

**AMENDMENT 1 to ADDENDUM NO. 72
TO THE AGREEMENT DATED JANUARY 8, 2021
BETWEEN GREATER ORLANDO AVIATION AUTHORITY
AND RICONDO & ASSOCIATES, INC.**

**Project: Additional Staffing Positions for Professional Consulting Services
for W-525 Airport Master Plan Update, Orlando International Airport**

THIS AMENDMENT is effective this 18th day of February, 2025, by and between the **GREATER ORLANDO AVIATION AUTHORITY** ("Aviation Authority"), and **RICONDO & ASSOCIATES, INC.** ("Consultant").

WITNESSETH:

WHEREAS, by Agreement dated January 8, 2021, Aviation Authority and Consultant entered into an agreement for Consultant to provide General Consulting Services; and

WHEREAS, under the Agreement, Consultant agreed to perform such additional services for the Aviation Authority as are contained in any additional scope of work established by the Aviation Authority in any addendum to the Agreement and accepted in writing by the Consultant; and

WHEREAS, the Aviation Authority and the Consultant desire to enter into this Amendment to the Agreement to provide for additional services to be rendered by the Consultant under the terms of said Agreement.

NOW, THEREFORE, in consideration of the premises and the mutual covenants herein contained, the Aviation Authority and the Consultant do hereby agree as follows:

1. Consultant shall perform additional services in accordance with the terms of the Agreement and the attached Exhibit "A." Consultant shall be paid for such additional services according to the payment terms set forth in the Agreement.

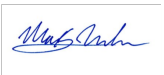
2. Consultant shall be compensated for such additional services in the **NOT TO EXCEED amount of THIRTEEN THOUSAND SIX HUNDRED AND NO/100 DOLLARS (\$13,600.00)**, broken down as follows:

Professional Fees:	NTE:	\$13,600.00
Professional Fees:	LS:	\$0.00
Reimbursable Expenses:	NTE:	<u>\$0.00</u>
Total:		\$13,600.00

3. Except as expressly modified in this Amendment, the Agreement dated January 8, 2021 and all prior addenda will remain in full force and effect.

IN WITNESS WHEREOF, the parties hereto by their duly authorized representatives, have executed this Amendment this day of Feb 20, 2025.

GREATER ORLANDO AVIATION AUTHORITY


box SIGN 4W88Q9ZJ-18858RR5

By: Max Marble
Sr. Vice President, Capital Programs

Approved as to Form and Legality
(for the benefit of GOAA only)
this day of Feb 20, 2025



By: box SIGN 4ZP2R2V8-18858RR5
Becker & Poliakoff, Legal Counsel
Greater Orlando Aviation Authority

RICONDO & ASSOCIATES, INC.


box SIGN 4LWR3Z2Q-18858RR5

By: Signature (Duly Authorized Rep.)

Pete Ricondo

Printed Name

Senior Vice President

Title

Memorandum

TO: Members of the Construction Committee

FROM: Brad Friel, Senior Vice President, Multimodal Planning & Environmental

DATE: February 18, 2025

Item Description

Request for Approval of an Amendment to Addendum 72 to the General Consulting Services Agreement with Ricondo & Associates, Inc. for Additional Staffing Positions for W-00525 the Master Plan Update at the Orlando International Airport.

Background

On December 09, 2020, the Aviation Authority Board approved and entered an agreement with Ricondo & Associates for General Consulting Services. The agreement was fully executed on January 8, 2021. On August 21, 2024, the Aviation Authority approved an addendum to the General Consulting Services Agreement with Ricondo & Associates, Inc. for W-00525 MCO Master Plan Update (MPU) for a not to exceed amount of \$4,799,486. The scope of work addresses the airport's developmental needs through the next twenty years to realize the Aviation Authority's long-term strategic visions for serving its tenants, business, and community stakeholders. The scope of services described in the proposal includes the professional services and technical analyses required to successfully complete the MPU for the airport within the FAA and Florida Department of Transportation (FDOT) framework. The timing for the completion of the proposed tasks will be established at the start of the project and prior to conducting the Initiation Meeting. The task schedule for the MPU will be organized to ensure coordination between the airside, landside, and terminal facility analyses.

Issues

The MCO Master Plan Update (W-00525) was approved with a task for Photogrammetry and FAA Airports-GIS (Task 11), which includes participation by subconsultant Martinez Geospatial. At the time of the original submission and subsequent approval, Martinez Geospatial did not have an approved travel premium for their staff that would be required to complete on-site field surveying tasks.

The Consultant's proposal dated January 29, 2025 is to add an approved position to the project and reassign 272 hours of effort previously scoped from the Survey Field Technician (without travel premium) at a rate of \$91/hour to the additional Survey Field Technician with Travel Premium at a rate of \$141/hour. The total hours budgeted for Martinez Geospatial will remain at the previously estimated quantity of 2,973 hours. This change would allow Martinez the ability to support a two-person surveying crew for up to 17 days of on-site surveying work. The total cost of the amendment is \$13,600.

If approved, services will be effective the date of Construction Committee approval.

This continuing consultant was selected for this task based on:

- | | | |
|--|---|--|
| ☒ Experience | ☐ Available Personnel | ☒ Current Workload |
| ☒ Expertise | ☐ Equitable Distribution | ☐ Other: _____ |

Small Business

The MWBE/LDB participation has been reviewed by the Office of Small Business Development. Their findings and recommendations are attached.

Alternatives

None.

Fiscal Impact

Funding is from General Airport Revenue Bonds (GARBs). Funding source verified by Melvin Martinez of Construction Finance on 02 / 12 / 25 as correct and available.

Recommended Action

It is respectfully requested that the Construction Committee approve an Amendment to Addendum 72 to the General Consulting Services Agreement with Ricondo & Associates, Inc. for the services contained herein and amount as shown below:

Not to Exceed Fees	\$13,600.00
Lump Sum Fees	\$0.00
Not to Exceed Expenses	\$0.00
TOTAL	\$13,600.00
AAC – Compliance Review Date	<i>S J</i> 02/10/25
AAC – Funding Eligibility Review Date	02/11/25

January 29, 2025

Mr. Bradley Friel, A.A.E., AICP
Senior Vice President
Multi-Modal Planning & Environmental
Greater Orlando Aviation Authority
11314 Terminal C Service Road
Orlando, FL 32824

RE: Professional Consulting Services for W-525 Airport Master Plan Update,
Orlando International Airport – AMENDMENT to Addendum 72

Dear Mr. Friel:

Ricondo & Associates, Inc. (Ricondo) appreciates the opportunity to submit this proposal for an amendment to Addendum 72 of the General Consulting Services Agreement (approved August 26, 2024) to enable on-site surveying work supporting the Orlando International Airport (MCO) Master Plan Update.

The MCO Master Plan Update was approved with a task for Photogrammetry and FAA Airports-GIS (Task 11), which includes participation by subconsultant Martinez Geospatial. At the time of the original submission and subsequent approval, Martinez Geospatial did not have an approved travel premium for their staff that would be required to complete on-site field surveying tasks.

The proposed amendment is to add an approved position to the project and reassign 272 hours of effort previously scoped from the Survey Field Technician (without travel premium) at a rate of \$91/hour to the additional Survey Field Technician with Travel Premium at a rate of \$141/hour. The total hours budgeted for Martinez Geospatial will remain at the previously estimated quantity of 2,973 hours.

