



AIRPORT COMMISSION MEETING AGENDA
 Airport Conference Room, Palm Springs International Airport
 3400 E. Tahquitz Canyon Way, Palm Springs, CA 92262
 Wednesday, September 18, 2024 – 5:30 P.M.

To view/listen/participate virtually in the meeting live, please contact Andrew LeCompte at andrew.lecompte@palmspringsca.gov or the following telephone number (760) 318-3832 to register for the Zoom meeting. There will be an email with Zoom credentials sent after registration is complete, in order to access the meeting and offer public comment. Registration is not required to attend the meeting in person.

In addition, the meeting will also be teleconferenced pursuant to Government Code Section 54953 from the following location(s):

TELECONFERENCE LOCATION(S):

Commissioner J. Craig Fong – Palm Springs Summerfield, Defford, Worcestershire, England WR89BG, United Kingdom	Commissioner Bryan Ebensteiner – Palm Springs 224 Hawthorne St. Brooklyn, New York 11225
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Each location is accessible to the public, and members of the public may address the Airport Commission from any of the locations listed above. Any person who wishes to provide public testimony in public comments is requested to file a speaker card before the Public Comments portion of the meeting. You may submit your public comment to the Airport Commission electronically. Material may be emailed to: andrew.lecompte@palmspringsca.gov - Transmittal prior to the start of the meeting is required. Any correspondence received during or after the meeting will be distributed to the Airport Commission and retained for the official record.

To view Airport Commission meeting videos click on [YouTube](#).

City of Palm Springs:		Riverside County:	City of Cathedral City:	City of Palm Desert:
Kevn J. Corcoran – Chair	David Feltman	Margaret Park	Christian Samlaska	Kevin Wiseman
Dave Banks	J Craig Fong	City of Indian Wells:	City of Coachella:	City of Rancho Mirage:
Todd Burke – Vice Chair	Ken Hedrick	Robert Berriman	Denise Delgado	Keith Young
Daniel Caldwell	Tracy Martin	City of La Quinta:	City of Desert Hot Springs:	City of Indio:
Bryan Ebensteiner	Samantha McDermott	Geoffrey Kiehl	Jan Pye	Rick Wise
Palm Springs City Staff				
Scott C. Stiles	Harry Barrett Jr., A.A.E.		Jeremy Keating	
City Manager	Airport Executive Director		Assistant Airport Director	

- 1. CALL TO ORDER – PLEDGE OF ALLEGIANCE**
- 2. POSTING OF AGENDA**
- 3. ROLL CALL**
- 4. ACCEPTANCE OF AGENDA**
- 5. PUBLIC COMMENTS:** Limited to three minutes on any subject within the purview of the Commission
- 6. APPROVAL OF MINUTES:** Minutes of the Airport Commission Regular Meeting of March 20, 2024 and April 17, 2024
- 7. DISCUSSION AND ACTION ITEMS:**
 - 7.A** Marketing and Air Service Update
 - 7.B** Master Plan Landside Alternatives
 - 7.C** Agua Caliente Concourse Activation Space
 - 7.D** FY24 Budget Vs. Actuals
 - 7.E** Concessions Update
 - 7.F** Projects and Airport Capital Improvement Program Update
- 8. EXECUTIVE DIRECTOR REPORT**
- 9. COMMISSIONERS REQUESTS AND REPORTS**
- 10. REPORT OF COUNCIL ACTIONS:**
 - 10.A** Past City Council Actions
 - 10.B** Future City Council Actions
- 11. RECEIVE AND FILE:**
 - 11.A** Airline Activity Report June and July 2024
 - 11.B** Airline Activity Report Fiscal Year Comparison
- 12. COMMITTEES:**
 - 12.A** Future Committee Meetings
 - 12.B** New Committees Assignment Roster

ADJOURNMENT:

The Airport Commission will adjourn to a Regular Meeting on October 16, 2024, at 5:30 P.M.

AFFIDAVIT OF POSTING

I, Harry Barrett, Jr., Airport Executive Director, City of Palm Springs, California, hereby certify this agenda was posted on September 12, 2024, in accordance with established policies and procedures.

PUBLIC NOTICES

Pursuant to G.C. Section 54957.5(b)(2) the designated office for inspection of records in connection with the meeting is the Office of the City Clerk, City Hall, 3200 E. Tahquitz Canyon Way. Complete Agenda Packets are available for public inspection at: City Hall Office of the City Clerk. Agenda and staff reports are available on the City's website www.palmspringsca.gov. If you would like additional information on any item appearing on this agenda, please contact the Office of the City Clerk at (760) 323-8204.

It is the intention of the City of Palm Springs to comply with the Americans with Disabilities Act (ADA) in all respects. If, as an attendee or a participant at this meeting, or in meetings on a regular basis, you will need special assistance beyond what is normally provided, the City will attempt to accommodate you in every reasonable manner. Please contact the Department of Aviation, (760) 318-3800, at least 48 hours prior to the meeting to inform us of your particular needs and to determine if accommodation is feasible.



AIRPORT COMMISSION

**MINUTES OF THE REGULAR MEETING OF THE AIRPORT COMMISSION OF
THE PALM SPRINGS INTERNATIONAL AIRPORT**

Wednesday, March 20, 2024 – 5:30 P.M.

1. CALL TO ORDER:

Vice Chair Corcoran called the Airport Commission meeting to order at 5:51 P.M. The meeting was held in-person and via videoconference.

Chairman Dada led the Pledge of Allegiance.

2. POSTING OF AGENDA: Posted on March 14, 2024.

3. ROLL CALL:

Commissioners Present:

Robert Berriman (Indian Wells)	Margaret Park (Riverside County)
Todd Burke (Palm Springs)	Jan Pye (Desert Hot Springs)
Kevin Corcoran (Palm Springs) - Vice Chair	M. Guillermo Suero (Palm Springs)
Aftab Dada (Palm Springs) – Chair*	Rick Wise (Indio)
Kathleen Hughes (La Quinta)	Keith Young (Rancho Mirage)
Tony Michaelis (Cathedral City)	

The following participated via teleconference: Commissioner Michaelis

Commissioners Absent (Excused): David Banks (Palm Springs), Daniel Caldwell (Palm Springs), David Feltman (Palm Springs), J Craig Fong (Palm Springs), and Tracy Martin (Palm Springs)

Commissioners Absent: Commissioner Delgado

*Chair Dada left the meeting at 6:38 p.m.

Staff Present:

Harry Barrett, Jr., Airport Executive Director
 Jeremy Keating, Assistant Airport Director
 Daniel Meier, Deputy Director of Aviation, Marketing and Air Service
 Victoria Carpenter, Airport Administration Manager
 Geremy Holm, City Attorney
 Christina Brown, Executive Program Administrator

Paula Pak, Executive Administrative Assistant

Others Present:

Ryan Hayes, Mead & Hunt
Stephanie Nikho, Mead & Hunt
Gary Armstrong, Public Arts Commissioner
Christopher Ramirez, Public Arts Commissioner

4. ACCEPTANCE OF AGENDA:

ACTION: Accept the Agenda as presented. **Moved by Commissioner Park, seconded by Commissioner Burke, and unanimously approved noting the absence of Commissioners Delgado.**

5. PUBLIC COMMENTS:

None.

6. APPROVAL OF MINUTES:

ACTION: Approve the minutes of the Airport Commission Meeting of November 15, 2023. **Moved by Vice Chairman Corcoran seconded by Chairman Dada and unanimously approved noting the absence of Commissioners Delgado.**

7. DISCUSSION AND ACTION ITEMS:

7.A Master Plan Airside and CONRAC Alternatives Update

Airport Executive Director Barrett introduced the item, noting this presentation was focused on the airside alternative, including everything within the Airport perimeter such as runways, taxiways, aprons, buildings, and supporting facilities. Mead & Hunt were provided feedback from internal staff and the Working Group and a conceptual development plan was formed.

Ryan Hayes, Mead & Hunt, commenced the presentation, providing details on the process to develop the Airport Master Plan. Stephanie Nikho, Mead & Hunt, provided details on the process for facility requirements, including addressing capacity needs and meeting design standards. Conversations were held with various stakeholders to determine facility needs. As a result, certain facilities and areas would need to be reconstructed, expanded, extended or maximized in the future to meet expressed or desired needs.

Ms. Nikho continued by noting that the airfield site was analyzed against the most current Federal Aviation Administration (FAA) design standards, issued in March of 2022. All runways meet design standards, except one non-standard condition on the southern end of the primary runway, as the service road falls outside of the runway object free area

(ROFA). Taxiway geometry updates are necessary to meet design standards. The alternatives were developed with the goal of meeting FAA design standards, to meet the airfield needs for critical aircraft, and meet stakeholder needs to the extent possible. Various alternatives were presented for the Primary Runway, with the preferred alternative is to apply for a FAA modification of standards. If approved, the non-standard existing condition would be approved, making the service road an approved standard. If approved, it would determine that the service road is not sacrificing safety or efficiency. Alternatives 2 and 3 were presented, with Alternative 3 being the second preferred option.

Ms. Nikho continued by presenting the three General Aviation Runway Alternatives, developed to provide additional runway length. The yellow shaded areas were denoted as runway protection zones. Alternative 3 was the recommended option and includes addressing a hotspot area on the airfield which was identified in a previous study. Ms. Nikho continued by presenting the one Taxiway Alternative, which is proposed to meet the FAA design standards. The General Aviation Alternatives were presented, including the Signature and Atlantic recommendations. The overall recommendations were summarized.

In response to inquiries from Commissioners, it was noted that timeline for the projects can begin to be developed after the completion of the current work, which is about halfway through. There should not be a major delay to the major objectives for terminal development. One of the tasks of the Master Plan Team is to make recommendations for each of these projects and how to pay for them. The Consolidated Rental Car Facility (CONRAC) planning has been directed by the City Council, including looking at off-site locations. Staff is seeking approval of the Conceptual Development Plan, displayed on the slides. An open house is also planned to share the information with early June as a tentative date. The information also must be placed in an Airport Layout Plan that goes to the FAA for official approval.

ACTION: Recommend the approval of the Master Plan Airside and Landside Conceptual Development Plan to the City Council. **Moved by Commissioner Wiseman seconded by Commissioner Park and unanimously approved noting the absence of Commissioners Delgado.**

7.B Coachella Valley Economic Partnership – Transfer of Lease Agreements

Airport Administration Manager Carpenter provided an update on the transfer of lease agreements to the Airport for the Coachella Valley Economic Partnership. The subject property is being transferred back to the Airport. Details of the lease agreements were presented, noting that staff is working with the City to get all leases transferred into an Airport lease. The tenants will be on a month-to-month agreement, paying fair market value, through no later than January 2026. Tenants will work with the City to find new locations and the property will then be utilized for aeronautical purposes. City Attorney Holm provided additional detail on the timeline with the tenants, including providing them with 60 day, rather than 30 day notice.

7.C Mid-Year Budget Review

Airport Administration Manager Carpenter provided a summary of the Airport performance through December 2023, including noting the Airport Use and Lease Agreement with the airlines, effective July 1, 2023, revenue was up 9% over the previous fiscal year when adjusting for the \$12 million in Federal funding that is not continuing, budgeted federal grants of \$56 million is expected to be spent over the next three to five fiscal years on capital projects throughout the airport, and passenger traffic increased 3% over last fiscal year to 3.4 million and has historically strong growth. Additionally, the Airport anticipates achieving 30% of the budgeted expenses by the end of the fiscal year, approximately \$120 million (71%) of the budgeted expenses are for capital projects, major capital projects currently underway are: Checked baggage inspection system building design at \$23.1 million, Inbound baggage claim design and construction at \$33.7 million, and restroom capacity and ADA renovation at \$10 million. Revenues are still targeted at a higher number than in fiscal year 2023.

7.D Financial Summary Update

Airport Administration Manager Carpenter summarized the information provided in the agenda packet, noting that the Airport is still trending to end the fiscal year with a surplus.

7.E Marketing Update

The Marketing & Air Service Update for March 2024 was presented.

7.F Concessions Update

Assistant Airport Director Keating referred to the PSP Concession Projected Opening Dates schedule presented in the agenda packet, noting that Nine Cities is in the final stages of inspections. He also noted that some of the other concessions have experienced challenges during the project and provided detail on some of the various items.

Vice Chairman Corcoran noted that the Ad Hoc Concession Committee may have an update at the next Airport Commission meeting as they will be reviewing menus and healthy options at their next Committee meeting.

Mr. Keating reported on other concessions updates including more coffee signage and menu boards replaced, as well as a mobile coffee cart. Lines are still an ongoing concern, and staff is working with Paradies to develop and implement solutions. It was noted that the Marshall Retail Group recently added vending machines, which should assist with the lines.

7.G Car Rental Car Wash Facility Noise Update

Assistant Airport Director Keating reported Enterprise implemented staff's request for them to close a hole in the barrier wall and add an additional wall to block the noise. There have been challenges with conducting the noise decibel level testing because of weather. Enterprise said they were willing to contact the manufacturer of the blowers once they receive the noise decibel data.

Vice Chairman Corcoran opened public comments.

John Wilhelmi noted that the decibel level is not as impactful as the constant whistling noise from the blowers, which can be heard inside his residence all day. The noise barrier that Enterprise installed does not curb the noise and he supports Enterprise getting in touch with the manufacturer. He suggested hiring a qualified noise engineer and offered to pay for the cost.

Christopher Campbell stated that this is a neighborhood issue impacting many homes and he hopes there is progress by the next meeting.

Vice Chairman Corcoran noted staff will remain on top of the issue and suggested they look at other solutions, such as trees or other natural barriers to reduce noise impacts. The item will remain on the Commission's agenda until there is a resolution to the matter.

7.H Public Art – Airport Mural

Airport Executive Director Barrett presented the artwork that was proposed to the Arts Commission and approved by that body for installation at the Airport.

Publics Arts Commission Chair Gary Armstrong provided detail on the process to secure the "Welcome to Palm Springs" mural artist. The mural would be painted along the Agua Caliente Concourse walls and features an impressionist style. The mural is designed to invite participation and posting and sharing on social media.

Public Arts Commissioner Christopher Ramirez shared the overall statement of the headline for the mural art piece. The piece is inviting and welcomes all to Palm Springs with open arms. He further described the themes of the mural which feature many of the natural outdoor amenities of the area.

Mr. Armstrong stated that if the Commission approves the mural, it will be scheduled for a public hearing at the Arts Commission, then will move on to the City Council for their approval.

ACTION: Recommend the approval of the Airport Mural. **Moved by Commissioner Young, seconded by Commissioner Wiseman and unanimously approved noting the absence of Commissioners Delgado.**

7.I TNC Signage Ordinance

Airport Executive Director Barrett presented an ordinance amendment which would remove the signage at the curbside where the TNC area is located which appears to discourage Airport passengers from utilizing rideshare companies at the Airport.

City Attorney Holm noted the ordinance amendment removes the outdated requirements previously in place.

