

GREATER ORLANDO AVIATION AUTHORITY
REVISED AGENDA

Date: February 18, 2026

Day: Wednesday

Time: 2:00 P.M.

Place: Carl T. Langford Board Room, Orlando International Airport, One Jeff Fuqua Blvd.

FOR INDIVIDUALS WHO CONDUCT LOBBYING ACTIVITIES WITH AVIATION AUTHORITY EMPLOYEES OR BOARD MEMBERS, REGISTRATION WITH THE AUTHORITY IS REQUIRED EACH YEAR PRIOR TO CONDUCTING ANY LOBBYING ACTIVITIES. A STATEMENT OF EXPENDITURES INCURRED IN CONNECTION WITH THOSE LOBBYING INSTANCES SHOULD ALSO BE FILED PRIOR TO APRIL 1 OF EACH YEAR FOR THE PRECEDING YEAR. LOBBYING ANY AVIATION AUTHORITY STAFF WHO ARE MEMBERS OF ANY COMMITTEE RESPONSIBLE FOR RANKING PROPOSALS, LETTERS OF INTEREST, STATEMENTS OF QUALIFICATIONS OR BIDS AND THEREAFTER FORWARDING THOSE RECOMMENDATIONS TO THE BOARD AND/OR BOARD MEMBERS IS PROHIBITED FROM THE TIME THAT A REQUEST FOR PROPOSALS, REQUEST FOR LETTERS OF INTERESTS, REQUEST FOR QUALIFICATIONS OR REQUEST FOR BIDS IS RELEASED TO THE TIME THAT THE BOARD MAKES AN AWARD. THE POLICY, FORMS, AND INSTRUCTIONS ARE AVAILABLE ON THE AVIATION AUTHORITY'S OFFICES WEB SITE. PLEASE CONTACT JEFF AARON, GENERAL COUNSEL, WITH QUESTIONS AT (407) 349-3949. (PURSUANT TO FLORIDA STATUTE 286-0113 (2)(B)1., THE PORTION OF THE PROCUREMENT COMMITTEE MEETING, WHEN INTERVIEWS ARE BEING CONDUCTED, WILL BE EXEMPT FROM PUBLIC MEETING REQUIREMENTS.)

I. CALL TO ORDER

II. INVOCATION

III. PLEDGE OF ALLEGIANCE

IV. ROLL CALL

V. CONSIDERATION OF AVIATION AUTHORITY MINUTES FOR JANUARY 21, 2026

VI. SERVICE RECOGNITIONS

VII. CHAIR'S REPORT

VIII. CHIEF EXECUTIVE OFFICER'S REPORT

IX. CONSENT AGENDA

(These items are considered routine and will be acted upon by the Aviation Authority in one motion. If discussion is requested on an item, it will be considered separately. Items under this section are less than \$1,000,000 dollars)

- A. Recommendation to Accept Aviation Authority Committee Minutes**
- B. Recommendation to Dispose of Surplus Property
- C. Recommendation to Approve Resolution Authorizing a Plan of Finance for Internal Revenue Code Purposes and Expresses the Aviation Authority's Official Intent to Reimburse Expenditures

NOTE: Comments to the Board are governed by Aviation Authority Policy 120.06. Any person wishing to address the Aviation Authority Board must complete and turn in a Speaker's Request Card no later than ten minutes after the meeting begins. Late speaker requests will not be recognized.

GREATER ORLANDO AVIATION AUTHORITY
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MEETING PAGE 2

- D. Recommendation of the Procurement Committee to Award Invitation to Negotiate 25-534-ITN, Creative and Advertising Production Services, to Six Degrees Marketing Insights and Creative, LLC
- E. Recommendation of the Construction Committee for Approval of Change Order No. 04 to V-01032, North Terminal Premier Parking Reconfiguration with Clancy & Theys Construction Co. at the Orlando International Airport
- F. Recommendation of the Procurement Committee to Approve an Amendment to Addendum 17 to the Continuing Transportation Planning Services Agreement with HDR Engineering, Inc., for On-Call Transportation Planning Support Services at the Orlando International Airport (MCO)
- G. Recommendation of the Construction Committee to Approve Two Addendums to the General Consulting Services Agreement with Ricondo & Associates, Inc. for a Bear Rd. Redevelopment Study and Terminal C Passenger Conveyance Envisioning Services at the Orlando International Airport (MCO)
- H. Recommendation of the Construction Committee for Approval of an Addendum to the Continuing On-Call Architecture and Engineering Consulting Services Agreement with Garver LLC for Design, Bid, and Award Services for H-00408, IT Infrastructure Program Phase A, North Loop at the Orlando International Airport
- I. Recommendation of the Procurement Committee to Award Solicitation 26-116-IFB for Elevator Escalator Moving Walkway Inspection and Test Witnessing Services to VDA, Inc., dba, Suncoast Elevator Inspections of Florida
- J. Recommendation of the Construction Committee for Approval of the Purchase of G2 Phoenix Fire Station Alerting System Replacement from US Digital Designs, Inc. for V-01097 ARFF Fire Alert/Emergency System Replacement Phase 2 at Orlando International Airport
- K. Recommendation of the Chief Executive Officer to Nominate Candidate for the Position of Vice President of Engineering & Architecture

X. NEW BUSINESS

(Consistent with GOAA Policy 450.04, contracts in excess of \$1,000,000 are listed under this section as separate line items)

- A. Recommendation of the Procurement Committee to Award Request for Proposal 26-102-RFP, Aviation Specialty Consulting, to Arthur D. Little, LLC
- B. Recommendation of the Construction Committee to Approve the Owner Furnished FF&E and IT Estimate and Procurement Plan for W-S00161 Terminal C GTF/RAC Lobby Owner Furnished FF&E and IT Items at Orlando International Airport
- C. Recommendation of the Construction Committee to Approve the Purchase of Moving Walkway Extensions for V-01098, Passenger Conveyance Program-GTF and Pedestrian Bridge Moving Walkways with Schindler Elevator Company, an Addendum to the Continuing Program and Project Management Services with Geotech Consultants International Inc., dba GCI Inc. for Design and Construction Phase Owner Authorized Representative Services, and an Addendum to the Continuing On-Call Architecture and Engineering Consulting Services Agreement with C&S Engineers, Inc. for Design, Bid, and Award Services at the Orlando International Airport
- D. Recommendation of the Construction Committee to Approve an Addendum to the Award of Construction Contract Agreement with HBeck, Ltd. dba The Beck Group for Progressive Design Build Services for BP-00500, Airsides 1 and 3 Interior Refurbishment (Design/Build) at Orlando International Airport
- E. Recommendation of the Construction Committee to Approve of an Addendum to the Continuing On-Call Architectural and Engineering Consulting Services Agreement with Kimley-Horn and Associates, Inc. for BP-00512 Mud Lake Emergency Access Roads – Phase 1 at the Orlando International Airport (MCO)

GREATER ORLANDO AVIATION AUTHORITY
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MEETING PAGE 3

- F. Recommendation of the Procurement Committee to Approve a Contract Adjustment to Contract 12-22, Terminal C Janitorial Maintenance at Orlando International Airport with Flagship Airport Services, Inc.
- G. Recommendation of the Procurement Committee to Award Solicitation 26-101-IFB for HVAC Rigid Filters to Andrews Filter & Supply Corp
- H. Recommendation of the Procurement Committee to Award Contract 26-112-IFB, Specialized Commercial Cleaning Services, to FCS Facility Services, Inc.
- I. Recommendation of the Procurement Committee to Award Request for Proposal 26-110-RFP, Federal Inspection Station Services, to Southeast Airport Services, Inc.
- J. Recommendation of the Finance Committee to Approve Amendment to Line of Credit Facility with Wells Fargo Bank, N.A.
- K. Recommendation of the Finance Committee to Utilize the Wells Fargo Bank Line of Credit Facility to Facilitate a Redemption for Certain Series of Outstanding Series 2015A Bonds; and Amend the FY 2026 Debt Service Budget to Account for the Required Principal and Interest Amounts to Repay Advances Made from the Wells Fargo Bank Line of Credit Facility
- L. Recommendation to Offer Each Terminal C Concessionaire a Three-Year Extension as to the Term of their Respective Concession Contract

XI. PROCUREMENTS

(Notification for release of documents for different services at the Aviation Authority in excess of \$500,000)

- A. Invitation for Bid, USDA Regulated Garbage Services
- B. Invitation for Bid, Invitation to Bid for BP-00516 Airsides 1 & 3 Pond Dredging at the Orlando International Airport
- C. Invitation to Negotiate, Project Management Information System (PMIS)

XII. INFORMATION SECTION

(No action is required on the item(s). Board members should feel free to ask questions on the item(s).)

- A. Notification of Procurement Committee Recommendations to the Chief Executive Officer
- B. Construction Report

NEXT SCHEDULED AVIATION AUTHORITY BOARD MEETING IS ON WEDNESDAY, MARCH 18, 2026

DRAFT

On **WEDNESDAY, JANUARY 21, 2026**, the **GREATER ORLANDO AVIATION AUTHORITY** met in regular session in the Carl T. Langford Board Room of the Aviation Authority offices in the main terminal building at the Orlando International Airport (MCO), One Jeff Fuqua Boulevard, Orlando, Florida. Vice Chair Nunziata called the meeting to order at 2:01 p.m. The meeting was posted in accordance with Florida Statutes, and a quorum was present. *[Live Streaming from Orlando, FL]*

Authority members present: Joe Nunziata, Vice Chair
Dan Giordano, Treasurer
Mayor Buddy Dyer
Carson Good
Jason James

Also present: Lance Lyttle, Chief Executive Officer and Secretary
Jeff Aaron, General Counsel (via phone)
Angelica Matos, Senior Manager, Board Services and Assistant Secretary

For individuals who conduct lobbying activities with Aviation Authority employees or Board members, registration with the Aviation Authority is required each year prior to conducting any lobbying activities. A statement of expenditures incurred in connection with those lobbying instances should also be filed prior to April 1 of each year for the preceding year. Lobbying any Aviation Authority Staff who are members of any committee responsible for ranking Proposals, Letters of Interest, Statements of Qualifications or Bids and thereafter forwarding those recommendations to the Board and/or Board Members is prohibited from the time that a Request for Proposals, Request for Letters of Interests, Request for Qualifications or Request for Bids is released to the time that the Board makes an award. Lobbyists are now required to sign in at the Aviation Authority offices prior to any meetings with Staff or Board members. In the event a lobbyist meets with or otherwise communicates with Staff or a Board member at a location other than the Aviation Authority offices, the lobbyist shall file a Notice of Lobbying (Form 4) detailing each instance of lobbying to the Aviation Authority within 7 calendar days of such lobbying. Lobbyists will also provide a notice to the Aviation Authority when meeting with the Mayor of the City of Orlando or the Mayor of Orange County at their offices. The policy, forms, and instructions are available in the Aviation Authority's offices and the web site. Please contact Jeff Aaron, General Counsel, with questions at (407) 349-3949.

INVOCATION

1. Vice Chair Nunziata introduced Senior Pastor Damon Moore from City Place Church in Lake Nona, who delivered the invocation for the meeting.

APPROVAL OF MINUTES

2. Upon motion by Mayor Dyer, second by Mr. Good, vote carried to accept the board meeting minutes for December 17, 2025, as written.

SERVICE RECOGNITIONS

3. Mr. Lyttle recognized the following employees for their years of service with the Aviation Authority:

- a. Twenty-Five-Year Service to Andy Lansiquot and Gregory Caesar
- b. Twenty-Year Service to Kamrul Ahsa, Susan Wrinn, Laura Alarcon, Orlando Sanchez, and Raymond Lebron

CEO REPORT

4. Mr. Lyttle's report included the following:
 - a. Busy holiday season update
 - b. Recognition by USA Today
 - c. Three staff member recognition for their dedication to our industry
 - d. Staff Certified Member Designation Recognition

CONSENT AGENDA

5. Upon motion by Mr. Good, second by Mr. Giordano, vote carried to adopt a resolution as follows: It is hereby resolved by the Greater Orlando Aviation Authority Board that the following Consent Agenda items are approved, accepted, and adopted, and execution of all necessary documents are authorized by the Chief Executive Officer or Aviation Authority Officers:

A. resolve to certify the Subject Property listed in Exhibit A attached to this memorandum to be obsolete, uneconomical, negligible, worn out or surplus property, or property no longer necessary, useful, or profitable in the operation of the Airport System; (2) authorize staff to dispose of the Subject Property in accordance with the Aviation Authority's Bond Resolution and Policies and Procedures; and (3) request Orlando City Council concurrence.;

B. resolve to (1) approve the purchase of one ARFF rescue vehicle from Matheny Motor Truck Co. d/b/a Matheny Fire & Emergency, utilizing the Florida Sheriffs Association Contract #FSA25-VEF19.0; (2) authorize funding from the previously approved Capital Expenditure Fund in the not-to-exceed amount of \$382,412; and, (3) authorize the Procurement Services Department to issue the necessary purchase order;

C. resolve to (1) approve the changes to Investment Policies 120.081, 120.082, 120.083, and 120.084; and (2) authorize the Chief Executive Officer or an Aviation Authority Officer to execute the change order following satisfactory review by legal counsel;

D. resolve to It is respectfully requested that the Aviation Authority Board to accept the recommendation of the Retirement Benefits Committee to: (1) approve the changes to the Defined Contribution Plan Document due to the provisions of the SECURE Act 2.0 and other Administrative changes and, (2) authorize the Chief Executive Officer or an Aviation Authority Officer to execute the change order following satisfactory review by legal counsel;

E. resolve to accept the recommendation to reject all responses to Request for Qualifications 25-132-RFSQ, Program Management and Oversight Services for a Consolidated Rental Car (ConRAC) Facility and Access Improvements Program (W-00533), at the Orlando International Airport (MCO);

F. resolve to: (1) adopt the Authorizing Resolution approving the financing and refinancing of the Project through the issuance of the PFA Bonds, for purposes of Section 147(f) of the Code and the PFA Act; (2) authorize the execution and delivery of certain documents and taking such actions as required; and (3) request the Orlando City Council to approve the Authorizing Resolution;

G. resolve to accept the recommendation and authorize the Chief Executive Officer to update Organizational Policy 120.18, Procurement Committee, as reflected in Attachment A.

NEW BUSINESS ITEMS

6. Using visual aids (copies on file), Staff presented the following New Business Items.

A. New Business Item A is a Recommendation of the Procurement Committee to Approve the Purchase of Ten Passenger Boarding Bridges and Affiliated Equipment from Oshkosh AeroTech, LLC in Accordance with the Terms of the Aviation Authority's Request for Proposals 23-533-RFP

Upon motion by Mr. Giordano, second by Mr. James, vote carried to accept the recommendation of the Procurement Committee to: (1) approve the purchase of ten passenger boarding bridges and affiliated equipment from Oshkosh AeroTech LLC in accordance with the terms of the Aviation Authority's Request for Proposals 23-533-RFP; (2) authorize funding from

the previously approved Capital Expenditure Fund in the not-to-exceed amount of \$12,315,139.43; and, (3) authorize the Procurement Services Department to issue the necessary purchase order.

B. New Business Item B is a Recommendation of the Construction Committee for Approval of Change Order No. 11 to BP-S00196, Terminal C, Phase 1X – Airfield Civil, Apron and Taxiway Paving and Ground Support Equipment Facility with Prince Contracting, LLC at the Orlando International Airport

Mr. James posed a question regarding the original project scope and budget constraints in comparison with the information included in the presentation (copy on file). Mr. James followed with a question regarding any further change orders. Mr. Giordano asked about the parking area and its condition. Mr. Shedek responded to all questions.

Upon motion by Mr. Giordano, second by Mr. James, vote carried to accept the recommendation of the Construction Committee to: (1) approve Change Order No. BP-S00196-11 for \$13,270,106, and no extension to time, with funding as outlined in Attachment A; and, (2) authorize the Chief Executive Officer or an Aviation Authority Officer to execute the change order following satisfactory review by legal counsel.

ADJOURNMENT

7. There being no further business to be considered, Vice Chair Nunziata adjourned the meeting at 2:19 p.m.

Angelica Matos
Recording Secretary

Lance Lyttle
Chief Executive Officer

CEO REPORT



MCO CEO Report

February 2026



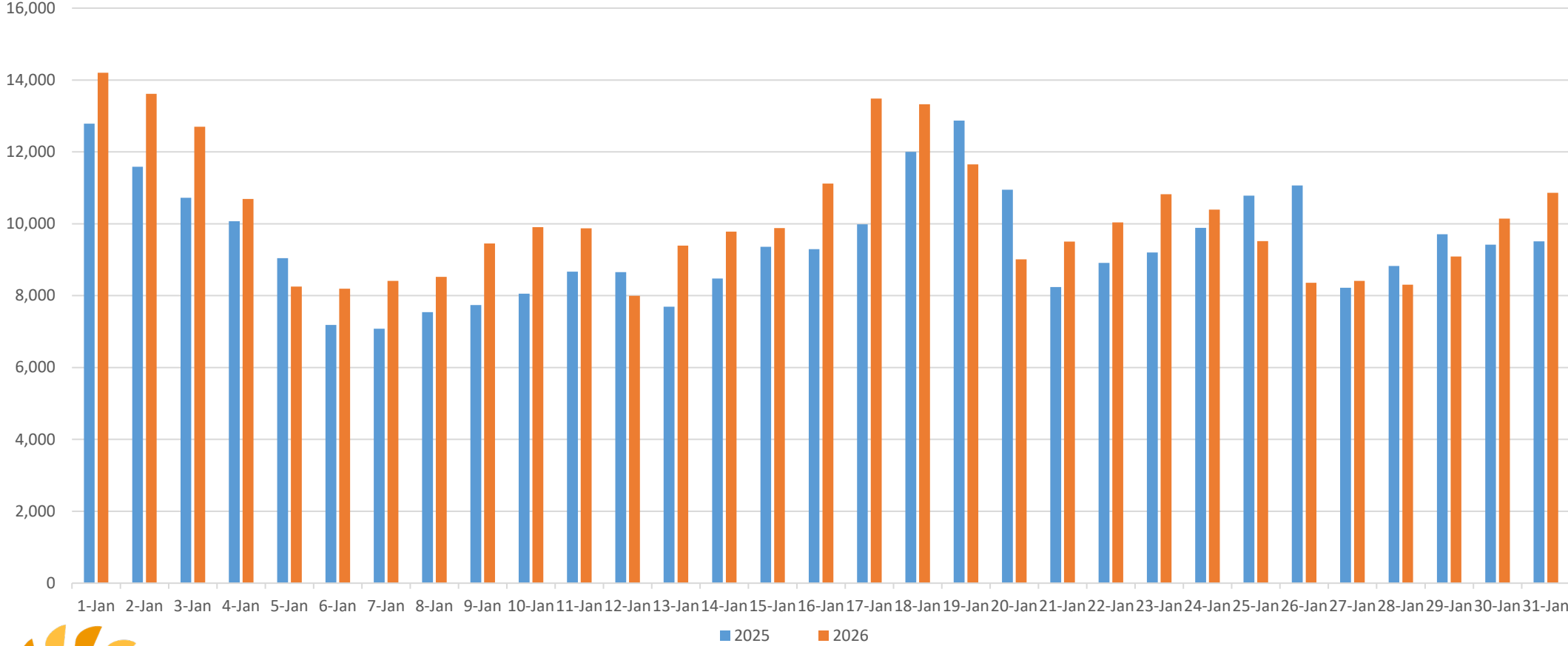
Orlando International Airport



Daily Parking

January 2026

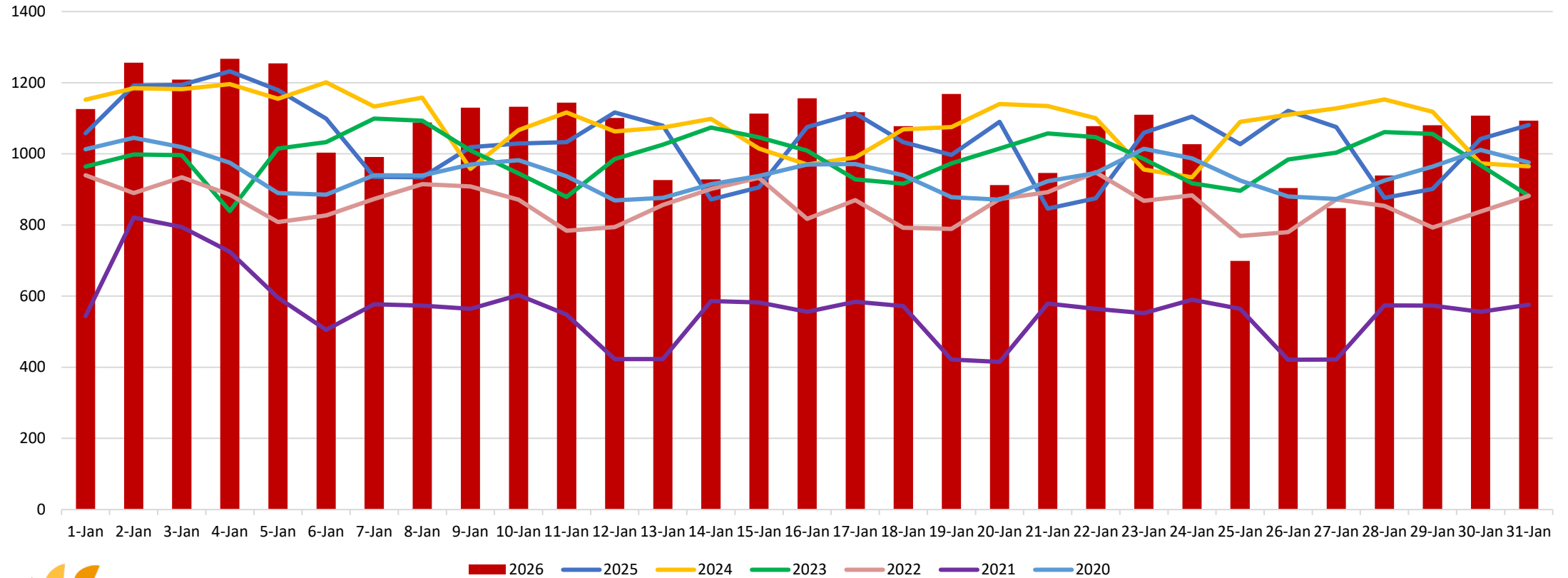
MCO Daily Vehicle Count January 2026



Daily Departing Flights

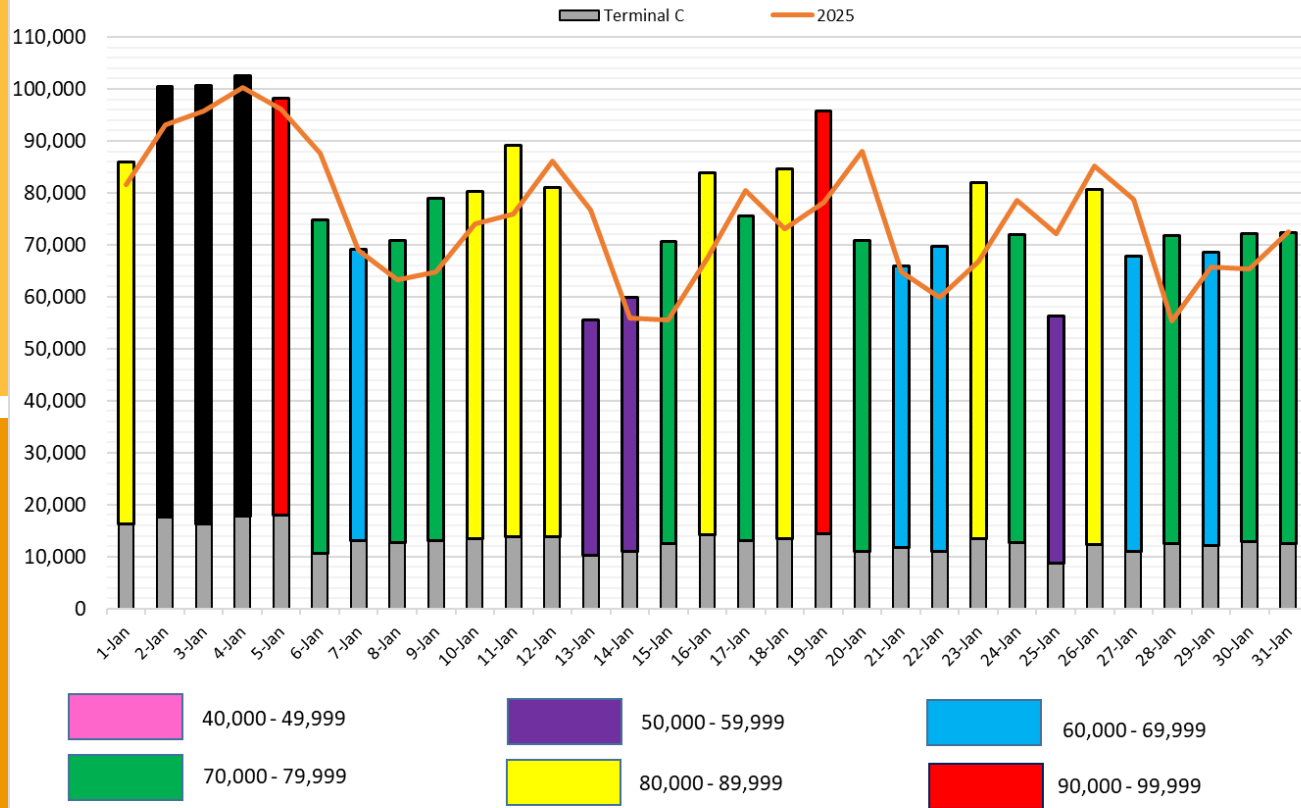
January 2026

MCO Operations - January



Daily Departing Passengers

January 2026



Busiest Days:

01/04 – 102,535 – RECORD!!

01/03 – 100,687

01/02 – 100,451

3 days – 100,000+

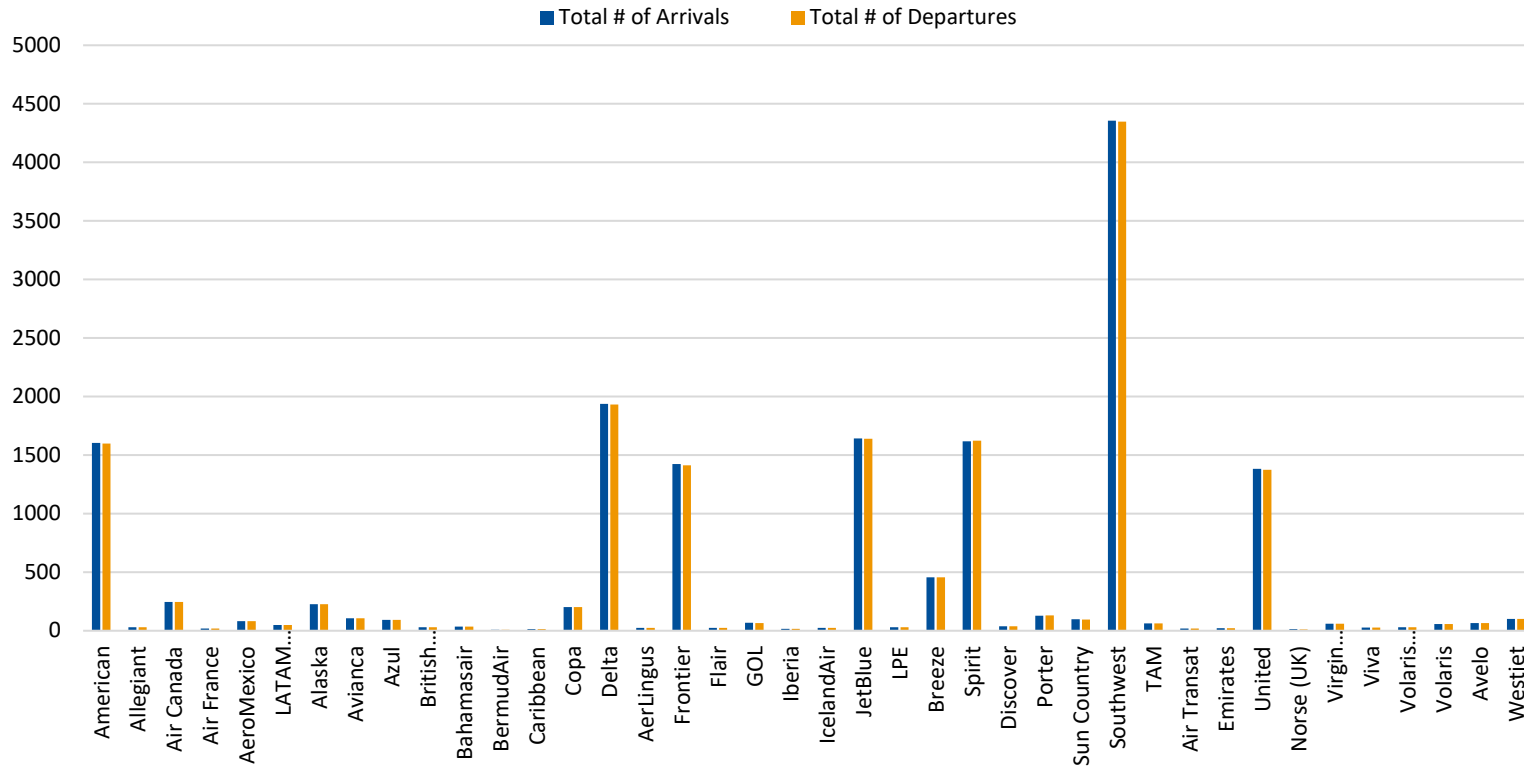
2 days – 90,000-99,999

8 days – 80,000-89,999



Flight Activity By Airline

January 2026



Top 5 Departures:

SWA – 4349

DAL – 1933

JBU – 1640

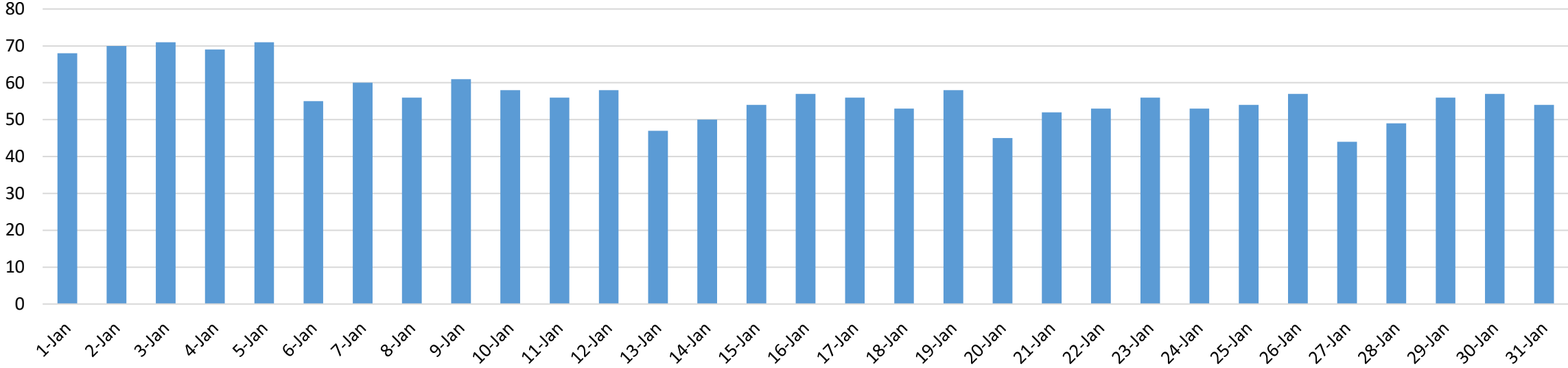
NKS – 1623

AAL – 1599



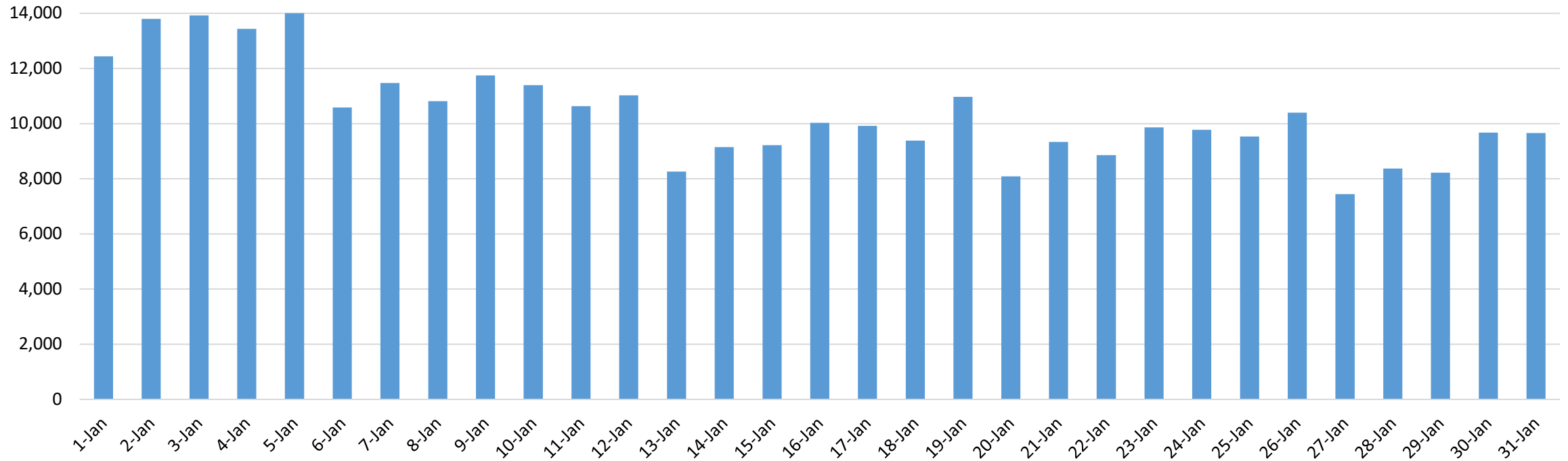
International Activity – Arriving Flights January 2026

January 2026 International Flights



International Activity – Arriving Passengers January 2026

January 2026 International Passengers



Passenger Traffic Statistics

12-Months Ended December 2025

	Dec 2025	% Chg	YE Dec 2025	% Chg
Domestic	4,457,201	2.2%	49,220,739	(0.4%)
International	^(a) 812,786	4.2%	8,454,834	8.2%
Total	5,269,987	2.5%	57,675,573	0.8%

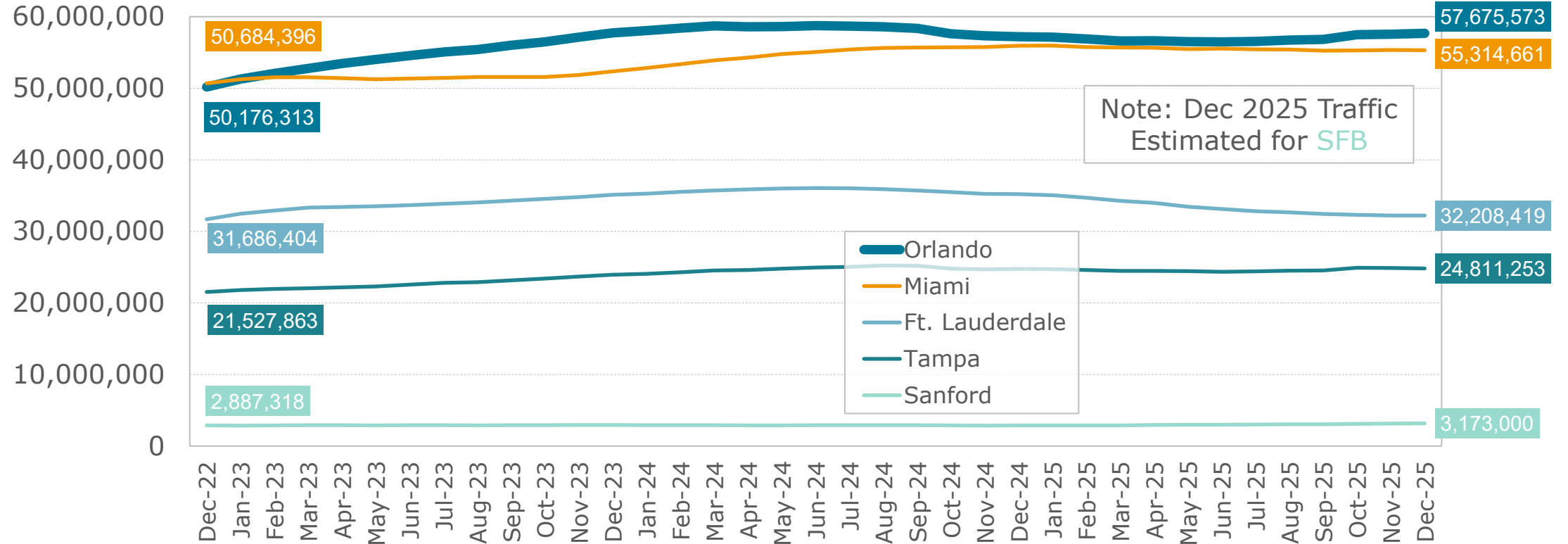
a. Busiest month ever for international traffic, and first with more than 800,000 international passengers.



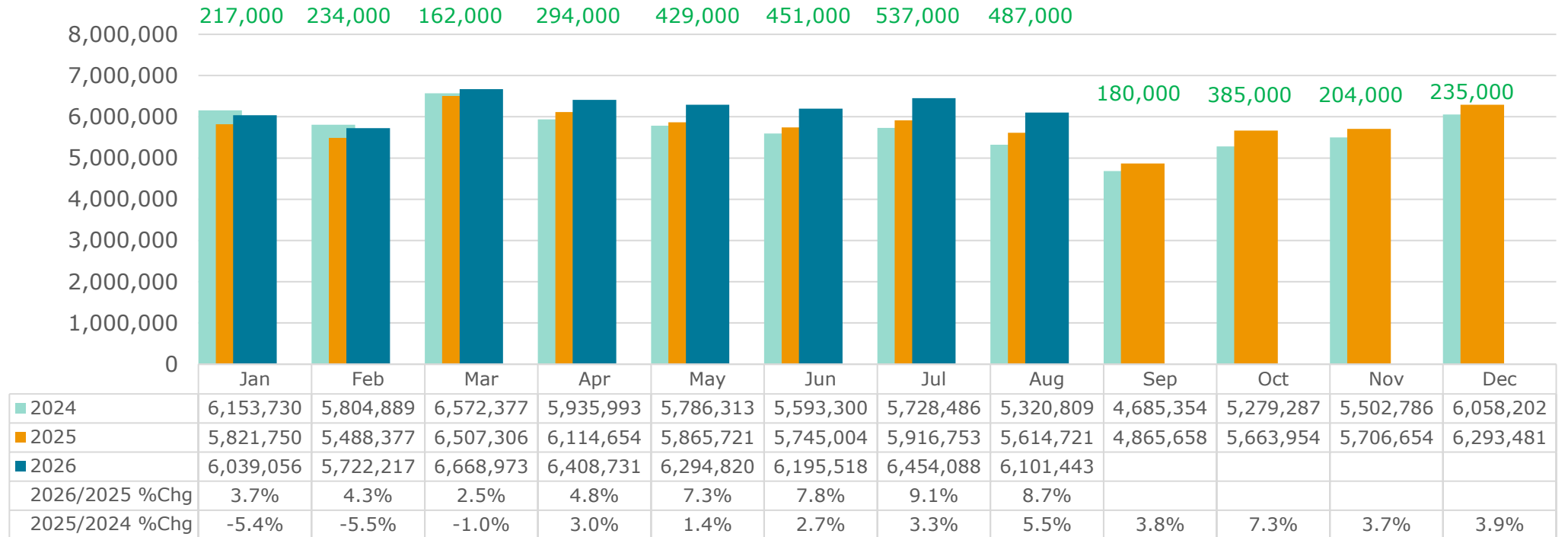
Key Takeaways:

- **Passenger traffic (12-month total)**
 - Domestic: 2.2M below all-time high
 - International: All-time high
 - Total: 1.1M Below all-time high
- **Seat capacity (for month)**
 - Domestic: up 3.9%
 - International: up 4.0%
- **Load factors (for month)**
 - Domestic: 83.9%
 - International: 82.6%

FL Airports Rolling 12-Month Passenger Traffic



Monthly Seat Capacity


















NOTE: Future schedules may be subject to change.
















Updated: February 5, 2026.

Source: Airline Data Inc. flight schedules.



Upcoming Service Starts/Resumptions

Destination	Airline	Date
Manchester, England	Aer Lingus 	Feb 2
Gulfport, MS (u)	Breeze 	Feb 5
Myrtle Beach, SC (n)	Breeze 	Feb 5
St. Thomas, USVI (n)	Southwest 	Feb 5
Ogdensburg, NY (u)	Breeze 	Feb 6
Boston, MA	Southwest 	Feb 10
Las Vegas, NV	FRONTIER AIRLINES 	Feb 10
Phoenix, AZ	FRONTIER AIRLINES 	Feb 10
Santo Domingo, Dom. Republic	FRONTIER AIRLINES 	Feb 10
Boston, MA	FRONTIER AIRLINES 	Feb 12
Minneapolis, MN	FRONTIER AIRLINES 	Feb 12
Nashville, TN	FRONTIER AIRLINES 	Feb 12
San Antonio, TX	FRONTIER AIRLINES 	Feb 12
Syracuse, NY	FRONTIER AIRLINES 	Feb 12
Pensacola, FL (n)	FRONTIER AIRLINES 	Feb 13

Destination	Airline	Date
Pittsburgh, PA	FRONTIER AIRLINES 	Feb 13
Cancun, Mexico	FRONTIER AIRLINES 	Feb 14
Portland, ME	Southwest 	Feb 14
Salt Lake City, UT	Southwest 	Feb 14
Tulsa, OK (u)	Southwest 	Feb 14
Tokyo/Narita, Japan (n, u)	ZIPAIR 	Feb 23
Knoxville, TN (n)	Southwest 	Mar 5
Los Angeles, CA	FRONTIER AIRLINES 	Mar 6
Madison, WI	FRONTIER AIRLINES 	Mar 6
Nashville, TN	FRONTIER AIRLINES 	Mar 6
Pittsburgh, PA	FRONTIER AIRLINES 	Mar 6
Albuquerque, NM (u)	Southwest 	Mar 7
Des Moines, IA (u)	FRONTIER AIRLINES 	Mar 7
Punta Cana, Dominican Rep.	FRONTIER AIRLINES 	Mar 7
Pensacola, FL (n)	Breeze 	Mar 12

OPERATIONS VOLUMES MCO - PRIOR MONTH



43.7M Gallons
2.4M Departing Passengers
16.5K Departing Flights

Received
906 Trucks
7.2M Gallons

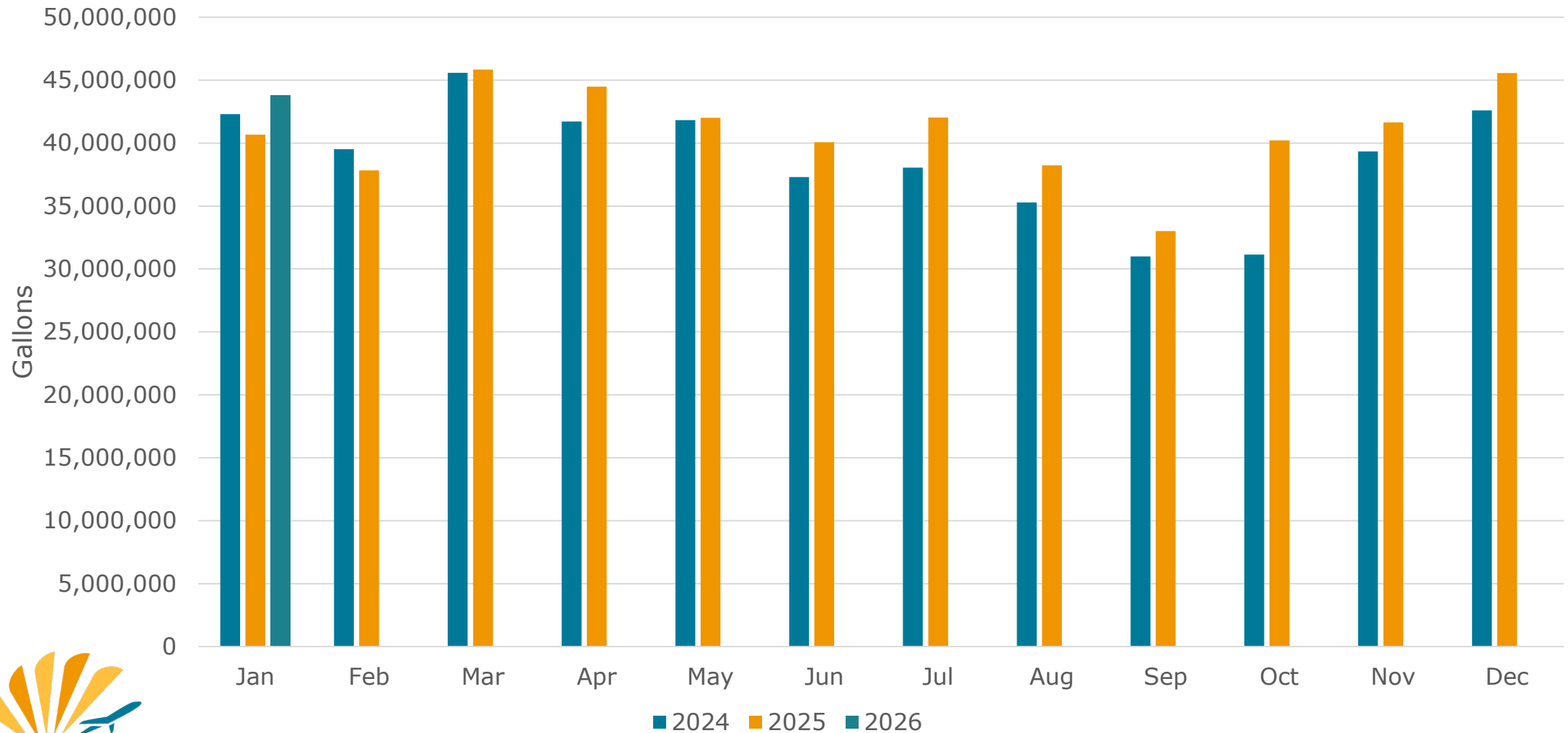


Daily Avg: 1,412,489 gallons
Peak Day: 1/01 – 1,764,037
Low Day: 1/25 – 1,118,557
Feb. Forecast: 43.0M Gallons
1.54M Daily Avg.

Received 39.1M Gallons
(Includes other supplier shipments)

The logo for CFPL (Central Florida Petroleum Logistics) features a black horizontal bar with the letters 'CFPL' in white. Above the bar is a circular gauge with a needle and a scale, and a vertical pipe extends upwards from the center of the bar.