This change would allow Martinez the ability to support a two-person surveying crew for up to 17 days of on-site surveying work. The total cost of the amendment is \$13,600.

Professional Fees

Table 1 presents the approved Not-to-Exceed (NTE) fee amount from Addendum 72 with the proposed additional professional services fees using the current approved positions and associated hourly rates. With the amendment, the Disadvantaged Business Enterprise (DBE) participation rate will increase from the original 16.0 percent to 16.2 percent.

Attached is the revised Table C-5 for Martinez Geospatial as proposed for this amendment.



Mr. Bradley Friel, A.A.E., AICP
Greater Orlando Aviation Authority
December 22, 2023
Page 2

TABLE 1 – APPROVED BUDGET ESTIMATE – NOT-TO-EXCEED FEES AND EXPENSES

FIRM/POSITION	HOURLY RATE	LABOR HOURS	COST
<i>Martinez/Survey Field Technician (approved Addendum 72)</i>	<i>\$91.00</i>	<i>340</i>	<i>\$ 30,940.00</i>
Martinez/All Other Labor (approved Addendum 72)	-	2,633	\$ 224,300.00
Martinez Labor Subtotal (approved Addendum 72)	-	2,973	\$ 255,240.00
Martinez Reimbursable Expenses Subtotal (approved Addendum 72)	-	-	\$ 22,285.00
Martinez Total (approved Addendum 72)			\$ 277,525.00
Disadvantaged Business Enterprise (DBE) Subtotal (approved Addendum 72)			\$ 766,955.00
Disadvantaged Business Enterprise (DBE) Participation (approved Addendum 72)			16.0%
TOTAL PROJECT LABOR COST (APPROVED ADDENDUM 72)			\$ 4,747,271.00
TOTAL PROJECT REIMBURSABLE EXPENSES (APPROVED ADDENDUM 72)			\$ 52,215.00
TOTAL PROJECT COST (APPROVED ADDENDUM 72)			\$ 4,799,486.00

TABLE 2 – PROPOSED AMENDED BUDGET ESTIMATE – NOT-TO-EXCEED FEES AND EXPENSES

FIRM/POSITION	HOURLY RATE	LABOR HOURS	COST
<i>Martinez/Survey Field Technician (Proposed Amendment)</i>	<i>\$91.00</i>	<i>68</i>	<i>\$ 6,188.00</i>
<i>Martinez/Survey Field Technician with Travel Premium (Proposed Amendment)</i>	<i>\$141.00</i>	<i>272</i>	<i>\$ 38,352.00</i>
Martinez/All Other Labor (approved Addendum 72)	-	2,633	\$ 224,300.00
Martinez Labor Subtotal (with Proposed Amendment)	-	2,973	\$ 268,840.00
Martinez Reimbursable Expenses	-	-	\$ 22,285.00
Martinez Total (with Proposed Amendment)		2,973	\$ 291,125.00
DBE Subtotal (with Proposed Amendment)			\$ 780,555.00
DBE Participation (with Proposed Amendment)			16.2%
TOTAL PROJECT LABOR COST (WITH PROPOSED AMENDMENT)			\$ 4,760,871.00
TOTAL PROJECT REIMBURSABLE EXPENSES (WITH PROPOSED AMENDMENT)			\$ 52,215.00
TOTAL PROJECT COST (WITH PROPOSED AMENDMENT)			\$ 4,813,086.00



Mr. Bradley Friel, A.A.E., AICP
Greater Orlando Aviation Authority
December 22, 2023
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We appreciate the opportunity to continue serving and supporting the Greater Orlando Aviation Authority. If you require additional information, please contact me at 305-677-0370 or via e-mail at pricondo@ricondo.com.

Sincerely,

RICONDO & ASSOCIATES, INC.

Pete Ricondo, P.E.
Senior Vice President

cc: Kevin Thompson
Christopher DeLoatche
Foo Pham
21041212

EXHIBIT A - CONSULTANT'S COMPENSATION PROPOSAL
TABLE C-5
BREAKDOWN OF NOT TO EXCEED PROFESSIONAL FEES
Martinez Geospatial (DBE)

Martinez Geospatial (DBE)	Project Manager		Licensed Professional Surveyor		Senior Photogrammetrist		CADD Technician		Survey Field Technician		Survey Field Technician with Travel Premium		Geospatial Supervisor		Airspace Technician		Geospatial Technician II		Geospatial Technician I		TOTAL		
Rate (\$/Hour):	\$187		\$142		\$106		\$94		\$91		\$141		\$80		\$80		\$77		\$71		labor hours	Cost	Avg. Hourly Rate
	hours	Cost	hours	Cost	hours	Cost	hours	Cost	hours	Cost	hours	Cost	hours	Cost	hours	Cost	hours	Cost	hours	Cost			
TASKS																							
TASK 1: PROJECT INITIATION AND ADMINISTRATION	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	\$0
TASK 2: INVENTORY OF EXISTING CONDITIONS	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	\$0
TASK 3: AVIATION ACTIVITY FORECAST	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	\$0
TASK 4: DEMAND CAPACITY AND FACILITY REQUIREMENTS	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	\$0
TASK 5: MOBILITY MASTER PLAN	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	\$0
TASK 6: ALTERNATIVES DEFINITION AND EVALUATION	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	\$0
TASK 7: REFINEMENT OF THE PREFERRED DEVELOPMENT ALTERNATIVE	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	\$0
TASK 8: IMPLEMENTATION PLAN FOR FUTURE IMPROVEMENTS AND NEW CAPITAL PROJECTS	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	\$0
TASK 9: ENVIRONMENTAL OVERVIEW	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	\$0
TASK 10: SUSTAINABILITY STRATEGY	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	\$0
TASK 11: PHOTOGRAMMETRY AND FAA AIRPORTS-GIS	62	\$11,594	138	\$19,596	48	\$5,088	243	\$22,842	68	\$6,188	272	\$38,352	200	\$16,000	170	\$13,600	1628	\$125,356	144	\$10,224	2,973	\$268,840	\$90
Task 11.1 - Project Planning / FAA Airports-GIS Coordination / Field Survey Coordination	16	\$2,992	24	\$3,408	0	\$0	0	\$0	20	\$1,820	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	60	\$8,220	\$137
Task 11.2 - Aerial Image Acquisition	4	\$748	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	4	\$748	\$187
Task 11.3 - Establish Geodetic Control / Validate Existing PACS/SACS	1	\$187	12	\$1,704	0	\$0	0	\$0	0	\$0	24	\$3,384	0	\$0	0	\$0	0	\$0	0	\$0	37	\$5,275	\$143
Task 11.4 - Survey Imagery Photo Control	3	\$561	30	\$4,260	0	\$0	0	\$0	0	\$0	148	\$20,868	0	\$0	0	\$0	0	\$0	0	\$0	181	\$25,689	\$142
Task 11.5 - Aero Triangulation	2	\$374	0	\$0	40	\$4,240	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	42	\$4,614	\$110
Task 11.6 - Digital Ortho Imagery	2	\$374	0	\$0	8	\$848	0	\$0	0	\$0	0	\$0	24	\$1,920	0	\$0	0	\$0	144	\$10,224	178	\$13,366	\$75
Task 11.7 - Runway Surveys	3	\$561	12	\$1,704	0	\$0	0	\$0	0	\$0	20	\$2,820	0	\$0	0	\$0	0	\$0	0	\$0	35	\$5,085	\$145
Task 11.8 - NAVAID Surveys	3	\$561	28	\$3,976	0	\$0	0	\$0	0	\$0	80	\$11,280	0	\$0	0	\$0	0	\$0	0	\$0	111	\$15,817	\$142
Task 11.9 - Airport Airspace Analysis / Obstruction Surveys	4	\$748	0	\$0	0	\$0	32	\$3,008	0	\$0	0	\$0	24	\$1,920	122	\$9,760	0	\$0	0	\$0	182	\$15,436	\$85
Task 11.10 - Raw Obstacle Data Collection	8	\$1,496	0	\$0	0	\$0	12	\$1,128	0	\$0	0	\$0	16	\$1,280	48	\$3,840	0	\$0	0	\$0	84	\$7,744	\$92
Task 11.11 - Planimetric and Topographic Mapping Compilation	4	\$748	0	\$0	0	\$0	8	\$752	0	\$0	0	\$0	120	\$9,600	0	\$0	1628	\$125,356	0	\$0	1,760	\$136,456	\$78
Task 11.12 - Mapping Edit and GIS Formatting	4	\$748	0	\$0	0	\$0	183	\$17,202	0	\$0	0	\$0	16	\$1,280	0	\$0	0	\$0	0	\$0	203	\$19,230	\$95
Task 11.13 - Airports-GIS Data Submission and Final Reporting	8	\$1,496	32	\$4,544	0	\$0	8	\$752	48	\$4,368	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	96	\$11,160	\$116
TASK 12: AIRPORT LAYOUT PLAN	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	\$0
TASK 13: EXHIBIT A' COORDINATION	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	\$0
TASK 14: STAKEHOLDER ENGAGEMENT	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	\$0
TASK 15: FINAL DOCUMENTATION	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	\$0
TASK 16: MASTER PLAN VIDEO	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	\$0
TOTAL NOT TO EXCEED PROFESSIONAL FEES:	62	\$11,594	138	\$19,596	48	\$5,088	243	\$22,842	68	\$6,188	272	\$38,352	200	\$16,000	170	\$13,600	1628	\$125,356	144	\$10,224	2,973	\$268,840.00	\$90

