JOHN WAYNE AIRPORT
ORANGE COUNTY

ORANGE COUNTY AIRPORT COMMISSION
AIRPORT COMMISSION HEARING ROOM
3160 AIRWAY AVENUE
COSTA MESA, CA 92626

MINUTES OF REGULAR MEETING
AUGUST 19, 2026
5:00 P.M.

COMMISSIONERS PRESENT: Susan Dvorak, Chair, Fifth District
Bruce Junor, Commissioner, Third District
Brendan O'Reilly, Commissioner, Fourth District

COMMISSIONERS ABSENT: Kevin Elliott, Vice Chair, First District
Sal Tinajero, Commissioner, Second District

AIRPORT STAFF PRESENT: Charlene Reynolds, Airport Director
Komal Kumar, Assistant Airport Director
Mark Sanchez, Deputy County Counsel
Tracy Doudt, Deputy County Counsel
Nick Gaskins, Access & Noise Manager, Public Affairs
Evanna Barbic, Deputy Airport Director, Commercial & Revenue
Antonio Vega, Real Property Agent, Commercial & Revenue
Amer Moujtahed, Deputy Airport Director, Maintenance
Tyler Polidori, O & M Manager, Maintenance
Ranique Beas, Procurement Contract Manager
Julie Fitch, Planning Manager, Planning & Development
Elizabeth Gallegos, ASR Manager

CALL TO ORDER: Chair Dvorak called the meeting to order at 5:01 p.m.

PLEDGE OF ALLEGIANCE: Commissioner Junor led the assembly in the Pledge of Allegiance

1. **APPROVAL OF MINUTES**: On Commissioner O'Reilly's motion and Commissioner Junor's second, the Regular Meeting Minutes of April 15, 2026, and June 17, 2026, were approved as amended by a unanimous vote.

2. **APPROVE RECOMMENDATION TO THE BOARD OF SUPERVISORS TO APPROVE CONTRACT FOR FLY FRIENDLY PROGRAM SOFTWARE SYSTEM MAINTENANCE (ASR 26001515)**
Recommended Action: Authorize the County Procurement Officer or Deputized designee to execute Contract MA-280-27010043 with BridgeNet International, Inc., dba BridgeNet International, A Tetra Tech Company, for The Fly Friendly Program Software System Maintenance and Support, effective October 20, 2026, through October 19, 2031, in a total amount not to exceed $374,940; and make CEQA findings.

   Presenter: Nick Gaskins, Access & Noise Manager, Public Affairs

   - **Overview**
     Nick Gaskins provided an overview of the Fly Friendly Program software system and described the five-year sole source contract with BridgeNet International. He stated that BridgeNet is the only qualified vendor due to proprietary system requirements and the regulatory complexity at John Wayne Airport.

     Nick highlighted improvements in general aviation noise violation trends and reviewed updates made to the system. He noted that dashboard data is available to the public and provided an overview of the proposed scope of services, benefits of the system, and the solicitation method.

- **Discussion**
  Chair Dvorak stated that she had submitted questions to staff prior to the meeting and requested that the responses be entered into the record. The responses are included as **Attachment A to the meeting minutes**.

- **Public Comment**
  Newport Beach resident Dr. Jim Mosher raised concerns regarding errors that he stated resulted in the system inaccurately reporting scores throughout the duration of the program. Dr. Mosher suggested that BridgeNet correct the errors at its own expense and provide the public with access to downloadable program data.

  Staff acknowledged Dr. Mosher's concerns and stated that adjustments to the system continue to be made in response to public feedback.

- **Additional Discussion**
  Airport Director Charlene Reynolds stated that Airport staff conduct an annual assessment of BridgeNet's services. She explained that staff rely on BridgeNet's support in analyzing data generated through the Fly Friendly Program and continue to have confidence in the system's performance. She noted that staff do not fully agree with the concerns raised during public comment and stated that BridgeNet has consistently been a reliable vendor. Director Reynolds confirmed staff's support for continuing the contract.

  Nick stated that BridgeNet is a reputable company that developed and manages the Access and GANO systems, which support one of the most distinctive airport noise programs in the country. He explained that the system provides significant benefits to the Airport and that the Access and Noise Office conducts extensive public outreach regarding the Fly Friendly Program.

