TUCSON AIRPORT AUTHORITY | Board of Directors Regular Meeting
Wednesday, May 6, 2026 | 3:00 P.M.
7250 S. Tucson Blvd. 85756 | TAA Board Room

Pursuant to A.R.S. § 38-431.02, notice is hereby given to the members of the Tucson Airport Authority (TAA) and to the public, that the **Board of Directors** will hold a meeting, open to the public, on **Wednesday, May 6, 2026, beginning at 3:00 P.M.**

In-Person: The TAA Board Room is on the departure level of the Tucson International Airport terminal and is situated on the second level between the Delta and Southwest ticket counters, and behind the Arroyo Trading Post.

The agenda for the meeting is as follows:

1. **CALL TO ORDER | ROLL CALL**
   - Michael Hammond, Chair
   - Phil Swaim, Vice Chair
   - Vance Falbaum, Secretary
   - Rhonda Piña, Treasurer
   - Judy Rich, Director
   - Todd Jackson, Director
   - Fran Katz, Director
   - Ellen Wheeler, Director
   - Calline Sanchez, Director
   - Tim Overton, Director
   - Carol Stewart, Director

2. **CONSENT AGENDA**
   Matters listed under the Consent Agenda are routine and will be enacted by one motion and one vote. There will be no separate discussion of the items on the Consent Agenda, unless removed from the Consent Agenda by the Board Chair, after a request from a member of the Board of Directors. If removed from the Consent Agenda, the item(s) will be considered separately and individually.
   a. **Approval of Minutes**
   Approve the minutes of the Board of Directors Regular Meeting held on March 4, 2026.

3. **BOARD CHAIR REPORT**
   a. **TAA Advocacy**

4. **PRESIDENT/CEO REPORT**
   a. **Industry and TAA Airport Updates**

5. **DISCUSSION AND ACTION ITEMS**
   The Board will consider and may act on the following matters:

a. **Terminal Parking Management Contract**
The Board will consider and may adopt Resolution No. 2026-08, approving the winning bidder of the Parking Management RFP, and delegate authority to the CEO, or her designee(s) to execute a Parking Management Agreement.

b. **Transfer of Funds to Signage Project**
The Board will consider and may adopt Resolution No. 2026-09, approving a budget amendment for the transfer of funds in support of the Signage Project.

6. **DIVISION UPDATES**
The Board may receive a short presentation or ask questions of division representatives based upon material in the Board packet.
a. **Air Service Development | Update**
b. **Finance and Business and Commercial Development | Update**
c. **ASE | Update**

7. **EXECUTIVE SESSION**
The Board of Directors may vote to enter an executive session for its consideration and discussion on the following matters:
a. **Ryan Airfield Leasing**
For discussion and consultation with TAA representatives and attorneys, and for legal advice to consider the TAA's position and to instruct its attorney(s)s regarding pending or contemplated litigation, in order to avoid or resolve litigation, and for discussion regarding negotiations related to the TAA leasing of Ryan Airfield property, pursuant to A.R.S. §§ 38-431.03(A)(3), (4), and (7).
b. **TAA Land Transaction with Arizona Air National Guard**
For discussion and consultation with TAA representatives and attorneys, and for legal advice to consider TAA's position and to instruct its attorney(s) and representatives regarding negotiations on the TAA sale/lease of property to the Arizona Air National Guard pursuant to A.R.S. §§ 38-431.03(A)(3) & (7).

8. **RETURN TO REGULAR SESSION**

9. **ACTION ITEM**
The Board of Directors will consider and may by motion direct the President/CEO and Executive Vice President/General Counsel to proceed as discussed in executive session related to the Land Transaction with the Arizona Air National Guard.

10. **NEXT MEETING**
Wednesday, August 5, 2026, at 3:00 P.M. | TAA Board Room

11. **ADJOURN**

TUCSON AIRPORT AUTHORITY |Board of Directors Regular Meeting
Monday, March 4, 2026|3:00 P.M.|TAA Board Room and Microsoft Teams

THIS REGULAR MEETING OF THE TUCSON AIRPORT AUTHORITY (TAA) BOARD OF DIRECTORS WAS HELD IN A HYBRID MANNER. BOARD MEMBERS ATTENDED THE MEETING IN PERSON OR VIRTUALLY VIA MICROSOFT TEAMS. MEMBERS OF THE PUBLIC WERE INVITED TO ATTEND IN PERSON.

1. **CALL TO ORDER | ROLL CALL**
Chair Michael Hammond called the meeting to order at 3:00 P.M.

Directors Present: Chair Michael Hammond, Vice Chair Phil Swaim, *Secretary Vance Falbaum, Treasurer Rhonda Piña, Director Tim Overton, Director Todd Jackson, *Director Fran Katz, Director Ellen Wheeler, *Director Judy Rich, and Director Carol Stewart.

Directors Absent: Director Calline Sanchez.

Staff Present: President/CEO Danette Bewley, Executive Vice President/Chief Operating Officer Bruce Goetz, Executive Vice President/General Counsel Chris Schmaltz, Vice President/Chief Revenue Officer John 'Dutch' Voorhees, Vice President/Chief Financial Officer Kim Allison, Chief People Officer Kim DeLaTorre, Deputy Chief of Finance Mary Fowler, Deputy General Counsel Kim Outlaw Ryan, Associate General Counsel LeCarie Whitfield, IT Customer Support Technician Hector Lopez, and TAA Clerk Carolina Cordova.

*** Joined the meeting following Board approval of the Consent Agenda.**

2. **CONSENT AGENDA**
Chair Michael Hammond called for a motion on Board approval of the January 26, 2026, Board of Directors Meeting Minutes, which was the only item on the Consent Agenda. There being no discussion, a motion was made:

Motion by Director Ellen Wheeler, seconded by Treasurer Rhonda Piña, to approve the Consent Agenda. The Motion carried by the following vote:

Ayes (7) Hammond, Swaim, Piña, Jackson, Overton, Wheeler, Stewart
Nays (0)

3. **BOARD CHAIR REPORT**

a. TAA Advocacy

- Chair Michael Hammond reminded the Board of the ease and convenience of promoting TUS as a travel first option. Additionally, he provided awareness as to the importance of checking TUS before any competitors.

- Additional grant funding for the Airfield Safety Enhancement (ASE) project is tentatively approved.
- Chair Michael Hammond discussed his experience at the TAA Triennial Drill on February 25, 2026, which is an exercise to evaluate the airport's emergency management response and compliance with requirements set by the FAA. The two new fire trucks were able to demonstrate their capabilities and successfully extinguished a simulated aircraft fire during the drill. He further mentioned that the new fire trucks were stationed right outside the windows of the Board Room, for Members to observe during the meeting.