ACTION: Recommend the Ordinance amending TNC Signage to the City Council. **Moved by Commissioner Berriman, seconded by Commissioner Wiseman and unanimously approved noting the absence of Commissioners Delgado.**

7.J Airport No-Smoking Policy

Airport Executive Director Barrett requested input from the Commission on this item, as the Airport currently allows smoking post security in the Airport, in the courtyard area only. There have been increasing complaints due to the Airport's growth and there is a proposal to ban smoking Airport-wide, including smoking by employees.

General Commission discussion ensued on the topic with comments including that passengers and employees will find areas to smoke, whether its prohibited or not, and that the current Airport does not have space for smoking rooms post security. There was a request to look at designating a smoking area away from material and fuel and to split passengers from employee smoking areas.

The City Attorney will draft an ordinance and present it to the Commission at a future meeting for review.

7.K Projects and Airport Capital Improvement Program Update

Airport Executive Director Barrett highlighted staff efforts toward additional parking capacity and the challenges inherent in that process. Two alternatives were presented for Commission feedback and input, including turning Lot A into a rental car waiting lot and shift that parking to the overflow lot. That option does not solve the roadway congestion, just the road car problem. Alternative Two would move all commercial ground vehicle activities to Lot A and rental car return traffic would move to the overflow lot in some capacity. It would temporarily resolve roadway congestion.

Commission discussion ensued on the topic and there was consensus to place the item on the next agenda with additional detail and graphics for more in-depth discussion.

8. EXECUTIVE DIRECTOR REPORT:

Airport Executive Director Barrett reported as related to the unhoused individuals on the Airport property, staff will report only if there is a change in activity.

9. COMMISSIONERS REQUESTS AND REPORTS:

In response to an inquiry from a Commissioner, Airport Executive Director Barrett reported that Measure J funds were approved by the City Council.

10. REPORT OF COUNCIL ACTIONS:

- 10.A Past City Council Actions
- 10.B Future City Council Actions

11. RECEIVE AND FILE:

- 11.A Airline Activity Report February 2024
- 11.B Airline Activity Report Fiscal Year Comparison

12. COMMITTEES:

- 12.A Future Committee Meetings
- 12.B Committee's and Airport Master Plan Working Group Roster

ADJOURNMENT:

The Airport Commission adjourned at 7:27 P.M. to a Regular Meeting on April 17, 2024, at 5:30 P.M.



Christina Brown
Executive Program Administrator



AIRPORT COMMISSION

**MINUTES OF THE REGULAR MEETING OF THE AIRPORT COMMISSION OF
THE PALM SPRINGS INTERNATIONAL AIRPORT**

Wednesday, April 17, 2024 – 5:30 P.M.

1. CALL TO ORDER:

Vice Chair Corcoran called the Airport Commission meeting to order at 5:30 P.M. The meeting was held in-person and via videoconference.

Commissioner Young led the Pledge of Allegiance.

2. POSTING OF AGENDA: Posted on April 11, 2024.

3. ROLL CALL:

Commissioners Present:

Dave Banks (Palm Springs)	Tracy Martin (Palm Springs)
Robert Berriman (Indian Wells)	Tony Michaelis (Cathedral City)
Todd Burke (Palm Springs)	Margaret Park (Riverside County)
Daniel Caldwell (Palm Springs)	Jan Pye (Desert Hot Springs)
Kevin Corcoran (Palm Springs) - Vice Chair	Rick Wise (Indio)
Denise Delgado (Coachella)	Keith Young (Rancho Mirage)
J Craig Fong (Palm Springs)	
Kathleen Hughes (La Quinta)	

The following participated via teleconference: None

Commissioners Absent: Commissioners Feltman, Delgado, Suero, and Wiseman and Chairman Dada

Staff Present:

Harry Barrett, Jr., Airport Executive Director
 Jeremy Keating, Assistant Airport Director
 Daniel Meier, Deputy Director of Aviation, Marketing and Air Service
 Victoria Carpenter, Airport Administration Manager
 Christina Brown, Executive Program Administrator
 Paula Pak, Executive Administrative Assistant
 Tanya Perez, Administrative Specialist

Others Present:

Ryan Hayes, Mead & Hunt

4. ACCEPTANCE OF AGENDA:

ACTION: Accept the Agenda as presented. **Moved by Commissioner Park, seconded by Commissioner Hughes, and unanimously approved noting the absence of Commissioners Delgado, Feltman, Suero, and Wiseman and Chairman Dada.**

5. PUBLIC COMMENTS:

John Wilhelm reported he had filed several complaints concerning noise emanating from the Enterprise car wash facility and as of April 9th, the whistling noise generally does not occur. They did hear it briefly today, but it was likely an anomaly. He appreciated the Airport staff's work on this matter.

6. APPROVAL OF MINUTES:

ACTION: Approve the minutes of the Airport Commission Meeting of December 6, 2023. **Moved by Commissioner Park seconded by Commissioner Young and approved by the following roll call vote: 13 Yes; 1 Abstained; noting the absence of Commissioners Berriman, Delgado, Martin, Park, and Chairman Dada.**

7. INTRODUCTIONS AND PRESENTATIONS:

7.A Tanya Perez, Administrative Specialist

Ms. Perez introduced herself and provided a brief background.

8. DISCUSSION AND ACTION ITEMS:

8.A Car Rental Car Wash Facility Update

Assistant Airport Director Keating provided a brief update noting Enterprise was cooperative and they are now running the blowers all day long, which has reduced the whistling noise that was reported by adjacent residents.

Vice Chairman Corcoran noted the staff will continue to monitor the issue and thanked them for working so diligently with the neighbors.

8.B CONRAC Alternatives Update

Ryan Hayes, Mead & Hunt, noted the City Council provided direction to look at both on and off-site CONRACS. The recommendation is still to move forward with the CONRAC located at the Airport property. He provided detail on the pertinent development regulations, the size of the CONRAC, and various other requirements. The off-site

location was not recommended due to the costs for land acquisition and shuttles. The advantages for an on-site CONRAC were significant, including passengers not having to ride a shuttle bus and the ability to walk from the terminal building to the rental car facility.

Mr. Hayes reported Airport staff had requested consideration of use of the Airport property that would be available if the CONRAC were moved off-site. A drawing was displayed that featured the planned northern concourse which could then be double loaded with aircraft.

In response to a Commissioner inquiry, Mr. Hayes responded that the study assumptions included wash and maintenance facilities and return and rental car storage as an all-encompassing facility. Discussion ensued on the wash and maintenance facilities, parking for passengers, and architectural requirements, including the possibility of a multi-level structure, and impacts of the view from the tower of any multi-story building.

Mr. Barrett noted the project is in the conceptual planning stages and Gensler will be tasked with ensuring continuity of the facility in terms of sight lines. Acquisition of land is still a consideration, however, an update on that will be provided later.

Mr. Hayes noted that traffic impacts will be a consideration during the CEQA analysis. The options were all considered as a matter of due diligence. Mr. Barrett requested Commission approval for the full conceptual development plan for the Airport as a recommendation to the City Council. If approved by the City Council, it would be transmitted to the FAA as the Airport's plan for the next twenty years.

ACTION: Recommend the approval of the Master Plan Airside and Landside Conceptual Development Plan to the City Council. **Moved by Commissioner Berriman, seconded by Commissioner Burke and unanimously approved noting the absence of Commissioners Berriman, Delgado, Martin, Park, and Chairman Dada.**

8.C Strategic Business Plan – Notice to Proceed to InterVISTA

Airport Executive Director Barrett reported the consultant, InterVISTA, is working on a Federal Inspection Service (FIS) study and developing a project plan to phase projects in over the next twenty years to guide all financial efforts and resources. The intent is also to seek Commission input at the appropriate juncture. Quarterly updates will continue to be provided to the Commission along the way.

8.D Relocating Existing Art

Airport Administration Manager Carpenter noted this is a follow up item from the March 20, 2024 meeting. The Airport has been working with Public Arts Commission Chairman Gary Armstrong to identify a successful plan of relocating and grouping some existing art pieces. She reported that there is more passenger engagement with the art pieces when they are placed next to each other rather than throughout the Airport.

Public Arts Commission Chairman Armstrong also reported that placing art pieces together was very successful in other locations throughout Palm Springs, making them very interactive and providing opportunities for photos and sharing on social media sites. He also stated the proposed art pieces at the Airport would be lit at night. He provided detail on the timing and noted the City Council must approve funding for the installation and other related costs.

ACTION: Recommend the approval of the conceptual plan for the art relocation to the City Council. **Moved by Commissioner Burke seconded by Commissioner Fong and unanimously approved noting the absence of Commissioners Berriman, Delgado, Martin, Park, and Chair Dada.**

8.E Marketing & Business Development Committee Update

Committee Chairman Burke provided a brief update on the recent Committee meeting. Items reviewed at the meeting were wayfinding signage during construction, new trade and barter advertising agreements with the Palm Springs Film Festival, update on the concourse activation, and the top four categories reported by Airport users in a recent survey as related to customer experience and development of a related program

8.F Marketing and Air Service Update

Committee Chairman Burke provided the March 2024 Marketing and Air Service Update. Items reviewed included reports of record months for February and March for passengers.

8.G Ad Hoc Design Review Committee Update

Airport Administration Manager Carpenter reported the Committee conducted a significant review of Paradies concession menus and changes were made to reflect the bartender service at Cactus to Clouds. Significant discussion ensued at the Committee level including input to reflect Palm Springs in various menu names, including healthy alternatives and choices. There was also input provided on inconsistencies in pricing of the same items at different restaurants as well as providing mocktails for those who do not drink alcohol and want a similar type of cocktail experience.

8.H Concessions Update

Assistant Airport Director Keating referred to the concessions schedule that was provided in the agenda packet and provided a brief summary. He briefly detailed the construction scheduling as related to Half Moon Empanadas.

8.I Financial Summary Update

Airport Administration Manager Carpenter briefly mentioned there were a few typographical errors in the agenda packet related to Fund 415. The deficit reported is

completely normal, as the end of year transfers to the capital fund account from Fund 415 account will resolve that matter.

8.J Projects and Capital Improvement Program Update

Airport Executive Director Barrett referred to his written update in the agenda packet and provided a brief update that the Wi-Fi is getting close to working in the two concourses.

9. EXECUTIVE DIRECTOR REPORT:

Airport Executive Director Barrett reported the plan is to continue working with the Operations Committee on the parking mechanisms. Mr. Barrett also reported on his work on legislative issues, including with the FAA reauthorization bill, as well as budgetary items related to TSA funding. He also mentioned Airport staff is following up on reports of unhoused individuals on the Airport grounds. He noted the individuals are generally non-confrontational and cooperative.

10. COMMISSIONERS REQUESTS AND REPORTS:

11. REPORT OF COUNCIL ACTIONS:

11.A Past City Council Actions

11.B Future City Council Actions

12. RECEIVE AND FILE:

12.A Airline Activity Report February 2024

12.B Airline Activity Report Fiscal Year Comparison


13. COMMITTEES:

13.A Future Committee Meetings

13.B Committee's Roster

ADJOURNMENT:

The Airport Commission adjourned at 6:39 P.M. to a Regular Meeting on May 15, 2024, at 5:30 P.M.



Christina Brown
Executive Program Administrator

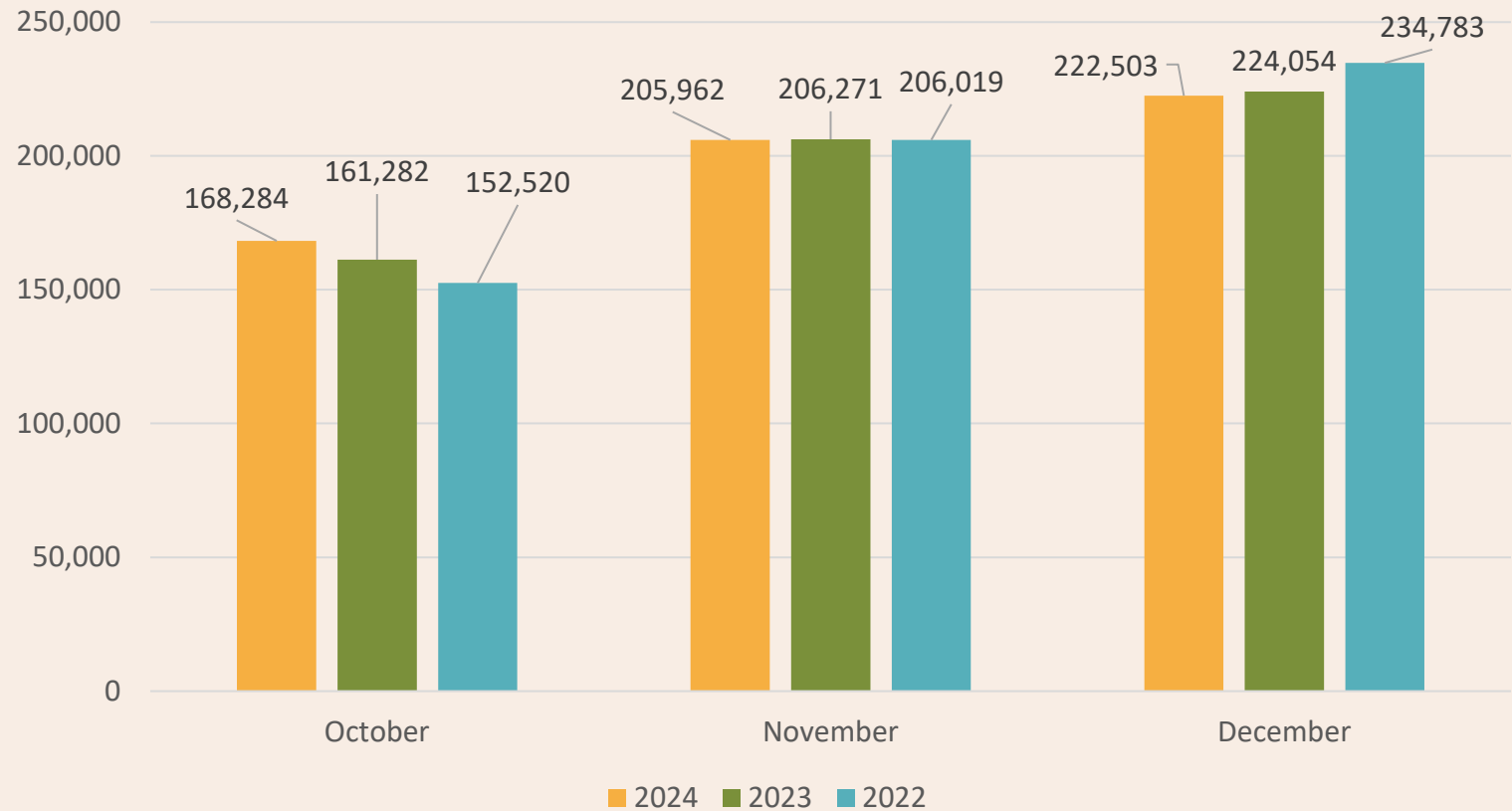


Scheduled Departing Seats

Based on 09/09/24 schedule data, subject to change.