  Nick noted that the Fly Friendly Program is the first program of its kind and that other airports have expressed interest in adopting similar models. He stated that the program has demonstrated improvement in noise-violation trends and emphasized that continued monitoring and reporting will promote transparency.

  Chair Dvorak shared her thoughts regarding the program and the vendor. She expressed appreciation for Dr. Mosher's comments and expertise and requested that BridgeNet consider the concerns raised and make appropriate adjustments to ensure that the program provides the best possible system.

  Director Reynolds stated that the Airport will continue working with BridgeNet to improve the program and will also work with Dr. Mosher to address his concerns.

  Nick stated that he had requested that BridgeNet review and respond to the questions raised within two weeks. He also provided additional information regarding the costs associated with the Fly Friendly Program software system. The initial system build cost approximately $120,000, with annual costs of approximately $75,000, for projected total costs of approximately $600,000–$700,000 over five years.

The following is the action taken by the Orange County Airport Commission: On Commissioner O’Reilly’s motion and Chair Dvorak’s second, Item No. 2 was approved by a unanimous vote.

APPROVE ☒ OTHER ☐ DENIED ☐

Unanimous (1) Elliott: X (2) Tinajero: X (3) Junor: Y (4) O'Reilly: Y (5) Dvorak: Y

Vote Key: Y=Yes; N=No; A=Abstain; X=Excused

3. APPROVE RECOMMENDATION TO THE BOARD OF SUPERVISORS TO JOHN WAYNE AIRPORT CAPACITY ALLOCATIONS FOR 2027 PLAN YEAR (ASR 26001601)

Recommended Action: Authorize the Airport Director to allocate Class A and Class E Average Daily Departures and Seat Capacity to Qualified Commercial Passenger and Commercial Cargo Air Carriers and Passenger Capacity to Qualified Commuter Passenger Air Carriers for the 2027 Plan Year (January 1, 2027, through December 31, 2027), as reflected on Attachments A and B, and in a manner consistent with the terms of the Phase 2 Commercial Airline Access Plan and Regulation; Authorize the Airport Director to withdraw Seat Capacity during the 2027 Plan Year as necessary to ensure compliance with the million annual passenger limitation at John Wayne Airport, consistent with Section 6 of the Phase 2 Commercial Airline Access Plan and Regulation, and reaffirm the County's sole and exclusive discretion to require mandatory withdrawals of operational capacity in any form if it determines that such action is appropriate for compliance with the million annual passenger limitation or for any other reason under Section 6; Authorize the Airport Director to allocate or reallocate any additional Regular or Supplemental Average Daily Departures and any necessary associated Seat Capacity, which may become available during the 2027 Plan Year, in a manner consistent with the terms of the Phase 2 Commercial Airline Access Plan and Regulation; Authorize the Airport Director to allocate additional Supplemental Seat Capacity to Qualified Commercial Passenger Air Carriers during the 2027 Plan Year if it is determined that such allocations can be made without jeopardy to the million annual passenger limitation of the 1985 Settlement Agreement, as amended, and the Phase 2 Commercial Airline Access Plan and Regulation; Authorize the Airport Director to waive Section 5.1.1 of the Phase 2 Commercial Airline Access Plan and Regulation and allocate up to 29 Remain Overnight positions for Commercial Air Carrier use during the 2027 Plan Year, pursuant to Section 5.1.1, as reflected in Attachment A, and provide authority to withdraw the additional two Remain Overnight positions for safety or operational purposes, as required; Authorize the Airport Director to allocate Passenger Capacity and Remain Overnight positions and authorize the Airport Director to allocate any additional Supplemental Passenger Capacity and Remain Overnight positions to Qualified Commuter Carriers during the 2027 Plan Year if it is determined that such allocations can be made without jeopardy to the million annual passenger limitation.

Presenter: Nick Gaskins, Access & Noise Manager, Public Affairs

- **Overview**
  Nick Gaskins presented the proposed annual capacity allocations for the 2027 Plan Year. He explained the applicable capacity constraints and reviewed the 2027 recommendations, including changes to airline allocations, seat capacity allocations, Commercial Air Carrier Remain Overnight (RON) allocations, and commuter carrier passenger capacity and RON allocations.