4. PRESIDENT/CEO REPORT

a. President/CEO Danette Bewley provided an industry and TAA Airport System update:

- The Triennial Drill event involved airline representatives, Arizona National Guard, City of Tucson Fire Department, Tucson Police Department, and Pima County Sheriff's Department among many other community partners. President/CEO Danette Bewley was an evaluator and observed the Executive Team during the drill. The TAA opened its Emergency Operation Center, where representatives from TAA departments, federal and local agencies, military partners, airlines, and other stakeholders gathered to support the drill. Additionally, Banner Hospital representatives were involved and tested its emergency management processes by receiving mock victims. At the end of the day, the team came together and talked about what worked well and areas for improvement.
- President/CEO Danette Bewley referred to the fire trucks stationed outside the Board Room and reported that these fire trucks serve two purposes for TAA: replacing the two existing fire trucks which are at the end of their useful life and eliminating PFAS containing firefighting foam use at the airport. The new fire trucks utilize fluorine-free foam rather than PFAS containing foam and are expected to be in service by the end of the month of March.
- EVP/COO Bruce Goetz advised that the new fire trucks and fluorine-free foam are in the final phases of output testing to meet FAA requirements.
- Following the Triennial Drill exercise, the TAA spent three (3) days with the FAA for the intense day and night annual FAR Part 139 airport certification inspection. During this inspection, two tenant-related discrepancies and one TAA discrepancy was resolved immediately. President/CEO Danette Bewley noted that the outstanding results achieved during the FAA inspection reflect the TAA's pride in operating the airport at a continuous state of readiness and in compliance with FAA regulations.
- President/CEO Danette Bewley spoke about the most recent partial federal government shutdown and how it has impacted air transportation security. In the recent partial shutdown, the Department of Homeland Security employees in TSA and CBP (Customs and Border Patrol) are no longer receiving paychecks.

Last Friday was the first pay period in which TSA essential workers did not receive a full paycheck. The TAA has re-opened the temporary food bank at TUS and is offering other allowed assistance to the affected federal employees. She reported that morale of federal employees at TUS has been positive, however, expressed concern for a decline in morale if the shutdown continues for a long period considering the industry is entering peak travel demand season, starting with spring break travel.

- President/CEO Danette Bewley reported that VP/CFO Kim Allison will be exiting her role as VP/CFO of the TAA on March 13, 2026. She introduced Deputy Chief of Finance Mary Fowler, who will be acting as Interim CFO for the foreseeable future. President/CEO Danette Bewley reported that VP/CFO Kim Allison will continue to assist with this transition as a consultant and thanked VP/CFO Kim Allison for her hard work and dedication during the last three years.

b. TAA Legislative Priorities

- EVP/COO Bruce Goetz and President/CEO Danette Bewley met with the FAA Airports District Office last week to outline the TAA's request for $100 million to complete the ASE program. As a follow up to this, they will meet with the FAA Regional Airports Division to present TAA's request for FY27 funding. They are hopeful for at least $50 million next year. TAA is planning a commissioning date for the new runway in April 2027.

c. Strategic Plan | Update

- EVP/COO Bruce Goetz highlighted key features from the memo and PowerPoint provided in the agenda packet. President/CEO Danette Bewley quickly noted that a May Member Breakfast will be held to provide further updates on Air Service Development and a comprehensive dive into Business and Commercial Development.
- EVP/COO Bruce Goetz reported that the project to rewrite the Airline Use Agreement is nearing completion. This project has been underway for more than a year, and the updated agreement will include critical changes that reflect how airports operate in modern times. Importantly, the new draft agreement commits signatory airlines to a 10-year agreement with TAA.
- EVP/COO Bruce Goetz reported that TAA will be deploying a new access control system. This is a multimillion-dollar project that will cover the replacement of all cameras in the airport.
- EVP/COO Bruce Goetz reported on cybersecurity efforts for the protection of the airport's systems. The I.T. department is learning from recent cybersecurity hacks at Tulsa Airport. Continuous efforts in this area help to make the airport system more secure.
- EVP/COO Bruce Goetz reported on External Champions for this period: Frontier Airlines commenced new non-stop service from TUS to Salt Lake City began on

January 9, 2026. The Marketing Department has created and purchased television advertising time for commercials promoting TUS.

- President/CEO Danette Bewley and CCO Austin Wright have continued community outreach efforts focusing on the towns of Marana and Oro Valley to keep promoting TUS as a "fly first" option for residents.
- As a part of TAA Champions efforts, President/CEO Danette Bewley, CCO Austin Wright, and EVP/General Counsel Chris Schmaltz will be traveling to Washington D.C. in two weeks, to meet with the Arizona delegation to discuss funding for the ASE Program, PFAS remediation funding and airport liability protection.

5. **DIVISION UPDATES**

   a. **VP/CFO Kim Allison and VP/CRO John Voorhees provided the following Finance update:**

   - VP/CRO John Voorhees provided an update to the first two slides in the finance materials, as the information is closely tied to the Business and Commercial Development department (BCD). He reported that airlines are slightly under performing year-over-year in terms of landed weight. When it comes to the budget, TAA relies on the projections of its airline partners as part of the revenue assessment. When the FY26 budget was being planned last year, the airlines were optimistic in their projections. VP/CRO John Voorhees reported that March is a peak month for TUS, and we generally see a spike in revenue. VP/CRO John Voorhees further reported that we generally see a similar trend with passenger travel. President/CEO Danette Bewley added that TUS experienced a decline in November 2025 due to the first federal government shutdown.
   - VP/CRO John Voorhees explained that the Air Service Development team is routinely aggressive in its effort to attract more air service to TUS. President/CEO Danette Bewley added that CCO Austin Wright was invited to and is attending the Routes America conference, to speak with airlines about expanding existing service or adding new service routes to TUS.
   - Director Judy Rich commented that she is agreeable with an aggressive budget, and President/CEO Danette Bewley was happy to discuss the management of our budget.
   - VP/CFO Kim Allison advised that TAA conservatively estimates its annual requirements when preparing the operating budget. Under this strategy, TAA typically comes in under budget at year end. This is a favorable outcome because as the entity responsible for operating the airport, TAA does not want to go to the airlines at the end of the fiscal year asking for more money. VP/CFO Kim Allison shared First Quarter results, reporting that TAA revenues are favorable to budget over 25% and have more than 25% savings on expenses. Concessions revenue for First Quarter continues to outperform, with rental car and parking as the largest income producers. BCD continues to see good progress with rental

car operations and budgeted for a 10% revenue lift which we are successfully outperforming.
  - Director Todd Jackson asked if the increase in airport parking fees has had a corresponding reduction in parking volume. VP/CRO John Voorhees stated that overall volume is down, but this is being monitored while they shift traffic from overly used venues to less commonly used venues. Secretary Vance Falbaum asked whether outside parking vendors have raised their prices as well. VP/CRO John Voorhees stated that outside parking lot providers appear to have increased their prices as well, either as rate increases or additional fee charges.
  - VP/CFO Kim Allison reported that VP/CRO John Voorhees regularly has deals in the works and prospective tenants ready to sign agreements. These are not included in the budget until the agreements are actually signed. With operating expenses, TAA is favorable to the budget due to conservative spending.

b. VP/COO Bruce Goetz provided the following ASE update:
  - An aerial drone video showing the progression of work on the ASE project was presented to the Board of Directors.
  - The new runway and intersections are in place, and the contractor will begin pouring concrete on approximately March 17, 2026.
  - There are bunkers bordering the runway area that will soon be demolished. Chair Michael Hammond asked if there were any environmental issues with the bunkers. EVP/COO Bruce Goetz advised that this is as yet unknown, but a remediation plan will be developed if needed.

6. ACTION ITEM

Chair Michael Hammond called for a motion to be made to enter Executive Session:

Motion by Director Phil Swaim, seconded by Director Fran Katz, to enter into Executive Session at 4:01 P.M. The Motion carried by the following vote:

Ayes (10)	**Hammond, Swaim, Piña, Falbaum, Jackson, Katz, Overton, Wheeler, Stewart, Rich**
Nays (0)	

7. RETURN TO REGULAR SESSION

The Board of Directors returned to regular session at 4:29 P.M.