Seats vs. 1 Year Ago

Month	% Change
October	4.3 %
November	- 0.1 %
December	- 0.7 %
January	2.2 %
February	2.4 %



Bar Graph: Left to right: 2024, 2023, 2022

Passenger Counts & New Air Service

June Total Passengers

- 2024: 131,639 Total Passengers
 - Down 4.9% vs. June 2023
- 2023: 138,461
- 2022: 142,524
- 2021: 129,872
- 2019: 105,350

July Total Passengers

- 2024: 112,705 Total Passengers
 - Down 9.4% vs. July 2023
- 2023: 124,336
- 2022: 133,664
- 2021: 129,463
- 2019: 97,941

New Air Service

- Porter Airlines to join PSP on 12/12/24 with seasonal service to Toronto
- United starts nonstop PSP to Washington Dulles on 12/18/2024
- Delta adds Saturday seasonal service from PSP To JFK starting 12/21/24
- Southwest returning Chicago MDW, after a 2-season hiatus, the last two weekends of February, then daily 3/6 - 4/7/2025.
- Allegiant is increasing flights to Bellingham by nearly 67% in January



September & October Seasonal Route Returns

Airline	Route	Return Date
Delta	Minneapolis	09/14/2024
Sun Country	Minneapolis	09/19/2024
United	Chicago O'Hare	09/26/2024
Air Canada	Toronto Vancouver	10/27/2024 10/28/2024
Alaska	Portland Everett – Paine Field New York - JFK	10/01/2024 10/27/2024 10/27/2024
Allegiant	Bellingham	10/04/2024
American	Chicago O'Hare	10/07/2024
Southwest	San Jose	10/03/2024
United	Houston & Los Angeles	10/27/2024
WestJet	Edmonton Winnipeg	10/03/2024 10/29/2024

A full list of seasonal return and end dates is maintained at flyPSP.com

Newsletter – Sunny Skies Ahead

- Sent first edition on 9/10/2024
- Will be issued monthly and as needed for special announcements
- Sign up at flyPSP.com

Customer Experience Program

- Scope of Work completed, submitted to City Procurement, awaiting publication of RFP

Mobile Assistance Team – New ‘In Season’ Passenger Assistance

- Expansion of Volunteer Navigators – 3 new assistance locations
- Mobile Info Booths in Bag Claim and Ticket Lobby during busy mid-day rush
- Navigator at the Security Check Point during rush to direct passengers to the appropriate line
- These are new volunteer positions in addition to the existing year-round Information Desk and the seasonal Courtyard Mobile Info Booth we added last season
- Seasonal locations will operate early October through end of April/early May (weather permitting)



FY24 Budget vs Actuals Reporting

Palm Springs International Airport

September 18, 2024

ITEM 7.D

Agenda

☐ Overview

- ✓ Context

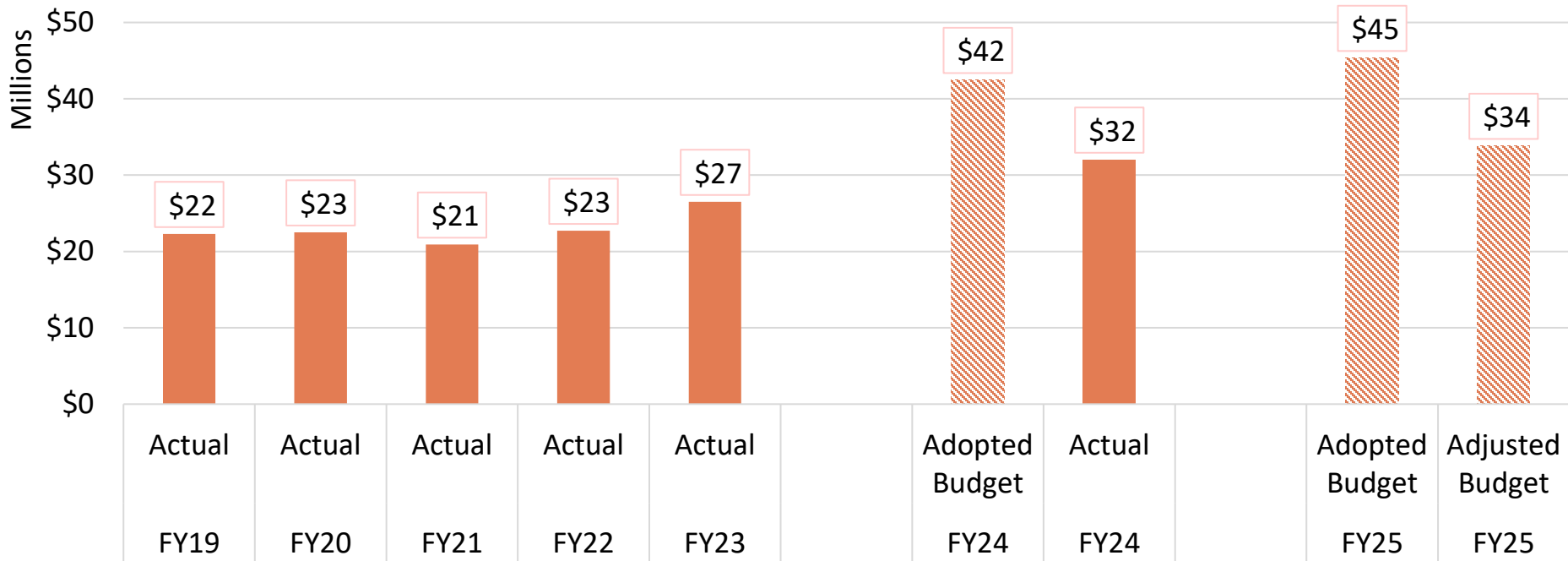
☐ Trends and Benchmarking

- ✓ Budgetary Trends
- ✓ Benchmarking with Peer Airports

Trends: *Operating Expenses*

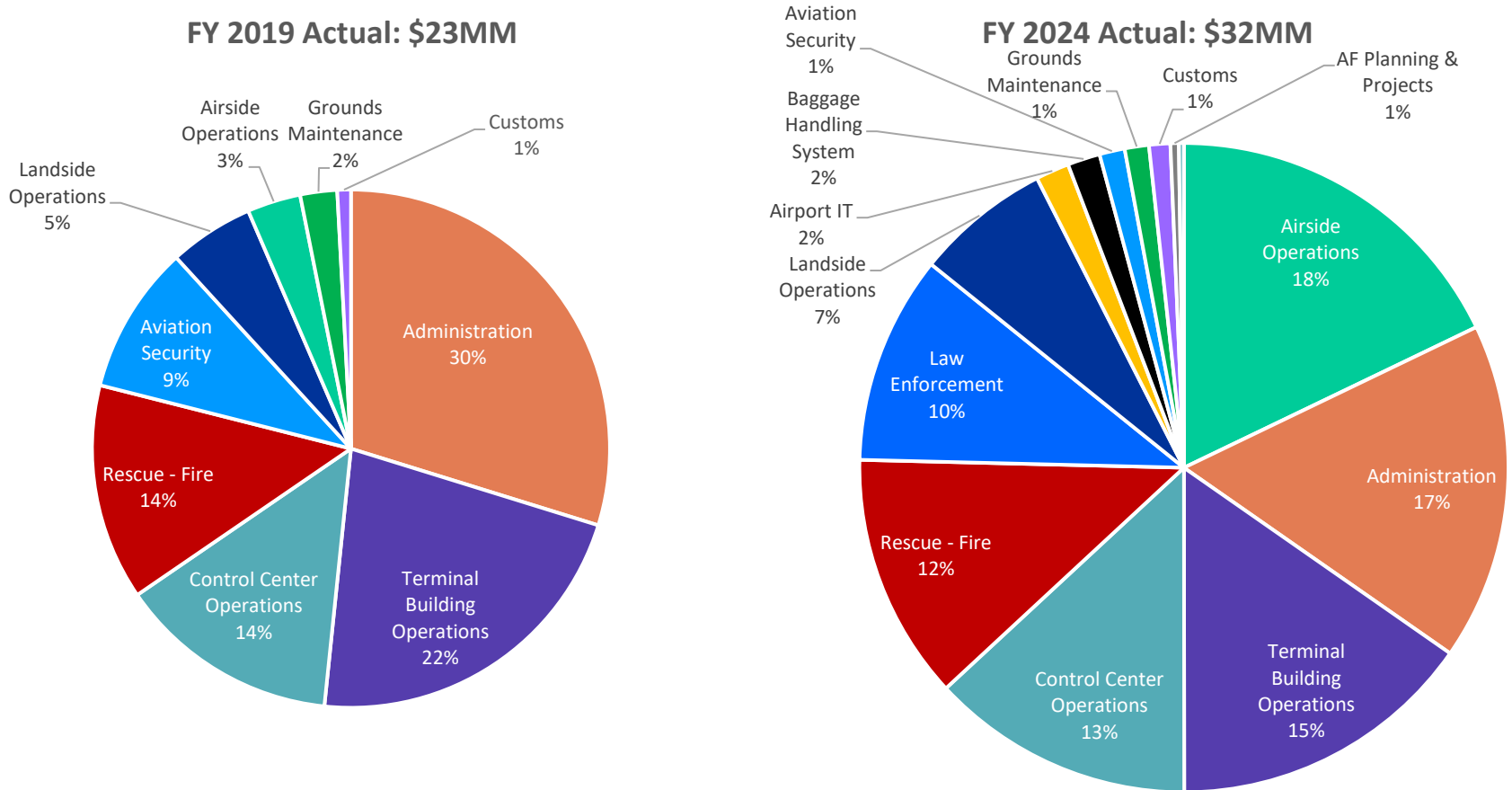
- ❑ Expense growth has been steady since the pandemic due to unprecedented growth in passenger traffic
- ❑ Actual 2024 expenses differed by almost -25% from the adopted budget
- ❑ Adopted 2025 budget revised for rates and charges as “Adjusted Budget”

PSP O&M Expenses



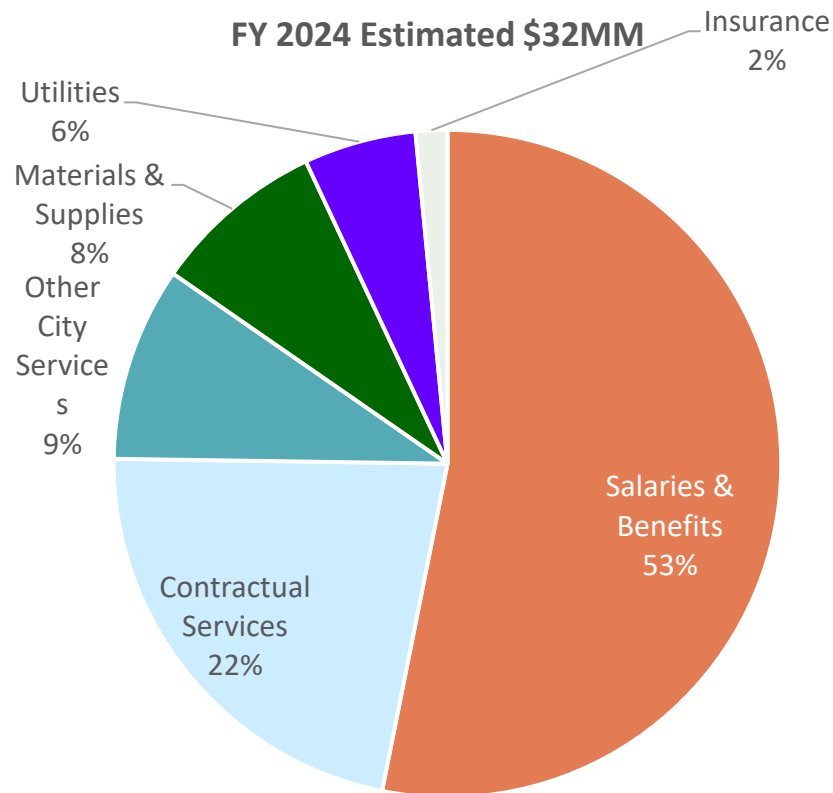
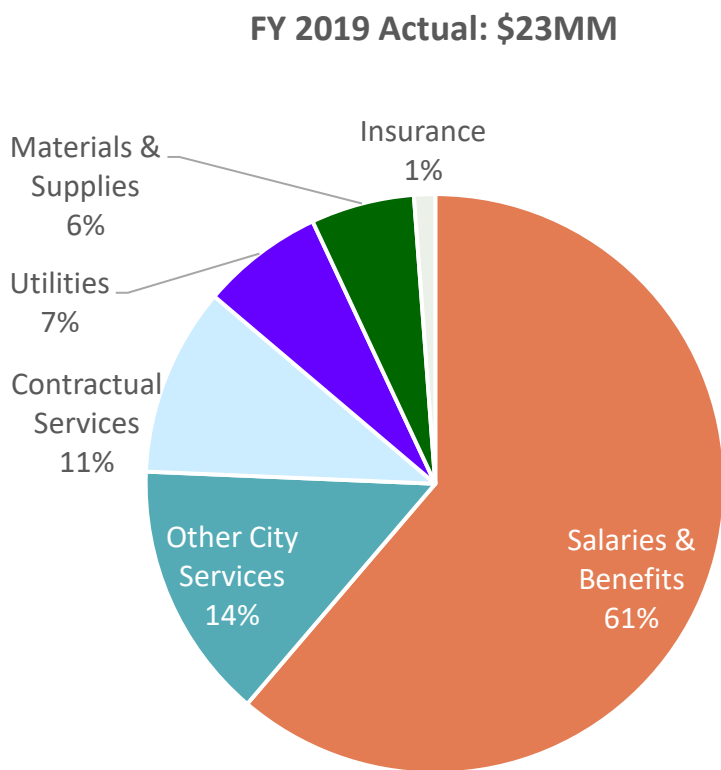
Trends: *Share of Expenses by Department*

- Reorganization and reclassification makes “apples-to-apples” comparison difficult



Trends: *Share of Expenses by Type*

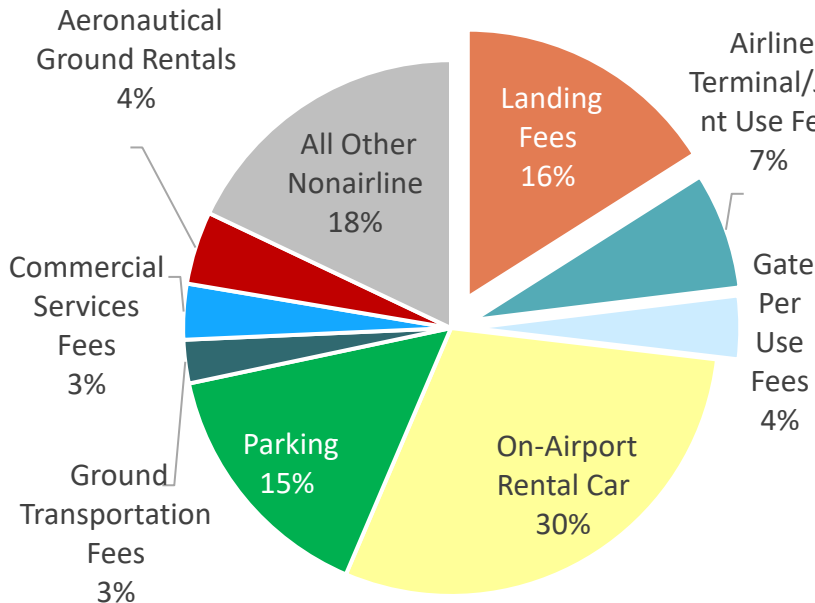
- Salaries and benefits, contractual services, and materials and supplies expenses comprise 81% of FY 2024 estimated expenses