EXHIBIT A - CONSULTANT'S COMPENSATION PROPOSAL
TABLE C-6
BREAKDOWN OF NOT TO EXCEED REIMBURSABLE EXPENSES

EXPENSES:	QTY	UNIT PRICE	AMOUNT
TASK 11: PHOTOGRAMMETRY AND FAA AIRPORTS-GIS			\$ 22,285.00
Martinez Geospatial (DBE)			
Keystone Aerial Surveys, Inc: Aerial Survey Flight Mission	1	\$ 22,285.00	\$ 22,285.00
TASK 12: AIRPORT LAYOUT PLAN			\$ 12,544.00
Ricondo & Associates, Inc.			
Triangle Reprographics: Preliminary Draft ALP Drawing Sets for hard copy review (36"x48", AEC staple bind, 32 sheets per set)	5	\$ 448.00	\$ 2,240.00
Triangle Reprographics: Final Draft ALP Drawing Sets for hard copy review (36"x48", AEC staple bind, 32 sheets per set)	14	\$ 448.00	\$ 6,272.00
Triangle Reprographics: Final ALP Drawing Sets (36"x48", AEC staple bind, 32 sheets per set)	9	\$ 448.00	\$ 4,032.00
TASK 14: STAKEHOLDER ENGAGEMENT			\$ 4,716.00
Ricondo & Associates, Inc.			
Triangle Reprographics: Presentation Boards (35.5" x 47.5" White Gatorboard, 3/16" thickness, single-sided)	36	\$ 118.50	\$ 4,266.00
Triangle Reprographics: Informational Handouts/Brochures (8.5"x11", double-sided, gloss)	300	\$ 1.50	\$ 450.00
TASK 15: FINAL DOCUMENTATION			\$ 12,670.00
Graphic Support Services (DBE)			
Stock Photo Credits (18 credits in bulk)	1	\$ 170.00	\$ 170.00
Best Imaging: Executive Summary Booklets (8.5"x11" hard cover booklets, 2 test prints, shipping)	100	\$ 125.00	\$ 12,500.00
Ricondo & Associates, Inc. SUBTOTAL			\$ 17,260.00
Graphic Support Services SUBTOTAL			\$ 12,670.00
Martinez Geospatial SUBTOTAL			\$ 22,285.00
GRAND TOTAL			\$ 52,215.00



KEYSTONE

AERIAL SURVEYS, INC.

Northeast Philadelphia Airport • PO Box 21059 • Philadelphia, PA 19114
PHONE (215) 677-3119 • FAX (215) 464-2889

TO: Ryan Flicek

MTZ | Martinez Geospatial

2915 Waters Road, Suite 100

Eagan, MN 55121

V: 651.842.2000

F: 651.686.8389



Quotation / Order form

All quotes are valid for 90 days.

Quotes after 90 days are subject to review and adjustments

DATE: **7/25/2024**

QUOTED BY: John Schmitt

KAS REFERENCE #:

ITEM	QUANTITY	DESCRIPTION	UNIT PRICE	AMOUNT
		Provide New Aerial Survey of client's area using Vexcel UltraCam UCFp Digital Sensor Location: MCO, FL Details: 13 Flight lines and 955 digital images GSD: 10 cm Processing: Lvl03 Bands: RGB Bit depth: 8 bit ABGPS: Yes IMU: Yes Delivery Items 1 Digital Imagery on hard drive(s) EO's with Standard Deviations Do not fly with significant surface winds. Flight with surface winds > 15 kts should be avoided TFW's to match EO's		\$ 22,285.00
TOTAL:				\$ 22,285.00

If Keystone's product/services has an end use for an engineering or architectural services trade or business, performed in the United States by the taxpayer in the ordinary course of such trade or business with respect to the construction of real property in the United States. (IRS Code Section 199).

The location/description of the construction is as follows: _____

ORDER INFORMATION TO BE FILLED OUT BY THE CUSTOMER

If the above Quotation is acceptable, sign and return to Keystone via US Mail or Fax with the additional information filled out.

When contacting Keystone regarding this Quotation, please refer to our Reference number shown above.

Ship To: (If different from above)

Method of Shipment: (Check One, Account # if Applicable)

☐ Federal Express

Federal Express Number: _____

☐ UPS

UPS Number: _____

☐ OTHER

Method Of Payment: (Check One)

☐ OA

☐ Mastercard

☐ COD

☐ Other

☐ Visa

Purchase Order Number: _____

Reference Number: _____

Account #

Exp. Date:

Security Code:

Cardholder:

Address of Cardholder:

Your Signature will give Keystone Aerial Surveys, Inc. the right to proceed.

Signature:

Print Name:

Terms and Conditions: Quotations do not include shipping/handling charges or sales tax which are additional fees if applicable.

If you are exempt from sales tax, please include a copy of your current year's sales tax exempt certificate with your signed quote.



