

**ADDENDUM NO. 60
TO THE AGREEMENT DATED JANUARY 8, 2021
BETWEEN THE GREATER ORLANDO AVIATION AUTHORITY
AND RICONDO & ASSOCIATES, INC.**

Project: W-00500 Master Plan Update Services, Orlando Executive Airport

THIS ADDENDUM is effective this 21st day of February, 2024, by and between the **GREATER ORLANDO AVIATION AUTHORITY** ("Authority"), and **RICONDO & ASSOCIATES, INC.** ("Consultant").

WITNESSETH:

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

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

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

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

1. Consultant shall perform additional services in accordance with the terms of the Agreement and the attached Exhibit "A." Consultant shall be paid for such additional services according to the payment terms set forth in the Agreement.
2. Consultant shall be compensated for such additional services in the **NOT TO EXCEED amount of SEVEN HUNDRED NINETY-FIVE THOUSAND EIGHT HUNDRED EIGHTY-SIX AND NO/100 DOLLARS (\$795,886.00)**, broken down as follows:

Professional Fees:	NTE:	\$772,891.00
Professional Fees:	LS:	\$0.00
Reimbursable Expenses:	NTE:	<u>\$22,995.00</u>
Total:		\$795,886.00

3. A. Consultant hereby certifies that it is not on the Scrutinized Companies that Boycott Israel List and is not engaged in a boycott of Israel, as defined in Florida Statutes § 287.135, as amended;
AND

- B. (applicable to agreements that may be \$1,000,000 or more) - Consultant hereby certifies that it is: (1) not on the Scrutinized Companies with Activities in Sudan List or the Scrutinized Companies with Activities in the Iran Petroleum Energy Sector List as defined in Florida Statutes § 287.135; and (2) not engaged in business operations in Cuba or Syria, as defined in Florida Statutes § 287.135, as amended.

4. Authority may terminate the Agreement for cause and without the opportunity to cure if the Consultant is found to have submitted a false certification or has been placed on the Scrutinized Companies that Boycott Israel List or is engaged in a boycott of Israel.

In the event the Agreement is for One Million Dollars (\$1,000,000.00) or more, Authority may terminate this Agreement for cause and without the opportunity to cure if the Consultant is found to have submitted a false certification or has been placed on the Scrutinized Companies with Activities in Sudan List or the Scrutinized Companies with Activities in the Iran Petroleum Energy Sector List or is engaged in business operations in Cuba or Syria.

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

IN WITNESS WHEREOF, the parties hereto by their duly authorized representatives, have executed this Addendum on this day of Feb 23, 2024.

GREATER ORLANDO AVIATION AUTHORITY



By:

box SIGN 1V3Q39J4-4KRQK8P7

Kevin J. Thibault, P.E.
Chief Executive Officer

Approved as to Form and Legality
(for the benefit of GOAA only)
this day of Feb 23, 2024



By: box SIGN 1J8RLK51-4KRQK8P7

**NELSON MULLINS BROAD AND
CASSEL, Legal Counsel
Greater Orlando Aviation Authority**

RICONDO & ASSOCIATES, INC



By:

box SIGN 4LWR3Z2Q-4KRQK8P7

Signature (Duly Authorized Rep.)

Pete Ricondo

Printed Name

Senior Vice President

Title



Orlando International Airport
One Jeff
Orlando, Florida, 32827-4392
(407) 825-2001

Memorandum

To: Members of the Construction Committee

From: Brad Friel, Sr. Vice President of Multi-Modal Planning and Environmental
(Prepared by Chris DeLoatche)

Date: January 23, 2024

Re: Request for Recommendation of Approval of an Addendum to the General Consulting Services Agreement with Ricondo & Associates, Inc. for W-00500 for Master Plan Update Services at the Orlando Executive Airport

The consultant's proposal dated November 2023 is to provide services that would assist the Aviation Authority in updating the Airport Master Plan for the Orlando Executive Airport. The work proposed in the scope will address the Executive Airport's developmental needs through the next twenty years to realize the Aviation Authority's long-term strategic visions for serving its tenants, business, and community stakeholders.

On October 31, 2023, the Construction Finance Oversight Committee approved a budget transfer request for W-500 – Master Plan Update, Orlando Executive Airport, in response to an unanticipated increase to the original proposal. To support the increase in funding, transfers between the Orlando Master Plan Update and the Airfield Lighting & Signage Project were approved. Approval of the requested funding amount is subject to an independent fee evaluation.

If approved, these services would be effective the date of the Aviation Authority Board approval.

This continuing consultant was selected for this task based on (☒ all that apply):

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

The DBE participation has been reviewed by the Office of Small Business Development. Their findings and recommendation are attached.

Funding is from previously approved FY24 Capital Improvement Program fund 901.443.871.5660003.000.501694. To the extent possible, funds will be provided by the FAA Bipartisan Infrastructure Law Airport Infrastructure Grant (BIL AIG) and FDOT funding. Services to be invoiced not to exceed the available 901 funding req'd until FAA/FDOT funds awarded. Funding source verified by Melvin Martinez of Construction Finance on 01 / 19 / 24 as correct and available.

Contingent upon receiving the grant funding from the Federal Aviation Administration (FAA) and the Florida Department of Transportation (FDOT), and approval from the Greater Orlando Aviation Authority (GOAA) for the project budget as identified in the future update of the Capital Improvement Plan, it is respectfully requested that the Construction Committee recommend to the Aviation Authority Board approval of an Addendum to the General Consulting Services Agreement with Ricondo & Associates, Inc. for the services contained herein and the amount as shown below:

Not to Exceed Fees	\$772,891.00
Lump Sum Fees	\$0.00
Not to Exceed Expenses	\$22,995.00
TOTAL	\$795,886.00
AAC – Compliance Review Date	<i>EW</i> 1/15/24
AAC – Funding Eligibility Review Date	1/15/24

November 2023

Orlando Executive Airport

Scope of Work

Orlando Executive Airport

Master Plan Update

Prepared for:

Greater Orlando Aviation Authority

Prepared by:

RICONDO

In association with:

AVCON, Inc.

Brown & Phillips, Inc.

GSS Creative

KMI International

Martinez Geospatial

Quest Corporation of America, Inc.

Wonderstruct

Ricondo & Associates, Inc. (Ricondo) prepared this document for the stated purposes as expressly set forth herein and for the sole use of the Greater Orlando Aviation Authority and its intended recipients. The techniques and methodologies used in preparing this document are consistent with industry practices at the time of preparation and this Report should be read in its entirety for an understanding of the analysis, assumptions, and opinions presented. Ricondo & Associates, Inc. is not registered as a municipal advisor under Section 15B of the Securities Exchange Act of 1934 and does not provide financial advisory services within the meaning of such act.

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INTRODUCTION

The following is a scope of work for Ricondo & Associates, Inc. (Ricondo) and its sub-consultants to assist the Greater Orlando Aviation Authority (Aviation Authority, or Authority) prepare an update to the Airport Master Plan for the Orlando Executive Airport (ORL, or the Airport). The Master Plan Update (MPU) proposed in this scope of work will address the Airport's developmental needs through the next twenty years to realize the Aviation Authority's long-term strategic visions for serving its tenants, business, and community stakeholders.

THE RICONDO PLANNING TEAM

The planning team (Ricondo Team) will include the following subconsultants, tasked with performing specified tasks contributing to the overall update of the master plan:

AVCON, INC.

AVCON, Inc. (AVCON) will be responsible for assessing airfield geometry, developing airfield geometry improvement alternatives according to Federal Aviation Administration (FAA) guidance, and estimating costs of the airfield alternatives. AVCON will also evaluate and estimate costs associated with preparing the southeast quadrant of the Airport for future development, including support facilities and utilities.

BROWN & PHILLIPS, INC. (MWBE/DBE)

Brown & Phillips, Inc. (Brown & Phillips) will conduct ground survey services in coordination with Martinez Geospatial to establish control points to support the Airports Geographic Information Systems (AGIS) Survey deliverables.

GSS CREATIVE (DBE)

GSS Creative (GSS) will be responsible for graphic design components of project coordination meetings between the Ricondo Team and Aviation Authority, stakeholder engagement meetings, and final documentation.

KMI INTERNATIONAL (LDB)

KMI International (KMI) will provide rough order of magnitude construction cost estimating services for the development alternatives analysis and preferred alternative.

MARTINEZ GEOSPATIAL (DBE)

Martinez Geospatial (MTZ) will conduct photogrammetry and AGIS services in coordination with Brown & Phillips to collect, format, and deliver data according to the FAA AGIS program standards. MTZ will acquire new color aerial imagery of the Airport and proximate area.

QUEST CORPORATION OF AMERICA, INC. (DBE)

Quest Corporation of America, Inc. (Quest) will assist the Stakeholder Engagement task, which will consist of coordinating meetings and conducting surveys with the tenant and sub-tenant stakeholders as well as the local community and public.

WONDERSTRUCT

Wonderstruct will conduct an editorial and technical review of the draft and final report documentation summarizing the analyses and conclusions of the MPU.

BACKGROUND

The ORL MPU will be conducted in accordance with Federal Aviation Administration (FAA) Advisory Circulars (ACs) 150/5070-6B, *Airport Master Plans*; 150/5300-13B, *Airport Design*; 150/5300-17C, *Remote Sensing Technologies in Airport Surveys*; 150/5300-18B, *Aeronautical Surveys: Field Data Collection and Geographic Information System (GIS) Standards*; and other FAA guidance.

The Master Plan Update is intended to establish a development framework for the Airport focused on:

- Realizing the vision, goals, and objectives articulated in the Aviation Authority's 2023 Strategic Plan
- Improving connections through diversified and complementary forms of transportation and mobility by ground and by air
 - Reconfiguring landside and airside roadway networks as needed to improve access and airport-wide connectivity
 - Enabling infrastructure and airspace preservation for new vertical takeoff and landing aircraft
 - Preserving right-of-way and facilities for connecting ORL and community areas with mass, public, and/or autonomous ground-based transportation vehicles as well as pedestrian and active mobility access
- Evaluating synergistic development integrating transportation and non-aviation development
 - Creating opportunities to expand partnerships for desirable, mixed-use, and transit-oriented development along ORL's perimeter parcels
 - Adding amenities to serve general aviation users that could also serve the general public
 - Increasing opportunities for emerging and local businesses to support regional growth at ORL
- Formulating a capital investment plan that provides access and utility infrastructure in support of commercial and economic development
 - Identifying future land uses for vacant and undeveloped land at ORL
 - Relocating facilities and functions to promote the highest and best use of land
- Preserving, restoring, and modernizing existing facilities while adding necessary assets
 - Optimizing the existing capacity and efficiency of Runways 7-25 and 13-31 and the associated airspace and traffic patterns
 - Evaluating site options and operational effectiveness of a third/training runway
 - Reviewing safety risks and efficiency of the existing configuration of aprons/taxilanes, taxiways, holding pads, and run-up areas to consider future airfield modifications
 - Modernizing airfield lighting and navigational aids
 - Accommodating based aircraft requirements with fixed-based operator (FBO) facilities, apron, and other support/storage facilities
 - Determining remaining useful life and improving utilization of existing facilities

- Anticipating requirements for electrification, sustainable aviation fuels, autonomous vehicles, and other system/process innovations to improve ORL user experiences
 - Siting fuel storage and power generation facilities
 - Identifying charging infrastructure, parking, and right-of-way requirements for new vehicles
- Relieving Orlando International Airport (MCO) with a holistic airport system concept of operation
 - Increasing modal choices to/from MCO via airport-to-airport urban air mobility and other new transportation connections
- Providing improved general aviation access to the overall community

This update will be composed of thirteen (13) tasks described in the subsequent sections.

