

Passenger Facility Charge (PFC) Amendment



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



Overview

- John Wayne Airport, Orange County (SNA) intends to submit an amendment to approved PFC application 23-02-C-00-SNA to the Federal Aviation Administration (FAA).
- Since 2006, SNA has collected a \$4.50 PFC from each eligible passenger.
- PFC Amendment extends PFC collections from 2026 to 2029.
 - Legal charge effective date for the application: January 1, 2024
 - Estimated charge expiration date for the amended application: September 1, 2029
- Estimated total PFC revenue to be collected under amended application: \$112,548,318, an increase of \$76,238,948 from current approvals.

Project	Approved PFC Pay-Go	Proposed Amended PFC Pay-Go	Increase
Access Road Rehabilitation (Methacrylate Road Protection Coating)	\$1,950,000	\$3,637,969	\$1,687,969
Taxiways A - D - E Reconstruction	29,564,050	100,924,517	71,360,467
Terminal Floor Expansion Joints Improvements	1,700,000	2,100,300	400,300
Taxiway B Service Road Realignment	3,095,320	5,885,532	2,790,212
Total	\$36,309,370	\$112,548,318	\$76,238,948



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 until **May 29, 2026**, and should be sent to:
 - JWA_Finance@ocair.com



Access Road Rehabilitation (Methacrylate Road Protection Coating)

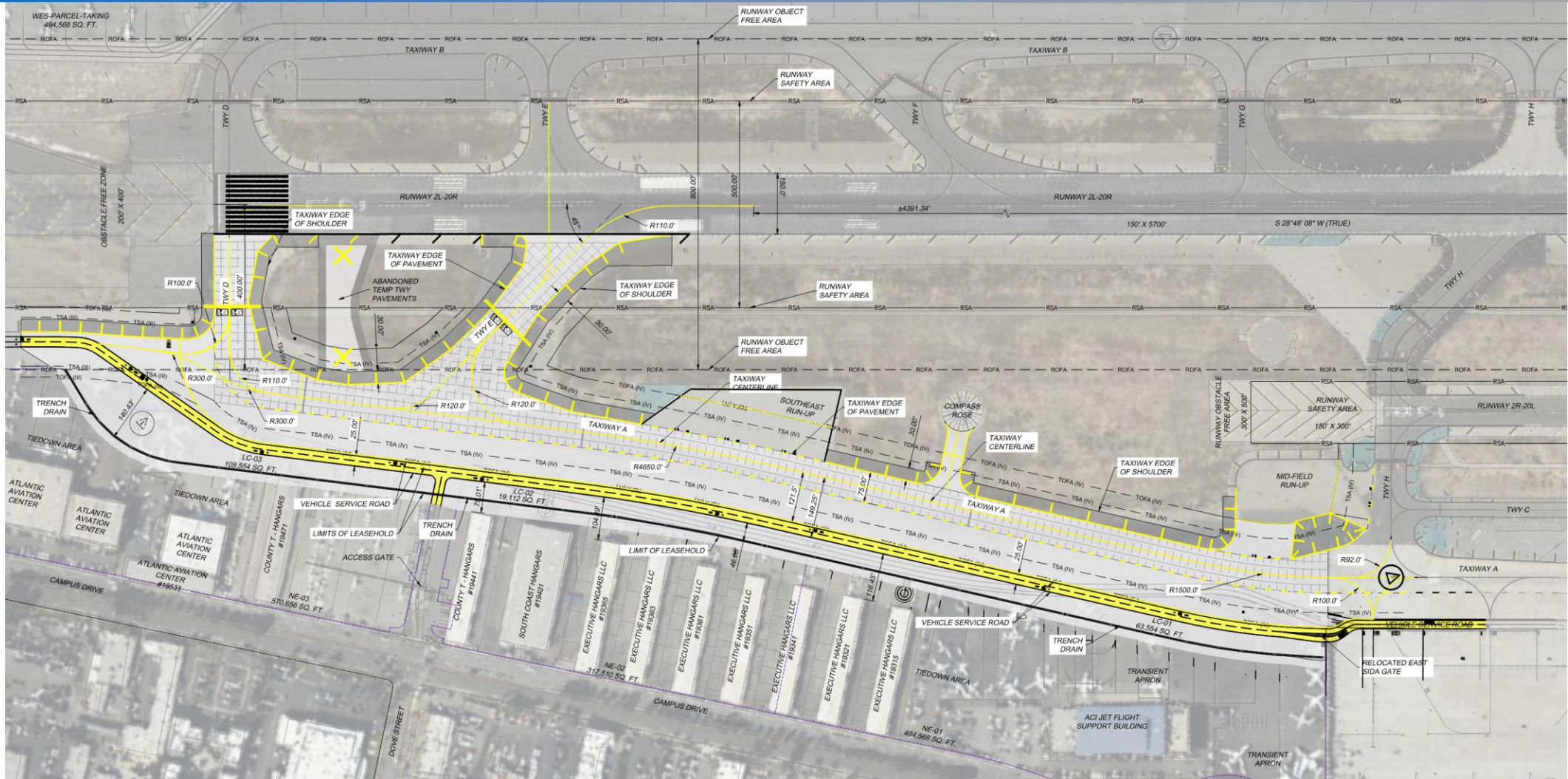
- No change to original project scope or justification.
- This project has been completed, and this amendment reflects final costs.
- Cost increase was due to:
 - Unforeseen conditions where concealed expansion joint seals were discovered to be different than those specified in the original construction documents.
 - Increase in area and quantities due to additional damage identified during rehabilitation activities.

Terminal Floor Expansion Joints Improvements

- No change to original project scope or justification.
- This project has been completed, and this amendment reflects final costs.

- The project needs to be amended to reflect expanded project scope, increased project cost, and less federal funding for the project.
- Original scope included reconstruction of the pavement of Taxiway A, a portion of Taxiway D, and a portion of E, and associated improvements to pavement marking, lighting, signage, and drainage. Taxiway A will be slightly realigned, requiring a relocation of the vehicle service road and reconstruction of the adjacent impacted runup and compass rose.
- The scope of this project has been expanded to include the following:
 - Reconstruction with Portland Cement Concrete (PCC) pavements instead of originally planned Asphalt Concrete (AC) pavements.
 - Installation of new trench drains to separate stormwater between the County and Fixed-Based Operator (FBO).
 - Construction of both a temporary and permanent Security Identification Display Area (SIDA) gate.
 - Modifications to the existing concrete masonry unit jet blast wall.
 - Phasing requirements to maintain Runway 2L-20R open, including daily backfilling and restoration of any construction located within the runway safety area.
 - Construction of temporary by-pass Taxiways A and A2.
 - Rehabilitation of runway pavements at the intersection of Taxiways H, J, and E to reduce the potential for unexpected pavement failures.
- The project is underway and is planned to be completed in Spring 2028.

Taxiways A - D - E Reconstruction



Taxiway B Service Road Realignment

- The overall scope of the project has not changed from the original application.
- Material sampling conducted during construction identified a sizable segment of the pavement, including the underlying subgrade, within the work limits as unsuitable, requiring full-depth reconstruction instead of the originally intended mill and overlay.
- Additional construction phases were added to minimize impacts on airport businesses.
- This project has been completed, and this amendment reflects final costs.

