



# New Passenger Facility Charge (PFC) Application

John Wayne Airport, Orange County  
Notice of Opportunity for Public Comment

April 17, 2024



# Overview

- John Wayne Airport, Orange County (SNA) intends to submit a new PFC application to the Federal Aviation Administration (FAA) for 6 projects
- Since 2006, SNA has collected a \$4.50 PFC from each eligible passenger. PFC Revenues increase the Airport's overall funding capacity for eligible capital projects. Capital projects included in this application will enhance the airport's security, safety, and guest experience.

- New application extends PFC collections from 2025 to 2032
  - Estimated charge effective date for the application: October 1, 2025
  - Estimated charge expiration date for the application: July 1, 2032
  - Estimated total PFC revenue to be collected under application: \$160,046,510

Project	PFC Pay-Go
Airfield Lighting and Signage Upgrades	\$1,334,510
Facilities Security Improvements - CCTV	15,000,000
Terminals A and B BHS Improvements	103,637,000
CUPPS Replacement	10,000,000
Facility Accessibility Improvements	30,000,000
PFC Consulting Fees	75,000
<b>Total</b>	<b>\$160,046,510</b>



# Opportunity for Public Comment

- In accordance with Section 158.24 of 14 CFR Part 158, these materials constitute the notice of opportunity for public comment on the application and include:
  - PFC level, estimated total PFC revenue to be collected, proposed charge effective date, and estimated charge expiration date.
  - Name and contact for the person within the public agency to whom the comments should be sent.
  - A description and brief justification of the projects.
  
- Public comments may be submitted in writing until May 17, 2024, and should be sent to:
  - Hector Gomez, Interim Fiscal Deputy Director
  - [JWA\\_Finance@ocair.com](mailto:JWA_Finance@ocair.com)

## Airfield Lighting and Signage Upgrades and Taxiway Pavement Rehab

### DESCRIPTION

- Installation and replacement of airfield lighting, taxiway signage illumination, certain underground electric conduits and lines, and other electrical infrastructure. Lighting fixtures were converted from incandescent to LED. Taxiways G, H, K, J and L were re-sealed.

### JUSTIFICATION

- Addressed lighting and signage system reliability, efficiency, and compliance issues.

## Facility Security Improvements - CCTV

### DESCRIPTION

- Replace existing closed circuit television cameras throughout the airport, install additional cameras to provide additional coverage, upgrade the associated communications network, and install new fiber optic cabling.

### JUSTIFICATION

- The existing security camera operates as a mixture of equipment originally installed in 1989, as well as equipment replaced and upgraded from projects and maintenance work since then. The equipment is nearing the end of its useful life.

## Common Use Passenger Processing System Replacement

### DESCRIPTION

- Replacement of common use self-service equipment, Flight Information Display Systems, signage/wayfinding and video wall systems, audio/video paging, new self-bag drop in each terminal, and associated architectural, structural, mechanical, electrical, and telecommunications work.

### JUSTIFICATION

- The existing systems were installed in 2011 and are no longer supported by vendors.

## Facility Accessibility Improvements

### DESCRIPTION

- Improvements needed to comply with Americans with Disabilities Act (ADA) requirements, including the path of travel/pavement reconstruction; signage, handrail, and guardrail improvements; elimination of protruding objects; and various other adjustments and/or replacements for fixtures, such as drinking fountains, etc.
- The existing aging public restrooms in Terminals A and B will be renovated to current functional and ADA standards.

### JUSTIFICATION

- The project will increase ADA compliance throughout SNA.



# Proposed Projects: Terminals A and B Baggage Handling System (BHS) Improvements

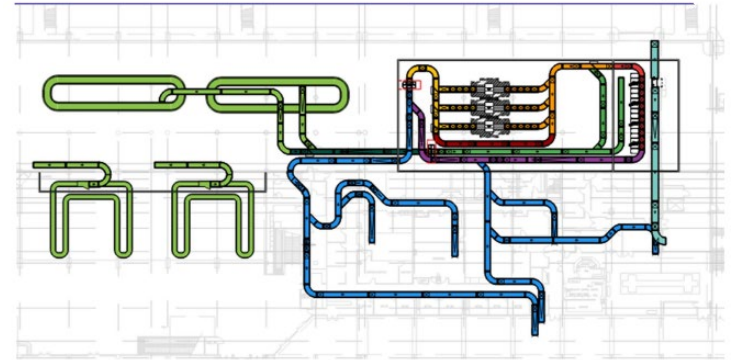
## DESCRIPTION

- The Terminal A and B outbound baggage systems will be replaced.
  - All existing conveyors will either be refurbished or replaced with a new system.
  - Each terminal will have one screening area and one TSA inspection area.
- The Terminal A and B loading belts and baggage claim devices will be replaced.

## JUSTIFICATION

- The existing systems are nearing the end of their useful lives, fail routinely, and do not provide needed capacity. The new system will be built to the most recent industry standard and will improve the system's ergonomics and maintenance access. New control systems will also be provided and tied into the Airport's maintenance diagnostic system.

### Terminal A



### Terminal B