TASK 1: PRELIMINARY VISIONING

Objective: *Outline the principles that will guide the preparation of the Orlando Executive Airport Master Plan Update in accordance with a consistent vision of the Aviation Authority.*

The Ricondo Team will outline the Aviation Authority's vision for the Airport before initiating the MPU. This task will provide an opportunity to define a development strategy for the Airport, including key goals, objectives, and focus areas for the MPU. This will include the preparation of high-level development scenarios and the identification of the strengths, weaknesses, opportunities, and threats associated with different development visions.

1.1 SITUATION ASSESSMENT

The Ricondo team will review and synthesize data for the current conditions that influence ORL, including:

- General aviation industry trends
- Market considerations and competitive positioning of ORL within Florida
- Strategic goals and opportunities that may affect the Airport activity levels

1.2 AVIATION AUTHORITY VISION MEETING (1 OF 2)

The Ricondo Team will conduct one (1) meeting with the Aviation Authority and ORL stakeholders to complete the following:

- Determine strategic goals (with priorities) for the Airport's aeronautical and supporting functions
- Identify airport development strategies relative to facility utilization practices (e.g., crossfield runway, training runway)
- Identify the potential for new or expanded activity by existing airport users (fixed-base operators, and their subtenants), as well as the potential for the Airport to secure new users and services
- Identify factors that could impact the level or type of activity at the Airport (i.e., potential for the expansion of corporate/business activity, air charter operations, etc.)

- Identify drivers, issues, constraints, and opportunities associated with the development of the Airport

1.3 NON-AERONAUTICAL COMMERCIAL VISION MEETING (2 OF 2)

The Ricondo Team will conduct one (1) meeting with the Aviation Authority to complete the following:

- Determine the parameters for pursuing new non-aeronautical commercial development and tenants at ORL that will complement the Airport's aeronautical priorities
- Identify strategies for non-aeronautical commercial development for desirable, mixed-use, and transit-oriented development along ORL's perimeter parcels
- Identify factors that could affect the demand for the non-aeronautical commercial vision of the Aviation Authority

The proposed meetings would be conducted on the same day but include different stakeholder groups. Stakeholder participation will be established in collaboration with Aviation Authority staff. The Ricondo Team will confirm the observations of the visioning sessions, including articulating priorities, goals, and objectives of the ORL MPU before continuing with the Task 4 facility requirements.

TASK 2: INVENTORY OF EXISTING AIRPORT FACILITIES

Objective: *Collect and organize basic information, data, and mapping used to update the master plan.*

The Ricondo Team will develop an inventory of existing facilities and infrastructure at ORL. This will include site visits, observations, photos, and/or tenant surveys to supplement the review of planning studies, base mapping, site plans, construction documents, equipment specifications, and airport records, as needed.

2.1 COLLECTION OF EXISTING DOCUMENTS

The Ricondo Team will review previous and existing ORL planning, environmental, construction, and airport records that are available and provided by the Aviation Authority. The Master Plan will also be informed by other pertinent materials. Materials to be review include:

- Drainage Atlas Maps for Orlando Executive Airport, November 2014
- Airfield Lighting System, Markings, Signage and Other Airport Equipment Assessment, December 2015
- Airport Layout Plan Update, Narrative Report (W-334), December 2017
- Orlando Executive Airport, Exhibit 'A' Mapbook, December 2017
- Runway 7-25 Rehabilitation Alternatives Analysis, August 2023
- Airfield Pavement Evaluation Report, Statewide Airfield Pavement Management Program, 2022
- National Oceanic and Atmospheric Administration Climatic Data Center Weather Observations
- Federal Aviation Administration Airport Data and Information Portal
- Federal Aviation Administration Terminal Procedures and Airport Diagram
- Florida Department of Transportation Traffic Information

- Orange County Destination 2030/Vision 2050 Comprehensive Plan
- Orange County Traffic Counts
- City of Orlando Code of Ordinances
- City of Orlando Comprehensive Plan
- City of Orlando East Colonial Drive Vision Plan
- City of Orlando Growth Management Plan
- City of Orlando Map Library

Relevant information from these documents will be cited in the final master plan report.

2.2 INVENTORY OF AERONAUTICAL CONDITIONS

The Ricondo Team will document the existing aeronautical conditions, including facility locations, types, and sizes; levels of service; and procedures. The inventory of aeronautical facilities will include the following components:

- Runways
- Taxiways
- Aprons, aircraft parking, pads, and run-up areas
- Airfield lighting, navigational aids, and equipment shelters
- Airside roadways
- Air operations area perimeter fencing and access
- Airport design surfaces (e.g., safety and critical areas)
- Airspace surfaces
- Fixed-base operator (FBO) lease areas, structures, and site conditions
- Hangars
- Meteorological conditions
- Airfield and airspace standard operating procedures

The Ricondo Team will refer to collected documents, airport records provided by the Aviation Authority, and tenant surveys to inventory the existing aeronautical facilities, procedures, and operating conditions. The Team will conduct one (1) site visit at the direction of the Aviation Authority to record supplemental observations and verify information.

2.3 INVENTORY OF ENVIRONMENTAL CONDITIONS

The Ricondo Team will document the environmental conditions on and near the Airport that may influence the alternatives development and evaluation using available data from previous studies and readily available public sources. The inventory of environmental conditions will be incorporated into the Environmental Overview and include the following components:

- Biological resources

- Coastal resources
- Department of Transportation Act, Section 4(f) 1/15/23
- Hazardous materials, solid waste, and pollution prevention (including documentation of current waste generation, disposal, and recycling practices)
- Historical, architectural, archeological, and cultural resources
- Land use
- Natural resources and energy supply
- Noise and noise-compatible land use
- Socioeconomics, environmental justice, and children's environmental health and safety risks
- Visual effects
- Water resources (e.g., groundwater, floodplains, surface waters, and wetlands)

The existing environmental conditions will include exhibits of mapped resources for consideration during the development of MPU alternatives.

2.4 INVENTORY OF LANDSIDE FACILITIES

The Ricondo Team will document the existing airport roadway system and parking facilities associated with aeronautical and support facilities, as well as connections with the surrounding transportation network. Existing landside facilities will be reviewed for level of service and capacity to support future development; existing landside facilities dedicated to non-aeronautical commercial use will be documented for site location and size only. This analysis will be completed using traffic data provided by the Aviation Authority, as well as data collected from up to three (3) on-site observation locations to be performed by the Ricondo Team.

Additionally, the Team will summarize the regional off-airport transportation system and planned improvements using readily available information. These may include regional transportation plans and studies published by the Florida Department of Transportation (FDOT), Orange County, and City of Orlando.

2.5 INVENTORY OF SUPPORT FACILITIES

The Ricondo Team will document facilities that support the maintenance and operation of ORL. The inventory of support facilities will include the following components:

- Administrative/office space
- Aircraft maintenance/maintenance, repair, and overhaul (MRO)
- Airport traffic control tower (ATCT)
- Aircraft rescue and fire fighting (ARFF)
- Fuel storage
- Maintenance shops
- Storage areas

- Wash racks

The documented information will identify functional areas, service providers, deficiencies, constraints, and other information pertaining to the efficient operation of ORL.

2.6 INVENTORY OF SURROUNDING LAND USES

The Ricondo Team will document future land use and circulation on the Airport and within the Airport vicinity using current land use plans/maps, aerial imagery, comprehensive plans, and documents governing future land use and circulation in the surrounding area. These documents may include community plans, transportation or mobility plans, zoning ordinances, and regulations at ORL as provided by the Aviation Authority.

2.7 INVENTORY OF UTILITIES

The Ricondo Team will document the potential utility constraints for development on the north side of the Airport and existing terminating locations of utilities on the south side. The inventory of utilities will be based on previously completed studies to include the following without commissioning new surveys:

- Communications
- Electricity, including charging and renewable energy infrastructure
- Fuel
- Natural gas
- Sanitary sewer
- Stormwater
- Water

2.8 TENANT SURVEYS

The Ricondo Team will create surveys to determine the self-reported facility and infrastructure needs of the tenants and subtenants. Surveys will be distributed to tenants/subtenants electronically, with paper options available when requested.

2.9 DRAFT INVENTORY TECHNICAL CHAPTER (DELIVERABLE)

The Ricondo Team will provide a draft Inventory technical report in Microsoft Word (.docx) and portable document (PDF) formats. The draft Inventory technical report will include relevant narrative text, tables, and graphics to summarize the preliminary findings of Task 2 for Aviation Authority review. The report will be incorporated as a chapter of the final MPU technical report.

2.10 INVENTORY REVIEW MEETING (1 OF 1)

The Ricondo Team will conduct one (1) meeting with the Aviation Authority to review the Inventory of Existing Conditions. The purpose of the meeting is for the Aviation Authority to rectify information gaps and validate findings before Task 2 completion.

TASK 3: AVIATION ACTIVITY FORECAST

Objective: *Develop a 20-year forecast of aviation demand for Orlando Executive Airport applying methods accepted by the Federal Aviation Administration.*

The Ricondo Team will develop a baseline forecast of aviation activity at ORL which will establish the requirements for future airport requirements to accommodate the anticipated demand for facilities and improvements. The Team will prepare the baseline and up to two (2) alternate forecast demand scenarios. The forecasts will be developed with annual intervals using a base year and forecast period identified in coordination with the Aviation Authority under Task 3.1.

3.1 REVIEW OF SOCIOECONOMIC AND GENERAL AVIATION ACTIVITY TRENDS

Forecasts will be developed using socioeconomic regression analyses, trend analyses, and market share analyses as described in FAA Advisory Circular (AC) 150/5070-6B. Activity forecasts will be informed by historical operations data readily available from the Aviation Authority and U.S. Department of Transportation as well as Woods & Poole socioeconomic data.

The forecast effort will include a review of national general aviation trends based on the *FAA Aerospace Forecasts FY 2021-2041*, the General Aviation Statistical Databook & Industry Outlook from the General Aviation Manufacturers Association (GAMA), and general aviation trends in the central Florida region. Trends specific to ORL will be supplemented by surveys and interviews (conducted via teleconference) with the fixed-base operators (FBOs) operating at the Airport. The data collected under this subtask will help assess local and nationwide short- and long-term trends, including projections of active general aviation aircraft by type. In turn, these findings will be used to inform and refine the selection of a forecast model.

3.2 PREPARATION OF AVIATION ACTIVITY FORECASTS

The Ricondo Team will develop an annual forecast of aviation activity for the following segments:

- General aviation aircraft operations (including the fleet mix, segmented by aircraft type, approach category, and design group)
- Operations type (instrument flight rules, visual flight rules; local, itinerant)
- Based aircraft (including the fleet mix segmented by aircraft type, approach category, and design group)

Three (3) forecasts, one baseline and two alternate scenarios, will be developed for a 20-year period with 2023 serving as the base year. The forecasts will quantify annual and peak month operations. The baseline forecast will be reviewed by the Aviation Authority before the alternate forecast scenarios are prepared.