MONTHLY FUEL UPLIFTS – MCO



ORL CEO Report

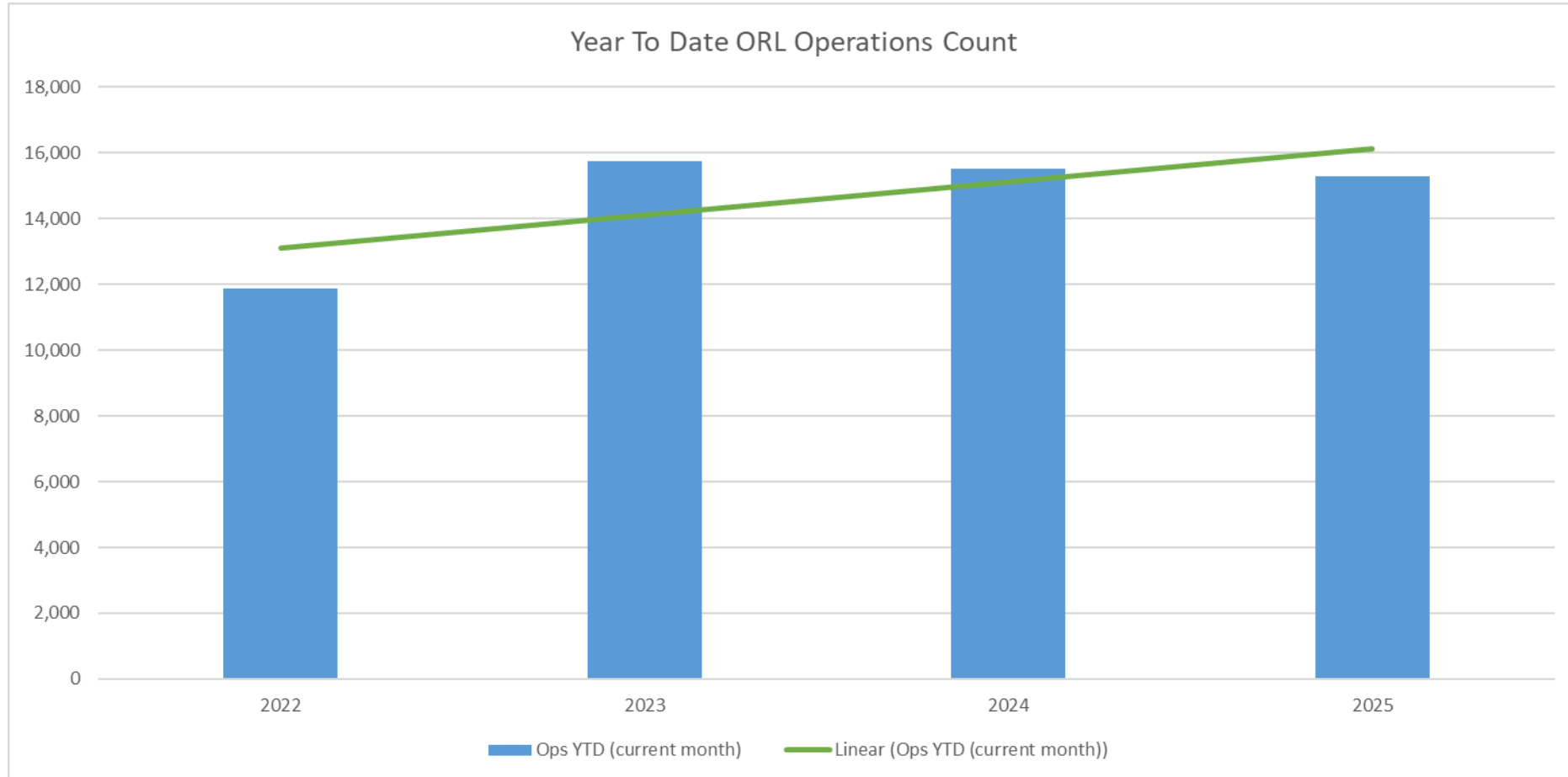
February 2026



Orlando Executive Airport



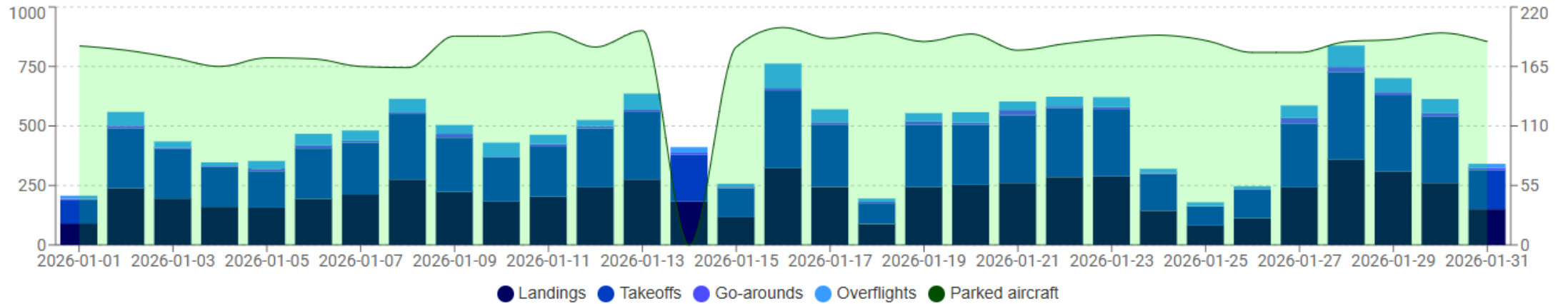
ORL YTD Operations



ORL YTD Operations

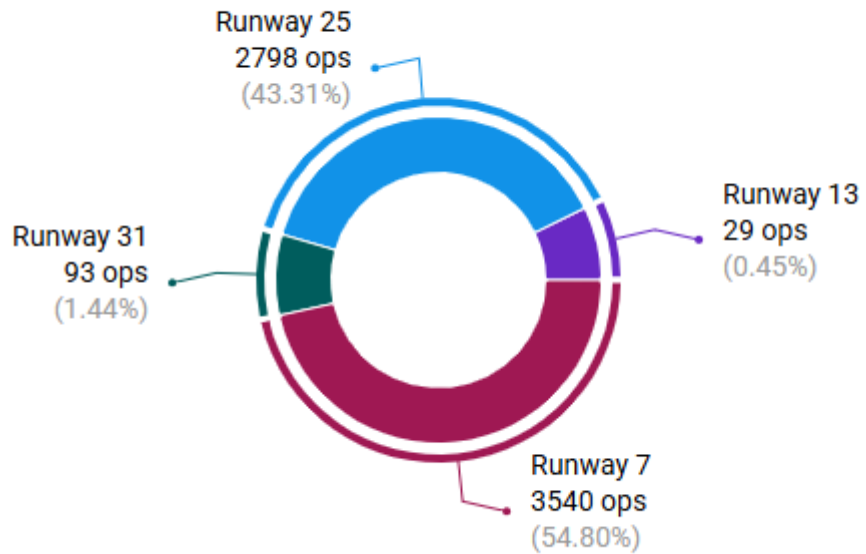
ORL AIRCRAFT OPERATIONS														
FAA Operations Count (Source: <i>The Operations Network (OPSNET)</i>)														
	January	February	March	April	May	June	July	August	September	October	November	December	Ops YTD (current month)	
2022	11,880	13,846	14,936	15,277	14,443	11,240	11,423	11,677	9,677	13,408	13,086	13,900	11,880	
2023	15,745	13,566	16,034	14,115	16,154	15,116	15,304	15,476	14,772	16,834	13,888	14,223	15,745	
2024	15,519	15,710	16,015	16,151	15,731	14,664	16,746	15,323	15,226	15,681	16,884	12,870	15,519	
2025	15,297	14,050	15,327	17,470	15,946	14,575	14,684	14,463	14,161	15,962	15,847	13,711	15,297	
2026	14,313												14,313	
%D '25	-1.4%	-10.6%	-4.3%	8.2%	1.4%	-0.6%	-12.3%	-5.6%	-7.0%	1.8%	-6.1%	6.5%	-1.4%	%D YTD

ORL January Operations

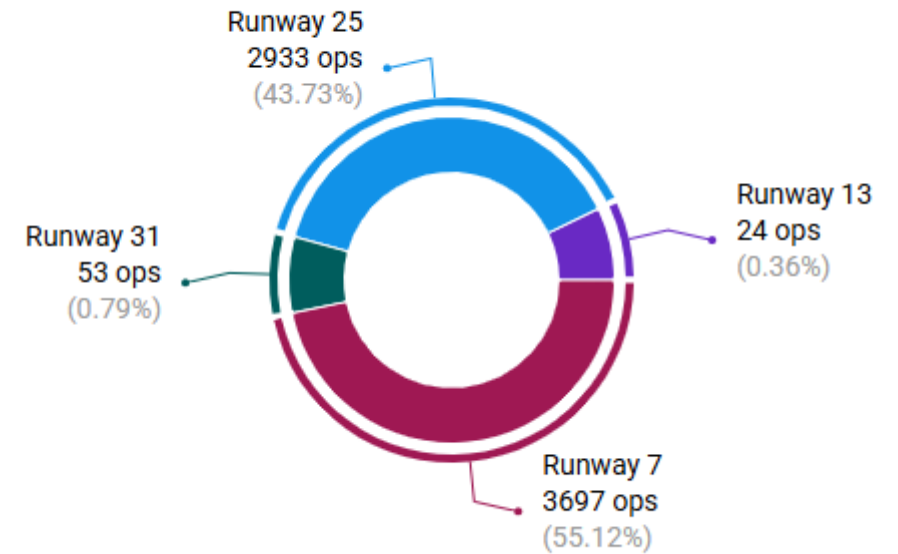


ORL Runway Usage

Landings

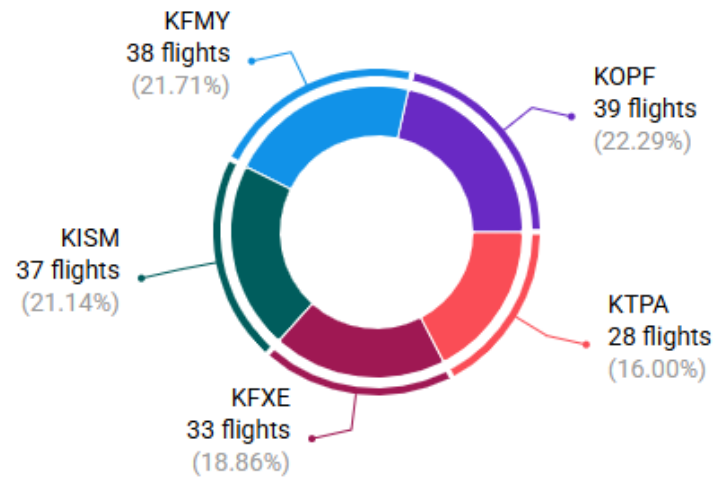


Takeoffs

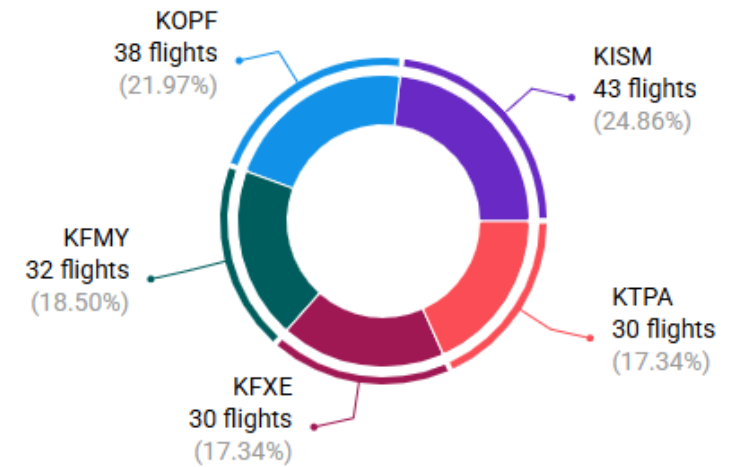


ORL O/D

Top Origin Airports



Top Destination Airports



Memorandum

DATE February 18, 2026

TO: Members of the Aviation Authority

FROM: Dr. Randolph Hudgins, Chief Administrative Officer

Item Description

Recommendation to Accept Aviation Authority Committee Minutes

Background

The following Aviation Authority Committee meeting minutes are provided in conjunction with the agenda package for the board meeting:

1. October 28, 2025, Construction Committee
2. October 25 and October 31, 2024, Ground Transportation Committee
- 3. December 1, 2025, Construction Finance Oversight Committee
4. January 9 and January 22, 2026, TEFRA Hearing

The minutes package is provided under separate cover on the website at www.flymco.com

Recommended Action

It is respectfully requested that the Aviation Authority Board resolve to accept these minutes for filing.

Memorandum

DATE: February 18, 2026

TO: Members of the Aviation Authority

FROM: Kelly Loll, Senior Vice President, Procurement Services

Item Description

Recommendation to Dispose of Surplus Property

Background

Section 709 of the Amended and Restated Airport Facilities Bond Resolution (the "Bond Resolution") and the Aviation Authority Policies and Procedures Sections 450.05 (Disposal of Surplus Property, Scrap and Trash) and 450.11 (Property Control) permit the Aviation Authority to dispose for fair and reasonable value at any time, any property constituting part of the Airport System (as such term is defined in the Bond Resolution).

Section 709 of the Bond Resolution specifically authorizes the sale or disposition of any property constituting part of the Airport System which an Authorized Officer of the Aviation Authority certifies to be obsolete, uneconomical, negligible, worn out or surplus property, or property no longer necessary, useful or profitable in the operation of the Airport System provided the transaction is for fair and reasonable value and conducted at arm's length. Section 450.05 specifically defines a Surplus Items as declared "excess" pursuant to Section 450.11.

Section 709 of the Bond Resolution further provides that any proceeds from the sale or disposition of property not used to replace such property such disposal, are to be applied in the same manner and to the same purposes as "Revenues" under the Bond Resolution, or shall be utilized for such other purpose as may be required by law or contract.

Issues

The Aviation Authority Staff recommends certification of surplus items listed on Exhibit A attached hereto (the "Subject Property"), in accordance with the Aviation Authority policies.

Disposal of the Subject Property is consistent with the Aviation Authority's Bond Resolution and Policies and Procedures referenced above.

Alternatives

The Aviation Authority could hold the Subject Property for future disposal.

Fiscal Impact

None.

Recommended Action

It is respectfully requested that the Aviation Authority Board accepts Staff's recommendation to: (1) certify the Subject Property listed in Exhibit A attached to this memorandum to be obsolete, uneconomical, negligible, worn out or surplus property, or property no longer necessary, useful, or profitable in the operation of the Airport System; (2) authorize staff to dispose of the Subject Property in accordance with the Aviation Authority's Bond Resolution and Policies and Procedures; and (3) request the Orlando City Council concurrence.

**ASSETS NEEDING BOARD APPROVAL
FOR FEBRUARY 2026 MEETING**

ASSET #	TAG #	GOAA GENERAL
206704	58996	Office Desk/Furniture
116401	51217	Bookcase, w/2 Cabinet Files, Cherry Wood
103117	65709	Sofa, Lounge, 2 Seats, Multi Color
113651	50613	Workstation, Wood, L-Shaped
220838	59818	Computer, HP Notebook, "Elitebook" 840 G8
123992	55206	Comp Workstation, HP Z220 SFF, HP Base #A3J45AV,Windows 7
141820	56562	L-00012 CCTV A/S Southwest Airlines Computer HP Z240SFF Pro 64 L8T14AV
209736	65863	Computer, Tablet, "Surface Pro 7", i7/16/256
221946	59852	Computer, HP "EliteBook 840 G8"
236009	61249	Computer, Tablet, MS Surface Pro 9
147999	68651	Computer, Tablet, "Surface Book"
209743	65870	Computer, Tablet, "Surface Pro 7", i7/16/256
220865	59845	Computer, HP Notebook, "Elitebook" 840 G8
144936	56829	Computer, HP Notebook, "EliteBook" 840 G3
209720	65847	Computer, Tablet, "Surface Pro 7"
190723	58808	HP Notebook, "Elitebook" 840 G6
220910	59790	Computer, HP Notebook, "Elitebook" 840 G8
220924	59804	Computer, HP Notebook, "Elitebook" 840 G8
232057	61524	HP Notebook, Elitebook 840 G9
234055	61548	Computer, HP Notebook, Elitebook 840 G9
232023	61512	HP Notebook, Elitebook 840 G9
234098	61593	Computer, HP Notebook, Elitebook 840 G9
220836	59816	Computer, HP Notebook, "Elitebook" 840 G8
220896	59776	Computer, HP Notebook, "Elitebook" 840 G8
223975	61112	Computer, HP "EliteBook 840 G8"
220885	59765	Computer, HP Notebook, "Elitebook" 840 G8
223068	59743	Computer, HP Notebook, "Elitebook" 850 G8
221947	59853	Computer, HP "EliteBook 840 G8"
223053	59716	Computer, HP Notebook, "Elitebook" 850 G8
188652	58586	Computer, HP Notebook, "EliteBook" 840 G3
220849	59829	Computer, HP Notebook, "Elitebook" 840 G8
220864	59844	Computer, HP Notebook, "Elitebook" 840 G8
223057	59721	Computer, HP Notebook, "Elitebook" 850 G8
103901	91087	Radio, King VHF, Mobile
103718	55330	Cabinet, Video Archive, 6 Shelves, Grey
153395		Computer, HP "EliteDesk 800 G3", Hewlett Packard Base Small Form Factor #Y2Z63AV
153439		Computer, HP "EliteDesk 800 G3", Hewlett Packard Base Small Form Factor #Y2Z63AV
153340		Computer, HP "EliteDesk 800 G3", Hewlett Packard Base Small Form Factor #Y2Z63AV
131545		Computer, HP Elitebook 840 G2 Notebook PC w/ Windows7 4GB 14'
138886		Notebooks, HP
133979		Computer, HP Notebook, "EliteBook" 840 G2, Hewlett Packard Base #L3Z74UT#ABA
124539		MS Surface Pro 2 Core i5 windows 8 4 Gb 128 GB
134674		Desktop, EliteDesk HP
134671		Desktop, EliteDesk HP
153434		Computer, HP "EliteDesk 800 G3", Hewlett Packard Base Small Form Factor #Y2Z63AV
157399		Computer, HP Notebook, "EliteBook" 840 G3, Hewlett Packard Base #L3C67AV
212766		Computer, HP Notebook, "Elitebook" w/ Accidental Damage Protection & Dock
212782		Computer, HP Notebook, "Elitebook" w/ Accidental Damage Protection & Dock
138980		Computer, HP "EliteDesk 800 G2 SFF", Hewlett Packard Base #L1G76AV
		HP EliteDesk 800 G3 SFF Desktop Computer, Serial#: MXL8412CXB
		HP EliteDesk 800 G3 SFF Desktop Computer, Serial#: MXL8412CXR
		HP EliteDesk 800 G5 SFF Desktop Computer, Serial#: MXL9393PM8
		ViewSonic VX2452MH Monitor, Serial#: TVT162501663
		HP Z240 Tower Workstation Desktop Computer, Serial#: 2UA749216M
		HP Z240 Tower Workstation Desktop Computer, Serial#: 2UA75214XW
		HP EliteDesk 800 G6 SFF Desktop Computer, Serial#: MXL1404QT6
		HP Z230 Tower Workstation Desktop Computer, Serial#: 2UA3471KMF
		HP Z240 Tower Workstation Desktop Computer, Serial#: 2UA6121K46
		HP Z240 Tower Workstation Desktop Computer, Serial#: 2UA6121K44
		HP Z240 Tower Workstation Desktop Computer, Serial#: 2UA6121K45
		HP Z230 Tower Workstation Desktop Computer, Serial#: 2UA3471KMD
		HP Z230 Tower Workstation Desktop Computer, Serial#: 2UA3471KMB
		HP EliteDesk 800 G3 SFF Desktop Computer, Serial#: MXL8412CY2
		HP EliteDesk 800 G3 SFF Desktop Computer, Serial#: MXL8412CXJ
		HP EliteDesk 800 G3 SFF Desktop Computer, Serial#: MXL8412CX4
		HP EliteDesk 800 G5 SFF Desktop Computer, Serial#: MXL9393PNS
		HP EliteDesk 800 G5 SFF Desktop Computer, Serial#: MXL9393PP4
		HP EliteDesk 800 G3 SFF Desktop Computer, Serial#: MXL8412CWY

ViewSonic VX2252MH Monitor, Serial#: TVR152562775
 Microsoft Surface Pro 3, Serial#: 027335151653
 Microsoft Surface Pro 3, Serial#: 048530151353
 HP ProBook 650 G4 Laptop, Serial#: 5CG9202VSV
 Microsoft Surface Pro 3, Serial#: 051724251353
 Microsoft Surface Pro 3, Serial#: 075158244253
 HP EliteDesk 800 G3 SFF Desktop Computer, Serial#: MXL8412CW6
 HP EliteDesk 800 G5 SFF Desktop Computer, Serial#: MXL9393PQ6
 HP EliteBook 840 G10 Laptop, Serial#: C2L407079C
 HP EliteBook 840 G10 Laptop, Serial#: C2L40707D9
 Microsoft Surface Pro 7, Serial#: 001798393653
 Microsoft Surface Pro 10, Serial#: BK3JJCT24263M4
 HP Elitebook 850 G6 Laptop, Serial#: 5CG034800J
 HP Elitebook 8 G1i 14 Laptop, Serial#: 2MQ5300ZF7
 HP EliteBook 840 G10 Laptop, Serial#: 2MQ4270NTX
 HP Color LaserJet Pro 4201dn Printer, Serial#: VNB3J02083
 ViewSonic VX2450WM-LED Monitor, Serial#: S4Z132541956
 ViewSonic VX2450WM-LED Monitor, Serial#: S4Z132541968
 HP EliteBook 850 G6 Laptop, Serial#: 5CG034800C
 Microsoft Surface Pro 10, Serial#: BK34P825013M4
 Microsoft Surface Pro 6, Serial#: 11361291553
 HP EliteDesk 800 G5 SFF Desktop Computer, Serial#: MXL9393PP7
 HP EliteDesk 800 G5 SFF Desktop Computer, Serial#: MXL9393PPN
 Fujitsu fi-7160 Scanner, Serial#: A36DG84709
 HP LaserJet Pro M402n Printer, Serial#: PHBHB73112
 HP LaserJet P2055dn Printer, Serial#: CNB9734563
 HP LaserJet Pro 400 M401n Printer, Serial#: VNG3R12678
 HP LaserJet 1320 Printer, Serial#: CNHC58YORL
 HP LaserJet P1102w Printer, Serial#: VND3D16844
 APC Smart-UPS 750, Serial#: AS1435122645
 ViewSonic VX2452MH Monitor, Serial#: TVT1820A3472
 ViewSonic VX2452MH Monitor, Serial#: TVT172783115
 ViewSonic VX2452MH-2 Monitor, Serial#: WAV2336G2089
 ViewSonic VX2252MH Monitor, Serial#: TVR141530814
 ViewSonic VA2431WM Monitor, Serial#: RPX103302208
 HP Color LaserJet Pro 4201dw Printer, Serial#: VNB3K00109
 HP EliteDesk 800 G5 SFF Desktop Computer, Serial#: MXL9393PNV
 ViewSonic VA2703-LED Monitor, Serial#: SWR141740515
 NEC MultiSync P462 LCD Monitor, Serial#: 31211981NW
 NEC MultiSync X464UNS LCD Monitor, Serial#: 66003871NA
 NEC MultiSync P462 LCD Monitor, Serial#: 31211970NW
 NEC MultiSync P462 LCD Monitor, Serial#: 31211979NW
 NEC MultiSync P462 LCD Monitor, Serial#: 31212059NW
 NEC MultiSync P462 LCD Monitor, Serial#: 31211957NW
 Sharp 70" TV, Model#: LC-70LE660U, Serial#: 409813839
 Samsung 60" TV, Model#: UN60EH6000FXZA, Serial#: Z4QR3CZCC013821

ASSET # **TAG #** **ORLANDO EXECUTIVE AIRPORT**

<u>ASSET #</u>	<u>TAG #</u>	<u>HYATT REGENCY</u>
101887	53424	Slicer, Hobart
101795	53426	Slicer, Meat Stock, Hobart
144909	69244	Cabinet, Refrigerated, Insulated, Cres Cor Model #R-171-SUA-20
125788	55705	Cabinet, Mobile, Refrigerated, 30 Sheet Pan Capacity, on 6" Casters, Carter-Hoff
120336	51761	Computer, NCR, Hotel Xpress Check In Kiosk
119782	51760	Kiosk, "Xpress Check-In (Slim Enclosure) NCR7405-1210-7190
120335	55770	Computer, NCR, Hotel Xpress Check In Kiosk
134034	56056	Computer, "PowerEdge R730", Dell #Custom Configuration
124369	55376	Switch, "Catalyst 2960S", w/ 48 10/100/1000 PoE +4 SFP LAN Base, 370W, by Cisco
165207	65713	Processor, Poweredge R230 Intel Xeon E3-1200V5 3Ghz
162782	65593	Computer, "ThinkPad X270 20K6", 12.5", Core i7 7600U, 16 GB RAM/512GB SSD, Lenovo
134054	56366	Computer, "ThinkPad X250 20CL", 12.5"
162783	65577	Computer, "ThinkPad X270 20K6", 12.5", Core i7 7600U, 16 GB RAM/512GB SSD, Lenovo
162729	65576	Computer, "ThinkPad X1 Carbon", 14", Core i7 7600U, 16 GB RAM/512GB SSD, Lenovo
162772	65602	Desktop, "ThinkCentre" M910s, SFF, Intel Core i7 6700T, 3.4GHz/8GB/512GB, Lenovo
162771	65583	Desktop, "ThinkCentre" M910s, SFF, Intel Core i7 6700T, 3.4GHz/8GB/512GB, Lenovo
162767	65587	Desktop, "ThinkCentre" M910s, SFF, Intel Core i7 6700T, 3.4GHz/8GB/512GB, Lenovo
162775	65599	Desktop, "ThinkCentre" M910s, SFF, Intel Core i7 6700T, 3.4GHz/8GB/512GB, Lenovo
162766	65586	Desktop, "ThinkCentre" M910s, SFF, Intel Core i7 6700T, 3.4GHz/8GB/512GB, Lenovo
162769	65590	Desktop, "ThinkCentre" M910s, SFF, Intel Core i7 6700T, 3.4GHz/8GB/512GB, Lenovo
162728	65591	Desktop, "ThinkCentre" M910s, SFF, Intel Core i7 6700T, 3.4GHz/8GB/512GB, Lenovo
134427		HP LaserJet Enterprise M506 Printer
144854		Computer, "ThinkCentre" M900 10FM, Intel Core i5 6500T, 2.5GHz/8GB/256GB, Lenovo
144853		Computer, "ThinkCentre" M900 10FM, Intel Core i5 6500T, 2.5GHz/8GB/256GB, Lenovo
168239		CPU, Lenovo ThinkCentre M910s-SFF- Corei7 7700 3.6Ghz 8Gb 1 Tb

156295	Computer, "ThinkCentre" M910s 10MK, Intel vPro, i5 6500, 3.2GHz/8GB, Lenovo #10M
156296	Computer, "ThinkCentre" M910s 10MK, Intel vPro, i5 6500, 3.2GHz/8GB, Lenovo #10M
168238	CPU, Lenovo ThinkCentre M910s-SFF- Corei7 7700 3.6Ghz 8Gb 1 Tb
156294	Computer, "ThinkCentre" M910s 10MK, Intel vPro, i5 6500, 3.2GHz/8GB, Lenovo #10M
168243	CPU, Lenovo ThinkCentre M910s-SFF- Corei7 7700 3.6Ghz 8Gb 1 Tb
168245	CPU, Lenovo ThinkCentre M910s-SFF- Corei7 7700 3.6Ghz 8Gb 1 Tb
168241	CPU, Lenovo ThinkCentre M910s-SFF- Corei7 7700 3.6Ghz 8Gb 1 Tb
55382	SuperMicro Server, Model#: 813M-2, Serial#: C813M0816M50149
	Lenovo Monitor, Model#: E2223swA, Serial#: V5466168
	Lenovo ThinkCentre M910z All-In-One Computer, Serial#: MJ05CKGE
	Lenovo Monitor, Model#: E2223swA, Serial#: V5465419
	Lenovo Monitor, Model#: E2223swA, Serial#: V5466191
	Dell Monitor, Model#: P2211Ht, Serial#: CN-0TYXD9-74445-0BG-231L
	Lenovo Monitor, Model#: E2223swA, Serial#: V5865580
	Lenovo ThinkCentre M910z All-In-One Computer, Serial#: MJ05CKKJ
	Dell Monitor, Model#: P2719H, Serial#: CN-097F55-WS200-85E-A30S-A00
	Dell Monitor, Model#: P2719H, Serial#: CN-097F55-WS200-85E-A6QS-A00
	Lenovo Monitor, Model#: E2223swA, Serial#: V5865588
	Dell Monitor, Model#: P2211Ht, Serial#: CN-0TYXD9-74445-0C9-489S
	Saflok RFID Encoder, Part#: 74350-RP, Serial#: H036010100014
	Acer Personal Computer, Model#: AMV5, Serial#: DTB28AA0015470C1402300
	APC UPS, Model#: BE850G2, Serial#: 4B2122P19200
	HP LaserJet Enterprise M610 Printer, Serial#: PHBCQCP07G
	HP LaserJet Pro M404dn Printer, Serial#: PHDBB41234
	Dell PowerEdge R230 Server, Serial#: GJC2SD2
	Dell PowerEdge R210 II Server, Serial#: 796W8V1
	Dell PowerEdge R210 II Server, Serial#: 79619V1
	Lenovo ThinkCentre M920q Computer, Serial#: MJ08WRX0
	Lenovo ThinkCentre M920q Computer, Serial#: MJ08WRX1
	HP EliteDesk 800 G2 Desktop Mini Computer, Serial#: 2UA7021VHY
	Lenovo ThinkCentre M920s Desktop Computer, Serial#: MJ08TKMW
	Lenovo ThinkCentre M920s Desktop Computer, Serial#: MJ08TKME
	Lenovo ThinkCentre M920s Desktop Computer, Serial#: MJ08TKMT
	Lenovo ThinkCentre M920s Desktop Computer, Serial#: MJ08TKN0
	Merrychef, Item#: e4SSTMV6DFU1GMUS, Serial#: 2211213092709
	Merrychef, Item#: e4SSTMV6DFU1GMUS, Serial#: 2211213092739
	Cres Cor Sheet Pan Rack, Model#: 2001841, Serial#: AJJ-K5536A

<u>ASSET #</u>	<u>TAG #</u>	<u>MOTOR POOL</u>
111327	71291	Truck Chevy Pick up 4x4
114496	71364	Van Ford Winstar 7 Passenger
110337	71075	Golf Cart Carryall II
119754	71620	Ford Explorer 2006
118776	71509	Truck Pick up Ford F250 4x4
110246	71164	Forklift, E30Y, Tora Tora
121403	71771	Litter Vaccum Tennant ATLV-4300
131528	72009	Mower, Batwing, Shaft Drive Pull Type, 15'
119499	71584	Ford Explorer Sport Track
110159	70678	Panther Air Boat
	71167	AmeriTrail Air Boat Trailer

Memorandum

DATE: February 18, 2026

TO: Members of the Aviation Authority

FROM: Kathleen M. Sharman, Chief Financial Officer

Item Description

Recommendation to Approve Resolution Authorizing a Plan of Finance for Internal Revenue Code Purposes and Expresses the Aviation Authority's Official Intent to Reimburse Expenditures

Background

As a result of the Tax Equity and Fiscal Responsibility Act of 1982 (TEFRA), the Internal Revenue Code requires that in order for certain tax-exempt bonds to be issued, among other things, that the issuance of bonds be approved either by an elected official or body of elected officials of the applicable governmental entity after a public hearing (a TEFRA hearing) following public notice. Once a plan of finance is approved, tax-exempt bonds may be issued up to three (3) years later, provided the first issuance of bonds is within one (1) year.

The Aviation Authority has approved lines of credit totaling \$550M to use as interim financing for various projects, some of which qualify for tax-advantaged financing. The Aviation Authority strives to ensure maximum flexibility to obtain the most advantageous tax status for the Authority in its financing instruments. To accomplish this, the Aviation Authority periodically holds a TEFRA hearing to capture any updates to the plan of finance contained in its Capital Improvement Program.

Issues

On January 22, 2026, the Aviation Authority held a TEFRA hearing on the plan of finance and potential issuance of not to exceed \$550,000,000 in aggregate par amount of debt (in addition to prior approvals) in one or more series, including bonds and debt previously issued by the Greater Orlando Aviation Authority and its Airport Facilities Revenue Bonds of the City of Orlando, Florida, and other senior and subordinate debt. The Report of the Hearing Officer with attached affidavit of publication is attached to the Resolution, "Attachment A."

The projects included in the plan of finance are anticipated to be constructed over the next three (3) years and to be funded from a variety of sources, including lines of credit and tax-exempt bonds. The Resolution also expresses the intent of the Aviation Authority to reimburse various expenditures relating to the acquisition, construction, planning, and design of the projects, and also legal and other costs and expenses in connection with the projects, from various accounts and funds of the Aviation Authority, which may include grants, Passenger Facility Charges (PFCs), Customer Facility Charges (CFCs), discretionary funds, and operating accounts. It is anticipated that, subsequent to the adoption of the Resolution by the Aviation Authority, the Orlando City Council would also provide its approval of such Resolution for TEFRA purposes.

Small Business

Not applicable.

Alternatives

None.

Associated Board Agenda Items

There are no associated Board Agenda Items.

Fiscal Impact

The plan for finance and TEFRA approval does not approve a contract for any project or actual debt financing; each of which is separately brought to the Aviation Authority Board for approval. Any bonds issued will be limited obligations of the Aviation Authority and the Orlando City Council, payable solely from pledged revenues and shall not constitute a general indebtedness of the Orlando City Council or the Aviation Authority.

Recommended Action

It is respectfully requested that the Aviation Authority Board resolve to: (1) adopt the attached Resolution approving a plan of finance and the potential issuance of not-to-exceed \$550,000,000 in aggregate par amount of debt (in addition to prior approvals) to fund a portion of the costs related to projects in the Capital Improvement Program; (2) express the Aviation Authority's official intent to reimburse expenditures from proceeds of such debt; and (3) request the Orlando City Council to approve the Resolution.

RESOLUTION

A RESOLUTION OF THE GREATER ORLANDO AVIATION AUTHORITY WITH RESPECT TO APPROVING A PLAN OF FINANCE AND ISSUANCE OF NOT TO EXCEED \$550,000,000 IN AGGREGATE PAR AMOUNT OF DEBT (IN ADDITION TO PRIOR APPROVALS) IN ONE OR MORE SERIES, INCLUDING BONDS AND DEBT PREVIOUSLY ISSUED FOR PURPOSES OF SECTION 147(f) OF THE INTERNAL REVENUE CODE OF 1986, AS AMENDED; EXPRESSING OFFICIAL INTENT TO REIMBURSE EXPENDITURES WHICH MAY BE MADE WITH RESPECT TO THE PROJECTS; PROVIDING FOR SEVERABILITY; AND PROVIDING AN EFFECTIVE DATE FOR THIS RESOLUTION.

WHEREAS, the Greater Orlando Aviation Authority (the "Authority") was created by the Greater Orlando Aviation Authority Act, Chapter 98-492, Laws of Florida 1998, as recodified and amended (the "Act"), as an agency of the City of Orlando, Florida (the "City"); and

WHEREAS, the Orlando International Airport (the "Airport") is owned by the City and pursuant to an Amended and Restated Operation and Use Agreement dated August 31, 2015, and effective as of October 1, 2015, by and between the City and the Authority, the City has transferred to the Authority custody, control and management of the Airport for a term that will expire on September 30, 2065, subject to early termination under certain conditions, unless extended by the City and the Authority; and

WHEREAS, the Authority adopted an Airport Facilities Revenue Bond Resolution Authorizing Airport Facilities Revenue Bonds of the City of Orlando, Florida on June 13, 1978 with the most recent amended and restated version thereof adopted by the Authority and the City having an effective date of May 1, 2017, as may be further amended, restated and supplemented (collectively, the "Airport Facilities Bond Resolution"); and

WHEREAS, pursuant to the Act, the Authority has the power to acquire, construct, reconstruct, operate, maintain, extend and improve the Airport System (as defined in the Airport Facilities Bond Resolution); and

WHEREAS, it is desirable, convenient, and in the best interest of the Authority to provide for a plan for the issuance of not to exceed \$550,000,000 in aggregate par amount of debt (in addition to prior approvals) in one or more series, including bonds and debt previously issued, and other senior and subordinate debt (collectively, the "Debt") secured in whole or in part by Airport revenues for the purpose of financing, refinancing, or

refunding certain costs of improvements to the Airport, including but not limited to (A) costs incurred to acquire, design, construct and equip Terminal C including: (1) site development such as the clearing, removal of vegetation and water features, grading to accommodate the proposed terminals, parking facilities, aircraft taxiways and aprons, construction of roadways and bridges necessary for ground transportation, utility lines and other related site development; (2) an expanded airside terminal and gate system which will accommodate both international and domestic air service, baggage handling systems, information technology, security systems, concession areas, food court, passenger hold rooms and tenant shell space, sterile corridor system, passenger conveyance systems, passenger boarding bridges, emergency generators, operations centers and related airside terminal improvements; (3) new and expanded aprons and taxiways, lighting and an aircraft fuel hydrant system; (4) expanded landside terminal, baggage handling system, information technology, security systems, federal inspection station, curbside check-in areas, internal ticket counters and kiosks, and other related landside terminal improvements and infrastructure; (5) new and expanded ground transportation center with elevated, covered walkways to and from the landside terminal, garage; (6) passenger mobility solutions, including but not limited to, Automated People Mover (APM) stations and moving walkways or other passenger conveyance means, and system connecting existing and future terminal areas within Terminal C; (7) additional parking spaces to supplement existing parking facilities; (8) new and expanded ground support equipment complex to house all of the supplies and equipment required to provide service to the proposed complex, dispose of airline waste, house portable fuel transports, minor communications, and facilities to maintain and repair ground support vehicles associated with aircraft activity, all as more particularly described in the plans and specifications on file with the Authority; and (9) a back-up power generation facility and central energy plant, (B) costs incurred to acquire, plan, design, construct and equip the following projects: (1) improvements and updates/upgrades to and/or replacement of buildings and building systems at Authority owned and controlled facilities and infrastructure including typical campus infrastructure, preparation of a strategic/master plan studies, aircraft rescue and firefighting facilities, building vertical circulation systems, sewer, water, building electrical and power, central energy plant chiller and HVAC equipment and systems, fire protection, interior and exterior signage, roofing, parking facilities, Authority support facilities, information technology systems, and environmental mitigation projects on Authority owned property; (2) improvements and updates to the baggage handling systems and planning and preliminary design for future expansion and/or modification and upgrades of baggage systems; (3) replacement of and/or system updates to existing APM vehicles and related infrastructure; (4) Airport gate modifications and expansion, Airport-wide airline relocations, build-out, modifications to support space and associated improvements to accommodate the rebalancing of the Airport and airline operations, which work may also include but not be limited to other building area renovations and modifications such as the repurposing of select Federal Inspection Services spaces, tenant spaces in public and back-of-house areas of the landside and airside terminal and on-campus support buildings; (5) rehabilitation, widening and improvements of airport

roadways, curb areas and approaches, and other roadway related improvements; (6) improvements to the existing roadway wayfinding system including signage improvement at the terminal curbs and parking garages; (7) fiber infrastructure/ductbanks/information technology enhancements, campus-wide and building specific security systems and checkpoint projects, self-service ticketing kiosks and baggage drop-off systems and other passenger processing efficiency systems improvement and upgrades, biometric systems, and closed circuit television systems and related infrastructure; (8) development of Airport property and infrastructure for Airport facilities and tenant spaces including but not limited to building new and expanding employee parking lots, public parking facilities, ground transportation lots for vehicle queuing and customer pick-up areas and equipment to support such facilities; (9) Airport capacity and existing facility asset preservation advanced planning studies and improvement, rehabilitation, or renovation projects including access control and security enhancement projects, airfield projects including runways, taxiways, aircraft aprons and hardstands, nav aids and infrastructure serving the air traffic control tower and airfield lighting system fiber optic communications, landside terminals including interior and exterior improvements, airside terminals and terminal support facilities including restroom upgrades and expansion; and (10) improvements to Airport facilities including health and safety, life safety and/or ARFF rescue improvements such as virtual ramp control systems, visual docking guidance systems, and associated infrastructure to address changes in federal regulations and rehabilitation or expansion of airfield taxiways and runways and other miscellaneous airfield projects, (C) Rent-a-Car (RAC) facilities expansion including, but not limited to, advanced planning study, parking expansion, auxiliary roadway, ground transportation facility pedestrian bridge, and other RAC related infrastructure projects; (D) refunding of outstanding Bonds; and (E) costs related to the issuance of the Bonds including funding any necessary reserves (collectively, the "Projects"); and

WHEREAS, notice of a public hearing (the "Notice of Public Hearing") was published in The Orlando Sentinel, a newspaper of general circulation in Orange County, Florida, on January 15, 2026 providing at least 7 days' notice of a public hearing on January 22, 2026 at 11:00 a.m., or as soon thereafter as possible, in the Carl T. Langford Board Room located at One Jeff Fuqua Blvd., Orlando, Florida 32827 regarding the issuance by the Authority of the Debt for the Projects; and

WHEREAS, following publication of the Notice of Public Hearing, a duly authorized hearing officer held a public hearing on behalf of the Authority concerning the proposed debt and Projects on January 22, 2026, during which comments and discussion were requested from the public, the report for which is attached to the Authority Resolution and incorporated herein (the "Report of Hearing Officer"); and

WHEREAS, the affidavit of publication, a copy of which is attached to the Report of Hearing Officer and incorporated herein, contains the text of the Notice of Public Hearing which described the Projects and informed the public of the location, time and

nature of the public hearing and stated that members of the public would be given reasonable opportunity to express their views at the public hearing; and

WHEREAS, before the issuance of the Debt, the Authority expects to continue paying additional acquisition, construction, planning, design, legal and other costs and expenses incurred in connection with the Projects with funds other than proceeds of the Debt (collectively, the "Advance Funds").

NOW THEREFORE, BE IT RESOLVED BY THE GREATER ORLANDO AVIATION AUTHORITY AS FOLLOWS:

SECTION 1. AUTHORITY FOR THIS RESOLUTION. This Resolution is adopted and implemented pursuant to the authority of the Act.

SECTION 2. DEFINITIONS. All terms used herein in capitalized form, except as otherwise defined herein, shall have the meanings ascribed thereto in the Airport Facilities Bond Resolution.

SECTION 3. APPROVAL OF THE PROJECTS. The Authority hereby approves the aforementioned Projects to be funded pursuant to a plan of finance, as amended from time to time.

SECTION 4. REIMBURSEMENT OF EXPENDITURES. It is the intent of the Authority to reimburse various expenditures relating to the acquisition, construction, planning, design, legal and other costs and expenses incurred in connection with the Projects with the Advance Funds, all of which costs and expenditures are properly chargeable to the capital accounts of the Projects under general income tax principles as part of the Authority's capital improvement plan. It is anticipated that such expenditures shall be paid from various accounts and funds of the Authority, which may include grants, passenger facility charges, customer facility charges, discretionary funds, and operating accounts. It is reasonably expected that such reimbursement shall come from proceeds of the Debt. This is a declaration of the official intent of the Authority in that regard, within the contemplation of Section 1.150-2 of the Income Tax Regulations promulgated by the Department of the Treasury.

SECTION 5. REQUEST FOR CITY TO PROVIDE APPROVAL. Based on the affidavit of publication and receipt of the Report of Hearing Officer attached as EXHIBIT A hereto, the Authority hereby recommends and requests the City to approve the plan of finance and issuance of debt for the Project pursuant to the requirements of Section 147(f) of the Internal Revenue Code of 1986, as amended.

ANY BONDS SO ISSUED WILL BE LIMITED OBLIGATIONS OF THE AUTHORITY AND THE CITY (TO THE EXTENT THAT THE CITY SUCCEEDS TO THE PAYMENT AND PERFORMANCE OBLIGATIONS OF THE AUTHORITY) PAYABLE SOLELY FROM THE REVENUES AND FUNDS PLEDGED TO THE

PAYMENT THEREOF PURSUANT TO THE BOND RESOLUTION AND SHALL NOT CONSTITUTE A GENERAL INDEBTEDNESS OF THE CITY, THE AUTHORITY, THE STATE OF FLORIDA, OR ANY OTHER POLITICAL SUBDIVISION THEREOF. NEITHER THE GENERAL FAITH AND CREDIT, NOR THE TAXING POWER OF THE CITY, THE STATE OF FLORIDA, OR ANY POLITICAL SUBDIVISION THEREOF IS PLEDGED TO THE PAYMENT OF ANY SUCH BONDS. THE AUTHORITY HAS NO TAXING POWER.

SECTION 6. SEVERABILITY AND INVALID PROVISIONS. If any one or more of the covenants, agreements or provisions herein contained shall be held contrary to any express provision of law or contrary to the policy of express law, even though not expressly prohibited, or against public policy, or shall for any reason whatsoever be held invalid, then such covenants, agreements or provisions shall be null and void and shall be deemed separable from the remaining covenants, agreements or provisions and shall in no way affect the validity of any of the other covenants, agreements or provisions hereof.

[SIGNATURE PAGE FOLLOWS]

SECTION 7. EFFECTIVE DATE. This Resolution shall become effective upon approval thereof by the City Council by proper resolution.

This Resolution was approved and adopted by the Greater Orlando Aviation Authority on February 18, 2026.

**GREATER ORLANDO AVIATION
AUTHORITY**

By: _____
_____, Chair

ATTEST:

By: _____
Assistant Secretary

EXHIBIT A

**REPORT OF HEARING OFFICER WITH
ATTACHED AFFIDAVIT OF PUBLICATION**

REPORT OF HEARING OFFICER

Mayor and Members of the City Council
of the City of Orlando, Florida
Chairman and Members of the Greater Orlando
Aviation Authority
Orlando, Florida

RE: Approval of plan of finance and issuance of not to exceed \$550,000,000 in aggregate par amount of debt (in addition to prior approvals) in one or more series, including bonds and debt previously issued by the Greater Orlando Aviation Authority and its Airport Facilities Revenue Bonds of the City of Orlando, Florida

Ladies and Gentlemen:

Pursuant to the authorization by the governing body of the Greater Orlando Aviation Authority (the "Authority"), I conducted a public hearing on January 22, 2026, at 11:00 a.m. at the Orlando International Airport, Carl T. Langford Board Room located at One Jeff Fuqua Blvd., Orlando, Florida 32827, with respect to the contemplated plan of finance and issuance by the Authority of the above-captioned debt. The public hearing was opened at 11:10 a.m. prevailing Eastern Time, and was closed at 11:17 a.m.

Due notice of the public hearing was published on January 15, 2026, in the Orlando Sentinel, a copy of the proof of publication of which is attached hereto.

At the public hearing no persons appeared and requested to be heard. Also, no persons submitted any comments in writing for the consideration of the Authority and the City Council of the City of Orlando (the "City") with respect to the plan of finance and issuance of debt by the Authority or the approval by the City.

Respectfully submitted on the 22nd day of January, 2026, by the undersigned.


By: 
Kathleen M. Sharman
Title: Executive Vice President/Chief Financial
Officer/Hearing Officer

EXHIBIT A
AFFIDAVIT OF PUBLICATION

Orlando Sentinel

MEDIA GROUP

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**State Of Florida
County Of Orange**

Before the undersigned authority personally appeared
Rose Williams, who on oath says that he or she is a duly authorized representative of the ORLANDO SENTINEL, a DAILY newspaper published in ORANGE County, Florida; that the attached copy of advertisement, being a Legal Notice in:

The matter of 11220-2 Column Legals
Was published in said newspaper by print in the issues of, or by publication on the newspaper's website, if authorized on Jan 15, 2026.

Affiant further says that the newspaper complies with all legal requirements for publication in Chapter 50, Florida Statutes.



Rose Williams

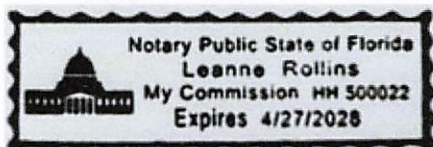
Signature of Affiant

Name of Affiant

Sworn to and subscribed before me on this 16 day of January, 2026,
by above Affiant, who is personally known to me (X) or who has produced identification ().



Signature of Notary Public



Name of Notary, Typed, Printed, or Stamped

NOTICE OF PUBLIC HEARING

Notice is hereby given of a public hearing to be held by the Greater Orlando Aviation Authority (the "Authority") on January 22, 2026, before Kathleen M. Sharman, as the duly appointed hearing officer of the Authority, at the Authority's offices at the Orlando International Airport, One Jeff Fuqua Blvd, Carl T. Langford Board Room, Orlando, Florida 32827 (the "Airport"), commencing at 11:00 a.m., or as soon thereafter as possible for the purpose of receiving comments and hearing discussion concerning the Authority's overall plan of finance and the issuance of not to exceed \$550,000,000 in aggregate par amount of debt (in addition to prior approvals) in one or more series, including bonds and debt previously issued and its Airport Facilities Revenue Bonds of the City of Orlando, Florida, and other senior and subordinate debt secured in whole or in part by Airport revenues (collectively, the "Bonds"), pursuant to an Airport Facilities Revenue Bond Resolution Authorizing Airport Facilities Revenue Bonds of the City of Orlando, Florida adopted on June 13, 1978, as amended and supplemented.

The Bonds will be issued to finance, refinance, or refund certain costs of improvements to the Airport, including but not limited to (A) costs incurred to acquire, design, construct and equip Terminal C including: (1) site development such as the clearing, removal of vegetation and water features, grading to accommodate the proposed terminals, parking facilities, aircraft taxiways and aprons, construction of roadways and bridges necessary for ground transportation, utility lines and other related site development; (2) an expanded airside terminal and gate system which will accommodate both international and domestic air service, baggage handling systems, information technology, security systems, concession areas, food court, passenger hold rooms and tenant shell space, sterile corridor system, passenger conveyance systems, passenger boarding bridges, emergency generators, operations centers and related airside terminal improvements; (3) new and expanded aprons and taxiways, lighting and an aircraft fuel hydrant system; (4) expanded landside terminal, baggage handling system, information technology, security systems, federal inspection station, curbside check-in areas, internal ticket counters and kiosks, and other related landside terminal improvements and infrastructure; (5) new and expanded ground transportation center with elevated, covered walkways to and from the landside terminal, garage; (6) passenger mobility solutions, including but not limited to, Automated People Mover (APM) stations and moving walkways or other passenger conveyance means, and system connecting existing and future terminal areas within Terminal C; (7) additional parking spaces to supplement existing parking facilities; (8) new and expanded ground support equipment complex to house all of the supplies and equipment required to provide service to the proposed complex, dispose of airline waste, house portable fuel transports, minor communications, and facilities to maintain and repair ground support vehicles associated with aircraft activity, all as more particularly described in the plans and specifications on file with the Authority; and (9) a back-up power generation facility and central energy plant, (B) costs incurred to acquire, plan, design, construct and equip the following projects: (1) improvements and updates/upgrades to and/or replacement of buildings and building systems at Authority owned and controlled facilities and infrastructure including typical campus infrastructure, preparation of a strategic/master plan studies, aircraft rescue and firefighting facilities, building vertical circulation systems, sewer, water, building electrical and power, central energy plant chiller and HVAC equipment and systems, fire protection, interior and exterior signage, roofing, parking facilities, Authority support facilities, information technology systems, and environmental mitigation projects on Authority owned property; (2) improvements and updates to the baggage handling systems and planning and preliminary design for future expansion and/or modification and upgrades of baggage systems; (3) replacement of and/or system updates to existing APM vehicles and related infrastructure; (4) Airport gate modifications and expansion, Airport-wide airline relocations, build-out, modifications to support space and associated improvements to accommodate the rebalancing of the Airport and airline operations, which work may also include but not be limited to other building area renovations and modifications such as the repurposing of select Federal Inspection Services spaces, tenant spaces in public and back-of-house areas of the landside and airside terminal and on-campus support buildings; (5) rehabilitation, widening and improvements of airport roadways, curb areas and approaches, and other roadway related improvements; (6) improvements to the existing roadway wayfinding system including signage improvement at the terminal curbs and parking garages; (7) fiber infrastructure/ductbanks/information technology enhancements, campus-wide and building specific security systems and checkpoint projects, self-service ticketing kiosks and baggage drop-off systems and other passenger processing efficiency systems improvement and upgrades, biometric systems, and closed circuit television systems and related infrastructure; (8) development of Airport property and infrastructure for Airport facilities and tenant spaces including but not limited to building new and expanding employee parking lots, public parking facilities, ground transportation lots for vehicle queuing and customer pick-up areas and equipment to support such facilities; (9) Airport capacity and existing facility asset preservation advanced planning studies and improvement, rehabilitation, or renovation projects including access control and security enhancement projects, airfield projects including runways, taxiways, aircraft aprons and hardstands, navais and infrastructure serving the air traffic control tower and airfield lighting system fiber optic communications, landside terminals including interior and exterior improvements, airside terminals and terminal support facilities including restroom upgrades and expansion; and (10) improvements to Airport facilities including health and safety, life safety and/or ARFF rescue improvements such as virtual ramp control systems, visual docking guidance systems, and associated infrastructure to address changes in federal regulations and rehabilitation or expansion of airfield taxiways and runways and other miscellaneous airfield projects, (C) Rent-a-Car (RAC) facilities expansion including, but not limited to, advanced planning study, parking expansion, auxiliary roadway, ground transportation facility pedestrian bridge, and other RAC related infrastructure projects; (D) refunding of outstanding Bonds; and (E) costs related to the issuance of the Bonds including funding any necessary reserves (collectively,

Orlando Sentinel

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to the issuance of the Bonds including funding any necessary reserves (collectively, the "Projects").