8. NEXT MEETING

Wednesday, May 6, 2026, at 3:00 P.M.|TAA Board Room

9. ADJOURN

Chair Michael Hammond adjourned the meeting at 4:29 P.M.

APPROVED BY:

____

Vance Falbaum, Secretary

Date: ____________________

Prepared by:

____

Carolina Cordova, TAA Clerk

Date: ____________________

BizTucson

SPECIAL REPORT 2026

THE REGION'S BUSINESS MAGAZINE

THE CHAMBER OF SOUTHERN ARIZONA

LEADERSHIP IN ACTION

TRUSTEES

THE CHAMBER OF SOUTHERN ARIZONA

DANETTE BEWLEY

PRESIDENT &
CHIEF EXECUTIVE OFFICER

TUCSON AIRPORT AUTHORITY

CHAMBER BOARD MEMBER

What opportunities do you see for your business here in the next several years?

Tucson Airport Authority (TAA) recognizes that it is essential we maintain a reasonable cost structure that balances the annual operating and capital budget against projected revenues and remains attractive to the airlines. TAA actively collaborates with the airlines to increase route frequency and expand our air service. TAA also pursues non-aeronautical opportunities to grow the revenue base and diversify our portfolio. This offsets direct costs to the airlines while making the TAA financial model more resilient. There is significant interest in TAA's non-aeronautical land. Over the next few years, that will result in several new businesses at our airports.

What issues keep you up at night?

I am always concerned about the uncertainty of the economy and how it may impact the aviation sector. Specifically, my focus is on how economic fluctuations may affect airports, airlines, general aviation, traveler trends, inflation (cost of fuel, construction, etc.), and Administration changes that may focus on new priorities and new regulations, to name a few.

Are there any exciting updates in your industry or business you want to highlight?

Recently, the Appropriations Committee (federal government) authorized the spending authority to support the Federal Aviation Reauthorization Act of 2024, which provides increased funding levels from $3.35 billion to $4 billion for airports. Among other items, this budget provides for Airport Improvement Program funds, which airports rely on for federal grants to match Airport funds for eligible infrastructure projects. The TAA has been extremely successful in obtaining grant funds for the ongoing $400 million Airfield Safety Enhancement Program, which modernizes the airfield in accordance with new safety standards. The TAA has led the nation for the last two years in largest grant awards.

How can The Chamber help you going forward?

The Chamber can help the TAA promote the "Fly Tucson First" campaign, which encourages local business to fly local, fly TUS. Participating businesses receive perks to make flying TUS even easier. More details on 'Fly Tucson First' can be found on Flytucson.com. Airlines make route decisions based on actual flown data. Therefore, when businesses choose to fly TUS, the TAA can collect critical data points that can be used with the airlines to illustrate the strength of our market and grow our route network. When businesses choose to fly from Phoenix, it takes away from our market. Flying TUS today is the only way to grow for tomorrow.

Biz

PHOTO BY BRENT G. MATHIS

TREND report

ON THE GROUND

Q&A: Inside Tucson International Airport's Airfield Safety Enhancement Program

Tucson International Airport is in the midst of a long-planned airfield overhaul that most passengers may never notice directly, yet its impact will shape the airport for years to come. The Tucson Airport Authority's Airfield Safety Enhancement Program is a sweeping, multi-phase effort to modernize runway and taxiway geometry, strengthen operational safety, and bring the airfield into compliance with current FAA standards. At an estimated $400 million, it stands as one of the most consequential infrastructure investments underway at TUS.

Now roughly 65% complete, the program has already delivered a series of major improvements, including new taxiways, a new lighting vault, and the ongoing reconstruction of a parallel runway designed to mirror the airport's main runway. The new runway is expected to be commissioned Spring 2027, with additional connecting work to follow. Airport leaders say the long-term payoff is greater safety, added redundancy, and a stronger operational foundation for commercial, cargo, military, and general aviation activity in Southern Arizona.

The following responses were provided by Tucson Airport Authority officials, including Danette Bewley, president and CEO; Bruce Goetz, executive vice president and COO; and Mike Williams, vice president of airport development.

Q: For readers who may not follow airport operations closely, what is the primary purpose of the TAA's Airfield Safety Enhancement Program, and why is it such a significant project for Tucson International Airport?

A: The Airfield Safety Enhancement (ASE) Program,estimated at $400M, is a carefully planned multi-year, multi-phase program to upgrade the airfield to meet current FAA safety standards and involves a geometric reconfiguration of the runway and taxiway system and supporting navigational systems, to enhance the level of operational safety of Tucson International Airport (TUS). In 2010, the TAA began working with the Federal Aviation Administration (FAA) on a planning study, which was soon followed by an Environmental Impact Statement, which was approved by the FAA in 2017. In 2020, construction began and accomplishments to date include a new lighting vault, new end-around taxiway, a new outboard taxiway and center taxiway, demolition of a parallel runway which has been relocated and is in the process of reconstruction to mirror

continued on page 6 >>>

the main runway (11,000' x 150'), which will accommodate commercial, cargo, general aviation and military operators. In addition to upgrading several aspects of the airfield, the new parallel runway provides added safety and redundancy to an already complex operating environment.

There are other benefits the ASE Program provided to the TAA. The TAA was able to enter into agreements and exchange land with the USAF and the County, respectively, to support mutual initiatives. The land exchange allows the TAA to have additional land adjacent to the new runway to increase the runway safety area. For the County and USAF, they were able to pursue initiatives important to their business needs.

Q: Where does the airport stand today in the overall timeline for the Airfield Safety Enhancement program, and what are the next major milestones?

A: The ASE Program is approximately 65% complete. Presently, the TAA is constructing the new parallel runway and in early April began placing the15" top section of concrete, a major milestone for the project. The runway is scheduled for commissioning with the FAA in the spring of 2027; however, the project is not done. It will require additional geometric connections between the new taxiways and existing runway after the commissioning of the new runway is completed. This final phase is expected to take 2 – 3 years depending on the level of federal funding.

Q: Will any of the current or upcoming construction have visible effects on passengers, such as traffic circulation, parking, terminal access, taxi times, or other operational changes?

A: ASE has had minimal impact on the traveling public. The remaining phase associated with current Runway 12/30 may yield delays during inclement weather due to the planned outage of the Instrument Landing System (ILS). Planning for this phase is currently underway, focusing on minimizing the ILS equipment outage throughout the nine-month construction window.

Q: How is the airport sequencing this work to maintain safe and efficient operations during construction for commercial, military, and general aviation users?

A: The ASE Program is being constructed in phases aligned to available grant funds. All phases are coordinated in advance with multiple stakeholders, including commercial airlines, general aviation and military operators, and the FAA. Each phase utilizes current airfield construction standards as mandated by the FAA, including a safety management plan.

Q: How is this long-term capital work being funded, and what role are federal, state, and airport dollars playing in the program?

A: Most of the funding for the ASE Program is provided through grant funds from the FAA, through the Airport Improvement Program, and the Arizona State Department of Transportation (ADOT). Typically, the FAA provides grants valued between 70% and 90%, and ADOT approximately 5%, with TAA providing matching funds for all grants. TAA funds are generated from the rates and charges to the airlines and revenues earned by the airport system; there are no tax dollars being used for the construction of the ASE Program.

Q: Beyond airfield improvements, are there any terminal, parking, concession, rental car, or customer-experience upgrades planned in 2026?

A: The airport is continually modernizing. Recently, TUS installed new carpeting and seating throughout the terminal and completed a lighting upgrade throughout the terminal complex. Future projects include adding more power at the gates and replacing the sliding entry doors at the terminal and rental car center. In addition, a Signage Master Plan is underway to identify needs to make TUS even easier to navigate in 2027, including new static and digital signs, and ticket counter digital backwalls.