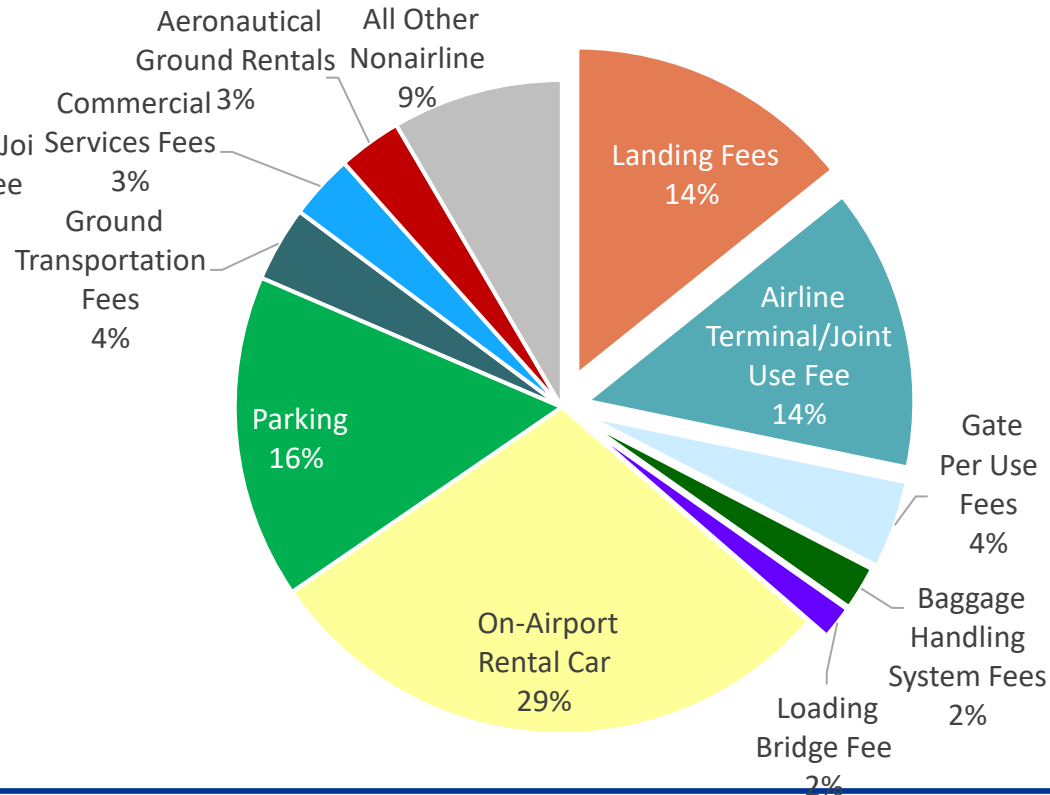
Trends: *Operating Revenues by Source*

- ▣ **Aeronautical revenues paid by airlines for use of Airport facilities accounted for approximately 36% of total operating revenues in FY24, compared to approximately 27% in FY19**

FY19 Actual Operating Revenue: \$25MM

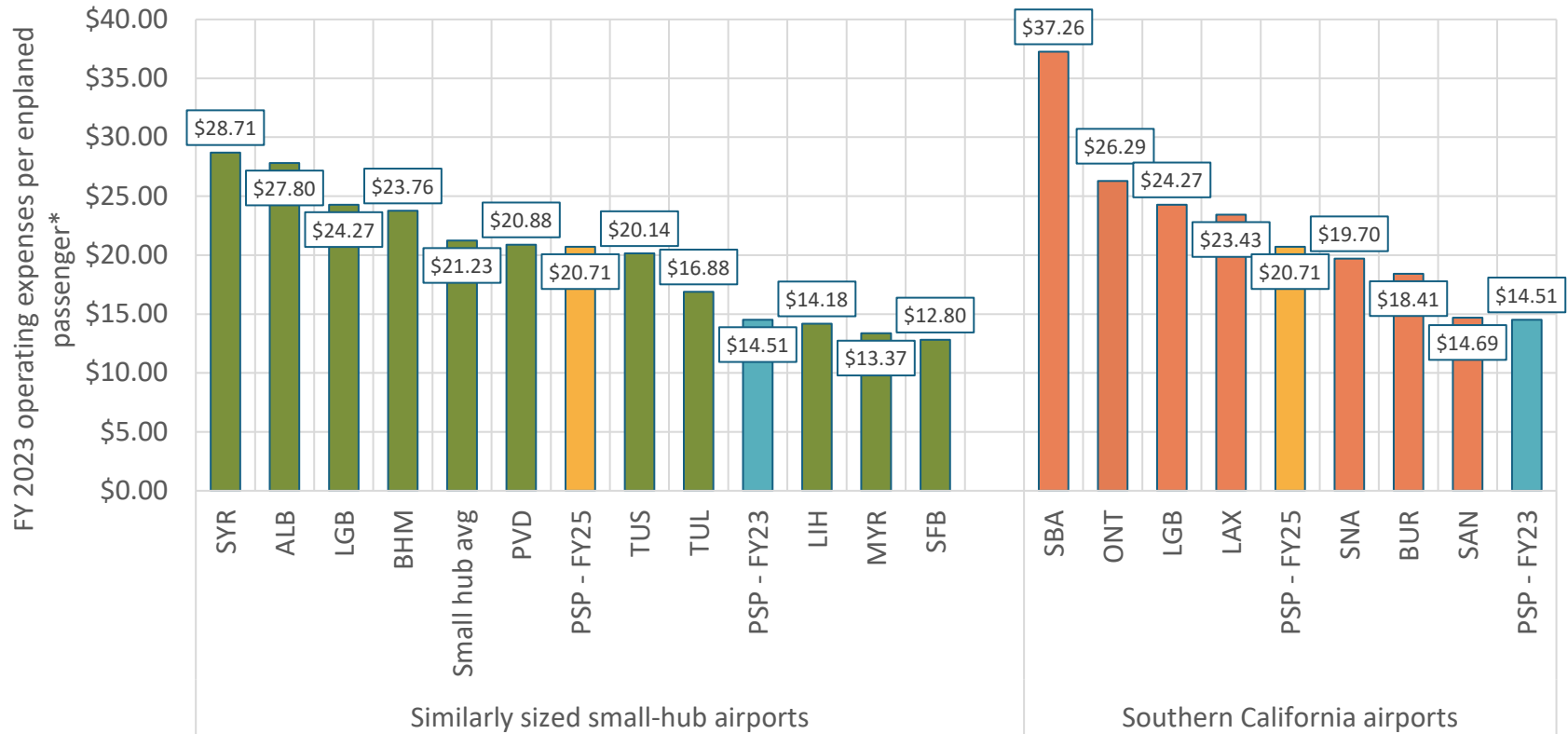


FY24 Actual Operating Revenue: \$40MM



Benchmarking: *O&M Expenses per Passenger*

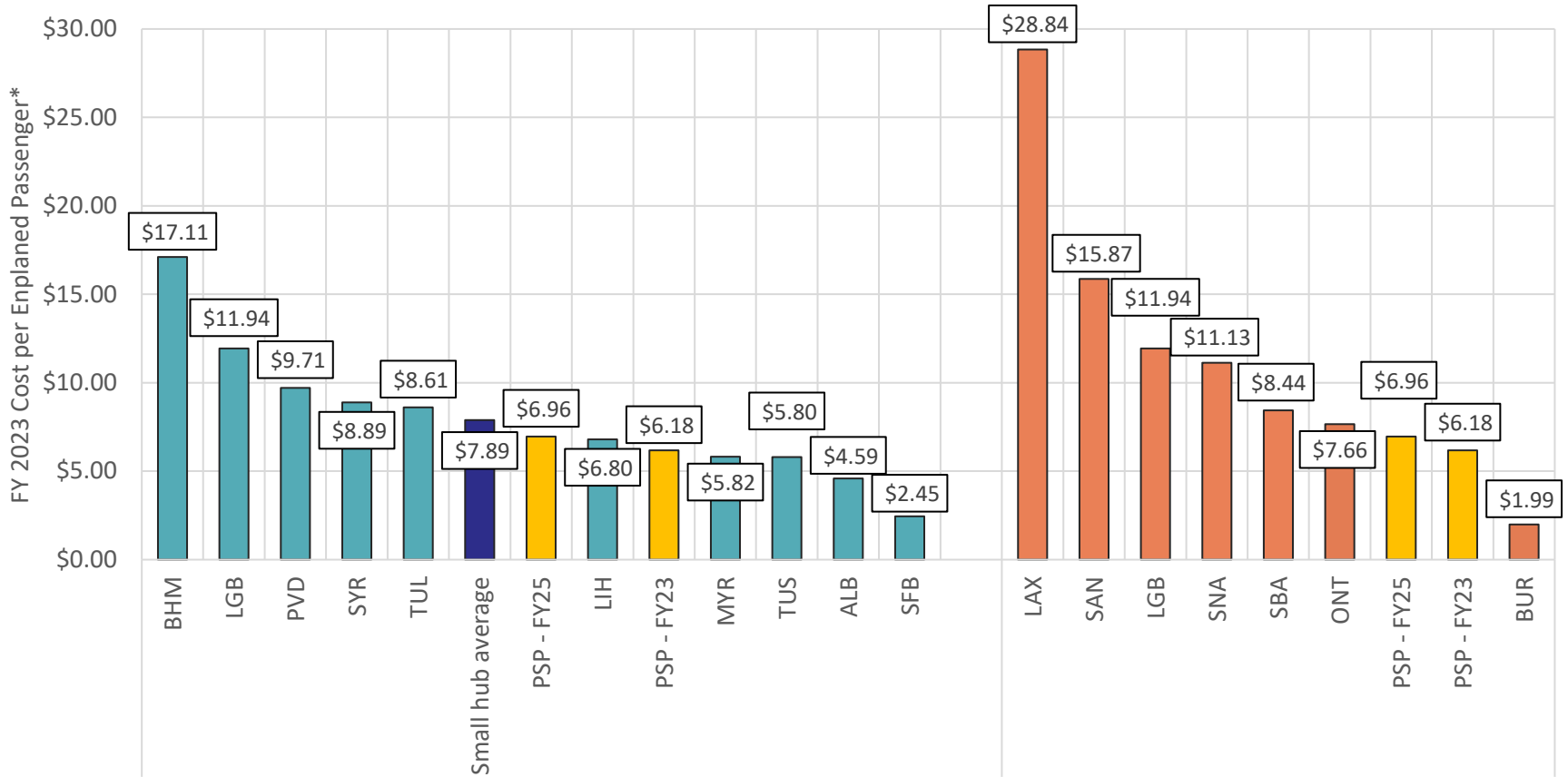
- ❑ PSP O&M expenses per enplaned passenger for FY 2025 at small hub average for FY 2023



* - Unless as noted for PSP for FY 2025. Similarly sized small-hub airports are the 5 immediately more busy and less busy airports than PSP as measured by enplaned passengers as ranked by the FAA for CY 2023 that have filed Form 5100-127 for FY 2023. Source: FAA Form 5100-127 as reported by individual airports, except PSP for FY 2025, which was calculated using the adjusted budget.

Benchmarking: *Cost per Enplaned Passenger*

❑ PSP cost per enplaned passenger remains low relative to peers



* - Unless as noted for PSP for FY 2025. Similarly sized small-hub airports are the 5 immediately more busy and less busy airports than PSP as measured by enplaned passengers as ranked by the FAA for CY 2023 that have filed Form 5100-127 for FY 2023. Source: FAA Form 5100-127 as reported by individual airports, except PSP for FY 2025, which was calculated using the adjusted budget.



THANK YOU!



FRASCA & ASSOCIATES, LLC



palm springs
INTERNATIONAL AIRPORT

COMMISSIONER FINANCIAL GUIDE 2024



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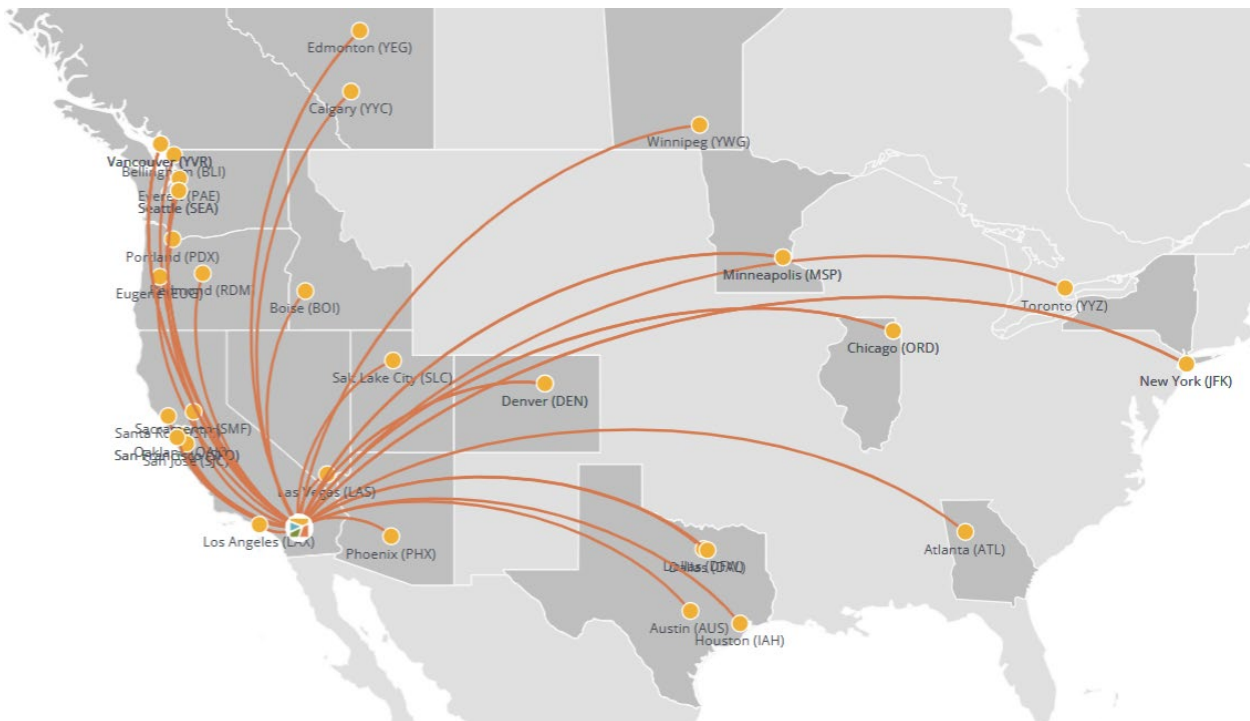
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The Airport

Palm Springs International Airport (PSP) is owned and operated by the City of Palm Springs. PSP operates as an enterprise fund, which means PSP generates revenues to sustain operations, similar to a business. While PSP is owned and operated by the City of Palm Springs, unlike other City of Palm Springs departments funded by local taxpayer dollars, PSP relies on a variety of income sources to cover expenses and fund capital projects.