- **Discussion**
  Chair Dvorak discussed the relationship between the applicable Settlement Agreement and the Phase 2 Commercial Airline Access Plan and Regulation. She clarified that the Access Plan serves as the Airport's operating model and that amendments to the Access Plan require approval by the Board of Supervisors, while changes to the Settlement Agreement require approval by the parties to the agreement.

  Chair Dvorak also commented on JSX operations. She stated that, upon completion of the General Aviation Improvement Program (GAIP), the area currently occupied by JSX is intended to return to use by the small-plane community. She emphasized the importance of the County honoring its commitment to return the area to the small-plane community and stated that the County should take all actions within its authority to uphold that commitment.

Chair Dvorak requested the previous allocation numbers for comparison with the proposed 2027 allocations and asked that this information be included in future Agenda Staff Reports (ASRs) to provide additional context. Chair Dvorak and staff also discussed JSX operations, including the proposed increase in passenger capacity from 130,000 passengers in the prior year to 147,000 passengers for the 2027 Plan Year, TSA screening, and the applicable minimum and maximum use requirements.

Answers and questions submitted by Chair Dvorak in advance of the meeting are in Attachment A.

- **Public Comment**
  Newport Beach resident Dr. Jim Mosher raised concerns regarding compliance with the Settlement Agreement and the process for increasing the million annual passenger (MAP) limitation. He noted that the Airport is entering the final five years of the 15-year Settlement Agreement and stated that, during the first 10 years, there was no uncertainty regarding the applicable MAP limitation or the number of annual passengers permitted. He expressed concern that the addition of the noise mitigation measure has created uncertainty regarding the circumstances under which the MAP limitation may increase to 12.5 million passengers.

  Dr. Mosher further stated that the language in the Agenda Staff Report (ASR), including Recommended Action No. 4, has remained unchanged and does not explain the applicable limitation or the conditions under which the MAP limitation may increase. He expressed concern that the lack of further explanation could lead to misunderstandings and requested that the ASR provide a clear explanation.

  Airport Director Reynolds clarified that the Airport may increase the million annual passenger (MAP) limitation to 12.5 million passengers if the required noise mitigation measures are satisfied. She explained that the increase would not require further approval from the parties to the Settlement Agreement, as this provision was agreed to by all parties to the Settlement Agreement.

The following is the action taken by the Orange County Airport Commission: On Chair Dvorak's motion and Commissioner Junor's second, Item No. 3 was approved by a unanimous vote.

APPROVE ☒ OTHER ☐ DENIED ☐

Unanimous (1) Elliott: X (2) Tinajero: X (3) Junor: Y (4) O'Reilly: Y (5) Dvorak: Y

Vote Key: Y=Yes; N=No; A=Abstain; X=Excused

4. APPROVE RECOMMENDATION TO THE BOARD OF SUPERVISORS TO APPROVE AMENDED AND RESTATED AIRLINE CLUB ROOM LEASE WITH AMERICAN AIRLINES, INC. (ASR 26001534)

Recommended Action: Approve and execute the Second Amendment to Biometric Verification Services License with Alclear, LLC, effective September 1, 2026, to extend the License term through September 23, 2028.

Presenter: Evanna Barbic, Commercial & Revenue Development Deputy Airport Director

- **Overview**
  Evanna Barbic provided an overview of the Agenda Staff Report (ASR), including the estimated average annual cost recovery revenue, the proposed lease term, and the location of the airline club room within the Terminal.

- **Discussion**

Evanna presented the proposed lease extension for the American Airlines club room through August 2033. She noted that American Airlines plans to invest approximately $1.12 million in renovations, with estimated annual revenue to the Airport of approximately $274,000 based on applicable rates and charges.

Evanna Barbic explained that the lease would be updated to reflect current Airport standards. The lease term is staggered with the United Airlines club room lease to allow for phased renovations.

She also noted that the Airport anticipates conducting a future Request for Proposals (RFP) after the current club room lease terms expire. The timing would align with the expiration of the Settlement Agreement and planned Terminal renovations.

The following is the action taken by the Orange County Airport Commission: On Commissioner Junor's motion and Commissioner O'Reilly's second, Item No. 4 was approved by a unanimous vote.