A GEOSPATIAL SERVICE PROVIDER

Scope and Fee Proposal

Survey, Photogrammetry & Airports-GIS Services

Orlando International Airport (MCO)

07/25/2024

2915 Waters Road Suite 100 Eagan, Minnesota 55121

Tel: 651-686-8424 • www.mtzgeo.com

PROJECT SUMMARY

CLIENT	Ricondo
CLIENT CONTACT	Foo Pham
CLIENT ADDRESS	3504 Lake Lynda Drive Suite 165 Orlando, FL 32817
PROJECT LOCATION	Orlando International Airport (MCO) Orlando, Florida

Martinez Geospatial, Inc. (MTZ) will provide **RICONDO** with Photogrammetry & Airports-GIS services in support of a **Master Plan/Airport Layout Plan** at **Orlando International Airport (MCO)**.

This scope includes tasks required to comply with FAA Airports-GIS program standards. All survey and photogrammetry work will be accomplished in accordance with the following Advisory Circulars:

AC-150/5300-16B (16B)
AC-150/5300-17C (17C)
AC-150/5300-18B (18B)

The FAA Airports-GIS objective for this project is to collect and submit *Safety-Critical* data for the airport. Furthermore, base-mapping (planimetric & topographic data) collected in support of the ALP will be formatted and submitted to FAA Airports-GIS. Specifically, acquisition of data will include an Obstruction Survey/Airport Airspace Analysis, NAVAID inventory & survey, Runway Ends & Profiles survey, and collection (through remote-sensing) of planimetric & topographic data.

MTZ will fulfill the data collection, formatting, and delivery requirements of the FAA Airports-GIS program. In general, MTZ's approach to fulfilling the GIS requirements will be accomplishing those required tasks as outlined in **Table 2-1 (Survey Requirements Matrix)** of **18B, Column "Airport Layout Plan."**

MTZ will make maximum use of existing data within the ADIP Portal for MCO, including Obstacle Data with FAA-assigned Identifiers.

PROJECT SPECIFICATIONS

STATE	FLORIDA
COUNTY	ORANGE
PROJECT TYPE	AVIATION (AIRPORTS-GIS INCLUDED)
COORDINATE SYSTEM	FLORIDA STATE PLANE – EAST ZONE
HORIZONTAL DATUM	NAD83
VERTICAL DATUM	NAVD88 (GEOID18)
FIELD-SURVEY PROVIDED BY	MARTINEZ GEOSPATIAL, INC.
MAPPING SCALE	1"=100' & 2' CONTOURS
MAPPING FORMATS REQUIRED	STANDARD CAD w/ DTM and AIRPORTS-GIS
ORTHO RES & PHOTO FORMAT	0.5' GSD, TIF & SID FORMAT

PROJECT AREA DEFINITION

The total project area consists of three components:

AREA A	Planimetric & Topographic Mapping Limit - This area defines the limit for the compilation of planimetric & topographic base-mapping.
AREA B	Part 77/OCS Airspace Analysis Limits - Horizontal Limits of the applicable Obstruction Identification Surfaces (OIS) as defined by FAR Part 77 and AC-150/5300-13B.
AREA C	Airports-GIS Airspace Analysis Limits - Horizontal Limits of the applicable Obstruction Identification Surfaces (OIS) as defined in AC-150/5300-18B.

PROJECT TASKS

Project Planning/Project Management/FAA Airports-GIS Coordination/Field-Survey Coordination

MTZ will assist RICONDO to develop, submit, and gain approval of the AGIS "Statement of Work" for the project through the FAA Orlando ADO and FAA Airports-GIS. MTZ will assemble, submit, and gain approval of the Imagery/Remote Sensing Plan, Survey Quality Control Plan, and AP Acquisition Report through FAA Airports-GIS. MTZ will also coordinate with the field-surveyor to ensure all documentation required by AGIS, related to field-survey, is completed correctly.

Aerial Imagery Acquisition

New color aerial imagery will be captured for all areas outlined in the **PROJECT AREA DEFINITION** section of this scope utilizing a digital photogrammetric camera. The aerial imagery acquisition flight mission will be executed in accordance with all guidelines and specifications within FAA AC 150/5300-17C.

The aerial imagery acquisition flight mission will consist of one "block" of imagery, as specified below:

IMAGERY RESOLUTION	PURPOSE/USE
10cm	The coverage limit for this imagery is the horizontal extents of AREA A, AREA B & AREA C . This imagery will be utilized for all photogrammetric data collection. Ortho-imagery will also be generated for this area at a resolution of 0.50' GSD.

Upon completion of the flight mission, the imagery will be reviewed through in-house Quality Assurance procedures for photogrammetric acceptability and compliance with AC 150/5300-17C requirements.

Establish Geodetic Control / Validate existing PACS/SACS (Field Survey)

There are currently one PACS monument and two SACS monuments published in the NGS database for the airport. Surveyors will validate/utilize these monuments to serve as the project tie to the NSRS. If the existing PACS/SACS monuments are determined to be damaged or the validation is unsuccessful the surveyors will establish temporary geodetic control points, as required. Geodetic data will be tied to the NSRS using the latest published adjustment (2011).

Following are the specific PACS & SACS locations to be recovered:

Station Type	Designation	PID	Horizontal Datum	Vertical Datum	GEOID
PACS	MCO D	AD9143	NAD83(2011)	NAVD88	GEOID18
SACS	MCO C 1989	AA9569	NAD83(2011)	NAVD88	GEOID18
SACS	USCE DISK	AA9807	NAD83(2011)	NAVD88	GEOID18

Survey Imagery Photo Control (Field Survey)

Photo-identifiable control points and/or artificial targets will be selected/set and surveyed for use as ground control for aero-triangulation of the new aerial imagery. Imagery control points will be spread throughout the aerial imagery project-area in a geometric pattern conducive to favorable aerotriangulation results. Each imagery control point will be surveyed using RTK survey methods. Imagery Control will be surveyed (properly tied to NSRS) and documented in accordance with AC-150/5300-17C and FAA Airports-GIS requirements. Ground Control data and documentation will be submitted to FAA Airports-GIS along with the Aerial Photography Acquisition Report. It is anticipated that 48 imagery control points will be required. Per FAA requirements, in addition to the imagery control points, an additional **6** Independent Checkpoints will be surveyed and processed through NGS OPUS.

Aero Triangulation

The newly acquired digital aerial imagery will be imported onto a digital photogrammetric workstation where it will be oriented with field-surveyed ground control. This procedure will establish both horizontal and vertical control for orienting individual photogrammetric models. This orientation will be accomplished using Soft Copy Aerial Triangulation methods.

Create Digital Ortho Imagery

Digital orthophotos will be produced to meet the needs of RICONDO and the Airport as well as to comply with the requirements of the FAA Airports-GIS program and AC 150/5300-17C. Two sets of orthophotos will be produced. Orthophotos will cover the following defined areas and meet the following specifications:

RESOLUTION	COVERAGE LIMIT
0.50' GSD	AREA C (see attached exhibit)

In addition to the ortho-rectified imagery of AREA C, MTZ will prepare a non-ortho-rectified mosaic image of the full extents of AREA B in support of the preparation of ALP airspace sheets (see attached exhibit).