The Projects are located at the Airport, located at One Jeff Fuqua Boulevard, Orlando, Florida 32827-4392, near the intersection of State Road 436 and the Beach Line Expressway. The Projects are part of and used in connection with the airport system operated by the Authority and the Projects are owned or operated by either the City of Orlando, Florida or the Authority.

All interested persons are invited to attend said hearing and, either personally or through their representatives, to present oral or written comments and discussion concerning the proposed plan of finance. Written comments may be submitted to the Greater Orlando Aviation Authority, One Jeff Fuqua Boulevard, Orlando, Florida 32827-4392, Attention: Kathleen M. Sharman, Executive Vice President/Chief Financial Officer. In accordance with the Americans with Disabilities Act, persons needing a special accommodation or an interpreter to participate in this proceeding should contact the Authority at 407/825-2026 in order to make appropriate arrangements. Any person deciding to appeal any decision made by the Authority or by the City after the hearing will need to ensure that a verbatim record of the proceeding is made, which record includes the testimony and evidence upon which the appeal is to be based.

By order of the Greater Orlando Aviation Authority.

GREATER ORLANDO AVIATION AUTHORITY

/s/ Kathleen M. Sharman
Executive Vice President/Chief Financial Officer

7918793

1/15/2026

7918793

Memorandum

DATE: February 18, 2026
 TO: Members of the Aviation Authority
 FROM: Marie Dennis, Chair, Procurement Committee

Item Description

Recommendation of the Procurement Committee to Award Invitation to Negotiate 25-534-ITN, Creative and Advertising Production Services, to Six Degrees Marketing Insights and Creative, LLC.

Background

On July 8, 2025, the Aviation Authority issued Invitation to Negotiate 25-534-ITN, Creative and Advertising Production Services. This ITN requires the Creative Agency to provide creative and advertising production services for GOAA, and its in-house brands, including Orlando International Airport (MCO), Orlando Executive Airport (ORL), and Orlando International Airport Fire Rescue (ARFF). At the direction of GOAA, the primary duty of the Awarded Contractor shall be to provide design concepts for all materials; work with GOAA staff to refine final designs; and execute printing, production, and digital and physical delivery of assets, while providing written estimates for each proposed project.

The term of the Contract will be for five years, with the services to commence on or about April 1, 2026.

Examples of creative assets:

Cargo Advertisement



Cargo Advertisement



La Prensa Advertisement



Issues

On November 18, 2025, the Procurement Committee reviewed responses from Bigeye, Bright Rain Collaborative, DIGIGEN, Evolve Orlando, Inc., DBA Evolve Design Group, Hifive Creative, LLC, Mikhail Productions, Reality Marketing Group, Six Degrees Marketing Insights and Creative, LLC, and Think Integrated, LLC. The Procurement Committee scored the received submissions as follows:

SCORE TABULATION										
CRITERIA	MAX. POINTS	Bigeye	Bright Rain Collaborative	DIGIGEN	Evolve Orlando, Inc. DBA Evolve Design Group	Hifive Creative, LLC	Mikhail Productions	Reality Marketing Group	Six Degrees Marketing Insights and Creative, LLC	Think Intergrated, LLC
Proposer Experience and Qualifications of Proposer	20	14	12	9	18	14	13	13	20	18
Knowledge and Experience of the Lead Individual and Team Digital Portfolio	30	16	16	9	28	21	16	16	30	27
Approach and Methodology	25	18	17	11	24	18	16	16	24	22
Schedule of Fees*	20	---	---	---	---	---	---	---	---	---
Other Requirements	5	4	5	5	5	5	4	5	5	5
Total Score	100.00	52.00	50.00	34.00	75.00	58.00	49.00	50.00	79.00	72.00

A competitive range was established based on the three firms in the competitive range, and meetings were held with each of the firms to negotiate the information provided in their submissions.

A Best and Final Offer (BAFO) was then requested from the top three shortlisted firms, as well as two creative tasks and a price quote for a video production project, which were received on January 14, 2026. These BAFOs were reviewed by the Procurement Committee on January 27, 2026, and the final scores were tabulated as follows:

SCORE TABULATION				
CRITERIA	MAX. POINTS	Evolve Orlando, Inc. dba Evolve Design Group	Six Degrees Marketing Insights and Creative, LLC	Think Intergrated, LLC
Relevant Experience and Qualifications of the Firm	20	18.00	20.00	18.00
Knowledge and Experience of the Lead Individual and Team	30	28.00	30.00	27.00
Approach and Methodology	25	22.00	24.00	20.00
Schedule of Fees	20	20.00	15.35	10.65
Other Requirements	5	5.00	5.00	5.00
Total Score	100.00	93.00	94.35	80.65

Based thereon, the Procurement Committee recommends the overall ranking as follows:

- First: Six Degrees Marketing Insights and Creative, LLC
- Second: Evolve Orlando, Inc. DBA Evolve Design Group
- Third: Think Integrated, LLC

Small Business

The Office of Business Opportunity & Exchange has reviewed the requirements for this solicitation and has determined that no participation is required, based on technical specialization.

Alternatives

There are no reasonable alternatives under consideration.

Fiscal Impact

The value of the five-year contract term is a not-to-exceed amount of \$468,000.00. Funding for current and subsequent fiscal years will be allocated from the Operations and Maintenance Fund as approved through the budget process and when funds become available.

Recommended Action

It is respectfully requested that the Aviation Authority board resolve to accept the recommendation of the Procurement Committee to: (1) approve the ranking of proposals for the Creative and Advertising Production Services; (2) award Invitation to Negotiate 25-534-ITN to Six Degrees Marketing Insights and Creative, LLC; (3) authorize funding from the Operations and Maintenance Fund in the not-to-exceed amount of \$468,000.00; and (4) authorize the Chief Executive Officer or an Aviation Authority Officer to execute the necessary documents, following satisfactory review by legal counsel.

Memorandum

DATE: February 18, 2026

TO: Members of the Aviation Authority

FROM: Scott Shedek, Chair, Construction Committee

Item Description

Recommendation of the Construction Committee for Approval of Change Order No. 04 to V-01032, North Terminal Premier Parking Reconfiguration with Clancy & Theys Construction Co. at Orlando International Airport

Background

At the meeting on January 20, 2026, the Construction Committee recommended approval of the associated change order as outlined in Attachment A. Project V-01032 was awarded by the Aviation Authority Board at the meeting held on July 16, 2025.

The above-referenced project involves parking reconfiguration and revenue control to establish an exclusive parking area at Level 4, Terminal Top. The scope of work includes:

- Maintenance of Traffic provisions and traffic channelization
- Demolition of the existing parking layout and associated infrastructure
- Reconfiguration of public access across Level 4 parking, including new pavement markings
- Installation of supplemental signage for Terminal Top Parking
- Install revenue/access control system to support Terminal Top Reserved Parking

Issues

Project V-01032 was approved with 180 days for substantial completion. This change order adds 28 days to substantial completion to accommodate owner requested concrete sealing, which requires approval by the Aviation Authority Board.

Design (Avcon)	Construction (Clancy & Theys)	Program and Project Management (PSA)	Design/Construction Administration (Avcon)	Estimated Total
\$0	\$133,349.22	\$0	\$0	\$133,349.22

Project Schedule

Construction NTP	09/10/2025
Revised Substantial Completion	04/06/2026
Anticipated Final Acceptance	06/05/2026

Small Business

Not applicable.

Alternatives

There are no alternatives under consideration.

Associated Board Agenda Items

There are no associated Board Agenda Items.

Fiscal Impact

Funding for the change order is outlined in Attachment A.

Recommended Action

It is respectfully requested that the Aviation Authority Board resolve to accept the recommendation of the Construction Committee to (1) approve Change Order No. V-01032-04 with Clancy & Theys Construction Co., in the amount of \$133,349.22, and 28 days extension to substantial completion, with funding as outlined in Attachment A; and, (2) authorize the Chief Executive Officer or an Aviation Authority Officer to execute the change order following satisfactory review by legal counsel.



Attachment A (Page 1 of 1)

Change Order No. V-01032-04

Construction Committee: January 20, 2026
Project: North Terminal Premier Parking Reconfiguration
Contractor: Clancy & Theys Construction Co.

Amount This Change Order: \$ 133,349.22 (13.54% of Original Contract Price)
Original Contract Amount: \$ 984,532.00
Previous Change Orders: \$ 70,103.00 (7.12% of Original Contract Price)
Revised Contract Amount: \$ 1,187,984.22 (20.66% Change to Original Contract)

Time Extension to Substantial: 28 Days
Time Extension to Final: 0 Days

Funding Source: General Airport Revenue Bonds

Description of Changes:

1. Epoxy Coat - Prep and seal approximately 77,768 square feet of concrete parking deck on level 4 of the Terminal Top Parking Garage within Phases Nos. 3 and No. 4 as noted on sheets C62.4.02 and C62.4.4. Apply two (2) coats of H&C ColorTop Solvent-Based Solid Color Concrete Sealer (Haze Grey). Provide a 3-Year limited material and labor warranty for delamination and hot tire pickup, in accordance with RFI No. 05 (Reference Contractor's RCO No. 4). ADD: \$133,349.22
2. Time Extension - Increase the Contract Time for Substantial Completion by 28 days from 180 calendar days to 208 calendar days. ADD: \$0.00

Reasons for Change:

1. Owner Requested: This project is divided into four (4) phases to limit the number of reduced parking spaces during construction. This change order is for Phases Nos. 3 and 4. Per the Contract Documents, the parking deck is to be ground per DOT specifications. This full grinding of the deck will leave the deck in a semi-rough and porous condition. Applying an epoxy sealant to the concrete deck in each of the four phases will aid in preventing contaminants from penetrating the concrete and will help protect the integrity of the concrete deck.
2. Owner Requested: The H&C ColorTop Solvent-based Sealer requires approximately four (4) days of cure time before vehicles can be given access. There are four (4) phases to this project, resulting in sixteen (16) days. Phase one required twelve (12) additional days' time to obtain CCM approval.

Memorandum

DATE: February 18, 2026

TO: Members of the Aviation Authority

FROM: Kelly Loll, Chair, Procurement Committee

Item Description

Recommendation of the Procurement Committee to Approve an Amendment to Addendum 17 to the Continuing Transportation Planning Services Agreement with HDR Engineering, Inc., for On-Call Transportation Planning Support Services at Orlando International Airport (MCO)

Background

In May 2021, the Aviation Authority Board approved Continuing Transportation Planning Services Agreements with HDR Engineering, Inc., and HNTB Corporation. These base agreements established the negotiated professional rates. These services consist of the performance of transportation planning services and related professional services, and may include, but not be limited to, on-airport roadway traffic counts, multi-modal transportation facility planning, airport passenger surface access-related analyses, coordination with local, regional, state and federal transportation agencies on transportation planning issues to support the development of the Aviation Authority's existing and future facilities; assisting with strategic development planning, planning analyses of roadway opportunities and constraints, wayfinding and signage, and other miscellaneous transportation projects.

Issues

On February 3, 2026, the Procurement Committee recommended approval of an Amendment to Addendum 17 to the above-referenced agreement for on-call miscellaneous transportation planning and traffic engineering tasks services that are determined on an as-needed basis by the Aviation Authority. To date, such tasks have included:

- Jeff Fuqua Blvd. / Station Loop Rd. restricted crossing U-Turn (RCUT) refinements
- Transportation network company (TNC) shift analysis
- Airline rebalancing traffic and curb modeling
- Origin-destination analysis
- Terminal B Entrance modifications
- Traffic signal retiming

This On-Call Transportation Planning Services contract needs to be responsive to requests from Aviation Authority departments (such as Landside Operations or Risk Management) to perform immediate analysis of traffic movements, relieve congestion, and maintain roadway safety. Often, situations arise that require immediate action to determine whether safety or operational issues can be resolved quickly. Examples of on-call tasks include: intersection analysis; site planning; roadway striping and signage design; curb capacity analysis related to terminal rebalancing; and test scenarios related to moving Ground Transportation functions (e.g., the impact of moving TNCs or LYNX bus operations). In order to support the Aviation Authority for the remainder of the fiscal year, it has been determined that additional funds are needed to support the miscellaneous tasks. These services are for a not-to-exceed fee in the amount of \$80,000 with funding from Operations and Maintenance Funds.

Specific future tasks will consist of miscellaneous transportation planning and traffic engineering tasks and services at Orlando International Airport (MCO). Services will be performed on an as-needed basis using approved hourly rate schedule (approved/effective October 1, 2025).

Budget

The Operations and Maintenance Budget for Planning, approved by the Aviation Authority Board on September 17, 2025, includes a budget of \$300,000 for On-Call Transportation Planning Services. If these services are approved, this would encumber a total amount of \$185,000 of the overall budget.

Firm	Base Contract	Procurement Committee Approval Date	Aviation Authority Board Approval Date	FY26 Amount
HNTB Corporation	No. 202104-CTP2	8/19/2025	N/A	\$45,000
HDR Engineering, Inc.	No. 202104-CTP1	8/19/2025	N/A	\$60,000
HDR Engineering, Inc.	No. 202104-CTP1	2/3/2026	2/18/2026	\$80,000

Small Business

The Office of Business Opportunity & Exchange has reviewed the referenced project and determined that the request for additional funds has no impact on LDB/VBE participation goal.

Alternatives

There are no alternatives under consideration.

Associated Board Agenda Items

There are no associated Board Agenda Items.

Fiscal Impact

The fiscal impact is \$80,000 for this amendment, and total FY 2026 encumbrance for On-Call Transportation Planning Services is \$185,000. Funding is from previously approved Operations & Maintenance Funds.

Recommended Action

It is respectfully requested that the Aviation Authority Board resolve to accept the recommendation of the Procurement Committee to: (1) approve the Amendment to Addendum 17 to the Continuing Transportation Planning Services Agreement with HDR, Engineering, Inc. for On-Call Transportation Planning Support Services; (2) authorize funding in the not-to-exceed fee, amount of \$80,000 from Operations and Maintenance Funds; and (3) authorize the Chief Executive Officer or an Aviation Authority Officer to execute the necessary documents following satisfactory review by legal counsel.

Memorandum

DATE: February 18, 2026

TO: Members of the Aviation Authority

FROM: Kelly Loll, Chair, Procurement Committee

Item Description

Recommendation of the Construction Committee to Approve Two Addendums to the General Consulting Services Agreement with Ricondo & Associates, Inc. for a Bear Rd. Redevelopment Study and Terminal C Passenger Conveyance Envisioning Services at Orlando International Airport (MCO)

Background

In December 2020, Ricondo & Associates, Inc. was selected by the Aviation Authority Board through a competitive award process to provide General Consulting Services. Tasks are awarded on an as needed or annual basis. The base agreement established the negotiated hourly rates. The services provided as part of this agreement may include advising and supporting the Aviation Authority through assessments, studies, master planning, concept development, and preparation of design/build criteria packages, extension of staff, and other efforts as assigned for the development, management, and operation of the existing and future facilities.

Issues

On February 3, 2026, the Procurement Committee recommended approval of two addendums to the above-referenced agreement for the development of Bear Rd. redevelopment Study and Terminal C Passenger Conveyance Envision Services. Generally, the services to be delivered for each project are summarized as follows:

- Bear Rd. Redevelopment Study – Provide support in creating a Bear Rd. Redevelopment Study. The Bear Rd. Redevelopment study will include, but not be limited to, the assessment of existing land uses and facilities, planned facilities as identified on the current airport layout plan (ALP) or more recent planning studies since the approval of the current ALP, requirements for new/replacement facilities as desired and defined by the Aviation Authority, and possible site layouts for redevelopment within the study area. Areas of interest within the study area include: Checkpoint Bravo replacement, improvements, and/or expansion; Taxiways depicted on the ALP; The Park at MCO; Transportation Network Company staging relocation; general office/administrative facilities for the Aviation Authority or tenant uses; and a fire station. Further facilities needed to support the growth of the airport may be considered depending on the analysis. These services are for a not-to-exceed fee amount of \$130,616 with funding from Capital Expenditure Funds.

This study supports the Aviation Authority's Vision to increase non-aeronautical revenue by 30% by 2030 compared to the revenue figures recorded for 2025.

- Terminal C Passenger Conveyance Envisioning Services - General support in creating animations that illustrate plans and visions for moving walkways and passenger mobility systems at Orlando International Airport's Terminal C. Ricondo & Associates, Inc., will work with Illustrate My Design LLC (IMD) to produce a series of interior animations illustrating how new mobility systems will enhance the passenger journey throughout Terminal C. All animations will be developed from the passenger's point of view, showcasing circulation, concessions, and

architectural context. Additional still images of the renderings will be created from the animation sequences to illustrate selected view for presentation and stakeholder use. These services are for a not-to-exceed fee amount of \$95,060 with funding from Capital Expenditure Funds.

The animations from the task will be used to develop concepts aimed at providing additional passenger conveyance in Terminal 2 Airside from Palm Court to Gate C230, which is one of the Aviation Authority's Vision goals under the Infrastructure pillar.

Budget

The Capital Expenditure Funds approved by the Aviation Authority Board on September 17, 2025, include a budget of \$862,390 for MCO Planning Studies.

Small Business

The Office of Business Opportunity & Exchange has reviewed the referenced project and determined that an LDB/VBE goal is not applicable due to the scope of the project.

Alternatives

There are no reasonable alternatives under consideration.

Associated Board Agenda Items

There are no associated Board Agenda Items.

Fiscal Impact

The fiscal impact is \$225,676. Funding is from previously approved Capital Expenditure Funds

Recommended Action

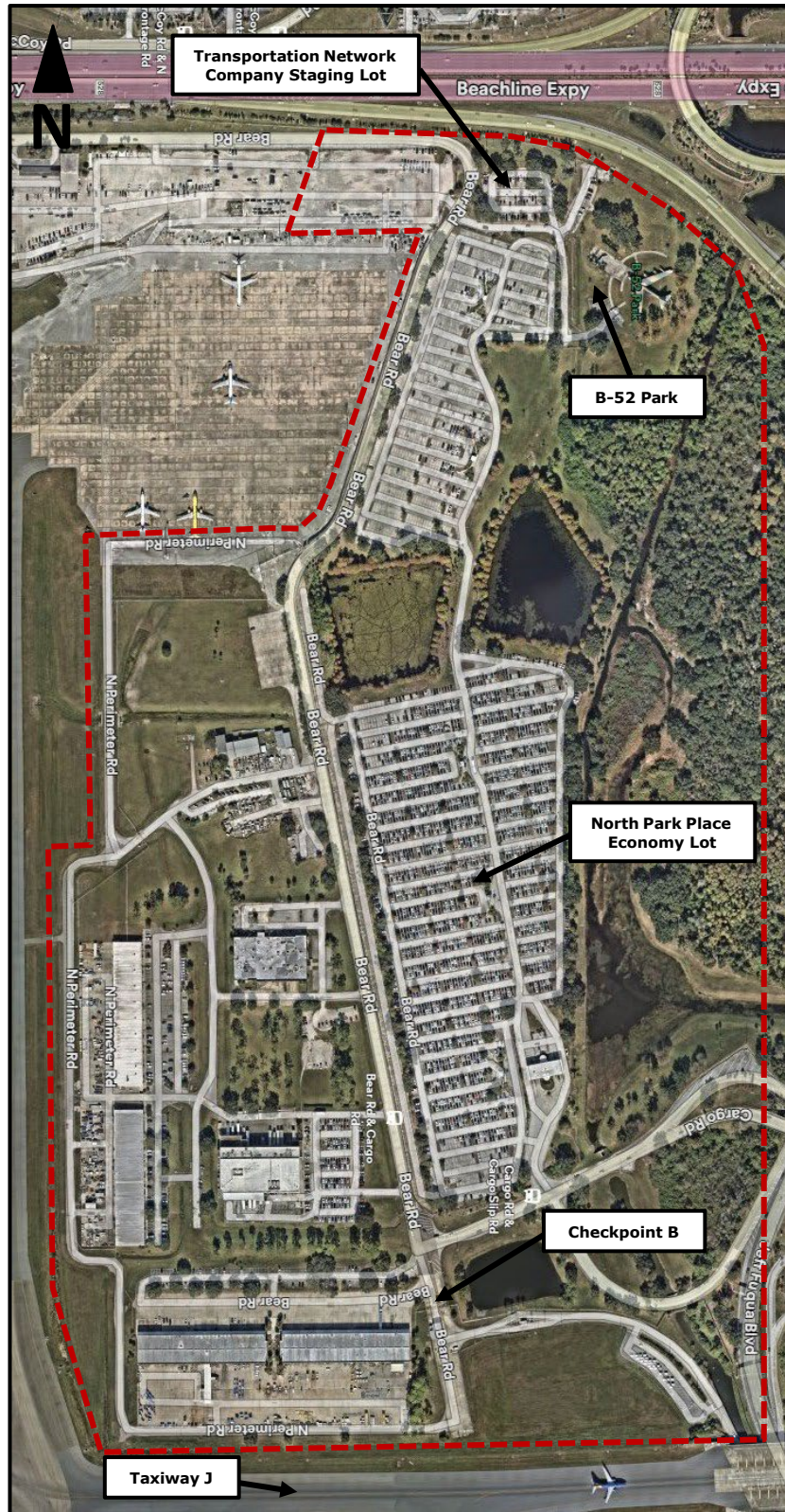
1. It is respectfully requested that the Aviation Authority Board resolve to accept the recommendation of the Procurement Committee and (1) approve the Addendum to the General Consulting Services Agreement with Ricondo & Associates, Inc. for Bear Rd. Redevelopment Study; (2) authorize funding in the not-to-exceed fee amount of \$130,616 from Capital Expenditure Funds; and (3) authorize the Chief Executive Officer or an Aviation Authority Officer to execute the necessary documents following satisfactory review by legal counsel.
2. It is respectfully requested that the Aviation Authority Board resolve to accept the recommendation of the Procurement Committee and; (1) approve the Addendum to the General Consulting Services Agreement with Ricondo & Associates, Inc. for Terminal C Passenger Conveyance Envisioning Services; (2) authorize funding in the not-to-exceed fee, amount of \$95,060 from Capital Expenditure Funds; and (3) authorize the Chief Executive Officer or an Aviation Authority Officer to execute the necessary documents following satisfactory review by legal counsel.

Attachments

Attachment A – Bear Rd. Redevelopment Study Area

ATTACHMENT A

BEAR RD. REDEVELOPMENT STUDY AREA



Memorandum

DATE: February 18, 2026

TO: Members of the Aviation Authority

FROM: Scott Shedek, Chair, Construction Committee

Item Description

Recommendation of the Construction Committee for Approval of an Addendum to the Continuing On-Call Architecture and Engineering Consulting Services Agreement with Garver, LLC for Design, Bid and Award Services for H-00408, IT Infrastructure Program Phase A, North Loop at the Orlando International Airport

Background

On May 15, 2024, the Aviation Authority Board approved a Continuing On-Call Architecture and Engineering Consulting Services Agreement with Garver, LLC at Orlando International Airport.

At the meeting on January 27, 2026, the Construction Committee recommended approval of an Addendum to the Continuing On-Call Architecture and Engineering Consulting Services Agreement with Garver, LLC for Design, Bid, and Award Services for H-00408, IT Infrastructure Program Phase A, North Loop.

Issues

Garver, LLC submitted a proposal dated January 21, 2026, to provide design, bid and award services to install a concrete-encased fiber optic duct bank from the GOAA IT Building to the North Employee Parking Lot, along Canal Road, where it will connect to the existing East-West duct bank along Cargo Road. A connection will also be made to the existing manhole south of the Aviation Authority IT Building. Services include project management, site investigations, design milestones, permitting and bidding services. This project is the first phase of a multi-year fiber infrastructure implementation program which is currently being developed by the Aviation Authority. The location of this project is shown in Exhibit 1.

Design	Construction*	Program and Project Management*	Design/Construction Administration*	Contingency*	Total*
\$337,221	\$7,400,000	\$888,000	\$150,000	\$1,460,292	\$10,235,513

*Estimated

Project Schedule

Anticipated Design NTP	March 2026
Anticipated Design Completion	August 2026

Exhibit 1



Small Business

The Office of Business Opportunity & Exchange has reviewed the referenced project and determined that an LDB/VBE goal is not applicable due to the scope of the project.

Alternatives

There are no alternatives under consideration.

Associated Board Agenda Items

There are no associated Board Agenda Items.

Fiscal Impact

The fiscal impact is \$337,221. Funding is from Capital Expenditure Funds.

Recommended Action

It is respectfully requested that the Aviation Authority Board resolve to accept the recommendation of the Construction Committee to: (1) approve an Addendum to the Continuing On-Call Architecture and Engineering Consulting Services Agreement with Garver, LLC for Design, Bid, and Award Services for H-00408, IT Infrastructure Program Phase A, North Loop, for the total amount of \$337,221, including the not-to-exceed fee amount of \$332,221 and the not-to-exceed expense amount of \$5,000, with funding from Capital Expenditure funds; and (2) authorize the Chief Executive Officer or an Aviation Authority Officer to execute the change order following satisfactory review by legal counsel.

Memorandum

DATE: February 18, 2026
 TO: Members of the Aviation Authority
 FROM: Marquez A. Griffin, Chair, Procurement Committee

Item Description

Recommendation of the Procurement Committee to Award Solicitation 26-116-IFB for Elevator Escalator Moving Walkway Inspection and Test Witnessing Services to VDA, Inc., dba, Suncoast Elevator Inspections of Florida

Background

The Aviation Authority requires a qualified and experienced Contractor to perform code-mandated inspections, re-inspection, and test-witnessing services for elevators, escalators, moving walkways, and generators located at Orlando International Airport.

On October 31, 2025, the Aviation Authority released solicitation 26-116-IFB Elevator Escalator Moving Walkway Inspection and Test Witnessing Services. A notification of this solicitation was sent to 465 OpenGov Users.

The solicitation will require the Awarded Contractor to provide all labor, tools, manuals, codebooks, and all other items necessary or proper for, or incidental to, performing code-mandated inspections, re-inspection, and test-witnessing services for elevators, escalators, moving walkways, and generators. It is anticipated that this procurement will positively impact passenger safety. The five-year contract is expected to begin on or around March 1, 2026.

Issues

On December 1, 2025, the Aviation Authority received the following responses:

<u>Respondent</u>	<u>5-Year Bid Price</u>
VDA, Inc. (dba, Suncoast Elevator Inspections of FL)	\$530,006.00
United Fleet & Transportation Services, LLC	\$775,256.76
ATIS Elevator Inspections, LLC	\$978,596.00
Bureau Veritas NEIS, Inc.	\$987,053.00
FL Elevator Inspections, LLC	\$1,158,248.00

On January 22, 2026, the Procurement Committee recommended to Award Solicitation 26-116-IFB for Elevator/Escalator/Moving Walkway Inspection and Test Witnessing Services to Suncoast Elevator Inspections of Florida.

Small Business

The Office of Business Opportunity & Exchange has reviewed the referenced project and determined that, due to the specialized scope and limited availability of certified LDB/VBE firms, a goal is not applicable.

Alternatives

There are no reasonable alternatives under consideration.

Associated Board Agenda Items

There are no associated Board Agenda Items.

Fiscal Impact

The value of this procurement is a not-to-exceed amount of \$530,006. Funding required in the current and subsequent fiscal years will be allocated from the Operations and Maintenance Fund, as approved through the budget process and when funds become available.

Recommended Action

It is respectfully requested that the Aviation Authority Board resolve to accept the recommendation Procurement Committee to: (1) award solicitation 26-116-IFB to VDA, Inc., dba, Suncoast Elevator Inspections of Florida for Elevator/Escalator/Moving Walkway Inspection and Test Witnessing Services; (2) authorize funding from the Operations and Maintenance Fund in the not-to-exceed amount of \$530,006.00; and (3) authorize the Chief Executive Officer, or an Aviation Authority Officer, to execute the necessary documents following satisfactory legal review.

Memorandum

DATE: February 18, 2026

TO: Members of the Aviation Authority

FROM: Scott Shedek, Chair, Construction Committee

Item Description

Recommendation of the Construction Committee for Approval of the Purchase of G2 Fire Station Alerting System Replacement from US Digital Designs, Inc. for V-01097 ARFF Fire Alert/Emergency System Replacement Phase 2 at the Orlando International Airport

Background

Project V-01097 aims to replace the outdated ComTech 10 Fire Alerting System Hub. This legacy system has not been upgraded since its original installation and has been in use for several decades, making it no longer supported. Currently, it offers only basic functions such as voice paging, tone alerting, and status monitoring. With this, the system has several limitations such as no difference between tone alerts for the various types of service calls received, no call display systems and no information sharing systems. The new system will coordinate what specific units need to respond, works with display boards in key locations that showcase critical information and has a phone app that each ARFF member will use as a redundant system of dispatch and information sharing. Each of these points, combined with our mobile data terminals, improves call-dispatch reliability and communication while minimizing repeated radio requests.

The new system will improve current drawbacks that negatively impact the performance and efficiency of fire station operations specifically, the broadcasting of every radio transmission at each firehouse for all 24 hours, of the day. This causes personnel to be hypervigilant for their entire shift and prevents any type of rest cycle.

Project V-01097 will involve outfitting equipment for the Centerfield ARFF (Aircraft Rescue and Firefighting) station and complete the systems for the Westfield ARFF, Eastfield ARFF, Intermodal Transportation Facility (ITF) substation, the ARFF Administration Building and will tie into the current dispatching system at the GOAA Emergency Communications Center. This system also ties into but does not replace the ring-down CrashNet phone system used by the Air Traffic Control Tower (ATCT) to notify ARFF and the GOAA Emergency Communications Center of aircraft emergencies.

At the meeting on January 13, 2026, the Construction Committee recommended approval of the purchase of G2 Fire Station Alerting System Replacement from US Digital Designs, Inc. for V-01097 ARFF Fire Alert/Emergency System Replacement Phase 2.

Issues

On December 09, 2025, the Authority received a quotation for Other Entity Contract 26-407-OEC for a G2 Fire Station Alerting System in the amount of \$689,576.30 from US Digital Designs, Inc. A good-faith effort was made to obtain multiple quotes, however only US Digital Designs replied to the RFP. As US Digital Design is the manufacturer of the product line, regardless of whom you contact for the G2 Phoenix system, it will ultimately be priced through US Digital Designs, Inc. The pricing was provided in accordance with the National Purchasing Partners, LLC, dba Public Safety GPO, dba Law Enforcement GPO, and dba NPP.gov — US Digital Designs, Inc. Contract No. PS20350, GOAA No. 26-407-OEC.

This award is based on an Other Entity Contract (OEC) in accordance with the Aviation Authority Policy 450.02, which states the Aviation Authority may acquire Goods, Services, and Professional Services from a Supplier having a requirements contract, annual agreement, or multi-year contract with any public entity for Goods, Services, and Professional Services described in such contract and at prices or discounts equal to or more favorable than any set forth in such Contracts. This provision only applies to OECs that have been publicly advertised and competed.

Procurement Services has reviewed the quotation and verified the pricing. No spares/attic stock are included in this procurement.

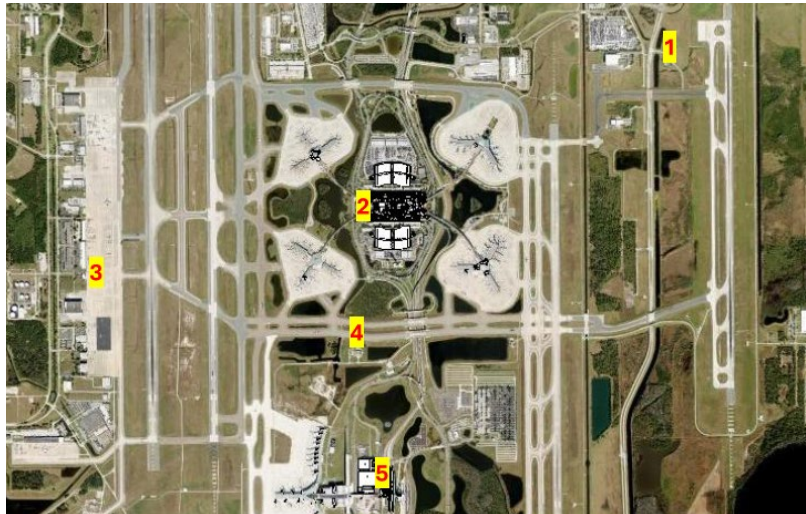
Design	Construction	Program and Project Management OFE Purchase (Ardmore Roderick*)	Program and Project Management Construction (Ardmore Roderick**)	Contingency	Estimated Total
N/A	\$689,576.30	\$22,995.00	\$199,711.00	\$137,515.00	\$1,049,797.30

*Approved by the Construction Committee on December 23, 2025

**Anticipated approval by the Construction Committee on February 3, 2026

Project Schedule

Anticipated Construction NTP 03/09/2026
 Anticipated Substantial Completion 11/01/2026
 Anticipated Final Acceptance 12/31/2026



Key:

1. Eastfield ARFF
2. Communications Center
3. Westfield ARFF
4. Centerfield ARFF & Administration Bldg
5. South Terminal ITF

Small Business

The Office of Business Opportunity & Exchange has reviewed the referenced project and determined that an LDB/VBE goal is not applicable due to the scope of the project.

Alternatives

There are no alternatives under consideration.

Associated Board Agenda Items

There are no associated Board Agenda Items.

Fiscal Impact

The fiscal impact is \$689,576.30. Funding is from Capital Expenditure Funds.

Recommended Action

It is respectfully requested that the Aviation Authority Board resolve to accept the recommendation of the Construction Committee to approve the Purchase of G2 Fire Station Alerting System Replacement from US Digital Designs, Inc. for V-01097 ARFF Fire Alert/Emergency System Replacement Phase 2 for the not-to-exceed unit price of \$689,576.30 with funding from Capital Expenditure funds; and, authorize the Chief Executive Officer or an Aviation Authority Officer to execute the change order following satisfactory review by legal counsel.

Memorandum

DATE: February 18, 2026
TO: Members of the Aviation Authority
FROM: Lance Lyttle, IAP, Chief Executive Officer

Item Description

Recommendation of the Chief Executive Officer to Nominate Candidate for the Position of Vice President of Engineering & Architecture

Background

The Aviation Authority's Vice President of Engineering & Architecture, Robert Furr, resigned in October 2025. Mr. Furr was with the Aviation Authority since 2023.

Issues

The Vice President of Engineering & Architecture provides executive oversight of all engineering and architectural functions of the Aviation Authority. This role ensures that the design and delivery of projects, initiatives, and processes comply with GOAA's established policies, objectives, and regulatory requirements. The Vice President evaluates proposed laws, regulations, and court decisions to assess their potential impact on capital projects, operational practices, and Authority operations, and recommends and implements necessary policy and procedural changes. The position serves as a primary liaison with local, state, and federal governmental agencies and oversees the selection and management of consulting engineers, including negotiating scopes of services and fees. The Vice President also directs, coordinates, and inspects the work of consultants engaged in engineering and design services.

To provide this critical leadership function for the Engineering and Architecture Department, I nominate Diego Sanchez as Vice President of Engineering & Architecture.

Mr. Sanchez has over 23 years of architectural and development experience delivering and leading complex Aviation Capital Programs from start to end, from planning, procurement, design/construction, and engineering management. He has led airport projects at Miami International, Abu Dhabi International, and George Bush Intercontinental Airport, amongst others. He has a Master's of Science in Construction Management from the University of Miami and a Bachelor's of Architecture from De La Salle University.

Small Business

Not Applicable.

Alternatives

The Aviation Authority can reject the Chief Executive Officer's nomination.

Fiscal Impact

Funding is available through the Operations and Maintenance Fund.

Recommended Action

It is respectfully requested that the Aviation Authority Board resolve accept the Chief Executive Officer's nomination and confirm the appointment of Mr. Sanchez as the Vice President, Engineering & Architecture.

Based thereon, the Procurement Committee recommended the overall ranking as follows:

First:	Arthur D. Little, LLC
Second:	Campbell-Hill Aviation Group, LLC
Third:	Mead & Hunt
Fourth:	Flyaway Advisors, LLC

Small Business

The Office of Business Opportunity & Exchange has reviewed the referenced project and determined that, due to the specialized scope and limited availability of certified LDB/VBE firms, a goal is not applicable.

Alternatives

There are no reasonable alternatives under consideration.

Associated Board Agenda Items

There are no associated Board Agenda Items.

Fiscal Impact

The value of the five-year contract term is a not-to-exceed amount of \$2,283,840. Funding for current and subsequent fiscal years will be allocated from the Operations and Maintenance Fund as approved through the budget process and when funds become available.

Recommended Action

It is respectfully requested that the Aviation Authority Board resolve to accept the recommendation of the Procurement Committee to: (1) approve the ranking of proposals for the Aviation Specialty Consulting Services; (2) award Request for Proposals 26-102-RFP to Arthur D. Little, LLC; (3) authorize funding from the Operations and Maintenance Fund in the not-to-exceed amount of \$2,283,840.00; and (4) authorize the Chief Executive Officer or an Aviation Authority Officer to execute the necessary documents, following satisfactory review by legal counsel.

Memorandum

DATE: February 18, 2026

TO: Members of the Aviation Authority

FROM: Marquez A. Griffin, Chair, Procurement Committee

Item Description

Recommendation of the Procurement Committee to Award Request for Proposal 26-102-RFP, Aviation Specialty Consulting, to Arthur D. Little, LLC

Background

On September 9, 2025, the Aviation Authority issued Request for Proposal 26-102-RFP, Aviation Specialty Consulting Services. This RFP requires the Consultant to provide support for the Aviation Authority's Air Service Development program by providing strategic guidance, market insights, and analytical expertise. The Consultant must achieve this through delivery of detailed traffic and revenue forecasts for existing and proposed routes, incorporating Quality of Service Index-based factors such as projected load factors, yield analysis, market share, estimated operating costs, and profitability. The Consultant shall also provide economic and financial analysis of both passenger and cargo operations, as well as regulatory strategy and support related to government and environmental policies. Litigation support may be requested on an as-needed basis.

The term of the Contract will be for five years, with the services to commence on or about April 1, 2026, with end date on or about March 31, 2031.

Issues

On October 21, 2025, the following responses were received, listed in alphabetical order:

<u>Proposer</u>	<u>Proposed Amount</u>
Arthur D. Little, LLC	\$2,283,840.00
Campbell-Hill Aviation Group, LLC	\$2,290,600.00
Flyaway Advisors, LLC	\$2,622,713.60
Mead & Hunt	\$1,794,000.00

On December 9, 2025, the Procurement Committee reviewed each firm's proposals, demonstrations, Staff assessments and scored the received proposals as follows:

CRITERIA	MAX. POINTS	Arthur D. Little LLC	Campbell-Hill Aviation Group LLC	Flyaway Advisors	Mead & Hunt
Relevant Experience and Qualifications for the Firm	30	27	27	15	25
Knowledge and Experience of Key Individual and Team	25	24	23	16	21
Approach and Methodology	20	18	16	13	15
Other Requirements	5	5	5	5	5
Price	20	15.71	15.66	13.68	20.00
Total Score	100.00	89.71	86.66	62.68	86.00

Based thereon, the Procurement Committee recommended the overall ranking as follows:

First:	Arthur D. Little, LLC
Second:	Campbell-Hill Aviation Group, LLC
Third:	Mead & Hunt
Fourth:	Flyaway Advisors, LLC

Small Business

The Office of Business Opportunity & Exchange has reviewed the referenced project and determined that, due to the specialized scope and limited availability of certified LDB/VBE firms, a goal is not applicable.

Alternatives

There are no reasonable alternatives under consideration.

Associated Board Agenda Items

There are no associated Board Agenda Items.

Fiscal Impact

The value of the five-year contract term is a not-to-exceed amount of \$2,283,840. Funding for current and subsequent fiscal years will be allocated from the Operations and Maintenance Fund as approved through the budget process and when funds become available.

Recommended Action

It is respectfully requested that the Aviation Authority Board resolve to accept the recommendation of the Procurement Committee to: (1) approve the ranking of proposals for the Aviation Specialty Consulting Services; (2) award Request for Proposals 26-102-RFP to Arthur D. Little, LLC; (3) authorize funding from the Operations and Maintenance Fund in the not-to-exceed amount of \$2,283,840; and (4) authorize the Chief Executive Officer or an Aviation Authority Officer to execute the necessary documents, following satisfactory review by legal counsel.

Memorandum

DATE: February 18, 2026
TO: Members of the Aviation Authority
FROM: Scott Shedek, Chair, Construction Committee

Item Description

Recommendation of the Construction Committee to Approve the Owner Furnished FF&E and IT Estimate and Procurement Plan for W-S00161 Terminal C GTF/RAC Lobby Owner Furnished FF&E and IT Items at Orlando International Airport

Background

The Aviation Authority has established a procedure for Owner Procured Furniture, Fixtures, and Equipment (FF&E) and Information Technology (IT) items in recent past projects, such as the W-S00145, South Terminal C, Phase 1, and W-S00150, Terminal C Gates (250-253) Owner Furnished FF&E and IT Items projects utilizing a two-part process that includes approving a Procurement Estimate, allowing procurements to move forward with updates to the Construction Committee.

At the meeting on January 27, 2026, the Construction Committee recommended approval of the Procurement Plan for W-S00161 Terminal C GTF/RAC Lobby Owner Furnished FF&E and IT Items.

Issues

The BP-S00198 GTF and RAC Lobby Project is under construction, with the Pedestrian Bridge portion of the project open to the public. The RAC Lobby portion of the project is under construction, and there are multiple Owner-Furnished Equipment (OFE) and IT items to procure.

RAC Lobby

To facilitate the procurements required for the program, the program is proposing to utilize a similar methodology as was done for the W-S00145 and W-S00150 projects, with a defined Procurement Plan intended to assist with effectively managing the project budget. An FF&E and IT Procurement Estimate, dated January 23, 2026, shows the estimated cost for the procurement of FF&E and IT for the RAC Lobby portion for the BP-S00198 project. The total estimated cost and a contingency (4.4%) is \$4,000,000, as shown in the "FF&E and IT Procurement Estimate" table included in the memo backup.

The January 27, 2026, Construction Committee recommended the approval of the Procurement estimate of \$4,000,000 and the FF&E and IT Procurement Plan that includes:

1. Managing the Approved Line Items
2. Method of Procurement
3. The Process for Updating the Construction Committee

The Methods of Procurement will be coordinated with the Aviation Authority's Procurement Department.

Items included in this Procurement Plan include:

- Passive Optical Network equipment (PON)
- Voice over IP (VoIP) equipment
- Wireless LAN (WLAN) equipment
- Digital Signage
- Video Surveillance System (VSS) equipment
- Restroom Accessories

Small Business

The Office of Business Opportunity & Exchange has reviewed the referenced plan and determined that the purchase is tax-exempt to the Aviation Authority, as owner; therefore, LDB/VBE participation goals are not applicable.

Alternatives

There are no alternatives under consideration.

Associated Board Agenda Items

There are no associated Board Agenda Items.

Fiscal Impact

The total fiscal impact is \$4,000,000. Funding is from Customer Facility Charges funds.

Recommended Action

It is respectfully requested that the Aviation Authority Board resolve to accept the recommendation of the Construction Committee to: (1) approve the Owner Furnished FF&E and IT Estimate and Procurement Plan for W-S00161 Terminal C GTF/RAC Lobby Owner Furnished FF&E and IT Items for the total amount of \$4,000,000; and, (2) authorize the Chief Executive Officer or an Aviation Authority Officer to execute the necessary documents following satisfactory review by legal counsel.

Memorandum

DATE: February 18, 2026

TO: Members of the Aviation Authority

FROM: Scott Shedek, Chair, Construction Committee

Item Description

Recommendation of the Construction Committee to Approve the Purchase of Moving Walkway Extensions for V-01098, Passenger Conveyance Program-GTF and Pedestrian Bridge Moving Walkways with Schindler Elevator Company, an Addendum to the Continuing Program and Project Management Services with Geotech Consultants International Inc., dba GCI Inc. for Design and Construction Phase Owner Authorized Representative Services, and an Addendum to the Continuing On-Call Architecture and Engineering Consulting Services Agreement with C&S Engineers, Inc. for Design, Bid, and Award Services at the Orlando International Airport

Background

Due to the walking distances at the Terminal C Ground Transportation Facility and the Pedestrian Bridge, extensions to existing moving walkways have been requested by GOAA at the Pedestrian Bridge, as well as the installation of new moving walkways at the Ground Transportation Facility.

The BP-S00198 Project has installed moving walkways at the Pedestrian Bridge; These walkways will be extended. The BP-S00198 project has also purchased two moving walkways for the GTF area; These moving walkways have been received by the Owner and are located at the East Warehouse. However, these walkways also need to be extended.

The moving walkways in storage and the new extensions all need to be installed as a part of the V-01098 project.

At the meeting on January 27, 2026, the Construction Committee recommended approval for the purchase of Moving Walkways Extensions for V-01098, Passenger Conveyance Program-GTF and Pedestrian Bridge Moving Walkways with Schindler Elevator Company, and an addendum to the Continuing Program and Project Management Services with Geotech Consultants International Inc., dba GCI Inc. for Construction Phase Owner Authorized Representative Services. In conjunction with the moving walkway extensions, this scope of work (Schedule E) as part of the Terminal C Multi-Modal Connector Pedestrian Bridge and Rental Car Lobby (Design/Build) project was removed from the project in Construction Change Directive 01 at the January 27, 2026, Construction Committee.

Issues

Since Schindler Elevator Corporation has provided and installed the moving walkways at the Pedestrian Bridge, GOAA is pursuing the new work with moving walkways and extensions through an Other Entity Contract (OEC)- i.e., Sourcwell Contract No. 050224-SCH with a Supplemental Agreement with Aviation Authority Terms and Conditions 25-1001-OEC. By having the Schindler Elevator Corporation provide the scope as outlined, the Moving walkway system changes will be compatible with warranties.

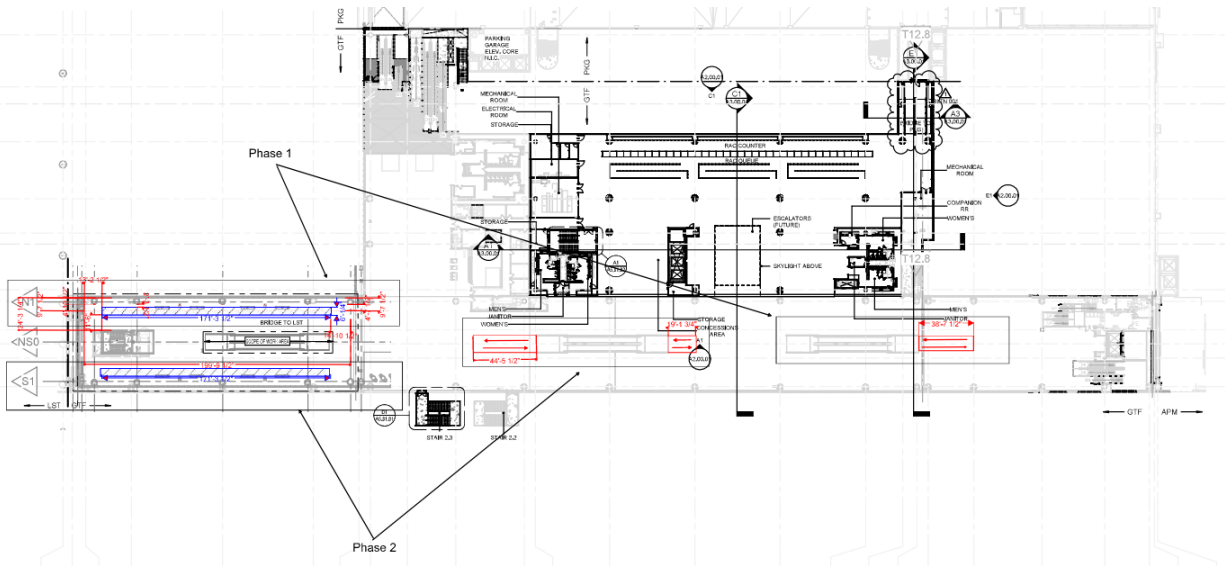
The method of procurement for this purchase is Other Entity Contract (OEC). In accordance with Aviation Authority Policy 450.02 which states that the Aviation Authority may acquire Goods, Services and Professional Services by Direct Negotiation or other method involving limited or no competition from a

Supplier having a requirements contract, annual agreement, or multi-year contract with any public entity (e.g., federal, state, county, city, authority, school board, Buying Cooperative, etc.) for Goods, Services, or Professional Services described in the contract and at prices or discounts no less favorable than any outlined in such Contracts.