APPROVE ☒ OTHER ☐ DENIED ☐

Unanimous (1) Elliott: X (2) Tinajero: X (3) Junor: Y (4) O'Reilly: Y (5) Dvorak: Y

Vote Key: Y=Yes; N=No; A=Abstain; X=Excused

5. APPROVE RECOMMENDATION TO THE BOARD OF SUPERVISORS TO APPROVE SECOND AMENDMENT TO BIOMETRIC VERIFICATION SERVICES LICENSE (ASR 26001588)

Recommended Action: Approve and execute the Second Amendment to Biometric Verification Services License with Alclear, LLC, effective September 1, 2026, to extend the License term through September 23, 2028.

Presenter: Evanna Barbic, Commercial & Revenue Development Deputy Airport Director

- **Overview**
  Evanna Barbic presented an overview of the proposed extension of the Biometric Verification Services License, including the license term, proposed fee structure, and key provisions of the license agreement.

- **Discussion**
  Evanna discussed the proposed two-year extension of the Biometric Verification Services License with Alclear, LLC (CLEAR), including the modified fee structure of a minimum monthly fee of $18,750 or $0.75 per unique member verification, whichever is greater.

  Evanna provided information regarding CLEAR's usage and customer experience, noting that CLEAR averages approximately 20,000 member verifications and 864 new enrollments per month, with a reported 94 percent positive customer experience.

  Representatives from CLEAR, Jessica Ng, Multi-State Public Affairs Strategist, and Jules Ganslm, Vice President, Airport Affairs & Business Development, were present and responded to questions regarding CLEAR's data retention practices. They explained that biometric and identification data is retained for the duration of a member's membership and deleted upon request.

  Evanna noted that CLEAR is the only provider approved by the U.S. Department of Homeland Security for this biometric verification service.

The following is the action taken by the Orange County Airport Commission: On Chair Dvorak's motion and Commissioner O'Reilly's second, Item No. 5 was approved by a unanimous vote.

APPROVE ☒ OTHER ☐ DENIED ☐

Unanimous (1) Elliott: X (2) Tinajero: X (3) Junor: Y (4) O'Reilly: Y (5) Dvorak: Y

Vote Key: Y=Yes; N=No; A=Abstain; X=Excused

6. APPROVE RECOMMENDATION TO THE BOARD OF SUPERVISORS TO APPROVE AMENDMENT ONE FOR FACILITY SECURITY & FIRE SPRINKLER SYSTEMS (ASR 26001593)

Recommended Action: Authorize the County Procurement Officer or Deputized designee to execute Amendment Number One to amend Subordinate Contract MA-280-26011112 with Everon, LLC, for Facility Security & Fire Sprinkler Systems, Equipment and Related Services, to increase the Contract by $1,750,000, effective upon execution of all necessary signatures, through January 22, 2031, for a new cumulative total amount not to exceed $2,750,000, effective upon all required signatures.

Presenter: Tyler Polidori, O & M Manager, Maintenance

- **Overview:**
  Tyler Polidori presented the Agenda Staff Report (ASR), providing an overview of Amendment One and the proposed $1.75 million increase to the contract with Everon, LLC. He reviewed the scope of fire protection system services, the amendment's benefits and key considerations, and provided examples and photos illustrating the types of services offered. Tyler also reviewed the procurement solicitation method used to establish the contract.

- **Discussion:**
  Tyler discussed the proposed contract increase, which would bring the total not-to-exceed amount to $2.75 million. Discussion focused on the need to address deficiencies identified during recent testing, ongoing construction requirements, system redundancy, and unforeseen repairs and emergencies. Tyler explained that approximately $210,000 per year is allocated for required testing, with the remaining contract capacity available for repairs and emergency services. The benefits of consolidating services with Everon were also discussed, including improved service and lower testing costs compared to the previous vendor. It was noted that the contract is structured as a not-to-exceed agreement to provide flexibility for unanticipated repair needs.

The following is the action taken by the Orange County Airport Commission: On Commissioner O'Reilly's motion and Chair Dvorak's second, Item No. 6 was approved by a unanimous vote.