Runway Surveys (Field Survey)

Field Surveyors will accomplish survey of all runways at MCO (17L/35R, 17R/25L, 18L/36R, & 18R/36L); survey tasks will include survey of runway-end-points and runway-profiles. For each runway-end-point/threshold a monument will be set, surveyed, and documented in accordance with AC-150/5300-18B. Runway-centerline and offset profiles will be surveyed utilizing mobile-RTK methodology; final profile data will be extracted at 10-foot stations for FAA Airports-GIS submission. Runway survey data will be utilized for the Obstruction Surveys/Airport Airspace Analysis task. Furthermore, MTZ will indentify Airport Reference Point, Airport Elevation, High & Low Elevations of each Runway, and Touchdown Zone Elevations for each runway utilizing the newly surveyed Runway Data. Runway survey data will also be properly formatted by MTZ and reported in both the FAA Airports-GIS deliverable and the CAD base-map deliverable.

NAVAID Surveys (Field Survey)

Surveyors will accomplish field-survey of visual NAVAIDs & meteorological equipment serving the MCO airport. Each NAVAID will be surveyed and documented in accordance with AC-150/5300-18B. NAVAID survey data will be properly formatted by MTZ and reported in both the FAA Airports-GIS deliverable and the CAD base-map deliverable. The NAVAID Survey will include the following:

<i>Airport Rotating Beacon</i>	<i>17L PAPI</i>	<i>35R PAPI</i>
<i>17L ALSF2</i>	<i>35R ALSF2</i>	<i>17R PAPI</i>
<i>35L PAPI</i>	<i>17R ALSF2</i>	<i>35L ALSF2</i>
<i>18L PAPI</i>	<i>36R PAPI</i>	<i>36R ALSF2</i>
<i>18R PAPI</i>	<i>36L PAPI</i>	<i>18R MALSR</i>
<i>36L REILs</i>	<i>17L Localizer</i>	<i>17L DME</i>
<i>17L Glideslope</i>	<i>35R Localizer</i>	<i>35R DME</i>
<i>35R Glideslope</i>	<i>17R Localizer</i>	<i>17R DME</i>
<i>17R Glideslope</i>	<i>35L Localizer</i>	<i>35R DME</i>
<i>35R Glideslope</i>	<i>36R Localizer</i>	<i>36R DME</i>
<i>36R Glideslope</i>	<i>18R Localizer</i>	<i>18R DME</i>
<i>18R Glideslope</i>	<i>Airport Surveillance Radar</i>	<i>Windsocks</i>
<i>ASOS</i>		

Airport Airspace Analysis/Obstruction Surveys

18B/AGIS

An Airport Airspace Analysis will be performed in accordance with AC 150/5300-18B. This task will be performed in order to comply with the requirements of the FAA Airports-GIS Program for projects involving Airport Layout Plans. All available existing obstacle data for MCO will be obtained & downloaded from ADIP; existing obstacle data (relevant to the AGIS Airspace Analysis) will be validated or updated as necessary and incorporated into this project. Existing obstacle data will be reported back to FAA through ADIP, identifiable by assigned FAA-Obstacle-ID. The Airport Airspace Analysis will meet the following specifications:

RUNWAY	AGIS ANALYSIS TYPE
17L/35R	Runways-With-Vertical-Guidance
17R/35L	Runways-With-Vertical-Guidance
18L/36R	Runways-With-Vertical-Guidance
18R/36L	Runways-With-Vertical-Guidance

Formatting of final reported 18B/AGIS obstacles will adhere to the specifications of AC 150/5300-18B, Chapter 5 *Airport Data Features*.

Part 77/Obstacle Clearance Surface (OCS)

An FAR Part 77 and an OCS Obstruction Survey will be performed for all runway ends. Utilizing the digital 3D stereo imagery, the prescribed Part 77 & OCS Obstruction-Identification-Surfaces will be examined and analyzed to identify natural and manmade objects penetrating the surfaces. OCS Surfaces will be based on the requirements of AC-150/5300-13B (Tables 3-2, 3-3, 3-4, and 3-5)

The Part 77 Obstruction Survey will meet the following specifications:

RUNWAY	PART 77 ANALYSIS TYPE
17L/35R	Precision-Instrument-Runway (PIR)
35R	Precision-Instrument-Runway (PIR)
17R	Precision-Instrument-Runway (PIR)
35L	Precision-Instrument-Runway (PIR)
18L	Non-Precision-Instrument-C (NPI-C)
36R	Precision-Instrument-Runway (PIR)
18R	Precision-Instrument-Runway (PIR)
36L	Non-Precision-Instrument-C (NPI-C)

The OCS Obstruction Survey will meet the following specifications (OCS Numbers are taken from AC-13B, Tables 3-2, 3-3, 3-4, and 3-5).

RUNWAY	OCS ANALYSIS TYPE
17L	OCS 5 (< 3/4sm Visibility Minimums)
17L	OCS 6 (Vertical Guidance Surface)
17L	OCS 7 (Departure Surface)
35R	OCS 5 (< 3/4sm Visibility Minimums)
35R	OCS 6 (Vertical Guidance Surface)
35R	OCS 7 (Departure Surface)
17R	OCS 5 (< 3/4sm Visibility Minimums)
17R	OCS 6 (Vertical Guidance Surface)
17R	OCS 7 (Departure Surface)
35L	OCS 5 (< 3/4sm Visibility Minimums)
35L	OCS 6 (Vertical Guidance Surface)
35L	OCS 7 (Departure Surface)
18L	OCS 5 (> 3/4sm Visibility Minimums)
18L	OCS 6 (Vertical Guidance Surface)
18L	OCS 7 (Departure Surface)
36R	OCS 5 (< 3/4sm Visibility Minimums)
36R	OCS 6 (Vertical Guidance Surface)
36R	OCS 7 (Departure Surface)

18R	OCS 5 (< 3/4sm Visibility Minimums)
18R	OCS 6 (Vertical Guidance Surface)
18R	OCS 7 (Departure Surface)
36L	OCS 5 ($\geq$ 3/4sm Visibility Minimums)
36L	OCS 6 (Vertical Guidance Surface)
36L	OCS 7 (Departure Surface)

Part 77/OCS Collection Criteria

The obstruction-identification-surfaces, defined in the previous section, will be digitally referenced with the 3D Stereo Imagery. Utilizing the 3D imagery, trained technicians will visually examine all surfaces and collect X-Y-Z point data for objects meeting collection criteria. Collected data will then be mathematically analyzed against the surfaces using custom processes to produce a final dataset. Multiple Quality-Assurance processes are performed for obstruction data through the project life cycle to ensure accuracy and completeness. Data will be collected to fulfill the following criteria:

- 1) A single X-Y-Z point will be collected / analyzed for any manmade or natural object penetrating a surface. The point will be placed on the highest point of the object. The X-Y location will correspond to the horizontal position of the highest portion of the object, not necessarily the geometric center or middle of the object.
- 2) Occasionally with Obstruction Surveys, large group of trees or terrain (obstruction area) are found to penetrate a surface and it is not feasible or possible to collect each individual penetration. In these cases, the obstruction area will be outlined with a bounding polygon in order to represent the horizontal extents of the area. A grid will then be overlaid on the obstructing area. Within each grid sector, the highest object will be collected. Within the primary surface, the transitional surface, and within the first 5,000 feet of the approach surface, 100-foot grid spacing will be used. Within 10,000 feet of the approach surface, but outside 5,000 feet, 200-foot grid spacing will be used. 200-foot grid spacing will also be used within the horizontal surface. Outside of 10,000 feet of the approach and within the conical surface, 500-foot grid spacing will be used.