3.3 IDENTIFICATION OF CRITICAL AIRCRAFT, AIRCRAFT FLEET MIX, RUNWAY DESIGN CODE, AND TAXIWAY DESIGN GROUP

The Ricondo Team will identify the critical aircraft (or fleet mix) that will be based at ORL or regularly use ORL. Physical characteristics of these aircraft will be used to determine the Runway Design Code (RDC) on which the

runway and runway-related facility design standards and separation criteria are based. The critical Taxiway Design Group (TDG) will also be identified to determine the basis for taxiway design standards.

3.4 DRAFT FORECAST TECHNICAL CHAPTER (DELIVERABLE)

The Ricondo Team will provide a draft Forecast technical report in Microsoft Word (.docx) and portable document (PDF) formats. The draft Forecast technical report will include the baseline aviation activity forecast and alternate demand scenarios for the Aviation Authority to review and submit to the FAA for approval. The report will be incorporated as a chapter of the final MPU technical report.

3.5 BASELINE FORECAST REVIEW MEETING (1 OF 2)

The Ricondo Team will conduct one (1) meeting with the Aviation Authority to review the baseline Aviation Activity Forecast. The purpose of the meeting is for the Aviation Authority to discuss criteria for the alternate forecast scenarios to be prepared.

3.6 FORECAST REVIEW MEETING (2 OF 2) WITH FAA

The Ricondo Team will provide technical support to Aviation Authority during one (1) meeting between the Authority and FAA for review and submission of the Aviation Activity Forecast.

TASK 4: DEMAND CAPACITY AND FACILITY REQUIREMENTS

Objective: *To determine existing and future facility requirements, using data generated by previous tasks. Facility requirements will be identified for airport facilities such as airfield/airspace, general aviation facilities, support facilities, landside, and on-airport land use.*

The Ricondo Team will develop future requirements for ORL facilities using the forecast scenarios identified in Task 3 and compare future requirements to existing capacities for those facilities for the 5-, 10-, and 20-year planning horizons. The Ricondo Team will develop a demand capacity analysis and associated requirements for the planning horizons for aeronautical, landside, and support facilities, and utilities.

4.1 AERONAUTICAL REQUIREMENTS

The airfield facility requirements will be developed in accordance with FAA design standards to identify development items needed to maintain adequate safety, security, and operations at the Airport. The Ricondo Team will calculate the Annual Service Volume (ASV) using the methodology specified in FAA AC 150-5060-5, *Airport Capacity and Delay*, for two scenarios:

- Scenario 1: ORL continues to handle training activities including touch-and-go operations
- Scenario 2: Touch-and-go operations are assumed to be relocated to another Aviation Authority airport asset.

Aeronautical requirements will be determined based on adherence to FAA design standards and projected activity for the 20-year planning horizon. The aeronautical requirements will include the following components:

- Runway dimensions and wind coverage using the FAA wind rose tool
- Final approach and takeoff area (FATO), helipads, and potential vertiport safeguards
- Taxiways capacity, network, and geometry
- Aircraft parking requirements, including fixed-wing, rotorcraft, itinerant, and based
 - Aprons
 - Hold pads
 - Run-up areas
 - Storage
- Airport design surfaces (e.g., safety and critical areas)
- Airspace surfaces and clearances
- Airside roadway and ground vehicle parking capacity, network, and geometry
- Fixed-base operator (FBO) lease areas, structures, and site conditions
- Hangars
- Lighting and navigational aids
- Electrification and charging infrastructure
- Non-standard conditions and modifications to design standards

4.2 TRAINING RUNWAY DESIGN REQUIREMENTS

The Ricondo Team will determine the design requirements for a training runway based on the Aviation Activity Forecast and input provided through tenant surveys. The design characteristics to be determined include the length, width, strength, required safety setbacks, desired throughput, markings, lighting, navigational aids, and connector taxiways.

4.3 LANDSIDE REQUIREMENTS

The Ricondo Team will perform a high-level traffic assessment utilizing data provided by the Aviation Authority or other government agencies, to assess any capacity issues that may impact the ability for user and operators to access the Airport from the surrounding roadway network. In addition, the Ricondo Team will use information received from Aviation Authority and stakeholders to identify any existing or future issues related to airport use parking and general circulation on-Airport through the planning horizon. This task does not include traffic data collection or modeling however, this could be completed as an additional service.

4.4 SUPPORT REQUIREMENTS

The Ricondo Team will identify planning ratios and rules-of-thumb using the facility size/characteristics information collected in the inventory to develop facility requirements to accommodate demand over the planning horizon. The support facility requirements will include the following components:

- Administrative/office space

- Aircraft maintenance/maintenance, repair, and overhaul (MRO)
- Airport traffic control tower (ATCT)
- Aircraft rescue and fire fighting (ARFF)
- Fuel storage
- Maintenance shops
- Storage areas
- Wash racks

The documented information will identify footprint and floor area requirements with additional remarks noting facility-specific needs (e.g., distance from runways, lines of sight).

4.5 UTILITY REQUIREMENTS

The Ricondo Team will perform a high-level capacity assessment of airport utilities using data provided by the Aviation Authority or other agencies, to assess any capacity issues that may impact the ability of the Airport to implement proposed improvements. The utility requirements will include the following:

- Communications
- Electricity, including charging and renewable energy infrastructure
- Fuel
- Natural gas
- Sanitary sewer
- Stormwater
- Water

The Team will determine the utility requirements for developing the southeast quadrant. Future utility needs related to the southeast quadrant will be developed based on the forecasts and demand projections for the southeast quadrant.

4.6 DRAFT DEMAND CAPACITY AND FACILITY REQUIREMENTS TECHNICAL CHAPTER (DELIVERABLE)

The Ricondo Team will provide a draft Demand Capacity and Facility Requirements technical report in Microsoft Word (.docx) and portable document (PDF) formats. The draft Demand Capacity and Facility Requirements technical report will include relevant narrative text, tables, and graphics to summarize the analyses of Task 4 for Aviation Authority review. The report will be incorporated as a chapter of the final MPU technical report.

4.7 FACILITY REQUIREMENTS REVIEW MEETING (1 OF 1)

The Ricondo Team will conduct one (1) meeting with the Aviation Authority to review the Demand Capacity and Facility Requirements. The purpose of the meeting is for the Aviation Authority to identify additional future facility needs before Task 4 completion and the commencement of Alternatives Development.

TASK 5: ALTERNATIVES DEVELOPMENT AND EVALUATION

Objective: *Create alternative development concepts that meet Federal Aviation Administration safety and design standards, and facility requirements for both airside and landside facilities. Reasonable and feasible alternatives to implement will be considered for further evaluation.*

The Ricondo Team will develop a series of concepts to satisfy the airside and landside facility requirements. The alternatives will address available options including development of new facilities, expansion of existing facilities or removal of excess or substandard facilities. The concepts(s) with the greatest potential for meeting airside and landside demands will be refined further and evaluated based on evaluation criteria identified in conjunction with Aviation Authority staff. Some evaluation criteria could include, but are not limited to:

- Satisfaction of facility requirements
- Inherent flexibility
- Operational efficiency
- Development costs
- Implementation/construction phasing
- Financial feasibility/sources of funding
- Operational costs
- Provides new revenue opportunities
- Environmental/sustainability considerations
- Airport goals and objectives

Up to three (3) shortlisted airside development concepts and up to three (3) shortlisted landside development concepts will be developed. The Ricondo Team will develop materials to facilitate the comparisons between the identified airfield and landside concepts and present those to Aviation Authority staff and Stakeholders. Up to three (3) combined concepts will move onto evaluation based on the criteria agreed upon by Aviation Authority staff and the Ricondo Team. Utilities will be evaluated at a conceptual level, however, the ORL MPU alternatives should not be considered a utility master plan.

5.1 AERONAUTICAL/AIRFIELD DEVELOPMENT ALTERNATIVES

A series of airfield alternatives will be developed to accommodate future airfield needs and address any substandard FAA design conditions. Based on the airfield facility requirements, airfield alternatives will be developed that, to the extent practicable, will re-validate airfield alternatives that were analyzed as part of the previous master plan.

These alternatives will address areas of deficiencies or identified needs in runway design standards, taxiway geometry, safety areas, airfield circulation, etc. Runway incursion mitigation and situational awareness enhancement techniques and principles included in FAA AC 150/5300-13B, will be applied to this analysis (e.g., provide indirect taxiway access from apron areas, implement the three-node concept, and avoid wide expanses of pavement).

5.2 TRAINING RUNWAY ALTERNATIVES

The Ricondo Team will develop up to three (3) alternatives for a training runway. A training runway will be evaluated based on the results of the facility requirements. All alternatives will have the same design characteristics (e.g., design group, length, width, strength), and will be differentiated by siting. Depending on the siting, alternatives may also be differentiated by displaced thresholds and declared distances.

5.3 LANDSIDE/GENERAL AVIATION FACILITY DEVELOPMENT ALTERNATIVES

Based on the GA area facility requirements determined in prior tasks, GA development alternatives will be formulated. It is understood that the previous master plan identified a GA development plan, which is currently depicted on the approved ALP. This task will include re-examination of GA development alternatives considered in the previous master plan, as well as the following:

- Identification of potential developable parcels (within or off-airport property) for aviation-related uses with existing or potential connection to the airfield. In consultation with Authority staff, the Ricondo Team will identify land parcels that should be considered for aviation-related uses.
- Identification of potential on-Airport locations for a facility that could accommodate advanced air mobility (AAM) and/or electric vertical take-off and landing (EVTOL) aircraft and assess the impact on existing operations and airspace surfaces.
- Development of potential GA facility layouts: Based on the findings of the previous tasks, the Ricondo Team will prepare up to two (2) GA facility concept plans.

Based on the roadway access requirements, roadway access alternatives will be developed. As part of this analysis, the need to maintain the Amelia-Fairgreen Street corridor and Andes Avenue extension will be evaluated.

5.4 SUPPORT FACILITY ALTERNATIVES

Based on the support facility requirements determined in prior tasks, support facility alternatives will be developed. These alternatives will be assessed based on the ability to serve forecast demand, expandability, and operational considerations.

5.5 PREPARATION OF THE PREFERRED ALTERNATIVE

Using comments received from stakeholders and Aviation Authority staff during the evaluation of the three shortlisted concepts, a preferred alternative will be identified. The Ricondo team will also identify environmental documentation that would support the envisioned future development of the preferred alternative.

Once a preferred alternative is selected, the Ricondo Team will refine the preferred alternative to incorporate any input and subsequently meet with Aviation Authority staff for approval of the selected alternative.

5.6 DRAFT ALTERNATIVES DEVELOPMENT AND EVALUATION TECHNICAL CHAPTER (DELIVERABLE)

The Ricondo Team will provide a draft Alternatives Development and Evaluation technical report in Microsoft Word (.docx) and portable document (PDF) formats. The draft Alternatives Development and Evaluation technical report will include relevant narrative text, tables, and graphics to summarize the analyses of Task 5 for Aviation Authority review. The report will be incorporated as a chapter of the final MPU technical report.

