine whether this permit is still applicable given the proposed facility changes.

8. Floodplain Management. The project must be permitted in compliance with the local floodplain ordinance if it is located within the SFHA. Coordinate with the local floodplain administrator for an official floodplain determination of the project area and to ensure compliance with the local ordinance.

To find local floodplain administrator contact information, use DCR's Local Floodplain Management Directory: www.dcr.virginia.gov/dam-safety-and-floodplains/floodplain-directory.

9. Solid and Hazardous Wastes. All solid waste, hazardous waste, and hazardous materials

must be managed in accordance with all applicable federal, state, and local environmental regulations. Contact DEQ NRO (Jim Datko, 571-866-6446) for information on the location and availability of suitable waste management facilities in the project area or if free product, discolored soils, or other evidence of contaminated soils are encountered.

9(a) Petroleum Releases/ Storage. If evidence of a petroleum release is discovered during construction, it must be reported to DEQ NRO (Jim Datko, 571-866-6446). Contact DEQ NRO with questions related to USTs/ASTs.

9(b) Asbestos-Containing Material. It is the responsibility of the owner or operator of a renovation or demolition activity, prior to the commencement of the renovation or demolition, to thoroughly inspect the affected part of the facility where the operation will occur for the presence of asbestos, including Category I and Category II nonfriable asbestos-containing material (as applicable). Upon classification as friable or non-friable, all asbestos-containing material shall be disposed of in accordance with the Virginia Solid Waste Management Regulations (9VAC20-81-640) and transported in accordance with the Virginia regulations governing Transportation of Hazardous Materials (9VAC20-110-10 et seq.). Contact the DEQ Division of Land Protection and Revitalization (Nikolas Churchill at 804-659-2663) and the Department of Labor and Industry (Richard Wiggins, 540-562-3580 Ext. 131) for additional information.

9(c) Lead-Based Paint. If applicable, this project must comply with the U.S. Department of Labor Occupational Safety and Health Administration (OSHA) regulations and with the Virginia Lead-Based Paint Activities Rules and Regulations. For additional information regarding these requirements, contact the Department of Professional and Occupational Regulation (804-367-8500).

10. Wildlife Resources. Continue to coordinate with DWR on the Broad Run Flow Monitoring Plan and with questions regarding its recommendations related to mussels, the Bald Eagle, and TCB protection. The FAA and its agents may contact Nicole Strawderman (804-822-5396 or Nicole.Strawderman@dwr.virginia.gov) with questions.

11. Chesapeake Bay Preservation Areas. The project must be conducted in a manner that is consistent with the Chesapeake Bay Preservation Act (Virginia Code 62.1-44.15 *et seq*.) and the Chesapeake Bay Preservation Area Designation and Management Regulations (9VAC25-830 *et. seq.*). Contact Daniel Moore (804-774-9577) with questions.

12. Subaqueous Lands. Should the proposed project change, contact VMRC Olivia Upton (757-247-8028 or olivia.upton@mrc.virginia.gov) to determine whether a new review is necessary relative to VMRC's jurisdictional areas.

13. Natural Heritage Resources. Coordinate with DCR Allison Hoggard (804-238-8620) with questions regarding its recommendations related to the protection of the aquatic environment and mussel species.

CONCLUSION

Thank you for the opportunity to review and respond to the Draft Environmental Assessment and FCD for the Manassas Regional Airport Part 139 Certification & Terminal Redevelopment Program in the City of Manassas and Prince William County. Detailed comments of reviewing agencies are attached for your review. Please contact me or Janine Howard at (804) 659-1916 for clarification of these comments.

Sincerely,



Bettina Rayfield, Manager
Office of Environmental Impact Review and Renewable Energy Programs
Virginia Department of Environmental Quality
804-659-1915
bettina.rayfield@DEQ.virginia.gov
Central Office
1111 E. Main Street, Suite 1400
Richmond, Virginia 23219
804-698-4000

Ec: Hannah Schul, DWR
Allison Hoggard, DCR
Arlene Fields, VDH
Samantha Henderson, DHR
Stephen Smiley, DOAV
Olivia Upton, VMRC
Allison Wishon, VDOT
Robert Lazaro, Northern Virginia Regional Commission
Justin Patton, Prince William County
Steve Burke, City of Manassas
Pranav Trivedi, Avion Solutions Group, LLC
Juan Rivera, Manassas Regional Airport
Susan Stafford, FAA
Marie Jenet, FAA

David L. Bulova
Secretary of Natural and Historic Resources

Nikki Rovner
Director

Sarah Spota
Deputy Director

Frank N. Stovall
Deputy Director for Operations

Darryl Glover
Deputy Director for Dam Safety, Floodplain Management and Soil and Water Conservation

Laura Ellis
Deputy Director for Administration and Finance

COMMONWEALTH of VIRGINIA

DEPARTMENT OF CONSERVATION AND RECREATION

MEMORANDUM

DATE: May 18, 2026

TO: Janine Howard, DEQ

FROM: Allison Tillett, Environmental Impact Review Coordinator

SUBJECT: DEQ 26-061F, Manassas Regional Airport Part 139 Certification & Terminal Redevelopment Program

Division of Planning and Recreation Resources

DCR's Division of Planning and Recreational Resources (DCR-PRR) administers the Virginia Scenic Rivers (Virginia Code § 10.1-200), state trails programs (Virginia Code §10.1-204), and the state park master planning process (Virginia Code §10.1-200.1). DCR-PRR develops the Virginia Outdoors Plan (VOP), the state's comprehensive outdoor recreation and open space plan (Virginia Code §10.1-200) and administers the state-assistance side of the Land and Water Conservation Fund (LWCF). The VOP recognizes the importance of scenery, natural landscapes, and access to recreational opportunities for Virginians.

Division of Natural Heritage

The Department of Conservation and Recreation's Division of Natural Heritage (DCR-DNH) has searched its Biotics Data System for occurrences of natural heritage resources from the area outlined on the submitted map. Natural heritage resources are defined as the habitat of rare, threatened, or endangered plant and animal species, unique or exemplary natural communities, and significant geologic formations.

According to the information in our files, the Broad Run - Cannon Branch Stream Conservation Site (SCS) is located within the project area. SCSs encompass stream/river reaches, waterbodies, and terrestrial contributing areas containing or associated with aquatic or semi-aquatic resources, including upstream and downstream reaches and tributaries up to 3-km stream distance from the aquatic resources. The size and dimensions of an SCS are based on the hydrology of the waterway and surrounding landscape, taking into consideration dam locations and whether the waterway is tidal. SCSs are also given a biodiversity significance ranking (B-rank) based on the rarity, quality, and number of element occurrences they contain. The Broad Run - Cannon Branch SCS has been given a B-rank of B4, which represents a site of moderate significance. The natural heritage resource associated with this SCS is:

Alasmidonta varicosa	Brook floater	G3/S1/NL/LE

The brook floater, a small freshwater mussel species, is known from the northeastern United States primarily in the Atlantic Slope drainages (NatureServe, 2009). In Virginia, it is recorded from the Potomac River basin with a

possible record from the James River. Of 14 documented records in Virginia, only two are thought to be viable. Population declines have been documented throughout its range (NatureServe, 2009). The brook floater typically inhabits flowing-water habitats in and near riffles and rapids of smaller creeks with rocky or gravelly substrates (Nedeau et al., 2000 per NatureServe, 2009). Many facets of its life history are unknown including its fish host. Threats for the brook floater in particular include poor water quality as this species does not tolerate silt or nutrient pollution well (Stevenson and Bruenderman, 1995). Please note that this species is currently listed as endangered by the Virginia Department of Wildlife Resources (VDWR).

Considered good indicators of the health of aquatic ecosystems, freshwater mussels are dependent on good water quality, good physical habitat conditions, and an environment that will support populations of host fish species (Williams et al., 1993). Because mussels are sedentary organisms, they are sensitive to water quality degradation related to increased sedimentation and pollution. They are also sensitive to habitat destruction through dam construction, channelization, and dredging, and the invasion of exotic mollusk species.

Broad Run has also been designated by the VDWR as a "Threatened and Endangered Species Water" for the brook floater.

Due to the potential for the project area to support rare freshwater mussels, DCR previously recommended a freshwater mussel survey be conducted for the proposed project. DCR has reviewed the December 5, 2025 Manassas Regional Airport-Broad Run Mussel Survey Report whereas freshwater mussel surveys were conducted from October 16 – October 20, 2025 by the BioSurvey Group. DCR recommends coordination of the survey report with the VDWR, Virginia's regulatory authority for the management and protection of the Brook floater to ensure compliance with the Virginia Endangered Species Act **(**VA ST §§ 29.1-563 – 570).

As stated on page 1 of the Manassas Regional Airport-Broad Run Flow Measurements Report "a large mussel community was documented downstream of the project area during the freshwater mussel survey, which included the collection of more than 10,500 live mussels. Because mussels are sensitive to dewatering, maintaining an appropriate minimum discharge during construction is essential." Impacts of rerouting the stream will also have impacts on the river, therefore, DCR recommends continued coordination with VDWR regarding flows that represent a reasonable and conservative minimum discharge value for mussel protection within the project area and for species further downstream. To minimize adverse impacts to the aquatic ecosystem as a result of the proposed activities, DCR recommends the implementation of and strict adherence to applicable state and local erosion and sediment control/storm water management laws and regulations. Furthermore, DCR recommends minimizing tree removal and maintaining the forested riparian buffer along Broad Run.

There are no State Natural Area Preserves under DCR's jurisdiction in the project vicinity.

Under a Memorandum of Agreement established between the Virginia Department of Agriculture and Consumer Services (VDACS) and the DCR-DNH, DCR-DNH represents VDACS in comments regarding potential impacts on state-listed threatened and endangered plant and insect species. The current activity will not affect any documented state-listed plants or insects.

New and updated information is continually added to Biotics. Please re-submit project information and map for an update on this natural heritage information if the scope of the project changes and/or six months has passed before it is utilized.

The Virginia Department of Wildlife Resources (VDWR) maintains a database of wildlife locations, including threatened and endangered species, trout streams, and anadromous fish waters that may contain information not

documented in this letter. Their database may be accessed at https://services.dwr.virginia.gov/fwis/ or contact Susan Watson at Susan.Watson@dwr.virginia.gov.