Q: On the air service side, what has demand looked like for the airport's newest nonstop additions, and how are those routes performing so far?

A: TUS continues to perform well compared to peer airports in terms of load factor and fare performance. While the rise in fuel prices certainly has potential to impact the aviation industry, we continue to see positive passenger trends at TUS as we have worked to optimize our route network to ensure travelers can reach their destination with ease.

Q: Which existing nonstop markets are performing especially well right now, and where does Tucson still see the greatest opportunity for added service?

A: Portland, OR (PDX) was recently upgraded to two daily nonstops on Alaska Airlines given its overwhelming demand. On a seasonal basis, our Minneapolis (MSP) flights on Delta and Sun Country perform incredibly well. Our largest market opportunity is nonstop service to the east coast; however, with rapidly rising fuel costs, landing long haul flights is an increasingly challenging endeavor.

Q: What does Tucson need to demonstrate to airlines to secure additional nonstop service — business demand, local passenger support, tourism growth, or other market factors?

A: Travelers must fly TUS even if it means making a connection. The only way to get airlines to add flights is to show data that supports demand. Airlines respond only to markets with proven flight traffic demand.

Q: What is the airport's message right now to Southern Arizona travelers about choosing Tucson rather than driving to Phoenix, particularly as TUS works to strengthen demand and attract more flights?

A: Driving to Phoenix is like making a connection (both ways). Instead of being in a plane, the traveler is in their car which adds stress to the journey. Why not make the connection with a start at TUS? TUS truly makes it easy to fly. With shorter lines, easy and affordable parking, and access to more than 450 destinations worldwide with a single stop of less than 2 hours. Travelers are encouraged to check TUS first before booking out of Phoenix as the average fare difference is only $29. Flying TUS has never been easier!

Danette Bewley

Danette Bewley, A.A.E. is President/CEO of the Tucson Airport Authority, operator of Tucson International Airport and Ryan Airfield. Bewley joined the TAA in 2012 and had been Vice President of Operations and Chief Operating Officer prior to assuming the President/CEO position in 2019. She has over 35 years of experience in all facets of airport management. She currently serves on the ACI-NA Board of Directors and participates in numerous local community organizations. She can be reached at DBewley@FlyTucson.com.

Bruce Goetz

Bruce Goetz, A.A.E., I.A.P., is executive vice president and chief operating officer of the Tucson Airport Authority, the independent nonprofit that operates Tucson International Airport and Ryan Airfield. Since 1948, TAA has funded its operations through airport-generated revenue without local tax support, while continuing to invest in safety, security, and infrastructure. Together, the airports support 17,000 jobs, serve more than 100 tenants, and play a major role in the economic vitality of Tucson and Southern Arizona.

Mike Williams

Mike N. Williams, A.A.E., C.A.E., is vice president of airport development for the Tucson Airport Authority, bringing more than 30 years of airport management experience. His career has included work with state aeronautics agencies in Arizona and California, the Federal Aviation Administration, consulting organizations, elected officials, and aviation stakeholders. He has extensive expertise in airport operations, safety, security, facility management, and capital development, including oversight of major projects such as terminal expansions, runway extensions, airfield improvements, and airport security upgrades. Williams is also active in industry associations at the local, regional, and national levels.

The U.S. Capitol building in Washington, D.C., U.S., March 20, 2026. REUTERS/Ken Cedeno© Thomson Reuters

March 23 (Reuters) - More than 100 airport leaders on Monday urged Congress to end a funding standoff that has forced 50,000 Transportation Security Administration officers to go unpaid and has led to massive security lines.

The CEOs of Airports Council International – North America and American Association of Airport Executives joined by more than 100 airport leaders in a letter urged a end to the impasse, citing concerns "about the growing operational disruptions at airports... The impacts of the shutdown are significant, growing, and potentially long-lasting."

(Reporting by David Shepardson in New York)

AirportsUnited

ACI NORTH AMERICA AIRPORTS COUNCIL INTERNATIONAL

AAAE

March 23, 2026

The Honorable John Thune
Majority Leader
U.S. Senate
S-230, The Capitol
Washington, D.C. 20510

The Honorable Chuck Schumer
Minority Leader
U.S. Senate
322 Hart Senate Office Building
Washington, D.C. 20510

The Honorable Mike Johnson
Speaker
U.S. House of Representatives
H-232, The Capitol
Washington, D.C. 20515

The Honorable Hakeem Jeffries
Minority Leader
U.S. House of Representatives
2267 Rayburn House Office Building
Washington, D.C. 20515

Dear Majority Leader Thune, Minority Leader Schumer, Speaker Johnson, and Minority Leader Jeffries:

On behalf of more than 100 airport leaders from across the country, we are writing to implore you to end the funding impasse for the Department of Homeland Security immediately. As you are well aware, tens of thousands of dedicated federal employees who ensure the security and safety of the traveling public are currently working without pay, a situation that is leading to growing levels of absences across the country as workers, many of whom live paycheck to paycheck, are forced to contemplate other jobs.

Absent an agreement to resolve the shutdown, we are deeply concerned about the growing operational disruptions at airports. Since missing a full paycheck on March 13, unexcused absences of screeners have tripled to a nationwide average above 10 percent, with several airports experiencing call-out rates above 50 percent. This has caused lengthy wait times during an already busy period with peak spring break travel. We are concerned that staff shortages at airports will grow further just as our country prepares to host the FIFA World Cup, America's 250th birthday celebrations, and other high-profile events. Screeners who leave the agency during the shutdown will be extremely difficult to replace in the near term given the time it takes to train and deploy personnel for these important jobs.

The impacts of the shutdown are significant, growing, and potentially long-lasting. We urge you to take action to immediately end the shutdown, and we respectfully request that Congress enact legislation to provide pay for TSA and other critical federal aviation workers who keep our nation safe and secure during any future shutdown so that they never miss a paycheck again.

Sincerely,

Kevin M. Burke
President and CEO
Airports Council International – North America

Todd Hauptli
President and CEO
American Association of Airport Executives

Don Green
Director of Transportation Services
Abilene Regional Airport

Ralph Hennessy
Executive Director
Alexandria International Airport

Christina A. Cassotis
CEO
Allegheny County Airport Authority

Ghizlane Badawi
CEO
Austin-Bergstrom International Airport

Jose Saavedra, C.M.
Airport Director
Bangor International Airport

Jeff Roach, A.A.E.
Director Aviation and Transit
Billings-Logan International Airport

Nino Sapone
Chief Executive Officer
Bishop International Airport Authority

Greg Haug
Airport Director
Bismarck Airport

Rebecca Hupp, A.A.E.
Airport Director
Boise Airport

Nicole Noll-Williams
President & CEO
Capital Region Airport Authority

Perry J. Miller, PhD, A.A.E., I.A.P.
President and Chief Executive Officer
Capital Region Airport Commission

Glenn S. Januska
Airport Director
Casper/Natrona County International Airport

Bruce Ransom
Airport Division Manager
Central Wyoming Regional Airport

Elliott Summey
President & CEO
Charleston Regional Aviation Authority

Haley Gentry
Chief Executive Officer
Charlotte Douglas International Airport

Kevin C. Klein
CEO
Cherry Capital Airport

Lawrence J. Krauter
Chief Executive Officer
Cincinnati/Northern Kentucky International Airport