5.7 ALTERNATIVES EVALUATION MEETINGS (1, 2 OF 3)

The Ricondo Team will conduct two (2) meetings with the Aviation Authority to evaluate the Alternatives. The purpose of the meeting is for the Aviation Authority to refine the Alternatives before making a final selection and concluding Task 5.

5.8 PREFERRED ALTERNATIVE SELECTION MEETING (3 OF 3)

The Ricondo Team will conduct one (1) meeting with the Aviation Authority to select the Preferred Alternative. The Preferred Alternative will be composed of individual concepts for developing aeronautical, landside, and support facilities.

TASK 6: HIGHEST AND BEST LAND USE PLAN

The Ricondo Team will develop a Highest and Best Land Use Plan for the Airport. The plan will consider available commercial development studies, planning and zoning information, availability of airside/landside access, adjacent land use, 14 Code of Federal Regulations (CFR) Part 77 height restrictions, environmental considerations, and the Preferred Alternative. A commercial development plan is anticipated to be prepared in parallel with the MPU which will require coordination and reconciliation of data and assumptions to ensure consistency between both plans.

The Highest and Best Land Use Plan will consist of the following:

- Aeronautical land use
 - Airfield
 - Tenant leasing opportunity
- Non-aeronautical land use
 - Commercial opportunity
 - Stormwater detention/retention

6.1 HIGHEST AND BEST LAND USE PLAN AND MAP (DELIVERABLE)

The Ricondo Team will prepare a Highest and Best Land Use Map.

TASK 7: ENVIRONMENTAL OVERVIEW

Objective: *Outline the actions and initiatives necessary to carry out the capital improvement plan in compliance with applicable State and federal regulations.*

7.1 OUTLINE OF NATIONAL ENVIRONMENTAL POLICY ACT (NEPA) REQUIREMENTS

Prior to the implementation of the recommended development alternative, the potential environmental effects of each project must be reviewed in accordance with the National Environmental Policy Act (NEPA). The Environmental Overview, therefore, provides a summary of environmental review considerations related to the set of projects identified in the Master Plan to support the development of an environmental processing strategy for master plan projects.

The Environmental Overview will not include detailed analyses of environmental impacts (such as preparation of categorical exclusion documentation or environmental assessments for specific projects). It will also not assess whether the impacts would be considered significant under NEPA. Rather, it provides a guide to support future environmental review of Master Plan projects.

7.2 OTHER ENVIRONMENTAL CONSIDERATIONS

The Ricondo Team will identify and qualitatively evaluate other potential environmental effects associated with the implementation of the recommended development alternative. The level of analysis is intended to be broad-based and qualitative. The Team will review pertinent State of Florida and local government environmental regulations and requirements for potential recommended development projects as well as provide additional information on environmental issues that warrant more detailed NEPA analysis, although such analysis is outside this Scope.

The Ricondo Team will exclude air quality, climate, and farmlands from the Environmental Overview because of the State of Florida's attainment on air quality, lack of climate metrics and specifications, and no known farmlands in the vicinity of ORL.

7.3 DRAFT ENVIRONMENTAL OVERVIEW TECHNICAL CHAPTER (DELIVERABLE)

The Ricondo Team will provide a draft Environmental Overview technical report in Microsoft Word (.docx) and portable document (PDF) formats. The draft Environmental Overview technical report will list the potential environmental effects and associated NEPA actions required to implement to the Preferred Alternative of the master plan. The report will be incorporated as a chapter of the final MPU technical report.

7.4 ENVIRONMENTAL OVERVIEW REVIEW MEETING (1 OF 1)

The Ricondo Team will conduct one (1) meeting with the Aviation Authority to review the Environmental Overview before Task 7 completion.

TASK 8: PROJECT IMPLEMENTATION PLAN

Objective: *Develop an implementation plan for development of the preferred alternative.*

8.1 FORMULATION OF CAPITAL IMPROVEMENT PLAN

The Ricondo Team will divide the preferred alternative into discrete projects (for budgeting purposes, up to 20 discrete projects are assumed) for which estimates of probable cost will be developed and escalated for use in financial feasibility analyses and which will be phased over the planning horizon. The projects will become the basis for consideration by the Aviation Authority for inclusion in the Airport's Capital Improvement Plan (CIP).

The implementation plan will provide the Aviation Authority and FAA with the information needed to integrate the Master Plan's recommendations with the Airport's long-term capital development program. The plan will include a basic master schedule for the major projects of the plan and a basic coordination plan outlining key activities and responsibilities for completion of each step of the implementation process. The Airport's ability to fund the recommended projects will be considered in preparing the CIP and the overall implementation plan.

8.2 PROJECT PHASING PLAN

The Ricondo Team will define a development schedule to reflect the improvements needed to satisfy facility requirements as needed throughout the forecast horizon. Individual development projects will be phased to allow improvements to be designed, constructed and commissioned in a timeframe to meet activity demand or other development schedule considerations.

8.3 ROUGH ORDER OF MAGNITUDE COST ESTIMATES

Cost estimates will be prepared for each project in the recommended CIP for the 20-year planning horizon taking into consideration inflation rate, with additional details provided for the initial near-term 5-year projects. The cost estimates will be provided on an item of work basis. The estimates will be prepared with sufficient detail to provide the level of confidence expected for use in the Authority's financial planning, capital programming, and CIP implementation initiatives. These will include design, engineering, administrative, land acquisition, and construction costs (soft costs).

This scope of work assumes that ROM cost estimates would only be prepared for the MPU projects to be recommended for implementation. For budgeting purposes, it has been assumed that cost estimates would be prepared for a maximum of 25 projects.

8.4 IDENTIFICATION OF FUNDING SOURCES

The purpose of this task is to identify the funding sources available to support the planned capital development at ORL. Potential funding sources for the planned capital development may include the following: federal grants, both entitlement and discretionary; state grants; general airport revenue bonds; Authority funds; and other, which may include third-party financing, special facility financing, etc. The determination of the preferred funding source strategy will be based, in part, on the availability of each funding source; and market conditions and the ability of the Aviation Authority to access any source.

8.5 DRAFT PROJECT IMPLEMENTATION PLAN TECHNICAL CHAPTER (DELIVERABLE)

The Ricondo Team will provide a draft Implementation Plan technical report in Microsoft Word (.docx) and portable document (PDF) formats. The draft Implementation Plan technical report will articulate the strategic sequence of executing on the Preferred Alternative of the MPU. The report will be incorporated as a chapter of the final MPU technical report.

8.6 PROJECT IMPLEMENTATION PLAN MEETING (1 OF 1)

The Ricondo Team will conduct one (1) meeting with the Aviation Authority to review and revise the Project Implementation Plan before Task 8 completion.

TASK 9: FINANCIAL FEASIBILITY ANALYSIS

This proposal assumes the financial analysis will be completed by the Aviation Authority based on the implementation plan and cost estimates to be provided by the Ricondo Team.

TASK 10: STAKEHOLDER ENGAGEMENT

Objective: *Establish a framework for internal and external communication throughout the Study.*

The Ricondo Team will work with the Aviation Authority to develop a communication/engagement framework to be used throughout the duration of the study.

10.1 IDENTIFICATION OF STAKEHOLDERS

The Ricondo Team will work with the Aviation Authority to identify the appropriate stakeholders for the Master Plan. Stakeholders may include airport users and tenants, the Federal Aviation Administration (FAA), Council Office, other Orlando City Departments, the Citizens Advisory Council (CAC), other planning agencies, other government agencies with regulatory or review authority, local community representatives, and adjacent landowners.

The Team will research and create a stakeholder database and matrix for the project area. The matrix will assess stakeholders in the region by their level of interest and support for the project and identify when and how to engage them. The Team will identify and maintain an ongoing list of community stakeholders throughout the duration of the project.

10.2 PUBLIC MEETINGS AND OUTREACH

The Ricondo Team will advise and work with the Aviation Authority to define the form for up to five (5) public workshop/public meetings that provide the best interaction with the public. The Authority will inform and direct the Team regarding dissemination of information about the date, time, and materials to be discussed, as well as the configuration of the meeting(s) space.

The Ricondo Team will attend with no more than six (6) staff members (one bilingual) to attend each meeting. The Team staff will be responsible for a sign-in table and providing meeting handouts to attendees, while the others

will monitor discussions with technical staff to identify key issues and concerns raised and input received from the public. The Ricondo Team will develop and provide comment forms that the public can use to submit specific written comments or suggestions to the planning team, summarizing the comments received via the forms after each workshop and providing the summary the Aviation Authority.

10.3 TENANT STAKEHOLDER MEETINGS

The Ricondo Team anticipates up to three (3) total tenant stakeholder meetings throughout the duration of the project. These briefings will offer an opportunity to keep ORL tenants, local officials, civic bodies, and public agencies informed about the focus and findings of the study. The location and format for these tenant stakeholder meetings will be provided by the Aviation Authority.

10.4 PUBLIC SURVEYS

The Ricondo Team will collect surveys from the public following each planned public meeting to target up to three (3) specific community subsets. The Team will work with the Aviation Authority to craft survey questions to target the desired data collection. Surveys will be distributed to the public electronically, with paper options available upon request.

TASK 11: AIRPORT LAYOUT PLAN

Objective: *Develop an Airport Layout Plan in accordance with Federal Aviation Administration standards.*

Based on the results of the previous tasks, the Ricondo Team will develop an Airport Layout Plan (ALP) drawing set in accordance with FAA standards as defined in FAA AC 150/5070-6, *Airport Master Plans*; FAA AC 150/5300-13B, *Airport Design*; and FAA Office of the Associate Administrator for Airports (ARP) Standard Operating Procedure (SOP) 2.00, *Review and Approval of ALPs*. The ALP set will be prepared as a paper-copy ALP and does not include the preparation of an electronic ALP (eALP). To support the submittal of this updated planning product, the Ricondo Team will review, complete, and submit the checklist that is provided in the FAA SOP 2.00.

The Airport Layout Plan sheet set will be formatted on 24" by 36" plots and consist of the following:

- Title Sheet
- Airport Data Sheet
- Existing Airport Layout Plan
- Future Airport Layout Plan
- Ultimate Airport Layout Plan
- Airport Airspace Drawings
- Runway Centerline Profile Sheet
- Inner Portion of the Approach Surface Drawings
- Departure Surface Drawings
- Land Use Drawing

The Airport Layout Plan set will depict the full buildout of aviation- and nonaviation-related facilities associated with the preferred alternative. This ALP drawing set would adhere to FDOT and FAA prescribed design guidelines and be developed within a GIS platform confirming to AC 150/5300-17C, AC 150/5300-18B, and AC 150/5300-13B. A terminal area drawing is not anticipated; an updated airport property map will be replaced by an updated Exhibit 'A' as described in Task 12.

All components of the ALP drawing set described herein will be developed in accordance with the provisions of AC 150/5070-6B and FAA ARP SOP 2.00. To support the submittal of this updated planning product, the Team will review and complete the FAA SOP 2.00 checklist.

11.1 AIRPORTS GEOGRAPHIC INFORMATION SYSTEMS (AGIS) SURVEY

The Ricondo Team will conduct an airspace analysis/obstruction survey satisfying requirements that support instrument procedure development for Runway 7-25 and Runway 13-31 in accordance with FAA AC 150/5300-18B, *General Guidance and Specifications for Submission of Aeronautical Surveys to NGS: Field Data Collection and Geographic Information System (GIS) Standards*. Additionally, new color aerial imagery will be acquired in accordance with the guidelines and specifications within FAA AC 150/5300-17C.