Division of State Parks

DCR's Division of State Parks is responsible for acquiring and managing, state parks. Park development and master planning are managed by the Division of Planning and Recreation Resources. Master plans are required prior to a parks opening and are updated every ten years (Virginia Code § 10.1-200 *et seq.*).

Division of Dam Safety and Floodplain Management

Dam Safety Program:
The Dam Safety program was established to provide proper and safe design, construction, operation and maintenance of dams to protect public safety. Authority is bestowed upon the program according to *The Virginia Dam Safety Act*, Article 2, Chapter 6, Title 10.1 (10.1-604 et seq) of the Code of Virginia and Dam Safety Impounding Structure Regulations (Dam Safety Regulations), established and published by the Virginia Soil and Water Conservation Board (VSWCB).

Floodplain Management Program:
The National Flood Insurance Program (NFIP) is administered by the Federal Emergency Management Agency (FEMA), and communities who elect to participate in this voluntary program manage and enforce the program on the local level through that community's local floodplain ordinance. Each local floodplain ordinance must comply with the minimum standards of the NFIP, outlined in 44 CFR 60.3; however, local communities may adopt more restrictive requirements in their local floodplain ordinance, such as regulating the 0.2% annual chance flood zone (Shaded X Zone).

All development within a Special Flood Hazard Area (SFHA), as shown on the locality's Flood Insurance Rate Map (FIRM), must be permitted and comply with the requirements of the local floodplain ordinance.

State Agency Projects Only

All agencies and departments of the Commonwealth shall comply with the Code of Virginia § 10.1-603. State agency compliance.

Federal Agency Projects Only
Projects conducted by federal agencies within the SFHA must comply with federal Executive Order 11988: Floodplain Management.

DCR's Floodplain Management Program does not have regulatory authority for projects in the SFHA. The applicant/developer must reach out to the local floodplain administrator for an official floodplain determination and comply with the community's local floodplain ordinance, including receiving a local permit. Failure to comply with the local floodplain ordinance could result in enforcement action from the locality. For state projects, DCR recommends that compliance documentation be provided prior to the project being funded. For federal projects, the applicant/developer is encouraged reach out to the local floodplain administrator and comply with the community's local floodplain ordinance.

To find flood zone information, use the Virginia Flood Risk Information System (VFRIS):
www.dcr.virginia.gov/vfris

To find community NFIP participation and local floodplain administrator contact information, use DCR's Local Floodplain Management Directory: www.dcr.virginia.gov/dam-safety-and-floodplains/floodplain-directory

The remaining DCR divisions have no comments regarding the scope of this project. Thank you for the opportunity to comment.

Cc: Hannah Schul, VDWR

Outlook

RE: NEW PROJECT-EXPEDITED REVIEW-Manassas Regional Airport Part 139 Certification, DEQ 26-061F

From Henderson, Samantha (DHR) <Samantha.Henderson@dhr.virginia.gov>

Date Tue 5/26/2026 9:16 AM

To Howard, Janine (DEQ) <Janine.Howard@deq.virginia.gov>; DCR-PRR Environmental Review (DCR) <envreview@dcr.virginia.gov>; Smiley, Stephen (DOAV) <Stephen.Smiley@doav.virginia.gov>; citymanager@ci.manassas.va.us <citymanager@ci.manassas.va.us>; jspatton@pwcgov.org <jspatton@pwcgov.org>; Churchill, Nikolas (DEQ) <Nikolas.Churchill@deq.virginia.gov>

Cc Birge-wilson, Adrienne (DHR) <Adrienne.Birge-Wilson@dhr.virginia.gov>

Ms. Howard:
The FAA consulted directly with DHR regarding this project and we concurred with their no adverse effect to historic properties determination.
Regards
Sam

Samantha Henderson
Director of Review and Compliance
Department of Historic Resources
Email samantha.henderson@dhr.virginia.gov
Phone 804-482-6088

From: Howard, Janine (DEQ) <Janine.Howard@deq.virginia.gov>
Sent: Tuesday, May 26, 2026 9:06 AM
To: DCR-PRR Environmental Review (DCR) <envreview@dcr.virginia.gov>; Henderson, Samantha (DHR) <Samantha.Henderson@dhr.virginia.gov>; Smiley, Stephen (DOAV) <Stephen.Smiley@doav.virginia.gov>; citymanager@ci.manassas.va.us; jspatton@pwcgov.org; Churchill, Nikolas (DEQ) <Nikolas.Churchill@deq.virginia.gov>
Cc: Howard, Janine (DEQ) <Janine.Howard@deq.virginia.gov>
Subject: Re: NEW PROJECT-EXPEDITED REVIEW-Manassas Regional Airport Part 139 Certification, DEQ 26-061F

Good morning.

As a reminder, if you have comments on this project please submit them ASAP. You may also submit directly to the federal agency (instructions below) if you need more time.

Thank you,

Janine

Outlook

ESSLog# 46422_DEQ 26-061F_Manassas Regional Airport Terminal Redevelopment Project Part 139 Certification Manassas Prince William County_DWR_NBS20260630

From Strawderman, Nicole (DWR) <Nicole.Strawderman@dwr.virginia.gov>

Date Tue 6/30/2026 3:08 PM

To Howard, Janine (DEQ) <Janine.Howard@deq.virginia.gov>; Rayfield, Bettina (DEQ) <Bettina.Rayfield@deq.virginia.gov>

Cc Schul, Hannah (DWR) <Hannah.Schul@dwr.virginia.gov>

Janine,

We have reviewed the project that proposes to establish commercial service at Manassas Regional Airport through the Part 139 Certification & Terminal Redevelopment Program in the City of Manassas and Prince William County.

Broad Run is a designated Threatened and Endangered Water due to the presence of State Endangered Brook Floater and Federally Threatened State Endangered Yellow Lance. As noted in the Broad Run Mussel Survey Report conducted by BioSurvey Group in October 2025 and in coordination with DWR's Malacologist, no federally or state listed mussel species were found within the project area. Therefore, we do not anticipate the proposed work to result in significant adverse impacts upon these listed species. We recommend strict adherence to the DWR approved Flow Monitoring Plan and erosion and sediment control to minimize sediment input and turbidity in the water column for the protection of mussel species.

We recommend continued coordination with DWR regarding the project, including the Flow Monitoring Plan. We recommend adherence to the Flow Monitoring Plan as approved by DWR and maintaining flow as proposed to allow mussels to persist in these waters.

We recommend the following to best protect listed mussels known from nearby waters:

1. We recommend maintaining undisturbed naturally vegetated buffers of at least 100 feet in width around all on-site wetlands and on both sides of all perennial and intermittent streams. We recommend maintaining undisturbed naturally vegetated buffers of at least 200 feet in width on all perennial tributaries to Threatened and Endangered Species Waters. We recommend maintaining undisturbed naturally vegetated buffers of at least 300 ft on both sides of Threatened and Endangered Species Waters.
2. We recommend that the stormwater controls for this project be designed to replicate and maintain the hydrographic condition of the site prior to the change in landscape. This should include, but not be limited to, utilizing bioretention areas, and minimizing the use of curb and gutter in favor of grassed swales. Bioretention areas (also called rain gardens) and grass swales are components of Low Impact Development (LID). They are designed to capture stormwater runoff as close to the source as possible and allow it to slowly infiltrate into the surrounding soil. They benefit natural resources by filtering pollutants and decreasing downstream runoff volumes.
3. We recommend conducting any in-stream activities during low or no-flow conditions, using non-erodible cofferdams or turbidity curtains to isolate the construction area, blocking no more than 50% of the streamflow at any given time (minimal overlap of construction footprint notwithstanding), stockpiling excavated material in a manner that prevents reentry into

the stream, restoring original streambed and streambank contours, revegetating barren areas with native vegetation, and implementing strict erosion and sediment control measures. We recommend that instream work be designed and performed in a manner that minimizes impacts upon natural streamflow and movement of resident aquatic species. To minimize potential wildlife entanglements resulting from use of synthetic/plastic erosion and sediment control matting, we recommend use of matting made from natural/organic materials such as coir fiber, jute, and/or burlap. To minimize harm to the aquatic environment and its residents resulting from use of the Tremie method to install concrete, installation of grout bags, and traditional pouring of concrete, we recommend that such activities occur only in the dry, allowing all concrete to harden prior to contact with open water. Due to future maintenance costs associated with culverts, and the loss of riparian and aquatic habitat, we prefer stream crossings to be constructed via clear-span bridges. However, if this is not possible, we recommend countersinking any culverts below the streambed at least 6 inches, or the use of bottomless culverts, to allow passage of aquatic organisms. We also recommend the installation of floodplain culverts to carry bankfull discharges.

We document suitable habitat within 2-miles of the project area for State Threatened Loggerhead Shrike. Based on the scope and location of the proposed work, we do not anticipate it to result in significant adverse impacts upon Loggerhead Shrike or its designated resources under our jurisdiction.

The project area lies within the known/consultation range for the Federally Proposed State Endangered Tri-colored bat (TCB).

If this project has a federal connection (nexus), the applicant should coordinate with the U.S. Fish and Wildlife Service (FWS) in Virginia to ensure protection of this species and/or that a take provision is provided. The FWS has developed a website that provides the steps and information necessary to allow any individual or entity requiring review/approval of their project to complete a review and come to the appropriate conclusion regarding potential project impacts on Northern Long-eared Bats and Tri-colored Bats. This site can be accessed at https://www.fws.gov/office/virginia-ecological-services/virginia-field-office-online-review-process. You may also need to coordinate with the appropriate federal agency that is authorizing, funding, or carrying out the proposed activity. You may search for your project and view the known occurrences and regulatory buffers of these listed bat species at: https://experience.arcgis.com/experience/12e379514c034d3cb8a7e5c361aec533. If alternate guidance is provided by the USFWS, we recommend adherence to that guidance instead of or in addition to the protective recommendations included below in OPTION 1 OR follow instructions to complete a survey as depicted in OPTION 2 below.

OPTION 1:

For tree removal and timbering in the known/consultation range, we recommend a Time of Year Restriction (TOYR) from May 15 – July 31 (pup season) protective of Tri-colored bat.