Daren A. Griffin
President & Chief Executive Officer
Columbus Regional Airport Authority

Michael W. Shea
Executive Director & CEO
Connecticut Airport Authority

Charlene Reynolds
Director
County of Orange - John Wayne Airport

Courtney Johnson
Director of Airports
County of San Luis Obispo

Christopher L. McLaughlin
Chief Executive Officer
Dallas Ft Worth International Airport

Patrick Carreno
Director of Aviation
Dallas Love Field

Phillip A. Washington
Chief Executive Officer
Denver International Airport

Brian C. Mulcahy
Chief Executive Officer
Des Moines Airport Authority

Tom Werner
Executive Director
Duluth Airport Authority

Tony Vicari
Aviation Director
Durango-La Plata County Airport

David Reid
Director of Aviation
Eagle County Regional Airport

Martin P. Lenss
Airport Director
Eastern Iowa Airport

Juan Antonio Nevarez
Aviation Director
El Paso International Airport

Cathryn Stephens
Airport Director
Eugene Airport

Shawn A. Dobberstein, A.A.E.
Executive Director
Fargo-Hector International Airport

Francisco Partida
Interim Director of Aviation
Fresno Yosemite International Airport

Timothy Burke
Airport Director
Friedman Memorial Airport

Torrance Richardson
President & CEO
Gerald R Ford International Airport Authority

Robert J. Burr
Executive Director
Glynn County Airport Commission

Clay Williams
Executive Director
Gulfport-Biloxi International Airport

Edwin H. Sniffen
Director
Hawaii Department of Transportation

John T. Hatanaka
Executive Director
Hollywood Burbank Airport

Jim Szczesniak
Director of Aviation
Houston Airport System

Luther H. Roberts, Jr.
CEO
Huntsville International Airport

Ian Turner
Airport Director
Idaho Falls Regional Airport

Jim Elwood, A.A.E.
CEO
Jackson Hole Airport Board

Mark D. VanLoh
Chief Executive Officer
Jacksonville Aviation Authority

Bryan Johnson, A.A.E.
Executive Director
Johnson County Airport Commission - Kansas

Craig Williams
Airport Director
Kalamazoo/Battle Creek International Airport

Melissa Cooper
Director of Aviation
Kansas City International Airport

Heath Allen
Executive Director
Lake Charles Regional Airport

Amy Terrell
Airport Director
Laramie Regional Airport

Steven C. Hennigan, C.M., A.C.E.
Executive Director/CEO
Lee County Port Authority/ Southwest Florida International Airport

Thomas R. Stoudt
Executive Director
Lehigh Valley International Airport

Eric J. Frankl
President and CEO
Lexington Blue Grass Airport

Anthony Dudas
Executive Director
Lincoln Airport Authority

Dan Mann
Executive Director
Louisville Muhammad Ali International Airport

Kelly Campbell
Executive Director of Aviation
Lubbock Preston Smith International Airport

Brandon Keazer
Airport Director
Manhattan Regional Airport

Greg Donovan, A.A.E.
Executive Director
Melbourne Orlando International Airport

Terry Blue
President/CEO
Memphis-Shelby County Airport Authority

Patrick W. Wilson, A.A.E.
President
Metropolitan Knoxville Airport Authority

Douglas E. Kreulen, A.A.E.
President & CEO
Metropolitan Nashville Airport Authority

Ralph Cutie
Director and CEO
Miami International Airport

Darren V. James
Airport Director
MidAmerica St. Louis Airport

Brian Dranzik
Airport Director
Milwaukee Mitchell International Airport

Brian Ryks
Executive Director/CEO
Minneapolis-St. Paul International Airport/Metropolitan Airports Commission

Brain Ellestad
Airport Director
Missoula Montana Airport

Christine Morello
Executive Director
Monterey Regional Airport

Judith Olmstead
Director of Airports
Myrtle Beach International Airport

Mark Perryman
President and Chief Executive Officer
Norfolk Airport Authority

Todd Chatfield
Airport Executive Director
Northeast Wyoming Regional Airport

Parker W. McClellan, Jr., A.A.E.
Executive Director/CEO
Northwest Florida Beaches International Airport

Jeff Mulder
Director of Airports
Oklahoma City/OKC Airport Trust

Atif Elkadi
Chief Executive Officer
Ontario International Airport Authority

Matthew Coughlin
Airport Executive Director
Pensacola International Airport

Chad R. Makovsky, A.A.E.
Aviation Director
Phoenix Sky Harbor International Airport

Sarah K. McKeon
Director, Aviation Department
Port Authority of NY & NJ

Paul Bradbury
Airport Director
Portland International Jetport

James W Parish
CEO
Punta Gorda Airport

Benjamin J. Leischner, A.A.E.
Executive Director
Quad Cities International Airport

Patrick Dame
Executive Director
Rapid City Regional Airport

Michael W. Conner
Director of Aviation
Rick Husband Amarillo International Airport

Mike Stewart
Executive Director
Roanoke-Blacksburg Airport

John C. Reed
Executive Director
Rochester International Airport

Amber Judd
Airport Director
Rogue Valley International-Medford Airport

Cindy Nichol
Director of Airports
Sacramento County

Bill Wyatt
Executive Director
Salt Lake City Airport

Atif Saeed
President/CEO
San Diego County Regional Airport Authority

Christopher Hastert
Airport Director
Santa Barbara Airport

Gregory B. Kelly
Executive Director
Savannah Airport Commission

Joshua W Marcy
Airport Director
Seattle Paine Field International Airport

Wendy Reiter
Aviation Managing Director
Seattle-Tacoma International Airport

E. Robert Gill
Airport Manager
Sheridan County Airport

Michael A. Daigle
CEO & Executive Director
South Bend International Airport

Devon M Brubaker
Airport Director
Southwest Wyoming Regional Airport

David Haring
Chief Executive Officer
Spokane International Airport

Mark E. Sprague
Executive Director
St Pete - Clearwater International Airport

Rhonda Hamm-Niebruegge
Airport Director
St. Louis Lambert International Airport

Michael Stephens
Chief Executive Officer
Tampa International Airport

Buck Taft
Airport Director
Tri-Cities Airport

Danette M. Bewley, A.A.E.
President/CEO
Tucson Airport Authority

Alexis Higgins
CEO
Tulsa International Airport

Keith Meurlin
President
Washington Airports Task Force

Grant W. Sussey
Director of Aviation
Watertown International Airport

April Gasparri
Director of Aviation
Westchester County Airport

Jesse R. Romo, A.A.E.
Director of Airport
Wichita Airport Authority

Stephen Mykulyn
Interim Executive Director
Wilkes-Barre/Scranton International Airport

Aaron Buck
Airport Director
Yellowstone Regional Airport

Lew S. Bleiweis
President & CEO
Asheville Regional Airport

Brian Weiler
Director of Aviation
Springfield-Branson National Airport

Jorge Hernandez
President & Chief Executive Officer
Aerostar Airport Holdings, LLC

Kevin C. Dolliole
Director of Aviation
Louis Armstrong New Orleans International Airport

Date: May 6, 2026

To: TAA Board of Directors

From: John Voorhees, Vice President/Chief Revenue Officer

Re: Parking Facilities Management Contract – Contractor Selection

Background:

The current Parking Facilities Management contract at Tucson International Airport (TUS) is operating on a month-to-month basis and is scheduled to expire not later than July 31, 2026. The Procurement Department, in collaboration with the Business and Commercial Development Division, initiated a Request for Proposals (RFP) to solicit competitive submissions for parking facilities management services.