APPROVE ☒ OTHER ☐ DENIED ☐

Unanimous (1) Elliott: X (2) Tinajero: X (3) Junor: Y (4) O'Reilly: Y (5) Dvorak: Y

Vote Key: Y=Yes; N=No; A=Abstain; X=Excused

7. SUMMARY OF RELEVANT ACTIONS BY THE BOARD OF SUPERVISORS (Board) Airport Director Charlene Reynolds reported on actions taken by the Board of Supervisors since the last Airport Commission Meeting. She highlighted several approved items, including contracts and amendments related to ServiceNow implementation, pavement maintenance and repair, the PMIS platform, parking access revenue control system maintenance, and the common-use passenger processing system. She also reviewed approvals for the 2026 Capital Improvement Program, an amended and restated airline club room lease with United Airlines, and the Airport Noise Monitoring System.

8. ADDITIONAL BUSINESS

A. PUBLIC COMMENTS – None

B. AIRPORT DIRECTOR COMMENTS – Airport Director Charlene Reynolds provided an update on the ongoing Concessions Redevelopment Program, noting that one new retailer recently opened and another is expected to open in October. She also shared that the Airport is working with the Public Affairs team to plan a ribbon-cutting ceremony to mark the halfway point of the redevelopment program. Charlene invited the Airport Commission to attend the event and encouraged Commissioners to visit the Airport to see the progress firsthand.

C. AIRPORT COMMISSION COMMENTS – Chair Dvorak congratulated Airport Director Charlene Reynolds on receiving the Airport Executive of the Year Award from the Southwest Chapter of the American Association of Airport Executives. Chair Dvorak also provided comments regarding the General Aviation Improvement Program (GAIP), emphasizing its importance and thanking Airport staff for taking the time to address all of the questions.

9. ADJOURNMENT OF PUBLIC MEETING The meeting adjourned at 6:28 p.m.

Attachment A

Questions submitted by Airport Commission Chair Susan Dvorak on August 18, 2026

Item #2: BridgeNet contract

1. What are the approved criteria for sole source contracts that JWA adheres to? JWA follows the County's approved sole source procurement criteria, which require formal justification and approval by the Department Head, County Procurement Office, and Board of Supervisors. The justification must demonstrate that the recommended supplier is uniquely qualified to meet the County's requirements, that alternatives were considered, and that the proposed pricing and approach are reasonable. This Contract has been vetted to ensure the approved criteria was met.

2. What are the specific means of communicating with GA operators (by JWA and by the FBOs) to inform them about the Fly Friendly program and the way it operates? JWA ANO staff maintains ongoing communication with general aviation operators regarding the Fly Friendly Program. Whenever an operator reaches out to the ANO, Specialists provide them with essential details about the initiative and direct them to the Fly Friendly Program landing page on the Airport's website for further information. Additionally, in 2025, the ANO implemented quarterly email blasts to all GA jet operators, each focusing on a particular aspect of the program to ensure greater awareness and engagement. The next e-blast is scheduled for October, continuing this proactive approach to education and outreach.

3. Some have raised concerns that replacing the current noise monitoring system when the BridgeNet contracts expire could create compatibility or parity issues with the existing noise monitoring systems. Could JWA choose to retain the current noise monitoring system when the BridgeNet contract concludes? Retaining the airport's current noise monitoring system after the BridgeNet contract concludes is certainly an option, but it requires careful consideration of several critical factors. As the existing system approaches its tenth year of service, by the time both contracts expire in five years, it will have operated for nearly fifteen years. This timeframe aligns closely with the typical lifespan for such systems, which is usually between fifteen and twenty years. At that point, the Airport must weigh whether investing in new technology is necessary or whether upgrades and enhancements to the current system would provide greater reliability and long-term value.

   It is also important to acknowledge the complex interplay among the Access/GANO system, the noise monitoring infrastructure, and the Fly Friendly Program. These systems are designed to work together seamlessly. Introducing a new vendor for any single component risks disrupting this operational synchronization, potentially resulting in logistical challenges and considerable costs associated with rebuilding and integrating various systems to preserve smooth operations.

   And correct – replacing noise monitoring microphones, whether by selecting a new vendor or continuing with BridgeNet, would necessitate a parity study. The findings from this study could lead to adjustments in the noise limitations established by the General Aviation Noise Ordinance (GANO).