For any lighting located within 1000' of suitable habitat:

- When installing new, or replacing existing permanent lights – must use downward-facing, full cut-off lens lights with same intensity or less than existing, if replacement.
- If using the Blacklight, Uplight, Glare (BUG) system, all three ratings should be as close to zero as possible, with priority being to a rating of zero for Uplight.
- All temporary lighting should be directed away from suitable habitat.

For any existing culverts that may be impacted by the proposed work:

- We recommend any culverts greater than 4.5 ft tall and 23 feet in length are assessed for bat presence. Assessment protocols are found in Appendix K of the FWS Survey guidance.

OPTION 2:

If the applicant does not wish to assume presence of the species on site, they may hire a consultant to perform a survey, in adherence to Service protocols, throughout the project site and coordinate the results of that survey with the Service and DWR.

U.S. Fish & Wildlife Service Survey Protocols are available here: https://www.fws.gov/media/range-wide-indiana-bat-and-northern-long-eared-bat-survey-guidelines.

Coordinate with DWR: Rick Reynolds, DWR Mammologist, at 540-248-9360 or Rick.Reynolds@dwr.virginia.gov and with DWR's Environmental Services Section at 804-968-8546 or ESSProjects@dwr.virginia.gov . Upon review of the survey results, the DWR will make final comments regarding the protection of TCB.

This project site is located within close proximity of historic and/or active bald eagle nests. To ensure protection of bald eagles in compliance with the Bald and Golden Eagle Act, we recommend using the Center for Conservation Biology (CCB) Eagle Nest Locator to determine if any active eagle nests are known from the project area. If bald eagle nests have been documented from the project area, we recommend performing a visual assessment throughout the project area and adjacent lands to determine if active bald eagle nests are present within the project site or adjacent to it. We recommend that the project proceed in a manner consistent with state and federal guidelines for protection of bald eagles; including coordination, if indicated, with the U.S. Fish and Wildlife Service regarding possible impacts upon bald eagles or the need for a federal bald eagle take permit.

To minimize overall impacts to wildlife and our natural resources, we offer the following comments about development activities: we recommend that the applicant avoid and minimize impacts to undisturbed forest, wetlands, and streams to the fullest extent practicable. Avoidance and minimization of impact may include relocating stream channels as opposed to filling or channelizing as well as using, and incorporating into the development plan, a natural stream channel design and forested riparian buffers. We recommend maintaining undisturbed naturally vegetated buffers of at least 100 feet in width around all on-site wetlands and on both sides of all perennial and intermittent streams. We recommend maintaining wooded lots to the fullest extent possible. We generally do not support proposals to mitigate wetland impacts through the construction of stormwater management ponds, nor do we support the creation of in-stream stormwater management ponds.

We recommend that all tree removal and ground clearing adhere to a time of year restriction (TOYR) protective of resident and migratory songbird nesting from March 15 through August 15 of any year.

We recommend adherence to erosion and sediment controls during ground disturbance. To minimize potential wildlife entanglements resulting from use of synthetic/plastic erosion and sediment control matting, we recommend use of matting made from natural/organic materials such as coir fiber, jute, and/or burlap.

Stream buffers:

- We recommend protecting from impacts a naturally vegetated buffer of at least 100 ft on both sides of all intermittent or perennial streams, including those known to support wild trout or anadromous fishes.
- We recommend protecting from impacts a naturally vegetated buffer of at least 200 ft on both sides of all perennial tributaries to waters known to support listed aquatic species.
- We recommend protecting from impacts a naturally vegetated buffer of at least 300 ft on both sides of waters known to support listed aquatic species.

Wetland buffers:

- We recommend protecting from impacts a naturally vegetated buffer of at least 100 ft on all sides of any wetland.

Assuming strict adherence to best management practices for erosion and sediment control is maintained, we find this project to be consistent with the Wildlife and Inland Fisheries and Commonwealth Lands Enforceable Policies of the Coastal Zone Management Program.

Thank you,
Nicole

Nicole Strawderman
(she/her)
Environmental Services Biologist
P 804-822-5396
Virginia Department of Wildlife Resources
A 7870 Villa Park Drive, P.O. Box 90778, Henrico, VA 23228
www.dwr.virginia.gov

Outlook

Re: *Additional Information Request_Fw: NEW PROJECT-EXPEDITED REVIEW-Manassas Regional Airport Part 139 Certification, DEQ 26-061F (ESSLog# 46422)

From Strawderman, Nicole (DWR) <Nicole.Strawderman@dwr.virginia.gov>
Date Tue 6/30/2026 12:05 PM
To Stafford, Susan (FAA) <Susan.Stafford@faa.gov>; Schul, Hannah (DWR) <Hannah.Schul@dwr.virginia.gov>
Cc pbyrne@avionsg.com <pbyrne@avionsg.com>; Howard, Janine (DEQ) <Janine.Howard@deq.virginia.gov>; Rayfield, Bettina (DEQ) <Bettina.Rayfield@deq.virginia.gov>; Jenet, Marie (FAA) <Marie.Jenet@faa.gov>

Hi Susan,

We've coordinated the Flow Monitoring Plan with our Malacologist, who has requested advance notice of any non-construction days so we can arrange for the gauges to be checked accordingly. Once that determination is made, please send us the updated plan for our records.

Thank you,
Nicole

Nicole Strawderman
(she/her)
Environmental Services Biologist
P 804-822-5396
Virginia Department of Wildlife Resources
A 7870 Villa Park Drive, P.O. Box 90778, Henrico, VA 23228
www.dwr.virginia.gov

From: Stafford, Susan (FAA) <Susan.Stafford@faa.gov>
Sent: Wednesday, June 24, 2026 3:08 PM
To: Schul, Hannah (DWR) <Hannah.Schul@dwr.virginia.gov>
Cc: pbyrne@avionsg.com <pbyrne@avionsg.com>; Strawderman, Nicole (DWR) <Nicole.Strawderman@dwr.virginia.gov>; Howard, Janine (DEQ) <Janine.Howard@deq.virginia.gov>; Rayfield, Bettina (DEQ) <Bettina.Rayfield@deq.virginia.gov>; Jenet, Marie (FAA) <Marie.Jenet@faa.gov>
Subject: RE: *Additional Information Request_Fw: NEW PROJECT-EXPEDITED REVIEW-Manassas Regional Airport Part 139 Certification, DEQ 26-061F (ESSLog# 46422)

Hannah,

Attached is the revised flow monitoring plan addressing your comments below for the Manassas Regional Airport Part 139 Certification and Terminal Redevelopment Program Programmatic Environmental Assessment.

Thank you,

Susan B. Stafford
Beckley Airports Field Office
176 Airport Circle, Rm 101
Beaver, WV 25813
609-916-5793

From: Schul, Hannah (DWR) <Hannah.Schul@dwr.virginia.gov>
Sent: Thursday, June 18, 2026 12:43 PM
To: Stafford, Susan (FAA) <Susan.Stafford@faa.gov>
Cc: pbyrne@avionsg.com; Strawderman, Nicole (DWR) <Nicole.Strawderman@dwr.virginia.gov>; Howard, Janine (DEQ) <Janine.Howard@deq.virginia.gov>; Rayfield, Bettina (DEQ) <Bettina.Rayfield@deq.virginia.gov>
Subject: Re: *Additional Information Request_Fw: NEW PROJECT-EXPEDITED REVIEW-Manassas Regional Airport Part 139 Certification, DEQ 26-061F (ESSLog# 46422)

CAUTION: This email originated from outside of the Federal Aviation Administration (FAA). Do not click on links or open attachments unless you recognize the sender and know the content is safe.

Hi Susan,

Our malacologist reviewed the plan and had several questions and comments:

1. If either gauge fails, what is the time frame for replacement, and how will the 7.48 cfs flow be ensured downstream of the work area? If the downstream gauge is operational the flow can be determined, but if this gauge fails, there needs to be a way to continue to monitor the flow until the gauge is replaced. DWR recommends a back-up gauge be onsite to eliminate any prolonged interruptions to the downstream gauge.

2. DWR requests the monitoring gauges be checked 3x daily – once in the morning after work begins, once at lunch, and once in the afternoon near the time construction is ending.

3. The weekly gauge data need to be provided to DWR, not just ASG.

4. DWR requests a specific day to be set for the gauge data to be provided, for example, every Monday. Providing data weekly allows for too much wiggle room as to when we receive the data. We prefer the day be set so it's known the data have to be provided each week on that day. It can be another day than Monday - the request is we receive the flow data consistently each week. Otherwise, one week it could be provided on a Monday and the next provided on a Friday. A specified day sets expectations for all and ensures accountability.

5. For reporting of the data, when flows drop below 7.48 cfs at either gauge and/or malfunctions please add Brian Watson as a contact for DWR at Brian.Watson@dwr.virginia.gov and (434) 941-5990.

The Plan proposes to monitor the gauges on days when construction is occurring. DWR requests a maximum amount of time between readings be set. For example, if no work happens on Monday and Tuesday, a reading still needs to happen at some point, as the last reading may have happened on Friday before construction ended. This means nearly 5 days would have passed between readings, unless DWR requested a reading. During the week, DWR requests no more than 48 hours pass between readings, and for periods that cover the weekend, no more than 72 hours can pass between readings. This allows for reading the gauges on Friday

afternoon and Monday morning without having someone check readings without construction going on. If no work is scheduled for a Friday or Monday, it is known a reading will have to happen.

Thank you,

CONSERVE. CONNECT. PROTECT.

Hannah Schul
Environmental Services Program Manager
(804) 968-8546

Virginia Department of Wildlife Resources
7870 Villa Park Drive
P.O. Box 90778
Henrico, VA 23228

https://dwr.virginia.gov/wies/environmental-services/

From: Stafford, Susan (FAA) <Susan.Stafford@faa.gov>
Sent: Monday, June 8, 2026 8:20 AM
To: Strawderman, Nicole (DWR) <Nicole.Strawderman@dwr.virginia.gov>; pbyrne@avionsg.com <pbyrne@avionsg.com>
Cc: Schul, Hannah (DWR) <Hannah.Schul@dwr.virginia.gov>; Howard, Janine (DEQ) <Janine.Howard@deq.virginia.gov>
Subject: RE: *Additional Information Request_Fw: NEW PROJECT-EXPEDITED REVIEW-Manassas Regional Airport Part 139 Certification, DEQ 26-061F (ESSLog# 46422)

Nicole,

Attached is the requested flow monitoring plan for the Manassas Regional Airport Part 139 Certification and Terminal Redevelopment Program Programmatic Environmental Assessment. I can also email the report to ESSProjects@dwr.virginia.gov if you would like.

