



PUBLIC NOTICE

Date of Posting September 30, 2026

The Norfolk Airport Authority (the Authority) intends to file a new Passenger Facility Charge (PFC) Application #9 with the Federal Aviation Administration (the FAA) to impose and use PFCs on one (1) new project at Norfolk International Airport (the Airport) at a \$4.50 PFC collection rate.

The proposed effective date for the new application is December 1, 2028, and the estimated charge expiration date is October 1, 2029. The application requests \$8,932,778 of PFC collection and use authority.

REQUEST FOR COMMENTS: The Authority welcomes the public's comments and support for the projects discussed below and will review all comments submitted in writing by no later than October 30, 2026. Please address any questions or comments to:

Anthony Rondeau, P.E., C.M.
Executive Vice President and Chief Development Officer
Norfolk Airport Authority
Norfolk International Airport
2200 Norview Avenue
Norfolk, VA 23518
(757) 857-3351
Email: arondeau@norfolkairport.com

PROJECT INFORMATION

In accordance with 14 CFR §158.30, the Authority will be requesting authorization to *impose and use* PFC funds for the following project:

Project 9.01 – Deicing Pad

Project Description: The project consists of the development of a dedicated remote aircraft deicing pad at Norfolk International Airport (ORF), located east of the existing cargo area and south of the planned cargo development area. The project will include construction of a new apron capable of accommodating three (3) Airplane Design Group (ADG) III and one (1) ADG IV deicing positions, associated taxiways, pavement, and markings.

The deicing pad will be designed to support both commercial passenger service and cargo aircraft operations. The deicing bays will be sized to accommodate single aircraft during active deicing operations and may support simultaneous occupancy of multiple aircraft where operationally feasible. During non-deicing periods, the apron will also support remain-overnight (RON) aircraft parking, with capacity for up to six (6) aircraft.

The project is consistent with ORF's long-term development plan, which identifies the need for a centralized deicing facility to improve operational efficiency and environmental compliance. The selected location is compatible with future terminal and cargo development and reflects the closure of Runway 14/32.



A diagram of the project and cost details are available upon request to Anthony Rondeau, using the contact information above.

Project Justification: This project is justified to improve airfield operational efficiency, safety, and reliability during winter weather by providing a centralized, purpose-built deicing facility. Today, deicing activity is constrained by limited dedicated space and can require aircraft to deice in locations that create congestion, extended taxi times, and operational conflicts. A centralized deicing pad reduces these conflicts by consolidating deicing in a controlled area designed specifically for the activity.

The proposed facility will deliver four deicing positions (three ADG III and one ADG IV), allowing the Airport to deice multiple aircraft concurrently during peak winter events and better accommodate the mix of commercial service and cargo aircraft. This additional capacity reduces the likelihood of aircraft queues and gate holds, supports more predictable pushback/taxi operations, and helps the Airport recover more quickly following weather disruptions. During non-deicing periods, the apron will also provide operational flexibility as remain overnight (RON) parking for up to six aircraft, improving gate availability and reducing remote parking constraints.

The project also advances environmental compliance objectives by incorporating drainage improvements and directing deicing activities to a location that can be managed more effectively from a stormwater collection and treatment perspective versus dispersed deicing across multiple apron areas. The project aligns with the Airport's long-term development plan and supports planned future terminal and cargo development, reflecting updated airfield conditions associated with the Runway 14/32 closure.

PFC Collection Level: \$4.50

Funding Type	Amount
PFC PAYGO	\$0
Bond Capital	\$8,132,778
Bond Financing & Interest	\$800,000
PFC Total	\$8,932,778
State Funds	\$10,194,999
Project Total	\$19,127,777