4. Will this contract allow JWA/BridgeNet to make changes/improvements to the Fly Friendly data analysis, measured variables or public interface if this contract is in effect thru 2030?
   Under additional services, The Contractor shall provide supplemental services upon written request of the County project manager to support the continued functionality of, and minor enhancements to, the existing Fly Friendly Program Software System.

5. Do you have current data to show the effectiveness of the FF program?
   Data through June 2026 to the Fly Friendly Program dashboard available on the Airport's website.

6. Are GA operators flying more quietly now than they were prior to the implementation of the FF program?
   According to the Fly Friendly Program dashboard and the annual GA violation statistics provided below, general aviation operators are demonstrating strong compliance with mandatory restrictions, maintaining a consistent rate of 99%. Additionally, the average annual scores for the Fly Friendly Program have shown a small, but steady, improvement year after year. It's important to note, as was emphasized during the program's launch, that fully measurable changes that are noticeable will require several years. This gradual progression reflects the time needed for operators to become thoroughly informed and actively engaged with the program's objectives.

	Total GA Ops	Total Violations	Compliance
2023	172,866	193	99.88%
2024	236,229	156	99.93%
2025	216,093	150	99.93%
2026*	130,701*	67*	99.94%
**Represents January-June 2026*			

7. Are fewer GA operators flying during the nighttime hours currently than they were prior to the implementation of the FF program?
   Year-over-year data indicates an incremental improvement in nighttime noise reduction, with tier participants in the Fly Friendly Program. Although the progress is modest, it reflects an ongoing commitment to minimizing noise during nighttime hours. This consistent performance among participants underscores their dedication to adhering to program guidelines and achieving optimal results.

Attachment A

Questions submitted by Airport Commission Chair Susan Dvorak on August 18, 2026

Jan 2022 - Apr 2026								Year-Over-Year Summary
PERIOD	QUIETEST DEPARTURES				NIGHTTIME NOISE REDUCTION	ENVIRONMENTAL STEWARDSHIP & SUSTAINABILITY	MOST ENGAGING	TOTAL SCORE
YEAR	Quiet Departure Noise Score (50 Total Pts)	Minimize High Noise Events Score (20 Total Pts)	Quietest Fleet Score (5 Total Pts)	Quietest Departure Total Score (75 Total Points)	Nighttime Noise Reduction Score (25 Total Pts)	Environmental Stewardship & Sustainability (Up to 5 Bonus Points)	Most Engaging (Up to 5 Bonus Points)	TOTAL FLY FRIENDLY SCORE (100 Pts plus bonuses)
2022	36.9	18.2	1.3	56.4	23.7	0.0	0.0	80.1
2023	36.2	18.0	1.4	55.7	23.7	0.0	0.0	79.4
2024	36.5	18.1	1.5	56.2	24.0	0.0	0.0	80.2
2025	36.7	18.1	1.5	56.4	24.0	0.0	0.0	80.4
2026	37.1	18.4	1.6	57.1	24.0	0.0	0.0	81.1

Item #3: Allocations

1. What were the previous allocation numbers for comparison with the proposed 2027 allocations? It's difficult to assess how the allocations are changing without a table showing the previous allocations alongside the proposed 2027 allocations.
   Please see images below:

JOHN WAYNE AIRPORT: PLAN YEAR 2027
Commuter Carrier Passenger and RON Allocations

CARRIER	2027 PASSENGER CAPACITY PASSENGERS ALLOCATED	2027 RONs RON SPACES
Skywest	**154,447**	
(Delta Connection)	*81,760*	
(United Express)	*72,687*	
Delux[1]	**147,000**	3
TOTALS:	301,447	3

Note: Up to 147,000 pax at Jay's Air Center[1]

JOHN WAYNE AIRPORT: PLAN YEAR 2026
Commuter Carrier Passenger and RON Allocations

CARRIER	2026 PASSENGER CAPACITY PASSENGERS ALLOCATED	2026 RONs RON SPACES
Skywest	141,675	1
(Delta Connection)	*93,660*	*1*
(United Express)	*48,015*	
Delux[1]	130,000	3
Southern Airways	5,983	1
TOTALS:	277,658	5

Note: Up to 130,000 pax at Jay's Air Center

Attachment A

Questions submitted by Airport Commission Chair Susan Dvorak on August 18, 2026

JOHN WAYNE AIRPORT: PLAN YEAR 2027
Commercial Air Carrier and Commercial Cargo Carrier ADD, Seat Capacity, and RON Allocations