Procurement Services has requested and obtained a quote from Schindler Elevator Corporation via Other Entity Contract (OEC) Purchasing Contract No. 050224-SCH to extend the moving walkway of 6 Units in the Lump Sum amount of \$4,555,705.00.

Geotech Consultants International Inc., dba GCI Inc. submitted a proposal dated January 5, 2026, to provide Procurement, Design, Bid, Award, and Construction Phase Owner Authorized Representative (OAR) services for the V-01098 moving walkway project at the Terminal C Ground Transportation Facility (GTF) and Pedestrian Bridge.

C&S Engineers, Inc. submitted a proposal dated January 13, 2026, to provide design, bid, and award services for V-01098 moving walkway project at the Terminal C Ground Transportation Facility (GTF) and Pedestrian Bridge.



Overall Project Cost Summary

Design/Bid/Award (C&S Engineers)	Construction* (Schindler Elevator)	Program and Project Management* (GCI)	Estimated Construction Administration* (C&S Engineers)	Estimated Construction Cost (infrastructure)	Total
\$122,984	\$4,555,705	\$376,435	\$50,000	\$455,000	\$5,560,124

*Approved by the Construction Committee on January 27, 2026

**BP-S00198 Terminal C Multi-Modal Connector Pedestrian Bridge and Rental Car Lobby (Design/Build) CCD 1 in the amount of (\$898,329.06) removed Schedule E (GTF Moving Walkways) from the project at Construction Committee on January 27, 2026

Project Schedule

Anticipated Construction NTP	03/02/2026
Anticipated Substantial Completion	12/11/2027
Anticipated Final Acceptance	03/10/2028

Small Business

Schindler Elevator Company: The Office of Business Opportunity & Exchange has reviewed the referenced project and determined that the purchase for the moving walkway will be made through an other entity contract (OEC) procurement purchase; therefore, the LDB/VBE participation goals would not be applicable.

Geotech Consultants International Inc., dba GCI Inc: The Office of Business Opportunity & Exchange has reviewed the referenced project and determined that the scope for this project is for staffing only; therefore, LDB/VBE participation goals would not be applicable.

C&S Engineers, Inc: The Office of Business Opportunity & Exchange has reviewed the referenced project and determined that an LDB/VBE goal is not applicable due to the scope of the project.

Alternatives

There are no alternatives under consideration.

Associated Board Agenda Items

None

Fiscal Impact

The total fiscal impact for this request is \$5,055,124. Funding is from General Airport Revenue Bonds.

Recommended Action

It is respectfully requested that the Aviation Authority Board resolve to accept the recommendation of the Construction Committee to: (1) Approve the Purchase of Moving Walkways Extensions for V-01098, Passenger Conveyance Program-GTF and Pedestrian Bridge Moving Walkways with Schindler Elevator Company, for the total lump sum amount of \$4,555,705, (2) approve an addendum to the Continuing Program and Project Management Services with Geotech Consultants International Inc., dba GCI Inc. for Design and Construction Phase Owner Authorized Representative Services, for the not-to-exceed fee amount of \$376,435, (3) approve an addendum to the Continuing On-Call Architecture and Engineering Consulting Services Agreement with C&S Engineers, Inc. for design, bid, and award services for the not-to-exceed fee amount of \$122,984; and, (4) authorize the Chief Executive Officer or an Aviation Authority Officer to execute the necessary documents following satisfactory review by legal counsel.

Memorandum

DATE: February 18, 2026

TO: Members of the Aviation Authority

FROM: Scott Shedek, Chair, Construction Committee

Item Description

Recommendation of the Construction Committee to Approve an Addendum to the Award of Construction Contract Agreement with HCBeck, Ltd., dba The Beck Group, for Progressive Design Build Services for BP-00500, Airsides 1 and 3 Interior Refurbishment (Design/Build) at Orlando International Airport

Background

On January 15, 2025, the Aviation Authority Board approved an Award of Construction Contract Agreement with HCBeck, Ltd., dba The Beck Group, for Progressive Design Build Services for BP-00500, Airsides 1 and 3 Interior Refurbishment (Design/Build).

The Solicitation for this Design-Build Project was released via OpenGov on August 11, 2024. The Project includes updating the ceilings, floor, and walls with materials, fixtures, and finishes, along with new contemporary interior finishes, seating, wayfinding, gate counters, and lighting improvements to Airsides 1 and 3. The scope includes all design and construction services that are required to upgrade the spaces, including but not limited to, preparation of design documents, development of design alternatives, finishes design, selection of materials, analysis of lifecycle costs, permitting, evaluation and documentation of existing conditions, verification of as-built conditions, cost estimating, and scheduling, demolition, material procurement, construction, quality control, testing, commissioning, turnover to the Operations Department and all other services necessary for fully functional facilities including coordination with the Aviation Authority and other agencies having jurisdiction over the Project.

On September 23, 2024, the Aviation Authority received the following five responses to the Solicitation:

1. Balfour Beatty Construction (US)
2. Clayco, Inc.
3. DPR Construction, A General Partnership
4. HCBeck, Ltd.
5. Leopardo Construction

On October 22, 2024, the Procurement Committee shortlisted all five firms. On November 19, 2024, the Procurement Committee interviewed all firms and recommended the following ranking that was submitted to the Aviation Authority Board for approval on December 11, 2024:

- First: DPR Construction, A General Partnership
Second: HCBeck Ltd.
Third: Balfour Beatty Construction (US)
Fourth: Clayco, Inc.
Fifth: Leopardo Construction

The Aviation Authority Board approved the ranking and authorized negotiations with the top-ranked firm; if those negotiations were unsuccessful, authorized negotiations with the next-ranked firm until successful completion of contract negotiations.

Negotiations with the top-ranked firm were terminated on March 7, 2025.

Negotiations with the next-ranked firm commenced on March 7, 2025, and were successfully completed on November 21, 2025.

At the meeting on February 3, 2026, the Construction Committee recommended approval of an Addendum to the Award of Construction Contract Agreement with HCBeck, Ltd., dba The Beck Group, for Progressive Design Build Services for BP-00500, Airsides 1 and 3 Interior Refurbishment (Design/Build).

Issues

HCBeck, Ltd. dba The Beck Group submitted a proposal, dated January 16, 2026, to provide design-build services for the interior renovation of Airsides 1 and 3 to enhance passenger experience. The Design Build Services include design costs (Part 1) and pre-construction services (Part 2), as well as an allowance for construction-phase costs. When design elements are complete, construction can begin utilizing the approved allowance only after approval of Construction Committee Change Order(s). Exhibits 1-3 depict conceptual views of the interior refurbishment.

Design/Pre-Construction	Construction Allowance (HCBeck)	Estimated Program and Project Management (AECOM)	Total
\$5,841,970	\$25,000,000	\$5,900,000	\$36,741,970

Project Schedule

Anticipated Construction NTP	05/19/2027
Anticipated Substantial Completion	01/17/2029
Anticipated Final Acceptance	05/17/2029

Exhibit 1



Exhibit 2



Exhibit 3



Small Business

The Office of Business Opportunity & Exchange has reviewed the referenced proposal and determined an LDB/VBE goal is not associated with this phase. However, the Beck Group has committed to a 4% LDB/ VBE goal that will be addressed during the construction buyout phase of the project.

Alternatives

There are no alternatives under consideration.

Associated Board Agenda Items

There are no associated Board Agenda Items.

Fiscal Impact

The total fiscal impact is \$30,841,912. Funding is from General Airport Revenue Bonds.

Recommended Action

It is respectfully requested that the Aviation Authority Board resolve to accept the recommendation of the Construction Committee to approve an Addendum to the Award of Construction Contract Agreement with HCBeck, Ltd. dba The Beck Group for Progressive Design Build Services for BP-00500, Airsides 1 and 3 Interior Refurbishment (Design/Build) for the total amount of \$30,841,912 including the not-to-exceed fee amount of \$5,545,901, the not-to-exceed expense amount of \$296,011, and the not-to-exceed construction cost allowance of \$25,000,000, with funding from General Airport Revenue Bonds; and, authorize the Chief Executive Officer or an Aviation Authority Officer to execute the necessary documents following satisfactory review by legal counsel.

Memorandum

DATE: February 18, 2026

TO: Members of the Aviation Authority

FROM: Scott Shedek, Chair, Construction Committee

Item Description

Recommendation of the Construction Committee to Approve of an Addendum to the Continuing On-Call Architectural and Engineering Consulting Services Agreement with Kimley-Horn and Associates, Inc. for BP-00512 Mud Lake Emergency Access Roads – Phase 1 at the Orlando International Airport (MCO)

Background

On May 15, 2024, the Aviation Authority Board approved Kimley-Horn and Associates, Inc., for On-Call Architectural and Engineering Consulting Services Agreement at MCO and the Orlando Executive Airport (ORL). These services are described in the Agreement for Professional Services. This is a five-year contract which expires in 2029.

Issues

On January 20, 2026, the Construction Committee recommended approval of an addendum to the above-reference agreement to provide field investigation, roadway design, drainage design, permitting, FEMA CLOMR floodplain analysis, and bidding and award services for Mud Lake Emergency Access Roads for Phase 1. In accordance with FAA Advisory Circular 150/5210-13C Airport Water Rescue Plans and Equipment, BP-00512 is to provide needed access to Mud Lake for aircraft emergencies. Phase 1 will include two access roads to Mud Lake each with a turnaround area for emergency vehicles, vehicle staging area, and floating dock. Alternative #1 will include a road to connect the two access roads.

Small Business

The Office of Business Opportunity & Exchange has reviewed the referenced project and determined that due to the specialized scope and limited availability of certified LDB/VBE firms a goal is not applicable.

Alternatives

There are no reasonable alternatives under consideration.

Associated Board Agenda Items

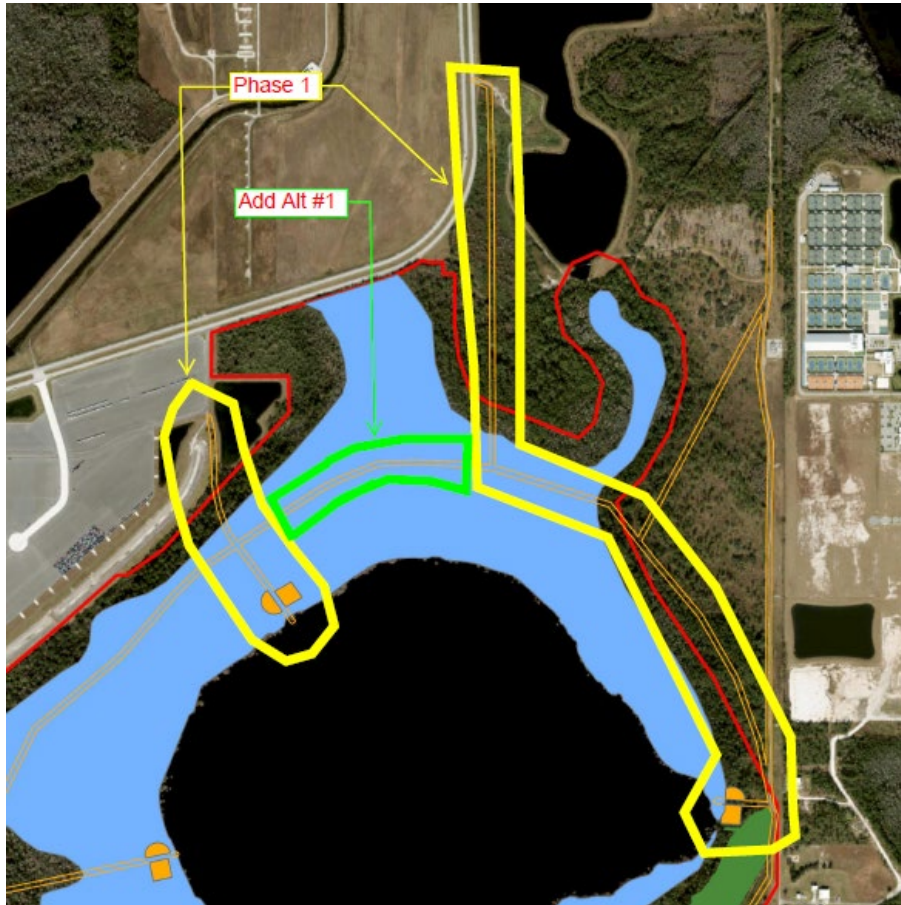
There are no associated Board Agenda Items.

Fiscal Impact

The fiscal impact is \$1,505,253.92. Funding is from previously approved General Airport Revenue Bonds (GARBs).

Recommended Action

It is respectfully requested that the Aviation Authority Board resolve to accept the recommendation of the Construction Committee to (1) approve an Addendum to the Continuing On-Call Architectural and Engineering Consulting Services Agreement with Kimley-Horn and Associates, Inc. for BP-00512 Mud Lake Emergency Access Roads – Phase 1 for the not-to-exceed fee amount of \$1,505,253.92, with funding from General Airport Revenue Bonds and (2) authorize the Chief Executive Officer or an Aviation Authority Officer to execute the necessary documents following satisfactory review by legal counsel.



Memorandum

DATE: February 18, 2026

TO: Members of the Aviation Authority

FROM: Marquez A. Griffin, Chair, Procurement Committee

Item Description

Recommendation of the Procurement Committee to Approve a Contract Adjustment to Contract 12-22, Terminal C Janitorial Maintenance at Orlando International Airport with Flagship Airport Services, Inc.

Background

The contract requires Flagship Airport Services, Inc. to provide all labor, supervision, management oversight, training, materials, tools, equipment, submissions, reports, consumables, uniforms janitorial cleaning supplies (except hand soap, trash liners, and baling wire), paper products (except paper towels and toilet tissue), trash can inserts, fuel, oil, lubricants, and all other items with no markup necessary or proper for, or incidental to, performing janitorial maintenance of Terminal C, in accordance with the contract documents.

On August 17, 2022, the Aviation Authority Board awarded contract 12-22 to Flagship Airport Services, Inc. The initial term of the contract was for three years, effective October 1, 2022, at an initial cost of \$37,619,348.00, with the Aviation Authority having options to renew the contract for two additional periods of one year each.

On March 19, 2025, the Senior Vice President of Procurement Services approved a contract adjustment to include janitorial maintenance of the Terminal C Pedestrian Bridge at no additional compensation cost.

On July 16, 2025, the Aviation Authority Board approved the first renewal option in a not-to-exceed amount of \$13,191,110. The first renewal option term expires on September 30, 2026.

Issues

This contract adjustment will positively impact customer perception and experience by presenting Orlando International Airport as being a clean, safe, and healthy environment.

Adjustment needed for the Flagship Airport Services contract to provide additional labor, supervision, equipment, supplies, and any other items necessary to provide janitorial maintenance services at the Terminal C gate area expansion (P1X), in accordance with the contract documents.

The contract pricing includes a reimbursable payroll and operating expenses budget provided by the Aviation Authority and a management fee. The reimbursable payroll expense budget for the Contract Adjustment is a not-to-exceed amount of \$1,598,040. The management fee for the Contract Adjustment is a not-to-exceed amount of \$521,740. The total value of the Contract Adjustment is a not-to-exceed amount of \$2,119,780 beginning on or about March 1, 2026, through the end of the existing renewal option on September 30, 2026.

On January 22, 2026, the Procurement Committee recommended to approve a Contract Adjustment to Contract 12-22, Terminal C Janitorial Maintenance at Orlando International Airport with Flagship Airport Services, Inc.

Small Business

The Office of Business Opportunity & Exchange has reviewed the referenced contract and determined that a 15% LDB goal was established for the project. Flagship is in good standing as it relates to LDB participation.

Alternatives

There are no reasonable alternatives under consideration.

Associated Board Agenda Items

There are no associated Board Agenda Items.

Fiscal Impact

The value of the Contract Adjustment is a not-to-exceed amount of \$2,119,780. Funding is available from the Operations and Maintenance Fund.

Recommended Action

It is respectfully requested that the Aviation Authority Board resolve to accept the recommendation Procurement Committee to: (1) approve the Contract Adjustment to contract 12-22, for Terminal C Janitorial Maintenance Service with Flagship Airport Services, Inc.; (2) authorize funding from the Operations and Maintenance Fund in the not-to-exceed amount of \$2,119,780; and (3) authorize the Chief Executive Officer or authorized Designee to execute the necessary documents following satisfactory review by legal counsel.

Memorandum

DATE: February 18, 2026
 TO: Members of the Aviation Authority
 FROM: Marquez A. Griffin, Chair, Procurement Committee

Item Description

Recommendation of the Procurement Committee to Award Solicitation 26-101-IFB for HVAC Rigid Filters to Andrews Filter & Supply Corp

Background

On October 15, 2025, the Aviation Authority issued Solicitation 26-101-IFB, HVAC Rigid Filters. A notification of this solicitation was sent to 15,574 OpenGov Users. Seventeen separate email invites were sent via OpenGov to suggested vendors from the Facilities Department and unregistered OpenGov vendors.

The solicitation was issued to procure a broad range of Original Equipment Manufacturer (OEM) HVAC rigid filters on a firm, fixed-price basis from a reliable, OEM-authorized supplier. OEM equipment is needed to be compatible with the Aviation Authority’s current HVAC system. As a result, substitutions were not permitted. Respondents were required to be authorized distributors or dealers to ensure the ability to consistently stock and deliver all required OEM HVAC rigid filters to the Aviation Authority’s designated Material Management Warehouse in accordance with all performance and delivery requirements. Any respondent that was not an authorized dealer and/or proposed substitute filters would be considered non-responsive/non-responsible, as required by the solicitation. Respondents must submit pricing on all items to be considered for award.

The solicitation required Respondents to provide an Authorized Distributor/Seller Certification directly from the four specified Manufacturers. The solicitation also required that the unit price submitted include all costs associated with delivery.

The Blanket Purchase Agreement will be created for a 2-year period, beginning on or around March 1, 2026.

Issues

On November 13, 2025, the Aviation Authority received the following responses:

<u>Respondent</u>	<u>2-Year Total Bid Price</u>
Andrews Filter & Supply Corp.	\$1,162,776.50
*Filter King LLC	Non-Responsive
*Florence Filter Corporation	Non-Responsive
**Hunt Trading Company LLC	Non-Responsive
**Koch Filter Corporation	Non-Responsive

*Filter King LLC and Florence Filter Corporation did not submit any of the required Manufacturer’s Authorized Distributor/Seller Certifications.

**Hunt Trading Company LLC and Koch Filter Corporation did not submit three of the four required Manufacturer’s Authorized Distributor/Seller Certifications.

On January 22, 2026, the Procurement Committee recommended to Award Solicitation 26-101-IFB for HVAC Rigid Filters to Andrews Filter & Supply Corp.

Small Business

The Office of Business Opportunity & Exchange has reviewed the referenced project and determined that, due to the specialized scope and limited availability of certified LDB/VBE firms, a goal is not applicable.

Alternatives

There are no reasonable alternatives under consideration.

Associated Board Agenda Items

There are no associated Board Agenda Items.

Fiscal Impact

The value of this procurement is a not-to-exceed amount of \$1,162,776.50. Funding required in the current and subsequent fiscal years will be allocated from the Operations and Maintenance Fund, as approved through the budget process, and when funds become available.

Recommended Action

It is respectfully requested that the Aviation Authority Board resolve to accept the recommendation Procurement Committee to: (1) award solicitation 26-101-IFB to Andrews Filter & Supply Corp. for HVAC Rigid Filters; (2) deem Filter King LLC, Florence Filter Corporation, Hunt Trading Company LLC and Koch Filter Corporation nonresponsive (3) authorize funding from the Operations and Maintenance Fund in the not-to-exceed amount of \$1,162,776.50; (4) authorize the Procurement Services Department to issue the necessary Blanket Purchase Agreement.

Memorandum

DATE: February 18, 2026

TO: Members of the Aviation Authority

FROM: Marquez A. Griffin, Chair, Procurement Committee

Item Description

Recommendation of the Procurement Committee to Award Contract 26-112-IFB, Specialized Commercial Cleaning Services, to FCS Facility Services, Inc.

Background

On October 8, 2025, the Aviation Authority issued solicitation 26-112-IFB for Specialized Commercial Cleaning Services at Terminals A and B. The Contract will require the Awarded Contractor to furnish all labor, supervision, and other items necessary or proper for, or incidental to, performing interior/exterior window, interior/exterior skylights, interior/exterior canopy, and specialty surface cleaning services, as well as all necessary equipment to effectively perform pressure washing services in the designated areas at the Orlando International Airport in accordance with the Contract documents.

The term of the Contract will be for five years, with the services to commence on or about March 1, 2026.

Issues

On November 5, 2025, the Aviation Authority received the following responses:

<u>Respondent</u>	<u>5-Year Bid Price</u>
FCS Facility Services, Inc.	\$3,819,567.57
D&A Building Services, Inc.	\$5,264,985.11
* Klën Space, Inc.	Non-Responsive
* Clean Up Group International, Inc.	Non-Responsive
* Contractors Enterprises	Non-Responsive
** American Janitorial Maintenance & Services, Inc.	Non-Responsive

* Klën Space, Inc., Clean Up Group International, Inc., and Contractors Enterprises submitted Management Fees that were unreasonably low, 25% or lower, in accordance with the Aviation Authority Policy 450.02. Therefore, they were deemed non-responsive.

**American Janitorial Maintenance & Services did not meet the small business participation goal of 2%. Per the solicitation's minimum requirements, a Respondent which fails to propose the minimum Local Developing Business (LDB) / Veteran Business Enterprise (VBE) participation and fails to demonstrate good faith efforts. Therefore, they were deemed non-responsive.

The contract pricing structure includes a reimbursable payroll and operating expenses budget provided by the Aviation Authority and a management fee. The reimbursable payroll and operating expense budget for the five years is a not-to-exceed amount of \$2,482,300.00. FCS Facility Services, Inc., the lowest responsive and responsible respondent, proposed a five-year management fee not-to-exceed amount of \$1,337,267.57. The contract award total is a not-to-exceed amount of \$3,819,567.57.

On January 22, 2026, the Procurement Committee recommended to Award Contract 26-112-IFB, Specialized Commercial Cleaning Services, to FCS Facility Services, Inc.

Small Business

The Office of Business Opportunity & Exchange has reviewed the requirements of the subject solicitations, LDB/VBE specifications, and determined that FCS Facility Services, Inc. proposes 16% LDB participation.

Alternatives

There are no reasonable alternatives under consideration.

Associated Board Agenda Items

There are no associated Board Agenda Items.

Fiscal Impact

The value of the five-year contract is a not-to-exceed amount of \$3,819,567.57. Funding required in current and subsequent fiscal years will be allocated from the Operations and Maintenance Fund as approved through the budget process, and when funds become available.

Recommended Action

It is respectfully requested that the Aviation Authority Board resolve to accept the recommendation Procurement Committee approve to: (1) deem American Janitorial Maintenance & Services, Inc., Klēn Space, Inc., Clean Up Group International, Inc., and Contractors Enterprise non-responsive; (2) award Contract 26-112-IFB, Specialized Commercial Cleaning Services, to FCS Facility Services, Inc. as the lowest responsible and responsive bidder; (3) authorize funding from the Operations and Maintenance Fund in the not-to-exceed amount of \$3,819,567.57; and (4) authorize the Chief Executive Officer or an Aviation Authority Officer to execute the necessary documents following satisfactory review by legal counsel.

Memorandum

DATE: February 18, 2026

TO: Members of the Aviation Authority

FROM: Marquez A. Griffin, Chair, Procurement Committee

Item Description

Recommendation of the Procurement Committee to Award Request for Proposal 26-110-RFP, Federal Inspection Station Services, to Southeast Airport Services, Inc.

Background

On November 7, 2025, the Aviation Authority issued Request for Proposal 25-110-RFP, Federal Inspection Station (FIS) Services. This RFP requires the contractor to provide all labor, supervision, management, administrative oversight, general supplies, and all other items necessary to facilitate the safe, efficient, and courteous transit of arriving international passengers and their luggage through the FIS. Duties will involve assisting passengers with wayfinding, providing general information, supporting crowd control, and enhancing the overall guest experience and any other related functions as directed by the Aviation Authority. The Contractor will also support the Aviation Authority's Continuity of Operations Plan (COOP) for Airside 2 and Airside 4 Gate Link replacement project.

The term of the Contract will be for five years, with the services to commence on or about March 1, 2026.

Issues

On December 9, 2025, the following responses were received, listed in alphabetical order:

<u>Proposer</u>	<u>Proposed 5-Year Amount</u>
Baggage Airline Guest Services, LLC	\$34,997,420
Southeast Airport Services, Inc.	\$29,787,032
VIP Hospitality, LLC	\$31,969,564

On January 22, 2026, the Procurement Committee reviewed each firm's proposals, staff assessment, and scored the received proposals as follows:

Evaluation Criteria	Maximum Points	Baggage Airline Guest Services, LLC	Southeast Airport Services, Inc.	VIP Hospitality, LLC
Relevant Experience, Qualifications for Respondent (Firm), and References	25	21	22	19
Relevant Experience and Qualifications of Key Personnel	15	10	13	12
Approach and Methodology	20	16	17	14
Other Requirements	10	9	9	9
Management Fee	30	12.64	30	19.05
Total	100	68.64	91.00	73.05

Based thereon, the Procurement Committee recommended the overall ranking as follows:

First:	Southeast Airport Services, Inc.
Second:	VIP Hospitality, LLC
Third:	Baggage Airline Guest Services, LLC

The Procurement Committee also recommended award Request for Proposal 26-110-RFP to Southeast Airport Services, Inc.

Following the Procurement Committee's recommendations, VIP Hospitality, LLC appealed. The Chief Executive Officer affirmed the Procurement Committee's decision after the appeal. A copy of relevant documents from the appeal are attached for your consideration.

Small Business

The Office of Business Opportunity & Exchange has reviewed the requirements of the subject contract's solicitation and established a 10% LDB/VBE participation goal for this project. Southeast Airport Services, Inc. proposes 12.5% LDB participation.

Alternatives

There are no reasonable alternatives under consideration.

Fiscal Impact

The value of the five-year contract is a not-to-exceed amount of \$29,787,032. Funding required in the current and subsequent fiscal years will be allocated from the Operations and Maintenance Fund as approved through the budget process and when funds become available.

Recommended Action

It is respectfully requested that the Aviation Authority Board resolve to accept the recommendation of the Procurement Committee to: (1) approve the ranking of proposals for the Federal Inspection Station Services; (2) award Request for Proposals 26-110-RFP to Southeast Airport Services, Inc.; (3) authorize funding from the Operations and Maintenance Fund in the not-to-exceed amount of \$29,787,032; and (4) authorize the Chief Executive Officer or an Aviation Authority Officer to execute the necessary documents, following satisfactory review by legal counsel.



VIA EMAIL

michael.workman@viphospitalityservices.com

February 4, 2026

Michael Workman
President & Chief Growth Officer
VIP Hospitality, LLC
707 S. Grady Way, Suite 600
Renton, WA 98057

Subject: **Determination of Chief Executive Officer: Appeal by VIP Hospitality, LLC, regarding 26-110-RFP Federal Inspection Station (FIS) Services ("Solicitation")**

Dear Mr. Workman:

The Greater Orlando Aviation Authority (the "Aviation Authority") received an appeal from VIP Hospitality, LLC, dated January 29, 2026, regarding the Notice of Intent to Award for the above-referenced Solicitation (the "Appeal"). Upon consultation with Aviation Authority staff and review of the relevant information, the following response is provided regarding the Appeal.

Background

Aviation Authority Operational Policy 120.08 establishes the Procurement Committee and assigns, as one of its primary functions, the evaluation and recommendation for award of contracts for goods and services. The Aviation Authority issued the Solicitation on November 7, 2025, on its e-procurement platform, OpenGov. The Solicitation provided that the responses would be ranked in order of most advantageous to the Aviation Authority, based on the following five scoring criteria:

	Criteria	Max Points
1.	Relevant Experience, Qualifications of Respondent (Firm), and References	25
2.	Relevant Experience and Qualifications of Key Personnel (On-Site Manager and Assistant Manager)	15
3.	Approach and Methodology	20
4.	Other Requirements Approach to Small Business Participation; LDB/VBE Participation Plan, Proof of Insurance, Proof of Bondability, Claims Information, Prior or Pending Litigation, Investigations, Regulatory Investigations, Acknowledgements, Certifications and Other Documents	10
5.	Management Fee	30

On December 9, 2025, the Aviation Authority received three responses to the Solicitation. On January 22, 2026, following a full evaluation and scoring of all responses, in accordance with the published criteria, the Aviation Authority's Procurement Committee made a recommendation to the Aviation Authority Board that the contract be awarded to the Respondent that received the highest score.

Procurement Committee scoring was as follows:

CRITERIA	MAX. POINTS	Bags, Inc.	Southeast Airport Services, Inc.	VIP Hospitality, LLC
Relevant Experience, Qualifications of Respondent (Firm), and References	25	21	22	19
Relevant Experience and Qualifications of Key Personnel On-Site Manager and Assistant Manager	15	10	13	12
Approach and Methodology Staffing, Training, Safety, Quality Assurance, Customer Service and Transition Plan.	20	16	17	14
Other Requirements Approach to Small Business Participation; LDB/VBE Participation Plan, Proof of Insurance, Proof of Bondability, Claims Information, Prior or Pending Litigation, Investigations, Regulatory Investigations, Acknowledgements, Certifications and Other Documents	10	9	9	9
Management Fee	30	13	30	19
<i>Total Score</i>	<i>100.00</i>	<i>68.64</i>	<i>91.00</i>	<i>73.05</i>

A Notice of Intent to Award the Solicitation was posted on the e-procurement platform, OpenGov, advising all Respondents of the unanimous recommendation of award to Southeast Airport Services.

Appeal

VIP Hospitality LLC, appeals the Notice of Intent to Award and requests:

- 1) A comprehensive review of all submitted pricing in accordance with the Aviation Authority Policy 450.02; ensuring that all proposals cover the proper scope, provide a standard of operations that GOAA must expect, and avoid unforeseen future costs related to the mispricing of this RFP, and
- 2) A re-evaluation and rescoring of all proposals in an impartial and unbiased manner, including an opportunity for the bidders to respond to evaluator questions or clarify any concerns identified during the review.

Determination

The Aviation Authority has analyzed the pricing in accordance with Policy 450-02 and determined that the pricing submitted by the highest-scored Respondent is reasonable and includes a reasonable profit. “Unreasonably low” is defined in Policy 450-02 as “requiring the Offeror to perform at that price would reasonably be expected to result in unacceptable quality of performance or abandonment of the project.” The Aviation Authority does not have any concerns about the quality or sustainability of performance by the recommended Respondent for this Solicitation as the contractor’s staff wages, payroll taxes, staff training hours, health benefits and uniforms are included in the reimbursable budget that was set forth in the Solicitation (equally to all Respondents).

The submitted prices are set forth below:

	<i>PRICE</i>	<i>PERCENTAGE RATIO</i>	<i>SCORE</i>
Southeast Airport Services, LLC	\$3,794,832.00	100.00%	30
Bags, Inc.	\$9,005,220.00	42.14%	13
VIP Hospitality, LLC	\$5,977,364.00	63.49%	19

The difference between the lowest and next lowest pricing is over **\$2.1 million**. The lowest pricing was submitted by Southeast Airport Services, LLC, who is the incumbent contractor that has been successfully performing the scope of services for the last five years. The pricing is for a structured management fee that is well-defined in the Solicitation as follows:

5.3. Management Fee

The Management Fee shall include the following:

- a. All payroll and associated costs for:
 - 1. On-Site Manager.
 - 2. On-Site Assistant Manager(s).
 - 3. Administrative Staff.
 - 4. Any other positions deemed necessary by the Contractor and not listed in the Reimbursable Payroll and Operating Expenses in Sections 5.4 and 5.5 below. The Respondent, as part of their Response, shall list and describe any additional proposed management positions deemed necessary for the performance of this Contract.
- b. The Management Fee shall also include all other expenses not listed in the Reimbursable Payroll and Operating Expenses in Section 5.4 and 5.5 below, including but not limited to:
 - 1. Contractor's overhead and profit
 - 2. Sub-Contractors' Management Fee
 - 3. All required Insurance as outlined in Section 12: Aviation Authority's Standard Terms and Conditions
 - 4. Workers' compensation for all employees including management fee and reimbursable positions
 - 5. All Bond expenses (Performance Bond, Customs Bond, etc.)
 - 6. Recruiting expenses
 - 7. Badges and keys
 - 8. Payroll processing expenses
 - 9. Office equipment and Operating Supplies
 - 10. Contractor's Office Cleaning
 - 11. All costs for Vehicles and all other motorized equipment, including fuel, upkeep, insurance, and maintenance.
 - 12. Staff Engagement Program
 - 13. Record Retention Obligation (5 Years Post-Contract)
 - 14. Radios, batteries, accessories, and chargers purchase, maintenance and replacements.
 - 15. Cost for internet services and associated connectivity costs for Contractor provided computers and devices.
 - 16. Costs associated with all pre-approved training (i.e. trainer, training materials). The Aviation Authority will only reimburse for the hours to attend the training for the reimbursable positions.
 - 17. Costs for Contractor's cell phones and data.
 - 18. Cost of benefits for all management and all reimbursable positions, including but not limited to, retirement contributions, life insurance, and any other Contractor provided benefits not covered under Reimbursable Payroll and Operation Expenses in Section 5.4 and 5.5
 - 19. Health insurance premiums for the positions in the Management Fee
 - 20. Health Insurance Premiums **in excess** of Five Hundred Fifty Dollars (\$550) per month for contract year 1 and an additional Twenty-Five Dollars (\$25) per month for each subsequent contract year; for the reimbursable positions participating in the Contractor provided Health Care Plan.
 - 21. Non-resident legal, administrative, bookkeeping, executive personnel expenses and off-site general office expenses.
 - 22. **All other costs associated with the performance of this Contract not listed in the Reimbursable Payroll and Operating Expenses in Sections 5.4 and 5.5.**
- c. The Management fee will not change even if the contract scope increases. In the event the Aviation Authority requires a permanent increase or decrease in the staffing of the reimbursable positions by twenty percent (20%) or more, the Aviation Authority and Contractor may agree to negotiate a re-adjustment to the Management Fee.

The Aviation Authority is satisfied that the pricing of the recommended Respondent is reasonable, includes a reasonable profit, and covers the full scope of the contract.

As to the request for a re-evaluation of the other scored criteria, I find that a re-evaluation is not warranted. Even if VIP Hospitality, LLC, received **perfect** scores in all other categories, it still would not receive the overall highest score. The only path for it to be awarded the contract would be for the Aviation Authority to deduct points for the other Respondent. There is no justification for doing that - and the Appeal does not allege any basis for adjustment of those scores. Florida law provides that a procurement recommendation is evaluated on an "abuse of discretion" standard. Caselaw defining this standard leads to the conclusion that absent fraud, illegality, dishonesty, misconduct, or facial non-responsiveness, a procurement recommendation or decision is a discretionary action which should be respected. The Appeal makes no such allegations.

I can assure you that the committee members are not biased against VIP Hospitality, LLC. In fact, the Aviation Authority highly values the work you do for us. We are extremely satisfied with the customer service being provided on the current contract to date and would welcome your participation on future procurements.

The Appeal is denied.

Sincerely,

A handwritten signature in blue ink, appearing to read "Lance Lyttle", enclosed within a blue oval scribble.

Lance Lyttle
Chief Executive Officer

Memorandum

DATE: February 18, 2026

TO: Members of the Aviation Authority

FROM: Dan Giordano, Finance Committee Chair

Item Description

Recommendation of the Finance Committee to Approve Amendment to Line of Credit Facility with Wells Fargo Bank, N.A.

Background

The Aviation Authority currently has two revolving line of credit facilities ("LOC Facilities"). One of these LOC Facilities is with Wells Fargo Bank, N.A. ("Wells Fargo") in the amount of \$275,000,000 set to expire March 31, 2026 (the "2024 WFB Facility"). The other LOC Facility is with Bank of America, N.A., in the amount of \$275,000,000, set to expire July 31, 2028. The current combined total LOC Facilities capacity is \$550,000,000.

The LOC Facilities were issued pursuant to the Amended and Restated Master Subordinated Indenture of Trust and are secured on a parity basis with any Secondary Subordinated Indebtedness outstanding thereunder. The Aviation Authority utilizes advances from the LOC Facilities to provide interim financing for various tax-exempt or taxable airport projects. In addition, the undrawn capacity is "encumbered" as an available source of funds to pay future commitments when contracts are awarded and until the permanent funding is received. Ultimately, permanent funding for the costs initially funded from draws on the LOC Facilities is expected to come from many different sources, to the extent legally available, including, but not limited to: Federal grants, State grants, Passenger Facility Charges, Customer Facility Charges, and the proceeds from the issuance of General Airport Revenue Bonds, Passenger Facility Charge-supported bonds or Customer Facility Charge-supported bonds.

Issues

The Board previously approved the 2024 WFB Facility in the amount of \$275,000,000 with an initial term that expires on March 31, 2026, with two two-year extension options. Wells Fargo has agreed to extend the 2024 WFB Facility for an additional 24 months, with favorable market pricing and the substantially same agreement terms as currently in place, which are more favorable to the Aviation Authority than typically found in the market. The amendment to the 2024 WFB Facility also provides for an optional increase to the authorized amount available under the 2024 WFB Facility to an aggregate of \$350,000,000, providing potential additional capacity should the need arise. Such increase would be subject to the request of the Aviation Authority and Wells Fargo's underwriting approval. The exercise of one extension option now locks in favorable terms for an additional two years. Beginning April 1, 2026, the formula for determining the variable rate on the tax-exempt draws will be 79% of the Secured Overnight Financing Rate (SOFR) plus 48 basis points (bps), and the formula for taxable draws will be 100% of SOFR plus 70 bps, and the unutilized fee (or fee for undrawn amounts) will be 20 bps. The amended 2024 WFB Facility will also allow for fixed rate draws at any time.

PFM Financial Advisors, LLC ("PFM"), the Aviation Authority's Financial Advisor, has reviewed the fee structure and proposed terms for the amended 2024 WFB Facility and found them to be reasonable and comparable to, or more favorable than, other lines of credit similar in size in the current market.

To provide capacity necessary to interim finance various tax-exempt or taxable airport projects, and to

take advantage of the option to make a draw based upon a fixed rate of interest, Staff is requesting that the Aviation Authority exercise the option and extend the term of the 2024 WFB Facility to March 31, 2028.

The Authorizing Resolution authorizes (a) the amendment of the 2024 WFB Facility; and (b) the Aviation Authority officers to approve, modify, execute, and deliver the final form of all documents required in connection therewith, among other matters; and (c) request City Council approval of these actions.

Small Business

Not applicable.

Alternatives

The Aviation Authority may reject the amendment to the 2024 WFB Facility; however, doing so could limit the Aviation Authority's ability to interim finance various tax-exempt or taxable airport projects and therefore is not recommended.

Associated Board Agenda Items

There are no associated Board Agenda Items.

Fiscal Impact

If no draws were made, Wells Fargo's annual unutilized fee of 20 bps on the \$275,000,000 available amount would total approximately \$550,000, and the fees would be paid from the Operation and Maintenance (O&M) Fund.

With approval of the amendment, beginning April 1, 2026, the interest rate formulas for utilized amounts for Wells Fargo will be 79% of SOFR plus 48 bps for tax-exempt draws and 100% of SOFR plus 70 bps for taxable draws. The actual interest due for utilized amounts will vary based on draw amounts, SOFR rates, tax status, and the duration the draws are outstanding. Interest dollar amounts will be reimbursed from the proceeds of the permanent financing source.

The amendment to the 2024 WFB Facility also provides for an optional increase to the authorized amount outstanding under the 2024 WFB Facility to an aggregate of \$350,000,000. Such increase would be subject to the request of the Aviation Authority and Wells Fargo's underwriting approval.

It is requested that closing costs related to the amendment to the 2024 WFB Facility, estimated at not-to-exceed \$125,000, be approved and funded from the O&M Fund.

Recommended Action

It is respectfully requested that the Aviation Authority Board accept the Finance Committee's recommendation and resolve to: (1) adopt the resolution authorizing the exercise of the option to amend the 2024 WFB Facility and for a two-year period expiring on March 31, 2028; (2) authorize funding of unutilized fees not-to-exceed \$550,000 from the O&M Fund, funding of interest on variable rate facility draw amounts from the proceeds of the permanent financing source, and the funding of closing costs in an estimated not-to-exceed amount of \$125,000 from O&M Fund; and (3) authorize the Chair, Vice Chair, Treasurer or other Authorized Officer of the Aviation Authority and the Secretary or Assistant Secretary of the Aviation Authority to approve, modify, execute and deliver the final form of the Amendment to the 2024 WFB Facility and all documents required in connection therewith subject to satisfactory review by legal counsel, and to take other such actions as may be necessary or helpful for such amendment; authorize Staff to take any and all actions necessary to negotiate, execute, and enter into any and all agreements, certificates, and other documents necessary in their reasonable discretion to effect the foregoing; and (4) request the Orlando City Council approval of these actions.

RESOLUTION

A RESOLUTION OF THE GREATER ORLANDO AVIATION AUTHORITY APPROVING THE FORM OF AND AUTHORIZING THE EXECUTION AND DELIVERY OF AN AMENDED AND RESTATED REVOLVING CREDIT AGREEMENT BETWEEN THE AUTHORITY AND WELLS FARGO BANK, NATIONAL ASSOCIATION; PROVIDING A REVOLVING LINE OF CREDIT WITH A NOT TO EXCEED AGGREGATE AUTHORIZED PRINCIPAL AMOUNT OF \$350,000,000 THROUGH MARCH 31, 2028, AND CERTAIN OTHER AMENDMENTS REGARDING FIXED-RATE DRAWS, AMENDED AND RESTAED TAX-EXEMPT AND TAXABLE SERIES 2024A (WFB) VARIABLE RATE NOTES AND TAX-EXEMPT AND TAXABLE SERIES 2026A (WFB) FIXED RATE NOTES; AUTHORIZNG THE EXECUTION AND DELIVERY OF NOTES EVIDENCING THE REVOLVING LINE OF CREDIT UNDER THE REVOLVING CREDIT AGREEMENT; AUTHORIZING PAYMENT OF THE FEES AND EXPENSES PROVIDED FOR IN THE AMENDED AND RESTATED REVOLVING CREDIT AGREEMENT; AUTHORIZING CERTAIN OFFICIALS AND EMPLOYEES OF THE AUTHORITY TO TAKE ALL ACTIONS REQUIRED OR DESIRABLE IN CONNECTION WITH THE AMENDED AND RESTATED REVOLVING CREDIT AGREEMENT; PROVIDING CERTAIN OTHER DETAILS WITH RESPECT THERETO; AND PROVIDING AN EFFECTIVE DATE FOR THIS RESOLUTION.

WHEREAS, the Greater Orlando Aviation Authority (the “Authority”) and Wells Fargo Bank, National Association (the “Bank”) have previously entered into that certain Revolving Credit Agreement dated April 4, 2024 (as amended, restated or otherwise modified from time to time, the “Original Agreement”) to provide a revolving line of credit and a term loan for the purpose of providing interim financing for costs of airport capital projects; and

WHEREAS, the Authority has determined that it is in the best interests of the Authority and the users and customers of the Airport to amend and restate the Original Agreement (the “Amended and Restated Revolving Credit Agreement”) to (i) extend the expiration date of the Original Agreement to March 31, 2028, (ii) implement an option for the Authority to request an increase or increases in the maximum authorized amount thereunder to a not to exceed amount of \$350,000,000, subject to the conditions set forth in Section 3 of the Amended and Restated Revolving Credit Agreement, and (iii) implement certain other amendments regarding fixed-rate draws and the notes; and

WHEREAS, the Amended and Restated Revolving Credit Agreement to be executed by the Authority and the Bank in substantially the form attached hereto as Exhibit A sets forth the desired amendments to the Original Agreement; and

WHEREAS, the Original Agreement shall be amended and restated in its entirety.

NOW, THEREFORE, BE IT RESOLVED BY THE GREATER ORLANDO AVIATION AUTHORITY AS FOLLOWS:

SECTION 1. AUTHORITY FOR THIS RESOLUTION. This Resolution is adopted and implemented pursuant to the authority of the Greater Orlando Aviation Authority Act, Chapter 98-492, Laws of Florida, as amended, Part II, Chapter 159, Florida Statutes, and other applicable provisions of law not inconsistent with the foregoing.

SECTION 2. DEFINITIONS. All terms used herein in capitalized form, except as otherwise defined herein, shall have the meanings ascribed thereto in the Amended and Restated Revolving Credit Agreement.

SECTION 3. DELEGATION OF APPROVAL OF THE AMENDED AND RESTATED REVOLVING CREDIT FACILITY.

A. The amendment and restatement of the Original Agreement to (i) extend the expiration date of the Original Agreement to March 31, 2028, (ii) implement an option for the Authority to request an increase or increases in the maximum authorized amount thereunder to a not to exceed aggregate principal amount of \$350,000,000, and (iii) implement certain other amendments regarding fixed-rate draws and amendments to the notes is hereby approved. The Authority hereby approves the form of the Amended and Restated Revolving Credit Agreement attached hereto as Exhibit A. The Chair, Vice Chair or any other Authorized Authority Representative is hereby authorized to execute and deliver the Amended and Restated Revolving Credit Agreement for and on behalf of the Authority, subject to such changes, insertions and omissions and filling of blanks therein as may be approved and made in such form by and in the discretion of the Chair, the Vice Chair or any other Authorized Authority Representative in a manner consistent with the terms of this Resolution.

B. Payment of the fees and expenses provided for in the Amended and Restated Revolving Credit Agreement are hereby approved and authorized.

SECTION 4. AUTHORIZATION TO EXECUTE AND DELIVER THE NOTES. The Authority hereby authorizes and directs any Authorized Authority Representative to execute the Notes in substantially the form attached to the Amended and Restated Revolving Credit Agreement attached hereto as Exhibit A, and to deliver the same to the Bank in substantially such form with such changes, amendments, modifications, omissions and additions, including the date thereof, as may be approved by said Authorized Authority Representative. Execution by the Authorized Authority Representative of the Notes shall be deemed to be conclusive evidence of approval of such changes, amendments, modifications, omissions and additions.

SECTION 5. GENERAL AUTHORITY. The Chair, the Vice Chair, the Secretary, the Chief Executive Officer, the Treasurer, the Chief Financial Officer or any other Authorized Authority Representative, are each hereby authorized and directed, individually or with others pursuant to their direction or authorization, to approve the form of and execute such other documents, certificates, instruments and contracts (including any agreements or certificates related

to the tax-exempt status of the Tax-Exempt Notes), whether or not expressly contemplated hereby, and to execute and do all acts and things required by the provisions of this Resolution and the Amended and Restated Revolving Credit Agreement, as may be necessary for the full, punctual and complete performance of all the terms, covenants, provisions and agreements herein and therein contained, or as otherwise may be necessary or desirable to effectuate the purpose and intent of this Resolution. In the absence or unavailability of the Chair, the Vice Chair or any other Authorized Authority Representative is hereby authorized to act in place of the Chair.

[Remainder of page intentionally left blank]

SECTION 6. EFFECTIVE DATE. This Resolution shall become effective upon approval thereof by the City Council of the City by proper resolution.

This Resolution was approved and adopted by the Greater Orlando Aviation Authority on _____, 2026.

**GREATER ORLANDO AVIATION
AUTHORITY**

By: _____
S.C. Kopelousos, Chair

ATTEST:

By: _____
Assistant Secretary

EXHIBIT A

FORM OF AMENDED AND RESTATED REVOLVING CREDIT AGREEMENT

AMENDED AND RESTATED REVOLVING CREDIT AGREEMENT

between

GREATER ORLANDO AVIATION AUTHORITY

and

WELLS FARGO BANK, NATIONAL ASSOCIATION

Dated

March 31, 2026

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AMENDED AND RESTATED REVOLVING CREDIT AGREEMENT

This AMENDED AND RESTATED REVOLVING CREDIT AGREEMENT (the “Credit Agreement”) is made and entered as of March 31, 2026, by and between the GREATER ORLANDO AVIATION AUTHORITY (the “Authority”) and WELLS FARGO BANK, NATIONAL ASSOCIATION (the “Bank”).

WITNESSETH

WHEREAS, the Authority and the Bank have previously entered into that certain Revolving Credit Agreement dated April 4, 2024 (as amended, restated or otherwise modified from time to time, the “Original Agreement”), pursuant to which the Bank agreed to provide (i) a revolving credit facility and (ii) a term loan to the Borrower.

WHEREAS, the Authority has requested that the Bank agree to make certain amendments to the Original Agreement and, for the sake of clarity and convenience, the Original Agreement shall be amended and restated in its entirety. This Credit Agreement amends and restates the Original Agreement, and from and after the Closing Date (as defined herein) all references made to the Original Agreement shall refer to this Credit Agreement. This Credit Agreement shall become effective and supersede all provisions of the Original Agreement on the Closing Date.

NOW, THEREFORE, in consideration of the premises and the mutual covenants herein set forth and other good and valuable consideration, the receipt and sufficient of which are hereby acknowledged, the parties do hereby agree as follows:

SECTION 1. DEFINITIONS. The following terms shall have the following meanings herein, unless the text otherwise expressly requires: “**Advance**” means disbursement to the Authority of all or a portion of the Authorized Amount pursuant to a Variable Rate Requisition or a Fixed Rate Requisition, as applicable.

“**Amended and Restated Tax-Exempt Series 2024A (WFB) Variable Rate Note**” means the promissory note of the Authority registered in the name of Wells Fargo Municipal Capital Strategies, LLC in substantially the form attached hereto as EXHIBIT A.