Thank you,

Susan B. Stafford
Beckley Airports Field Office
176 Airport Circle, Rm 101
Beaver, WV 25813
609-916-5793

From: Strawderman, Nicole (DWR) <Nicole.Strawderman@dwr.virginia.gov>
Sent: Tuesday, June 2, 2026 3:31 PM
To: Stafford, Susan (FAA) <Susan.Stafford@faa.gov>; pbyrne@avionsg.com
Cc: Schul, Hannah (DWR) <Hannah.Schul@dwr.virginia.gov>; Howard, Janine (DEQ) <Janine.Howard@deq.virginia.gov>
Subject: Re: *Additional Information Request_Fw: NEW PROJECT-EXPEDITED REVIEW-Manassas Regional Airport Part 139 Certification, DEQ 26-061F (ESSLog# 46422)

You don't often get email from nicole.strawderman@dwr.virginia.gov. Learn why this is important
CAUTION: This email originated from outside of the Federal Aviation Administration (FAA). Do not click on links or open attachments unless you recognize the sender and know the content is safe.

Hi Peter,

Janine kindly provided your contact information in hopes you are able to help us with this additional information request.

Please see our request below for additional documentation to aid us in our review.

Thank you,
Nicole

Nicole Strawderman
(she/her)
Environmental Services Biologist
P 804-367-2211
Virginia Department of Wildlife Resources
A 7870 Villa Park Drive, P.O. Box 90778, Henrico, VA 23228
www.dwr.virginia.gov

From: dgif-ESS Projects (DWR) <ESSProjects@dwr.virginia.gov>
Sent: Tuesday, May 26, 2026 10:40 AM
To: susan.stafford@faa.gov <susan.stafford@faa.gov>
Cc: Schul, Hannah (DWR) <Hannah.Schul@dwr.virginia.gov>; Howard, Janine (DEQ) <Janine.Howard@deq.virginia.gov>
Subject: *Additional Information Request_Fw: NEW PROJECT-EXPEDITED REVIEW-Manassas Regional Airport Part 139 Certification, DEQ 26-061F (ESSLog# 46422)

Susan,

We have begun our review for this project and wanted to reach out for additional information.
In December 2025, Amy Martin provided comments on the Mussel Survey Report, Broad Run Flow Measurements and Preliminary Concept for Maintaining Broad Run Minimum Water Flow During Construction at HEF Manassas Airport (attached here) and requested a flow monitoring and interruption plan in Broad Run for the protection of mussels. When you are able, could you send this over, so we are able to complete our review?

Thank you in advance,
Nicole

VIRGINIA DEPARTMENT OF ENVIRONMENTAL QUALITY

MEMORANDUM

TO: Janine Howard, DEQ/EIR Environmental Program Planner

FROM: Nikolas I. Churchill, Division of Land Protection & Revitalization Review Coordinator

DATE: May 22, 2026

COPIES: Sanjay Thirunagari, Division of Land Protection & Revitalization Review Manager; file

SUBJECT: Environmental Impact Review: 26-061F Manassas Regional Airport Part 139 Certification & Terminal Redevelopment Program in the City of Manassas and Prince William County, Virginia.

The Division of Land Protection & Revitalization (DLPR) has completed its review of the Federal Aviation Administration's May 8, 2026 EIR for 26-061F Manassas Regional Airport Part 139 Certification & Terminal Redevelopment Program in the City of Manassas and Prince William County, Virginia.

DLPR staff conducted a search (200 ft. radius) of the project area of solid and hazardous waste databases (including petroleum releases) to identify waste sites in close proximity to the project area. DLPR identified six (6) RCRA facilities and six (6) petroleum release sites within the project area which might impact the project.

DLPR staff has reviewed the submittal and offers the following comments:

Hazardous Waste/RCRA Facilities – Six (6) found in close proximity to the project area.

1. ***PGM_SYS_ID VAD982704686, Dulles Aviation Inc, 10501 Observation Road, Manassas, VA 20110, Very Small Quantity Generator, Active Status: Y***
2. ***PGM_SYS_ID VAR000500199, Jet Services Inc., 9998 Wakeman Dr., Manassas, VA 20110, Very Small Quantity Generator, Active Status: Y***
3. ***PGM_SYS_ID VAR000538991, Leidos, Inc. - Hangar 1, 10661 Frank Marshall Lane, Manassas, VA 20110, Very Small Quantity Generator, Active Status: Y***

4. ***PGM_SYS_ID VAR000504332, Colgan Air, 10677 Aviation Lane, Manassas, VA 20110, Unspecified Universe, Active Status: N***
5. ***PGM_SYS_ID VAR000010157, T Hangars of VA Inc, 10527 Terminal Rd, Manassas, VA 20110, Very Small Quantity Generator, Active Status: Y***
6. ***PGM_SYS_ID VAR000539001, Leidos, Inc. - Hangar 3, 10522 Wakeman Drive, Manassas, VA 20110, Unspecified Universe, Active Status: N***

CERCLA Sites – none in close proximity to the project area.

Formerly Used Defense Sites (FUDS) – none in close proximity to the project area.

Solid Waste – none in close proximity to the project area.

Virginia Remediation Program (VRP) – none in close proximity to the project area.

Petroleum Releases – Six (6) found in close proximity to the project area.

1. ***PC Number 19870385, Manassas Municipal Airport, 10522 Terminal Rd, Manassas, Virginia, Release Date: 12/08/1986, Status: Closed.***
2. ***PC Number 20213148, Manassas Regional Airport, 10501 Observation Rd, Manassas, Virginia, Release Date: 02/25/2021, Status: Closed.***
3. ***PC Number 19910187, Dulles Aviation Incorporated – Manassas Airport, 10522 Terminal Rd, Manassas, Virginia, Release Date: 08/20/1990, Status: Closed.***
4. ***PC Number 20013062, Manassas Airport – New Control Tower, 10522 Terminal Rd, Manassas, Virginia, Release Date: 09/24/2000, Status: Closed.***
5. ***PC Number 19993317, Manassas Municipal Airport, 10522 Terminal Rd, Manassas, Virginia, Release Date: 03/21/1999, Status: Closed.***
6. ***PC Number 19973688, Manassas Airport – Old Control Tower, Old Control Tower Presidential Airways, Manassas, Virginia, Release Date: 09/04/1996, Status: Closed.***

Please note that the DEQ's Pollution Complaint (PC) cases identified should be further evaluated by the project engineer or manager to establish the exact location, nature and extent of the petroleum release and the potential to impact the proposed project. In addition, the project engineer or manager should contact the DEQ's Northern Regional Office at (703) 583-3800 (Tanks Program) for further information about the PC cases.

PROJECT SPECIFIC COMMENTS

Solid and hazardous waste issues and sites were addressed in the report.

GENERAL COMMENTS

Soil, Sediment, Groundwater, and Waste Management

Any soil, sediment or groundwater that is suspected of contamination or wastes that are generated must be tested and disposed of in accordance with applicable Federal, State, and local laws and regulations. Some of the applicable state laws and regulations are: Virginia Waste Management Act, Code of Virginia Section 10.1-1400 *et seq.*; Virginia Hazardous Waste Management Regulations (VHWMR) (9VAC 20-60); Virginia Solid Waste Management Regulations (VSWMR) (9VAC 20-81); Virginia Regulations for the Transportation of Hazardous Materials (9VAC 20-110). Some of the applicable Federal laws and regulations are: the Resource Conservation and Recovery Act (RCRA), 42 U.S.C. Section 6901 *et seq.*, and the applicable regulations contained in Title 40 of the Code of Federal Regulations; and the U.S. Department of Transportation Rules for Transportation of Hazardous Materials, 49 CFR Part 107.

Asbestos and/or Lead-based Paint

All structures being demolished/renovated/removed should be checked for asbestos-containing materials (ACM) and lead-based paint (LBP) prior to demolition. If ACM or LBP are found, in addition to the federal waste-related regulations mentioned above, State regulations 9VAC 20-81-620 for ACM and 9VAC 20-60-261 for LBP must be followed. Questions may be directed to the DEQ's Northern Regional Office at (703) 583-3800.

Pollution Prevention – Reuse - Recycling

Please note that DEQ encourages all construction projects and facilities to implement pollution prevention principles, including the reduction, reuse, and recycling of all solid wastes generated. All generation of hazardous wastes should be minimized and handled appropriately.

If you have any questions or need further information, please contact Nikolas Churchill by phone at (804) 659-2663 or email nikolas.churchill@deq.virginia.gov.

Commonwealth of Virginia

VIRGINIA DEPARTMENT OF ENVIRONMENTAL QUALITY

www.deq.virginia.gov

David L. Bulova
Secretary of Natural and Historic Resources

Michael S. Rolband, PE, PWD, PWS Emeritus
Director

MEMORANDUM

TO: Janine Howard, DEQ Office of Environmental Impact Review

FROM: Daniel Moore, DEQ Principal Environmental Planner

DATE: May 11, 2026

SUBJECT: DEQ #26-061F: PEA- FAA: – Manassas Regional Airport Part 139 Certification and Terminal Redevelopment Project, City of Manassas and Prince William County

We have reviewed the (PEA) for the proposed project and offer the following comments regarding consistency with the provisions of the *Chesapeake Bay Preservation Area Designation and Management Regulations* (Regulations):

In Prince William County, the areas protected by the Chesapeake Bay Preservation Act (CBPA), as locally implemented, require conformance with performance criteria. These areas include Resource Protection Areas (RPAs) and Resource Management Areas (RMAs), as designated by each locality. RPAs include tidal wetlands, non-tidal wetlands connected by surface flow and contiguous to tidal wetlands or water bodies with perennial flow, and tidal shores. RPAs in the County also include a 100-foot vegetated buffer area located adjacent to and landward of these features and along both sides of any water body with perennial flow. RMAs, which require less stringent performance criteria than RPAs, includes all lands contiguous to the inland boundary of the RPA and which, if not properly managed, have a potential for degrading water quality or diminishing the functional value of the RPA. In Prince William County, the RMA includes all areas of the County not included in the RPAs.