AERIAL IMAGERY ACQUISITION

Aerial imagery depicting the Airport and the surrounding areas in plan view will be included as a component of the AGIS Survey. Two sets of aerial imagery will be delivered. The digital ortho-rectified imagery will be provided for only the immediate area of the Airport with an extent encompassing the entirety of the Airport's property. The imagery will be prepared with the specification for a 0.50' ground sampling distance (GSD) BSG only within the horizontal limits of the Obstruction Identification Surfaces defined in AC 150/5300-18B. In addition to the ortho-rectified imagery, a wide-extent non-ortho-rectified mosaic image will be provided to provide background imagery for graphics depicting the full horizontal extents of the 14 CFR Part 77 civil airport imaginary surfaces.

AIRPORT AIRSPACE ANALYSIS/OBSTRUCTION SURVEYS

An Airport Airspace Analysis will be completed in accordance with AC 150/5300-18B to comply with the requirements of the FAA Airports GIS Program. Obstacle data will be obtained and validated, identifiable by assigned FAA Obstacle ID. A 14 CFR Part 77 and obstacle clearance surface (OCS) survey will be performed for all existing runway ends. The survey will identify natural and humanmade objects penetrating the imaginary civil airspace surfaces. Supplemental objects will be included within the first 5,000 feet of the departure surfaces. Within the extents of the Airport's property boundary, runway protection zones, and immediately adjacent areas, planimetric and topographic mapping will be compiled using the collected digital imagery. Planimetric features that will be mapped include:

- Airfield pavement (runways, taxiways, and aprons)
- Airfield paint markings
- Airfield signs
- Airfield lights
- Building outlines
- Roadways, railways, and bridges
- Parking lots

- Sidewalks
- Towers/antennae
- Utilities (above ground and identifiable in imagery)

FIELD SURVEY

A field survey will be conducted to supplement the airspace analysis and obstruction survey. The field surveys will establish the control points on the ground, including the primary airport control station, secondary airport control station(s), elevations along the centerlines, and navigational aids.

11.2 TITLE SHEET

The Ricondo Team will prepare a title sheet in accordance with the FAA SOP 2.00 checklist. The title sheet will include the ORL ALP title and revision block; approval block space for an Authority representative's name and title, the FDOT, and the FAA; an index of the sheets contained in the set; an outline of the State of Florida with county boundaries, identifying Orange County; and maps of the general area and vicinity of the Airport.

11.3 AIRPORT DATA SHEET

The Ricondo Team will prepare an airport data sheet in accordance with the FAA SOP 2.00 checklist. The airport data sheet will include the ORL ALP title and revision block; wind roses depicting runway coverage for all, visual, and instrument meteorological conditions; an airport data table summarizing general geographic, climatic, navigational, and referential information of the Airport; a runway data table composed of existing and ultimate specifications for the size, strength, markings, design surfaces, and lighting of ORL's runway; a taxiway data table composed of existing and ultimate specifications for the size, design surfaces, and lighting of ORL's taxiways; a summary table of the FAA-approved and proposed modifications to standards; and a summary table of the existing and ultimate declared distances.

The airport data sheet may also include a table listing all acronyms and abbreviations used throughout the ALP sheet set. A second airport data sheet will be added if the volume of information cannot fit on a single 24" by 36" sheet.

11.4 EXISTING AIRPORT LAYOUT PLAN DRAWING

The Ricondo Team will prepare an airport layout plan (ALP) drawing in accordance with the FAA SOP 2.00 checklist depicting the existing facilities and topography of ORL within the extents of the Planimetric and Topographic Map from the *AGIS Survey* Task 11.1. The existing ALP drawing will be illustrated with a plan view of the facilities that exist at the recording dates of the *Inventory of Existing Airport Facilities*, Task 2, and the *AGIS Survey*, Task 11.1, over an aerial photograph of the Airport and surrounding areas.

The existing ALP drawing will include the ORL ALP title and revision block; approval block space for the FAA; referential information of the Airport including north arrows representing the true north, magnetic north, and the magnetic declination at ORL; topographic contours; annotated airfield facilities including runways, taxiways, aprons, pads, design surfaces, service roads, navigational aids, lighting, and structures; fences; roads; survey monuments; general aviation and non-aeronautical development; and demolition. All depicted elements will be identified in a legend on the sheet. A line-of-sight/shadow study area for the existing Airport Traffic Control Tower (ATCT) is not anticipated.

The plan view of the existing ALP sheet will be drawn at a scale of 1" = 200' to 1" = 600'; however, the drawing scale will be modified to ensure the full extents of the ORL property boundary and runway protection zones (RPZs) are depicted within the view. The drawing will be oriented for true or magnetic north toward the top of the sheet. The existing ALP sheet will match the scale, orientation, and plan view extents as the future and ultimate ALP sheets.

11.5 FUTURE AIRPORT LAYOUT PLAN DRAWING

The Ricondo Team will prepare an airport layout plan (ALP) drawing in accordance with the FAA SOP 2.00 checklist depicting the existing and future facilities and topography of ORL within the extents of the Planimetric and Topographic Map from the *AGIS Survey*, Task 11.1. The future ALP drawing will be illustrated over an aerial photograph of the Airport and surrounding areas.

The future ALP drawing will include all components of the existing ALP drawing with additional conceptual plan view depictions, annotations, and planning-level specifications of facilities that are under construction or otherwise planned, designed, and approved for construction before the undertaking of the ORL MPU. All depicted elements will be identified in a legend on the sheet. A line-of-sight/shadow study area for the ATCT is not anticipated for this drawing.

The plan view of the future ALP sheet will be drawn at a scale of 1" = 200' to 1" = 600'; however, the drawing scale will be modified to ensure the full extents of the ORL property boundary and RPZs are depicted within the view. The drawing will be oriented for true or magnetic north toward the top of the sheet. The future ALP sheet will match the scale, orientation, and plan view extents as the existing and ultimate ALP sheets.

11.6 ULTIMATE AIRPORT LAYOUT PLAN DRAWING

The Ricondo Team will prepare an airport layout plan (ALP) drawing in accordance with the FAA SOP 2.00 checklist depicting the existing, future, and preferred alternative (or ultimate) facilities and topography of ORL within the extents of the Planimetric and Topographic Map from the *AGIS Survey*, Task 11.1. The ultimate ALP drawing will be illustrated over an aerial photograph of the Airport and surrounding areas. The purpose of the ultimate ALP is to depict the development concepts which compose the preferred alternative identified in the *Alternatives Development and Evaluation*, Task 5.

The ultimate ALP drawing will include all components of the existing and future ALP drawings with additional conceptual plan view depictions, annotations, and planning-level specifications of development proposals of the ORL MPU identified in Task 5. All depicted elements will be identified in a legend on the sheet. A line-of-sight/shadow study area for the ATCT may be included depending on the development components of the preferred alternative.

The plan view of the ultimate ALP sheet will be drawn at a scale of 1" = 200' to 1" = 600'; however, the drawing scale will be modified to ensure the full extents of the ORL property boundary and RPZs are depicted within the view. The drawing will be oriented for true or magnetic north toward the top of the sheet. The ultimate ALP sheet will match the scale, orientation, and plan view extents as the existing and future ALP sheets.

11.7 AIRPORT AIRSPACE DRAWINGS (2 SHEETS)

The Ricondo Team will prepare two (2) plan view airport airspace drawings in accordance with the FAA SOP 2.00 checklist depicting the ultimate civil airport imagery surfaces of ORL as defined in 14 CFR Part 77, or Part 77. Both sheets will use the U.S. Geological Survey (USGS) Quad Sheet as a base map and identify the runway end numbers.

One drawing will be an overall view drawn at a scale of 1" = 2,000'; however, the drawing scale will be modified to ensure the full extents of the airspace surfaces are depicted within the view, particularly those associated with runways that have precision approach surfaces. The drawing will be oriented for true or magnetic north toward the top of the sheet, or for Runway 7-25 to be oriented horizontally across the sheet. The overall view airport airspace drawing will depict all 14 CFR Part 77 surfaces.

A second drawing will be a close-up view drawn at a smaller scale than the overall drawing to ensure the full extent of the conical surface is depicted within the view. The drawing will be oriented for true or magnetic north toward the top of the sheet, or for Runway 7-25 to be oriented horizontally across the sheet. The close-up view airport airspace drawing will depict the full extents of the 14 CFR Part 77 primary, horizontal, and conical surfaces; portions of the approach and transitional surfaces extending beyond the extent of the conical surface will be out of view due to the scale of the drawing.

At least one of the drawings will include an obstruction data table that lists the location, elevation, identification, and disposition information for objects that penetrate the horizontal, conical, and transitional surfaces. Objects penetrating the Part 77 primary surface will be documented in data tables on the *Runway Centerline Profile Sheet*, Task 11.8; objects penetrating approach surfaces will be documented in data tables on the *Inner Portion of the Approach Surface Drawings*, Task 11.9.

11.8 RUNWAY CENTERLINE PROFILE SHEET

The Ricondo Team will prepare, as a supplement to the airport airspace drawing sheets, a drawing depicting profile views of the existing, future, and ultimate runway centerlines. The profile views of the runways will illustrate the composite ground profiles of the extended runway centerlines; profile of the runway centerlines; five-foot line-of-sight line along the length of the runways; high, low, and other elevations of interest on the runway centerlines; and top elevation points of objects penetrating the Part 77 primary surfaces.

This sheet will include an obstruction data table that lists the location, elevation, identification, and disposition information for objects that penetrate the primary surfaces.

11.9 INNER PORTION OF THE APPROACH SURFACE DRAWINGS (4 SHEETS)

The Ricondo Team will prepare four (4) plan and profile view drawings in accordance with the FAA SOP 2.00 checklist depicting the inner portion of the approaches to all existing, future, and ultimate runway ends. The inner portion of the approach extends horizontally to the point where a Part 77 approach surface is elevated 100 feet above the threshold elevation of the runway for which it is associated.

All inner portion of the approach surface (inner approach) drawings will be illustrated over an aerial photograph of the Airport and surrounding areas in the plan view and drawing components of the existing, future, or ultimate ALP sheets. Profile views on the inner approach sheets will illustrate the composite ground profiles of the extended runway centerlines; threshold, runway end, and other elevations of interest on the runway centerlines; top elevation

points of objects penetrating the Part 77 approach surfaces, AC 150/5300-13B approach surfaces, siting surfaces, and clearance surfaces; and trees within 10 feet below the aforementioned approach surfaces.

The inner approach sheets will be drawn at a scale of 1" = 200' in plan view and on the horizontal axis of the profile view, and to 1" = 20' on the vertical axis of the profile view. The drawings will be oriented for true or magnetic north generally toward the top or left of the sheet with the plan view of the runways oriented horizontally across the sheet.

All inner approach sheets will include an obstruction data table that lists the location, elevation, identification, and disposition information for objects that penetrate the approach surfaces. The full length of the runway centerline profile will be omitted from the inner approach sheets as it will be depicted on the *Runway Centerline Profile Sheet*, Task 11.8.