Supplemental Obstacle Collection

Within the first 5,000 feet of the Departure Surface, MTZ will collect significant manmade and natural objects with no exemptions based on negative penetration value. For manmade objects, all buildings, utility poles, antennas, towers, and prominent objects will be collected (small objects, such as mailboxes, posts, and utility boxes will be ignored). For roadways (including highways) and railroads, the proper Part 77 offset will be applied according to the type of vehicular traverse way (official Vehicle Service Roads will be included and NAVAID Service Roads will be excluded). For vegetation, significant singular trees will be collected to the extent possible/feasible. In large areas of dense vegetation, a bounding polygon will be drawn to show the extents of the area. A 100-foot grid will be applied and the highest vegetation point within each grid-sector will be collected.

Deliverable Format for Part 77 and AC-13B OCS Obstacle Data

DELIVERABLE	DESCRIPTION
Shapefile and CAD File	These files will contain the following pieces of data: 1) Obstruction Surface Linework 2) Obstruction X-Y-Z Points 3) Obstruction Area Polygon (if applicable) 4) Obstruction Area Grid (if applicable)
Attributes will be included in the Shapefile as Object Data. For the CAD version, attributes will be provided in Spreadsheet Format and can be cross-referenced with the CAD file by Object Number.	Shapefiles will contain the following pieces of object data: • Object type • Northing / Easting / Elevation (MSL) • Latitude/Longitude • AGL Height (as able, for penetrating objects only) • Height-Above-Runway-End • Height-Above-Touchdown-Zone • Height-Above-Airport-Elevation • Distance-to-Runway-End • Distance-From-Runway-Centerline (and direction) • Penetration Value (if applicable) • Surface Affected & Slope (if applicable)

Planimetric & Topographic Mapping Compilation

Utilizing the aerotriangulated digital imagery, photographic stereo pairs will be oriented and compiled on digital photogrammetric workstations within **AREA A**.

Planimetric Features to be mapped within AREA A will include (but are not limited to):

- Building Outlines
- Airfield Pavement (Aprons, Taxiways, Runways)
- Airfield Paint Markings
- Airfield Signs
- Airfield Lights
- Roadways/Railways/Bridges
- Parking Lots
- Sidewalks
- Towers/Antennas
- Utilities (Above-Ground & Identifiable in Imagery)

Mapping data will be compiled meeting the following specifications:

PLANIMETRIC DATA SCALE	1"=100' SCALE (CLASS II STANDARDS)
TOPOGRAPHIC DATA SCALE	2' CONTOUR INTERVAL (CLASS II STANDARDS)

MAPPING DELIVERABLE	FORMAT
PLANIMETRIC FILE	AUTOCAD (Other formats available upon request)
CONTOUR FILE	AUTOCAD (Other formats available upon request)
DIGITAL-TERRAIN-MODEL FILE	AUTOCAD (Other formats available upon request)

The CAD products defined above will be delivered directly to **RICONDO** for incorporation into ALP drawings.

Mapping Edit and GIS Formatting

In addition to generating mapping data in CAD formats, all collected data will be edited and formatted in the appropriate AGIS format. In terms of GIS-attributes, MTZ will be responsible for populating all geospatial-related and/or critical attributes required for upload. In general terms, the final AGIS file created by MTZ will include both Safety-Critical and Non-Safety-Critical Data. This includes the following:

SAFETY-CRITICAL

Airspace

AC-18B Feature	AC-18B Section
Obstacle	5.5.2
Obstruction Area (if applicable)	5.5.3
Obstruction ID Surface	5.5.4

Runway

AC-18B Feature	AC-18B Section
Runway End	5.4.26
Runway Profile Points	5.8.6
Centerline Perpendicular Points	5.8.3
Touchdown Zone Elevation	5.8.7
Airport Elevation	5.8.2

NAVAIDs

AC-18B Feature	AC-18B Section
Navigational Aids	All Applicable - Group 5.10

NON-SAFETY-CRITICAL

Planimetric

AC-18B Feature	AC-18B Section
Airfield	All Applicable - Group 5.4
Manmade Structures	All Applicable - Group 5.10
Surface Transportation	All Applicable - Group 5.13
Utilities	All Applicable – Group 5.14

Topographic

AC-18B Feature	AC-18B Section
Elevation Contour	5.8.10

Final GIS data will meet the following specifications:

GIS DATA-MODEL UTILIZED	FAA Airports-GIS (<i>AC 150/5300-18B, Chapter 5</i>)
GIS DELIVERY FORMAT	ArcGIS Shapefile

Airports-GIS Data Submission and Final Reporting

All data will be formatted into compliant Airports-GIS format and prepared for submission. Prior to submission, the survey-files will be tested using the FAA's survey-file-test tool in order to ensure acceptability. A "Final Report" will be generated in accordance with Advisory Circular 150/5300-18B and submitted with the final project file. MTZ will coordinate with RICONDO prior to uploading the final submission to AGIS. Following submission, MTZ will periodically follow up with RICONDO until the final submission receives approval by NGS. Project close-out will also consist of ensuring receipt and acceptance of the obstruction survey and digital mapping data by RICONDO, the FAA and NGS.

DELIVERABLE SUMMARY
1) Statement of Work Report (for FAA Airports-GIS approval)
2) Imagery/Remote Sensing Plan (for FAA Airports-GIS approval)
3) Survey Quality Control Plan (for FAA Airports-GIS approval)
4) Aerial Photography Acquisition Report (for FAA Airports-GIS approval)
5) Part 77 & Obstacle-Clearance-Surface Obstruction/Penetration Data
6) Airfield Base-map (Planimetric & Topographic Mapping Data)
7) Supplemental Obstacle Data
8) Digital Ortho Imagery of AREA C (0.50' Resolution)
9) Non-Ortho-Rectified Imagery Mosaic of AREA B
10) Comprehensive FAA Airports-GIS Deliverable, consisting of: A) Safety Critical Data (Runway, NAVAID, and Airport Airspace Analysis Data) B) Non-Safety Critical Data (Planimetric & Topographic Mapping)
11) Final Report (for FAA Airports-GIS approval)