The City of Manassas is not subject to the Act or Regulations. Accordingly, portions of the proposed project located within the City were not reviewed for CBPA compliance.

The purpose of the project is to provide a commercial service airport that has acceptable Level of Service (LOS) in its facilities and meets FAA design and certification standards. This effort is being proposed by the City of Manassas to position Manassas Regional Airport (HEF) to

accommodate commercial airline service, and not by an airline seeking new markets. The purpose of the project is twofold:

- Achieve Part 139 certification at HEF to support scheduled commercial service (as the renamed Washington/Manassas Airport); and,
- Expand the existing HEF airport terminal building and associated airside and landside facilities to support scheduled commercial service.

The proposed project has been initiated by the City, the owner and operator of HEF, and is specifically intended to utilize the existing airport terminal. All proposed improvements would be constructed within existing HEF property boundaries and/or lease areas. The needs are:

- To safely and efficiently accommodate the projected number of passengers at HEF at an acceptable level of service.
- To meet airfield design standards to accommodate anticipated commercial service.
- To provide efficient and safe terminal roadways and auto parking.
- To construct adequate facilities to support commercial service operations, such as ARFF, deicing pad, and SRE buildings.

Based on a desktop review of the Prince William County Mapper, and using the available RPA layer, it appears that RPA lands designated by the County are in very close proximity to, and coincide with the northeast, east, southeast, southeast, southern, southwest and western boundaries that separate airport lands in the City of Manassas from the County. The mapped RPA features shown on the PWC Mapper include Cannon Branch and Broad Run. A portion of Broad Run bisects airport property in the southern section of Runway 34R, with a section of Broad Run piped and underground as it runs under Runway 34R. (Sections of Broad Run either side of Runway 34R are shown as designated RPA on the Prince William County Mapper. These areas mapped as RPA as intended to show the extent of RPA buffering for Broad Run, but adherence by the City of Manassas to CBPA requirements is not a requirement.)

City-owned property at 10500 Harry J. Parrish Boulevard, located east of Wakeman Drive and west of a north-south road leading to the Dominion Energy Wakeman Substation, is located within Prince William County. As part of the airport redevelopment project, the City proposes construction of a surface parking lot at the above address. According to submitted documents for this review, the 221,112 square foot parking lot would contain 647 parking spaces (including 13 ADA parking spaces) and a shuttle bus station. County Development Services (DPW) staff have indicated that the City intends to avoid the onsite RPA buffer and floodplain around Cannon Branch located on the above-referenced property. The parking lot would include two entrance points on Wakeman Drive, one at the intersection of Wakeman Drive and Frank Marshall Lane and another located further south along Wakeman Drive.

Sections of the 10500 property outside of the designated RPA are located within the County's jurisdiction-wide RMA and, accordingly, the project is subject to the general performance criteria referenced in 9VAC25-830-130 of the Regulations. These criteria include disturbing no more land than necessary to provide for the proposed use, minimizing impervious cover, and preserving indigenous vegetation to the maximum extent practicable consistent with the proposed use. Any land disturbance exceeding an area of 2,500 square feet complies with the requirements of the *Virginia Stormwater Management Handbook* and stormwater management criteria consistent with

water quality protection provisions of the *Virginia Erosion and Stormwater Management Regulations,* 9VAC25-875-740 and 9VAC25-875-8- and -260 shall be satisfied.

Provided adherence to the above requirements, the proposed activity would be consistent with the *Chesapeake Bay Preservation Act* and the Regulations.

Outlook

Fw: NEW PROJECT-EXPEDITED REVIEW-Manassas Regional Airport Part 139 Certification, DEQ 26-061F

From Miller, Mark (DEQ) <Mark.Miller@deq.virginia.gov>
Date Mon 5/18/2026 6:34 PM
To Howard, Janine (DEQ) <Janine.Howard@deq.virginia.gov>

Northern Regional Office comments regarding the*, Manassas Regional Airport Part 139 Certification, DEQ 26-061F,* are as follows:

Land Protection Division – The project manager is reminded that if any solid or hazardous waste is generated/encountered during construction, the project manager would follow applicable federal, state, and local regulations for their disposal. For additional Land Protection/Waste questions, please contact the regional waste program manager Jim Datko at 571.866.6446 or james.datko@deq.virginia.gov.

Air Compliance/Permitting - The project manager is reminded that during the construction phases that occur with this project; the project is subject to the Fugitive Dust/Fugitive Emissions Rule 9 VAC 5-50-60 through 9 VAC 5-50-120. In addition, should any open burning or use of special incineration devices be employed in the disposal of land clearing debris during demolition and construction, the operation would be subject to the Open Burning Regulation 9 VAC 5-130-10 through 9 VAC 5-130-60 and 9 VAC 5-130-100. Additionally, the project manager is remined, stationary air emissions sources constructed at this location may be subject to 9 VAC 5-80-1120. The regulation requires obtaining an air permit before starting actual construction of, or operation of any new stationary source. For additional air questions please contact the regional air compliance manager David Hartshorn at 571.408.1778 or r.david.hartshorn@deq.virginia.gov.

Virginia Water Protection Permit (VWPP) Program – The project manager is reminded that a VWP permit from DEQ may be required should impacts to surface waters be necessary. Measures should be taken to avoid and minimize impacts to surface waters and wetlands during construction activities. The disturbance of surface waters or wetlands may require prior approval by DEQ and/or the U.S. Army Corps of Engineers. The Army Corps of Engineers is the authority for an official confirmation of whether there are federal jurisdictional waters, including wetlands, which may be impacted by the proposed project. DEQ may confirm additional waters as jurisdictional beyond those under federal authority. Review of National Wetland Inventory maps or topographic maps for locating wetlands or streams may not be sufficient; there may need to be a site-specific review of the site by a qualified professional. Even if there will be no intentional placement of fill material in jurisdictional waters, potential water quality impacts resulting from construction site surface runoff must be minimized. This can be achieved by using Best Management Practices (BMPs). If construction activities will occur in or along any streams (perennial, intermittent, or ephemeral), open water or wetlands, the applicant should contact DEQ-NRO VWPP staff to determine the need for any permits prior to commencing work that could impact surface waters or wetlands. Upon receipt of a Joint Permit Application for the proposed surface water impacts, DEQ VWP Permit staff will review the proposed project in accordance with the VWP permit program regulations and current VWP permit program guidance. VWPP staff reserve the right to provide comment upon receipt of a permit application requesting authorization to impact state surface waters, and at such time that a wetland delineation has been conducted and associated jurisdiction determination made by the

U.S. Army Corps of Engineers. ***DEQ and ACOE had a pre-application meeting in Oct/Nov 2025. The Pre-Application tracking number is VWP NP: 25-002632.***

For additional questions please contact the regional VWP compliance manager Margaret Dannemann at 571.866.6485 or margaret.dannemann@deq.virginia.gov.

Erosion and Sediment Control, Storm Water Management – DEQ has regulatory authority for the Virginia Pollutant Discharge Elimination System (VPDES) programs related to municipal separate storm sewer systems (MS4s) and construction activities. Erosion and sediment control measures are addressed in local ordinances and State regulations. Additional information is available at http://www.deq.virginia.gov/Programs/Water/StormwaterManagement.aspx. Non-point source pollution resulting from this project should be minimized by using effective erosion and sediment control practices and structures. Consideration should also be given to using permeable paving for parking areas and walkways where appropriate, and denuded areas should be promptly revegetated following construction work. If the total land disturbance exceeds 10,000 square feet, an erosion and sediment control plan will be required. Some localities also require an E&S plan for disturbances less than 10,000 square feet. A stormwater management plan may also be required. For any land disturbing activities equal to one acre or more, you are required to apply for coverage under the VPDES General Permit for Discharges of Storm Water from Construction Activities. The Virginia Stormwater Management Permit Authority may be DEQ or the locality. For additional storm water construction questions please contact the regional storm water program manager Mark Remsberg at 703.583.3874 or mark.remsberg@deq.virginia.gov.

Other VPDES Permitting – A construction project may require coverage under the VAG83 permit for discharges from petroleum contaminated sites, groundwater remediation, and hydrostatic tests for any hydrostatics tests on any new piping installed, or for any potential dewatering during construction if petroleum contamination is encountered. ***The subject location holds an ISW GP# VAR050985 and may need to consider applicability of this permit with proposed facility changes.*** For additional water permitting/compliance questions please contact the regional water compliance manager Rebecca Johnson at 571.866.6500 or rebecca.johnson@deq.virginia.gov.

Mark Miller, Environmental Manager II
Pollution Response Program/EIR
Virginia Department of Environmental Quality
Northern Regional Office
13901 Crown Ct, Woodbridge, VA 22193
571.866.6487 (Mobile); 703.583.3800 (Main)
Email: mark.miller@deq.virginia.gov

From: Fulcher, Valerie (DEQ) <Valerie.Fulcher@deq.virginia.gov>
Sent: Friday, May 8, 2026 14:00
To: dgif-ESS Projects (DWR) <ESSProjects@dwr.virginia.gov>; DCR-PRR Environmental Review (DCR) <envreview@dcr.virginia.gov>; odwreview (VDH) <odwreview@vdh.virginia.gov>; Henderson, Samantha (DHR) <Samantha.Henderson@dhr.virginia.gov>; MRC - Scoping (MRC) <Scoping@mrc.virginia.gov>; EIR Coordination (VDOT) <EIR.Coordination@vdot.virginia.gov>; Smiley, Stephen (DOAV) <Stephen.Smiley@doav.virginia.gov>; cfifer@novaregion.org <cfifer@novaregion.org>; citymanager@ci.manassas.va.us <citymanager@ci.manassas.va.us>; jspatton@pwcgov.org <jspatton@pwcgov.org>; Churchill, Nikolas (DEQ)

Northern Virginia Regional Commission

3040 Williams Drive | Suite 200 | Fairfax, VA 22031

www.novaregion.org

5/22/2026

Ms. Janine Howard
Department of Environmental Quality
Office of Environmental Impact Review
P.O. Box 1105
Richmond, VA 23218.