Additional sheets may be required as directed by the Aviation Authority to include additional runway ends if any new runways are selected as part of the preferred alternative depicted on the ultimate ALP sheet or to separate the illustrations of the existing, future, and ultimate approach surfaces.

11.10 RUNWAY DEPARTURE SURFACE DRAWINGS (4 SHEETS)

The Ricondo Team will prepare four (4) plan and profile view drawings in accordance with the FAA SOP 2.00 checklist depicting the departure surfaces from all existing, future, and ultimate runway ends. The departure surface extends horizontally 10,200 feet from the end of the takeoff distance available (TODA).

All runway departure surface (departure) drawings will be illustrated over an aerial photograph of the Airport and surrounding areas in the plan view and drawing components of the existing, future, or ultimate ALP sheets. Profile views on the departure surface sheets will illustrate the composite ground profiles of the extended runway centerlines; end of the TODA, runway end, and other elevations of interest on the runway centerlines; top elevation points of objects penetrating the AC 150/5300-13B departure surfaces; and trees within 10 feet below the departure surfaces.

The departure sheets will be drawn at a scale of 1" = 1,000' in plan view and on the horizontal axis of the profile view, and to 1" = 100' on the vertical axis of the profile view. The drawings will be oriented for true or magnetic north generally toward the top or left of the sheet with the plan view of the runways oriented horizontally across the sheet.

All departure sheets will include an obstruction data table that lists the location, elevation, identification, and disposition information for objects that penetrate the departure surfaces. The full length of the runway centerline profile will be omitted from the inner approach sheets as it will be depicted on the *Runway Centerline Profile Sheet*, Task 11.8.

Additional sheets may be required as directed by the Aviation Authority to include additional runway ends if any new runways are selected as part of the preferred alternative depicted on the ultimate ALP sheet or to separate the illustrations of the existing, future, and ultimate departure surfaces.

11.11 LAND USE DRAWING

The Ricondo Team will prepare a land use drawing in accordance with the FAA SOP 2.00 checklist depicting existing, future, and ultimate land uses on- and in the vicinity of the Airport. The land use drawing will include local government boundaries; locally defined land use categories such as agricultural, aeronautical, commercial,

industrial, mixed-use, residential, etc.; the 65 "A-weighted" scale (dbA) noise contour provided by the Aviation Authority (based on previously prepared contours); identification of public facilities; and drawing components of the existing, future, or ultimate ALP sheets.

The plan view of the existing ALP sheet will be drawn at a scale of 1" = 200' to 1" = 600'; however, the drawing scale will be modified to ensure the full extents of the ORL property boundary and runway protection zones (RPZs) are depicted within the view. The drawing will be oriented for true or magnetic north toward the top of the sheet. The existing ALP sheet will match the scale, orientation, and plan view extents as the future and ultimate ALP sheets.

Additional sheets may be required as directed by the Aviation Authority to separate the illustrations of the existing, future, and ultimate land uses.

11.12 AIRPORT LAYOUT PLAN REVIEW MEETING (1 OF 2)

The Ricondo Team will conduct one (1) meeting with the Aviation Authority to review the Airport Layout Plan. The purpose of the meeting is for the Aviation Authority to review, verify, and comment on the information illustrated, annotated, and tabulated within the ALP sheet set.

11.13 AIRPORT LAYOUT PLAN REVIEW MEETING (2 OF 2) WITH FAA

The Ricondo Team will provide technical support to Aviation Authority during one (1) meeting between the Authority and FAA for review and submission of the Airport Layout Plan.

TASK 12: EXHIBIT 'A' UPDATE

Objective: *The objective of preparing an Exhibit "A" for the Airport is to collect and illustrate it in an organized form, all available recorded documents related to the ownership acquisition of the various land parcels acquired by the Aviation Authority for ORL.*

12.1 EXHIBIT 'A' UPDATE

This task will incorporate the land parcels that may have been acquired or released by the Aviation Authority into the Exhibit 'A' package that was updated as part of the 2017 ALP Narrative Report. The Aviation Authority will provide land acquisition records, including legal description and FAA grant number (if applicable), etc.

Exhibit 'A' Airport Property Inventory Map will be prepared in accordance with FAA standards as defined in FAA AC 150/5070-7, *Airport Master Plans*, and FAA SOP 3.0, *Standard Operating Procedure (SOP) for FAA Review of Exhibit 'A'*.

TASK 13: DOCUMENTATION

Objective: *Develop a Master Plan Report in both Microsoft Word (.docx) and portable document (PDF) formats to document findings, analyses, and conclusions.*

An ORL MPU technical report will be prepared that will summarize the findings of each of the tasks described earlier, delineating the methodology, assumptions, and findings of the various planning analyses undertaken. It will document the processes employed during this study to meet future aeronautical demand and to implement the physical and operational initiatives to enhance the economic self-sufficiency of the Airport.

13.1 TECHNICAL PRESENTATION DEVELOPMENT

The Ricondo Team will develop a technical presentation template in Microsoft Power Point (.pptx) to be used throughout the MPU. The presentation template will consist of a title slide, subdividing slides, and content layout slides after a review with the Aviation Authority. The Aviation Authority will provide Ricondo with the preferred color palette and images that may be incorporated into the template slides as backgrounds. The purpose of developing a presentation template is to ensure consistency in the appearance of presentation deliverables throughout the MPU.

13.2 TECHNICAL PRESENTATION SUPPORT

The Ricondo Team will support the Aviation Authority's preparation of presentations to communicate the analyses of the MPU. One (1) presentation will be developed to accompany each task that is summarized with a technical chapter; each presentation will be reviewed by the Aviation Authority before publishing.

13.3 DRAFT TECHNICAL REPORT

The Ricondo Team will draft a technical report, compiling the technical report chapters prepared in the previous tasks. One (1) draft will be prepared, and then reviewed by the Aviation Authority to collect comments for review and edit into the final technical report.

13.4 FINAL TECHNICAL REPORT

The Ricondo Team will revise the draft technical report into a final technical report for the Aviation Authority to publish and distribute. The final technical report will include relevant narrative text, tables, and graphics to communicate the Aviation Authority's Orlando Executive Master Plan; the Authority will provide photographs while the Ricondo Team will be responsible for drawings and illustrations. An Executive Summary will accompany the final technical report.

BUDGET

As noted in **Table 1**, Ricondo proposes an estimated not to exceed fee of **\$795,886** for the above-described Scope of Work, including \$19,995.00 for the AGIS Survey flight mission and \$3,000.00 for outreach materials.

TABLE 1 BUDGET ESTIMATE – LABOR AND REIMBURSABLE EXPENSES

FIRM/POSITION	COST
Ricondo & Associates, Inc. Labor	\$ 394,528.00
Ricondo & Associates, Inc. Expenses	\$ 3,000.00
AVCON, Inc. Labor	\$ 60,326.00
Brown & Phillips, Inc. Labor (MWBE/DBE)	\$ 94,216.00
GSS Creative Labor (DBE)	\$ 17,360.00
KMI International Labor (LDB)	\$ 38,368.00
Martinez Geospatial Labor (DBE)	\$ 79,810.00
Martinez Geospatial Expenses (DBE)	\$ 19,995.00
Quest Corporation of America, Inc. Labor (DBE)	\$ 67,811.00
Wonderstruct Labor	\$ 20,472.00
TOTAL COSTS	\$ 795,886.00

We appreciate the opportunity to continue serving and supporting the Greater Orlando Aviation Authority. If you require additional information regarding this proposal, please contact me at 407-583-6824 or via email at scarreau@ricondo.com.

Sincerely,

RICONDO & ASSOCIATES, INC.



Sébastien Carreau
Director

TRUTH IN NEGOTIATION CERTIFICATION

11/15/23
Type text here

The Consultant hereby certifies, covenants, and warrants that wage rates and other factual unit costs supporting the compensation for this project's agreement are accurate, complete, and current at the time of contracting.

The Consultant further agrees that the original agreement price and any additions thereto shall be adjusted to exclude any significant sums by which the Aviation Authority determines the agreement price was increased due to inaccurate, incomplete, or noncurrent wage rates and other factual unit costs. All such agreement adjustments shall be made within (1) year following the end of the contract. For purposes of this certificate, the end of the agreement shall be deemed to be the date of final billing or acceptance of the work by the Aviation Authority, whichever is later.

Consultant: Ricondo & Associates, Inc.

By:  _____

Print Name: Pete Ricondo, P.E., Senior Vice President

Date: 11/13/2023

EXHIBIT A - CONSULTANT'S COMPENSATION PROPOSAL
TABLE C-1
SUMMARY OF TOTAL CONTRACT VALUE
ORL MASTER PLAN UPDATE

Phase of Project:		TOTAL CONTRACT
1.0 Lump Sum Fee:	\$0.00	\$0.00
2.0 Not to Exceed Professional Fees:	\$772,891.00	\$772,891.00
3.0 Not to Exceed Reimbursable Expenses:	\$22,995.00	\$22,995.00
4.0 TOTAL CONTRACT VALUE:	\$795,886.00	\$795,886.00

Total Lump Sum Labor Hours:	0	0
Total Not to Exceed Professional Labor Hours:	5,598	5,598
TOTAL LABOR HOURS:	5,598	5,598
Average Hourly Rate:		\$142