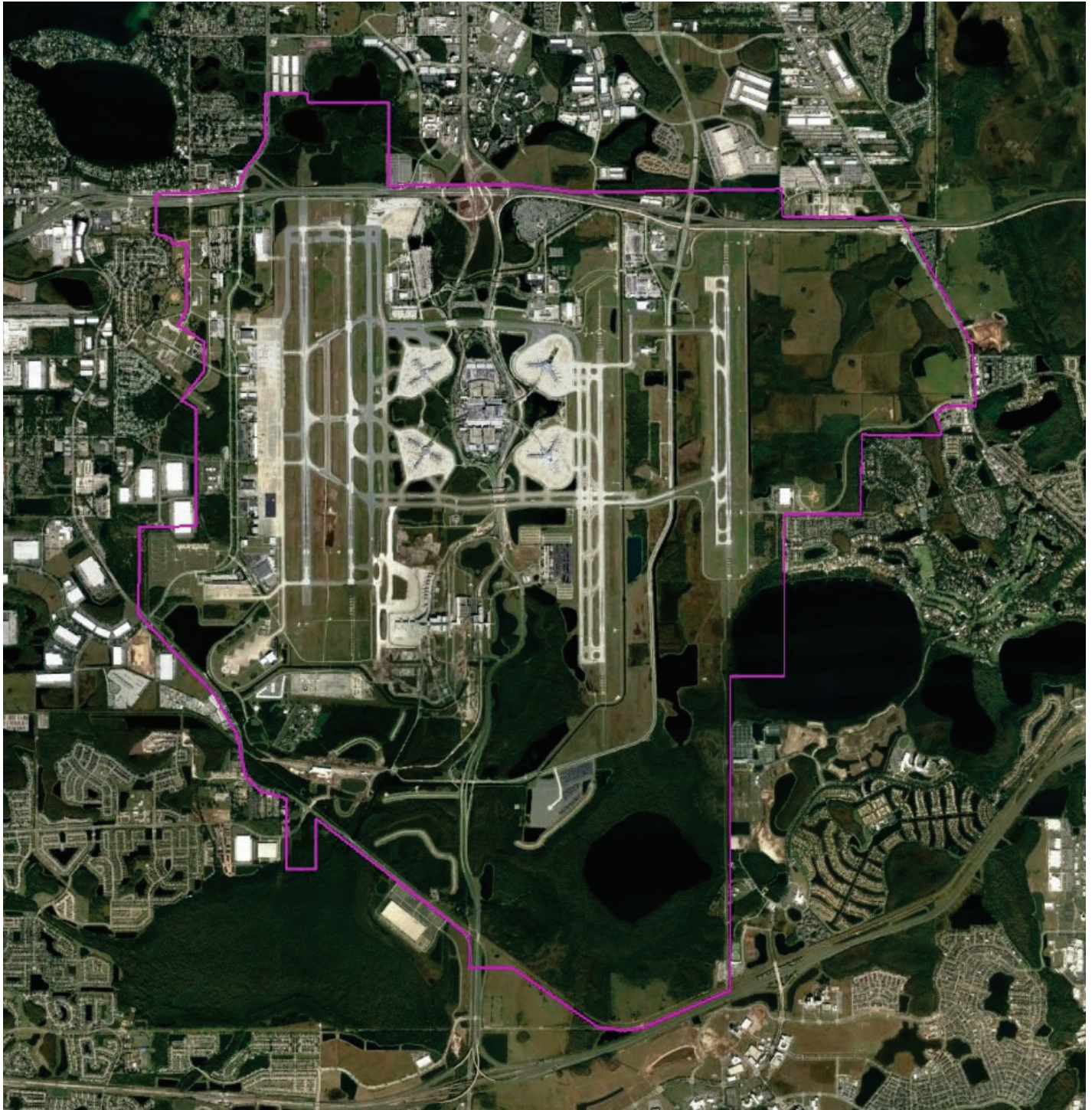
Ryan Flicek

Ryan Flicek
Vice President / Aviation Director

07/30/2024



Area A - Planimetric & Topographic Mapping



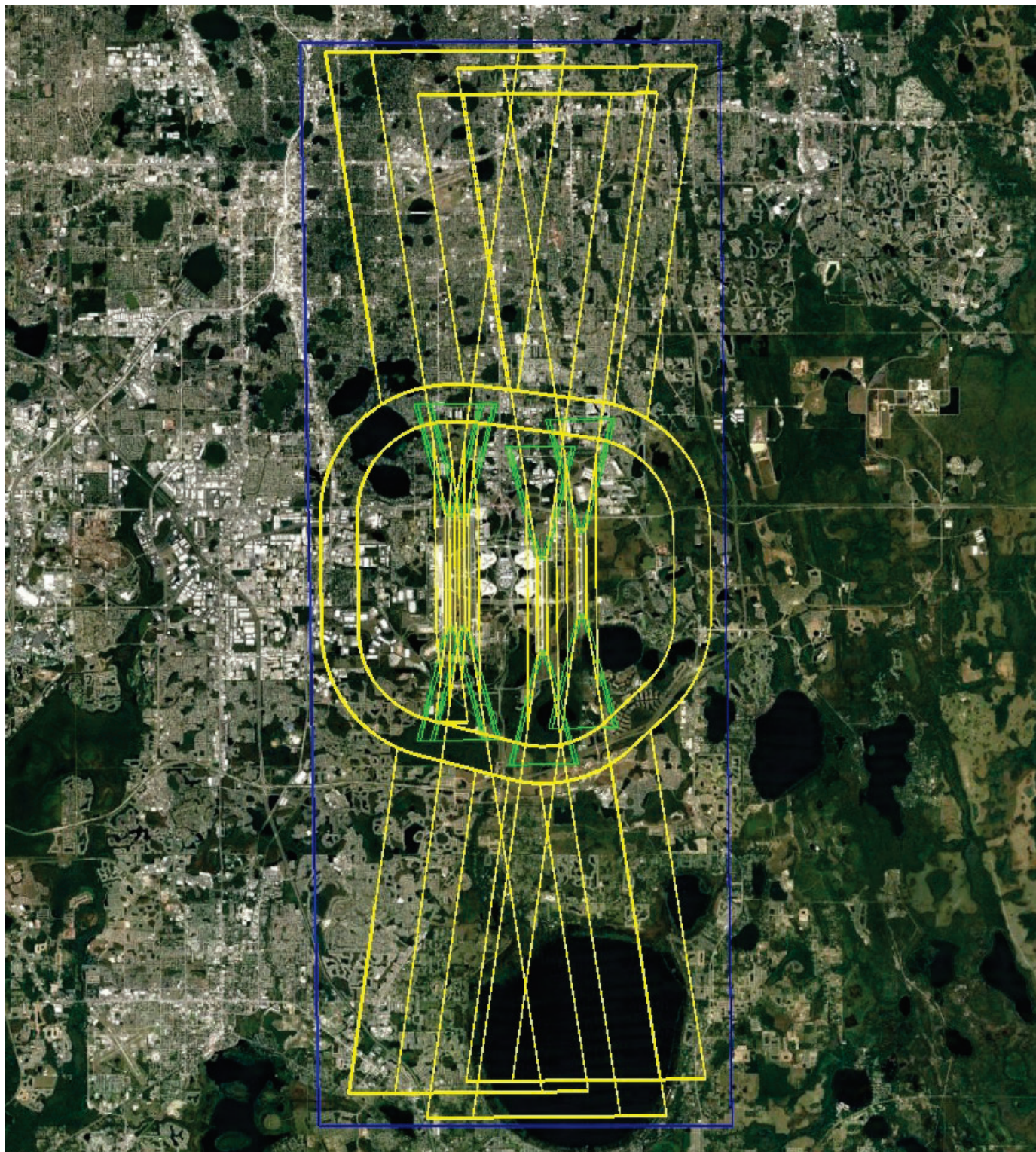
Magenta Polygon - Planimetric & Topographic Mapping Limit



MTZ | Martinez Geospatial
2915 Waters Road Suite 100
Eagan, Minnesota 55121
Tel: 651.686.8424 Fax: 651.686.8389