Re: NEW PROJECT-EXPEDITED REVIEW-Manassas Regional Airport Part 139 Certification, DEQ 26-061F

Dear Ms. Howard,

The Northern Virginia Regional Commission staff have reviewed the document described and have no comment on the proposed "Manassas Regional Airport (Hef) Part 139 Certification & Terminal Redevelopment Program" project in City of Manassas and Prince William County. A copy of this letter should be included with your submission to indicate that the review by this agency has been completed.

Thank you for this opportunity to participate in the intergovernmental review process.

Best,

Rebecca G Murphy

Rebecca Murphy
NVRC Coastal Program Manager

Outlook

RE: NEW PROJECT-EXPEDITED REVIEW-Manassas Regional Airport Part 139 Certification, DEQ 26-061F

From Baber, Mickey (DEQ) <Mickey.A.Baber@deq.virginia.gov>
Date Fri 5/22/2026 10:42 AM
To Howard, Janine (DEQ) <Janine.Howard@deq.virginia.gov>
Cc Angueira, Antony (DEQ) <Antony.Angueira@deq.virginia.gov>; DEQ-OSWM <StandardsAndSpecs@deq.virginia.gov>

Good Morning,

Here are the OSWM comments for DEQ 26-061F. The documents mention repealed regulations 9VAC25-840 and 9VAC25-870, which have been replaced by 9VAC25-875. I recommend updating where applicable. Thank you.

a.) Erosion and Sediment Control. The applicant is responsible for submitting a project-specific erosion and sediment control (ESC) plan to the locality in which the project is located for review and approval pursuant to the local ESC requirements, if the project involves a land-disturbing activity of ≥10,000 square feet (≥2,500 square feet in a Chesapeake Bay Preservation Area). Depending on local requirements, the area of land disturbance requiring an ESC plan may be less. The ESC plan must be approved by the locality prior to any land-disturbing activity at the project site. All regulated land-disturbing activities associated with the project, including on- and off-site access roads, staging areas, borrow areas, stockpiles, and soil intentionally transported from the project, must be covered by the project-specific ESC plan. Local ESC program requirements must be requested through the locality (Reference: *Virginia Erosion and Sediment Control Law* §62.1-44.15 *et seq*.; *Consolidated ESC/SWM Regs. 9VAC25-875-10 et seq.).*

b.) Stormwater Management Plan. Depending on local requirements, a stormwater management (SWM) plan may be required. Local SWM program requirements must be requested through the locality (Reference: *Virginia Stormwater Management Act* §62.1-44.15 *et seq.; Consolidated ESC/SWM Regs. 9VAC25-875-10 et seq.).*

c.) General Permit for Stormwater Discharges from Construction Activities (VAR10). DEQ is responsible for the issuance, denial, revocation, termination and enforcement of the Virginia Stormwater Management Program (VSMP) General Permit for Stormwater Discharges from Construction Activities related to municipal separate storm sewer systems (MS4s) and construction activities for the control of stormwater discharges from MS4s and land disturbing activities under the Virginia Stormwater Management Program. The operator or owner of a construction project involving land-disturbing activities ≥1 acre is required to register for coverage under the General Permit for Discharges of Stormwater from Construction Activities and develop a project-specific stormwater pollution prevention plan (SWPPP). The SWPPP must be prepared prior to submission of the registration statement for coverage under the General Permit and the SWPPP must address water quality and quantity in accordance with the *VSMP Permit Regulations* (Ref: VSWML §62.1-44.15 *et seq*.; *Consolidated ESC/SWM Regs. 9VAC25-875-10 et seq.*).

V/R,

Mickey Baber
Standards and Specifications Coordinator
Office of Stormwater Management
Virginia Department of Environmental Quality
1111 E. Main St., Suite 1400
Richmond, VA 23219
804-659-1535

From: Fulcher, Valerie (DEQ) <Valerie.Fulcher@deq.virginia.gov>
Sent: Friday, May 8, 2026 2:01 PM
To: dgif-ESS Projects (DWR) <ESSProjects@dwr.virginia.gov>; DCR-PRR Environmental Review (DCR) <envreview@dcr.virginia.gov>; odwreview (VDH) <odwreview@vdh.virginia.gov>; Henderson, Samantha (DHR) <Samantha.Henderson@dhr.virginia.gov>; MRC - Scoping (MRC) <Scoping@mrc.virginia.gov>; EIR Coordination (VDOT) <EIR.Coordination@vdot.virginia.gov>; Smiley, Stephen (DOAV) <Stephen.Smiley@doav.virginia.gov>; cfifer@novaregion.org; citymanager@ci.manassas.va.us; jspatton@pwcgov.org; Churchill, Nikolas (DEQ) <Nikolas.Churchill@deq.virginia.gov>; Frantz, Allyson (DEQ) <Allyson.B.Frantz@deq.virginia.gov>; Lovain, Ava (DEQ) <Anna.Lovain@deq.virginia.gov>; Angueira, Antony (DEQ) <Antony.Angueira@deq.virginia.gov>; Moore, Daniel (DEQ) <Daniel.Moore@deq.virginia.gov>; Miller, Mark (DEQ) <Mark.Miller@deq.virginia.gov>
Cc: Howard, Janine (DEQ) <Janine.Howard@deq.virginia.gov>
Subject: Re: NEW PROJECT-EXPEDITED REVIEW-Manassas Regional Airport Part 139 Certification, DEQ 26-061F

Sorry! The Sponsor is the FAA!

Good afternoon- this is a new OEIR review request/project:

Document Type: Programmatic Environmental Assessment
Project Sponsor: Federal Aviation Administration
Project Title: Manassas Regional Airport Part 139 Certification & Terminal Redevelopment Program
Location: City of Manassas, Prince William County
Project Number: DEQ #26-061F

The document is available at https://www.deq.virginia.gov/business-construction/environmental-impact-review/oeir-project-review-documents.

The due date for comments is MAY 22, 2026. You can send your comments either directly to JANINE HOWARD by email (Janine.Howard@deq.virginia.gov), or you can send your comments by regular interagency/U.S. mail to the Department of Environmental Quality, Office of Environmental Impact Review, P.O. Box 1105, Richmond, VA 23218.

NOTES: This is an expedited review due to the federal agency deadline. If you cannot meet DEQ's deadline for comment, you may submit comments directly to the federal agency by June 8, 2026 (submit comments to Susan Stafford at susan.stafford@faa.gov). The PEA addresses a Program of 16 projects at the airport that would be needed to initiate commercial service at the airport. Alternative #2 is the Preferred

Outlook

RE: NEW PROJECT-EXPEDITED REVIEW-Manassas Regional Airport Part 139 Certification, DEQ 26-061F

From Fields, Arlene (VDH) <Arlene.Fields@vdh.virginia.gov>
Date Tue 5/12/2026 10:30 AM
To Howard, Janine (DEQ) <Janine.Howard@deq.virginia.gov>

Project: 26-061F
Project Name: FAA Manassas Regional Airport Part 139 Certification & Terminal Redevelopment Program
UPC #: N/A
Location: Prince William County and City of Manassas

VDH – Office of Drinking Water has reviewed the above project. Below are our comments as they relate to proximity to **public drinking water sources** (groundwater wells, springs and surface water intakes). Potential impacts to public water distribution systems or sanitary sewage collection systems **must be verified by the local utility.**

The following public groundwater wells are located within a 1-mile radius of the project site:

PWS ID Number	City/County	System Name	Facility Name
6153041	PRINCE WILLIAM CO	BRISTOW MANOR GOLF CLUB	WELL
6153832	PRINCE WILLIAM CO	VALLEY VIEW PARK	WELL #1
6153668	PRINCE WILLIAM CO	TRANSPORTATION AREA (PR.WM.CO. SCHOOLS)	WELL #2

The following surface water intakes are located within a 5-mile radius of the project site:

PWS ID Number	System Name	Facility Name
6685100	MANASSAS, CITY OF	LAKE MANASSAS DAM

The project is within the watershed of the following public surface water sources:

PWS ID Number	System Name	Facility Name
6059501	FAIRFAX COUNTY WATER AUTHORITY	OCCOQUAN RESERVIOR INTAKE

Best Management Practices should be employed, including Erosion & Sedimentation Controls and Spill Prevention Controls & Countermeasures on the project site.

Materials should be managed while on site and during transport to prevent impacts to nearby surface water.

The Virginia Department of Health – Office of Drinking Water appreciates the opportunity to provide comments. If you have any questions, please let me know.

Best Regards,

Arlene Fields
GIS Program Support Technician
Mobile 686-203-3867 (office/cell/text)

Email arlene.fields@vdh.virginia.gov
VDH, Office of Drinking Water
109 Governor Street, 7th Floor
Richmond, VA 23219

From: Fulcher, Valerie (DEQ) <Valerie.Fulcher@deq.virginia.gov>
Sent: Friday, May 8, 2026 1:53 PM
To: dgif-ESS Projects (DWR) <ESSProjects@dwr.virginia.gov>; DCR-PRR Environmental Review (DCR) <envreview@dcr.virginia.gov>; odwreview (VDH) <odwreview@vdh.virginia.gov>; Henderson, Samantha (DHR) <Samantha.Henderson@dhr.virginia.gov>; MRC - Scoping (MRC) <Scoping@mrc.virginia.gov>; EIR Coordination (VDOT) <EIR.Coordination@vdot.virginia.gov>; Smiley, Stephen (DOAV) <Stephen.Smiley@doav.virginia.gov>; cfifer@novaregion.org; citymanager@ci.manassas.va.us; jspatton@pwcgov.org; Churchill, Nikolas (DEQ) <Nikolas.Churchill@deq.virginia.gov>; Frantz, Allyson (DEQ) <Allyson.B.Frantz@deq.virginia.gov>; Lovain, Ava (DEQ) <Anna.Lovain@deq.virginia.gov>; Angueira, Antony (DEQ) <Antony.Angueira@deq.virginia.gov>; Moore, Daniel (DEQ) <Daniel.Moore@deq.virginia.gov>; Miller, Mark (DEQ) <Mark.Miller@deq.virginia.gov>
Cc: Howard, Janine (DEQ) <Janine.Howard@deq.virginia.gov>
Subject: NEW PROJECT-EXPEDITED REVIEW-Manassas Regional Airport Part 139 Certification, DEQ 26-061F

Good afternoon- this is a new OEIR review request/project:

Document Type: Programmatic Environmental Assessment
Project Sponsor: Federal Consistency Certification
Project Title: Manassas Regional Airport Part 139 Certification & Terminal Redevelopment Program
Location: City of Manassas, Prince William County
Project Number: DEQ #26-061F

The document is available at https://www.deq.virginia.gov/business-construction/environmental-impact-review/oeir-project-review-documents.