EXHIBIT A - CONSULTANT'S COMPENSATION PROPOSAL
TABLE C-2
SUMMARY OF NOT TO EXCEED FEES

TASKS	TASK 1: PRELIMINARY VISIONING		TASK 2: INVENTORY OF EXISTING AIRPORT FACILITIES		TASK 3: AVIATION ACTIVITY FORECAST		TASK 4: DEMAND CAPACITY AND FACILITY REQUIREMENTS		TASK 5: ALTERNATIVES DEVELOPMENT AND EVALUATION		TASK 6: HIGHEST AND BEST LAND USE PLAN		TASK 7: ENVIRONMENTAL OVERVIEW		TASK 8: PROJECT IMPLEMENTATION PLAN		TASK 9: FINANCIAL FEASIBILITY ANALYSIS		TASK 10: STAKEHOLDER ENGAGEMENT		TASK 11: AIRPORT LAYOUT PLAN		TASK 12: EXHIBIT 'A' UPDATE		TASK 13: DOCUMENTATION		EXPENSES (Table C-6)	TOTAL				
	labor hours	Total Fee	labor hours	Total Fee	labor hours	Total Fee	labor hours	Total Fee	labor hours	Total Fee	labor hours	Total Fee	labor hours	Total Fee	labor hours	Total Fee	labor hours	Total Fee	labor hours	Total Fee	labor hours	Total Fee	labor hours	Total Fee	labor hours	Total Fee	Direct Costs	labor hours	Cost	Avg. Rate		
Ricondo & Associates, Inc.																																
Not to Exceed Fee Subtotal	88	\$18,976	262	\$41,374	288	\$50,907	306	\$49,078	328	\$54,330	54	\$11,440	185	\$29,789	187	\$30,634	-	\$ -	48	\$ 9,676	438	\$ 64,180	44	\$ 8,380	127	\$25,764	\$3,000	2,355	\$ 397,528		\$169	
AVCON, Inc.																																
Not to Exceed Fee Subtotal	-	\$ -	96	\$14,200	-	\$ -	110	\$16,230	104	\$15,080	-	\$ -	-	\$ -	104	\$14,816	-	\$ -	-	\$ -	-	\$ -	-	\$ -	-	\$ -			414	\$ 60,326		\$146
Brown & Phillips, Inc.																																
Not to Exceed Fee Subtotal	-	\$ -	-	\$ -	-	\$ -	-	\$ -	-	\$ -	-	\$ -	-	\$ -	-	\$ -	-	\$ -	-	\$ -	396	\$ 60,076	340	\$34,140	-	\$ -			736	\$ 94,216		\$128
GSS Creative																																
Not to Exceed Fee Subtotal	-	\$ -	-	\$ -	-	\$ -	-	\$ -	-	\$ -	-	\$ -	-	\$ -	-	\$ -	-	\$ -	62	\$ 7,688	-	\$ -	-	\$ -	78	\$ 9,672			140	\$ 17,360		\$124
KMI International																																
Not to Exceed Fee Subtotal	-	\$ -	-	\$ -	-	\$ -	-	\$ -	88	\$16,264	-	\$ -	-	\$ -	120	\$22,104	-	\$ -	-	\$ -	-	\$ -	-	\$ -	-	\$ -			208	\$ 38,368		\$184
Martinez Geospatial																																
Not to Exceed Fee Subtotal	-	\$ -	-	\$ -	-	\$ -	-	\$ -	-	\$ -	-	\$ -	-	\$ -	-	\$ -	-	\$ -	-	\$ -	920	\$ 79,810	-	\$ -	-	\$ -	\$19,995	920	\$ 99,805		\$87	
Quest Corporation of America, Inc.																																
Not to Exceed Fee Subtotal	-	\$ -	-	\$ -	-	\$ -	-	\$ -	-	\$ -	-	\$ -	-	\$ -	-	\$ -	-	\$ -	643	\$67,811	-	\$ -	-	\$ -	-	\$ -			643	\$ 67,811		\$105
Wonderstruct																																
Not to Exceed Fee Subtotal	-	\$ -	22	\$ 2,472	22	\$ 2,472	22	\$ 2,472	22	\$ 2,472	-	\$ -	22	\$ 2,472	-	\$ -	-	\$ -	-	\$ -	-	\$ -	-	\$ -	72	\$ 8,112			182	\$ 20,472		\$112
Total Not to Exceed Amount:	88	\$18,976	380	\$58,046	310	\$53,379	438	\$67,780	542	\$88,146	54	\$11,440	207	\$32,261	411	\$67,554	-	\$ -	753	\$85,175	1,754	\$204,066	384	\$42,520	277	\$43,548	\$22,995	5,598	\$ 795,886		\$142	

EXHIBIT A - CONSULTANT'S COMPENSATION PROPOSAL
TABLE C-5
BREAKDOWN OF NOT TO EXCEED PROFESSIONAL FEES
Ricondo & Associates, Inc.

Ricondo & Associates, Inc.	Senior Officer		Officer		Senior Director		Director		Manager		Senior Consultant		TOTAL		
Rate (\$/Hour):	\$350		\$340		\$295		\$239		\$180		\$139		labor hours	Cost	Avg. Hourly Rate
	hours	Cost	hours	Cost	hours	Cost	hours	Cost	hours	Cost	hours	Cost			
TASKS															
TASK 1: PRELIMINARY VISIONING	8	\$2,800	0	\$0	24	\$7,080	0	\$0	32	\$5,760	24	\$3,336	88	\$18,976	\$216
Task 1.1 - Situation Assessment	0	\$0	0	\$0	8	\$2,360	0	\$0	16	\$2,880	24	\$3,336	48	\$8,576	\$179
Task 1.2 - Aviation Authority Vision Meeting (1 of 2)	4	\$1,400	0	\$0	8	\$2,360	0	\$0	8	\$1,440	0	\$0	20	\$5,200	\$260
Task 1.3 - Non-Aeronautical Commercial Vision Meeting (2 of 2)	4	\$1,400	0	\$0	8	\$2,360	0	\$0	8	\$1,440	0	\$0	20	\$5,200	\$260
TASK 2: INVENTORY OF EXISTING AIRPORT FACILITIES	2	\$700	4	\$1,360	4	\$1,180	4	\$956	66	\$11,880	182	\$25,298	262	\$41,374	\$158
Task 2.1 - Collection of Existing Documents	0	\$0	0	\$0	0	\$0	0	\$0	2	\$360	4	\$556	6	\$916	\$153
Task 2.2 - Inventory of Aeronautical Conditions	0	\$0	0	\$0	0	\$0	0	\$0	8	\$1,440	24	\$3,336	32	\$4,776	\$149
Task 2.3 - Inventory of Environmental Conditions	0	\$0	4	\$1,360	0	\$0	0	\$0	16	\$2,880	72	\$10,008	92	\$14,248	\$155
Task 2.4 - Inventory of Landside Facilities	0	\$0	0	\$0	0	\$0	4	\$956	16	\$2,880	24	\$3,336	44	\$7,172	\$163
Task 2.5 - Inventory of Support Facilities	0	\$0	0	\$0	0	\$0	0	\$0	2	\$360	16	\$2,224	18	\$2,584	\$144
Task 2.6 - Inventory of Surrounding Land Uses	0	\$0	0	\$0	0	\$0	0	\$0	2	\$360	16	\$2,224	18	\$2,584	\$144
Task 2.7 - Inventory of Utilities	0	\$0	0	\$0	0	\$0	0	\$0	2	\$360	2	\$278	4	\$638	\$160
Task 2.8 - Tenant Surveys	0	\$0	0	\$0	0	\$0	0	\$0	4	\$720	0	\$0	4	\$720	\$180
Task 2.9 - Draft Inventory Technical Chapter	2	\$700	0	\$0	2	\$590	0	\$0	12	\$2,160	24	\$3,336	40	\$6,786	\$170
Task 2.10 - Inventory Review Meeting (1 of 1)	0	\$0	0	\$0	2	\$590	0	\$0	2	\$360	0	\$0	4	\$950	\$238
TASK 3: AVIATION ACTIVITY FORECAST	5	\$1,750	0	\$0	40	\$11,800	3	\$717	80	\$14,400	160	\$22,240	288	\$50,907	\$177
Task 3.1 - Review of Socioeconomic and General Aviation Activity Trends	0	\$0	0	\$0	0	\$0	0	\$0	8	\$1,440	16	\$2,224	24	\$3,664	\$153
Task 3.2 - Preparation of Aviation Activity Forecast	1	\$350	0	\$0	24	\$7,080	0	\$0	40	\$7,200	80	\$11,120	145	\$25,750	\$178
Task 3.3 - Identification of Critical Aircraft, Aircraft Fleet Mix, Runway Design Code, and Taxiway Design Group	0	\$0	0	\$0	0	\$0	0	\$0	8	\$1,440	24	\$3,336	32	\$4,776	\$149
Task 3.4 - Draft Forecast Technical Chapter	2	\$700	0	\$0	8	\$2,360	0	\$0	16	\$2,880	40	\$5,560	66	\$11,500	\$174
Task 3.5 - Baseline Forecast Review Meeting (1 of 2)	0	\$0	0	\$0	4	\$1,180	1	\$239	4	\$720	0	\$0	9	\$2,139	\$238
Task 3.6 - Forecast Review Meeting (2 of 2) with FAA	2	\$700	0	\$0	4	\$1,180	2	\$478	4	\$720	0	\$0	12	\$3,078	\$257
TASK 4: DEMAND CAPACITY AND FACILITY REQUIREMENTS	2	\$700	0	\$0	24	\$7,080	0	\$0	58	\$10,440	222	\$30,858	306	\$49,078	\$160
Task 4.1 - Aeronautical Requirements	0	\$0	0	\$0	4	\$1,180	0	\$0	16	\$2,880	60	\$8,340	80	\$12,400	\$155
Task 4.2 - Training Runway Design Requirements	0	\$0	0	\$0	4	\$1,180	0	\$0	8	\$1,440	40	\$5,560	52	\$8,180	\$157
Task 4.3 - Landside Requirements	0	\$0	0	\$0	4	\$1,180	0	\$0	8	\$1,440	40	\$5,560	52	\$8,180	\$157
Task 4.4 - Support Requirements	0	\$0	0	\$0	4	\$1,180	0	\$0	8	\$1,440	40	\$5,560	52	\$8,180	\$157

EXHIBIT A - CONSULTANT'S COMPENSATION PROPOSAL
TABLE C-5
BREAKDOWN OF NOT TO EXCEED PROFESSIONAL FEES
Ricondo & Associates, Inc.

Ricondo & Associates, Inc.	Senior Officer		Officer		Senior Director		Director		Manager		Senior Consultant		TOTAL		
Rate (\$/Hour):	\$350		\$340		\$295		\$239		\$180		\$139		labor hours	Cost	Avg. Hourly Rate
	hours	Cost	hours	Cost	hours	Cost	hours	Cost	hours	Cost	hours	Cost			
Task 4.5 - Utility Requirements	0	\$0	0	\$0	4	\$1,180	0	\$0	4	\$720	0	\$0	8	\$1,900	\$238
Task 4.6 - Draft Demand Capacity and Facility Requirements Technical Chapter	2	\$700	0	\$0	2	\$590	0	\$0	12	\$2,160	40	\$5,560	56	\$9,010	\$161
Task 4.7 - Facility Requirements Review Meeting (1 of 1)	0	\$0	0	\$0	2	\$590	0	\$0	2	\$360	2	\$278	6	\$1,228	\$205
TASK 5: ALTERNATIVES DEVELOPMENT AND EVALUATION	4	\$1,400	0	\$0	28	\$8,260	0	\$0	86	\$15,480	210	\$29,190	328	\$54,330	\$166
Task 5.1 - Aeronautical Development Alternatives	0	\$0	0	\$0	4	\$1,180	0	\$0	16	\$2,880	60	\$8,340	80	\$12,400	\$155
Task 5.2 - Training Runway Alternatives	0	\$0	0	\$0	4	\$1,180	0	\$0	20	\$3,600	20	\$2,780	44	\$7,560	\$172
Task 5.3 - Landside Development Alternatives	0	\$0	0	\$0	4	\$1,180	0	\$0	20	\$3,600	40	\$5,560	64	\$10,340	\$162
Task 5.4 - Support Facility Alternatives	0	\$0	0	\$0	4	\$1,180	0	\$0	4	\$720	20	\$2,780	28	\$4,680	\$167
Task 5.5 - Preparation of the Preferred Alternative	0	\$0	0	\$0	4	\$1,180	0	\$0	8	\$1,440	40	\$5,560	52	\$8,180	\$157
Task 5.6 - Draft Alternatives Development and Evaluation Technical Chapter	2	\$700	0	\$0	2	\$590	0	\$0	12	\$2,160	24	\$3,336	40	\$6,786	\$170
Task 5.7 - Alternatives Evaluation Meetings (1,2 of 3)	2	\$700	0	\$0	4	\$1,180	0	\$0	4	\$720	4	\$556	14	\$3,156	\$225
Task 5.8 - Preferred Alternative Selection Meeting (3 of 3)	0	\$0	0	\$0	2	\$590	0	\$0	2	\$360	2	\$278	6	\$1,228	\$205
TASK 6: HIGHEST AND BEST LAND USE PLAN	2	\$700	8	\$2,720	8	\$2,360	0	\$0	16	\$2,880	20	\$2,780	54	\$11,440	\$212
Task 6.1 - Highest and Best Land Use Plan and Map	2	\$700	8	\$2,720	8	\$2,360	0	\$0	16	\$2,880	20	\$2,780	54	\$11,440	\$212
TASK 7: ENVIRONMENTAL OVERVIEW	1	\$350	6	\$2,040	1	\$295	0	\$0	61	\$10,980	116	\$16,124	185	\$29,789	\$161
Task 7.1 - Outline of National Environmental Policy Act (NEPA) Requirements	0	\$0	2	\$680	0	\$0	0	\$0	16	\$2,880	72	\$10,008	90	\$13,568	\$151
Task 7.2 - Other Environmental Considerations	0	\$0	0	\$0	0	\$0	0	\$0	1	\$180	4	\$556	5	\$736	\$147
Task 7.3 - Draft Environmental Overview Technical Chapter	1	\$350	2	\$680	1	\$295	0	\$0	40	\$7,200	40	\$5,560	84	\$14,085	\$168
Task 7.4 - Environmental Overview Review Meeting (1 of 1)	0	\$0	2	\$680	0	\$0	0	\$0	4	\$720	0	\$0	6	\$1,400	\$233
TASK 8: PROJECT IMPLEMENTATION PLAN	1	\$350	0	\$0	10	\$2,950	0	\$0	70	\$12,600	106	\$14,734	187	\$30,634	\$164
Task 8.1 - Formulation of Capital Improvement Plan	0	\$0	0	\$0	4	\$1,180	0	\$0	8	\$1,440	20	\$2,780	32	\$5,400	\$169
Task 8.2 - Project Phasing Plan	0	\$0	0	\$0	1	\$295	0	\$0	8	\$1,440	20	\$2,780	29	\$4,515	\$156
Task 8.3 - Rough Order of Magnitude Cost Estimates	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	\$0
Task 8.4 - Identification of Funding Sources	0	\$0	0	\$0	2	\$590	0	\$0	12	\$2,160	24	\$3,336	38	\$6,086	\$160
Task 8.5 - Draft Project Implementation Plan Technical Chapter	1	\$350	0	\$0	1	\$295	0	\$0	40	\$7,200	40	\$5,560	82	\$13,405	\$163
Task 8.6 - Project Implementation Plan Meeting (1 of 1)	0	\$0	0	\$0	2	\$590	0	\$0	2	\$360	2	\$278	6	\$1,228	\$205
TASK 9: FINANCIAL FEASIBILITY ANALYSIS	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	\$0