PSP is the only commercial service airport in the Coachella Valley, featuring both a commercial and a general aviation runway to accommodate all types of aircraft. It is the closest airport to Joshua Tree National Park and hosts 12 airlines offering nonstop service to 31 airports in season, with one-stop connections to over 300 global cities.

US nonstop routes include Atlanta, Bellingham, Bend/Redmond, Boise, Chicago O'Hare, Dallas Love, Dallas/Fort Worth, Denver, Dulles Washington, Eugene, Everett, Houston, Las Vegas, Los Angeles, Minneapolis, New York City-JFK, Oakland, Phoenix, Portland, Reno, Sacramento, Salt Lake City, San Francisco, San Jose, Santa Rosa, and Seattle. Canadian nonstop routes include Calgary, Edmonton, Toronto, Vancouver, and Winnipeg.



PSP is served by Air Canada, Alaska, Allegiant, Avelo, American, Delta, Flair, Porter, Southwest, Sun Country, United, and Westjet. Some airlines and routes operate on a seasonal basis.

Financial Overview

Where Does PSP's Money Come From?

The financial structure of PSP is built on three main revenue streams: airport revenue, grants, and bonds.

Airport Revenue Aeronautical/Airline Revenue are the primary source of revenue for the airport.

Aeronautical / Airline Revenue	
Fee/Charge	Unit
Landing Fee	Landed Weight
Terminal/Facility Fee Examples:	
Preferential/Exclusive Space Rental	Leased Space (sq ft)
Terminal Facility Fee	Per Use
Passenger Loading Bridge	Preferential/Per Use/Airline Owned
Baggage Handling System Fee	Enplanements/Operations
Joint Use Space	Fixed/Enplanements/Operations

Airline Revenue

Effective July 1, 2023, PSP signed a 5-year Airport Use and Lease Agreement (AULA) with seven passenger airlines: Air Canada, Alaska Airlines, American Airlines, Delta Air Lines, Southwest Airlines, United Airlines, and WestJet. The AULA establishes how the signatory and non-signatory airlines will be assessed the annual rates and charges for their use at the airport. The term expires June 30, 2028, and has two two-year extension option periods.

The landing fees at PSP are established based on a residual rate-setting methodology. The terminal building rental rates, baggage handling system and loading bridge fees are established based on a compensatory rate-setting methodology. The landing fees are revenues for commercial aircraft landings.

The terminal building rentals are determined based on exclusive use, preferential use, joint use and per use fees.

Permits for five Non-signatory airlines were issued to Allegiant, Porter, Avelo, Flair, and Sun Country. Non-signatory airlines pay a 25% premium over the rates, fees and charges charged to the Signatory Airlines.

Non-aeronautical revenues make up the remainder revenue stream and include:

Non-Aeronautical / Non-Airline Revenue

Revenue	Source
Parking Revenue	Passengers
Terminal Leases	Concessionaires/Tenants
Food & Beverage	Passengers/Vendors
Retail	Passengers
Landside Fees	Vehicles/Passengers
Commercial Revenues	Tenants

Non-Airline Revenue

Terminal Rent Non-Airline

Terminal Rent Non-Airline includes revenue from non-airline tenants including government tenants and tenants providing security contracting services to government tenants.

Terminal Concessions

Terminal Concession revenue is generated from food/beverage and retail concessions operated under exclusive agreements with master concessionaires like Paradies and WHSmith formally known as Marshall Retail Group.

Concession revenue is based on percentage rent charged on food, beverage and merchandise sales and fixed rent for concessionaire storage/support space. Other Concession revenue includes advertising, ATMs, money cash-to-card services, and baggage cart rentals.

On Airport Rental Car

On Airport Rental Car revenue includes fees received from rental car companies that conduct business at the Airport. The agreement calls for rental car companies to pay PSP a fee equaling 10% of gross sales or the Minimum Annual Guarantee (MAG).

General Aviation

The General Aviation account is the collection of Fuel Flowage Fees from our Fixed Base Operations; Atlantic Aviation and Signature Flight Support. The breakdown of Fuel Flowage Fees includes charges for several fuel types and services, each governed by its specific pricing mechanism.

Non-Aeronautical Ground Rental

Non-aeronautical ground rentals refer to revenue generated from leasing airport-owned land for purposes unrelated to aviation operations. These leases typically involve long-term agreements with businesses or entities that use the land for various commercial purposes.

For example, PSP has a 49-year land lease with CMK Cielo Medical Center, which includes a base rent and additional rent based on a percentage of gross income. Similarly, PS Senior Affordable Housing operates under a 45-year lease with a guaranteed minimum annual payment, plus additional rent based on gross receipts. Clean Energy contributes through a quarterly land rental and a percentage of gasoline gallon equivalents. Additionally, Southern California Edison holds a land lease for the operation of an electrical substation on airport property.

Parking

Parking revenue is generated from Airport parking lots in front of the terminals and economy lot.

Grants

Grants play a crucial role in PSP's development and are primarily distributed through the Federal Aviation Administration (FAA). These grants come in two main categories: entitlement funds and discretionary funds through the Airport Improvement Program (AIP).

Entitlement Funds are the first funds issued to airports. PSP, as a small hub airport, is eligible for approximately \$4.5 million in entitlement funds per federal fiscal year. These funds can be used by the airport each year plus two to three years after depending on airport size.

Discretionary Funds, on the other hand, are distributed by the Office of Management and Budget and allow the FAA to allocate Congressional apportionments based on a financial plan. These funds are typically awarded for specific projects that align with national aviation priorities and are competitively ranked for selection.

In recent years, new grant programs have been introduced to support airport infrastructure development. Eligibility is based similar to PFCs. The Bipartisan Infrastructure Law (BIL) has created two significant grant programs:

BIL Airport Infrastructure Grant (BIL-AIG) program: This provides \$15 billion over five years for airport-related projects as defined under the existing Airport Improvement Grant and Passenger Facility Charge criteria. The funds can be invested in runways, taxiways, safety and sustainability projects, as well as terminal, airport-transit connections and roadway projects. PSP is eligible for approximately \$5.1 million in BIL-AIG funds each year. The program is ending in federal fiscal year 2026.

BIL Airport Terminal Program (BIL-ATP) grants: These are competitive grants specifically aimed at airport terminal development projects.

It's important to note that the FAA previously provided special one-time grants in response to the COVID-19 pandemic. These included:

- Coronavirus Aid, Relief, and Economic Security (CARES) Act grants: PSP received approximately \$11 million.
- American Rescue Plan Act (ARPA) grants: PSP received approximately \$12 million.
- Coronavirus Response and Relief Supplemental Appropriations Act (CRRSAA) grants: PSP received approximately \$5 million.

Zero Emission Vehicle (ZEV) Program: is a federal initiative that helps airports reduce local air pollution. It provides funding for airports to purchase zero-emission vehicles like electric or hydrogen-powered cars and trucks, as well as the necessary infrastructure to operate them. This program is available to eligible public-use airports and aims to improve air quality by replacing traditional fuel-burning vehicles with cleaner alternatives. Airports receiving funds must use and maintain these vehicles exclusively for airport purposes throughout their useful life. By supporting this transition to greener technology, the ZEV Program contributes to better air quality for airport workers, passengers, and surrounding communities.

Bonds

PSP has utilized bond financing as part of its long-term financial strategy. Specifically, the City of Palm Springs issued 2019 Airport Passenger Facility Charge Revenue Bonds for \$22,270,000 on July 18, 2019. These bonds were issued to finance a portion of the design, acquisition, and construction of ticketing hall and baggage handling system improvements at PSP.

Funding for Capital Projects

PSP relies on a combination of bonds, grants, passenger facility charges (PFCs), and customer facility charges (CFCs) and local funding from the airport's fund balance to finance capital improvements and large-scale projects.

Passenger Facility Charges

Passenger Facility Charges (PFCs) are another vital funding source for PSP. The airport charges a PFC of \$4.50 (of which \$0.11 is remitted to the airlines) per enplaned passenger, capped at \$18 per round trip. These fees directly support FAA-approved projects that

enhance safety, security, or capacity; reduce noise; or increase air carrier competition. Airlines are consulted on the application and have the opportunity to comment, but do not have approval/disapproval authority over the collection and use of PFC revenue. PFCs can be used for terminal projects and debt service.

Customer Facility Charges

Customer Facility Charges (CFCs) provide an additional revenue stream for specific improvements. PSP collects a CFC of \$9.00 per day for a maximum of five days from rental car customers. These funds are directed towards capital and financing expenses associated with rental car-related projects, such as consolidated rental car facilities (ConRACs) and interconnected roadway systems. Unlike PFCs, CFCs offer more flexibility and can be used for both capital and operational costs of ConRACs and related facilities.

Local Funds

While bonds, grants, and various charges play crucial roles in financing major projects, PSP also relies significantly on its own local funds. These funds, derived from the airport's operations and maintained in its fund balance, serve as a financial backbone for both day-to-day operations and capital improvements.

The airport's local funds primarily come from two sources:

1. **Operating Revenue:** This includes aeronautical revenues (such as landing fees, terminal rentals, and other fees) and non-aeronautical revenues (like parking fees, concessions, and ground transportation fees).
2. **Fund Balance:** This is essentially the airport's savings account, accumulated over time from operating surpluses. The fund balance provides PSP with financial flexibility and stability. PSP can maintain up to 365 days (1 year) of cash on hand.

Local funds are critical for several reasons:

- **Operational Expenses:** They cover the airport's daily operational costs, including staff salaries, maintenance, and utilities.
- **Capital Project Support:** Local funds often serve as the airport's share in grant-funded projects. Many federal grants require airports to provide a percentage of the project cost from their own resources. Because of the size hub, PSP provides a 10% local share to federally funded projects.
- **Emergency Reserve:** A healthy fund balance acts as a financial cushion, allowing the airport to weather unexpected events or economic downturns without disrupting operations.

- **Small-Scale Improvements:** Not all airport enhancements qualify for federal funding. Local funds allow PSP to undertake smaller projects that improve passenger experience or operational efficiency.

Review of PSPs Different Funds

Fund 405 – Customer Facility Charges

The Customer Facility Charge (CFC) fund is generated from fees collected by car rental concessionaires and remitted to the Airport in accordance with state law. These revenues are designated to support the development of the future consolidated rental car facility. In March 2022, the City Council approved a change in the collection methodology, adjusting the rate from \$10 per transaction to \$9 per day, with a cap of five days per rental.

Typical Expenses: The CFC fund covers a variety of expenses related to the rental car facility project. These expenses may include:

- **Planning and design:** Costs for architects, engineers, and consultants involved in the early stages of the project.
- **Land acquisition and site preparation:** Expenses related to acquiring land and preparing the site for construction.
- **Construction costs:** Includes labor, materials, and equipment needed to build the facility.
- **Debt service:** Payments on any bonds or loans issued to finance the project.
- **Maintenance and operational costs:** Ongoing expenses for maintaining and operating the facility once it's completed.

These funds ensure that the project is fully supported from inception to completion, as well as for ongoing operational needs.

Fund 410 – Passenger Facility Charges

The Passenger Facility Charge (PFC) fund is generated from a \$4.50 fee charged to each ticketed passenger boarding a flight at the Airport. After deducting a \$0.11 airline processing fee, the Airport receives \$4.39 per passenger. PFCs are capped at \$4.50 per flight segment, with a maximum of two PFCs charged on a one-way trip or four PFCs on a round trip, resulting in a maximum charge of \$18 per trip.

Revenues: The revenue from PFCs is collected by airlines as part of the ticket purchase process and is remitted to the Airport. These funds are specifically designated for use in Federal Aviation Administration (FAA)-approved projects that meet certain criteria, such as:

- Enhancing airport safety, security, or capacity

- Reducing airport-related noise impacts
- Increasing air carrier competition

Typical Expenses: PFC revenues are used to fund a variety of capital improvement projects that benefit the airport and its users, such as:

- **Runway and taxiway improvements:** Expanding or upgrading runways and taxiways to enhance capacity and safety.
- **Terminal enhancements:** Renovations or expansions that improve passenger flow, security screening, and overall experience.
- **Security upgrades:** Investments in technology and infrastructure to improve security measures.
- **Noise mitigation:** Projects that reduce the noise impact on surrounding communities.
- **Air carrier competition:** Infrastructure improvements that encourage more airlines to serve the airport, providing travelers with more options.
- **Debt service:** Payments on any bonds or loans issued to finance the project.

These funds are crucial for the continuous improvement and safe operation of the airport, ensuring it meets regulatory standards while enhancing the passenger experience.

Fund 415 – Operations & Maintenance

The Airport Operations and Maintenance (O&M) Fund is a financial resource dedicated to covering the day-to-day operational expenses and upkeep of the airport. This fund ensures that the airport remains functional, safe, and efficient for all passengers, staff, and airlines. It is essential for maintaining the airport's infrastructure and services, keeping the facility compliant with federal regulations and industry standards.

Key Components of the O&M Fund:

1. **Personnel Costs:** This includes salaries, benefits, and training for airport staff, including operations, maintenance, administrative, and security personnel.
2. **Routine Maintenance:** Covers the costs of regular maintenance and repairs of runways, taxiways, terminals, lighting, signage, and other airport facilities and systems to ensure their proper functioning and safety.
3. **Utilities and Services:** Payment for essential services such as electricity, water, heating, cooling, and waste management that are necessary for running the airport.
4. **Supplies and Equipment:** Funds the purchase of supplies such as fuel, cleaning materials, and equipment needed to operate and maintain airport facilities.
5. **Contracted Services:** Includes costs for outsourced services like custodial work, landscaping, pest control, and specialized maintenance of critical systems like HVAC or fire suppression systems.

6. **Security and Safety Measures:** The fund supports airport security programs, including those in collaboration with TSA, law enforcement, and other security agencies. This also covers fire and emergency response services.
7. **Grounds and Facility Upkeep:** Includes landscaping, parking lot maintenance, and debris removal, ensuring the airport's grounds and infrastructure remain in good condition.
8. **Compliance and Regulatory Costs:** Covers expenses related to ensuring the airport adheres to FAA regulations, environmental standards, and other legal requirements, such as inspections, permits, and certifications.

The O&M Fund is essential for keeping the airport running smoothly, addressing both expected and unexpected maintenance needs, and ensuring that the airport is a safe, reliable facility for all users.

Fund 416 – Special Capital Projects

The Airport Special Capital Projects Fund is a dedicated financial resource used to support large-scale, long-term investments in airport infrastructure and facilities. This fund is specifically allocated for capital improvement projects that go beyond routine maintenance and operations, focusing on enhancing, expanding, or modernizing the airport's infrastructure to accommodate future growth, improve safety, or increase operational efficiency.