Following a thorough review and evaluation of all proposals, the RFP Selection Committee identified the highest-ranked proposer for award of the new Parking Facilities Management contract. Under the proposed contract structure, the parking operator will receive a fixed monthly management fee and will be reimbursed by TAA for approved operating expenses associated with managing TAA's parking facilities at TUS.

Analysis:

The RFP was published from December 15, 2025, through January 29, 2026, and a total of five (5) proposals were received. After a careful evaluation process, the Selection Committee ranked the proposal submitted by the incumbent provider, Ace Parking Management, Inc., as the highest-scoring submittal.

Ace Parking Management, Inc. has successfully managed the parking facilities at TUS for approximately twenty years, consistently demonstrating financial capacity, operational competency, and the ability to perform in the best interest of TAA. The Selection Committee agreed that the proposal clearly reinforced these capabilities and was in the best interests of TAA based on the applicable criteria in the RFP to serve as the parking facilities management company under this selection process.

Term of Agreement:

A total of five (5) years consisting of an initial term of three (3) years plus two (2) one (1) year extension options at TAA's discretion.

Management Fees for the Term:

Year 1: $184,475; Year 2: $187,047; Year 3: $195,232; (optional) Year 4: $213,790; (optional) Year 5: $222,740. Total Fees for 5-Year Term (if options are exercised by TAA): $1,003,284.

Recommendation:

TAA management recommends the Board adopt Resolution No. 2026-08 to delegate authority to the President/CEO to execute the Parking Facilities Management contract per the terms outlined above.

A RESOLUTION OF THE BOARD OF DIRECTORS OF THE TUCSON AIRPORT AUTHORITY, INC., DELEGATING AUTHORITY TO THE PRESIDENT/CEO OR HER DESIGNEE(S) TO EXECUTE A PARKING FACILITIES MANAGEMENT CONTRACT WITH ACE PARKING MANAGEMENT, INC.

WHEREAS The Tucson Airport Authority (TAA) is currently engaged in several interrelated projects regarding parking management services at TUS which require significant allocation of staff time and resources; and

WHEREAS TAA is committed to delivering exceptional customer service and requires a quality partner to manage parking operations efficiently and professionally, and engaged in a competitive process to identify a new parking facilities manager; and

WHEREAS TAA ranked the proposals received through the competitive process, and selected Ace Parking Management Inc. for award of the new Parking Facilities Management contract;

NOW, THEREFORE, BE IT RESOLVED BY THE BOARD OF DIRECTORS OF THE TUCSON AIRPORT AUTHORITY, INC., AS FOLLOWS:

The President/CEO or her designee(s) is authorized to execute the Parking Facilities Management contract with Ace Parking Management, Inc., consistent with the terms described in the associated Board memorandum, with a term of up to five (5) years from the date of execution.

PASSED AND ADOPTED by the Board of Directors of the Tucson Airport Authority, Inc., this Sixth day of May, 2026.

Michael S. Hammond
Chair of the Board

ATTEST:

Vance Falbaum, Secretary

APPROVED AS TO FORM:

Christopher Schmaltz, Executive Vice President and General Counsel

TUCSON AIRPORT AUTHORITY
TUCSON INTERNATIONAL AIRPORT • RYAN AIRFIELD

Date: May 6, 2026

To: Board of Directors

From: Bruce Goetz, Executive Vice President / COO

Re: Funds Transfer for Signage Project

Background:

Over the last 12 months, TAA has been developing a new Signage Master Plan (Project 10323596) that outlines updated wayfinding and directional signage. As we near the completion of that planning document, we are ready to start implementing elements of the Signage Master Plan relating to both static and digital signs. The total project cost exceeds $3M and our approach has been to phase the work over a few years, to lessen the financial impact to the airlines.

In the FY 2025 Capital Outlay Budget, the TAA requested and received concurrence from the airlines and Board approval for $400,000 to fund a Blast Fence Project (Project 10324611) on the cargo ramp. This request was to address jet blast issues from the Rolls Royce 747, operated in partnership with Raytheon. Rolls Royce has completed their engine testing mission and closed their operations, and the aircraft left TUS prior to the Blast Fence Project being started. Because the Blast Fence Project is no longer needed, TAA staff recommended to the airlines that these funds be reallocated to the Signage Project.

On March 4, 2026, TAA consulted with the Airport and Airlines Affairs Committee (corporate airlines) and they have no objections to the reallocation of these funds from the Blast Fence Project, to the Signage Project, in the amount of $400,000.

Strategic Plan | Analysis:

This Signage Project is significant in our efforts to create an elevated passenger experience for our customers. Specifically, it relates to our Strategic Plan initiative for Project Excellence to modernize the terminal complex. It will also replace an existing and outdated signage system that is comprised of multiple signage standards that lack consistency. Moving forward on this portion of the program with this requested transfer of budgeted funds supports this goal.

Cost Analysis:

The reallocation of funds from the Blast Fence Project to the Signage Project will allow the TAA to begin the first phase of work, which will include digital walls behind the ticket counters, vertical blade signs for airline locations on the ticketing level, and horizontal digital signs for airline locations on the terminal curb. Funds for future phases of the Signage Project will be requested in future budget processes to continue the implementation of updated wayfinding and directional signage.

Recommendation:

Adopt Resolution No. 2026-09, authorizing the President/CEO, to reallocate budgeted funds from the Blast Fence Project (Project 10324611) to the Signage Master Plan Project (Project 10323596), in the amount of $400,000.

A RESOLUTION OF THE BOARD OF DIRECTORS OF THE TUCSON AIRPORT AUTHORITY, INC., DELEGATING AUTHORITY TO THE PRESIDENT/CEO OR HER DESIGNEE(S) TO REALLOCATE FUNDS FROM BLAST FENCE PROJECT 10324611 TO SIGNAGE PROJECT 10323596.

WHEREAS the Tucson Airport Authority (TAA) has prepared a Signage Master Plan, and elements of it are ready to implement for static and digital signage; and

WHEREAS TAA can pay for Signage Project 10323596 without impacting the landing fees charged to airlines, if unused funds as described in the associated Board memorandum are reallocated from cancelled Project 10324611 to the Signage Project; and

WHEREAS TAA is committed to creating an elevated passenger experience for customers and modernizing the terminal complex.

NOW, THEREFORE, BE IT RESOLVED BY THE BOARD OF DIRECTORS OF THE TUCSON AIRPORT AUTHORITY, INC., AS FOLLOWS:

The President/CEO or her designee(s) is authorized to reallocate and transfer unused funds under the FY26 TAA Budget from Blast Fence Project 10324611, as requested by the associated Board memorandum, to fund the Signage Project 10323596.

PASSED AND ADOPTED by the Board of Directors of the Tucson Airport Authority, Inc., this Sixth day of May, 2026.

Michael S. Hammond
Chair of the Board

ATTEST:

Vance Falbaum, Secretary

APPROVED AS TO FORM:

Christopher Schmaltz, Executive Vice President and General Counsel

TUCSON AIRPORT AUTHORITY
TUCSON INTERNATIONAL AIRPORT • RYAN AIRFIELD

Date: May 6, 2026

To: Board of Directors

From: Austin Wright, Chief Communications Officer

Re: Air Service Development Update

TUS passenger forecasts for FY26 and FY27 remain muted at this early date, with about a 1% decline in passengers for FY26 expected, followed by a near unchanged outlook for FY27. A greater than normal degree of uncertainty accompanies those forecasts at this time. TUS' revenue performance, now that capacity has been rationalized, is average compared to our peer west coast airports. The duration of elevated oil prices is not known at this time, but if that expense, which represents 20% of airlines' operating costs, remains over $100 a barrel, capacity will be cut. US airlines generally have failed to hedge against the conflict induced oil prices. Increased fuel prices dampen growth and directly impact profitability for new or marginal opportunities, as not all of the increased costs can be passed through to the consumer without impacting demand. Futures prices imply that the market sees the increase as temporary, not structural.