Area B - Part 77/OCS Airspace Analysis



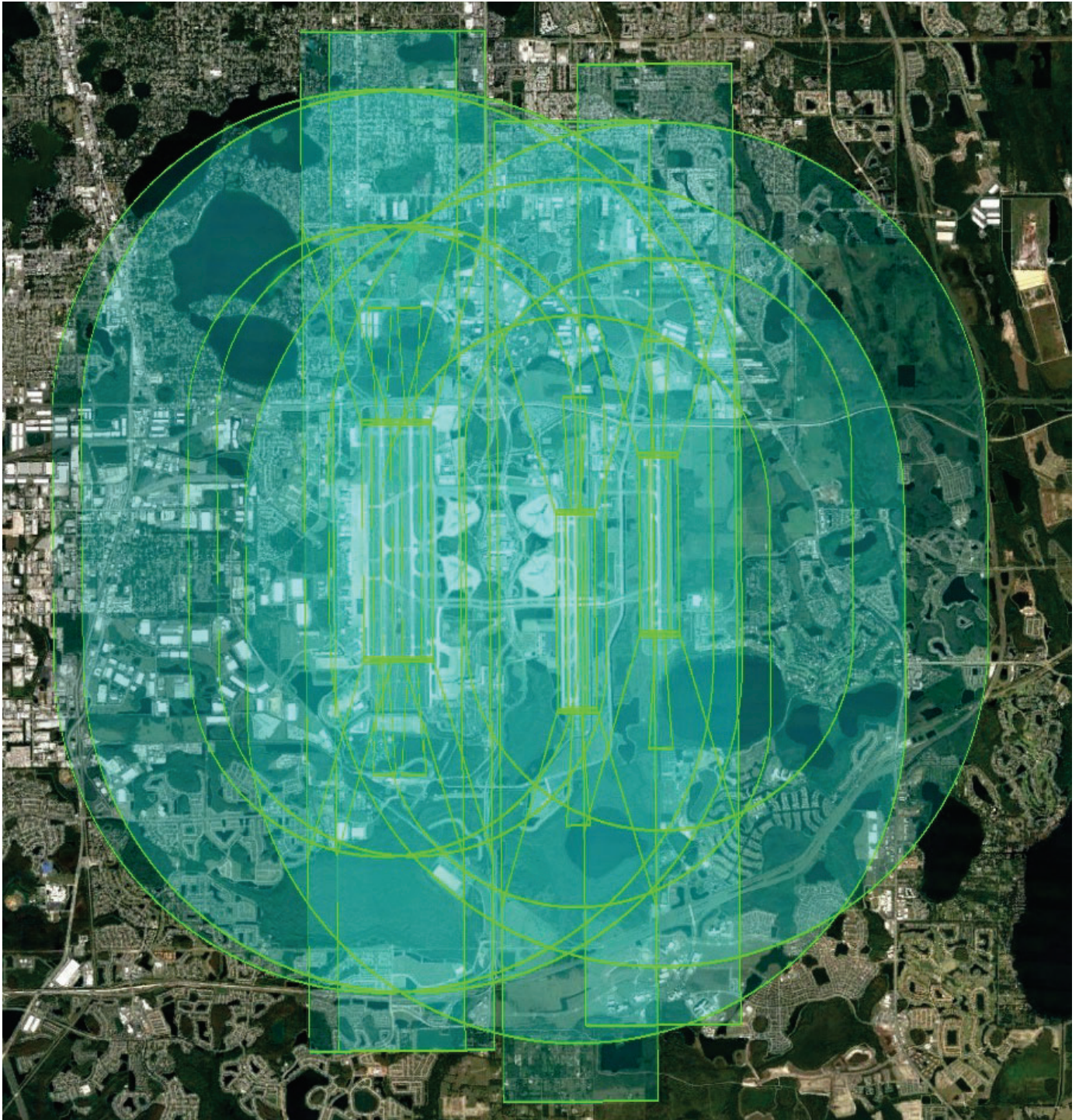
Green Polygons - AC-13B 40:1 Departure Surfaces
Yellow Polygons - Part 77 Obstruction Identification Surfaces
Blue Limit - Non-Ortho-Rectified Imagery Mosaic Coverage



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Area C - Airports-GIS Airspace Analysis



Green Polygons - 18B/Airports-GIS Obstruction Identification Surfaces
Cyan Shaded Area - 0.50' GSD Ortho Imagery Coverage



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GREATER ORLANDO AVIATION AUTHORITY
Nongovernmental Entity Declaration Regarding
the Use of Coercion for Labor and Services

Nongovernmental Entity's Name: Ricondo & Associates, Inc.

Nongovernmental Entity's FEIN: 36-3663903

Authorized Officer or Representative Name and Title: Pete Ricondo, Senior Vice President

Nongovernmental Entity's Address:

3504 Lake Lynda Drive, Suite 165

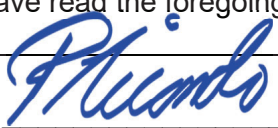
City: Orlando State: FL ZIP: 32817

Section 787.06(13), Florida Statutes, requires all nongovernmental entities executing, renewing, or extending a contract with a governmental entity, as defined in section 287.138(1), Florida Statutes, to provide an affidavit signed by an officer or a representative of the nongovernmental entity under penalty of perjury that the nongovernmental entity does not use coercion for labor or services as defined in that statute. The Greater Orlando Aviation Authority is a governmental entity as defined by and for purposes of section 787.06(13).

The nongovernmental entity identified above does not, pursuant to section 787.06(2)(a):

- Use or threaten to use physical force against any person;
- Restrain, isolate, or confine, or threaten to restrain, isolate, or confine any person without lawful authority and against her or his will;
- Use lending or other credit methods to establish a debt by any person when labor or services are pledged as a security for the debt, if the value of the labor or services as reasonably assessed is not applied toward the liquidation of the debt, the length and nature of the labor or services are not respectively limited and defined;
- Destroy, conceal, remove, confiscate, withhold, or possess any actual or purported passport, visa, or other immigration document, or any other actual or purported government identification document, of any person;
- Cause or threaten to cause financial harm to any person;
- Entice or lure any person by fraud or deceit; or
- Provide a controlled substance as outlined in Schedule I or Schedule II of section 893.03, Florida Statutes, to any person for the purpose of exploitation of that person.

Under penalties of perjury, I declare that I have read the foregoing statement and that the facts stated in it are true.

By: 

Authorized Officer or Representative for Nongovernmental Entity

Print Name and Title:

Pete Ricondo, Senior Vice President

Date: 01/29/2025



MEMORANDUM

DATE: February 18, 2025

TO: Members of the Construction Committee

FROM: Edelis Molina, Manager Small Business Programs

ITEM DESCRIPTION

Request for Approval of an Amendment to Addendum 72 to the General Consulting Services Agreement with Ricondo & Associates, Inc. for Additional Staffing Positions for W-00525 the Master Plan Update at the Orlando International Airport.

SMALL BUSINESS

We have reviewed the qualifications of the subject contract's MWBE/LDB/VBE specifications and determined that, with this amendment, the cumulative MWBE participation will increase from 16% to 16.2%, as shown in the table below

	ADD 08/06/24	Cumulative Part. Thru AMD
Carolyn Binder	38,610	38,610
GSS Creative	48,630	48,630
Illustrate My Design, LLC	141,500	141,500
Martinez Geospatial, Inc.	277,525	291,125
Quest Corporation	220,394	220,394
Wonderstruct, LLC	40,296	40,296
Subtotal MWBE	766,955	780,555
KMI International, Inc.	248,200	248,200
Subtotal LDB	248,200	248,200
TOTAL	4,799,486	4,813,086
MWBE	16.0%	16.2%
LDB	5.17%	5.16%