Key Uses of the Airport Special Capital Projects Fund:

1. **Infrastructure Expansion:** Funding for major expansions of airport facilities, such as constructing new terminals, gates, parking structures, or additional runways and taxiways to meet increasing demand.
2. **Facility Upgrades:** Investments in significant upgrades to existing facilities, such as renovating terminals, improving baggage handling systems, updating signage, or installing modern technology to enhance passenger experience.
3. **Safety and Security Enhancements:** Large-scale projects aimed at improving airport safety and security, including upgrades to fire suppression systems, security screening areas, and surveillance technologies.
4. **Sustainability Initiatives:** Funding for projects focused on environmental sustainability, such as solar panel installations, energy-efficient lighting, electric vehicle infrastructure, or stormwater management systems.
5. **Regulatory Compliance:** Capital projects designed to meet new or updated Federal Aviation Administration (FAA) or environmental regulations, such as noise mitigation, runway safety improvements, or environmental impact reduction efforts.

6. **Airport Modernization:** Strategic investments to modernize the airport's infrastructure and technologies, such as implementing smart airport systems, upgrading communication networks, or enhancing passenger amenities.
7. **Long-Term Strategic Projects:** Planning and funding for large-scale, multi-year projects that support the airport's long-term growth and strategic goals, including master plan developments or major redesigns.

The Airport Special Capital Projects Fund is critical for ensuring that the airport can evolve to meet future challenges and opportunities, remain competitive, and provide a high level of service for airlines, passengers, and stakeholders.

Aviation Industry Abbreviations and Acronyms

Aeronautical

Aeronautical use is land reserved for an aeronautical activity, which is “any activity that involves, makes possible, or is required for the operation of aircraft or that contributes to or is required for the safety of such operations”. Revenue from all regulated charges levied at the Airport (i.e., Landing Fees, Parking and Housing Fees, PSF (Facilitation) and User Department fees).

Agua Caliente Concourse (ACC)

The Agua Caliente Concourse, supporting gates 12 through 20(A), is a key part of Palm Springs International Airport's terminal infrastructure. Originally known as the Regional Jet Concourse, it was renamed to the Agua Caliente Concourse (ACC) in 2024 through a naming rights agreement.

This renaming reflects the airport's ongoing partnerships and connection with the local community, enhancing the passenger experience while honoring the rich cultural heritage of the Agua Caliente Band of Cahuilla Indians. The concourse continues to play a vital role in managing airport traffic and serving passengers flying, regional and mainline aircraft, while also contributing to the airport's overall capacity and operational efficiency.

Airport Concessions Disadvantaged Business Enterprise Program (ACDBE)

Similar to the DBE program in that it is a Department of Transportation (DOT) program designed to level the playing field for small businesses who wish to participate in contracting opportunities at airports.

Airport Improvement Project (AIP)

The Airport and Airway Improvement Act of 1982 established the Airport Improvement Program (AIP) (and its subsequent amendments and reauthorizations). AIP Grants are awarded to public-use airports for purposes of airport planning, airport development, or

noise compatibility projects. Eligible airport planning projects can address area-wide or individual airport needs. PSP is granted approximately \$4.5 million per federal fiscal year.

Airport Layout Plan (ALP)

An Airport Layout Plan (ALP) is a comprehensive, scaled drawing that visually represents the current and future development of an airport. It includes detailed diagrams of airport facilities such as runways, taxiways, terminals, hangars, parking areas, and other essential infrastructure. The ALP also shows the airport's boundaries and surrounding land use.

American Rescue Plan Act (ARPA)

The American Rescue Plan Act of 2021 is a \$1.9 trillion coronavirus rescue package designed to facilitate the United States' recovery from the devastating economic and health effects of the COVID-19 pandemic. The Airport received two grants, one of Airport operations and the other for concessions relief totaling approximately \$12 million.

Americans with Disabilities Act (ADA)

The Americans with Disabilities Act (ADA) is a landmark civil rights law enacted in 1990 that prohibits discrimination against individuals with disabilities in all areas of public life, including employment, education, transportation, and access to public and private spaces open to the general public. The goal of the ADA is to ensure that people with disabilities have the same rights and opportunities as everyone else.

Bipartisan Infrastructure Law (BIL)

The Bipartisan Infrastructure Law provides \$15 billion for airport-related projects as defined under the existing Airport Improvement Grant and Passenger Facility Charge criteria. The money can be invested in runways, taxiways, safety and sustainability projects, as well as terminal, airport-transit connections and roadway projects.

Capital Improvement Project (CIP)

The CIP consists of the five-year eligible capital requirements at designated airports. It is not a funding plan since the actual funding of development will depend on annual limitations for the Airport Improvement Program (AIP) as imposed by Congress.

Coronavirus Aid, Relief, and Economic Security Act (CARES)

The Coronavirus Aid, Relief, and Economic Security Act, also known as the CARES Act, is a \$2.2 trillion economic stimulus bill passed by the 116th U.S. Congress and signed into law by President Donald Trump on March 27, 2020, in response to the economic fallout of the COVID-19 pandemic in the United States. The Airport received approximately \$11 million.

Commercial Service Aviation

A commercial service airport is a publicly owned airport with at least 2,500 passenger annual boardings that receives scheduled passenger service. Commercial aviation is the part of civil aviation that involves operating aircraft for remuneration or hire, as opposed to private aviation.

Compensatory Agreement

An airport assumes all liability for airport costs and retains all airport revenue for its own use in accordance with federal requirements. Aeronautical users are charged only for the costs of the aeronautical facilities they use. In the compensatory approach, the airport assumes the underlying financial risk of operating the airport but retains all profits for its own use. Any written or oral employment, directorship, management, consulting, compensation, incentive, bonus, change in control, severance, or termination, or similar agreement between Seller and any current or former Employee, director, manager, Contractor or consultant to which any current or former Employee, director, manager, Contractor or consultant is entitled to benefits.

Coronavirus Response and Relief Supplemental Appropriations Act (CRRSA)

The Coronavirus Response and Relief Supplemental Appropriations Act, 2021 (CRRSA), was signed into law on December 27, 2020. The Airport received two grants, one of airport operations and the other for concessions relief totaling approximately \$5 million.

Customer Facility Charge (CFC)

CFCs are charged to rental car operators at an airport with the monies commonly going towards landside capital improvement projects, or landside related operations and maintenance projects. Effective March 1, 2022, the CFC at PSP is \$9.00 per day for a maximum of five days.

Debt Service

The cash that is required to cover the repayment of interest and principal on a debt for a particular period.

Bond

A fixed-income instrument that represents a loan made by an investor to a borrower (typically corporate or governmental)

Disadvantaged Business Enterprises (DBE)

Small businesses that have socially and economically disadvantaged individuals who own at least a 51% interest of a business and control management and daily business operations.

Discretionary Funds

Discretionary monies are distributed by Office of Management and Budget and allow the FAA to obligate Congressional apportionments with a financial plan.

Entitlement Funds

Entitlement apportionments are the first funds to be issued to airports and states. Entitlement funds may be used by the airport each federal fiscal year. or transferred to another airport, an action that is typical when one airport has higher fiscal needs for a particular project.

Federal Aviation Administration (FAA)

The Federal Aviation Administration (FAA) is the organization responsible for managing our nation's busy skies.

Federal Fiscal Year (FFY)

Federal Fiscal Year starts on October 1 and ends on September 30. The FAA follows FFY.

Fiscal Year (FY)

The City of Palm Springs, Fiscal Year starts on July 1 and ends on June 30.

Fixed Base Operator (FBO)

Fixed-Base Operator (FBO). A business granted the right by the airport sponsor to operate on an airport and provide aeronautical services such as fueling, hangaring, tie-down and parking, aircraft rental, aircraft maintenance, flight instruction, etc. The FBO's at PSP are Signature Flight Support and Atlantic Aviation.

General Aviation

General aviation airports are public-use airports that do not have scheduled service or have less than 2,500 annual passenger enplanements. All civil aviation operations other than scheduled air services and nonscheduled air transport operations for remuneration or hire. PSP has two FBO's; Atlantic Aviation and Signature Flight Support.

Geographic Information System (GIS)

A computer system for capturing, storing, checking, and displaying data related to positions on Earth's surface.

Hybrid Agreement

Airports that adopt rate setting systems employing elements of both residual and compensatory approaches are known as hybrid agreements. Such agreements may charge aeronautical users for the use of aeronautical facilities with aeronautical users assuming additional responsibility for airport costs in return for a sharing of non-aeronautical revenues that offset aeronautical costs. Contracts containing both services and product and

are usually governed by the "predominant purpose" doctrine in order to determine whether the contract is one for goods or services.

Law Enforcement Officer (LEO)

Is a specially trained officer responsible for maintaining safety and security within the airport environment. LEOs work closely with airport security personnel, the Transportation Security Administration (TSA), and other agencies to ensure the safety of passengers, staff, and the general public.

Majority- in- Interest (MII)

Signatory Airlines who together had at least (51%) of the Signatory Airlines' Enplaned Passengers, including those carried by the Signatory Airlines' Affiliates, and at least (51%) of the signatory Airlines in count, during the immediately preceding Fiscal Year for any Capital Expense in the Airfield, Baggage Handling System, Loading Bridget, or Terminal Building Cost Centers, which are subject to review of Capital Expenses.

Medium Hub

Medium hub airports each enplane 0.25 percent to 1 percent of total U.S. passenger enplanements (an estimated 2,237,500 to 8,950,000 yearly enplanements). Combined, medium hub airports account for 17 percent of all U.S. enplanements. Medium hub airports usually have sufficient capacity to accommodate air carrier operations and a substantial amount of general aviation activity. (FAA, 2015, p. 5).

Minimum Annual Guarantee (MAG)

Often included in concession contracts, which guarantees that the tenant will pay the airport a minimum amount annual. The amount that Contractor(s) agrees that the city, at a minimum will be paid each month.

Non-Aeronautical

Non-aeronautical use is land that does not support an aeronautical activity but is used to generate revenue to support the airport's aviation needs, Revenue from sources other than airlines—typically includes retail concessions, car parking, and property and real estate.

Non-Signatory Airline

Any federally certificated commercial air carrier using the Airport which is not a party to a Signatory Agreement.

Operations (OPS)

Airport operations refer to the day-to-day activities and processes involved in managing and ensuring the smooth functioning of an airport. These operations encompass a wide range of responsibilities that ensure the safety, efficiency, and security of air travel for passengers, crew, and aircraft.

Passenger Facility Charge (PFC)

The PFC program, first authorized by the Aviation Safety and Capacity Expansion Act of 1990 and now codified under Section 40117 of Title 49 U.S.C., provides a source of additional capital to improve, expand, and repair the nation's airport infrastructure. The legislation allows public agencies controlling commercial service airports to charge enplaning passengers using the airport a facility charge. The FAA must approve any facility charges imposed on enplaning passengers. The PFC at PSP is \$4.50 and the maximum PFC charge on any one passenger travel ticket is capped at \$18.00.

Residual Agreement

Residual agreements permit aeronautical users to receive a cross-credit of nonaeronautical revenues. In a residual agreement, the airport applies excess non-aeronautical revenue to the airfield costs to reduce air carrier fees; in exchange, the air carriers agree to cover any shortfalls if the non-aeronautical revenue is insufficient to cover airport costs. In a residual agreement, aeronautical users may assume part or all of the liability for non-aeronautical costs. The Agreement with the rights and obligations which remain unperformed at a given time prior to the Expiry Date.

Signatory Airline

A passenger Air Carrier that is a party to an active space rental agreement for space within the Terminal Complex. At PSP a Signatory airline has signed the Airport Use and Lease Agreement.

Small Hub

Small hub airports each enplane 0.05 percent to 0.25 percent of total U.S. passenger enplanements (an estimated 2,237,500 to 2,447,500 annual enplanements per airport). There are 76 small hub airports accounting for 9 percent of all enplanements in the U.S. At most small hub airports, commercial airline operations account for less than 25 percent of the runway use, so small hubs typically have higher levels of general aviation activity. (FAA, 2015, p. 5). PSP is a small hub airport.

Sonny Bono Concourse (BONO)

The Sonny Bono Concourse at PSP, completed in 1999, features eight gates equipped with passenger boarding bridges for mainline aircraft, allowing for efficient and comfortable boarding and deplaning. The concourse is known for its distinctive open-air design, which seamlessly blends indoor and outdoor spaces, offering passengers a unique connection to the natural beauty and relaxed atmosphere of the region.

Taxiway (TWY)

A taxiway at PSP is a designated path on the airfield used by aircraft to move between the runways, terminals, and other areas such as hangars or parking aprons. Taxiways are

marked by specific signs and lighting to ensure safe and efficient aircraft movement on the ground.

At PSP, the taxiways are essential for managing the flow of both commercial and general aviation traffic, guiding aircraft to and from the runway, while helping maintain the airport's operational efficiency. Taxiways are designed to handle the weight and size of various aircraft, ensuring smooth transitions between airfield operations.

Transportation Security Administration (TSA)

The Transportation Security Administration (TSA) is a U.S. government agency created in response to the September 11, 2001, terrorist attacks. It is responsible for safeguarding the nation's transportation systems, with a primary focus on aviation security. Operating under the Department of Homeland Security (DHS), TSA's mission is to ensure safe and secure travel for passengers and cargo across airports, railways, highways, and other forms of transportation.

PSP Concession Projected Opening Dates

ID	Task Name	1st Quarter	2nd Quarter	3rd Quarter	4th Quarter	1st Quarter	2nd Quarter	3rd Quarter					
1	Nine Cities- open												
2	Hey Joshua- open								▶	★ 5/3			
3	Las Palmas Oasis- open								▶	★ 5/3			
4	InMotion - open									▶	★ 7/19		
5	Cactus to Clouds - open								▶		★ 8/16		
6	Uptown Essentials - open								▶		★ 9/1		
7	Las Casuelas & Coachella Valley Coffee								▶		★ 9/27		
8	The Pink Door								▶			★ 11/15	
9	Trio										▶	★ 12/20	
10	Vino Volo										▶	★ 12/20	
11	Movie Colony Canteen											▶	★ 3/14
12	Coachella Duty Free Cart												▶

ITEM 10.A - PAST CITY COUNCIL ACTIONS

Airport Commission Meeting of September 18, 2024

City Council Meetings for August 2024:

There were no City Council meetings in August.