CARRIER	CLASS A CAPACITY					CLASS PE CAPACITY	CLASS E SEAT CAPACITY			RON SPACES	
	REGULAR CLASS A ADDs	REGULAR INTERNATIONAL A CLASS A ADDs	COUNTY-CONTROLLED CLASS A ADDs	SUPPLEMENTAL CLASS A ADDs	TOTAL CLASS A ADDs	REGULAR CLASS PE ADDs	CLASS E SEAT CAPACITY	APPROX CLASS E ADDs equiv.	TOTAL SEAT CAPACITY	Gate	Apron
Aeromexico/Delta/WestJet	10		1		11		228,994	2.9	1,500,256	2	2
Air Canada		1			1				100,010		
Alaska / Horizon[1]	16				16		472,383	8.5	2,166,713	4	
Allegiant	3				3				394,200		
American	18				18		208,269	1.5	2,473,459	3	2
Breeze	3				3		104,463	1.2	404,493	1	
FedEx[2]	0.726				0.726						
Frontier	3				3		15,768	0.1	414,348		
Southwest	17	2			19	14	724,671	6.4	4,496,581	6	2
United[1]	18				18		113,180	2.0	2,261,458	4	3
UPS[3]	0.603				0.603						
TOTALS:	89.329	3	1	0	93.329	14	1,867,728	22.6	14,211,518	20	9

Notes:

[1]United and Alaska affiliate SkyWest will operate Class E Seat Capacity.

[2]FedEx was allocated 265 departures for PY 2027. 265/365 = 0.726 of one (1) Class A ADD.

[3]UPS was allocated 220 departures for PY 2027. 220/365 = 0.603 of one (1) Class A ADD.

ASSOCIATED OPERATING GROUPS - Individual Carrier Breakout

CARRIER	REGULAR CLASS A ADDs	REGULAR INTERNATIONAL A CLASS A ADDs	COUNTY-CONTROLLED CLASS A ADDs	SUPPLEMENTAL CLASS A ADDs	TOTAL CLASS A ADDs	REGULAR CLASS PE ADDs	CLASS E SEAT CAPACITY	APPROX CLASS E ADDs equiv.	TOTAL SEAT CAPACITY	Gate	Apron
Alaska[1]	13						247,689	4.5	1,775,579	3	
Horizon	3						224,694	4.0	391,134	1	
Aeromexico			1				15,768	0.2	136,948		
Delta	8						185,931	2.4	1,088,941	2	2
WestJet	2						27,295	0.3	274,367		

2. Did all of the airlines that were issued allocations last year use their full allocations?
   Please see image below:

PAX USAGE - PY 2025	
Delux Public Charters	91.04%
SkyWest	85.41%

SEAT USAGE - PY 2025	
Air Canada	96.16%
Alaska	95.77%
Allegiant	98.70%
American	90.62%
Breeze	95.03%
Delta	98.60%
Frontier	94.64%
Horizon	97.56%
SkyWest Coml.	98.82%
Southwest	99.53%
Spirit	100.23%
United	94.57%
WestJet	67.89%

3. Which airlines requested the additional RONs, and what is their justification for each request?

United Airlines received an additional ADD in PY 2026, therefore, resulting in the need for an RON to maintain network efficiency for their operations nationally. RON allocations are based on # of ADDs, time requirements, and # of days utilized each week. The carriers who received the 28th and 29th RON are Delta and United, respectively.

4. The 14m+ seat allocations assumes a load factor of what percentage?
   81.92% LF

5. Why does SWA receive all 14 Class E allocations?
   Southwest Airlines initially received a portion of the 14 Permanent Class E ADDs when these allocations were first introduced at JWA several years ago. Subsequently, another carrier returned their allocated Class E ADDs, which allowed Southwest to take over and manage all 14. Throughout the years, these ADDs have been consistently grandfathered to the respective carriers, resulting in Southwest Airlines maintaining uninterrupted possession and operation of all 14 Class E ADDs.