Although airlines' relationships with banks as a key source of revenue, for credit card programs, also makes airlines more susceptible to the credit cycle and fluctuations in the overall economy, demand for summer air travel is strong, and all of the major US airlines raised revenue estimates for Q2 in mid-March, largely offsetting the fuel spike.

"Fly TUS for Business": the business community must support TUS exclusively in order for us to grow our options for travelers. This initiative is aimed at increasing Tucson business commitment to Fly TUS. Each business customer represents greater value for both the airlines and TAA since they typically purchase higher-fare tickets, travel at an above-average frequency, and consume more services while on-site. Marketing to individual consumers to change behavior, though aided immensely by digital targeted advertising, is more challenging. Program incentives include parking and security line benefits, and recognition by TAA in the business community. We need businesses to join. Even the University of Arizona, a strong partner of TAA, is not yet willing to commit to fly TUS exclusively.

Customers continue to travel to Phoenix because of service offerings that are 13 times more daily seats than TUS and 148 nonstop destinations. TUS remains focused on efforts within our control to offer an appealing choice for our target customers. TUS continues to offer (and advertise) a quicker, easier, less stressful experience that for 62% of our passengers includes a connection. For comparison, at our most similar airports, 53% of Albuquerque passengers and 54% of El Paso passengers connect, benefiting on this metric from their greater levels of nonstop service to Texas markets.

We will continue with free parking offers over the summer for our underused uncovered Economy Lot, to stimulate trials and attempt to reduce vacation leakage to PHX.

Despite heavy TAA marketing efforts, Frontier Airlines' performance at TUS remained weak this spring, mainly due to their ill-fated strategy of serving as a spill carrier at other airlines' hubs. (Spill traffic are those passengers who are essentially priced out of a dominant airline's service as their capacity on a route fills and fares increase, thus "spilling" them to other airlines who are still offering a lower price point.) Domestically, they are refocusing on markets larger than TUS, where better opportunities exist to capture spill. They have slowed their growth airline-wide and will slow further if fuel prices remain elevated. The airline will be on hiatus at TUS after April 13, and fall scheduling is to be determined. We are in close contact with them. Frontier represented less than 3% of TUS passengers during their months of operation here.

TSA staffing shortages during the February and March partial federal government shutdown resulting from Congress' failure to fund the Department of Homeland Security, coupled with late winter weather, contributed to significant delays across the US during the busy week of March 15 and affected some inbound TUS flights. TUS itself was not the source of the issues.

The Air Service Development team met on two separate occasions during March with prospective Mexican and Canadian airlines and all domestic airlines to present and receive updates as they prepare winter 2026-27 schedules. Fuel costs are weighing negatively on the business cases for potential new service, though this situation remains fluid, and increased overall demand could raise appetites for new routes.

TUCSON AIRPORT AUTHORITY

TUCSON INTERNATIONAL AIRPORT • RYAN AIRFIELD

Preliminary

FY 2026 Financial Highlights (Oct 25-Mar 26)

TAA Board of Directors

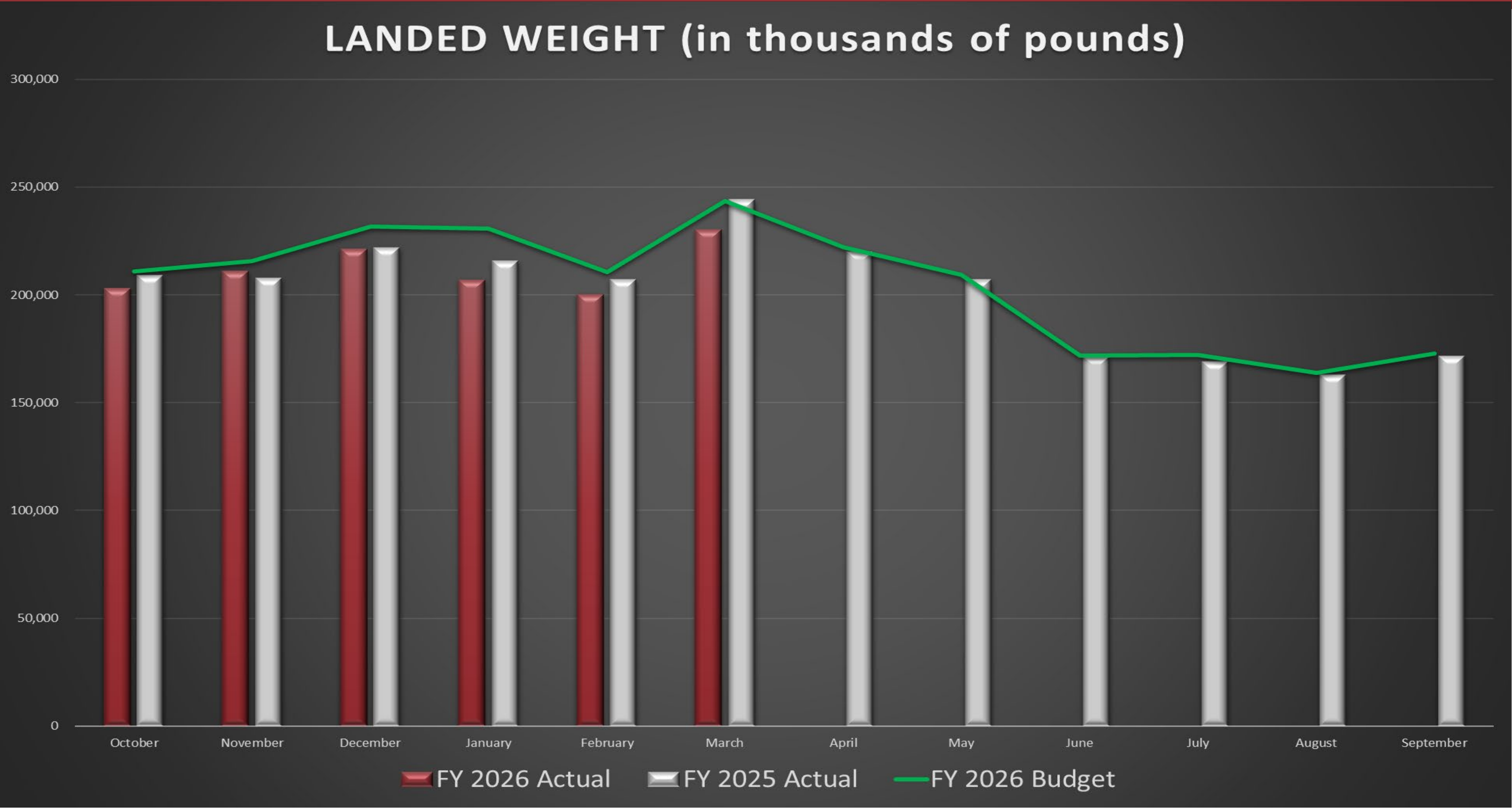
May 6, 2026

YTD FY2026 Financial Results

	YTD (Oct-Mar) Actual		Total Annual Budget		Q2 = 50%
Operating Revenues	$	33,104,036	$	61,464,542	53.9%
Operating Expenses		22,199,953		49,860,133	44.5%