ITEM 10.B - FUTURE CITY COUNCIL ACTIONS

Airport Commission Meeting of September 18, 2024

September 12, 2024

- Approve a Goods Purchase Agreement with Ride Mobility LLC for Three Electric Transit Busses
- Introduce an Ordinance of the City Council of the City of Palm Springs Amending the Municipal Code Section 6.10.082 regarding Smoking Prohibitions at the Airport
- Approve a Contract Services Agreement No. 24B117 with Bubbles Carpet Cleaning LLC for on-call Floor Care services at the Airport
- Approve Contract Services Agreement No. 24X212 with Desert ARC DBA Landscaping for Ground Maintenance, Landscaping and Trash Removal services for the Airport
- Approve an Amendment No. 1 to Contract Services Agreement No. 23E228 with Universal Protection Service, LP DBA Allied Universal Security Services for Aviation and Inbound Cargo Screening for the Airport
- Approve a Goods Purchase Agreement No. 24B215 with Canda Inc. / DBA NIU Toilet for Restroom Trailers for the Airport
- Approve a Goods Purchase Agreement 24B217 with Vogel Traffic Services, Inc for Truck Mounted Striping Machine for the Airport

September 26, 2024

- Approve an Amendment No. 3 to Contract Services Agreement No. A8535 with ABM Aviation Inc. for Parking Management Services at the Airport
- Approve an Amendment No. 2 to Maintenance Agreement No. A8310 with Signature Technologies Inc. DBA Com-Net Software to provide Software, Maintenance and Services for Flight Information Systems Display Software at the Airport
- Approve a Contract Services Agreement No. 24B111 with Décor IQ, LLC for Holiday Decorations at the Airport

Palm Springs International Airport

MONTHLY PASSENGER ACTIVITY REPORT - 2024									
	Enplaned			Deplaned			Total Passengers		
	2024	2023	% Change	2024	2023	% Change	2024	2023	% Change
January	167,926	169,746	-1.1%	168,852	171,910	-1.8%	336,778	341,656	-1.4%
February	186,052	184,973	0.6%	196,544	188,877	4.1%	382,596	373,850	2.3%
March	238,473	223,314	6.8%	234,499	226,832	3.4%	472,972	450,146	5.1%
April	202,219	200,753	0.7%	180,068	178,600	0.8%	382,287	379,353	0.8%
May	127,314	129,695	-1.8%	119,176	116,491	2.3%	246,490	246,186	0.1%
June	68,656	71,635	-4.2%	62,983	66,826	-5.8%	131,639	138,461	-4.9%
July		63,647	-100.0%		60,689	-100.0%	-	124,336	-100.0%
August		59,309	-100.0%		59,947	-100.0%	-	119,256	-100.0%
September		73,813	-100.0%		77,748	-100.0%	-	151,561	-100.0%
October		126,702	-100.0%		133,106	-100.0%	-	259,808	-100.0%
November		162,180	-100.0%		165,290	-100.0%	-	327,470	-100.0%
December		158,245	-100.0%		166,997	-100.0%	-	325,242	-100.0%
Year to Date	990,640	1,624,012	1.1%	962,122	1,613,313	1.3%	1,952,762	3,237,325	1.2%

Palm Springs International Airport

Best Month Comparison						
ENPLANEMENTS						
	2020	2021	2022	2023	2024	Vs Best Mo
Jan	136,157	39,614	118,204	169,746	167,926	-1.1%
Feb	156,909	57,530	142,206	184,973	186,052	0.6%
Mar	113,166	107,577	202,993	223,314	238,473	6.8%
Apr	5,811	111,376	185,946	200,753	202,219	0.7%
May	10,751	92,820	123,736	129,695	127,314	-1.8%
Jun	14,827	66,885	73,861	71,635	68,656	-4.2%
Jul	17,231	65,869	68,071	63,647		-100.0%
Aug	18,389	58,793	65,368	59,309		-100.0%
Sep	23,087	65,682	79,599	73,813		-100.0%
Oct	41,597	108,923	120,659	126,702		-100.0%
Nov	52,874	135,677	160,129	162,180		-100.0%
Dec	41,517	136,897	159,846	158,245		-100.0%
TOTAL	632,316	1,047,643	1,500,618	1,624,012	990,640	
% Chg.	-50.89%	65.68%	43.24%	8.22%		
TOTAL PASSENGERS						
	2020	2021	2022	2023	2024	Vs Best Mo
Jan	276,099	79,082	237,388	341,656	336,778	-1.4%
Feb	320,906	120,657	292,336	373,850	382,596	2.3%
Mar	198,850	214,477	403,883	450,146	472,972	5.1%
Apr	10,082	215,777	358,115	379,353	382,287	0.8%
May	19,154	174,535	233,239	246,186	246,490	0.1%
Jun	28,748	129,872	142,524	138,461	131,639	-4.9%
Jul	33,776	129,463	133,664	124,336		-100.0%
Aug	36,482	117,952	129,952	119,256		-100.0%
Sep	47,915	136,666	162,834	151,561		-100.0%
Oct	88,777	225,991	247,457	259,808		-100.0%
Nov	108,043	271,944	319,237	327,470		-100.0%
Dec	83,262	276,527	321,215	325,242		-100.0%
TOTAL	1,252,094	2,092,943	2,981,844	3,237,325	1,952,762	
% Chg.	51.17%	67.16%	42.47%	8.57%		

Palm Springs International Airport

ACTIVITY BY AIRLINE
JUNE 2024

AIRLINES	Enplaned			Deplaned			Total			(E & D)
	2024	2023	% Change	2024	2023	% Change	2024	2023	% Change	Market Share
Air Canada	-	-	0.0%	-	-	0.0%	-	-	0.0%	0.0%
Alaska	11,700	12,249	-4.5%	10,653	11,337	-6.0%	22,353	23,586	-5.2%	17.0%
American	12,734	14,428	-11.7%	11,773	13,596	-13.4%	24,507	28,024	-12.5%	18.6%
Avelo	833	653	27.6%	759	635	19.5%	1,592	1,288	23.6%	1.2%
Delta Air	-	-	0.0%	-	-	0.0%	-	-	0.0%	0.0%
SkyWest (Delta Connection)	4,090	4,382	-6.7%	3,780	3,895	-3.0%	7,870	8,277	-4.9%	6.0%
SkyWest (United Express)	7,880	9,140	-13.8%	7,461	8,596	-13.2%	15,341	17,736	-13.5%	11.7%
SkyWest (AA)	5,740	3,691	55.5%	5,336	3,492	52.8%	11,076	7,183	54.2%	8.4%
Southwest Air	19,169	21,529	-11.0%	17,069	20,597	-17.1%	36,238	42,126	-14.0%	27.5%
United	3,119	404	672.0%	3,384	285	1087.4%	6,503	689	843.8%	4.9%
WestJet	3,324	5,113	-35.0%	2,701	4,272	-36.8%	6,025	9,385	-35.8%	4.6%
Allegiant Air	-	-	0.0%	-	-	0.0%	-	-	0.0%	0.0%
Flair	-	-	0.0%	-	-	0.0%	-	-	0.0%	0.0%
JetBlue	-	-	0.0%	-	-	0.0%	-	-	0.0%	0.0%
MN Airlines (Sun Country)	67	46	45.7%	67	121		134	167	100.0%	0.1%
Charters	-	-	0.0%	-	-	0.0%	-	-	0.0%	0.0%
TOTAL	68,656	71,635	-4.2%	62,983	66,826	-5.8%	131,639	138,461	-4.9%	100.0%

Palm Springs International Airport

ENPLANED & DEPLANED PASSENGERS - FY 2023 2024													
ENPLANED PASSENGERS													
Airlines	Jul	Aug	Sep	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	Jun	FYTD
Air Canada	-	-	-	335	5,670	5,059	5,595	6,330	8,366	6,626	-	-	37,981
Alaska	11,339	9,923	11,493	25,541	30,823	30,980	31,030	35,114	43,343	43,472	23,326	11,700	308,084
American	13,695	14,400	15,596	20,342	23,979	22,963	23,536	27,581	34,401	29,854	24,503	12,734	263,584
Avelo Air	-	-	-	-	2,477	2,528	2,498	2,889	3,870	3,635	865	833	19,595
Delta Air	-	-	392	3,945	5,840	11,659	16,245	16,444	21,544	12,438	1,510	-	90,017
SkyWest (Delta Connection)	4,267	4,070	5,050	5,668	5,403	5,466	5,415	5,799	6,147	5,671	4,707	4,090	61,753
SkyWest (United Express)	8,606	8,448	9,630	7,470	8,324	7,057	8,416	8,360	10,408	11,128	8,880	7,880	104,607
SkyWest (American Air)	3,691	2,630	3,055	5,390	5,314	3,887	4,784	4,400	5,692	5,557	5,685	5,740	55,825
Southwest Air	17,851	15,667	19,382	25,155	29,421	25,412	29,154	29,022	39,475	34,093	31,483	19,169	315,284
United	-	-	4,656	17,089	20,427	19,345	19,643	22,654	29,272	20,469	13,693	3,119	170,367
WestJet	4,198	4,171	4,058	11,646	16,585	16,441	16,592	19,532	23,121	19,859	10,283	3,324	149,810
Allegiant Air	-	-	-	1,331	1,457	1,173	1,175	1,679	2,766	2,270	285	-	12,136
Flair	-	-	-	-	-	-	-	-	1,445	303	-	-	1,748
JetBlue	-	-	-	175	3,284	2,640	404	1,627	3,422	2,950	-	-	14,502
MN Airlines (Sun Country)	-	-	501	2,615	3,176	3,635	3,439	4,621	5,201	3,894	2,094	67	29,243
Charters	-	-	-	-	-	-	-	-	-	-	-	-	-
TOTAL ENPLANED	63,647	59,309	73,813	126,702	162,180	158,245	167,926	186,052	238,473	202,219	127,314	68,656	1,634,536
DEPLANED PASSENGERS													
Airlines	Jul	Aug	Sep	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	Jun	FYTD
Air Canada	-	-	-	533	5,771	5,293	5,267	6,477	7,397	4,733	-	-	35,471
Alaska	10,590	10,605	12,779	27,568	30,674	31,911	30,481	37,102	44,485	37,809	20,326	10,653	304,983
American	13,171	14,104	15,246	20,434	24,029	24,431	24,617	29,068	32,174	27,926	24,715	11,773	261,688
Avelo Air	-	-	-	-	2,560	2,553	2,486	2,977	3,888	3,342	803	759	19,368
Delta Air	-	-	671	3,917	5,840	13,161	16,443	17,936	20,850	12,438	1,702	-	92,958
SkyWest (Delta Connection)	3,959	3,996	5,299	5,741	5,467	5,416	5,936	5,933	6,177	5,350	4,504	3,780	61,558
SkyWest (United Express)	8,016	8,498	10,039	7,711	8,827	7,852	7,922	8,774	9,825	10,370	7,986	7,461	103,281
SkyWest (American Air)	3,492	2,666	2,997	5,463	5,120	3,818	4,108	3,884	5,132	5,067	4,953	5,336	52,036
Southwest Air	17,428	16,060	20,799	25,891	30,654	28,082	28,435	30,944	39,636	32,632	31,786	17,069	319,416
United	-	-	4,971	17,220	20,384	20,040	19,723	23,233	28,094	17,459	11,754	3,384	166,262
WestJet	4,033	4,018	4,366	13,554	17,883	16,173	18,053	21,323	23,235	14,812	8,596	2,701	148,747
Allegiant Air	-	-	-	1,728	1,468	1,129	1,151	1,859	3,003	1,763	196	-	12,297
Flair	-	-	-	-	-	-	-	-	1,555	69	-	-	1,624
JetBlue	-	-	-	322	3,143	3,173	353	1,742	3,586	2,867	-	-	15,186
MN Airlines (Sun Country)	-	-	581	3,024	3,470	3,965	3,877	5,292	5,462	3,431	1,855	67	31,024
Charters	-	-	-	-	-	-	-	-	-	-	-	-	-
TOTAL DEPLANED	60,689	59,947	77,748	133,106	165,290	166,997	168,852	196,544	234,499	180,068	119,176	62,983	1,625,899
TOTAL E & D	124,336	119,256	151,561	259,808	327,470	325,242	336,778	382,596	472,972	382,287	246,490	131,639	3,260,435

Palm Springs International Airport

MONTHLY PASSENGER ACTIVITY REPORT - 2024									
	Enplaned			Deplaned			Total Passengers		
	2024	2023	% Change	2024	2023	% Change	2024	2023	% Change
January	167,926	169,746	-1.1%	168,852	171,910	-1.8%	336,778	341,656	-1.4%
February	186,052	184,973	0.6%	196,544	188,877	4.1%	382,596	373,850	2.3%
March	238,473	223,314	6.8%	234,499	226,832	3.4%	472,972	450,146	5.1%
April	202,219	200,753	0.7%	180,068	178,600	0.8%	382,287	379,353	0.8%
May	127,314	129,695	-1.8%	119,176	116,491	2.3%	246,490	246,186	0.1%
June	68,656	71,635	-4.2%	62,983	66,826	-5.8%	131,639	138,461	-4.9%
July	56,556	63,647	-11.1%	56,149	60,689	-7.5%	112,705	124,336	-9.4%
August		59,309	-100.0%		59,947	-100.0%	-	119,256	-100.0%
September		73,813	-100.0%		77,748	-100.0%	-	151,561	-100.0%
October		126,702	-100.0%		133,106	-100.0%	-	259,808	-100.0%
November		162,180	-100.0%		165,290	-100.0%	-	327,470	-100.0%
December		158,245	-100.0%		166,997	-100.0%	-	325,242	-100.0%
Year to Date	1,047,196	1,624,012	0.3%	1,018,271	1,613,313	0.8%	2,065,467	3,237,325	0.6%

Palm Springs International Airport

Best Month Comparison						
ENPLANEMENTS						
	2020	2021	2022	2023	2024	Vs Best Mo
Jan	136,157	39,614	118,204	169,746	167,926	-1.1%
Feb	156,909	57,530	142,206	184,973	186,052	0.6%
Mar	113,166	107,577	202,993	223,314	238,473	6.8%
Apr	5,811	111,376	185,946	200,753	202,219	0.7%
May	10,751	92,820	123,736	129,695	127,314	-1.8%
Jun	14,827	66,885	73,861	71,635	68,656	-4.2%
Jul	17,231	65,869	68,071	63,647	56,556	-11.1%
Aug	18,389	58,793	65,368	59,309		-100.0%
Sep	23,087	65,682	79,599	73,813		-100.0%
Oct	41,597	108,923	120,659	126,702		-100.0%
Nov	52,874	135,677	160,129	162,180		-100.0%
Dec	41,517	136,897	159,846	158,245		-100.0%
TOTAL	632,316	1,047,643	1,500,618	1,624,012	1,047,196	
% Chg.	-50.89%	65.68%	43.24%	8.22%		
TOTAL PASSENGERS						
	2020	2021	2022	2023	2024	Vs Best Mo
Jan	276,099	79,082	237,388	341,656	336,778	-1.4%
Feb	320,906	120,657	292,336	373,850	382,596	2.3%
Mar	198,850	214,477	403,883	450,146	472,972	5.1%
Apr	10,082	215,777	358,115	379,353	382,287	0.8%
May	19,154	174,535	233,239	246,186	246,490	0.1%
Jun	28,748	129,872	142,524	138,461	131,639	-4.9%
Jul	33,776	129,463	133,664	124,336	56,149	-54.8%
Aug	36,482	117,952	129,952	119,256		-100.0%
Sep	47,915	136,666	162,834	151,561		-100.0%
Oct	88,777	225,991	247,457	259,808		-100.0%
Nov	108,043	271,944	319,237	327,470		-100.0%
Dec	83,262	276,527	321,215	325,242		-100.0%
TOTAL	1,252,094	2,092,943	2,981,844	3,237,325	2,008,911	
% Chg.	51.17%	67.16%	42.47%	8.57%		