6. Where does SkyWest fly out of?
   Thomas F. Riley Terminal

7. Where does JSX fly out of?
   Jay's Air Center

8. How many passengers were allocated to JSX in the previous approved plan year, and how many of those allocated passenger #s did JSX actually use?
   JSX was allocated 130,000 passengers for PY 2025, of which 118,355 (91.04%) were utilized.

9. How many total operations per year would JSX conduct if the proposed allocation of 147,000 passengers is approved?
   Utilizing a passenger utilization percentage of 91%, and 147,000 passengers recommended for allocation to JSX, it is projected JSX will utilize approximately 133,000 passengers in 2027. This would equate to approximately 8 departures and 8 arrivals per day, 5,800 a year (departures/arrivals).

10. What would be the increase in JSX operations from last year's 130,000 passenger allocation to the proposed 2027 allocation of 147,000 passengers?
    JSX is likely able to maintain roughly 5,800 annual operations by focusing on improving passenger load factors instead of increasing the number of flights. By enhancing efficiency and maximizing occupancy on each trip, they can accommodate higher passenger allocations without expanding their operational footprint.

11. Are JSX passengers required to go through TSA screening like all other commercial passengers?

Attachment A

Questions submitted by Airport Commission Chair Susan Dvorak on August 18, 2026

Below is information from the JSX website under its FAQs.

What is the security process at JSX?

Your safety is our top priority, and JSX is proud of its industry leading TSA-approved security program, offering Customers a secure travel experience without compromising the convenience you expect from JSX.

Some examples of how we prioritize your safety and security when traveling with JSX include:

-Vetting all Customers through TSA Secure Flight, the same TSA-provided background check process used by the major airlines.
-Using state-of-the-art Evolv walk-through metal detectors.
-Being the first public charter operator to deploy advanced x-ray technology.
-Screening all Customer and Crewmember baggage for explosives and other dangerous items.
-Confirming Customer identification both at check-in and at boarding.
-Equipping all JSX aircraft with reinforced flight deck doors.

Please remember that the transport of illicit or illegal substances or materials in checked or carry-on baggage or otherwise is strictly prohibited by law and is subject to seizure and prosecution by law enforcement or by local governing agencies.

Transport of illicit or illegal substances or materials could lead to fines, prosecution, or legal and other administrative actions. JSX will contact law enforcement if suspected substances are identified in checked or carry-on baggage or otherwise, and JSX reserves the right to deny boarding and/or take other action as deemed necessary in its sole discretion.

Item #4: Amended AA Club Room Lease

1. What was the amount of the previous minimum capital investment requirement?
   The United Club room lease was for a term of 5 years and $800K capital investment. The United Club lease was approved by the BOS on 5/19/2026.

2. "Prior to agreement expiration, JWA plans to issue a solicitation to continue services." Is this planned solicitation specifically to continue services with AA? If so, why is JWA already committing to issuing a solicitation to continue services with AA? How do you know you won't want to put this space out to bid by other airlines? Is it because of the investment in the upgrades AA is committing to?
   The Airport intends to issue a solicitation for Club services prior to the expiration of the current proposed agreement, which expires in 2033.

Attachment A

Questions submitted by Airport Commission Chair Susan Dvorak on August 18, 2026

Item #5: Clear Biometrics

1. How long is data gathered by Clear biometrics services retained?

Clear provided the below statement:

Clear retains it as long as is required to provide the service and as is required to comply with our legal and regulatory obligations. However, if someone asks us to delete their account and data we will do so.

2. Why is this service being operated by a private service rather than by DHS?

CLEAR is a privately owned and operated program that validates identity rather than performing the government's security-risk assessment. That's different from TSA PreCheck, which is a government program administered by TSA. CLEAR's role is primarily identity verification and moving an enrolled traveler through the document-check portion of the process more efficiently.

3. There is a guaranteed monthly minimum generated via UMVF, but not an increase in the terminal rates. Why isn't there also an increase in the terminal space rate?

The terminal rates are adjusted annually in accordance with the airport's annual rates and charges process.

Item #6: Security and Fire Sprinkler System Contract Amendment

1. The contract increase is attributed to ensuring all fire protection systems operate safely for the duration of the contract term, and that additional funding is necessary to complete annual testing, inspections, deficiency corrections, and repairs. Why weren't these things included in the original contract? Yes, they were included in the SOW of the JWA subordinate contract starting on page # 22.