The due date for comments is MAY 22, 2026. You can send your comments either directly to JANINE HOWARD by email (Janine.Howard@deq.virginia.gov), or you can send your comments by regular interagency/U.S. mail to the Department of Environmental Quality, Office of Environmental Impact Review, P.O. Box 1105, Richmond, VA 23218.

NOTES: This is an expedited review due to the federal agency deadline. If you cannot meet DEQ's deadline for comment, you may submit comments directly to the federal agency by June 8, 2026 (submit comments to Susan Stafford at susan.stafford@faa.gov). The PEA addresses a Program of 16 projects at the airport that would be needed to initiate commercial service at the airport. Alternative #2 is the Preferred Alternative. Portions of Projects #2, #6, #8, #9, #12, and #13 occur within the Broad Run 100-year flood area.

If you cannot meet the deadline, please notify the project coordinator prior to the comment due date. Arrangements may be made to extend the deadline for comments if possible. An agency will be considered to have no concerns if comments are not received (or contact is made) within the review period. However, it is important that agencies consistently participate in accordance with Virginia Code Section 10.1-1192.

Outlook

DEQ | NEW PROJECT-EXPEDITED REVIEW-Manassas Regional Airport Part 139 Certification, DEQ 26-061F

From Zirkel, Lily (VDOT) <Lily.Zirkel@vdot.virginia.gov>
Date Fri 5/22/2026 11:43 AM
To Howard, Janine (DEQ) <Janine.Howard@deq.virginia.gov>
Cc Trivedi, Rahul, P.E. (VDOT) <Rahul.Trivedi@VDOT.Virginia.gov>

Good morning Janine,

Thank you for the opportunity to review the DEQ New Project request for the expedited review of **Manassas Regional Airport Part 139 Certification, DEQ 26-061F**. The VDOT Northern Virginia District office staff has reviewed the request and offers no comments at this time.

Once again, thank you for providing the opportunity to review and comment on the request. Please contact us if the District may be of further assistance with this matter.

Many thanks,

Lily Zirkel
Admin & Office Specialist III
Virginia Department of Transportation, NOVA District
Lily.Zirkel@vdot.virginia.gov

From: Zirkel, Lily (VDOT) <Lily.Zirkel@vdot.virginia.gov>
Sent: Tuesday, May 12, 2026 3:57 PM
To: Yeatman, Kimberly M. (VDOT) <Kim.Yeatman@VDOT.Virginia.gov>; Patel, Dipali (VDOT) <Dipali.Patel@vdot.virginia.gov>; Hickman, Donald (VDOT) <Donald.Hickman@vdot.virginia.gov>; Folse, Thomas K., P.E. (VDOT) <Thomas.Folse@VDOT.Virginia.gov>; Spencer, Erik (VDOT) <Erik.Spencer@vdot.virginia.gov>; Belcher, Timothy (VDOT) <Timothy.Belcher@vdot.virginia.gov>
Cc: Trivedi, Rahul, P.E. (VDOT) <Rahul.Trivedi@VDOT.Virginia.gov>; McCool, Kimberly (VDOT) <Kimberly.McCool@vdot.virginia.gov>; Lupo, Shane (VDOT) <Shane.Lupo@vdot.virginia.gov>; Heironimus, David A. (VDOT) <David.Heironimus@VDOT.Virginia.gov>
Subject: DEQ | NEW PROJECT-EXPEDITED REVIEW-Manassas Regional Airport Part 139 Certification, DEQ 26-061F

Good afternoon,

We have received an expedited review request that requires comment as soon as possible pertaining to a proposed new project: **Manassas Regional Airport Part 139 Certification, DEQ 26-061F**, in Prince William County. Feel free to share with District and regional colleagues as needed.

COMMONWEALTH of VIRGINIA
Marine Resources Commission
380 Fenwick Road
Building 96
Fort Monroe, VA 23651

David L. Bulova
Secretary of Natural
and Historic Resources

Joseph D. Grist
Commissioner

June 5, 2026

Department of Environmental Quality
Attn: Janine Howard
1111 East Main Street
Richmond, VA 23219

Re: Manassas Regional Airport Part 139 Certification & Terminal Redevelopment Program, DEQ 26-061F, Federal Consistency Determination

Dear Ms. Howard:

This will respond to the request for comments regarding the Federal Consistency Determination for the Manassas Regional Airport Part 139 Certification & Terminal Redevelopment Program (DEQ 26-061F), prepared by the Avion Solutions Group, LLC, on behalf of the City of Manassas. Specifically, the City of Manassas has proposed to expand the existing Manassas Regional Airport (HEF) terminal building and associated facilities to further support commercial service. The project will include the construction of a parking lot (Project #5 - Economy Parking Lot Construction) and the installation of a Mechanically Stabilized Earth (MSE) wall beneath the runway and taxi bridges (Project #6 - Bridge Rehabilitation: Runway 16L/34R and Taxiway Bravo) spanning Broad Run.

We reviewed the provided documents and found the proposed project is outside the jurisdictional areas of the Virginia Marine Resources Commission (VMRC) and will not require a permit from this agency.

Please be advised that the Virginia Marine Resources Commission (VMRC), pursuant to §28.2-1200 et seq of the Code of Virginia, has jurisdiction over any encroachments in, on, or over the beds of the bays, ocean, rivers, streams, or creeks which are the property of the Commonwealth. Accordingly, if any portion of the subject project involves any encroachments channelward of ordinary high water along non-tidal, natural rivers and streams with a drainage area greater than 5-square miles, a permit may be required from our agency. Any permit issued by the VMRC will specify necessary special conditions for the project. The VMRC administers the enforceable policies of fisheries management, subaqueous lands, tidal wetlands, and coastal primary sand dunes and beaches which comprise some of Virginia's Coastal Zone Management Program. VMRC staff has reviewed the submittal and offers the following comments:

Marine Fisheries: None in close proximity to the project area.

Subaqueous Lands: Given the addition of Section 28.2-1203(A)9 to the Code of Virginia (due to the passage of SB 1811 and HB 2181) by the 2023 General Assembly, and per the Memorandum of Agreement created and signed by the Virginia Marine Resources Commission (VMRC) and the

Virginia Department of Environmental Quality (DEQ), VMRC no longer requires permits for the proposed use of non-tidal state-owned submerged lands when in-stream impacts are necessary for the project's installation or construction. As such, your proposal will not require a permit from this agency

Tidal and Non-Tidal Wetlands: None in close proximity to the project area.

Dunes and Beaches: None in close proximity to the project area.

As such, this project has no foreseeable impact on the VMRC's enforceable policies. As proposed, we have no objection to the consistency findings provided by the applicant. Should the proposed project change, a new review by this agency may be required relative to these jurisdictional areas.

Please contact me at (757) 247-8028 or by email at olivia.upton@mrc.virginia.gov if you have any questions. Thank you for the opportunity to comment.

Sincerely,

Olivia Upton

Olivia Upton
Environmental Engineer, Habitat Management

OU/kl
HM

Erica Swansen

Subject: RE: FW: *Additional Information Request_Fw: NEW PROJECT-EXPEDITED REVIEW-Manassas Regional Airport Part 139 Certification, DEQ 26-061F (ESSLog# 46422)

From: Strawderman, Nicole (DWR) <Nicole.Strawderman@dwr.virginia.gov>
Sent: Wednesday, July 1, 2026 4:18 PM
To: Stafford, Susan (FAA) <Susan.Stafford@faa.gov>; Schul, Hannah (DWR) <Hannah.Schul@dwr.virginia.gov>
Cc: Peter Byrne <pbyrne@avionsg.com>; Howard, Janine (DEQ) <Janine.Howard@deq.virginia.gov>; Rayfield, Bettina (DEQ) <Bettina.Rayfield@deq.virginia.gov>; Jenet, Marie (FAA) <Marie.Jenet@faa.gov>
Subject: Re: *Additional Information Request_Fw: NEW PROJECT-EXPEDITED REVIEW-Manassas Regional Airport Part 139 Certification, DEQ 26-061F (ESSLog# 46422)

Thanks for the update, Susan. We'll keep an eye out on our end, and please don't hesitate to reach out once a more detailed schedule is determined.

Kindly,

Nicole

Nicole Strawderman
(she/her)
Environmental Services Biologist
P 804-822-5396
Virginia Department of Wildlife Resources
A 7870 Villa Park Drive, P.O. Box 90778, Henrico, VA 23228
www.dwr.virginia.gov

From: Stafford, Susan (FAA) <Susan.Stafford@faa.gov>
Sent: Wednesday, July 1, 2026 2:13 PM
To: Strawderman, Nicole (DWR) <Nicole.Strawderman@dwr.virginia.gov>; Schul, Hannah (DWR) <Hannah.Schul@dwr.virginia.gov>
Cc: pbyrne@avionsg.com <pbyrne@avionsg.com>; Howard, Janine (DEQ) <Janine.Howard@deq.virginia.gov>; Rayfield, Bettina (DEQ) <Bettina.Rayfield@deq.virginia.gov>; Jenet, Marie (FAA) <Marie.Jenet@faa.gov>
Subject: RE: *Additional Information Request_Fw: NEW PROJECT-EXPEDITED REVIEW-Manassas Regional Airport Part 139 Certification, DEQ 26-061F (ESSLog# 46422)

Nicole,

The project is in preliminary design and a detailed construction schedule is not yet available. When the design is advanced and the permit process is initiated, a detailed schedule will be submitted along with the design for DWR's review.