Palm Springs International Airport

**ACTIVITY BY AIRLINE
JULY 2024**

AIRLINES	Enplaned			Deplaned			Total			(E & D)
	2024	2023	% Change	2024	2023	% Change	2024	2023	% Change	Market Share
Air Canada	-	-	0.0%	-	-	0.0%	-	-	0.0%	0.0%
Alaska	10,396	11,339	-8.3%	10,629	10,590	0.4%	21,025	21,929	-4.1%	18.7%
American	10,690	13,695	-21.9%	10,441	13,171	-20.7%	21,131	26,866	-21.3%	18.7%
Avelo	601	-	#DIV/0!	586	-	#DIV/0!	1,187	-	#DIV/0!	1.1%
Delta Air	-	-	0.0%	-	-	0.0%	-	-	0.0%	0.0%
SkyWest (Delta Connection)	3,943	4,267	-7.6%	3,870	3,959	-2.2%	7,813	8,226	-5.0%	6.9%
SkyWest (United Express)	8,196	8,606	-4.8%	8,097	8,016	1.0%	16,293	16,622	-2.0%	14.5%
SkyWest (AA)	5,661	3,691	53.4%	5,413	3,492	55.0%	11,074	7,183	54.2%	9.8%
Southwest Air	14,158	17,851	-20.7%	14,150	17,428	-18.8%	28,308	35,279	-19.8%	25.1%
United	-	-	#DIV/0!	-	-	#DIV/0!	-	-	#DIV/0!	0.0%
WestJet	2,911	4,198	-30.7%	2,963	4,033	-26.5%	5,874	8,231	-28.6%	5.2%
Allegiant Air	-	-	0.0%	-	-	0.0%	-	-	0.0%	0.0%
Flair	-	-	0.0%	-	-	0.0%	-	-	0.0%	0.0%
JetBlue	-	-	0.0%	-	-	0.0%	-	-	0.0%	0.0%
MN Airlines (Sun Country)	-	-	#DIV/0!	-	-		-	-	100.0%	0.0%
Charters	-	-	0.0%	-	-	0.0%	-	-	0.0%	0.0%
TOTAL	56,556	63,647	-11.1%	56,149	60,689	-7.5%	112,705	124,336	-9.4%	100.0%

Palm Springs International Airport

ENPLANED & DEPLANED PASSENGERS - FY 2023 2024													
ENPLANED PASSENGERS													
Airlines	Jul	Aug	Sep	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	Jun	FYTD
Air Canada	-	-	-	335	5,670	5,059	5,595	6,330	8,366	6,626	-	-	37,981
Alaska	11,339	9,923	11,493	25,541	30,823	30,980	31,030	35,114	43,343	43,472	23,326	11,700	308,084
American	13,695	14,400	15,596	20,342	23,979	22,963	23,536	27,581	34,401	29,854	24,503	12,734	263,584
Avelo Air	-	-	-	-	2,477	2,528	2,498	2,889	3,870	3,635	865	833	19,595
Delta Air	-	-	392	3,945	5,840	11,659	16,245	16,444	21,544	12,438	1,510	-	90,017
SkyWest (Delta Connection)	4,267	4,070	5,050	5,668	5,403	5,466	5,415	5,799	6,147	5,671	4,707	4,090	61,753
SkyWest (United Express)	8,606	8,448	9,630	7,470	8,324	7,057	8,416	8,360	10,408	11,128	8,880	7,880	104,607
SkyWest (American Air)	3,691	2,630	3,055	5,390	5,314	3,887	4,784	4,400	5,692	5,557	5,685	5,740	55,825
Southwest Air	17,851	15,667	19,382	25,155	29,421	25,412	29,154	29,022	39,475	34,093	31,483	19,169	315,284
United	-	-	4,656	17,089	20,427	19,345	19,643	22,654	29,272	20,469	13,693	3,119	170,367
WestJet	4,198	4,171	4,058	11,646	16,585	16,441	16,592	19,532	23,121	19,859	10,283	3,324	149,810
Allegiant Air	-	-	-	1,331	1,457	1,173	1,175	1,679	2,766	2,270	285	-	12,136
Flair	-	-	-	-	-	-	-	-	1,445	303	-	-	1,748
JetBlue	-	-	-	175	3,284	2,640	404	1,627	3,422	2,950	-	-	14,502
MN Airlines (Sun Country)	-	-	501	2,615	3,176	3,635	3,439	4,621	5,201	3,894	2,094	67	29,243
Charters	-	-	-	-	-	-	-	-	-	-	-	-	-
TOTAL ENPLANED	63,647	59,309	73,813	126,702	162,180	158,245	167,926	186,052	238,473	202,219	127,314	68,656	1,634,536
DEPLANED PASSENGERS													
Airlines	Jul	Aug	Sep	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	Jun	FYTD
Air Canada	-	-	-	533	5,771	5,293	5,267	6,477	7,397	4,733	-	-	35,471
Alaska	10,590	10,605	12,779	27,568	30,674	31,911	30,481	37,102	44,485	37,809	20,326	10,653	304,983
American	13,171	14,104	15,246	20,434	24,029	24,431	24,617	29,068	32,174	27,926	24,715	11,773	261,688
Avelo Air	-	-	-	-	2,560	2,553	2,486	2,977	3,888	3,342	803	759	19,368
Delta Air	-	-	671	3,917	5,840	13,161	16,443	17,936	20,850	12,438	1,702	-	92,958
SkyWest (Delta Connection)	3,959	3,996	5,299	5,741	5,467	5,416	5,936	5,933	6,177	5,350	4,504	3,780	61,558
SkyWest (United Express)	8,016	8,498	10,039	7,711	8,827	7,852	7,922	8,774	9,825	10,370	7,986	7,461	103,281
SkyWest (American Air)	3,492	2,666	2,997	5,463	5,120	3,818	4,108	3,884	5,132	5,067	4,953	5,336	52,036
Southwest Air	17,428	16,060	20,799	25,891	30,654	28,082	28,435	30,944	39,636	32,632	31,786	17,069	319,416
United	-	-	4,971	17,220	20,384	20,040	19,723	23,233	28,094	17,459	11,754	3,384	166,262
WestJet	4,033	4,018	4,366	13,554	17,883	16,173	18,053	21,323	23,235	14,812	8,596	2,701	148,747
Allegiant Air	-	-	-	1,728	1,468	1,129	1,151	1,859	3,003	1,763	196	-	12,297
Flair	-	-	-	-	-	-	-	-	1,555	69	-	-	1,624
JetBlue	-	-	-	322	3,143	3,173	353	1,742	3,586	2,867	-	-	15,186
MN Airlines (Sun Country)	-	-	581	3,024	3,470	3,965	3,877	5,292	5,462	3,431	1,855	67	31,024
Charters	-	-	-	-	-	-	-	-	-	-	-	-	-
TOTAL DEPLANED	60,689	59,947	77,748	133,106	165,290	166,997	168,852	196,544	234,499	180,068	119,176	62,983	1,625,899
TOTAL E & D	124,336	119,256	151,561	259,808	327,470	325,242	336,778	382,596	472,972	382,287	246,490	131,639	3,260,435

PASSENGER ACTIVITY REPORT - FISCAL YEAR COMPARISON

	ENPLANED PASSENGERS						DEPLANED PASSENGERS						TOTAL PASSENGERS								
	FY '23-'24	% CHANGE	FY '22-'23	% CHANGE	FY '21-'22	% CHANGE	FY '20-'21	FY '23-'24	% CHANGE	FY '22-'23	% CHANGE	FY '21-'22	% CHANGE	FY '20-'21	FY '23-'24	% CHANGE	FY '22-'23	% CHANGE	FY '21-'22	% CHANGE	FY '20-'21
July	63,647	-6%	68,071	3%	65,869	282%	17,231	60,689	-7%	65,593	3%	63,594	284%	16,545	124,336	-7%	133,664	3%	129,463	283%	33,776
August	59,309	-9%	65,368	11%	58,793	220%	18,389	59,947	-7%	64,584	9%	59,159	227%	18,093	119,256	-8%	129,952	10%	117,952	223%	36,482
September	73,813	-7%	79,599	21%	65,682	184%	23,087	77,748	-7%	83,235	17%	70,984	186%	24,828	151,561	-7%	162,834	19%	136,666	185%	47,915
October	126,702	5%	120,659	11%	108,923	162%	41,597	133,106	5%	126,798	8%	117,068	148%	47,180	259,808	5%	247,457	9%	225,991	155%	88,777
November	162,180	1%	160,129	18%	135,677	157%	52,874	165,290	4%	159,108	17%	136,267	147%	55,169	327,470	3%	319,237	17%	271,944	152%	108,043
December	158,245	-1%	159,846	17%	136,897	230%	41,517	166,997	3%	161,369	16%	139,630	234%	41,745	325,242	1%	321,215	16%	276,527	232%	83,262
January	167,926	-1%	169,746	44%	118,204	198%	39,614	168,852	-2%	171,910	44%	119,184	202%	39,468	336,778	-1%	341,656	44%	237,388	200%	79,082
February	186,052	1%	184,973	30%	142,206	147%	57,530	196,544	4%	188,877	26%	150,130	138%	63,127	382,596	2%	373,850	28%	292,336	142%	120,657
March	238,473	7%	223,314	10%	202,993	89%	107,577	234,499	3%	226,832	13%	200,890	88%	106,900	472,972	5%	450,146	11%	403,883	88%	214,477
April	202,219	1%	200,753	8%	185,946	67%	111,376	180,068	1%	178,600	4%	172,169	65%	104,401	382,287	1%	379,353	6%	358,115	66%	215,777
May	127,314	-2%	129,695	5%	123,736	33%	92,820	119,176	2%	116,491	6%	109,503	34%	81,715	246,490	0%	246,186	6%	233,239	34%	174,535
June	68,656	-4%	71,635	-3%	73,861	10%	66,885	62,983	-6%	66,826	-3%	68,663	9%	62,987	131,639	-5%	138,461	-3%	142,524	10%	129,872
YTD	1,634,536	0%	1,633,788	15%	1,418,787	112%	670,497	1,625,899	1%	1,610,223	14%	1,407,241	113%	662,158	3,260,435	1%	3,244,011	15%	2,826,028	112%	1,332,655

PASSENGER ACTIVITY REPORT - FISCAL YEAR COMPARISON

	ENPLANED PASSENGERS				DEPLANED PASSENGERS				TOTAL PASSENGERS					
	FY '24-'25	% CHANGE	FY '23-'24	% CHANGE	FY '22-'23	% CHANGE	FY '21-'22	FY '24-'25	% CHANGE	FY '23-'24	% CHANGE	FY '22-'23	% CHANGE	FY '21-'22
July	56,556	↓ -11%	63,647	↓ -6%	68,071	↑ 3%	65,869	56,149	↓ -7%	60,689	↓ -7%	65,593	↑ 3%	63,594
August		↓ -100%	59,309	↓ -9%	65,368	↑ 11%	58,793		↓ -100%	59,947	↓ -7%	64,584	↑ 9%	59,159
September		↓ -100%	73,813	↓ -7%	79,599	↑ 21%	65,682		↓ -100%	77,748	↓ -7%	83,235	↑ 17%	70,984
October		↓ -100%	126,702	↑ 5%	120,659	↑ 11%	108,923		↓ -100%	133,106	↑ 5%	126,798	↑ 8%	117,068
November		↓ -100%	162,180	↑ 1%	160,129	↑ 18%	135,677		↓ -100%	165,290	↑ 4%	159,108	↑ 17%	136,267
December		↓ -100%	158,245	↓ -1%	159,846	↑ 17%	136,897		↓ -100%	166,997	↑ 3%	161,369	↑ 16%	139,630
January		↓ -100%	167,926	↓ -1%	169,746	↑ 44%	118,204		↓ -100%	168,852	↓ -2%	171,910	↑ 44%	119,184
February		↓ -100%	186,052	↑ 1%	184,973	↑ 30%	142,206		↓ -100%	196,544	↑ 4%	188,877	↑ 26%	150,130
March		↓ -100%	238,473	↑ 7%	223,314	↑ 10%	202,993		↓ -100%	234,499	↑ 3%	226,832	↑ 13%	200,890
April		↓ -100%	202,219	↑ 1%	200,753	↑ 8%	185,946		↓ -100%	180,068	↑ 1%	178,600	↑ 4%	172,169
May		↓ -100%	127,314	↓ -2%	129,695	↑ 5%	123,736		↓ -100%	119,176	↑ 2%	116,491	↑ 6%	109,503
June		↓ -100%	68,656	↓ -4%	71,635	↓ -3%	73,861		↓ -100%	62,983	↓ -6%	66,826	↓ -3%	68,663
YTD	56,556	↓ -97%	1,634,536	↑ 0%	1,633,788	↑ 15%	1,418,787	56,149	↓ -97%	1,625,899	↑ 1%	1,610,223	↑ 14%	1,407,241
								112,705	↓ -97%	3,260,435	↑ 1%	3,244,011	↑ 15%	2,826,028

ITEM 12.A - FUTURE COMMITTEE MEETINGS

Airport Commission Meeting of September 18, 2024

Date	Time	Committee
October 16, 2024	5:00 pm	Noise Committee
TBD	TBD	Marketing and Business Development Committee
TBD	TBD	Ad Hoc Design Review Committee
TBD	TBD	Budget and Finance Committee
TBD	TBD	Operations, Properties and Facilities Committee

AIRPORT COMMITTEES FY2023-24

REVISED 9-5-24

REPRESENTING	COMMISSIONERS	Marketing (7 Members)	Budget (9 Members)	Operations (9 Members)	Noise (6 Members)	Ad Hoc Design Review (6 Members)
Palm Springs	Banks, Dave		Member			
Indian Wells	BERRIMAN, Robert			Member	Member	
Palm Springs	BURKE, Todd	Member**			Member	Member
Palm Springs	CALDWELL, Daniel	Member		Member		
Palm Springs	CORCORAN, Kevin		Member		Member	Chair
Coachella	Delgado, Denise			Member		
Palm Springs	Ebensteiner, Bryan	Member	Member			
Palm Springs	Feltman, David			Chair		Member
Palm Springs	FONG, J Craig	Member			Chair**	
Palm Springs	Hendrick, Ken		Member			
La Quinta	Kiehl, Geoffrey		Member			
Palm Springs	MARTIN, Tracy		Chair			
Palm Springs	McDermott, Sam	Chair			Member	
Riverside County	PARK, Margaret			Member		
Desert Hot Springs	PYE, Jan		Member	Member		
Cathedral City	Samlaska, Christian			Member		
Palm Desert	WISEMAN, Kevin	Member		Member	Member	Member
Indio	WISE, Rick	Member	Member			Member
Rancho Mirage	YOUNG, Keith		Member	Member		Member

represents new member to the Committee

** Current Committee Member in new role