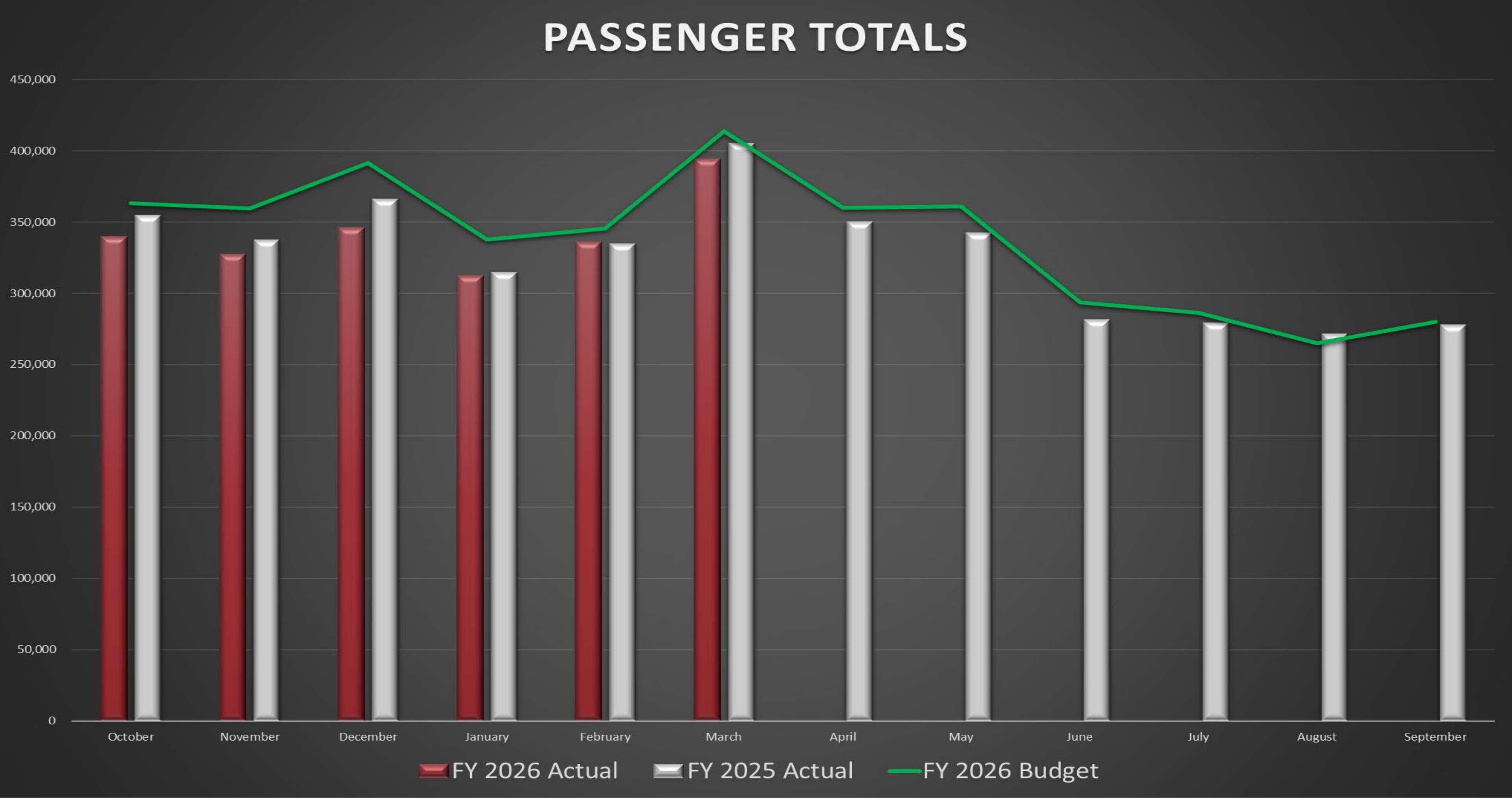
Financial results for FY 2026 have been conservatively estimated and are unaudited. See subsequent slides for additional information.

OCTOBER - MARCH FY 2026 OPERATING STATISTICS



- March 2026 (FY 26) Landed Weight is **5.48% lower** than budget, **5.70% lower** than March 2025 (FY 25)
- FY 2026 Landed Weight is **5.24% lower** than budget, **2.49% lower** than FY 2025

OCTOBER - MARCH FY 2026 OPERATING STATISTICS



- March 2026 passenger volume is **4.64% lower** than budget, **2.74% lower** than March 2025
- FY 2026 passenger volume is **7.01% lower** than budget, **2.76% lower** than FY 2025

FY 2026 YTD Operating Revenue

Operating Revenues

YTD (Oct-Mar)

	Actual	Budget	Actual vs. Budget	
Landing fees	$ 4,363,976	$ 3,777,062	$ 586,914	15.5%
Space rentals	8,532,326	8,155,990	$ 376,336	4.6%
Land rent	2,206,128	2,316,725	$ (110,597)	-4.8%
Concession revenue	14,722,813	13,129,606	$ 1,593,207	12.1%
Reimbursed Services	1,449,893	1,718,600	$ (268,707)	-15.6%
Other Operating Revenue	1,828,899	1,734,288	$ 94,611	5.5%
Total operating revenues	$ 33,104,036	$ 30,832,271	$ 2,271,764	7.4%

Financial results for FY26 are unaudited.

FY 2026 YTD Concession Revenue

Account Description	YTD Actual	YTD Budget	Budget vs. Actual	
Rental Cars	$ 5,581,612	$ 4,583,019	$ 998,593	21.8%
Parking	6,365,937	5,950,501	415,436	7.0%
Ground Transportation	237,749	233,863	3,886	1.7%
Advertising	112,324	90,000	22,324	24.8%
Food & Beverage	811,849	745,266	66,583	8.9%
News & Gifts	702,753	724,808	(22,055)	-3.0%
Transportation Network Company	750,706	669,726	80,980	12.1%
Peer-to-Peer Car Rental	68,121	55,758	12,363	22.2%
Employee Parking	90,100	75,600	14,500	19.2%
Vending Machines	597	-	597	0.0%
GA Percent Rent - FBO Million Air	1,065	1,065	-	0.0%
Total	$ 14,722,813	$ 13,129,606	$ 1,593,207	12.1%

Financial results for FY 2026 are unaudited.

FY 2026 YTD Operating Expenses

Operating Expenses

<u>YTD</u>	Actual	Budget	Budget vs. Actual	
Personnel expenses	$ 14,886,857	$ 16,386,423	$ 1,499,566	9.2%
Contractual services	4,899,908	5,592,969	$ 693,061	12.4%
Materials and supplies	1,696,462	2,448,218	$ 751,756	30.7%
Other operating expenses	716,725	968,815	$ 252,090	26.0%
Total operating expenses	$ 22,199,953	$ 25,396,426	$ 3,196,473	12.6%

Financial results for FY 2026 are unaudited.

FY 2026 vs. FY 2025

		Actual (Oct- Mar 2026)		Actual Prior Year (Oct- Mar 2026)	Increase (Decrease)
Operating Revenues	$	33,104,036	$	30,721,579	7.8%
Operating Expenses		22,199,953		20,630,810	7.6%
Operating Income	$	10,904,083	$	10,090,769	

Financial results for FY 2025 and FY 2026 are unaudited.