“**Amended and Restated Taxable Series 2024A (WFB) Variable Rate Note**” means the promissory note of the Authority registered in the name of the Bank in substantially the form attached hereto as EXHIBIT B.

“**Authority**” means the Greater Orlando Aviation Authority, a public and governmental body created pursuant to the laws of the State of Florida as an agency of the City.

“**Authority Rating**” means the long-term unenhanced rating assigned by Moody’s, Fitch or S&P to Priority Subordinated Indebtedness.

“Authorized Amount” means, on the Closing Date, an aggregate principal amount not to exceed Two Hundred Seventy-Five Million Dollars and No Cents (\$275,000,000.00); provided, that the Authorized Amount may be increased to an amount not to exceed Three Hundred Fifty Million Dollars and No Cents (\$350,000,000.00), upon the satisfaction of the conditions set forth in Section 3 hereof. At any time and from time to time, the Authority may permanently reduce the Authorized Amount of the Notes, or either of them, to any amount not less than the then-current principal outstanding under the Notes, by giving written notice to the Bank setting forth the reduced Authorized Amount and the effective date thereof.

“Authorized Amount Increase” shall have the meaning set forth in Section 3 hereof.

“Authorized Authority Representative” means the Chair, the Vice-Chair, the Treasurer or the Secretary of the Governing Board, the Chief Executive Officer or the Chief Financial Officer of the Authority or any other officer or employee of the Authority authorized by resolution of the Authority to perform specific acts or duties related to the subject matter of the authorization, as designated by written certificate furnished to the Bank containing the specimen signature of such persons and signed by the Chair. Such certificate may designate an alternate or alternates.

“Bank” means Wells Fargo Bank, National Association, which is making the loans to the Authority pursuant to the terms of this Credit Agreement.

“Bond Counsel” means counsel retained by the Authority that is of nationally recognized experience in matters relating to the validity of, and the exclusion from gross income for federal income tax purposes of interest on, the obligations of states and their political subdivisions.

“Business Day” means (a) for all purposes other than as set forth in clause (b) below, any day of the year other than a Saturday, Sunday or day on which the Payment Office of the Bank is lawfully closed, and (b) with respect to all notices and determinations in connection with, and payments of principal and interest on, any Advances bearing interest at Daily Simple SOFR, any day that is a Business Day described in clause (a) and that is also a Federal Reserve Business Day.

“Chair” means the chair or vice chair of the Governing Board and their designees from time to time.

“City” means the City of Orlando, Florida.

“Closing Date” means March 31, 2026, subject to the satisfaction or waiver by the Bank of the conditions precedent set forth in Section 12 hereof.

“Code” means the Internal Revenue Code of 1986, as amended.

“Credit Agreement” means this Amended and Restated Revolving Credit Agreement, as amended and supplemented from time to time pursuant to the provisions hereof.

“Daily Simple SOFR” means, with respect to any day (a **“SOFR Rate Day”**), a rate per annum equal to SOFR for the day (such day, the **“SOFR Determination Day”**) that is two (2) U.S. Government Securities Business Days prior to (i) if such SOFR Rate Day is a U.S. Government Securities Business Day, such SOFR Rate Day, or (ii) if such SOFR Rate Day is not a U.S. Government Securities Business Day, the U.S. Government Securities Business Day immediately preceding such SOFR Rate Day, in each case, as such SOFR is published by the SOFR Administrator on the SOFR Administrator’s Website; provided, however, that if Daily Simple SOFR determined as provided above would be less than the Benchmark Floor, then Daily Simple SOFR shall be deemed to be the Benchmark Floor. If by 5:00 p.m. (New York City time) on the second (2nd) U.S. Government Securities Business Day immediately following any SOFR Determination Day, SOFR in respect of such SOFR Determination Day has not been published on the SOFR Administrator’s Website and a Benchmark Replacement Date with respect to Daily Simple SOFR has not occurred, then SOFR for such SOFR Determination Day will be SOFR as published in respect of the first preceding U.S. Government Securities Business Day for which SOFR was published on the SOFR Administrator’s Website; provided that any SOFR determined pursuant to this sentence shall be utilized for purposes of calculation of Daily Simple SOFR for no more than three (3) consecutive SOFR Rate Days.

“Default” shall have the meaning set forth in Section 16 hereof.

“Default Rate” shall have the meaning set forth in each Note.

“Federal Funds Rate” means, for any day, the rate per annum equal to the weighted average of the rates on overnight Federal funds transactions with members of the Federal Reserve System arranged by Federal funds brokers on such day, as published by the Federal Reserve Bank of New York on the Business Day next succeeding such day; provided that: (a) if such day is not a Business Day, then the Federal Funds Rate for such day shall be such rate on such transactions on the next preceding Business Day as so published on the next succeeding Business Day; and (b) if no such rate is so published on such next succeeding Business Day, then the Federal Funds Rate for such day shall be the average rate (rounded upward, if necessary, to a whole multiple of one hundredth of one percent) charged to the Bank on such day on such transactions as determined by the Bank. Notwithstanding anything herein to the contrary, if the Federal Funds Rate as determined as provided above would be less than zero percent (0.0%), then the Federal Funds Rate shall be deemed to be zero percent (0.0%).

“Federal Reserve Business Day” means any day that is not a Saturday, Sunday or other day on which the Federal Reserve Bank of New York is closed.

“Fiscal Year” means the period from October 1 to the succeeding September 30.

“Fitch” means Fitch Ratings, Inc., its successors and assigns, and, if such corporation shall be dissolved or liquidated or shall no longer perform the functions of a securities rating agency, “Fitch” shall be deemed to refer to any other nationally recognized securities rating agency which has been designated by the Authority by notice to the Bank.

“Fixed Rate Requisition” means an order to the Bank to fund an Advance bearing interest at a fixed rate of interest, in substantially the form of EXHIBIT F attached hereto.

“Governing Board” means the Greater Orlando Aviation Authority Board, the governing board of the Authority.

“Loan” shall mean the loan made to the Authority by the Bank by the making of the Advances pursuant to Section 3 below.

“Moody’s” means Moody’s Investors Service, Inc., a corporation organized and existing under the laws of the State of Delaware, its successors and assigns, and, if such corporation shall be dissolved or liquidated or shall no longer perform the functions of a securities rating agency, “Moody’s” shall be deemed to refer to any other nationally recognized securities rating agency which has been designated by the Authority by notice to the Bank.

“Notes” means, collectively, the Series 2024A Variable Rate Notes and the Series 2026A Fixed Rate Notes.

“Payment Office of the Bank” shall have the meaning set forth in the Notes.

“Person” or words importing persons, means firms, associations, partnerships (including without limitation, general and limited partnerships), joint ventures, societies, estates, trusts, corporations, public or governmental bodies, other legal entities and natural persons.

“Pledged Funds” means (1) Revenues of the Authority available pursuant to paragraph (7) of Section 405.1 of the Senior Bond Resolution, after payment of the Authority’s obligations described in paragraphs (1) through (6) of such section, to the extent of the Notes’ pro rata portion thereof allocated among the Secondary Subordinated Indebtedness on the basis of amounts then due and owing (without regard to acceleration unless all such indebtedness has been accelerated), and (2) amounts on deposit in the Discretionary Fund as may from time to time be available pursuant to Section 411 of the Senior Bond Resolution; provided, however, such pledge is subordinate in all respects to (A) the pledge created by the Senior Bond Resolution for Bonds issued thereunder, and (B) the pledge created by the Subordinate Indenture for holders of Priority Subordinated Indebtedness issued thereunder.

“Prime Rate” means on any day, the rate of interest per annum then most recently established by the Bank as its “prime rate.” Any such rate is a general reference rate of interest, may not be related to any other rate, and may not be the lowest or best rate actually charged by the Bank to any customer or a favored rate and may not correspond with future increases or decreases in interest rates charged by other lenders or market rates in general, and that the Bank may make various business or other loans at rates of interest having no relationship to such rate. If the Bank ceases to establish or publish a prime rate from which the Prime Rate is then determined, the applicable variable rate from which the Prime Rate is determined thereafter shall be instead the prime rate reported in The Wall Street Journal (or the average prime rate if a high and a low prime

rate are therein reported), and the Prime Rate shall change without notice with each change in such prime rate as of the date such change is reported. Notwithstanding anything herein to the contrary, if the Prime Rate determined as provided above would be less than zero percent (0.0%), then the Prime Rate shall be deemed to be zero percent (0.0%).

“Priority Subordinated Indebtedness” shall have the meaning set forth in the Subordinate Indenture.

“Project” means airport capital projects, including the refinancing of any indebtedness related thereto.

“Project Costs” means all or a portion of the cost of acquisition and construction of the Project; engineering, legal, accounting, and financial expenses; expenses for estimates of costs and of revenues; expenses for plans, specifications and surveys; fees of fiscal agents, financial advisors or consultants; administrative expenses relating solely to the Project; reimbursement to the Authority for any sums heretofore expended for the foregoing purposes; and such other costs and expenses as may be necessary or incidental to the financing or refinancing of the Project.

“Rating Agency” means any of S&P, Moody’s and/or Fitch, as the context may require.

“Register” means the books maintained by the Registrar in which are recorded the names and addresses of the holder of the Notes.

“Registrar” means the Person maintaining the Register. The Registrar shall be the Chief Financial Officer of the Authority, or the Chief Financial Officer’s designee.

“Request for Increase” shall have the meaning set forth in Section 3 hereof.

“Secondary Subordinated Indebtedness” shall have the meaning set forth in the Subordinate Indenture.

“Senior Bond Resolution” means the Amended and Restated Airport Facilities Revenue Bond Resolution Authorizing Airport Facilities Revenue Bonds of the City of Orlando, Florida adopted by the Authority on September 16, 2015, and effective May 1, 2017, as may be further amended, restated, and supplemented from time to time.

“Series 2024A Variable Rate Notes” means, collectively, the Amended and Restated Tax-Exempt Series 2024A (WFB) Variable Rate Note and the Amended and Restated Taxable Series 2024A (WFB) Variable Rate Note.

“Series 2026A Fixed Rate Notes” means, collectively, the Tax-Exempt Series 2026A (WFB) Fixed Rate Note and the Taxable Series 2026A (WFB) Fixed Rate Note.

“SOFR” means a rate per annum equal to the secured overnight financing rate as administered by the SOFR Administrator.

“**SOFR Administrator**” means the Federal Reserve Bank of New York (or a successor administrator of the secured overnight financing rate).

“**SOFR Administrator’s Website**” means the website of the Federal Reserve Bank of New York, currently at <http://www.newyorkfed.org>, or any successor source for the secured overnight financing rate identified as such by the SOFR Administrator from time to time.

“**Standard & Poor’s**” or “**S&P**” means S&P Global Ratings, a corporation organized and existing under the laws of the State of New York, its successors and assigns, and, if such corporation shall be dissolved or liquidated or shall no longer perform the functions of a securities rating agency, “Standard & Poor’s” shall be deemed to refer to any other nationally recognized securities rating agency which has been designated by the Authority by notice to the Bank.

“**State**” means the State of Florida.

“**Subordinated Indebtedness**” shall have the meaning set forth in the Senior Bond Resolution.

“**Subordinate Indenture**” means the Amended and Restated Master Subordinated Indenture of Trust, dated as of July 1, 2016, between the Authority and U.S. Bank, National Association, as trustee, as may be further supplemented and amended from time to time.

“**Tax-Exempt Applicable Spread**” means, initially forty-eight basis points (0.48%), which is subject to the maintenance of the current Authority Rating. In the event of a change in the Authority Rating, the Tax-Exempt Applicable Spread shall equal the number of basis points set forth in the Level associated with the Authority Rating as set forth in the schedule below:

	Authority Rating			Tax-Exempt Applicable Spread basis points (%)
	Moody’s	S&P	Fitch	
Level I	A1 or above	A+ or above	A+ or above	48 bps (0.48%)
Level II	A2	A	A	63 bps (0.63%)
Level III	A3	A-	A-	78 bps (0.78%)
Level IV	Baa1	BBB+	BBB+	103 bps (1.03%)
Level V	Baa2	BBB	BBB	138 bps (1.38%)
Level VI	Baa3	BBB-	BBB-	188 bps (1.88%)

In the event ratings are assigned by all three Rating Agencies, and only two such ratings are equivalent, the two equivalent ratings shall be used for the purpose of determining the

applicable Level from the above schedule. In the event ratings are assigned by all three Rating Agencies and no two such ratings are equivalent, the middle rating shall be used for the purpose of determining the applicable Level from the above schedule. In the event ratings are assigned by only two Rating Agencies and such ratings are not equivalent, the lower rating shall be used for the purpose of determining the applicable Level from the above schedule. Any change in the Tax-Exempt Applicable Spread resulting from a change in the Authority Rating shall be and become effective as of and on the date of the announcement of the change in the Authority Rating. References to the Authority Rating above are references to rating categories as presently determined by the Rating Agencies and in the event of adoption of any new or changed rating system by any such Rating Agency, including, without limitation, any recalibration of the Authority Rating in connection with the adoption of a “*global*” rating scale, each Authority Rating from the Rating Agency in question referred to above shall be deemed to refer to the rating category under the new rating system which most closely approximates the applicable rating category as currently in effect. The Authority acknowledges that as of the Closing Date, the Authority Rating is that specified above for Level I.

“**Taxable Applicable Spread**” means, initially seventy basis points (0.70%), which is subject to maintenance of the current Authority Rating. In the event of a change in the Authority Rating, the Taxable Applicable Spread shall equal the number of basis points set forth in the Level associated with the Authority Rating as set forth in the schedule below:

	Authority Rating			Taxable Applicable Spread basis points (%)
	Moody’s	S&P	Fitch	
Level I	A1 or above	A+ or above	A+ or above	70 bps (0.70%)
Level II	A2	A	A	85 bps (0.85%)
Level III	A3	A-	A-	100 bps (1.00%)
Level IV	Baa1	BBB+	BBB+	125 bps (1.25%)
Level V	Baa2	BBB	BBB	160 bps (1.60%)
Level VI	Baa3	BBB-	BBB-	210 bps (2.10%)

In the event ratings are assigned by all three Rating Agencies, and only two such ratings are equivalent, the two equivalent ratings shall be used for the purpose of determining the applicable Level from the above schedule. In the event ratings are assigned by all three Rating Agencies and no two such ratings are equivalent, the middle rating shall be used for the purpose of determining the applicable Level from the above schedule. In the event ratings are assigned by only two Rating Agencies and such ratings are not equivalent, the lower rating shall be used for the purpose of determining the applicable Level from the above schedule. Any change in the

Taxable Applicable Spread resulting from a change in the Authority Rating shall be and become effective as of and on the date of the announcement of the change in the Authority Rating. References to the Authority Rating above are references to rating categories as presently determined by the Rating Agencies and in the event of adoption of any new or changed rating system by any such Rating Agency, including, without limitation, any recalibration of the Authority Rating in connection with the adoption of a “*global*” rating scale, each Authority Rating from the Rating Agency in question referred to above shall be deemed to refer to the rating category under the new rating system which most closely approximates the applicable rating category as currently in effect. The Authority acknowledges that as of the Closing Date, the Authority Rating is that specified above for Level I.

“**Tax-Exempt Notes**” means, collectively, the Amended and Restated Tax-Exempt Series 2024A (WFB) Variable Rate Note and the Tax-Exempt Series 2026A (WFB) Fixed Rate Note.

“**Tax-Exempt Series 2026A (WFB) Fixed Rate Note**” means the promissory note of the Authority registered in the name of Wells Fargo Municipal Capital Strategies, LLC in substantially the form attached hereto as EXHIBIT C.

“**Taxable Series 2026A (WFB) Fixed Rate Note**” means the promissory note of the Authority registered in the name of the Bank in substantially the form attached hereto as EXHIBIT D.

“**Unused Fee Rate**” means, initially 20 basis points (0.20%) per annum, which is subject to maintenance of the current Authority Rating. In the event of a change in the Authority Rating, the Unused Fee Rate shall equal the number of basis points set forth in the Level associated with the Authority Rating as set forth in the schedule below:

	Authority Rating			Unused Fee Rate
	Moody’s	S&P	Fitch	basis points (%)
Level I	A1 or above	A+ or above	A+ or above	20 bps (0.20%)
Level II	A2	A	A	25 bps (0.25%)
Level III	A3	A-	A-	30 bps (0.30%)
Level IV	Baa1	BBB+	BBB+	45 bps (0.45%)
Level V	Baa2	BBB	BBB	70 bps (0.70%)
Level VI	Baa3	BBB-	BBB-	105 bps (1.05%)

In the event ratings are assigned by all three Rating Agencies, and only two such ratings are equivalent, the two equivalent ratings shall be used for the purpose of determining the applicable Level from the above schedule. In the event ratings are assigned by all three Rating Agencies and no two such ratings are equivalent, the middle rating shall be used for the purpose

of determining the applicable Level from the above schedule. In the event ratings are assigned by only two Rating Agencies and such ratings are not equivalent, the lower rating shall be used for the purpose of determining the applicable Level from the above schedule. Any change in the Unused Fee Rate resulting from a change in the Authority Rating shall be and become effective as of and on the date of the announcement of the change in the Authority Rating. References to the Authority Rating above are references to rating categories as presently determined by the Rating Agencies and in the event of adoption of any new or changed rating system by any such Rating Agency, including, without limitation, any recalibration of the Authority Rating in connection with the adoption of a “*global*” rating scale, each Authority Rating from the Rating Agency in question referred to above shall be deemed to refer to the rating category under the new rating system which most closely approximates the applicable rating category as currently in effect. Upon the occurrence of and during the continuance of an Event of Default, in each such case, the Unused Fee Rate shall increase automatically by an additional 100 bps (1.00%) per annum above the Unused Fee Rate otherwise in effect, without notice to the Authority. The Authority acknowledges that as of the Closing Date, the Authority Rating is that specified above for Level I.

“**U.S. Government Securities Business Day**” means any day except for (i) a Saturday, (ii) a Sunday, or (iii) a day on which the Securities Industry and Financial Markets Association, or any successor thereto, recommends that the fixed income departments of its members be closed for the entire day for purposes of trading in United States government securities.

“**Variable Rate Requisition**” means an order to the Bank to fund an Advance bearing interest at a variable rate of interest, in substantially the form of EXHIBIT E attached hereto.

SECTION 2. INTERPRETATION. The recitals set forth above are incorporated herein as if set forth in their entirety. Unless the context clearly requires otherwise, words of masculine gender shall be construed to include correlative words of the feminine and neuter genders and vice versa, and words of the singular number shall be construed to include correlative words of the plural number and vice versa. This Credit Agreement and all the terms and provisions hereof shall be construed to effectuate the purpose set forth herein and to sustain the validity hereof.

SECTION 3. THE LINE OF CREDIT. The Authority may borrow, repay, and re-borrow amounts under the Notes from time to time, so long as the total principal outstanding at any one time under the Notes does not exceed the Authorized Amount. Amounts borrowed are to be used by the Authority solely to fund, reimburse, and refinance debt used to pay (a) Project Costs, or (b) for any other costs or expenses that Authority funds may be used permitted by the Senior Bond Resolution. The Bank’s obligation to advance or re-advance under the Notes shall be suspended for such time as the Authority is in Default (without regard to any applicable grace periods) under the Notes or hereunder and in any event shall expire on March 31, 2028, unless renewed or extended by the Bank and the Authority for up to two additional periods of twenty-four months each. If the Authority desires to extend the existing expiration date, the Authority shall provide its written request to the Bank sixty days in advance of the then expiring expiration date. The Bank will make reasonable efforts to respond to such request within thirty days after receipt of such request. The Bank may, in its sole and absolute discretion, decide to accept or reject any such request and no consent shall become effective unless the Bank shall have consented

thereto in writing. In the event the Bank fails to definitively respond to such request within such thirty-day period, the Bank shall be deemed to have refused to grant such request. The consent of the Bank, if granted, shall be conditioned upon the preparation, execution and delivery of documentation in form and substance satisfactory to the Bank and the Authority.

On the terms and subject to the conditions of this Credit Agreement, including without limitation the conditions precedent set forth in Section 12 hereof, the Bank shall make Advances to the Authority. Advances shall be in a minimum amount of \$10,000 and any amount in excess thereof.

The Authority shall notify the Bank of the need for an Advance (i) bearing interest at a variable rate of interest, not later than 10:00 a.m. at least two (2) Business Days prior to the date of the Advance by delivering to the Bank a Variable Rate Requisition executed on behalf of the Authority by an Authorized Authority Representative or his/her designee in the form attached hereto as EXHIBIT E and (ii) bearing interest at a fixed rate of interest, not later than 10:00 a.m. at least ten (10) Business Days prior to the date of the Advance by delivering to the Bank a Fixed Rate Requisition executed on behalf of the Authority by an Authorized Authority Representative or his/her designee in the form attached hereto as EXHIBIT F. Such Variable Rate Requisition or Fixed Rate Requisition, as applicable, shall specify the amount and date of the Advance (which must be a Business Day) and whether such Advance (x) bearing interest at a variable rate of interest will be evidenced by the Amended and Restated Tax-Exempt Series 2024A (WFB) Variable Rate Note or the Amended and Restated Taxable Series 2024A (WFB) Variable Rate Note or (y) bearing interest at a fixed rate of interest will be evidenced by the Tax-Exempt Series 2026A (WFB) Fixed Rate Note or the Taxable Series 2026A (WFB) Fixed Rate Note. Each Advance shall be made available to the Authority by transferring the amount thereof on the date and to the account of the Authority designated in the Variable Rate Requisition or Fixed Rate Requisition, as applicable, in immediately available funds by 2:00 p.m. on such designated date. The date and amount of each Advance, and all payments made on account thereof, shall be recorded by the Bank on its books, which books shall be conclusive as to amounts payable by the Authority hereunder, absent manifest error.

In the event the Authority wishes to increase the Authorized Amount at any time when all representations and warranties of the Authority as set forth in Section 13 hereof are true and correct on the proposed increase date as though made on such date and no Default or Event of Default shall have occurred and be continuing on such date (both before and after giving effect to the making of the requested increase), the Authority shall notify the Bank in writing in substantially the form attached as EXHIBIT G (a **“Request for Increase”**) of the amount of such proposed increase which shall be in a minimum amount equal to \$1,000,000 and any amount in excess thereof; provided that in no event shall the aggregate Authorized Amount be in excess of \$350,000,000 (an **“Authorized Amount Increase”**). Any Authorized Amount Increase shall be at the sole and absolute discretion of the Bank. If the Bank approves the Authorized Amount Increase, the Authority shall deliver to the Bank prior to the date on which such Authorized Amount Increase becomes effective such documents, certificates and instruments as may be reasonably requested by the Bank in connection with any such increase.

SECTION 4. DESCRIPTION OF OBLIGATIONS. The Loans shall be evidenced by the Notes as further set forth below. The Series 2024A Variable Rate Notes shall be dated as of the date of initial delivery thereof; shall mature at 11:59 p.m. on March 31, 2028 (unless otherwise renewed or extended in accordance with Section 3 hereof); and shall be in registered form. The Series 2026A Fixed Rate Notes shall be dated as of the date of initial delivery thereof; shall mature at 11:59 p.m. on March 31, 2028 (unless otherwise renewed or extended in accordance with Section 3 hereof); and shall be in registered form. Advances hereunder bearing interest at a variable rate of interest shall be evidenced by either (i) the Amended and Restated Tax-Exempt Series 2024A (WFB) Variable Rate Note in the form set forth as EXHIBIT A hereto, and shall be payable as to principal and interest, bear interest at the rate, subject to adjustment, and shall be pre-payable and have the other terms, all as set forth on EXHIBIT A hereto or (ii) the Amended and Restated Taxable Series 2024A (WFB) Variable Rate Note in the form set forth as EXHIBIT B hereto, and shall be payable as to principal and interest, bear interest at the rate, subject to adjustment, and shall be pre-payable and have the other terms, all as set forth on EXHIBIT B hereto. Advances hereunder bearing interest at a fixed rate of interest shall be evidenced by either (x) the Tax-Exempt Series 2026A (WFB) Fixed Rate Note in the form set forth as EXHIBIT C hereto, and shall be payable as to principal and interest, bear interest at the rate, subject to adjustment, and shall be pre-payable and have the other terms, all as set forth on EXHIBIT C hereto or (y) the Taxable Series 2026A (WFB) Fixed Rate Note in the form set forth as EXHIBIT D hereto, and shall be payable as to principal and interest, bear interest at the rate, subject to adjustment, and shall be pre-payable and have the other terms, all as set forth on EXHIBIT D hereto. Interest on the Series 2024A Variable Rate Notes shall be calculated on a 360-day year, based on actual days elapsed. Interest on the Series 2026A Fixed Rate Notes shall be calculated on a 360-day year, consisting of twelve 30-day months.

SECTION 5. EXECUTION OF OBLIGATIONS. The Notes shall be executed in the name of the Authority by the Chair, and attested and countersigned by the Assistant Secretary, and its corporate seal or a facsimile thereof shall be affixed thereto or reproduced thereon. The Notes may be signed and sealed on behalf of the Authority by any person who at the actual time of the execution of such Notes shall hold such office in the Authority, although at the date of such Notes such person may not have been so authorized. The Notes may be executed by the facsimile signatures of the Chair or the Assistant Secretary.

SECTION 6. REGISTRATION AND TRANSFER OF OBLIGATIONS. The Notes shall be and shall have all the qualities and incidents of negotiable instruments under the Uniform Commercial Code-Investment Securities Laws of the State of Florida, and the registered owner, in accepting the Notes, shall be conclusively deemed to have agreed that such Notes shall be and have all of the qualities and incidents of negotiable instruments thereunder. There shall be a Registrar who shall be responsible for maintaining the Register. The person in whose name ownership of any Notes is shown on the Register shall be deemed the owner thereof by the Authority and the Registrar absent manifest error, and any notice to the contrary shall not be binding upon the Authority or the Registrar. The Authority and the Registrar may treat the registered owner as the absolute owner of the Notes for all purposes, whether or not such Notes shall be overdue, and shall not be bound by any notice to the contrary.

Ownership of Notes may be transferred only upon the Register. Upon surrender to the Registrar for transfer or exchange of any Notes accompanied by an assignment or written

authorization for exchange, whichever is applicable, duly executed by the registered owner or its attorney duly authorized in writing, the Registrar shall deliver in the name of the registered owner or the transferee or transferees, as the case may be, a new fully registered Notes having the same terms as the Notes surrendered.

The new Notes delivered upon any transfer or exchange shall be a valid obligation of the Authority, evidencing the same debt as the Notes surrendered, shall be secured under this Credit Agreement, and shall be entitled to all of the security and benefits hereof to the same extent as the Notes surrendered.

The Bank is purchasing the Notes for investment purposes only and not with a present intent to distribute or resell the Notes. The Bank hereby covenants that prior to any distribution or resale of the Notes, it will comply in all respects with all applicable securities laws.

SECTION 7. OBLIGATIONS MUTILATED, DESTROYED, STOLEN OR LOST.

In case any Notes shall be mutilated, or be destroyed, stolen or lost, upon the registered owner furnishing the Registrar proof of its ownership thereof and satisfactory indemnity and complying with such other reasonable regulations and conditions as the Authority may prescribe and paying such expenses as the Authority may incur, the Registrar shall issue and deliver new Notes of like tenor as the Notes so mutilated, destroyed, stolen or lost, in lieu of or substitution for the Notes, if any, destroyed, stolen or lost, or in exchange and substitution for such mutilated Notes, upon surrender of such mutilated Notes, if any, to the Registrar and the cancellation thereof; provided however, if the Notes shall have matured or be about to mature, instead of issuing substitute Notes, the Authority may pay the same, upon being indemnified as aforesaid, and if such Notes be lost, stolen or destroyed, without surrender thereof. Any Notes surrendered under the terms of this Section 7 shall be cancelled by the Registrar. Any such duplicate Notes issued pursuant to this section shall constitute original, substitute contractual obligations on the part of the Authority whether or not, as to such duplicate Notes, the lost, stolen or destroyed Notes be at any time found by anyone, and such duplicate Notes shall be entitled to equal and proportionate benefits and rights as to lien on and source and security for payment from the Pledged Funds, as hereinafter pledged, to the same extent as the other Notes issued hereunder.

SECTION 8. FORM. The Notes shall be in substantially the form of EXHIBIT A, EXHIBIT B, EXHIBIT C and EXHIBIT D hereto with such variations, omissions and insertions as may be necessary, desirable and authorized or permitted by this Credit Agreement.

SECTION 9. SECURITY; NOT CONSTITUTIONAL DEBT. The payment of the principal of, premium, if any, and interest on the Notes shall be secured solely by a lien upon and a pledge of, and payable solely from, the Pledged Funds. The Authority does hereby irrevocably pledge the Pledged Funds to the payment of the principal of, premium, if any, and interest on the Notes and all other amounts payable hereunder on a basis subordinate to the lien of: (A) the holders of any Bonds issued under the Senior Bond Resolution, and (B) any holders of Priority Subordinated Indebtedness issued under the Subordinate Indenture; and on parity with the lien of holders of Secondary Subordinated Indebtedness as the case may be, in accordance with Section 414 of the Senior Bond Resolution and Article VIII of the Subordinate Indenture.

The Notes shall not constitute general obligations or indebtedness of the Authority or the City as “bonds” within the meaning of any provision of the Constitution of the State, but shall be the special, limited obligations of the Authority, the principal of, premium, if any, and interest on which are payable solely from the Pledged Funds in the manner provided herein, and the principal of, premium, if any, and interest on the Notes and all other payments provided for herein will be paid solely from the Pledged Funds, and it will never be necessary or authorized to levy taxes on any real property of or in the Authority or the City to pay the principal of, premium, if any, or interest on the Notes or other payments provided for herein. Furthermore, neither the Notes nor the interest thereon, shall be or constitute a lien upon any other property of the Authority or the City other than the Pledged Funds in the manner provided herein.

The Bank acknowledges that its lien on the Pledged Funds is subordinate to (A) any Bonds issued under the Senior Bond Resolution, and (B) any holders of Priority Subordinated Indebtedness issued under the Subordinate Indenture; and on parity with the lien of holders of Secondary Subordinated Indebtedness as the case may be, in accordance with Section 414 of the Senior Bond Resolution and Article VIII of the Subordinate Indenture.

SECTION 10. COVENANTS. The Authority covenants with the Bank as follows:

(a) Compliance with Provisions of Senior Bond Resolution and Subordinate Indenture.

(i) The Notes shall be deemed Line of Credit Indebtedness which constitutes Other Parity Indebtedness, as such terms are defined in the Subordinate Indenture. As such applies to the Notes, the Authority will comply with all terms and conditions of the Senior Bond Resolution and the Subordinate Indenture applicable to Other Parity Indebtedness. Upon issuance of the Notes, the aggregate principal amount of Line of Credit Indebtedness constituting Other Parity Indebtedness is equal to or less than \$550,000,000. Notwithstanding the foregoing, the Notes shall be on parity with the lien of holders of Secondary Subordinated Indebtedness as the case may be, in accordance with Section 414 of the Senior Bond Resolution and Article VIII of the Subordinate Indenture as described in Section 9 hereof.

(ii) The Authority will perform and comply in every respect material to the security of the Notes and this Credit Agreement with all of its covenants and obligations contained in Articles IV and VII of the Senior Bond Resolution, which covenants are incorporated by reference herein and made a part hereof.

(iii) The Authority will comply in all material respects with all applicable federal and state laws, rules and regulations relating to Additional Projects under the Senior Bond Resolution and the performance of the Authority’s covenants and obligations hereunder.

(iv) The Authority covenants and agrees that it will not amend, revoke, repeal or modify the Senior Bond Resolution in any manner which would impair

the security of the Bank or the priority of the lien upon Pledged Funds pledged for the payment of all amounts due under this Credit Agreement and the Notes.

(v) The Authority covenants that it will provide the Bank a copy of any opinion of Bond Counsel it receives with the respect to the Notes that expressly withdraws any opinion of Bond Counsel previously provided to the Bank with respect to the Notes. The Authority acknowledges that should such an event occur, the Bank may terminate its obligation to make additional Advances hereunder.

(b) Financial Statements. Not later than April 30 of each calendar year, the Authority shall provide the Bank with the annual audited financial statement of the Authority for the most-recently concluded Fiscal Year audited by the Authority's certified public accountants together with the report of such accountant.

(c) Annual Budget Other Information. The Authority shall prepare its annual budget in accordance with Florida law and shall provide the Bank a copy of its final annual budget for each fiscal year within 30 days of final adoption thereof by the Board after public hearing by the City Council of the City and such other public information the Bank may reasonably request. Such budget and information, and the financial statement referred to in (b) above, shall be provided in printed (rather than electronic) form unless otherwise agreed by the Bank.

(d) Payment of Bank Fees.

(i) In addition to any other fees payable hereunder, the Authority shall pay to the Bank a non-refundable fee in the amount of (A) the Unused Fee Rate divided by 365, multiplied by (B) the daily Authorized Amount less the average daily balance of the principal amount of all outstanding Advances for the preceding three months (or such lesser period as the Notes have been outstanding), such fee to be payable in arrears (x) on April 1, 2026, and (y) thereafter quarterly on the first day of each January, April, July and October and on the date on which any obligation of the Bank to make further Advances permanently terminates; provided, however, no unused fee shall be payable during any period in which Advances are suspended.

(ii) Subject to the limitations set forth in this paragraph, the Authority will pay upon demand all reasonable legal fees (computed without regard to any statutory presumption) incurred by the Bank in connection with the preparation, execution and delivery of this Credit Agreement and the Notes and any and all other agreements and transactions contemplated hereby and thereby (including any amendments hereto or thereto or consents or waivers hereunder or thereunder). The Authority will not pay or reimburse the Bank for any of the Bank's expenses (including legal fees) for the preparation and delivery of this Credit Agreement exceeding \$25,000. Following a Default or an Event of Default, the Authority will, upon demand, promptly reimburse the Bank for all amounts expended, advanced or incurred by the Bank to collect or satisfy any obligation of the Authority under this Credit Agreement or the Notes, or to enforce the rights of the Bank under this

Credit Agreement or the Notes. The Authority shall also pay to the Bank on demand any documentary stamp taxes, intangible taxes or other excise taxes payable on account of the execution, delivery or enforcement of this Credit Agreement or the Notes (including any amendments hereto or thereto) or the performance of any obligations thereunder (including the payment of drawings and the making of loans), and any penalties and/or interest incurred because of the failure of the Authority to pay such taxes when due. The Authority acknowledges that it is not relying upon the Bank or the Bank's counsel with respect to the applicability or non-applicability of any such taxes. The provisions of this paragraph shall survive payment in full and discharge of the Authority's obligations to the Bank.

(e) Rate Covenant. The Authority covenants to charge rates which, in the aggregate, will generate Revenues that are sufficient to pay all amounts and make all deposits required of the Authority hereunder, under the Senior Bond Resolution and the Subordinate Indenture.

(f) Debt Capacity Covenant. The Authority covenants that it will have either sufficient debt capacity to issue Refunding Bonds pursuant to the Senior Bond Resolution or the Subordinate Indenture, together with other legally available funds, including without limitation, Customer Facility Charges, Passenger Facility Charges or a combination of the foregoing, for the purpose of paying all of the interest and principal when due on the Notes and all other Line of Credit Indebtedness (as defined in the Subordinate Indenture).

SECTION 11. APPLICATION OF PROCEEDS. The Bank shall have no responsibility for the use of the proceeds of the Notes, and the use of the Notes' proceeds by the Authority shall in no way affect the rights of the Bank.

SECTION 12. CONDITIONS PRECEDENT TO CREDIT AGREEMENT AND TO MAKE ADVANCES.

(a) The obligation of the Bank to make Advances is subject to the satisfaction of each of the following conditions precedent on or before the date of the first Advance:

(i) Original Documents. The Bank shall have received executed originals of this Credit Agreement and the Notes.

(ii) Action. The Bank shall have received a copy of the action taken by the Authority approving the execution and delivery by the Authority of this Credit Agreement and the Notes certified as complete and correct as of the closing date.

(iii) Incumbency of Officers. The Bank shall have received an incumbency certificate of the Authority and the City in respect of each of the officers who is authorized to sign this Credit Agreement, the Notes and such other related documents to which it is a party on behalf of the Authority or the City, as applicable.

(iv) Opinion of Counsel to the Authority. The Bank shall have received a written opinion of counsel to the Authority covering matters relating to the

transactions contemplated by this Credit Agreement, the Notes and the financing documents, in form and substance satisfactory to the Bank.

(v) Opinion of Bond Counsel. The Bank shall have received a written opinion of Bond Counsel dated the Closing Date, to the effect that the interest on the Advances evidenced by the Tax-Exempt Notes is excludable from gross income for federal income tax purposes and such other customary matters as the Bank may reasonably request.

(vi) No Default, Etc. No Default shall have occurred and be continuing as of the closing date or will result from the execution and delivery of the Credit Agreement or the issuance of the Notes; the representations and warranties made by the Authority shall be true and correct in all material respects on and as of the closing date, as if made on and as of such date; and the Bank shall have received a certificate from the Authority to the foregoing effect.

(vii) Other Documents. The Bank shall have received certified copies of the Senior Bond Resolution and the Subordinate Indenture, and shall have received such other documents, certificates and opinions as the Bank or its counsel shall request, all in form and substance satisfactory to the Bank.

(viii) City Confirmation. The Bank shall have received a certified copy of the minutes or resolution of the City approving this Credit Agreement and the Notes, along with an opinion of Counsel to the Authority confirming that no additional approvals are necessary.

(ix) Term Loan Note. The Bank shall have received evidence that the Taxable Series 2024A (WFB) Term Loan Note dated April 4, 2024, issued by the Authority, has been paid in full and terminated.

(b) In addition, the obligation of the Bank to make any particular Advance is subject to the satisfaction of each of the following conditions precedent on or before the date of such Advance:

(i) Requisition. Receipt by the Bank of a Variable Rate Requisition or Fixed Rate Requisition, as applicable, executed on behalf of the Authority by the Chief Executive Officer, Chief Financial Officer, Deputy Chief Financial Officer, or his/her designee in the form attached hereto as EXHIBIT E and EXHIBIT F, respectively.

(ii) Tax Related Documents. For each Advance requested under a Tax-Exempt Note, no additional opinion is required with regard to the tax-exempt status of the interest on such Advance; provided, however, in the event the Bank or the Authority have reason to believe there may be a particular issue with regard to the status of such interest, either the Bank or the Authority may request that the tax-exempt status of the interest on such Advance be confirmed by Bond Counsel and the Authority shall provide such supplemental tax certificates setting forth the

certifications of the Authority as may be required by Bond Counsel or the Bank with the expense of such opinions and certificates to be paid by the Authority.

(iii) Officer's Certificate. A certificate of the Chief Financial Officer of the Authority demonstrating compliance with any requirement of the Subordinate Indenture for Advances hereunder, and confirming the Authority's representations and warranties herein as of the date of such Advance and the absence of any Default.

(iv) Determination of Taxability. If a Determination of Taxability (as defined in the Tax-Exempt Notes) shall have occurred, or if the making of an Advance could reasonably be expected to result in a Determination of Taxability, the Authority shall not request, and the Bank shall not be obligated to make, any Advance on the Tax-Exempt Notes.

SECTION 13. REPRESENTATIONS AND WARRANTIES. The Authority represents and warrants to the Bank that:

(a) Organization. The Authority is a duly created and validly existing agency of the City.

(b) Authorization of Credit Agreement and Related Documents. The Authority has the power and has taken all necessary action to authorize the execution, delivery and performance of the Authority's obligations under this Credit Agreement, the Notes and each of the related documents to which it is a party in accordance with their respective terms. This Credit Agreement and the Notes have been duly executed and delivered by the Authority and are, and each of the related documents to which it is a party when executed and delivered will be, legal, valid and binding obligations of the Authority enforceable against the Authority in accordance with their respective terms, except as may be limited by bankruptcy, insolvency, reorganization or moratorium or other similar laws affecting creditors' rights generally applicable to the Authority or by the exercise of judicial discretion in accordance with general equitable principles.

(c) Compliance. The Authority is not in default in the performance of any of the covenants, conditions, agreements or provisions contained in the Senior Bond Resolution and the Subordinate Indenture and no event has occurred which constitutes, or would with the passage of time constitute, a default or "Event of Default" thereunder.

(d) Financial Statements. The financial statements of the Authority for the year ended September 30, 2024, copies of which have been furnished to the Bank, have been prepared in accordance with generally accepted accounting principles and present fairly the financial condition of the Authority as of such date and the results of its operations for the period then ended. Since such date, there have been no material adverse changes in the financial condition, revenues (including, without limitation, Airport Revenues), properties or operations of the Authority.

SECTION 14. TAX COMPLIANCE. The Authority covenants that it shall not use the proceeds of the Tax-Exempt Notes in any manner which would cause the interest on such Tax-

Exempt Notes to be or become included in gross income for purposes of federal income taxation. The Authority covenants that neither the Authority nor any person under its control or direction will make any use of the proceeds of such Tax-Exempt Notes (or amounts deemed to be proceeds under the Code) in any manner which would cause such Tax-Exempt Notes to be an “arbitrage bond” within the meaning of the Code and neither the Authority nor any other person under its control shall do any act or fail to do any act which would cause the interest on such Tax-Exempt Notes to become subject to inclusion within gross income for purposes of federal income taxation. The Authority hereby covenants that it will comply with all provisions of the Code necessary to maintain the exclusion from gross income of interest on the Tax-Exempt Notes for purposes of federal income taxation, including, in particular, the payment of any amount required to be rebated to the Treasury pursuant to the Code. The Authority covenants to consult with Bond Counsel, if necessary, to assist the Authority in determining the appropriate amount of each Advance under the Amended and Restated Tax-Exempt Series 2024A (WFB) Variable Rate Note, the Amended and Restated Taxable Series 2024A (WFB) Variable Rate Note, the Tax-Exempt Series 2026A (WFB) Fixed Rate Note and the Taxable Series 2026A (WFB) Fixed Rate Note specified in each Variable Rate Requisition or Fixed Rate Requisition, as applicable, submitted pursuant to Section 12(b) hereof.

SECTION 15. NOTICES. All notices, certificates or other communications hereunder shall be sufficiently given and shall be deemed given when hand delivered or mailed by registered or certified mail, postage prepaid, to the parties at the following addresses:

Authority: Greater Orlando Aviation Authority
One Jeff Fuqua Boulevard
Orlando, Florida 32827-4399
ATTENTION: Chief Financial Officer

Bank: Wells Fargo Bank, National Association
800 North Magnolia Avenue 9th Floor
Orlando, Florida 32803
MAC Z0244-097
ATTENTION: Linda Hallowell

Any of the above parties may, by notice in writing given to the others, designate any further or different addresses to which subsequent notices, certificates or other communications shall be sent.

SECTION 16. EVENTS OF DEFAULT. Each of the following shall be a “Default” and an “Event of Default” under this Credit Agreement and the term “Default” or “Event of Default” shall mean, whenever such term is used in this Credit Agreement, any one or more of the following events:

- (a) Failure by the Authority to timely pay any amount due hereunder on the date on which such is due and payable;

(b) Failure by the Authority to observe and perform any covenant, condition or agreement on its part to be observed or performed under this Credit Agreement for a period of thirty (30) days after written notice, except to the extent some other grace period shall be provided in regard to a covenant, specifying such failure and requesting that it be remedied, is given to the Authority by the Bank, provided, however, that if such condition requires more than thirty (30) days to be remedied and the Authority proceeds with due diligence within such thirty-day period to commence to remedy such condition, such thirty-day period shall be extended up to a total of sixty (60) days for so long as the Authority shall diligently and continuously pursue such remedy, unless the Bank shall agree in writing to an extension of such time prior to its expiration;

(c) Any warranty, representation or other statement by the Authority or by an officer or agent of the Authority contained in this Credit Agreement or in any instrument furnished in compliance with or in reference to this Credit Agreement is false or misleading in any material adverse respect;

(d) A petition is filed against the Authority under any bankruptcy, reorganization, arrangement, insolvency, readjustment of debt, dissolution or liquidation law of any jurisdiction, whether now or hereafter in effect, and an order for relief is entered or such petition is not dismissed within sixty (60) days of such filing;

(e) The Authority files a petition in voluntary bankruptcy or seeking relief under any provision of any bankruptcy, reorganization, arrangement, insolvency, readjustment of debt, dissolution or liquidation law of any jurisdiction, whether now or hereafter in effect or consents to the filing of any petition against it under such law;

(f) Either (i) the Authority admits insolvency or bankruptcy or its inability to pay its debts as they become due or is generally not paying its debts as such debts become due, or becomes insolvent or bankrupt or makes an assignment for the benefit of creditors, or (ii) a custodian (including without limitation a receiver, liquidator or trustee) of the Authority or any of its property is appointed by court order or takes possession thereof and such order remains in effect or such possession continues for more than 60 days;

(g) Any debt of or assumed by the Authority having security of an equal or greater priority in the Pledged Funds than the Notes in a principal amount outstanding greater than \$500,000 (i) is not paid when due nor within any applicable grace period in any agreement or instrument relating to such debt, (ii) becomes due and payable before its normal maturity by reason of a default or event of default, however, described, or (iii) becomes subject to a moratorium;

(h) The financial statements of the Authority provided to the Bank pursuant to Section 10(b) hereof shall contain a qualified opinion unless the Bank provides its written consent permitting such qualification;

(i) The occurrence of an Event of Default under the Senior Bond Resolution;
or

(j) The long-term rating (without regard to any credit enhancement) assigned to any senior lien Bonds issued under the Senior Bond Resolution is below Baa3, BBB- or BBB- by Moody's, Fitch or S&P, respectively, or any such rating is withdrawn for credit-related reasons.

SECTION 17. REMEDIES. The Bank may sue to protect and enforce any and all rights, including the right to the appointment of a receiver, existing under the laws of the State of Florida, of the United States of America, or granted and contained in this Credit Agreement, and to enforce and compel the performance of all duties required by this Credit Agreement or by any applicable laws to be performed by the Authority, the Governing Board or by any officer thereof, and may take all steps to enforce this Credit Agreement to the full extent permitted or authorized by the laws of the State of Florida or the United States of America. In addition, upon the occurrence of (1) an Event of Default described in Sections 16(d), 16(e) or 16(f)(i) above, and (2) any other Event of Default and 30 days' notice to the Authority by the Bank, which Event of Default has not been cured prior to the expiration of any applicable cure period, the Bank's obligation to make additional Advances hereunder shall terminate and the Authority shall have no further obligation to make future payments to the Bank pursuant to Section 10(d)(i) hereof unless and until the Bank reinstates the availability of Advances. Notwithstanding the foregoing, principal and interest on the Notes shall not be accelerated unless the Priority Subordinated Indebtedness has also been accelerated. Furthermore, pursuant to Section 11.01 of the Subordinate Indenture, an Event of Default and acceleration of the Priority Subordinated Indebtedness shall be an Event of Default hereunder, resulting in the principal of an interest on the Notes becoming immediately due and payable.

In addition to all other rights contained in this Credit Agreement, if a Default occurs and as long as a Default continues, the Notes shall bear interest at a rate per annum equal to the Default Rate and the unutilized fee specified in Section 10(d) hereof shall also apply during such period if the Bank elects to permit Advances during such period. The Default Rate shall also apply from acceleration until the amounts payable hereunder or any judgment thereon is paid in full.

SECTION 18. NO RECOURSE. No recourse shall be had for the payment of the principal of and interest on the Notes or for any claim based on the Notes or on this Credit Agreement, against any present or former member or officer of the Governing Board or any person executing the Notes.

SECTION 19. PAYMENTS DUE ON SATURDAYS, SUNDAYS AND HOLIDAYS; POSTING. In any case where the date for making any payment or the last date for performance of any act or the exercise of any right, as provided in this Credit Agreement, shall be other than a Business Day, then such payment or performance shall be made on the succeeding Business Day with the same force and effect as if done on the nominal date provided in this Credit Agreement, provided that interest on any monetary obligation hereunder shall accrue at the applicable rate to and including the date of such payment. All payments received during normal banking hours after 4:00 p.m. local time at the Payment Office of the Bank shall be deemed received at the opening of the next banking day.

SECTION 20. DEFEASANCE. If, at any time, the Authority shall have paid the principal and interest with respect to the Notes and all costs and expenses of the Bank payable under this Credit Agreement and shall have directed in writing that no further Advances be available, then, and in that event, the pledge of and lien on the Pledged Funds in favor of the Bank shall be no longer in effect and the Authority shall have no further obligation to comply with the covenants contained in Section 10 hereof, but shall still be required to comply with Section 14 hereof.

SECTION 21. AMENDMENTS, CHANGES AND MODIFICATIONS. This Credit Agreement may only be amended by a written instrument executed by the Authority and the Bank.

SECTION 22. BINDING EFFECT; ASSIGNMENT. To the extent provided herein, this Credit Agreement shall be binding upon the Authority and the Bank and shall inure to the benefit of the Authority and the Bank and their respective successors and assigns. The Bank's interests in and rights under this Credit Agreement and the Notes are freely assignable, in whole or in part, by the Bank and nothing herein or in the Notes shall prohibit the Bank from pledging or assigning this Credit Agreement or the Notes or any interest therein to any Federal Reserve Bank; provided, however, such assignment shall not relieve the Bank of its obligations hereunder. The Authority shall not assign its rights and interest hereunder without the prior written consent of the Bank, and any attempt by the Authority to assign without the Bank's prior written consent is null and void. Any assignment shall not release the Authority from its obligations hereunder or under the Notes. In the event of any assignment, the rate of interest borne on the Amended and Restated Tax-Exempt Series 2024A (WFB) Variable Rate Note or the Tax-Exempt Series 2026A (WFB) Fixed Rate Note shall not be increased pursuant to the terms of EXHIBIT A - Schedule A or EXHIBIT C – Schedule A, respectively, to a rate greater than that which would accrue if such note were held by the Bank.