Thank you,

Susan B. Stafford

Beckley Airports Field Office

176 Airport Circle, Rm 101

Beaver, WV 25813

609-916-5793

From: Strawderman, Nicole (DWR) <Nicole.Strawderman@dwr.virginia.gov>
Sent: Tuesday, June 30, 2026 12:06 PM
To: Stafford, Susan (FAA) <Susan.Stafford@faa.gov>; Schul, Hannah (DWR) <Hannah.Schul@dwr.virginia.gov>
Cc: pbyrne@avionsg.com; Howard, Janine (DEQ) <Janine.Howard@deq.virginia.gov>; Rayfield, Bettina (DEQ) <Bettina.Rayfield@deq.virginia.gov>; Jenet, Marie (FAA) <Marie.Jenet@faa.gov>
Subject: Re: *Additional Information Request_Fw: NEW PROJECT-EXPEDITED REVIEW-Manassas Regional Airport Part 139 Certification, DEQ 26-061F (ESSLog# 46422)

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Hi Susan,

We've coordinated the Flow Monitoring Plan with our Malacologist, who has requested advance notice of any non-construction days so we can arrange for the gauges to be checked accordingly. Once that determination is made, please send us the updated plan for our records.

Thank you,

Nicole



Nicole Strawderman
(she/her)
Environmental Services Biologist
P 804-822-5396
Virginia Department of Wildlife Resources
A 7870 Villa Park Drive, P.O. Box 90778, Henrico, VA 23228
www.dwr.virginia.gov

Outlook

RE: *Additional Information Request_Fw: NEW PROJECT-EXPEDITED REVIEW-Manassas Regional Airport Part 139 Certification, DEQ 26-061F (ESSLog# 46422)

From Stafford, Susan (FAA) <Susan.Stafford@faa.gov>
Date Thu 6/25/2026 7:53 AM
To Howard, Janine (DEQ) <Janine.Howard@deq.virginia.gov>; Schul, Hannah (DWR) <Hannah.Schul@dwr.virginia.gov>
Cc pbyrne@avionsg.com <pbyrne@avionsg.com>; Strawderman, Nicole (DWR) <Nicole.Strawderman@dwr.virginia.gov>; Rayfield, Bettina (DEQ) <Bettina.Rayfield@deq.virginia.gov>; Jenet, Marie (FAA) <Marie.Jenet@faa.gov>

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Janine,

Thank you for your response to our submittal. In accordance with 15 CFR § 930.41(b), the FAA approves the proposed extension request.

Susan B. Stafford
Beckley Airports Field Office
176 Airport Circle, Rm 101
Beaver, WV 25813
609-916-5793

From: Howard, Janine (DEQ) <Janine.Howard@deq.virginia.gov>
Sent: Wednesday, June 24, 2026 4:11 PM
To: Stafford, Susan (FAA) <Susan.Stafford@faa.gov>; Schul, Hannah (DWR) <Hannah.Schul@dwr.virginia.gov>
Cc: pbyrne@avionsg.com; Strawderman, Nicole (DWR) <Nicole.Strawderman@dwr.virginia.gov>; Rayfield, Bettina (DEQ) <Bettina.Rayfield@deq.virginia.gov>; Jenet, Marie (FAA) <Marie.Jenet@faa.gov>
Subject: Re: *Additional Information Request_Fw: NEW PROJECT-EXPEDITED REVIEW-Manassas Regional Airport Part 139 Certification, DEQ 26-061F (ESSLog# 46422)

CAUTION: This email originated from outside of the Federal Aviation Administration (FAA). Do not click on links or open attachments unless you recognize the sender and know the content is safe.

Hi Susan,

Thank you for submitting the revised flow monitoring plan to address DWR's comments. To give DWR time to review it and to allow my office enough time to finalize our report upon receipt of final comments from DWR, we are requesting a 15-day extension to the review period for the combination PEA/FCD. This extension would create a new deadline of July 21, 2026 for DEQ OEIR to submit our report. This 15-day extension request is in accordance with Section 930.41(b) of the federal consistency regulations.

I will work to conclude my review as quickly as possible upon receipt of final comments. Please let us know that you have received this request.

Thank you,

Janine

Janine Howard
Environmental Impact Review Coordinator
Office of Environmental Impact Review
Virginia Department of Environmental Quality
1111 East Main St., Suite 1400
Richmond, VA 23219
804-659-1916

For program updates and public notices please subscribe to the Environmental Impact Review Public Notices Bulletin: https://public.govdelivery.com/accounts/VADEQ/subscriber/new.

FOIA requests must be submitted at: https://vadeq.nextrequest.com/

From: Stafford, Susan (FAA) <Susan.Stafford@faa.gov>
Sent: Wednesday, June 24, 2026 3:08 PM
To: Schul, Hannah (DWR) <Hannah.Schul@dwr.virginia.gov>
Cc: pbyrne@avionsg.com <pbyrne@avionsg.com>; Strawderman, Nicole (DWR) <Nicole.Strawderman@dwr.virginia.gov>; Howard, Janine (DEQ) <Janine.Howard@deq.virginia.gov>; Rayfield, Bettina (DEQ) <Bettina.Rayfield@deq.virginia.gov>; Jenet, Marie (FAA) <Marie.Jenet@faa.gov>
Subject: RE: *Additional Information Request_Fw: NEW PROJECT-EXPEDITED REVIEW-Manassas Regional Airport Part 139 Certification, DEQ 26-061F (ESSLog# 46422)

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Hannah,

Attached is the revised flow monitoring plan addressing your comments below for the Manassas Regional Airport Part 139 Certification and Terminal Redevelopment Program Programmatic Environmental Assessment.

Thank you,

Susan B. Stafford
Beckley Airports Field Office
176 Airport Circle, Rm 101
Beaver, WV 25813
609-916-5793

From: Schul, Hannah (DWR) <Hannah.Schul@dwr.virginia.gov>
Sent: Thursday, June 18, 2026 12:43 PM
To: Stafford, Susan (FAA) <Susan.Stafford@faa.gov>
Cc: pbyrne@avionsg.com; Strawderman, Nicole (DWR) <Nicole.Strawderman@dwr.virginia.gov>; Howard, Janine (DEQ) <Janine.Howard@deq.virginia.gov>; Rayfield, Bettina (DEQ) <Bettina.Rayfield@deq.virginia.gov>

Subject: Re: *Additional Information Request_Fw: NEW PROJECT-EXPEDITED REVIEW-Manassas Regional Airport Part 139 Certification, DEQ 26-061F (ESSLog# 46422)

CAUTION: This email originated from outside of the Federal Aviation Administration (FAA). Do not click on links or open attachments unless you recognize the sender and know the content is safe.

Hi Susan,

Our malacologist reviewed the plan and had several questions and comments:

1. If either gauge fails, what is the time frame for replacement, and how will the 7.48 cfs flow be ensured downstream of the work area? If the downstream gauge is operational the flow can be determined, but if this gauge fails, there needs to be a way to continue to monitor the flow until the gauge is replaced. DWR recommends a back-up gauge be onsite to eliminate any prolonged interruptions to the downstream gauge.

2. DWR requests the monitoring gauges be checked 3x daily – once in the morning after work begins, once at lunch, and once in the afternoon near the time construction is ending.

3. The weekly gauge data need to be provided to DWR, not just ASG.

4. DWR requests a specific day to be set for the gauge data to be provided, for example, every Monday. Providing data weekly allows for too much wiggle room as to when we receive the data. We prefer the day be set so it's known the data have to be provided each week on that day. It can be another day than Monday - the request is we receive the flow data consistently each week. Otherwise, one week it could be provided on a Monday and the next provided on a Friday. A specified day sets expectations for all and ensures accountability.

5. For reporting of the data, when flows drop below 7.48 cfs at either gauge and/or malfunctions please add Brian Watson as a contact for DWR at Brian.Watson@dwr.virginia.gov and (434) 941-5990.

The Plan proposes to monitor the gauges on days when construction is occurring. DWR requests a maximum amount of time between readings be set. For example, if no work happens on Monday and Tuesday, a reading still needs to happen at some point, as the last reading may have happened on Friday before construction ended. This means nearly 5 days would have passed between readings, unless DWR requested a reading. During the week, DWR requests no more than 48 hours pass between readings, and for periods that cover the weekend, no more than 72 hours can pass between readings. This allows for reading the gauges on Friday afternoon and Monday morning without having someone check readings without construction going on. If no work is scheduled for a Friday or Monday, it is known a reading will have to happen.

Thank you,

Hannah Schul
Environmental Services Program Manager
(804) 968-8546

Virginia Department of Wildlife Resources

7870 Villa Park Drive
P.O. Box 90778
Henrico, VA 23228

https://dwr.virginia.gov/wies/environmental-services/

CONSERVE. CONNECT. PROTECT.

From: Stafford, Susan (FAA) <Susan.Stafford@faa.gov>
Sent: Monday, June 8, 2026 8:20 AM
To: Strawderman, Nicole (DWR) <Nicole.Strawderman@dwr.virginia.gov>; pbyrne@avionsg.com <pbyrne@avionsg.com>
Cc: Schul, Hannah (DWR) <Hannah.Schul@dwr.virginia.gov>; Howard, Janine (DEQ) <Janine.Howard@deq.virginia.gov>
Subject: RE: *Additional Information Request_Fw: NEW PROJECT-EXPEDITED REVIEW-Manassas Regional Airport Part 139 Certification, DEQ 26-061F (ESSLog# 46422)

Nicole,

Attached is the requested flow monitoring plan for the Manassas Regional Airport Part 139 Certification and Terminal Redevelopment Program Programmatic Environmental Assessment. I can also email the report to ESSProjects@dwr.virginia.gov if you would like.

Thank you,

Susan B. Stafford

Beckley Airports Field Office

176 Airport Circle, Rm 101

Beaver, WV 25813

609-916-5793

From: Strawderman, Nicole (DWR) <Nicole.Strawderman@dwr.virginia.gov>
Sent: Tuesday, June 2, 2026 3:31 PM
To: Stafford, Susan (FAA) <Susan.Stafford@faa.gov>; pbyrne@avionsg.com
Cc: Schul, Hannah (DWR) <Hannah.Schul@dwr.virginia.gov>; Howard, Janine (DEQ) <Janine.Howard@deq.virginia.gov>