SECTION 23. ADDITIONAL PROVISIONS.

(a) Severability. In the event any provision of this Credit Agreement shall be held invalid or unenforceable by any court of competent jurisdiction, such holding shall not invalidate or render unenforceable any other provision hereof.

(b) Patriot Act Notice. To help fight the funding of terrorism and money laundering activities, federal law requires all financial institutions to obtain, verify, and record information that identifies each person who opens an account. For purposes of this section, account shall be understood to include loan accounts.

(c) Telephone Communication Monitoring. The Authority agrees that the Authority's telephone communications with the Bank may be monitored and/or recorded to improve customer service and security.

(d) Final Agreement. This Credit Agreement and the Notes represent the final agreement between the parties and may not be contradicted by evidence of prior, contemporaneous or subsequent agreements of the parties. There are no unwritten agreements between the parties regarding the matters herein.

(e) Execution in Counterparts. This Credit Agreement may be simultaneously executed in several counterparts, each of which shall be an original and all of which shall constitute but one and the same instrument.

(f) Applicable Law and Venue. This Credit Agreement shall be governed by and construed in accordance with the laws of the State. Proceedings commenced by the parties arising out of this Credit Agreement or any of the transactions relating hereto must be brought exclusively in the federal or state courts located in Orange County, Florida. The parties to this Credit Agreement irrevocably and unconditionally submit to the jurisdiction of such courts and agree to take any and all future action necessary to submit to the jurisdiction of such courts.

SECTION 24. WAIVER OF JURY TRIAL. To the extent permitted by applicable law, each of the Authority and the Bank, knowingly, voluntarily and intentionally waives any right each may have to a trial by jury in respect of any litigation based on, or arising out of, under or in connection with this Credit Agreement, the Notes or any agreement contemplated to be executed in connection with this Credit Agreement, or any course of conduct, course of dealing, statements (whether verbal or written) or actions of any party with respect hereto. This provision is a material inducement to the Bank to enter into this Credit Agreement.

SECTION 25. INABILITY TO DETERMINE INTEREST RATES; ILLEGALITY. Subject to the Benchmark Replacement Provisions below, if the Bank determines (any determination of which shall be conclusive and binding on the Authority) that either (i) Daily Simple SOFR cannot be determined pursuant to the definition thereof other than as a result of a Benchmark Transition Event (an **“Inability Determination”**), or (ii) any law has made it unlawful, or that any governmental authority has asserted that it is unlawful, for the Bank to make or maintain an Advance based on SOFR or Daily Simple SOFR, or to determine or charge interest rates based upon SOFR or Daily Simple SOFR (an **“Illegality Determination”**), then the Bank will so notify the Authority. The outstanding principal balance of the Loan shall bear interest (computed on the basis of a 360-day year, actual days elapsed) at the Prime Rate, from the date of an Inability Determination or an Illegality Determination until SOFR or Daily SOFR, as applicable, can again be determined pursuant to the definition thereof or such Illegality Determination no longer applies to Advances hereunder, as applicable. When interest is determined in relation to the Prime Rate, each change in the rate of interest hereunder shall become effective on the date each Prime Rate change is announced within the Bank. Notwithstanding any of the foregoing to the contrary, if a Benchmark Replacement is subsequently determined in accordance with applicable Benchmark Replacement Provisions, that Benchmark Replacement, plus any applicable margin, will become effective on the Benchmark Replacement Date and will then supersede the Prime Rate and margin determined in accordance with this provision.

SECTION 26. BENCHMARK REPLACEMENT PROVISIONS. Notwithstanding anything to the contrary contained in this Credit Agreement or in any related loan document:

(a) Benchmark Replacement. If a Benchmark Transition Event occurs, the applicable Benchmark Replacement will replace the then-current Benchmark for all purposes under this Credit Agreement or under any related loan document. Any Benchmark

Replacement will become effective on the applicable Benchmark Replacement Date without any further action or consent of the Authority.

(b) Benchmark Replacement Conforming Changes. The Bank will have the right to make Benchmark Replacement Conforming Changes from time to time and any amendments implementing such Benchmark Replacement Conforming Changes will become effective without any further action or consent of the Authority.

(c) Notices; Standards for Decisions and Determinations. The Bank will promptly notify the Authority of (i) the implementation of any Benchmark Replacement, and (ii) the effectiveness of any Benchmark Replacement Conforming Changes. Any determination, decision or election that may be made by the Bank pursuant to these Benchmark Replacement Provisions, including any determination with respect to a tenor, rate or adjustment or of the occurrence or non-occurrence of an event, circumstance or date and any decision to take or refrain from taking any action or any selection, will be conclusive and binding absent manifest error and will be made in its sole discretion and without the Authority's consent; provided, however, that in determining the Benchmark and Benchmark Replacement, the Bank shall endeavor to make determinations that appropriate as closely as possible the rate and adjustment being replaced.

(d) Certain Defined Terms. As used in this Credit Agreement, each of the following capitalized terms has the meaning given to such term below:

“Benchmark” means, initially, Daily Simple SOFR; provided, however, that if a Benchmark Transition Event has occurred with respect to Daily Simple SOFR or the then-current Benchmark, then “Benchmark” means the applicable Benchmark Replacement to the extent that such Benchmark Replacement has become effective pursuant to the provisions of this Credit Agreement.

“Benchmark Administrator” means, initially, the SOFR Administrator, or any successor administrator of the then-current Benchmark or any insolvency or resolution official with authority over such administrator.

“Benchmark Floor” means a rate of interest equal to zero percent (0%).

“Benchmark Replacement” means the sum of: (A) the alternate rate of interest that has been selected by the Bank as the replacement for the then-current Benchmark; and (B) the spread adjustment, or method for calculating or determining such spread adjustment, (which may be a positive or negative value or zero) that has been selected by the Bank, in each case, giving due consideration to (x) any selection or recommendation by the Relevant Governmental Body at such time for a replacement rate, the mechanism for determining such a rate, the methodology or conventions applicable to such rate, or the spread adjustment, or method for calculating or determining such spread adjustment, for such rate, or (y) any evolving or then-prevailing market convention for determining a rate of interest as a replacement to the then-current Benchmark, the methodology or conventions applicable to such rate, or the spread adjustment, or method for calculating or determining such spread adjustment, for such alternate rate for U.S. dollar-

denominated syndicated or bilateral credit facilities at such time; provided, however, that if the Benchmark Replacement as determined as provided above would be less than the Benchmark Floor, then Benchmark Replacement shall be deemed to be the Benchmark Floor, subject to any other applicable floor rate provision.

“Benchmark Replacement Conforming Changes” means any technical, administrative or operational changes (including, without limitation, changes to the definition of “U.S. Government Securities Business Day,” the timing and frequency of determining rates and making payments of interest, prepayment provisions and other technical, administrative or operational matters) that the Bank decides may be appropriate to reflect the adoption and implementation of a Benchmark Replacement and to permit the administration thereof by the Bank.

“Benchmark Replacement Date” means the date specified by the Bank in a notice to the Authority following a Benchmark Transition Event.

“Benchmark Transition Event” means the occurrence of one or more of the following events with respect to the then-current Benchmark: a public statement or publication of information by or on behalf of the Benchmark Administrator or a regulatory supervisor for the Benchmark Administrator announcing that (A) the Benchmark Administrator has ceased or will cease to provide the Benchmark permanently or indefinitely, or (B) the Benchmark is no longer, or as of a specified future date will no longer be, representative of underlying markets.

“Relevant Governmental Body” means the Board of Governors of the Federal Reserve System and/or the Federal Reserve Bank of New York, or a committee officially endorsed or convened by the Board of Governors of the Federal Reserve System and/or the Federal Reserve Bank of New York or any successor thereto.

SECTION 27. AMENDMENT AND RESTATEMENT. This Credit Agreement shall become effective on the Closing Date and shall supersede, amend and restate all provisions of the Original Agreement as of such date. From and after the Closing Date, all references made to the Original Agreement in any instrument or document shall, without more, be deemed to refer to this Credit Agreement. Without limiting the foregoing, the parties to this Credit Agreement hereby acknowledge and agree that the “Credit Agreement” referred to in the Original Agreement shall from and after the Closing Date be deemed a reference to this Credit Agreement.

[Signature pages follow]

[SIGNATURE PAGE TO AMENDED AND RESTATED
REVOLVING CREDIT AGREEMENT]

IN WITNESS WHEREOF, the parties hereto have duly executed this Credit Agreement as
of the date first above written.

GREATER ORLANDO AVIATION
AUTHORITY

By: _____
Chair

(SEAL)

ATTEST:

By: _____
Assistant Secretary

[SIGNATURE PAGE TO AMENDED AND RESTATED
REVOLVING CREDIT AGREEMENT]

IN WITNESS WHEREOF, the parties hereto have duly executed this Credit Agreement as of the date first above written.

WELLS FARGO BANK, NATIONAL
ASSOCIATION

By: _____
Name: Linda A. Hallowell
Title: Managing Director

EXHIBIT A

**FORM OF AMENDED AND RESTATED TAX-EXEMPT
SERIES 2024A (WFB) VARIABLE RATE NOTE**

NO. TE-1

**GREATER ORLANDO AVIATION AUTHORITY
AMENDED AND RESTATED TAX-EXEMPT SERIES 2024A (WFB)
VARIABLE RATE NOTE (AMT)**

<u>RATE OF INTEREST</u>	<u>MATURITY DATE</u>	<u>ORIGINAL DATE OF ISSUE</u>	<u>DATE OF AMENDMENT AND RESTATEMENT</u>
Variable	March 31, 2028	April 4, 2024	March 31, 2026
REGISTERED OWNER:	WELLS FARGO STRATEGIES, LLC	MUNICIPAL	CAPITAL
AUTHORIZED AMOUNT:	UP TO THREE HUNDRED FIFTY MILLION DOLLARS AND NO CENTS		

KNOW ALL MEN BY THESE PRESENTS, that the Greater Orlando Aviation Authority (the "Authority"), for value received, hereby promises to pay to the Registered Owner on the Maturity Date specified above, so much of the Authorized Amount hereof as shall have been advanced hereunder and remains outstanding on such date (the "Outstanding Principal"), plus interest on the amount of each Advance hereunder from the date of the Advance at the annual variable rate of interest described herein until repayment of such amount, such interest to be calculated on a 360-day year based on actual days elapsed and payable monthly on the first (1st) day of each calendar month commencing April 1, 2026. On the Maturity Date, the Authority will pay the Registered Owner all Outstanding Principal and all accrued unpaid interest thereon.

This Amended and Restated Tax-Exempt Series 2024A (WFB) Variable Rate Note shall bear interest on the amount of Outstanding Principal at a rate equal to seventy-nine percent (79%) of Daily Simple SOFR, plus the Tax-Exempt Applicable Spread. The rate of interest on this Amended and Restated Tax-Exempt Series 2024A (WFB) Variable Rate Note is subject to adjustment as set forth on Schedule A hereto.

This Amended and Restated Tax-Exempt Series 2024A (WFB) Variable Rate Note may be prepaid in whole or in part on any Business Day prior to maturity without penalty. Prepayments shall be applied, first, to interest accrued as of the date of such prepayment, and second, to reduction of the principal. Principal of and interest on this Amended and Restated Tax-Exempt Series 2024A (WFB) Variable Rate Note are payable in immediately available funds constituting lawful money of the United States of America at such place (the "Payment Office of the Bank") as the Registered Owner may designate to the Authority.

This Amended and Restated Tax-Exempt Series 2024A (WFB) Variable Rate Note is issued under the authority of Chapter 57-1658, Special Laws of Florida 1957, which was subsequently repealed, recodified and amended by Chapter 98-492, Special Laws of Florida 1998 as amended, the Charter of the Authority, and other applicable provisions of law, and pursuant and subject to the terms and conditions of an Amended and Restated Revolving Credit Agreement, dated March 31, 2026 (as amended, restated or otherwise modified from time to time, the "Credit Agreement"), between the Authority and Wells Fargo Bank, National Association (the "Bank"), to which reference should be made to ascertain those terms and conditions. Capitalized terms not defined herein have the meaning ascribed to them in the Credit Agreement.

Pursuant to the Credit Agreement, the Authority may borrow, repay and re-borrow, and the Bank may advance and re-advance under this Amended and Restated Tax-Exempt Series 2024A (WFB) Variable Rate Note from time to time until the maturity hereof (each an "Advance" and together the "Advances"), so long as the total principal amount outstanding hereunder and under the Authority's Amended and Restated Taxable Series 2024A (WFB) Variable Rate Note, Tax-Exempt Series 2026A (WFB) Fixed Rate Note and Taxable Series 2026A (WFB) Fixed Rate Note (each as defined in the Credit Agreement) at any one time does not exceed the Authorized Amount. The Bank's obligation to make Advances under this Amended and Restated Tax-Exempt Series 2024A (WFB) Variable Rate Note shall be suspended for such time as the Authority is in Default (without regard to any applicable grace period) under the Credit Agreement. As of the date of each proposed Advance, the Authority shall be deemed to represent that each representation made in the Credit Agreement is true as of such date.

This Amended and Restated Tax-Exempt Series 2024A (WFB) Variable Rate Note is payable solely from and secured solely by a pledge of and lien upon certain funds of the Authority, consisting of the "Pledged Funds" as defined in the Credit Agreement.

This Amended and Restated Tax-Exempt Series 2024A (WFB) Variable Rate Note shall not constitute a general obligation or indebtedness of the Authority or the City of Orlando, Florida (the "City"), and the Bank shall never have the right to require or compel the levy of taxes on any property of or in the Authority or the City for the payment of the principal of and interest on this Amended and Restated Tax-Exempt Series 2024A (WFB) Variable Rate Note. This Amended and Restated Tax-Exempt Series 2024A (WFB) Variable Rate Note shall not constitute a lien upon any Project, or upon any property of or in the Authority, but shall be payable solely from the Pledged Funds in the manner provided in the Credit Agreement. Reference is made to the Credit Agreement for the provisions relating to the security for payment of this Amended and Restated Tax-Exempt Series 2024A (WFB) Variable Rate Note and the duties and obligations of the Authority hereunder.

In addition to all other rights contained in this Amended and Restated Tax-Exempt Series 2024A (WFB) Variable Rate Note, if a Default (as defined in the Credit Agreement) occurs and as long as a Default continues, this Amended and Restated Tax-Exempt Series 2024A (WFB) Variable Rate Note shall bear interest at a fluctuating rate of interest per annum equal to the greatest of (i) the Prime Rate in effect at such time plus four percent (4.0%), (ii) the Federal Funds

Rate in effect at such time plus five percent (5.0%), and (iii) ten percent (10.0%) (the "Default Rate"). Once such Default is cured to the reasonable satisfaction of the Bank, this Amended and Restated Tax-Exempt Series 2024A (WFB) Variable Rate Note shall bear interest at the rate otherwise payable hereon. The Default Rate shall also apply from acceleration until the amounts payable hereunder or any judgment thereon is paid in full.

The Authority to the extent permitted by law hereby waives presentment, demand, protest and notice of dishonor.

It is hereby certified and recited that all acts, conditions and things required by the Constitution and laws of the State of Florida to happen, exist and be performed precedent to and in the issuance of this Amended and Restated Tax-Exempt Series 2024A (WFB) Variable Rate Note, have happened, exist and have been performed in regular and due from and time as so required.

This Amended and Restated Tax-Exempt Series 2024A (WFB) Variable Rate Note amends and restates and is issued in replacement of that certain Tax-Exempt Series 2024A (WFB) Revolving Credit Note, dated April 4, 2024, executed by the Authority and the City and payable to the Registered Owner in the principal amount of not to exceed TWO HUNDRED SEVENTY-FIVE MILLION DOLLARS AND NO CENTS (\$275,000,000.00) and is not intended to constitute a novation of the Authority's or the City's obligations thereunder.

[Signature pages follow]

[SIGNATURE PAGE OF GREATER ORLANDO AVIATION AUTHORITY TO AMENDED
AND RESTATED TAX-EXEMPT SERIES 2024A (WFB) VARIABLE RATE NOTE]

IN WITNESS WHEREOF, the Greater Orlando Aviation Authority, has caused this Amended and Restated Tax-Exempt Series 2024A (WFB) Variable Rate Note to be executed by the Chair, and attested by the Assistant Secretary, either manually or with their facsimile signatures, and its seal or a facsimile thereof to be affixed, impressed, imprinted, lithographed or reproduced hereon, and this Amended and Restated Tax-Exempt Series 2024A (WFB) Variable Rate Note to be dated as of the Date of Amendment and Restatement.

GREATER ORLANDO AVIATION
AUTHORITY

By: _____
Chair

(SEAL)

ATTEST:

By: _____
Assistant Secretary

[SIGNATURE PAGE OF CITY OF ORLANDO, FLORIDA TO AMENDED AND
RESTATED TAX-EXEMPT SERIES 2024A (WFB) VARIABLE RATE NOTE]

IN WITNESS WHEREOF, the City of Orlando, Florida has caused this Amended and Restated Tax-Exempt Series 2024A (WFB) Variable Rate Note to be executed by the Mayor, and attested by the City Clerk, either manually or with their facsimile signatures, and its seal or a facsimile thereof to be affixed, impressed, imprinted, lithographed or reproduced hereon, and this Amended and Restated Tax-Exempt Series 2024A (WFB) Variable Rate Note to be dated as of the Date of Amendment and Restatement.

THE CITY OF ORLANDO, FLORIDA

By: _____
Chair

(SEAL)

ATTESTED AND COUNTERSIGNED:

By: _____
City Clerk

SCHEDULE A

ADJUSTMENT TO INTEREST RATE

Taxable Rate

In the event of a "Determination of Taxability" (as hereinafter defined), this Amended and Restated Tax-Exempt Series 2024A (WFB) Variable Rate Note shall bear interest at the rate equal to the Taxable Rate as defined below (the "Taxable Rate"), from and after and retroactively to the date as of which such Determination of Taxability is made and the Registered Owner shall be entitled to such additional interest on this Amended and Restated Tax-Exempt Series 2024A (WFB) Variable Rate Note. The Authority shall on the next interest payment date following a Determination of Taxability (or if this Amended and Restated Tax-Exempt Series 2024A (WFB) Variable Rate Note shall have matured, within 30 days after demand by the Registered Owner) hereon pay to the Registered Owner an amount equal to the sum of (1) the difference between (A) the total interest that would have accrued on this Amended and Restated Tax-Exempt Series 2024A (WFB) Variable Rate Note at the Taxable Rate from the effective date of the Determination of Taxability to such next interest payment date (or maturity date), and (B) the actual interest paid by the Authority on this Amended and Restated Tax-Exempt Series 2024A (WFB) Variable Rate Note from such effective date of the Determination of Taxability to such next interest payment date (or maturity date), and (2) any interest and penalties required to be paid as a result of any additional State of Florida and federal income taxes imposed upon the Registered Owner arising as a result of such Determination of Taxability. For purposes hereof, "Determination of Taxability" means the circumstance of the interest on this Amended and Restated Tax-Exempt Series 2024A (WFB) Variable Rate Note becoming includable for federal income tax purposes in the gross income of the Registered Owner as a consequence of any act or omission of the Authority (except for any act or omission caused or requested by the Registered Owner) or change in the Code eliminating the exclusion of interest on this Amended and Restated Tax-Exempt Series 2024A (WFB) Variable Rate Note. A Determination of Taxability will be deemed to have occurred upon (i) the receipt by the Authority or the Registered Owner of an original or a copy of an Internal Revenue Service Technical Advice Memorandum, Statutory Notice of Deficiency or similar document which holds that the interest on this Amended and Restated Tax-Exempt Series 2024A (WFB) Variable Rate Note is includable in the gross income of the Registered Owner; (ii) the issuance of any public or private ruling of the Internal Revenue Service that the interest on this Amended and Restated Tax-Exempt Series 2024A (WFB) Variable Rate Note is includable in the gross income of the Registered Owner; or (iii) receipt by the Authority or Registered Owner of an opinion of counsel experienced in tax matters regarding municipal bonds that the interest on this Amended and Restated Tax-Exempt Series 2024A (WFB) Variable Rate Note has become includable in the gross income of the Registered Owner for federal income tax purposes. For all purposes of this definition, a Determination of Taxability will be deemed to occur on the date as of which the interest on this Amended and Restated Tax-Exempt Series 2024A (WFB) Variable Rate Note is deemed includable in the gross income of the Registered Owner.

In no event, however, shall interest be charged or paid in an amount in excess of the maximum interest rate permitted to be paid under applicable law.

This provision shall survive payment of this Amended and Restated Tax-Exempt Series 2024A (WFB) Variable Rate Note until such time as the federal statute of limitations under which the interest on this Amended and Restated Tax-Exempt Series 2024A (WFB) Variable Rate Note could be declared taxable under the Code shall have expired.

Additional Definition

"Taxable Rate" means a rate equal to Daily Simple SOFR, plus the Taxable Applicable Spread.

This Amended and Restated Taxable Series 2024A (WFB) Variable Rate Note is issued under the authority of Chapter 57-1658, Special Laws of Florida 1957, which was subsequently repealed, recodified and amended by Chapter 98-492, Special Laws of Florida 1998 as amended, the Charter of the Authority, and other applicable provisions of law, and pursuant and subject to the terms and conditions of an Amended and Restated Revolving Credit Agreement, dated March 31, 2026 (as amended, restated or otherwise modified from time to time, the "Credit Agreement"), between the Authority and Wells Fargo Bank, National Association (the "Bank"), to which reference should be made to ascertain those terms and conditions. Capitalized terms not defined herein have the meaning ascribed to them in the Credit Agreement.

Pursuant to the Credit Agreement, the Authority may borrow, repay and re-borrow, and the Bank may advance and re-advance under this Amended and Restated Taxable Series 2024A (WFB) Variable Rate Note from time to time until the maturity hereof (each an "Advance" and together the "Advances"), so long as the total principal amount outstanding hereunder and under the Authority's Amended and Restated Tax-Exempt Series 2024A (WFB) Variable Rate Note, Tax-Exempt Series 2026A (WFB) Fixed Rate Note and Taxable Series 2026A (WFB) Fixed Rate Note (each as defined in the Credit Agreement) at any one time does not exceed the Authorized Amount. The Bank's obligation to make Advances under this Amended and Restated Taxable Series 2024A (WFB) Variable Rate Note shall be suspended for such time as the Authority is in Default (without regard to any applicable grace period) under the Credit Agreement. As of the date of each proposed Advance, the Authority shall be deemed to represent that each representation made in the Credit Agreement is true as of such date.

This Amended and Restated Taxable Series 2024A (WFB) Variable Rate Note is payable solely from and secured solely by a pledge of and lien upon certain funds of the Authority, consisting of the "Pledged Funds" as defined in the Credit Agreement.

This Amended and Restated Taxable Series 2024A (WFB) Variable Rate Note shall not constitute a general obligation or indebtedness of the Authority or the City of Orlando, Florida (the "City"), and the Bank shall never have the right to require or compel the levy of taxes on any property of or in the Authority or the City for the payment of the principal of and interest on this Amended and Restated Taxable Series 2024A (WFB) Variable Rate Note. This Amended and Restated Taxable Series 2024A (WFB) Variable Rate Note shall not constitute a lien upon any Project, or upon any property of or in the Authority, but shall be payable solely from the Pledged Funds in the manner provided in the Credit Agreement. Reference is made to the Credit Agreement for the provisions relating to the security for payment of this Amended and Restated Taxable Series 2024A (WFB) Variable Rate Note and the duties and obligations of the Authority hereunder.

In addition to all other rights contained in this Amended and Restated Taxable Series 2024A (WFB) Variable Rate Note, if a Default (as defined in the Credit Agreement) occurs and as long as a Default continues, this Amended and Restated Taxable Series 2024A (WFB) Variable Rate Note shall bear interest at a fluctuating rate of interest per annum equal to the greatest of (i) the Prime Rate in effect at such time plus four percent (4.0%), (ii) the Federal Funds Rate in effect

at such time plus five percent (5.0%), and (iii) ten percent (10.0%) (the "Default Rate"). Once such Default is cured to the reasonable satisfaction of the Bank, this Amended and Restated Taxable Series 2024A (WFB) Variable Rate Note shall bear interest at the rate otherwise payable hereon. The Default Rate shall also apply from acceleration until the amounts payable hereunder or any judgment thereon is paid in full.

The Authority to the extent permitted by law hereby waives presentment, demand, protest and notice of dishonor.

It is hereby certified and recited that all acts, conditions and things required by the Constitution and laws of the State of Florida to happen, exist and be performed precedent to and in the issuance of this Amended and Restated Taxable Series 2024A (WFB) Variable Rate Note, have happened, exist and have been performed in regular and due form and time as so required.

This Amended and Restated Taxable Series 2024A (WFB) Variable Rate Note amends and restates and is issued in replacement of that certain Taxable Series 2024A (WFB) Revolving Credit Note, dated April 4, 2024, executed by the Authority and the City and payable to the Registered Owner in the principal amount of not to exceed TWO HUNDRED SEVENTY-FIVE MILLION DOLLARS AND NO CENTS (\$275,000,000.00) and is not intended to constitute a novation of the Authority's or the City's obligations thereunder.

[Signature pages follow]

[SIGNATURE PAGE OF GREATER ORLANDO AVIATION AUTHORITY TO AMENDED
AND RESTATED TAXABLE SERIES 2024A (WFB) VARIABLE RATE NOTE]

IN WITNESS WHEREOF, the Greater Orlando Aviation Authority, has caused this Amended and Restated Taxable Series 2024A (WFB) Variable Rate Note to be executed by the Chair, and attested by the Assistant Secretary, either manually or with their facsimile signatures, and its seal or a facsimile thereof to be affixed, impressed, imprinted, lithographed or reproduced hereon, and this Amended and Restated Taxable Series 2024A (WFB) Variable Rate Note to be dated as of the Date of Amendment and Restatement.

GREATER ORLANDO AVIATION
AUTHORITY

By: _____
Chair

(SEAL)

ATTEST:

By: _____
Assistant Secretary

[SIGNATURE PAGE OF CITY OF ORLANDO, FLORIDA TO AMENDED AND RESTATED TAXABLE SERIES 2024A (WFB) VARIABLE RATE NOTE]

IN WITNESS WHEREOF, the City of Orlando, Florida has caused this Amended and Restated Taxable Series 2024A (WFB) Variable Rate Note to be executed by the Mayor, and attested by the City Clerk, either manually or with their facsimile signatures, and its seal or a facsimile thereof to be affixed, impressed, imprinted, lithographed or reproduced hereon, and this Amended and Restated Taxable Series 2024A (WFB) Variable Rate Note to be dated as of the Date of Amendment and Restatement.

THE CITY OF ORLANDO, FLORIDA

By: _____
Chair

(SEAL)

ATTESTED AND COUNTERSIGNED:

By: _____
City Clerk

EXHIBIT C

FORM OF TAX-EXEMPT SERIES 2026A (WFB) FIXED RATE NOTE

NO. TE-1

**GREATER ORLANDO AVIATION AUTHORITY
TAX-EXEMPT SERIES 2026A (WFB) FIXED RATE NOTE**

<u>RATE OF INTEREST</u>	<u>MATURITY DATE</u>	<u>DATE OF ISSUE</u>
Fixed	March 31, 2028	March 31, 2026

REGISTERED OWNER: WELLS FARGO MUNICIPAL CAPITAL STRATEGIES, LLC

AUTHORIZED AMOUNT: UP TO THREE HUNDRED FIFTY MILLION DOLLARS AND NO CENTS

KNOW ALL MEN BY THESE PRESENTS, that the Greater Orlando Aviation Authority (the "Authority"), for value received, hereby promises to pay to the Registered Owner on the Maturity Date specified above, so much of the Authorized Amount hereof as shall have been advanced hereunder and remains outstanding on such date (the "Outstanding Principal"), plus interest on the amount of each Advance hereunder from the date of the Advance at the annual fixed rate of interest described herein until repayment of such amount, such interest to be calculated on a 360-day year, consisting of twelve 30-day months, and payable monthly on the first (1st) day of each calendar month. On the Maturity Date, the Authority will pay the Registered Owner all Outstanding Principal and all accrued unpaid interest thereon.

Each Advance evidenced by this Tax-Exempt Series 2026A (WFB) Fixed Rate Note shall bear interest on the amount of each Advance hereunder at a rate per annum equal to the "Fixed Rate" as designated in the Fixed Rate Requisition for such Advance. The rate of interest on this Tax-Exempt Series 2026A (WFB) Fixed Rate Note is subject to adjustment as set forth on Schedule A hereto.

The Authority shall pay to the Registered Owner principal payments on this Tax-Exempt Series 2026A (WFB) Fixed Rate Note in the amounts and on the dates designated in the applicable Fixed Rate Requisition.

This Tax-Exempt Series 2026A (WFB) Fixed Rate Note may be prepaid in whole or in part on any Business Day prior to maturity upon three (3) Business Days' prior written notice to the Registered Owner specifying the principal amount and the date of such prepayment subject to the call provisions designated in the applicable Fixed Rate Requisition for the related Advance. Prepayments shall be applied, first, to payment of the breakage fee, second, to interest accrued

as of the date of such prepayment, and third, to reduction of the principal. Principal of, premium, if any, and interest on this Tax-Exempt Series 2026A (WFB) Fixed Rate Note are payable in immediately available funds constituting lawful money of the United States of America at such place (the "Payment Office of the Bank") as the Registered Owner may designate to the Authority.

This Tax-Exempt Series 2026A (WFB) Fixed Rate Note is issued under the authority of Chapter 57-1658, Special Laws of Florida 1957, which was subsequently repealed, recodified and amended by Chapter 98-492, Special Laws of Florida 1998 as amended, the Charter of the Authority, and other applicable provisions of law, and pursuant and subject to the terms and conditions of an Amended and Restated Revolving Credit Agreement, dated March 31, 2026 (as amended, restated or otherwise modified from time to time, the "Credit Agreement"), between the Authority and Wells Fargo Bank, National Association (the "Bank"), to which reference should be made to ascertain those terms and conditions. Capitalized terms not defined herein have the meaning ascribed to them in the Credit Agreement. The terms designated in Schedule A of each Fixed Rate Requestion for each related Advance under this Tax-Exempt Series 2026A Fixed Rate Note shall be incorporated herein by reference.

Pursuant to the Credit Agreement, the Authority may borrow, repay and re-borrow, and the Bank may advance and re-advance under this Tax-Exempt Series 2026A (WFB) Fixed Rate Note from time to time until the maturity hereof (each an "Advance" and together the "Advances"), so long as the total principal amount outstanding hereunder and under the Authority's Amended and Restated Tax-Exempt Series 2024A (WFB) Variable Rate Note, Amended and Restated Taxable Series 2024A (WFB) Variable Rate Note and Taxable Series 2026A (WFB) Fixed Rate Note (each as defined in the Credit Agreement) at any one time does not exceed the Authorized Amount. The Bank's obligation to make Advances under this Tax-Exempt Series 2026A (WFB) Fixed Rate Note shall be suspended for such time as the Authority is in Default (without regard to any applicable grace period) under the Credit Agreement. As of the date of each proposed Advance, the Authority shall be deemed to represent that each representation made in the Credit Agreement is true as of such date.

This Tax-Exempt Series 2026A (WFB) Fixed Rate Note is payable solely from and secured solely by a pledge of and lien upon certain funds of the Authority, consisting of the "Pledged Funds" as defined in the Credit Agreement.

This Tax-Exempt Series 2026A (WFB) Fixed Rate Note shall not constitute a general obligation or indebtedness of the Authority or the City of Orlando, Florida (the "City"), and the Bank shall never have the right to require or compel the levy of taxes on any property of or in the Authority or the City for the payment of the principal of, premium, if any, and interest on this Tax-Exempt Series 2026A (WFB) Fixed Rate Note. This Tax-Exempt Series 2026A (WFB) Fixed Rate Note shall not constitute a lien upon any Project, or upon any property of or in the Authority, but shall be payable solely from the Pledged Funds in the manner provided in the Credit Agreement. Reference is made to the Credit Agreement for the provisions relating to the

security for payment of this Tax-Exempt Series 2026A (WFB) Fixed Rate Note and the duties and obligations of the Authority hereunder.

In addition to all other rights contained in this Tax-Exempt Series 2026A (WFB) Fixed Rate Note, if a Default (as defined in the Credit Agreement) occurs and as long as a Default continues, this Tax-Exempt Series 2026A (WFB) Fixed Rate Note shall bear interest at a fluctuating rate of interest per annum equal to the greatest of (i) the Prime Rate in effect at such time plus four percent (4.0%), (ii) the Federal Funds Rate in effect at such time plus five percent (5.0%), and (iii) ten percent (10.0%) (the "Default Rate"). Once such Default is cured to the reasonable satisfaction of the Bank, this Tax-Exempt Series 2026A (WFB) Fixed Rate Note shall bear interest at the rate otherwise payable hereon. The Default Rate shall also apply from acceleration until the amounts payable hereunder or any judgment thereon is paid in full.

The Authority to the extent permitted by law hereby waives presentment, demand, protest and notice of dishonor.

It is hereby certified and recited that all acts, conditions and things required by the Constitution and laws of the State of Florida to happen, exist and be performed precedent to and in the issuance of this Tax-Exempt Series 2026A (WFB) Fixed Rate Note, have happened, exist and have been performed in regular and due form and time as so required.

[Signature pages follow]

[SIGNATURE PAGE OF GREATER ORLANDO AVIATION AUTHORITY TO
TAX-EXEMPT SERIES 2026A (WFB) FIXED RATE NOTE]

IN WITNESS WHEREOF, the Greater Orlando Aviation Authority, has caused this Tax-Exempt Series 2026A (WFB) Fixed Rate Note to be executed by the Chair, and attested by the Assistant Secretary, either manually or with their facsimile signatures, and its seal or a facsimile thereof to be affixed, impressed, imprinted, lithographed or reproduced hereon, and this Tax-Exempt Series 2026A (WFB) Fixed Rate Note to be dated as of the Date of Issue.

GREATER ORLANDO AVIATION
AUTHORITY

By: _____
Chair

(SEAL)

ATTEST:

By: _____
Assistant Secretary

[SIGNATURE PAGE OF CITY OF ORLANDO, FLORIDA TO TAX-EXEMPT SERIES
2026A (WFB) FIXED RATE NOTE]

IN WITNESS WHEREOF, the City of Orlando, Florida has caused this Tax-Exempt Series 2026A (WFB) Fixed Rate Note to be executed by the Mayor, and attested by the City Clerk, either manually or with their facsimile signatures, and its seal or a facsimile thereof to be affixed, impressed, imprinted, lithographed or reproduced hereon, and this Tax-Exempt Series 2026A (WFB) Fixed Rate Note to be dated as of the Date of Issue.

THE CITY OF ORLANDO, FLORIDA

By: _____
Chair

(SEAL)

ATTESTED AND COUNTERSIGNED:

By: _____
City Clerk

SCHEDULE A

ADJUSTMENT TO INTEREST RATE

Taxable Rate

In the event of a "Determination of Taxability" (as hereinafter defined), this Tax-Exempt Series 2026A (WFB) Fixed Rate Note shall bear interest at the rate equal to the Taxable Rate as defined below (the "Taxable Rate"), from and after and retroactively to the date as of which such Determination of Taxability is made and the Registered Owner shall be entitled to such additional interest on this Tax-Exempt Series 2024A (WFB) Fixed Rate Note. The Authority shall on the next interest payment date following a Determination of Taxability (or if this Tax-Exempt Series 2024A (WFB) Fixed Rate Note shall have matured, within 30 days after demand by the Registered Owner) hereon pay to the Registered Owner an amount equal to the sum of (1) the difference between (A) the total interest that would have accrued on this Tax-Exempt Series 2024A (WFB) Fixed Rate Note at the Taxable Rate from the effective date of the Determination of Taxability to such next interest payment date (or maturity date), and (B) the actual interest paid by the Authority on this Tax-Exempt Series 2024A (WFB) Fixed Rate Note from such effective date of the Determination of Taxability to such next interest payment date (or maturity date), and (2) any interest and penalties required to be paid as a result of any additional State of Florida and federal income taxes imposed upon the Registered Owner arising as a result of such Determination of Taxability. For purposes hereof, "Determination of Taxability" means the circumstance of the interest on this Tax-Exempt Series 2024A (WFB) Fixed Rate Note becoming includable for federal income tax purposes in the gross income of the Registered Owner as a consequence of any act or omission of the Authority (except for any act or omission caused or requested by the Registered Owner) or change in the Code eliminating the exclusion of interest on this Tax-Exempt Series 2024A (WFB) Fixed Rate Note. A Determination of Taxability will be deemed to have occurred upon (i) the receipt by the Authority or the Registered Owner of an original or a copy of an Internal Revenue Service Technical Advice Memorandum, Statutory Notice of Deficiency or similar document which holds that the interest on this Tax-Exempt Series 2024A (WFB) Fixed Rate Note is includable in the gross income of the Registered Owner; (ii) the issuance of any public or private ruling of the Internal Revenue Service that the interest on this Tax-Exempt Series 2024A (WFB) Fixed Rate Note is includable in the gross income of the Registered Owner; or (iii) receipt by the Authority or Registered Owner of an opinion of counsel experienced in tax matters regarding municipal bonds that the interest on this Tax-Exempt Series 2024A (WFB) Fixed Rate Note has become includable in the gross income of the Registered Owner for federal income tax purposes. For all purposes of this definition, a Determination of Taxability will be deemed to occur on the date as of which the interest on this Tax-Exempt Series 2024A (WFB) Fixed Rate Note is deemed includable in the gross income of the Registered Owner.

In no event, however, shall interest be charged or paid in an amount in excess of the maximum interest rate permitted to be paid under applicable law.

This provision shall survive payment of this Tax-Exempt Series 2024A (WFB) Fixed Rate Note until such time as the federal statute of limitations under which the interest on this Tax-Exempt Series 2024A (WFB) Fixed Rate Note could be declared taxable under the Code shall have expired.

Additional Definitions.

“Maximum Federal Corporate Tax Rate” means, for any day, the maximum rate of income taxation imposed on corporations pursuant to Section 11(b) of the Code, as in effect as of such day (or, if as a result of a change in the Code, the rate of income taxation imposed on corporations generally shall not be applicable to the Bank, the maximum statutory rate of federal income taxation which could apply to the Bank as of such day).

“Taxable Rate” means, for each day, a rate of interest per annum equal to the product of (i) the interest rate on this Tax-Exempt Series 2026A (WFB) Fixed Rate Note for such day and (ii) the applicable Taxable Rate Factor.

“Taxable Rate Factor” means, for each day that the Taxable Rate is determined, the quotient of (i) one divided by (ii) one minus the Maximum Federal Corporate Tax Rate in effect as of such day.

EXHIBIT D

FORM OF TAXABLE SERIES 2026A (WFB) FIXED RATE NOTE

NO. T-1

**GREATER ORLANDO AVIATION AUTHORITY
TAXABLE SERIES 2026A (WFB) FIXED RATE NOTE**

<u>RATE OF INTEREST</u>	<u>MATURITY DATE</u>	<u>DATE OF ISSUE</u>
Fixed	March 31, 2028	March 31, 2026

REGISTERED OWNER: WELLS FARGO BANK, NATIONAL ASSOCIATION

AUTHORIZED AMOUNT: UP TO THREE HUNDRED FIFTY MILLION DOLLARS AND NO CENTS

KNOW ALL MEN BY THESE PRESENTS, that the Greater Orlando Aviation Authority (the "Authority"), for value received, hereby promises to pay to the Registered Owner on the Maturity Date specified above, so much of the Authorized Amount hereof as shall have been advanced hereunder and remains outstanding on such date (the "Outstanding Principal"), plus interest on the amount of each Advance hereunder from the date of the Advance at the annual fixed rate of interest described herein until repayment of such amount, such interest to be calculated on a 360-day year, consisting of twelve 30-day months, and payable monthly on the first (1st) day of each calendar month. On the Maturity Date, the Authority will pay the Registered Owner all Outstanding Principal and all accrued unpaid interest thereon.

Each Advance evidenced by this Taxable Series 2026A (WFB) Fixed Rate Note shall bear interest on the amount of each Advance hereunder at a rate per annum equal to the "Fixed Rate" as designated in the Fixed Rate Requisition for such Advance.

The Authority shall pay to the Registered Owner principal payments on this Taxable Series 2026A (WFB) Fixed Rate Note in the amounts and on the dates designated in the applicable Fixed Rate Requisition.

This Taxable Series 2026A (WFB) Fixed Rate Note may be prepaid in whole or in part on any Business Day prior to maturity upon three (3) Business Days' prior written notice to the Registered Owner specifying the principal amount and the date of such prepayment subject to the call provisions designated in the applicable Fixed Rate Requisition for the related Advance. Prepayments shall be applied, first, to payment of the breakage fee, second, to interest accrued as of the date of such prepayment, and third, to reduction of the principal. Principal of, premium, if any, and interest on this Taxable Series 2026A (WFB) Fixed Rate Note are payable in

immediately available funds constituting lawful money of the United States of America at such place (the "Payment Office of the Bank") as the Registered Owner may designate to the Authority.

This Taxable Series 2026A (WFB) Fixed Rate Note is issued under the authority of Chapter 57-1658, Special Laws of Florida 1957, which was subsequently repealed, recodified and amended by Chapter 98-492, Special Laws of Florida 1998 as amended, the Charter of the Authority, and other applicable provisions of law, and pursuant and subject to the terms and conditions of an Amended and Restated Revolving Credit Agreement, dated March 31, 2026 (as amended, restated or otherwise modified from time to time, the "Credit Agreement"), between the Authority and Wells Fargo Bank, National Association (the "Bank"), to which reference should be made to ascertain those terms and conditions. Capitalized terms not defined herein have the meaning ascribed to them in the Credit Agreement. The terms designated in Schedule A of each Fixed Rate Requestion for each related Advance under this Taxable Series 2026A Fixed Rate Note shall be incorporated herein by reference.

Pursuant to the Credit Agreement, the Authority may borrow, repay and re-borrow, and the Bank may advance and re-advance under this Taxable Series 2026A (WFB) Fixed Rate Note from time to time until the maturity hereof (each an "Advance" and together the "Advances"), so long as the total principal amount outstanding hereunder and under the Authority's Amended and Restated Tax-Exempt Series 2024A (WFB) Variable Rate Note, Amended and Restated Taxable Series 2024A (WFB) Variable Rate Note and Tax-Exempt Series 2026A (WFB) Fixed Rate Note (each as defined in the Credit Agreement) at any one time does not exceed the Authorized Amount. The Bank's obligation to make Advances under this Taxable Series 2026A (WFB) Fixed Rate Note shall be suspended for such time as the Authority is in Default (without regard to any applicable grace period) under the Credit Agreement. As of the date of each proposed Advance, the Authority shall be deemed to represent that each representation made in the Credit Agreement is true as of such date.

This Taxable Series 2026A (WFB) Fixed Rate Note is payable solely from and secured solely by a pledge of and lien upon certain funds of the Authority, consisting of the "Pledged Funds" as defined in the Credit Agreement.

This Taxable Series 2026A (WFB) Fixed Rate Note shall not constitute a general obligation or indebtedness of the Authority or the City of Orlando, Florida (the "City"), and the Bank shall never have the right to require or compel the levy of taxes on any property of or in the Authority or the City for the payment of the principal of, premium, if any, and interest on this Taxable Series 2026A (WFB) Fixed Rate Note. This Taxable Series 2026A (WFB) Fixed Rate Note shall not constitute a lien upon any Project, or upon any property of or in the Authority, but shall be payable solely from the Pledged Funds in the manner provided in the Credit Agreement. Reference is made to the Credit Agreement for the provisions relating to the security for payment of this Taxable Series 2026A (WFB) Fixed Rate Note and the duties and obligations of the Authority hereunder.

In addition to all other rights contained in this Taxable Series 2026A (WFB) Fixed Rate Note, if a Default (as defined in the Credit Agreement) occurs and as long as a Default continues, this Taxable Series 2026A (WFB) Fixed Rate Note shall bear interest at a fluctuating rate of interest per annum equal to the greatest of (i) the Prime Rate in effect at such time plus four percent (4.0%), (ii) the Federal Funds Rate in effect at such time plus five percent (5.0%), and (iii) ten percent (10.0%) (the "Default Rate"). Once such Default is cured to the reasonable satisfaction of the Bank, this Taxable Series 2026A (WFB) Fixed Rate Note shall bear interest at the rate otherwise payable hereon. The Default Rate shall also apply from acceleration until the amounts payable hereunder or any judgment thereon is paid in full.

The Authority to the extent permitted by law hereby waives presentment, demand, protest and notice of dishonor.

It is hereby certified and recited that all acts, conditions and things required by the Constitution and laws of the State of Florida to happen, exist and be performed precedent to and in the issuance of this Taxable Series 2026A (WFB) Fixed Rate Note, have happened, exist and have been performed in regular and due form and time as so required.

[Signature pages follow]

[SIGNATURE PAGE OF GREATER ORLANDO AVIATION AUTHORITY TO
TAXABLE SERIES 2026A (WFB) FIXED RATE NOTE]

IN WITNESS WHEREOF, the Greater Orlando Aviation Authority, has caused this Taxable Series 2026A (WFB) Fixed Rate Note to be executed by the Chair, and attested by the Assistant Secretary, either manually or with their facsimile signatures, and its seal or a facsimile thereof to be affixed, impressed, imprinted, lithographed or reproduced hereon, and this Taxable Series 2026A (WFB) Fixed Rate Note to be dated as of the Date of Issue.

GREATER ORLANDO AVIATION
AUTHORITY

By: _____
Chair

(SEAL)

ATTEST:

By: _____
Assistant Secretary

[SIGNATURE PAGE OF CITY OF ORLANDO, FLORIDA TO TAXABLE SERIES
2026A (WFB) FIXED RATE NOTE]

IN WITNESS WHEREOF, the City of Orlando, Florida has caused this Taxable Series 2026A (WFB) Fixed Rate Note to be executed by the Mayor, and attested by the City Clerk, either manually or with their facsimile signatures, and its seal or a facsimile thereof to be affixed, impressed, imprinted, lithographed or reproduced hereon, and this Taxable Series 2026A (WFB) Fixed Rate Note to be dated as of the Date of Issue.

THE CITY OF ORLANDO, FLORIDA

By: _____
Chair

(SEAL)

ATTESTED AND COUNTERSIGNED:

By: _____
City Clerk

EXHIBIT E

FORM OF VARIABLE RATE REQUISITION

REQUISITION DATE: _____

REQUISITION NO.: _____

DATE OF ADVANCE: _____

PRINCIPAL AMOUNT: _____ MILLION DOLLARS AND NO CENTS

ADVANCE UNDER: _____ Amended and Restated Tax-Exempt Series 2024A (WFB)
Variable Rate Note

_____ Amended and Restated Taxable Series 2024A (WFB)
Variable Rate Note

TO: Wells Fargo Bank, National Association

You are hereby authorized and directed, pursuant to the provisions of the Amended and Restated Revolving Credit Agreement, dated March 31, 2026, between the Greater Orlando Aviation Authority (the "Authority") and Wells Fargo Bank, National Association (the "Bank") and those certain (i) Amended and Restated Tax-Exempt Series 2024A (WFB) Variable Rate Note and (ii) Amended and Restated Taxable Series 2024A Variable Rate Note, each dated March 31, 2026, issued by the Authority (the "Series 2024A Variable Rate Notes"), to advance the above referenced Principal Amount, which advance shall be recorded on books and records of the Bank, and thereby become a portion of the principal due and owing under the applicable Series 2024A Variable Rate Note. By this requisition, you are hereby authorized and empowered to deposit into the account of the Authority specified below the amount hereof without any further action on the part of the Authority. Capitalized terms not defined herein have the meaning ascribed to them in the Series 2024A Variable Rate Notes.

No Event of Default described in such Revolving Credit Agreement has occurred and is continuing.

**GREATER ORLANDO AVIATION
AUTHORITY**

By: _____
Chief Financial Officer

Greater Orlando Aviation Authority
Account Information:

EXHIBIT F

FORM OF FIXED RATE REQUISITION

REQUISITION DATE: _____

REQUISITION NO.: _____

DATE OF ADVANCE: _____

PRINCIPAL AMOUNT: _____ MILLION DOLLARS AND NO CENTS

ADVANCE UNDER: _____ Tax-Exempt Series 2026A (WFB) Fixed Rate Note

_____ Taxable Series 2026A (WFB) Fixed Rate Note

TO: Wells Fargo Bank, National Association

You are hereby authorized and directed, pursuant to the provisions of the Amended and Restated Revolving Credit Agreement, dated March 31, 2026 (the "Agreement") between the Greater Orlando Aviation Authority (the "Authority") and Wells Fargo Bank, National Association (the "Bank") and those certain (i) Tax-Exempt Series 2026A (WFB) Fixed Rate Note and (ii) Taxable Series 2026A (WFB) Fixed Rate Note, each dated March 31, 2026, issued by the Authority (the "Series 2026A Fixed Rate Notes"), to advance the above referenced Principal Amount, which advance shall be recorded on books and records of the Bank, and thereby become a portion of the principal due and owing under the applicable Series 2026A Fixed Rate Note. By this requisition, you are hereby authorized and empowered to deposit into the account of the Authority specified below the amount hereof without any further action on the part of the Authority. Capitalized terms not defined herein have the meaning ascribed to them in the Series 2026A Fixed Rate Notes.

The Authority and the Bank agree that the Series 2026A Fixed Rate Notes shall be supplemented by the additional terms designated in Schedule A attached hereto. This requisition is the Fixed Rate Requisition referenced in the Series 2026A Fixed Rate Notes.

No Event of Default described in such Agreement has occurred and is continuing.

**GREATER ORLANDO AVIATION
AUTHORITY**

By: _____
Chief Financial Officer

Greater Orlando Aviation Authority
Account Information:

ACKNOWLEDGED AND AGREED TO:

WELLS FARGO BANK, NATIONAL ASSOCIATION

By: _____
Name: _____
Title: _____

**SCHEDULE A
TO FIXED RATE REQUISITION**

GREATER ORLANDO AVIATION AUTHORITY
**[TAX-EXEMPT SERIES 2026A (WFB) FIXED RATE NOTE][TAXABLE
SERIES 2026A (WFB) FIXED RATE NOTE]**

ADDITIONAL TERMS:

Fixed Rate: [_____] basis points ([____].[____]%)

Payment Schedule: The Authority shall pay to the Registered Owner principal payments on the **[Tax-Exempt Series 2026A (WFB) Fixed Rate Note][Taxable Series 2026A (WFB) Fixed Rate Note]** in the amounts and on the dates set forth below:

<u>Payment Date</u>	<u>Principal Amount (\$)</u>
[_____]	[_____]
[_____]	[_____]
[March 31, 2028]	[_____]

Call Option: [The principal of and interest on the **[Tax-Exempt Series 2026A (WFB) Fixed Rate Note][Taxable Series 2026A (WFB) Fixed Rate Note]** may be prepaid on or after [_____, 20__].] **OR** [The principal of and interest on the **[Tax-Exempt Series 2026A (WFB) Fixed Rate Note][Taxable Series 2026A (WFB) Fixed Rate Note]** may be prepaid subject to the payment of a breakage fee, if any, as set forth below in this Schedule A under the section titled "Computation of Breakage Fee".]

Break Schedule:

The Schedule of Principal Amounts for the Scheduled Due Dates is specified below:

<u>Scheduled Due Date</u>	<u>Schedule of Principal Amount (\$)</u>
[_____]	[_____]
[_____]	[_____]
[_____]	[_____]

[Remainder of Page Intentionally Left Blank]

COMPUTATION OF BREAKAGE FEE

Upon the occurrence of a Break Event, the Breakage Fee shall be calculated and paid as follows:

"Break Date" means any date that a Break Event occurs.

"Break Event" means any prepayment of the [Tax-Exempt Series 2026A (WFB) Fixed Rate Note][Taxable Series 2026A (WFB) Fixed Rate Note].

"Calculation Agent" will be Wells Fargo Bank, National Association. If for any reason Wells Fargo Bank, National Association is unable or unwilling to calculate the Breakage Fee, the Calculation Agent shall be an independent financial advisor or investment banker appointed by the Authority with the consent of the Registered Owner.

"Day Count Fraction" is the anticipated basis on which interest on the [Tax-Exempt Series 2026A (WFB) Fixed Rate Note][Taxable Series 2026A (WFB) Fixed Rate Note] is to be computed. The Day Count Fraction utilizes a 360-day year and consisting of twelve 30-day months.

"Fixed Rate" means the rate per annum designated as the "Fixed Rate" in the Fixed Rate Requisition.

"Maturity Date" means March 31, 2028.

"Scheduled Due Date" means each date specified on the Break Schedule designated in the Fixed Rate Requisition.

"Schedule of Principal Amounts" is the anticipated principal amount of the [Tax-Exempt Series 2026A (WFB) Fixed Rate Note][Taxable Series 2026A (WFB) Fixed Rate Note] scheduled to be outstanding on the date the [Tax-Exempt Series 2026A (WFB) Fixed Rate Note][Taxable Series 2026A (WFB) Fixed Rate Note] is funded and on the Scheduled Due Date. The Schedule of Principal Amounts for the Scheduled Due Dates is specified on the Break Schedule designated in the Fixed Rate Requisition.

1. In connection with any Break Event, a Breakage Fee shall be paid by the Authority if the Breakage Fee is a positive number. No Breakage Fee shall be payable for a Break Event if the Breakage Fee for that Break Event is a negative number. Breakage Fees will be determined by the Calculation Agent, on the Business Day next preceding any Break Date and will be calculated for the [Tax-Exempt Series 2026A (WFB) Fixed Rate Note][Taxable Series 2026A (WFB) Fixed Rate Note] as follows:

"Breakage Fee" for any Break Event is the difference of:

(i) the sum of the present values of a series of amounts computed for each Scheduled Due Date after the Break Date through the Maturity Date for the [**Tax-Exempt Series 2026A (WFB) Fixed Rate Note**][**Taxable Series 2026A (WFB) Fixed Rate Note**], each of which amounts is equal to the product of (A) the Affected Principal Amount for the Affected Principal Period ending on the Scheduled Due Date, times (B) the Fixed Rate, times (C) the Day Count Fraction for such Affected Principal Period,

minus

(ii) the sum of the present values of a series of amounts computed for each Scheduled Due Date after the Break Date through the Maturity Date for the [**Tax-Exempt Series 2026A (WFB) Fixed Rate Note**][**Taxable Series 2026A (WFB) Fixed Rate Note**], each of which amounts is equal to the product of (A) the Affected Principal Amount for the Affected Principal Period ending on the Scheduled Due Date, times (B) the Break Rate, times (C) the Day Count Fraction for such Affected Principal Period,

where:

(1) the Calculation Agent computes such present values by discounting each such series of amounts described in clause (i) and (ii) above from the Scheduled Due Date to the Break Date using a series of discount factors corresponding to the Scheduled Due Date as determined by the Calculation Agent from the swap yield curve that the Calculation Agent would use as of the Break Date in valuing a series of fixed rate interest rate swap payments similar to such series of amounts;

(2) the "Affected Principal Amount" for an Affected Principal Period is the principal amount of the [**Tax-Exempt Series 2026A (WFB) Fixed Rate Note**][**Taxable Series 2026A (WFB) Fixed Rate Note**] reflected in the Schedule of Principal Amounts scheduled to be outstanding during that Affected Principal Period determined as of the relevant Break Date by the reference to such Schedule of Principal Amounts before giving effect to any Break Event on that Break Date, and for any Break Event, multiplying each such principal amount times the Prepayment Fraction;

(3) "Affected Principal Period" is each period from and including a Scheduled Due Date to but excluding the next succeeding Scheduled Due Date; provided, however, if the Break Date is not a Scheduled Due Date, the initial Affected Principal Period shall be the period from and including the Break Date to but excluding the next succeeding Scheduled Due Date and the Affected Principal Period for such initial Affected Principal Period shall be the amount stated in the Schedule of Principal Amounts outstanding for the Scheduled Due Date next preceding the Break Date;

(4) "Prepayment Fraction" means, for each Scheduled Due Date, a fraction the numerator of which is the amount of the credit to be applied pursuant to the applicable provisions of the [**Tax-Exempt Series 2026A (WFB) Fixed Rate Note**][**Taxable Series 2026A (WFB) Fixed Rate Note**] and the Credit Agreement to reduce the amount of the prepayment otherwise due on such date and the denominator of which is the amount of the payment otherwise due on such date (without regard to such credit); and

(5) "Break Rate" means, for any Break Date, and with respect to the [**Tax-Exempt Series 2026A (WFB) Fixed Rate Note**][**Taxable Series 2026A (WFB) Fixed Rate Note**], the fixed rate the Calculation Agent determines is representative of what swap dealers would be willing to pay to the Calculation Agent (or, if required to be cleared under the Commodity Exchange Act or a Commodity Futures Trading Commission rule or regulation promulgated thereunder, to a swap clearinghouse) as fixed rate payors on a monthly basis in return for receiving the daily average of SOFR over a one-month period (or such alternate rate index designated for use in lieu of SOFR by the International Swaps and Derivatives Association) based payments monthly under interest rate swap transactions that would commence on such Break Date, and mature on, or as close as commercially practicable to, the Maturity Date for the [**Tax-Exempt Series 2026A (WFB) Fixed Rate Note**][**Taxable Series 2026A (WFB) Fixed Rate Note**].

2. The Calculation Agent shall determine the Breakage Fee hereunder in good faith and reasonable manner using such methodology as the Calculation Agent deems appropriate under the circumstance, and the Calculation Agent's determination shall be conclusive and binding in the absence of manifest error.

EXHIBIT G

FORM OF REQUEST FOR INCREASE

Dated as of: _____

Wells Fargo Bank, National Association
100 S. Ashley Drive, 10th Floor
Tampa, Florida 33602
MAC Z0307-085
ATTENTION: Linda Hallowell

Ladies and Gentlemen:

The undersigned, an Authorized Authority Representative, refers to the Amended and Restated Revolving Credit Agreement, dated March 31, 2026 (together with any amendments or supplements thereto, the “Agreement”), between the Greater Orlando Aviation Authority (the “Authority”) and Wells Fargo Bank, National Association (the “Bank”). Capitalized terms used herein and not defined herein shall have the meanings assigned thereto in the Agreement.

The Authority hereby requests, pursuant to Section 3 of the Agreement, that the Authorized Amount be increased by [\$_____]¹. The Authority hereby certifies that:

1. after giving effect to the Authorized Amount Increase, the Authorized Amount will be [\$_____]²;
2. all representations and warranties of the Authority as set forth in Section 13 of the Agreement are true and correct in all material respects as though made on the date of this Request for Increase; and
3. no Default or Event of Default has occurred and is continuing as of the date of this Request Increase or will occur after giving effect to the making of the Authorized Amount Increase.

[Remainder of Page Intentionally Left Blank]

¹ Drafting Note: Such proposed increase shall be in a minimum amount equal to \$1,000,000 and any amount in excess thereof.

² Drafting Note: Authorized Amount not to exceed \$350,000,000.

IN WITNESS WHEREOF, this Request for Increase has been executed and delivered by an Authorized Authority Representative as of the date first above referenced.

Very truly yours,

GREATER ORLANDO AVIATION
AUTHORITY

By: _____
Title: _____

Memorandum

DATE: February 18, 2026

TO: Members of the Aviation Authority

FROM: Dan Giordano, Finance Committee Chair

Item Description

Recommendation of the Finance Committee to Utilize the Wells Fargo Bank Line of Credit Facility to Facilitate a Redemption for Certain Series of Outstanding Series 2015A Bonds; and Amend the FY 2026 Debt Service Budget to Account for the Required Principal and Interest Amounts to Repay Advances Made from the Wells Fargo Bank Line of Credit Facility

Background

As a result of the terrorist attacks on September 11, 2001, Congress responded by creating the Aviation Transportation and Security Act and the Transportation Security Administration (TSA). TSA then mandated that all baggage checked at US airports be screened for explosives using Explosion Detection Systems ("EDS"). This requirement led the Aviation Authority to rapidly purchase and install these systems. Congress additionally mandated the TSA to fund certain costs; however, in 2003, the Aviation Authority learned it was not going to receive TSA funds for this system as originally anticipated. Therefore, the Aviation Authority funded three main projects, BP-X013 (In-Line Baggage Screening), BP-X018 (In-Line Baggage-Phase II b), and BP-X019 (In-Line Bag Screening Ph C) (collectively, "EDS Projects") using primarily Passenger Facility Charges (PFCs), AIP, and FDOT grants to meet federal mandates.

The Aviation Authority funded a portion of the PFC-eligible EDS Projects with PFC-supported debt proceeds issued on October 8, 2008. This debt was paid off as of October 1, 2013. During FY 2017, the TSA requested documentation supporting the portion of EDS Projects that had not been reimbursed with grants. During FY 2018, the TSA completed its review of these costs and determined that MCO was entitled to receive nearly \$28 million. From November 2018 through March 2023, the Aviation Authority received reimbursement funds totaling \$26,206,182, which were deposited and are currently retained in the PFC Fund since PFCs were used to originally fund the EDS projects. Pursuant to 14 CFR § 158.39 Use of Excess PFC Funds, such funds can be utilized for approved projects (which include the EDS Projects) or retirement of outstanding PFC-supported bonds.

Issues

Staff is recommending that the Aviation Authority utilize the 2024 Wells Fargo Bank Line of Credit Facility (the "2024 WFB Facility") to make a draw based upon a variable rate of interest for the purpose of redeeming a portion of the Aviation Authority's outstanding Airport Facility Revenue Bonds, Series 2015A (the "2015A Bonds"), and to repay such draw with previously collected TSA reimbursements for the EDS Projects that were originally funded with proceeds of PFC-supported bonds.

The utilization of such TSA reimbursements to redeem a portion of the 2015A Bonds (the "Redeemed Bonds") is expected to (1) generate substantial debt service interest savings currently anticipated to be more than \$24,000,000, (2) leverage robust debt service coverage in the near term to strengthen debt service coverage in future years, and (3) place the Aviation Authority in a more favorable position to access the capital markets in the future. The Redeemed Bonds recommended for redemption total \$26,210,000 in principal amount, and are currently callable.

The Redeemed Bonds are PFC-supported debt. The Aviation Authority intends to file an amendment to its PFC approval in connection with this transaction, as is required by 14 CFR § 158.37.

Updated savings will be provided in future communications to the Board as the closing approaches and final savings will be provided as an informational item.

The FY 2026 Debt Service Budget will need to be amended to provide \$26,310,000 to be allocated to pay the required principal and interest amounts to repay advances made from the 2024 WFB Facility from the proceeds of the TSA reimbursements.

The 2015A Bonds have an optional redemption date of October 1, 2025, and are currently callable. A Conditional Notice of Redemption will be posted in advance. Draws from the 2024 WFB Facility, along with other available eligible funds as identified, would be transferred to the 2015A Debt Service Fund to fund the redemption of the Redeemed Bonds.

The Authorizing Resolution authorizes (a) the redemption of the Redeemed Bonds, (b) the Chief Financial Officer to identify the particular maturities of 2015A Bonds to constitute the Redeemed Bonds, (c) an associated amendment to the FY 2026 Debt Service Budget subject to the availability of funds to account for the required principal and interest amounts coming due to repay advances made from the 2024 WFB Facility, (d) Aviation Authority officers to approve, modify, execute and deliver the final form of all documents required in connection with the redemption of the Redeemed Bonds, among other matters, and (e) request City Council approval of these actions.

Small Business

Not applicable.

Alternatives

The Aviation Authority may also choose not to approve the Authorizing Resolution.

Associated Board Agenda Items

There are no associated Board Agenda Items.

Fiscal Impact

The estimated principal and interest debt service payment against the 2024 WFB Facility to be made during FY 2026 is \$26,310,000. It is anticipated that the draw would remain outstanding for less than 30 days.

It is requested that closing costs related to the redemption of the Redeemed Bonds, estimated at not-to-exceed \$125,000, be approved and funded from the Operations and Maintenance Fund.

Recommended Action

It is respectfully requested that the Aviation Authority Board resolve to: (1) adopt the Authorizing Resolution authorizing the redemption of the Redeemed Bonds funded by a variable rate draw on the 2024 WFB Facility; (2) approve the costs related to the execution of the transaction not-to-exceed \$125,000 to be funded from the Operations and Maintenance Fund; (3) authorize the Chair, Vice Chair, Treasurer or other Authorized Officer of the Aviation Authority and the Secretary or Assistant Secretary of the Aviation Authority to approve, modify, execute and deliver the final form of all documents required in connection with the redemption of such bonds, subject to satisfactory review by legal counsel, and to take other such actions as may be necessary or helpful for the redemption; (4) amend the FY 2026 Debt Service Budget subject to the availability of funds to account for the required principal and interest amounts coming due to repay advances made from the 2024 WFB Facility; and (5) request the Orlando City Council approval of these actions.

RESOLUTION

A RESOLUTION OF THE GREATER ORLANDO AVIATION AUTHORITY AUTHORIZING THE REDEMPTION OF ALL OR A PORTION OF THE OUTSTANDING GREATER ORLANDO AVIATION AUTHORITY AIRPORT FACILITIES REVENUE BONDS, SERIES 2015A (AMT) OF THE CITY OF ORLANDO, FLORIDA; DIRECTING THE CHIEF FINANCIAL OFFICER TO TRANSMIT FUNDS TO THE TRUSTEE WITH INSTRUCTIONS THAT THE TRUSTEE REDEEM THE SERIES 2015A BONDS AS PROVIDED HEREIN; AUTHORIZING CERTAIN OFFICIALS AND EMPLOYEES OF THE AUTHORITY TO TAKE ALL ACTIONS REQUIRED OR DESIRABLE IN CONNECTION WITH THE REDEMPTION OF SAID SERIES 2015A BONDS; AUTHORIZING AMENDMENTS TO THE FISCAL YEAR 2026 AUTHORITY BUDGET; PROVIDING CERTAIN OTHER DETAILS WITH RESPECT THERETO; AND PROVIDING AN EFFECTIVE DATE FOR THIS RESOLUTION.

WHEREAS, the Greater Orlando Aviation Authority (the “Authority”) previously issued its \$214,450,000 Airport Facilities Revenue Bonds, Series 2015A (AMT) of the City of Orlando, Florida (the “Series 2015A Bonds”) on October 20, 2015 pursuant to a resolution adopted by the governing board of the Authority on June 24, 2015 (the “Series 2015A Resolution”) supplementing the Airport Facilities Revenue Bond Resolution Authorizing Airport Facilities Revenue Bonds of the City of Orlando, Florida which was adopted on September 16, 2015, with an effective date of May 1, 2017, as amended, restated and supplemented (the “Airport Facilities Revenue Bond Resolution”) for the purpose of (i) financing a portion of the costs associated with the Ticket Lobby Improvements, the Airside 4 Improvements and the Airsides 1 and 3 APM replacements, (ii) refinancing certain draws on the lines of credit, (ii) paying capitalized interest on the Series 2015A Bonds, and (iv) paying cost of issuance of the Series 2015A Bonds; and

WHEREAS, the Authority has determined that it is in its best interest to redeem all or a portion of the outstanding Series 2015A Bonds, in an aggregate principal amount not to exceed \$26,210,000 (the “Redeemed Bonds”); and

WHEREAS, the Authority has determined that it is in the best interest of the Authority and the users and customers of the Airport to amend the Authority’s Fiscal Year 2026 debt service budget; and

WHEREAS, the Authority intends to fund the redemption of the Redeemed Bonds through the temporary use of proceeds of a draw under the Revolving Credit Agreement dated April 4, 2024, (as supplemented and amended from time to time, the “Credit Agreement”), between the Authority and Wells Fargo Bank, National Association, which draw shall be repaid from available Authority funds, including Transportation and Security Administration Reimbursements pursuant to 14 CFR § 158.39.

NOW, THEREFORE, BE IT RESOLVED BY THE GREATER ORLANDO AVIATION AUTHORITY AS FOLLOWS:

SECTION 1. AUTHORITY FOR THIS RESOLUTION. This Resolution is adopted and implemented pursuant to the authority of the Greater Orlando Aviation Authority Act, Chapter 98-492, Laws of Florida, as amended, Part II, Chapter 159, Florida Statutes, and other applicable provisions of law not inconsistent with the foregoing.

SECTION 2. DEFINITIONS. All terms used herein in capitalized form, except as otherwise defined herein, shall have the meanings ascribed thereto in the Airport Facilities Revenue Bond Resolution.

SECTION 3. AUTHORIZATIONS AND APPROVAL TO REDEEM THE REDEEMED BONDS.

A. The Authority hereby approves the redemption of all or a portion of the Series 2015A Bonds and hereby directs the Chair, in consultation with the Chief Financial Officer, to take such actions as are necessary to cause the redemption of the Redeemed Bonds.

The Chief Financial Officer is hereby directed to transfer to the Trustee an amount necessary to effect the redemption of the Redeemed Bonds, with irrevocable instructions to the Trustee that such funds be applied to redeem the Redeemed Bonds on the applicable redemption date, after notice is provided as required in the Airport Facilities Revenue Bond Resolution.

B. Payment of the fees and expenses for the redemption of the Refunded Bonds are hereby approved and authorized.

SECTION 4. AUTHORIZATION AND APPROVAL TO AMEND THE AUTHORITY'S FISCAL YEAR 2026 DEBT SERVICE BUDGET. Subject to the availability of funds, the Authority hereby approves an amendment to the Authority's Fiscal Year 2026 debt service budget in an amount not to exceed \$26,310,000 to be allocated to repay advances under the Credit Agreement.

SECTION 5. GENERAL AUTHORITY. The Chair, the Vice Chair, the Secretary, the Chief Executive Officer, the Treasurer, the Chief Financial Officer or any other Authorized Officer of the Authority, are each hereby authorized and directed, individually or with others pursuant to their direction or authorization, to approve the form of and execute such other documents, certificates, and instruments, whether or not expressly contemplated hereby, and to execute and do all acts and things required by the provisions of this Resolution and the Airport Facilities Revenue Bond Resolution, as may be necessary for the full, punctual and complete performance of all the terms, covenants, provisions and agreements herein and therein contained, or as otherwise may be necessary or desirable to effectuate the purpose and intent of this Resolution. In the absence or unavailability of the Chair, the Vice Chair or any other Authorized Officer of the Authority is hereby authorized to act in place of the Chair.

SECTION 6. EFFECTIVE DATE. This Resolution shall become effective upon approval thereof by the City Council of the City by proper resolution.

This Resolution was approved and adopted by the Greater Orlando Aviation Authority on _____, 2026.

**GREATER ORLANDO AVIATION
AUTHORITY**

By: _____
S. C. Kopelousos, Chair

ATTEST:

By: _____
Assistant Secretary

Memorandum

DATE: February 18, 2026

TO: Members of the Aviation Authority

FROM: Lance Lyttle, Chief Executive Officer

Item Description

Recommendation to offer each Terminal C concessionaire a three-year extension as to the term of their respective concession contract.

Background

On March 7, 2017, in anticipation of the new South Terminal (Terminal C), The Aviation Authority held an Industry Day to build interest in the upcoming concession opportunities. During the Industry Day, the Aviation Authority indicated that, starting Summer 2020, when Terminal C was scheduled to open, it expected annual enplanements of 5 million, with an expected international share of 37% by 2020 and 40% by 2025.

On December 28, 2017, the Aviation Authority released its Invitation to Submit Competitive Proposals for STC Food and Beverage Package for the Terminal C concessions (the Invitation). In the Invitation, the Aviation Authority stated the expected annual passengers would be 8-10 million, which is 4-5 million enplanements and 4-5 million deplanements.

On February 16, 2018, in response to a question from a potential vendor, the Aviation Authority stated the anticipated international enplanements to be 40% of the total passengers. In other words, the Aviation Authority set expectations to reach 4 to 5 million enplanements, with 40% of them being international passengers in the first 12 months of Terminal C operations.

Ultimately, the Aviation Authority entered into Terminal C concession agreements with the following entities, each of whom bid in reliance of the above mentioned enplanement projections: (1) DFASS Group (Orlando), LLC; (2) *DN MCO STC F&B, LLC*, which is changing its name to Areas MCO STC F&B, LLC; (3) Host PHE LDL MCO FB, LLC; (4) Marshall Retail Group, LLC; (5) Orlando F&B Partners LLC; (6) Orlando Hospitality Airport Partners, LLC; (7) Paradies Lagardere @MCO, LLC; (8) Trip Hospitality Orlando, LLC; (9) Sea World Parks & Entertainment, LLC; (10) Universal City Development Partners, LTD.; and (11) Walt Disney Parks & Resorts U.S., Inc.

Due to unforeseen circumstances, Terminal C did not open until September 20, 2022, and based on a review of data, Terminal C did not achieve the low end of the metrics outlined above (4M enplanements at 40% international) until November of 2024. In fact, it took until August 2025 to reach the median number of enplanements, which was 4.5M.

Shortly after the opening of Terminal C, and at several points thereafter, multiple Terminal C concessionaires met with Aviation Authority leadership to express concerns that their business projections had been adversely affected by lower-than-expected enplanements and a passenger mix that did not align with original assumptions.

Issues

Despite these challenges, the concessionaires remained steadfast in their commitment to delivering an exceptional guest experience. They expertly operated elevated concepts within beautifully designed facilities that showcase the Central Florida region and consistently provided first-class customer service. Their dedication contributed significantly to Terminal C being awarded Airport Experience News' 2024 "Best Overall Concessions Program."

In recognition of this partnership and the concessionaires' continued investment in the success of Terminal C, Aviation Authority leadership has determined that a three-year extension of the Terminal C concession agreements will benefit the airport, the community at large, and the concessionaires. This extension will provide concessionaires with the opportunity to recover revenue lost as a result of lower-than-projected enplanements during the initial operating period.

Small Business

Not Applicable.

Alternatives

The Board may choose not to approve the proposed three-year extension or to approve a reduced number of years.

Associated Board Agenda Items

There are no associated Board Agenda Items.

Fiscal Impact

The Aviation Authority would receive an additional three years of the greater of the Minimum Annual Concession Fee or a percentage of gross receipts as outlined in each concessionaire's agreement.

Recommended Action

It is respectfully requested that the Aviation Authority Board authorize the CEO to execute amendments to the Terminal C Concession contracts, giving each of the following entities an additional three years to their existing term: (1) DFISS Group (Orlando), LLC; (2) *DN MCO STC F&B, LLC*, which is changing its name to Areas MCO STC F&B, LLC; (3) Host PHE LDL MCO FB, LLC; (4) Marshall Retail Group, LLC; (5) Orlando F&B Partners LLC; (6) Orlando Hospitality Airport Partners, LLC; (7) Paradies Lagardere @MCO, LLC; (8) Trip Hospitality Orlando, LLC; (9) Sea World Parks & Entertainment, LLC; (10) Universal City Development Partners, LTD.; and (11) Walt Disney Parks & Resorts U.S., Inc.

Memorandum

DATE: February 18, 2026

TO: Members of the Aviation Authority

FROM: Keila Walker-Denis, Vice-President, MCO Operations

Type of Release

Invitation for Bid

Service/Type

USDA Regulated Garbage Services

Release Date

February 2026

Committee and Date

Procurement Committee – April 2026

Award Date

May 2026

Scope/Services

The Contractor shall provide all labor, supervision, materials, supplies, tools, equipment, and all other items necessary or proper for, or incidental to, performing the removal, processing, and disposal of USDA-regulated garbage from the Aviation Authority's regulated garbage designated collection locations.

International garbage generated from airplanes arriving from foreign countries is heavily regulated to prevent the introduction of pests and diseases into the United States and requires sterilization via incineration or autoclave as mandated by the United States Department of Agriculture (USDA) and U.S. Customs and Border Protection (CBP) regulations. Airports are required to have a process to dispose of international garbage in order to be able to accept international flights.

The Contractor shall have a valid Compliance Agreement issued by CBP and USDA Animal and Plant Health Inspection Service (APHIS) Plant Protection and Quarantine (PPQ) to handle, haul, and dispose of regulated garbage at MCO.

Small Business Participation

The Office of Business Opportunity & Exchange has reviewed the referenced project and determined that due to the specialized scope and limited availability of certified LDB/VBE firms a goal is not applicable.

Value/Term

The Contract term will be for five years to commence on or about August 1, 2026. The value of the five-year term is estimated at \$3,080,000.

Incumbent

Reworld Waste, LLC

Memorandum

DATE: February 18, 2026

TO: Members of the Aviation Authority

FROM: Keegan O'Brien, Assistant Vice President of Environmental and Planning

Type of Release

Invitation for Bid

Service/Type

Invitation to Bid for BP-00516 Airsides 1 & 3 Pond Dredging at Orlando International Airport

Release Date

April 2026

Committee and Date

Construction Committee / May 2026

Board Approval / September 2026

Award Date

October 2026

Scope/Services

This project consists of the rehabilitation of select stormwater management ponds located in the vicinity of Airsides 1 and 3 at Orlando International Airport. The purpose of the project is to restore the designed and permitted storage capacity of the ponds to support effective airfield drainage operations.

Scope of work includes removal of accumulated sediment, repair and stabilization of pond embankments, and targeted improvements to hydraulic control structures, as necessary. These improvements will ensure continued regulatory compliance and support the reliable performance of the airport's stormwater management system.

Small Business Participation

The Office of Business Opportunity & Exchange has reviewed the referenced project and determined that, due to the specialized scope and limited availability of certified LDB/VBE firms, a goal is not applicable.

Value/Term

\$6,000,000 to \$6,500,000 / Anticipated Contract Duration – 240 Days

Incumbent

New Procurement

Memorandum

DATE: February 18, 2026

TO: Members of the Aviation Authority

FROM: Jeffrey Brown, Chief Development Officer

Type of Release

Invitation to Negotiate

Service/Type

Project Management Information System (PMIS)

Release Date

February/March 2026

Committee and Date

Procurement Committees / May (Shortlist), June (Interview), July (BAFO) 2026

Award Date

August 2026

Scope/Services

The firm selected will provide a comprehensive Project Management Information System (PMIS) to the Aviation Authority. The scope of work will include implementation of the new PMIS and full system integration, training, and oversight during the transition from current systems to the new PMIS.

1. Assessment of existing systems and user needs
2. Development of component modules and configuration
3. System and architecture design
4. System integration and data migration
5. Testing
6. Training
7. Deployment

Small Business Participation

The Office of Business Opportunity & Exchange has reviewed the requirements for the above-referenced solicitation and determined that, due to the specialized scope of services to be provided, no participation goal would be established for this project.

Value/Term

\$1,825,000 / Year 1 - Initial system procurement (CIR 1127 for FY24/25 and FY25/26 approved)

\$1,000,000 / Years 2 - 5 – Needed for ongoing system integration, training, and implementation

Incumbent

N/A – Currently, there is no PMIS system in place

Memorandum

DATE: February 18, 2026

TO: Members of the Aviation Authority

FROM: Marquez A. Griffin, Chair, Procurement Committee

Item Description

Notification of Procurement Committee Recommendations to the Chief Executive Officer

Background

The following list represents contracts recommended by the Procurement Committee to be executed by the Chief Executive Officer, requiring notification to the Aviation Authority Board:

- Amendment to Addendum No. 92 of the General Consulting Services Agreement with Ricondo & Associates, Inc. (Ricondo) for a rate adjustment for Fiscal Year 2026 On-Call Signage Design and Consulting Services at the Orlando International Airport (MCO); funding is from Operations and Maintenance Funds, and the value is unchanged from previous Addendum No. 92. This is to revise the approved labor rates for Artistic Identity LLC, which was in the process of renegotiating their rates for FY 2026. The scope of services will not be changed as part of this amendment. Services provided under this agreement will be performed on an as-needed basis using the most current, approved hourly rates for Ricondo and Artistic Identity, LLC. The overall budget has not changed. *[Reference PC Meeting held January 27, 2026, Agenda Item No. CA-A].*

CONSTRUCTION PROGRESS REPORT

For Board Meeting of February 18, 2026



Greater **Orlando** Aviation Authority

MCO Location Map for Active Construction Projects

Project No	Project Name	Contractor
BP-00477-MCO	AIRSIDES 2 AND 4 APM IMPROVEMENTS (DBOM)	Mitsubishi Heavy Industries
BP-00505-MCO	ROADWAY SIGNAGE UPGRADES - HEINTZELMAN BOULEVARD	Prime Construction Group, Inc.
BP-00506-MCO	PARKING GUIDANCE SYSTEM (D/B)	Transportation Systems, Inc.
BP-00507-MCO	AIRSIDE RESTROOM REFURBISHMENT (D/B)	Balfour Beatty Construction LLC
BP-S00132-MCO	S TERM C, PH 1 - BAGGAGE HANDLING SYSTEM (DBOM)	Vanderlande Industries, Inc.
BP-S00195-MCO	TERM C, PH 1X - AIRSIDE CONCOURSE	Hensel Phelps Construction
BP-S00196-MCO	TERM C, PH 1X - AIRFIELD CIVIL, APRON & TAXIWAY PAVING & GSE FACILITY	Prince Contracting, LLC
BP-S00198-MCO	TERMINAL C MULTI-MODAL CONNECTOR PEDESTRIAN BRIDGE & RAC LOBBY (D/B)	The Weitz Company LLC
H-00366-MCO	PARKING GARAGE TOLL PLAZA ISLAND REHABILITATION	The Middlesex Corporation
H-00385-MCO	RUNWAY 17L-35R LIGHTING SYSTEM IMPROVEMENTS	The Middlesex Corporation
H-00390-MCO	TERMINAL C ENHANCEMENTS PROGRAM - J-HOOK POND	The Middlesex Corporation
H-00394-MCO	TERMINAL C ROADWAY AIRLINE SIGN EXPANSION FOR AIRLINE RELOCATION	AC Signs, LLC dba Decamil
H-00395-MCO	TERMINAL C ENHANCEMENTS PROGRAM - MISC. TERMINAL SITE IMPROVEMENTS	Carr & Collier Inc.
H-00407-MCO	NORTH TERMINAL A & B TUNNEL LEAK ASSESSMENT PHASE 2	Prime Construction Group, Inc.
H-S00031-MCO	TERMINAL C EMPLOYEE PARKING ENHANCEMENTS (D/B)	Kiewit Infrastructure South Co.
V-00834-MCO	NORTH CELL PARKING LOT VENDING MACHINE ENCLOSURE (D/B)	Gomez Construction Company
V-00980-MCO	CCTV RENEWAL & REPLACEMENT - PHASE 1 (D/B)	Gomez Construction Company
V-00982-MCO	MCO CAMPUS KEY & LOCK REPLACEMENT	H.A. Contracting Corporation
V-00995-MCO	REPLACEMENT OF ELEVATOR P58 AT AIRSIDE 4 (D/B)	Gomez Construction Company
V-01023-MCO	AIRSIDES 2 AND 4 COOP RAMPS (D/B)	Clancy & Theys Construction Co.
V-01032-MCO	NORTH TERMINAL PREMIER PARKING RECONFIGURATION	Clancy & Theys Construction Co.
V-01052-MCO	ANNEX BUILDING CHILLER REPLACEMENT	Gomez Construction Company
V-01059-MCO	BUILDING 616 DEMOLITION	Clancy & Theys Construction Co.
V-01060-MCO	TERMINAL C ENHANCEMENTS PROGRAM - ART RELOCATION	Clancy & Theys Construction Co.
V-01061-MCO	TERMINAL C ENHANCEMENTS - AIR CURTAINS	Gomez Construction Company
V-01063-MCO	NO. TERMINAL EAST APM PLATFORM AND AIRSIDES 2 & 4 PLATFORMS TILE REPLACEMENT	The Collage Companies
V-01064-MCO	GARAGE A EXPANSION JOINT REPLACEMENT P-4 AND PARTIAL P-3	H.A. Contracting Corporation
V-01083-MCO	NORTH TERMINAL COMPLEX BUILDINGS ROOF REPLACEMENT - AREA 1 (DESIGN/BUILD)	Gomez Construction Company
V-01088-MCO	STC AMENITIES ROOM RELOCATION (D/B)	Gomez Construction Company
V-01089-MCO	STC VIRGIN ATLANTIC ATO BUILDOUT (D/B)	Gomez Construction Company
V-01090-MCO	VIRGIN ATLANTIC & TRAINING ROOM RELOCATIONS (D/B)	Clancy & Theys Construction Co.
V-01093-MCO	AIRSIDE 3 WING 1 RAMP LEVEL CORRIDOR & STAIR REFURBISHMENT	H.W. Davis Construction, Inc.
V-01095-MCO	GARAGE A STUCCO REPAIRS AT ENTRANCE AND EXIT PLAZAS (D/B)	Ovation Construction, Inc.
V-01096-MCO	B-SIDE BAGGAGE MAKE-UP AREA GUARDRAIL REPLACEMENT REMAINDER	H. W. Davis Construction, Inc.
V-01104-MCO	TERMINAL B GARAGE CONCRETE REPAIR	Clancy & Theys Construction Co.
V-S00054-MCO	TERMINAL C ENHANCEMENTS PROGRAM - BAGGAGE CAROUSEL WRAPS	Gomez Construction Company
W-00616-MCO	MAIN TERMINALS A & B TUNNEL LEAK ASSESSMENT	Prime Construction Group, Inc.



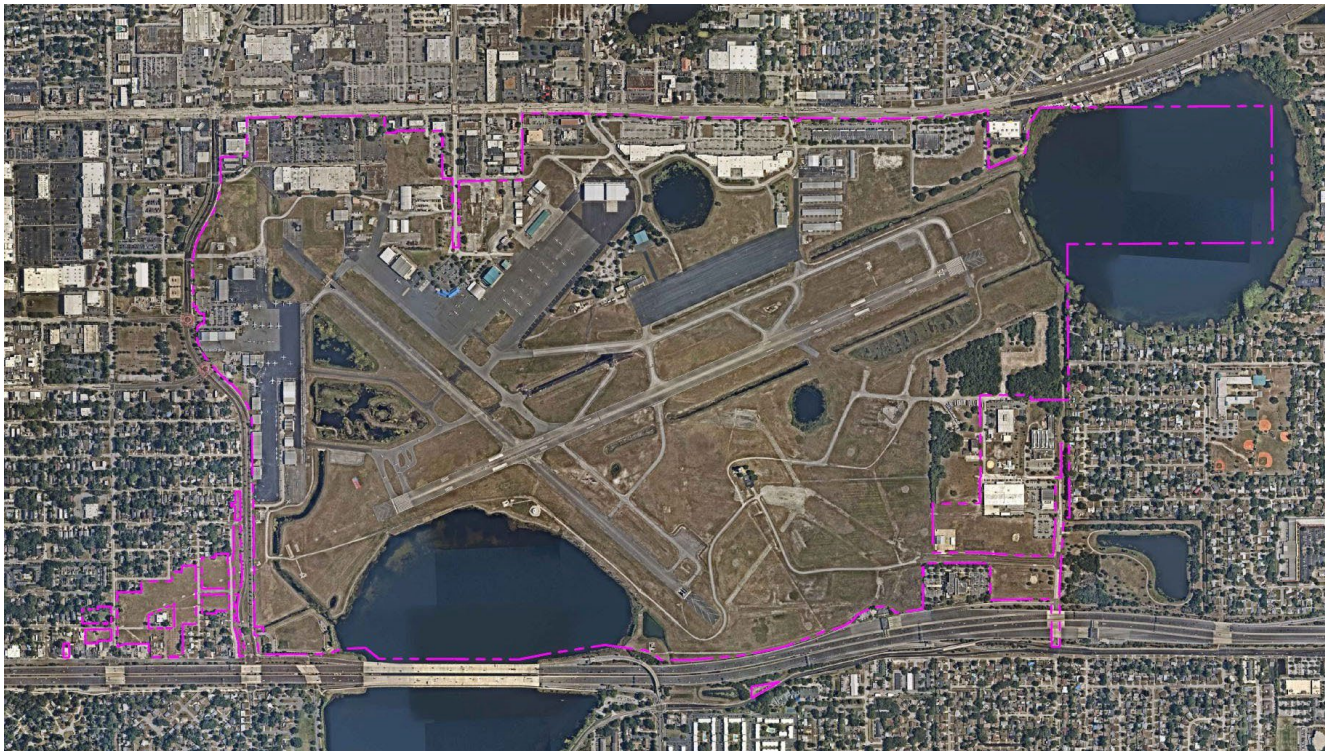
Terminal C Projects
 BPS132/H390/H395/HS031/V1060/V1061/V1088/V1090/VS054

Projects at Various Locations
 BP-505/BP-506/H366/H394/H407/V834/V982/V1052/V1059
 /V1064/V1089/V1095



Orlando International Airport

ORL Location Map for Active Construction Projects



**No Active
Projects this
month.**



Orlando Executive Airport

PROJECTS IN CONSTRUCTION

BP-00477-MCO AIRSIDES 2 AND 4 APM IMPROVEMENTS (DBOM)

CONTRACTOR: Mitsubishi Heavy Industries America, Inc. **GOAA CONTACTS:**
A/E: NONE Sponsor: Operations
OAR: AECOM Technical Services, Inc. **Construction:** Scott Shedek P.E.
FUNDING: O&M (Operations & Maintenance Fund),Cap. Ex. (Capital Expenditure Fund),PFCs (Passenger Facility Charges) **PROJECT BUDGET:** \$188,470,913.00

SCOPE: Design, fabricate and install the operating system (OS) of two automated people mover (APM) systems (i.e., replacement of the two existing OS at airside 2 and 4) at the Orlando International Airport.

STATUS: Demolition of the concrete running surfaces for Lane 4800 is in progress. Formwork and rebar placement for the new plinth construction is ongoing at spans 5, 6, 7 and 8. Concrete pours are scheduled to begin. Coordination with stakeholders is ongoing. Project continues to maintain progress and schedule.

NOTICE TO PROCEED: 01/24/24

CONSTRUCTION COST:				TIME(DAYS)	COMPLETION
Original Contract		\$177,808,570.00		1362	10/16/27
Thru Change Order #	14	\$8,206,787.98	4.6%	<u>0</u>	
Current Contract		\$186,015,357.98		1362	10/16/27
Paid To Date Thru PA #	22	\$53,975,533.02	29.0%	Time: 55.5%	

**ANTICIPATED
COMPLETION:
On Schedule**

PROJECTS IN CONSTRUCTION

BP-00505-MCO ROADWAY SIGNAGE UPGRADES - HEINTZELMAN BOULEVARD

CONTRACTOR:	Prime Construction Group, Inc.	GOAA CONTACTS:	
A/E:	Avcon, Inc.	Sponsor:	Multi-Modal Planning & Environmental
OAR:	PSA Constructors Inc. dba PSA Management Inc.	Construction:	Jeff Reine
FUNDING:	FDOT, GARBS (General Airport Revenue Bonds)	PROJECT BUDGET:	\$4,124,945.00

SCOPE:

Provide new full-span tricord signage structure, digital message board, and associated electrical and communication infrastructures well as wayfinding signage at the Orlando International Airport.

STATUS:

Deductive change order No. 2 was approved for Bulletin #1. The structures are in fabrication, the LEDstar DMS walk-in cabinets are in fabrication and installation of post-mount signs on Heintzelman Blvd. began on January 22, 2026. The project is on schedule.

NOTICE TO PROCEED: 08/15/25

CONSTRUCTION COST:

Original Contract		\$2,630,185.00		
Thru Change Order #	2	\$674,894.69	25.7%	
Current Contract		\$3,305,079.69		
Paid To Date Thru PA #	1	\$122,003.75	3.7%	

TIME(DAYS)

		382		
		<u>0</u>		
		382		
				Time: 49.0%

COMPLETION

		08/31/26		
		08/31/26		

**ANTICIPATED
COMPLETION:
On Schedule**

PROJECTS IN CONSTRUCTION

BP-00506-MCO PARKING GUIDANCE SYSTEM (D/B)

CONTRACTOR:	Transportation Systems, Inc.	GOAA CONTACTS:	
A/E:	NONE	Sponsor:	Operations
OAR:	PSA Constructors Inc. dba PSA Management Inc.	Construction:	Jeff Reine
FUNDING:		PROJECT BUDGET:	\$13,995,000.00

SCOPE: Provide labor, materials, hardware and software required to design, furnish, install, and maintain an automated parking guidance system (PGS) for parking garages A, B and C at the Orlando International Airport.

STATUS: Device Acceptance Testing (DAT) began on January 5, 2026, for Garage C and a walkthrough took place on January 9, 2026. All devices were shown to be in service, however, several Owner Requested adds/changes were requested to be incorporated prior to officially placing Garage C into service. Changes include relocating two signs on Level 4 to accommodate changes in parking configuration that occurred after the bid documents were submitted and the addition of multiple ADA isle signs for enhancing ADA way finding. Terminal A infrastructure is ongoing. Project remains on schedule.

NOTICE TO PROCEED: 01/20/25

CONSTRUCTION COST:				TIME(DAYS)	COMPLETION
Original Contract		\$11,581,067.00		650	10/31/26
Thru Change Order #	4	\$282,212.89	2.4%	<u>0</u>	
Current Contract		\$11,863,279.89		650	10/31/26
Paid To Date Thru PA #	10	\$5,630,400.24	47.5%	Time: 60.6%	

**ANTICIPATED
COMPLETION:
On Schedule**

PROJECTS IN CONSTRUCTION

BP-00507-MCO AIRSIDE RESTROOM REFURBISHMENT (D/B)

CONTRACTOR:	Balfour Beatty Construction LLC	GOAA CONTACTS:	
A/E:	NONE	Sponsor:	Capital Program
OAR:	AECOM Technical Services, Inc.	Construction:	Jeff Reine
FUNDING:	Cap. Ex. (Capital Expenditure Fund),GARBS (General Airport Revenue Bonds),	PROJECT BUDGET:	\$71,970,777.00

SCOPE:

This Project is to update and refurbish all public restrooms at Airsides 1, 2, 3 and 4 at MCO. The scope of services includes all design and construction for fully functioning restroom facilities. The mission is to incorporate finishes consistent with the south campus and build smart restroom technology. Each of the 4 airside will have a base contract to renovate the existing restrooms to like new finishes to match the P1X finishes used in the South Terminal Project. The proposed new restrooms will be built outside the current footprint. These additions are required in advance of the renovation work to maintain existing capacity. Airside 1 is proposed to have renovations to 6 sets of restrooms and the addition of 2 new sets of restrooms. Airside 2 is proposed to have renovations to 4 sets of restrooms. Airside 3 is proposed to have renovations to 9 sets of restrooms and the addition of 3 new sets of restrooms. Airside 4 is proposed to have renovations to 6 sets of restrooms and construction of 1 new set of restrooms. Fixture counts must be equal to or greater than what is shown in the DCP. In addition, the design is all inclusive for all men's, women's, vestibules, janitor's closets, companion care, nursing and pet relief areas. In addition, the ultimate deliverable will include all civil, structural, mechanical, electrical, plumbing and fire protection.

STATUS:

Restroom design is in progress. Submission of 60% design is anticipated at the end of March 2026. The project is on schedule.

CONSTRUCTION COST:				NOTICE TO PROCEED: 05/28/25	
				TIME(DAYS)	COMPLETION
Original Contract		\$71,970,777.00		1270	11/17/28
Thru Change Order #	0	\$0.00	0.0%	<u>0</u>	
Current Contract		\$71,970,777.00		1270	11/17/28
Paid To Date Thru PA #	6	\$1,485,392.58	2.1%	Time: 20.9%	

**ANTICIPATED
COMPLETION:
On Schedule**

PROJECTS IN CONSTRUCTION

BP-S00132-MCO S TERM C, PH 1 - BAGGAGE HANDLING SYSTEM (DBOM)

CONTRACTOR:	Vanderlande Industries, Inc.	GOAA CONTACTS:	
A/E:	NONE	Sponsor:	Engineering & Construction
OAR:	Jacobs Project Management Co.	Construction:	Scott Shedek P.E.
FUNDING:	GARBS (General Airport Revenue Bonds),PFCs (Passenger Facility Charges)	PROJECT BUDGET:	\$160,633,268.14

SCOPE: Design/Build/Operate/Maintain (DBOM) Services for the Baggage Handling System – South Terminal C Phase 1 Program.

STATUS: The scope of work for PIX is complete. However, the substantial completion is tied to Self-Bag Drop and Crossover work which are not yet complete.

CONSTRUCTION COST:	TIME(DAYS)	COMPLETION
Original Contract	\$94,900,000.00	902
Thru Change Order # 23	\$64,783,219.16	68.3%
Current Contract	\$159,683,219.16	<u>1877</u>
Paid To Date Thru PA # 64	\$154,324,678.27	2779
	96.6%	01/21/26
	Time: 101.0%	

NOTICE TO PROCEED: 06/14/18

**ANTICIPATED
COMPLETION:
On Schedule**

PROJECTS IN CONSTRUCTION

BP-S00195-MCO TERM C, PH 1X - AIRSIDE CONCOURSE

CONTRACTOR:	Hensel Phelps Construction Co. dba Hensel Phelps Construction	GOAA CONTACTS:	
A/E:	HNTB Corporation	Sponsor:	Engineering & Construction
OAR:	Jacobs Project Management Co.	Construction:	Torie Brooks
FUNDING:	GARBS (General Airport Revenue Bonds),PFCs (Passenger Facility Charges),FAA AIP	PROJECT BUDGET:	\$305,717,557.00

SCOPE:

Concrete, masonry, waterproofing, fireproofing, doors, frames and hardware, tile, resilient tile and carpet, fire suppression, plumbing and heating, ventilation, air conditioning (HVAC), electrical and low voltage work, elevators and an escalator for four aircraft gates as part of the expansion of terminal C at the Orlando International Airport.

STATUS:

The contractor was granted a Partial Occupancy and Use Agreement (POUA) on January 22, 2026. GOAA clean and furniture installation will begin once POUA is accepted by GOAA stakeholders. Construction final clean is complete. Contractor and OAR punch list items are getting closed. GOAA training has been scheduled. Access control and security camera commissioning is complete. BHS testing is complete. Aircraft fit-check was conducted from January 7 - 12th, 2026 and a list of concerns is being addressed. The Tenant Space Buildout Bulletin has been submitted for permitting to City of Orlando.

NOTICE TO PROCEED: 12/06/22

CONSTRUCTION COST:

Original Contract		\$277,006,000.00		
Thru Change Order #	88	\$28,711,557.00	10.4%	
Current Contract		\$305,717,557.00		
Paid To Date Thru PA #	37	\$271,383,818.67	88.8%	

TIME(DAYS)	COMPLETION
1095	12/04/25
<u>0</u>	
1341	08/07/26
Time: 129.3%	

**ANTICIPATED
COMPLETION:
On Schedule**

PROJECTS IN CONSTRUCTION

BP-S00196-MCO TERM C, PH 1X - AIRFIELD CIVIL, APRON AND TAXIWAY PAVING, AND GROUND SUPPORT EQUIPMENT FACILITY

CONTRACTOR:	Prince Contracting, LLC	GOAA CONTACTS:	
A/E:	HNTB Corporation	Sponsor:	Engineering & Construction
OAR:	Jacobs Project Management Co.	Construction:	Torie Brooks
FUNDING:	GARBS (General Airport Revenue Bonds),PFCs (Passenger Facility Charges),FAA,FDOT	PROJECT BUDGET:	\$135,631,136.00

SCOPE: Underground utilities on the ramp and airfield, including drainage, sanitary mains, water, and power work for the expansion of terminal C at the Orlando International Airport. Construction of all grading, base and pavement for ramp areas, remain over night (RON) areas, taxiway extensions (taxiway E1); construction of all pavement markings, taxiway signage, and airfield lighting required for the project while maintaining the function of the current airfield as coordinated with airfield operations; providing all maintenance of traffic to phase the work and maintain access needed for airfield operations; and maintaining the integrity of the secure fence at all times.

STATUS: Phase 2A & 2B (aircraft fit check/one-way traffic operations) Airfield Operations Area (AOA) security fence was removed for aircraft fit checks. Phase 2C (south RON and taxiway extensions) AOA fencing is scheduled to be removed in early February. Phase 2C fuel flushing is ongoing, expected to be completed by end of January 2026. Electrical underground work is completed, switch gear installation continues in the south RON shelter. Drainage is complete and domestic water utilities are nearing completion. P-306 (lean base) placement is complete within the base scope of the project. P-501 (Portland Cement Concrete Pavement) is complete TW Echo 1 & the South RON is expected to be finished by end of January. OUC is expected in the next 4 to 6 weeks to install the south RON transformers and pull primary power. Phase 5B (North RON Add Alt 1) electrical work is ongoing. RON building shelter is expected to be set in early 2026. Subgrade and base material are ongoing on Phase 5B, and we are expecting P-306 placement to begin in late January. Grounds Support Equipment (GSE) Facility (Add Alt 2) work is ongoing with site work & building. Flooring has been installed within the building; ceiling grid is expected to begin by end of January. Fuel tanks have been set & grinder canopy work is ongoing.

CONSTRUCTION COST:	TIME(DAYS)	COMPLETION
Original Contract	1228	07/16/27
Thru Change Order # 11	0	
Current Contract	1228	07/16/27
Paid To Date Thru PA # 21	Time: 58.1%	

ANTICIPATED COMPLETION: On Schedule

PROJECTS IN CONSTRUCTION

BP-S00198-MCO TERMINAL C MULTI-MODAL CONNECTOR PEDESTRIAN BRIDGE & RENTAL CAR LOBBY (D/B)

CONTRACTOR:	The Weitz Company LLC	GOAA CONTACTS:	
A/E:	NONE	Sponsor:	Engineering & Construction
OAR:	Geotech Consultants International, Inc., dba GCI, Inc.	Construction:	Torie Brooks
FUNDING:	CFCs (Customer Facility Charges),FDOT,GARBS (General Airport Revenue Bonds)	PROJECT BUDGET:	\$116,043,387.00

SCOPE:

Demolition, masonry, waterproofing and caulking, roofing, fireproofing, fire stopping, skylights, interior glass and glazing, curtain wall, doors, frames and hardware, drywall, framing, finishes, fire protection, mechanical, and plumbing work to expand the Ground Transportation Facility Boulevard with conditioned air connection between the Landside Terminal C and the Train Station Complex at the Orlando International Airport. This scope also includes moving walkways and a rental car lobby.

STATUS:

The pedestrian bridge punch list items are ongoing and scheduled to be complete soon. Rental Car (RAC) Lobby construction is ongoing. RAC is mostly dried-in, with lobby interior work proceeding with mechanical, electrical and plumbing rough-in ongoing, as is fireproofing, gypsum board wall assemblies, ceiling grid and restroom tile. Mechanical, electrical and communications room build outs are making good progress. Fire protection at Garage C is progressing with most of the installation and testing in the parking levels nearing completion. Ramp fire protection piping installation is in progress and expected to complete by April 2026. The contractor is looking to receive a partial final inspection of the RAC levels in January 2026. Civil work, including some site work, sanitary sewer, and storm drainage began in January 2026 and is to be complete in April 2026. The project's contract substantial completion date is June 11, 2025; however, the contractor's current schedule shows an anticipated substantial completion date of June 3, 2026. The recommendations of the dispute resolution board (DRB) are being reviewed by GOAA.

				NOTICE TO PROCEED: 07/27/23	
CONSTRUCTION COST:				TIME(DAYS)	COMPLETION
Original Contract		\$113,293,387.00		686	06/11/25
Thru Change Order #	15	\$969,187.77	0.9%	0	
Current Contract		\$114,262,574.77		686	06/11/25
Paid To Date Thru PA #	27	\$96,665,406.96	84.6%	Time: 136.6%	

**ANTICIPATED COMPLETION:
06/03/2026**

PROJECTS IN CONSTRUCTION

H-00366-MCO PARKING GARAGE TOLL PLAZA ISLAND REHABILITATION

CONTRACTOR: The Middlesex Corporation
A/E: C&S Engineers, Inc.
OAR: Cost Management, Inc., dba CMI
FUNDING: Aviation Authority Funds

GOAA CONTACTS:
 Sponsor: Operations
Construction: Jeff Reine
PROJECT BUDGET: \$296,696.00

SCOPE:

Recondition the concrete roadway islands within the parking garage toll plazas at Orlando International Airport. Locations include Parking Garages A & B Entrances and Exits.

STATUS:

Demolition of the metal bands around the existing island curbs at both A&B side parking garage entries and exits has been completed. The curb restoration work (applying the new concrete band and painting) has been completed. The contract substantial completion date of October 18, 2025 was not achieved, due to the demolition and saw cutting taking longer than anticipated as GOAA Parking was not able to provide additional lane closures due to increased vehicle traffic. GOAA Parking approved the concept modifications at the B-side garage toll plaza entry that includes additional striping and gate relocation. We are currently negotiating the cost proposal received from the contractor for the additional scope of work that will require a change order. The anticipated substantial completion date is currently February 27, 2026.

NOTICE TO PROCEED: 08/05/25

CONSTRUCTION COST:

Original Contract		\$219,134.00	
Thru Change Order #	0	\$0.00	0.0%
Current Contract		\$219,134.00	
Paid To Date Thru PA #	2	\$203,078.65	92.7%

TIME(DAYS)	COMPLETION
75	10/18/25
<u>0</u>	
75	10/18/25
Time: 262.7%	

ANTICIPATED COMPLETION: 2/27/2026
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PROJECTS IN CONSTRUCTION

H-00385-MCO RUNWAY 17L-35R LIGHTING SYSTEM IMPROVEMENTS

CONTRACTOR:	The Middlesex Corporation	GOAA CONTACTS:	
A/E:	Avcon, Inc.	Sponsor:	Engineering & Construction
OAR:	Loyal Wingman, LLC	Construction:	Jeff Reine
FUNDING:	GARBS (General Airport Revenue Bonds)	PROJECT BUDGET:	\$2,800,000.00

SCOPE:

This project focuses on rehabilitating light fixtures on Runway 17L-35R at the Orlando International Airport. Scope includes upgrading the fixtures, wiring, transformers, regulators, lightning arrestors, and all other related components. Additionally, the project will involve an Owner Direct Purchase of materials.

STATUS:

The contract for this work has been awarded and assigned an NTP date of 11/21/2025. The field work has been coordinated with Airfield Operations to begin on January 26th, 2026. The work will require a complete closure of RWY 17L/35R which will also concurrently close the remaining supporting taxiways (Taxiway N, Taxiway J east of Taxiway L, Taxiway F east of Taxiway E6, and all Taxiway N connectors). Under the project scope, GOAA will furnish all airfield lights, lightning arrestors, transformers, and Constant Current Regulators (CCRs). The contractor will be responsible for providing all wire, hardware, grounding straps, and connector kits. The fixtures for the project have already been purchased under an owner furnished purchase order. The OAR and Contractor have completed an inventory of the owner-furnished materials to confirm all light fixtures will be available when the project starts. The pre-construction conference was held on December 12, 2025.

NOTICE TO PROCEED: 11/21/25

CONSTRUCTION COST:

				TIME(DAYS)	COMPLETION
Original Contract		\$1,224,120.00		120	03/20/26
Thru Change Order #	0	\$0.00	0.0%	<u>0</u>	
Current Contract		\$1,224,120.00		120	03/20/26
Paid To Date Thru PA #	0	\$0.00	0.0%	Time: 74.2%	

**ANTICIPATED
COMPLETION:
On Schedule**

PROJECTS IN CONSTRUCTION

H-00390-MCO TERMINAL C ENHANCEMENTS PROGRAM - J-HOOK POND

CONTRACTOR:	The Middlesex Corporation	GOAA CONTACTS:	
A/E:	Kimley-Horn and Associates, Inc.	Sponsor:	Engineering & Construction
OAR:	The Corradino Group, Inc.	Construction:	Jeff Reine
FUNDING:	GARBS (General Airport Revenue Bonds)	PROJECT BUDGET:	\$5,865,000.00

SCOPE:

The scope includes construction of the new J Hook Pond for stormwater drainage management at the Orlando International Airport. It includes mobilization and earthwork, demolition, storm sewer, landscape and irrigation, and stockpile area swale and sod. Design and OAR fees will be a part of the Terminal C Enhancements Program W-S151 -Design and Project Oversight Services.

STATUS:

The site survey has been completed. The perimeter silt fence has been fully installed. Site access has been reinforced to support heavy equipment operations. Tree removal activities are underway, and submittal reviews are currently in progress.

NOTICE TO PROCEED: 12/01/25

CONSTRUCTION COST:

						TIME(DAYS)
Original Contract		\$3,340,640.00				240
Thru Change Order #	0	\$0.00	0.0%			<u>0</u>
Current Contract		\$3,340,640.00				240
Paid To Date Thru PA #	0	\$0.00	0.0%			Time: 32.9%

COMPLETION

07/28/26

07/28/26

**ANTICIPATED
COMPLETION:
On Schedule**

PROJECTS IN CONSTRUCTION

H-00394-MCO TERMINAL C ROADWAY AIRLINE SIGN EXPANSION FOR AIRLINE RELOCATION

CONTRACTOR:	AC Signs, LLC dba Decamil	GOAA CONTACTS:	
A/E:	Artistic Identity, LLC	Sponsor:	Commercial Properties
OAR:	The Corradino Group, Inc.	Construction:	Jeff Reine
FUNDING:	GARBS (General Airport Revenue Bonds)	PROJECT BUDGET:	\$474,956.00

SCOPE:

This project is to expand the existing Terminal C roadway airline identification signs to accommodate additional airlines. As airlines relocate to the Terminal C complex, roadway wayfinding signs around the MCO campus, which identify the airlines providing service from the Terminal C gates, need to be updated and expanded to accommodate the additional airlines. This project will provide for expansion of the Terminal C airline signs throughout the MCO campus roadways.

STATUS:

Site survey of the structures has been completed. Submittal reviews are currently in progress, and the 95% Design submittal is expected by the end of the month.

CONSTRUCTION COST:				NOTICE TO PROCEED: 12/10/25	
				TIME(DAYS)	COMPLETION
Original Contract		\$375,500.00		117	04/05/26
Thru Change Order #	0	\$0.00	0.0%	<u>0</u>	
Current Contract		\$375,500.00		117	04/05/26
Paid To Date Thru PA #	0	\$0.00	0.0%	Time: 59.8%	

**ANTICIPATED
COMPLETION:
On Schedule**

PROJECTS IN CONSTRUCTION

H-00395-MCO TERMINAL C ENHANCEMENTS PROGRAM - MISCELLANEOUS TERMINAL SITE IMPROVEMENTS

CONTRACTOR:	Carr & Collier Inc.	GOAA CONTACTS:	
A/E:	AtkinsRealis USA, Inc.	Sponsor:	Engineering & Construction
OAR:	Loyal Wingman, LLC	Construction:	Jeff Reine
FUNDING:	GARBS (General Airport Revenue Bonds)	PROJECT BUDGET:	\$850,000.00

SCOPE:

The scope includes construction of the new Service Animal Relief Area (SARA); Extend CVPA Sidewalks at Level 1; CVPA Guard Canopy Drainage Enhancements; Dumpster Area Enhancements and BHS Dock-off load barriers/fencing at the Orlando International Airport. Design, Designer Construction Admin and OAR fees will be a part of the Terminal C Enhancements Program W-S151 -Design and Project Oversight Services.

STATUS:

The contractor has provided all submittals. The team has completed the sidewalk in the Commercial Vehicle Parking Area (CVPA) as well as the drainage improvements at the guard shack. The installation of the dumpster pad and back-of-house drainage was completed before the holidays. The asphalt work for the trench drain connection is still underway by the trash compactors garage. We have approved the submittals for the Service Animal Relief Area (SARA) Furnishings. The water line tie-in for the SARA by the Customs and Border Patrol offices is complete and the slab has been poured. The SARA is currently being constructed and is expected to be completed by the end of the first week of February. This will complete the entire project with the exception of the added fencing along the baggage insertion locations on the apron. Those fences have been designed, and the contractor is coordinating with a fencing subcontractor to get the work scheduled.

NOTICE TO PROCEED: 10/13/25

CONSTRUCTION COST:

Original Contract		\$517,770.00			
Thru Change Order #	0	\$0.00	0.0%	0	
Current Contract		\$517,770.00			
Paid To Date Thru PA #	0	\$0.00	0.0%		

TIME(DAYS)	COMPLETION
150	03/11/26
150	03/11/26
Time: 85.3%	

**ANTICIPATED
COMPLETION:
On Schedule**

PROJECTS IN CONSTRUCTION

H-00407-MCO NORTH TERMINAL A & B TUNNEL LEAK ASSESSMENT PHASE 2

CONTRACTOR:	Prime Construction Group, Inc.	GOAA CONTACTS:	
A/E:	Garver LLC	Sponsor:	Facilities
OAR:	The Roderick Group, Inc. dba Ardmore Roderick	Construction:	Jeff Reine
FUNDING:	O&M (Operations & Maintenance Fund)	PROJECT BUDGET:	\$136,000.00

SCOPE:

Excavate the planter area at the ground transportation level (Level 1) of Terminal B West side, Terminal A West side and Terminal A East side by the elevator pits to expose the top of the tunnel and expansion joint so Garver can investigate the leaking into the tunnels and provide an assessment report for each location.

STATUS:

Substantial completion is scheduled for January 28, 2026. Garver, LLC was hired to perform the investigation and to provide a final report assessing the issues and to provide recommendations and estimates for the resolution. Their final report is due February 18, 2026.

CONSTRUCTION COST:				NOTICE TO PROCEED: 01/05/26	COMPLETION
				TIME(DAYS)	
Original Contract		\$98,441.63		40	02/13/26
Thru Change Order #	0	\$0.00	0.0%	<u>0</u>	
Current Contract		\$98,441.63		40	02/13/26
Paid To Date Thru PA #	0	\$0.00	0.0%	Time: 110.0%	

**ANTICIPATED
COMPLETION:
On Schedule**

PROJECTS IN CONSTRUCTION

H-S00031-MCO TERMINAL C EMPLOYEE PARKING ENHANCEMENTS (D/B)

CONTRACTOR:	Kiewit Infrastructure South Co.	GOAA CONTACTS:	
A/E:	NONE	Sponsor:	Engineering & Construction
OAR:	The Corradino Group, Inc.	Construction:	Jeff Reine
FUNDING:	Aviation Authority Funds	PROJECT BUDGET:	\$3,655,000.00

SCOPE:

Design Build scope includes: Schedule A: CBP Parking Lot Expansion : Design, permitting with all applicable agencies including the SFWMD and construction for the expansion to the CBP parking lot. Scope includes parking lot, fence to match existing, emergency access drive, solar lighting and CBP camera infrastructure. Schedule B GOAA Employee Parking Lot with approximately 100 spaces (coordinated with phase 2 layout): Design, permitting with all applicable agencies including the SFWMD and construction for a new GOAA employee parking lot. Scope includes parking lot, security fence, lighting, EV charging conduit only; Access control and Management card access. Schedule: Design 60 Days; Permitting : 60 days; Construction 180 days = 300 days to Substantial; Closeout 90 days; NOTE: Schedule A OAR fees charged to the W-490 Changing Regulatory Program Oversight Services; Schedule B OAR fees charged to W-S00151 Terminal C Design and Project Oversight Services at Orlando International Airport.

STATUS:

Paving for both the Customs and Border Protection (CBP) and the Employee parking lots are complete. Pavement markings and signage are scheduled for installation next month. The precast light poles have been installed, and the light fixtures are expected to arrive by the end of the month. Electrical system installation is currently underway, and fence installation has begun in the CBP lot. The project is currently beyond the original substantial completion date due to delays in finalizing design drawings, obtaining required permits and incorporating scope changes. As a result, construction activities began later than planned and completion is now anticipated in March 2026.

CONSTRUCTION COST:				NOTICE TO PROCEED: 02/11/25		
				TIME(DAYS)	COMPLETION	
Original Contract		\$2,985,083.00		300	12/07/25	
Thru Change Order #	1	\$0.00	0.0%	0		
Current Contract		\$2,985,083.00		300	12/07/25	
Paid To Date Thru PA #	6	\$1,463,124.67	49.0%	Time: 124.0%		

**ANTICIPATED
COMPLETION:
03/31/2026**

PROJECTS IN CONSTRUCTION

V-00834-MCO NORTH CELL PARKING LOT VENDING MACHINE ENCLOSURE (D/B)

CONTRACTOR:	Gomez Construction Company	GOAA CONTACTS:	
A/E:	NONE	Sponsor:	Concessions
OAR:	Cost Management, Inc., dba CMI	Construction:	Jennifer Woods
FUNDING:	Cap. Ex. (Capital Expenditure Fund)	PROJECT BUDGET:	\$116,000.00

SCOPE:

It is proposed to build a concrete block wall side enclosure off of the existing wall at the back side of the restroom building at the North Cell Lot at the Orlando International Airport. This building is centrally located in the cell lot and provides restroom facilities, FIDs monitors and seating areas for the public. To provide protection from above, there would also be a metal canopy added to cover the vending machines. The semi-enclosed space would have electrical and data outlets for the machines to plug into and light fixtures.

STATUS:

The contractor has addressed design review and permit document comments. Select site work and field layout are complete. Coordination with GOAA Concessions is continuing the new vending machine type that will be installed as they finalize the RFP (Request for Proposals) for this equipment. GOAA Concessions has provided dimensions of the new machines. Masonry wall construction is on hold as we await the procurement of the canopy material. Anticipated completion is currently February 28, 2026, due to a delay in acceptance of the permit drawings and canopy material procurement.

NOTICE TO PROCEED: 07/29/25

CONSTRUCTION COST:

				TIME(DAYS)	COMPLETION
Original Contract		\$79,350.50		150	12/25/25
Thru Change Order #	0	\$0.00	0.0%	<u>0</u>	
Current Contract		\$79,350.50		150	12/25/25
Paid To Date Thru PA #	0	\$0.00	0.0%	Time: 136.0%	

**ANTICIPATED
COMPLETION:
2/28/2026**

PROJECTS IN CONSTRUCTION

V-00980-MCO CCTV RENEWAL & REPLACEMENT - PHASE 1 (D/B)

CONTRACTOR:	Gomez Construction Company	GOAA CONTACTS:	
A/E:	NONE	Sponsor:	Security
OAR:	Geotech Consultants International, Inc., dba GCI, Inc.	Construction:	Torie Brooks
FUNDING:	Cap. Ex. (Capital Expenditure Fund),FDOT,GARBS (General Airport Revenue Bonds),LOC (Line of Credit) <small>(00214384862.500) OIA FDOT 438486-2-94-01, Capital Expenditure Funds, 2019A Bonds-AMT, Line of Credit to be reimbursed with General Airport Revenue Bonds.</small>	PROJECT BUDGET:	\$8,357,204.05

SCOPE:
 Replace existing analog (video over coaxial cables) cameras with current technology IP (power and video over CAT6 network cables) cameras at the Orlando International Airport. Scope includes re-use of pathways as possible, provide pathway where needed, replace analog cables with data cables, and provide software licenses, network equipment and network video recorder (NVR) servers and storage as needed to support the system.

STATUS:
 CCTV camera programming is ongoing at terminals A & B and approximately 80% of all new cameras have been brought online. Programming is in progress for the level 1 and tunnel level cameras. Conduit and camera installation is complete on level 3, and in progress at the terminal top roof. Owner furnished / owner installed equipment installation continues with network switches, while all new network video recorders have been installed. Cameras were added to the base scope of work to provide additional security video coverage, which has added time to the contract completion date. The anticipated substantial completion date is now back to its original schedule date of March 27, 2026.

				NOTICE TO PROCEED: 11/06/24	
CONSTRUCTION COST:				TIME(DAYS)	COMPLETION
Original Contract		\$2,756,239.00		365	11/05/25
Thru Change Order #	3	\$504,425.62	18.3%	<u>142</u>	
Current Contract		\$3,260,664.62		507	03/27/26
Paid To Date Thru PA #	6	\$1,723,608.83	52.9%	Time: 92.5%	

**ANTICIPATED
COMPLETION:
On Schedule**

PROJECTS IN CONSTRUCTION

V-00982-MCO MCO CAMPUS KEY & LOCK REPLACEMENT

CONTRACTOR:	H.A. Contracting Corporation	GOAA CONTACTS:	
A/E:	NONE	Sponsor:	Security
OAR:	PSA Constructors Inc. dba PSA Management Inc.	Construction:	Scott Shedek P.E.
FUNDING:	FDOT,GARBS (General Airport Revenue Bonds),LOC (Line of Credit)	PROJECT BUDGET:	\$2,950,000.00

SCOPE: Manage the installation, switch out the cores, and manage the key management system of owner-furnished equipment, lock cores, ancillary equipment, accessories, and other requirements to replace the lock and key system for the entire MCO Campus at the Orlando International Airport.

STATUS: Medeco continues to reproduce and ship the replacement cores due to manufacturing issues.

				NOTICE TO PROCEED: 01/29/24	
CONSTRUCTION COST:				TIME(DAYS)	COMPLETION
Original Contract		\$419,900.00		150	06/26/24
Thru Change Order #	2	\$161,327.47	38.4%	<u>611</u>	
Current Contract		\$581,227.47		761	02/27/26
Paid To Date Thru PA #	5	\$246,738.46	42.5%	Time: 98.7%	

**ANTICIPATED
COMPLETION:
On Hold**

PROJECTS IN CONSTRUCTION

V-00995-MCO REPLACEMENT OF ELEVATOR P58 AT AIRSIDE 4 (D/B)

CONTRACTOR:	Gomez Construction Company	GOAA CONTACTS:	
A/E:	NONE	Sponsor:	Facilities
OAR:	Cost Management, Inc., dba CMI	Construction:	Torie Brooks
FUNDING:	O&M (Operations & Maintenance Fund)	PROJECT BUDGET:	\$2,490,000.00

SCOPE:

Design and construct the replacement of elevator P58 at Airside 4 at the Orlando International Airport. Scope will also include all related work associated with the elevator replacement.

STATUS:

Modernization of the elevator is 100% complete. The final control wiring and landing system are complete, and the elevator is running at a high speed. Fire alarm wiring is complete. LifeNet / Lobby vision is communicating with the network. Schindler Elevator Corp. has installed the 2-way video monitoring communication system from TEC Solutions, which has been tested and is functioning as required. The ATS generator box installation has been completed. CAT (Ring Power) completed start-up on October 28, 2025, and the elevator is now working online with emergency power. The owner maintenance agreement with Tech Solutions to provide the Agent Licensing for the 2-way video monitoring system has been executed with GOAA. Schindler Elevator Corp. is currently running pre-testing on the elevator in preparation for the AHJ inspection. The procurement of the Tech Solutions equipment and issuance of the Agent Licensing have delayed the project. Liquidated damages on this project are \$300.00/day for substantial completion and will be addressed with the contractor on a future change order. The contractor's revised anticipated completion date is February 27, 2026.

NOTICE TO PROCEED: 02/28/24

CONSTRUCTION COST:

				TIME(DAYS)	COMPLETION
Original Contract		\$998,948.26		365	02/26/25
Thru Change Order #	1	\$0.00	0.0%	<u>0</u>	
Current Contract		\$998,948.26		365	02/26/25
Paid To Date Thru PA #	14	\$798,990.10	80.0%	Time: 197.5%	

ANTICIPATED COMPLETION: 2/27/2026
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PROJECTS IN CONSTRUCTION

V-01023-MCO AIRSIDES 2 AND 4 COOP RAMPS (D/B)

CONTRACTOR:	Clancy & Theys Construction Co.	GOAA CONTACTS:	
A/E:	NONE	Sponsor:	Facilities
OAR:	AECOM Technical Services, Inc.	Construction:	Scott Shedek P.E.
FUNDING:	GARBS (General Airport Revenue Bonds)	PROJECT BUDGET:	\$4,000,000.00

SCOPE:

Design and build a permanent single-lane switchback ramp at the 4600 APM emergency exit stairwell at airside 4, and a permanent double-lane switchback ramp at the 4800 APM emergency exit stairwell at airside 2 at the Orlando International Airport. Each switchback ramp shall be covered to include overhead lighting and black chain link fencing installed around the perimeter of the structure.

STATUS:

Change Order 13 was approved and the design for the canopy extension is proceeding. The project is on schedule.

NOTICE TO PROCEED: 07/25/24

CONSTRUCTION COST:

Original Contract		\$2,414,910.00		
Thru Change Order #	13	\$1,332,153.30	55.2%	
Current Contract		\$3,747,063.30		
Paid To Date Thru PA #	3	\$1,282,404.92	34.2%	

TIME(DAYS)

COMPLETION

	270	04/20/25
	<u>309</u>	
	579	02/23/26
Time: 99.0%		

ANTICIPATED COMPLETION: On Schedule
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PROJECTS IN CONSTRUCTION

V-01032-MCO NORTH TERMINAL PREMIER PARKING RECONFIGURATION

CONTRACTOR:	Clancy & Theys Construction Co.	GOAA CONTACTS:	
A/E:	Avcon, Inc.	Sponsor:	
OAR:	PSA Constructors Inc. dba PSA Management Inc.	Construction:	Jeff Reine
FUNDING:	GARBS (General Airport Revenue Bonds)	PROJECT BUDGET:	\$2,293,312.00

SCOPE: Design a revenue control and access control system to convert the Terminal Top parking to a premier parking configuration at the Orlando International Airport. Provide for designated parking for the Hyatt Hotel on the Terminal Top, Level 4.

STATUS: Change orders No. 3 and No. 4 were approved at CCM for additional epoxy coating for phases two through four. Phase 2 began in December 2025, and phase 3 began in late January 2026. Project is on schedule.

NOTICE TO PROCEED: 09/10/25

CONSTRUCTION COST:				TIME(DAYS)	COMPLETION
Original Contract		\$984,532.00		180	03/08/26
Thru Change Order #	4	\$203,452.22	20.7%	0	
Current Contract		\$1,187,984.22		180	03/08/26
Paid To Date Thru PA #	1	\$222,626.37	18.7%	Time: 89.4%	

**ANTICIPATED
COMPLETION:
On Schedule**

PROJECTS IN CONSTRUCTION

V-01052-MCO ANNEX BUILDING CHILLER REPLACEMENT

CONTRACTOR:	Gomez Construction Company	GOAA CONTACTS:	
A/E:	C&S Engineers, Inc.	Sponsor:	Facilities
OAR:	Geotech Consultants International, Inc., dba GCI, Inc.	Construction:	Jeff Reine
FUNDING:	Cap. Ex. (Capital Expenditure Fund)	PROJECT BUDGET:	\$1,363,000.00

SCOPE: Replace the existing two (2) air-cooled chillers and associated plant piping and accessories. Includes demolition of the existing chillers, pumps, exposed piping, gauges, valves, and controls and replace with new to match existing at the Orlando International Airport.

STATUS: The two new Annex building chillers have been installed. New electrical and mechanical piping installation is complete. Installation of controls is in progress. New chillers are to be commissioned and placed into operation in February 2026. The temporary chiller was put into operation on November 18, 2025, and will continue providing chilled water until the new chillers are placed into service. The project is on schedule.

NOTICE TO PROCEED: 08/04/25

CONSTRUCTION COST:				TIME(DAYS)	COMPLETION
Original Contract		\$1,030,207.00		270	04/30/26
Thru Change Order #	0	\$0.00	0.0%	<u>0</u>	
Current Contract		\$1,030,207.00		270	04/30/26
Paid To Date Thru PA #	2	\$546,714.36	53.1%	Time: 73.3%	

**ANTICIPATED
COMPLETION:
On Schedule**

PROJECTS IN CONSTRUCTION

V-01059-MCO BUILDING 616 DEMOLITION

CONTRACTOR:	Clancy & Theys Construction Co.	GOAA CONTACTS:	
A/E:	NONE	Sponsor:	Commercial Properties
OAR:	The Roderick Group, Inc. dba Ardmore Roderick	Construction:	Jeff Reine
FUNDING:	Cap. Ex. (Capital Expenditure Fund)	PROJECT BUDGET:	\$611,500.00

SCOPE: Demolition of the entire building and associated parking lot at 8610 Bear Road Orlando, FL 32827. All utilities to be cleared and capped at respective mains.

STATUS: The kickoff meeting was held on January 13, 2026. Project is now in construction. Contractor is mobilizing to install temporary site fencing on January 29, 2026, and is coordinating the start of utility disconnections with the proper Authority Having Jurisdiction (AHJ). Project V-01065 is a parallel project, to buildout a new storage space for the Baggage Handling Equipment currently stored within Building 616, and achieved substantial completion on January 20, 2026 triggering the relocation of the BHS equipment from building 616 to Airside 1.

				NOTICE TO PROCEED: 01/13/26	
CONSTRUCTION COST:				TIME(DAYS)	COMPLETION
Original Contract		\$366,380.00		150	06/11/26
Thru Change Order #	0	\$0.00	0.0%	<u>0</u>	
Current Contract		\$366,380.00		150	06/11/26
Paid To Date Thru PA #	0	\$0.00	0.0%	Time: 24.0%	

**ANTICIPATED
COMPLETION:
On Schedule**

PROJECTS IN CONSTRUCTION

V-01060-MCO TERMINAL C ENHANCEMENTS PROGRAM - ART RELOCATION

CONTRACTOR:	Clancy & Theys Construction Co.	GOAA CONTACTS:	
A/E:	TBD	Sponsor:	Engineering & Construction
OAR:	Geotech Consultants International, Inc., dba GCI, Inc.	Construction:	Scott Shedek P.E.
FUNDING:	Cap. Ex. (Capital Expenditure Fund)	PROJECT BUDGET:	\$250,000.00

SCOPE:

The scope includes relocation of existing art from North Terminal Airside 1 to Terminal C, and includes artwork removal, art restoration, art reinstallation and purchase of additional art works. OAR fees are included in the Terminal C Enhancements Program W-S000151 Design and Project Oversight Project.

STATUS:

The Springshed map design is in the process of being finalized. Art and Springshed map to be installed before substantial completion can occur.

NOTICE TO PROCEED: 09/17/25

CONSTRUCTION COST:

				TIME(DAYS)	COMPLETION	
Original Contract		\$199,611.01		179	03/14/26	
Thru Change Order #	0	\$0.00	0.0%	<u>0</u>		
Current Contract		\$199,611.01		179	03/14/26	
Paid To Date Thru PA #	0	\$0.00	0.0%	Time: 86.0%		

ANTICIPATED COMPLETION: On Schedule
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PROJECTS IN CONSTRUCTION

V-01061-MCO TERMINAL C ENHANCEMENTS - AIR CURTAINS

CONTRACTOR:	Gomez Construction Company	GOAA CONTACTS:	
A/E:	RS&H, Inc.	Sponsor:	Engineering & Construction
OAR:	AECOM Technical Services, Inc.	Construction:	Torie Brooks
FUNDING:	GARBS (General Airport Revenue Bonds)	PROJECT BUDGET:	\$250,000.00

SCOPE:

The scope includes: The installation of six new air curtains and reinstallation of one air curtain to minimize air infiltration into the baggage areas at landside. Includes all electrical connections and all logistics to perform the work. The project will also include lightning protection at airside for concession spaces at the Orlando International Airport. Design and OAR fees are included in W-S151- Terminal C Enhancements Program Design and Project Oversight project.

STATUS:

The project scope has been completed, however there is a manufacturer's issue with the fans that were installed. The manufacturer is in progress with replacement of the existing fans. These have been shipped and anticipated delivery is the first week of February. Revised anticipated substantial completion date is pending based on review of contractor's revised schedule submission. Current anticipated substantial completion has been moved to February 28, 2026. This change in date is anticipated to go to CCM by 2/17/26.

CONSTRUCTION COST:				TIME(DAYS)	COMPLETION
Original Contract		\$246,176.27		120	08/19/25
Thru Change Order #	1	\$0.00	0.0%	<u>56</u>	
Current Contract		\$246,176.27		176	10/14/25
Paid To Date Thru PA #	3	\$212,492.46	86.3%	Time: 171.6%	ANTICIPATED COMPLETION: 2/28/2026

PROJECTS IN CONSTRUCTION

V-01063-MCO NORTH TERMINAL EAST APM PLATFORM AND AIRSIDES 2 AND 4 PLATFORMS TILE REPLACEMENT

CONTRACTOR: Collage Design and Construction Group, Inc. dba The Collage Companies **GOAA CONTACTS:**
A/E: NONE **Sponsor:** Engineering & Construction
OAR: WSP USA Inc. **Construction:** Scott Shedek P.E.
FUNDING: Cap. Ex. (Capital Expenditure Fund),GARBS **PROJECT BUDGET:** \$2,350,000.00
 (General Airport Revenue Bonds)

SCOPE:
 Remove and replace existing floor tile at Terminal A and B Level 3 Landside 2 and 4 APM platforms 4500, 4600, 4700, and 4800, Airside 2 platforms 4700 and 4800 and Airside 4 deboarding platforms 4600 and 4500. Scope includes demolition and removal of approximately 41,000 SF of existing floor tile, procurement of approximately 34,000 SF of new floor tile plus 4,100 SF (10%) attic stock, and installation of approximately 41,000 SF of new floor tile. The work shall be performed in phases approved by GOAA and will include day and night work.

STATUS:
 Project scope has been modified and reduced. The remaining scope of work will be removed from the project, resulting in a credit by the contractor. The contractor is in progress with addressing remaining items on the final punch list for the completed work. Revised anticipated substantial completion date is pending based on review of contractor's revised schedule submission.

					NOTICE TO PROCEED: 06/26/25	
CONSTRUCTION COST:					TIME(DAYS)	COMPLETION
Original Contract		\$1,862,975.00			95	09/28/25
Thru Change Order #	1	\$0.00	0.0%		<u>0</u>	
Current Contract		\$1,862,975.00			95	09/28/25
Paid To Date Thru PA #	1	\$65,603.03	3.5%		Time: 249.5%	

ANTICIPATED COMPLETION: 1/31/2026

PROJECTS IN CONSTRUCTION

V-01064-MCO GARAGE A EXPANSION JOINT REPLACEMENT P-4 AND PARTIAL P-3

CONTRACTOR:	H.A. Contracting Corporation	GOAA CONTACTS:	
A/E:	NONE	Sponsor:	Facilities
OAR:	Geotech Consultants International, Inc., dba GCI, Inc.	Construction:	Jeff Reine
FUNDING:	Cap. Ex. (Capital Expenditure Fund), O&M (Operations & Maintenance Fund)	PROJECT BUDGET:	\$617,811.00

SCOPE:

The project consists of providing all labor, equipment and materials for the removal and replacement of expansion Joint material at A Garage Parking Level P-3 East and West exposed ends and P-4 all expansion joints except for those at the 2 elevator lobbies at the Orlando International Airport. Reference Drawing A3.4 from BP-115 Record Drawings with Premold type Joint system markups and approximate lineal feet. Contractor to field verify prior to Bid. Also, provide Unit Cost per LF for the removal and replacement of Premold type Joint system not listed in the above scope.(Schedule "A")

Add Alternate 1 Scope: Compression Seal replacement is to provide all labor, equipment and materials for the removal and replacement of compression type expansion Joint material at A Garage Parking Level P-3 North section starting at Column Line 16 at the Orlando International Airport. Reference Drawing A2.5.1 from BP-239 Record Drawings with Compression type seals markups and approximate lineal feet. Contractor to field verify prior to Bid. Also, provide Unit Cost per LF for the removal and replacement of compression type expansion joint not listed in the above scope.(Schedule "B")

STATUS:

Contractor is still waiting on the remainder of the shipment for the change order work at parking Garage A and B on levels R2, P1, P2 and P3. The installation of this material in the drive lane in front of the elevator banks in Garage A continues, Levels P2 and P3 are complete. Installation of the remainder of the Schedule A expansion joint on Level P4 East started January 13, 2026, after the Holiday Parking restrictions were lifted. Anticipated completion is dependent upon material delivery, possibly mid-February.

NOTICE TO PROCEED: 07/15/25

CONSTRUCTION COST:

				TIME(DAYS)	COMPLETION
Original Contract		\$484,000.00		120	11/11/25
Thru Change Order #	1	\$85,737.60	17.7%	<u>63</u>	
Current Contract		\$569,737.60		183	01/13/26
Paid To Date Thru PA #	6	\$360,405.07	63.3%	Time: 119.1%	

ANTICIPATED COMPLETION: 2/20/2026
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PROJECTS IN CONSTRUCTION

V-01083-MCO NORTH TERMINAL COMPLEX BUILDINGS ROOF REPLACEMENT - AREA 1 (D/B)

CONTRACTOR:	Gomez Construction Company	GOAA CONTACTS:	
A/E:	Michael Baker International, Inc.	Sponsor:	Facilities
OAR:	The Roderick Group, Inc. dba Ardmore Roderick	Construction:	Jeff Reine
FUNDING:	GARBS (General Airport Revenue Bonds)	PROJECT BUDGET:	\$8,500,000.00

SCOPE: Remove and replace the existing roof on Area 1 (Main Area, Landside East) of the Main Terminal at the Orlando International Airport. Roofing system to be approved by FM Global.

STATUS: First design meeting was held on January 28, 2026. Contractor is performing pull-testing.

CONSTRUCTION COST:			NOTICE TO PROCEED: 01/14/26	TIME(DAYS)	COMPLETION
Original Contract		\$6,277,808.49		365	01/13/27
Thru Change Order #	0	\$0.00	0.0%	<u>0</u>	
Current Contract		\$6,277,808.49		365	01/13/27
Paid To Date Thru PA #	0	\$0.00	0.0%	Time: 9.6%	

**ANTICIPATED
COMPLETION:
On Schedule**

PROJECTS IN CONSTRUCTION

V-01088-MCO STC AMENITIES ROOM RELOCATION (D/B)

CONTRACTOR:	Gomez Construction Company	GOAA CONTACTS:	
A/E:	NONE	Sponsor:	Airline Ops
OAR:	Geotech Consultants International, Inc., dba GCI, Inc.	Construction:	Jennifer Woods
FUNDING:	GARBS (General Airport Revenue Bonds)	PROJECT BUDGET:	\$300,000.00

SCOPE:

This project consists of providing all design, permitting, labor, equipment and material for building out and relocating the employee amenities room at Terminal C landside level 1 at the Orlando International Airport. This is a Design/Build project with minimal design as needed for the purpose of obtaining permits.

STATUS:

Design documents submitted to City of Orlando permitting and permits have been issued. Demolition and material procurement are in progress.

NOTICE TO PROCEED: 10/21/25

CONSTRUCTION COST:	TIME(DAYS)	COMPLETION
Original Contract	\$247,780.56	120
Thru Change Order #	0 \$0.00	0.0%
Current Contract	\$247,780.56	120
Paid To Date Thru PA #	0 \$0.00	0.0%
		Time: 100.0%

**ANTICIPATED
COMPLETION:
On Schedule**

PROJECTS IN CONSTRUCTION

V-01089-MCO STC VIRGIN ATLANTIC ATO BUILDOUT (D/B)

CONTRACTOR:	Gomez Construction Company	GOAA CONTACTS:	
A/E:	NONE	Sponsor:	Airline Ops
OAR:	Geotech Consultants International, Inc., dba GCI, Inc.	Construction:	Jennifer Woods
FUNDING:	GARBS (General Airport Revenue Bonds)	PROJECT BUDGET:	\$420,000.00

SCOPE:

This project consists of providing all design permitting, labor, equipment and material for building out the Virgin Atlantic ATO at Terminal C landside level 1 at the Orlando International Airport. This is a Design/Build project with minimal design is needed for the purpose of obtaining permits.

STATUS:

Design documents submitted for City of Orlando permitting and permits have been pulled. Demolition is complete and new wall framing is in progress. Additional materials are in the submittal and procurement phase.

NOTICE TO PROCEED: 11/17/25

CONSTRUCTION COST:	TIME(DAYS)	COMPLETION
Original Contract	120	03/16/26
Thru Change Order # 0	\$0.00 0.0%	<u>0</u>
Current Contract	120	03/16/26
Paid To Date Thru PA # 0	\$0.00 0.0%	Time: 77.5%

\$332,658.85

ANTICIPATED COMPLETION: On Schedule
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PROJECTS IN CONSTRUCTION

V-01090-MCO VIRGIN ATLANTIC & TRAINING ROOM RELOCATIONS (D/B)

CONTRACTOR:	Clancy & Theys Construction Co.	GOAA CONTACTS:	
A/E:	NONE	Sponsor:	Airline Ops
OAR:	Geotech Consultants International, Inc., dba GCI, Inc.	Construction:	Jennifer Woods
FUNDING:	GARBS (General Airport Revenue Bonds)	PROJECT BUDGET:	\$135,000.00

SCOPE:

This project consists of providing all design, permitting, labor, equipment and material for refurbishing the Quimby room in North Terminal and relocating the training room from Terminal C landside level 1 to Quimby room in North Terminal at the Orlando International airport, moving the Virgin Atlantic (VA) Airline Ticket Office (ATO) from north terminal to STC LST, and minor refurbishing and cleanup of the VA North Terminal ATO spaces.

STATUS:

All drywall and ceiling repairs have been completed in the Quimby Conference Room. There is a change order in process to adjust the sprinkler heads which will complete the work in this room.

NOTICE TO PROCEED: 10/21/25

CONSTRUCTION COST:

Original Contract		\$82,592.40			
Thru Change Order #	0	\$0.00	0.0%	0	
Current Contract		\$82,592.40		210	
Paid To Date Thru PA #	0	\$0.00	0.0%	Time: 57.1%	

TIME(DAYS)

COMPLETION

ANTICIPATED COMPLETION: On Schedule
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PROJECTS IN CONSTRUCTION

V-01093-MCO AIRSIDE 3 WING 1 RAMP LEVEL CORRIDOR & STAIR REFURBISHMENT

CONTRACTOR: H.W. Davis Construction, Inc.
A/E: NONE
OAR: The Roderick Group, Inc. dba Ardmore Roderick
FUNDING: Cap. Ex. (Capital Expenditure Fund)

GOAA CONTACTS:
 Sponsor: Facilities
Construction: Jeff Reine
PROJECT BUDGET: \$259,021.00

SCOPE:

Refurbish the common area corridors and stairwells at the Airside 3, Wing 1 Ramp level to include replacement on a like for like basis the ceiling grid and tile, cove base, stair treads, FRP, light fixtures, and paint on walls, doors and frames at the Orlando International Airport.

STATUS:

Contractor submitted the drawings and permit application to City of Orlando on 12/29/2025. City review is due to complete by 1/23/2026. It is anticipated that the contractor mobilization and construction will start the first week of February 2026.

NOTICE TO PROCEED: 11/21/25

CONSTRUCTION COST:

Original Contract		\$199,110.00	
Thru Change Order #	0	\$0.00	0.0%
Current Contract		\$199,110.00	
Paid To Date Thru PA #	0	\$0.00	0.0%

TIME(DAYS)

160
0
 160
 Time: 55.6%

COMPLETION

04/29/26
 04/29/26

**ANTICIPATED
 COMPLETION:
 On Schedule**

PROJECTS IN CONSTRUCTION

V-01095-MCO GARAGE A STUCCO REPAIRS AT ENTRANCE AND EXIT PLAZAS (D/B)

CONTRACTOR:	Ovation Construction, Inc.	GOAA CONTACTS:	
A/E:	NONE	Sponsor:	Facilities
OAR:	Geotech Consultants International, Inc., dba GCI, Inc.	Construction:	Jennifer Woods
FUNDING:	O&M (Operations & Maintenance Fund)	PROJECT BUDGET:	\$165,000.00

SCOPE:

This project will consist of providing the design and construction of a control joint where the stucco columns meet the stucco beams at all four corners at the Parking Garage A Entrance and Exit Plazas. This includes providing all labor, equipment and materials for the repair and painting of all stucco beams and columns. Provide record drawings at the end of the project.

STATUS:

This project is in the submittal / procurement phase.

NOTICE TO PROCEED: 01/19/26

CONSTRUCTION COST:

Original Contract		\$134,252.05		
Thru Change Order #	0	\$0.00	0.0%	
Current Contract		\$134,252.05		
Paid To Date Thru PA #	0	\$0.00	0.0%	

TIME(DAYS)

COMPLETION

	90		04/18/26
	<u>0</u>		
	90		04/18/26
		Time: 33.3%	

**ANTICIPATED
COMPLETION:
On Schedule**

PROJECTS IN CONSTRUCTION

V-01096-MCO B-SIDE BAGGAGE MAKE-UP AREA GUARDRAIL REPLACEMENT REMAINDER

CONTRACTOR:	H. W. Davis Construction, Inc.	GOAA CONTACTS:	
A/E:	NONE	Sponsor:	Facilities
OAR:	Geotech Consultants International, Inc., dba GCI, Inc.	Construction:	John Bayley
FUNDING:	Cap. Ex. (Capital Expenditure Fund)	PROJECT BUDGET:	\$270,000.00

SCOPE:

The project involves providing all labor, equipment, and materials for the removal of the remaining existing guardrails on Level 2 B-Side Baggage Makeup Area and the installation of a "Slow Stop" Barricade System, as manufactured by Impact Recovery Systems, at the Orlando International Airport. In addition, all bolts, studs, or any protrusions that were used to secure the existing guardrails are to be removed, and the floor patched.

STATUS:

This project was approved at the Construction Committee with a Notice-to-Proceed of January 5, 2026. The pre-construction kick-off meeting was held on January 13, 2026. Material submittals were submitted and approved, with shipment of some material to arrive for a January 26, 2026 construction start date. Project is on schedule.

CONSTRUCTION COST:				NOTICE TO PROCEED: 01/05/26	
				TIME(DAYS)	COMPLETION
Original Contract		\$224,537.00		90	04/04/26
Thru Change Order #	0	\$0.00	0.0%	<u>0</u>	
Current Contract		\$224,537.00		90	04/04/26
Paid To Date Thru PA #	0	\$0.00	0.0%	Time: 48.9%	ANTICIPATED COMPLETION: On Schedule

PROJECTS IN CONSTRUCTION

V-01104-MCO TERMINAL B GARAGE CONCRETE REPAIR

CONTRACTOR:	Clancy & Theys Construction Co.	GOAA CONTACTS:	
A/E:	NONE	Sponsor:	Facilities
OAR:	Geotech Consultants International, Inc., dba GCI, Inc.	Construction:	Jennifer Woods
FUNDING:	O&M (Operations & Maintenance Fund)	PROJECT BUDGET:	\$55,000.00

SCOPE:

This project consists of providing all labor, equipment and material for repairing spalled concrete, to include locating and removing unsound delaminated concrete, installing new concrete patches and reinforcing material to restore concrete to its original condition and appearance at Terminal B Garage, level 1, row P at Orlando International Airport.

STATUS:

This project is in the submittal / procurement phase.

CONSTRUCTION COST:	TIME(DAYS)	COMPLETION
Original Contract	\$44,129.52	60
Thru Change Order # 0	\$0.00 0.0%	<u>0</u>
Current Contract	\$44,129.52	60
Paid To Date Thru PA # 0	\$0.00 0.0%	Time: 25.0%

**ANTICIPATED
COMPLETION:
On Schedule**

PROJECTS IN CONSTRUCTION

V-S00054-MCO TERMINAL C ENHANCEMENTS PROGRAM - BAGGAGE CAROUSEL WRAPS

CONTRACTOR: Gomez Construction Company	GOAA CONTACTS:
A/E: NONE	Sponsor: Engineering & Construction
OAR: AECOM Technical Services, Inc.	Construction: John Bayley
FUNDING: GARBS (General Airport Revenue Bonds)	PROJECT BUDGET: \$2,400,000.00

SCOPE: Install stainless steel baggage carousel wraps at all eight carousels at Terminal C FIS International and Domestic Bag Claim Areas at the Orlando International Airport.

STATUS: The contractor has begun installation of wood backing around baggage carousel 51 that will be used to support the stainless steel. The project is currently on schedule.

NOTICE TO PROCEED: 10/22/25

CONSTRUCTION COST:	TIME(DAYS)	COMPLETION
Original Contract	\$985,945.00	200
Thru Change Order # 0	\$0.00	0.0%
Current Contract	\$985,945.00	200
Paid To Date Thru PA # 0	\$0.00	0.0%

Time: 59.5%

ANTICIPATED COMPLETION: On Schedule
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PROJECTS IN CONSTRUCTION

W-00616-MCO MAIN TERMINALS A & B TUNNEL LEAK ASSESSMENT

CONTRACTOR:	Prime Construction Group, Inc.	GOAA CONTACTS:	
A/E:	Garver LLC	Sponsor:	Facilities
OAR:	The Roderick Group, Inc. dba Ardmore Roderick	Construction:	Kasim Levent-Ozpercin
FUNDING:	O&M (Operations & Maintenance Fund)	PROJECT BUDGET:	\$91,000.00

SCOPE: Excavate the planter area at the ground transportation level (Level 1) of Terminal B East side by the elevator pit to expose the top of the tunnel and expansion joint so Garver can investigate the leaking into the tunnels and provide an assessment report with suggested solutions at the Orlando International Airport.

STATUS: This project is in the submittal / procurement phase.

CONSTRUCTION COST:	TIME(DAYS)	COMPLETION
Original Contract	21	12/07/25
Thru Change Order # 0	0	
Current Contract	21	12/07/25
Paid To Date Thru PA # 1	Time: 442.9%	

**ANTICIPATED
COMPLETION:
On Schedule**