EXHIBIT A - CONSULTANT'S COMPENSATION PROPOSAL
TABLE C-5
BREAKDOWN OF NOT TO EXCEED PROFESSIONAL FEES
Ricondo & Associates, Inc.

Ricondo & Associates, Inc.	Senior Officer		Officer		Senior Director		Director		Manager		Senior Consultant		TOTAL		
Rate (\$/Hour):	\$350		\$340		\$295		\$239		\$180		\$139		labor hours	Cost	Avg. Hourly Rate
	hours	Cost	hours	Cost	hours	Cost	hours	Cost	hours	Cost	hours	Cost			
TASK 10: STAKEHOLDER ENGAGEMENT	0	\$0	0	\$0	14	\$4,130	0	\$0	20	\$3,600	14	\$1,946	48	\$9,676	\$202
Task 10.1 - Identification of Stakeholders	0	\$0	0	\$0	0	\$0	0	\$0	2	\$360	0	\$0	2	\$360	\$180
Task 10.2 - Public Meetings and Outreach	0	\$0	0	\$0	6	\$1,770	0	\$0	6	\$1,080	6	\$834	18	\$3,684	\$205
Task 10.3 - Tenant Stakeholder Meetings	0	\$0	0	\$0	8	\$2,360	0	\$0	8	\$1,440	8	\$1,112	24	\$4,912	\$205
Task 10.4 - Public Surveys	0	\$0	0	\$0	0	\$0	0	\$0	4	\$720	0	\$0	4	\$720	\$180
TASK 11: AIRPORT LAYOUT PLAN	0	\$0	0	\$0	8	\$2,360	0	\$0	50	\$9,000	380	\$52,820	438	\$64,180	\$147
Task 11.1 - Airports Geographic Information Systems (AGIS) Survey	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	\$0
Task 11.2 - Title Sheet	0	\$0	0	\$0	0	\$0	0	\$0	1	\$180	4	\$556	5	\$736	\$147
Task 11.3 - Airport Data Sheet	0	\$0	0	\$0	2	\$590	0	\$0	8	\$1,440	40	\$5,560	50	\$7,590	\$152
Task 11.4 - Existing Airport Layout Plan Drawing	0	\$0	0	\$0	0	\$0	0	\$0	4	\$720	20	\$2,780	24	\$3,500	\$146
Task 11.5 - Future Airport Layout Plan Drawing	0	\$0	0	\$0	1	\$295	0	\$0	4	\$720	20	\$2,780	25	\$3,795	\$152
Task 11.6 - Ultimate Airport Layout Plan Drawing	0	\$0	0	\$0	1	\$295	0	\$0	4	\$720	32	\$4,448	37	\$5,463	\$148
Task 11.7 - Airport Airspace Drawings (2 sheets)	0	\$0	0	\$0	1	\$295	0	\$0	8	\$1,440	32	\$4,448	41	\$6,183	\$151
Task 11.8 - Runway Centerline Profile Sheet	0	\$0	0	\$0	0	\$0	0	\$0	4	\$720	32	\$4,448	36	\$5,168	\$144
Task 11.9 - Inner Portion of the Approach Surface Drawings (4 sheets)	0	\$0	0	\$0	1	\$295	0	\$0	8	\$1,440	80	\$11,120	89	\$12,855	\$144
Task 11.10 - Runway Departure Surface Drawings (4 sheets)	0	\$0	0	\$0	1	\$295	0	\$0	8	\$1,440	80	\$11,120	89	\$12,855	\$144
Task 11.11 - Land Use Drawing	0	\$0	0	\$0	1	\$295	0	\$0	1	\$180	40	\$5,560	42	\$6,035	\$144
Task 11.12 - Airport Layout Plan Review Meeting (1 of 2)	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	\$0
Task 11.13 - Airport Layout Plan Review Meeting (2 of 2) with FAA	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	\$0
TASK 12: EXHIBIT 'A' UPDATE	0	\$0	0	\$0	4	\$1,180	0	\$0	40	\$7,200	0	\$0	44	\$8,380	\$190
Task 12.1 - Exhibit 'A' Update	0	\$0	0	\$0	4	\$1,180	0	\$0	40	\$7,200	0	\$0	44	\$8,380	\$190
TASK 13: DOCUMENTATION	13	\$4,550	0	\$0	26	\$7,670	0	\$0	32	\$5,760	56	\$7,784	127	\$25,764	\$203
Task 13.1 - Technical Presentation Development	4	\$1,400	0	\$0	8	\$2,360	0	\$0	8	\$1,440	8	\$1,112	28	\$6,312	\$225
Task 13.2 - Technical Presentation Support	4	\$1,400	0	\$0	8	\$2,360	0	\$0	8	\$1,440	8	\$1,112	28	\$6,312	\$225
Task 13.3 - Draft Technical Report	4	\$1,400	0	\$0	8	\$2,360	0	\$0	8	\$1,440	20	\$2,780	40	\$7,980	\$200
Task 13.4 - Final Technical Report	1	\$350	0	\$0	2	\$590	0	\$0	8	\$1,440	20	\$2,780	31	\$5,160	\$166
TOTAL NOT TO EXCEED PROFESSIONAL FEES:	38	\$13,300	18	\$6,120	191	\$56,345	7	\$1,673	611	\$109,980	1490	\$207,110	2,385	\$394,528	\$168

EXHIBIT A - CONSULTANT'S COMPENSATION PROPOSAL
TABLE C-5
BREAKDOWN OF NOT TO EXCEED PROFESSIONAL FEES
AVCON

AVCON, Inc.	Principal		Senior Project Manager		Project Manager		Senior Project Engineer / Designer		Project Engineer / Designer		Senior CADD Designer		Admin / Clerical		TOTAL		
Rate (\$/Hour):	\$284		\$269		\$215		\$149		\$128		\$118		\$81		labor	Cost	Avg. Hourly Rate
	hours	Cost	hours	Cost	hours	Cost	hours	Cost	hours	Cost	hours	Cost	hours	Cost	hours	Cost	Rate
TASKS																	
TASK 1: PRELIMINARY VISIONING	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	\$0
TASK 2: INVENTORY OF EXISTING AIRPORT FACILITIES	0	\$0	6	\$1,614	18	\$3,870	0	\$0	22	\$2,816	50	\$5,900	0	\$0	96	\$14,200	\$148
Task 2.1 - Collection of Existing Documents	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	\$0
Task 2.2 - Inventory of Aeronautical Conditions	0	\$0	2	\$538	8	\$1,720	0	\$0	10	\$1,280	20	\$2,360	0	\$0	40	\$5,898	\$147
Task 2.3 - Inventory of Environmental Conditions	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	\$0
Task 2.4 - Inventory of Landside Facilities	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	\$0
Task 2.5 - Inventory of Support Facilities	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	\$0
Task 2.6 - Inventory of Surrounding Land Uses	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	\$0
Task 2.7 - Inventory of Utilities	0	\$0	4	\$1,076	10	\$2,150	0	\$0	12	\$1,536	30	\$3,540	0	\$0	56	\$8,302	\$148
Task 2.8 - Tenant Surveys	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	\$0
Task 2.9 - Draft Inventory Technical Chapter	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	\$0
Task 2.10 - Inventory Review Meeting (1 of 1)	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	\$0
TASK 3: AVIATION ACTIVITY FORECAST	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	\$0
TASK 4: DEMAND CAPACITY AND FACILITY REQUIREMENTS	2	\$568	6	\$1,614	16	\$3,440	0	\$0	46	\$5,888	40	\$4,720	0	\$0	110	\$16,230	\$148
Task 4.1 - Aeronautical Requirements	0	\$0	2	\$538	8	\$1,720	0	\$0	16	\$2,048	20	\$2,360	0	\$0	46	\$6,666	\$145
Task 4.2 - Training Runway Design Requirements	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	\$0
Task 4.3 - Landside Requirements	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	\$0
Task 4.4 - Support Requirements	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	\$0
Task 4.5 - Utility Requirements	2	\$568	4	\$1,076	8	\$1,720	0	\$0	30	\$3,840	20	\$2,360	0	\$0	64	\$9,564	\$149
Task 4.6 - Draft Demand Capacity and Facility Requirements Technical Chapter	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	\$0
Task 4.7 - Facility Requirements Review Meeting (1 of 1)	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	\$0

EXHIBIT A - CONSULTANT'S COMPENSATION PROPOSAL
TABLE C-5
BREAKDOWN OF NOT TO EXCEED PROFESSIONAL FEES
AVCON

AVCON, Inc.	Principal		Senior Project Manager		Project Manager		Senior Project Engineer / Designer		Project Engineer / Designer		Senior CADD Designer		Admin / Clerical		TOTAL		
Rate (\$/Hour):	\$284		\$269		\$215		\$149		\$128		\$118		\$81		labor	Cost	Avg. Hourly Rate
	hours	Cost	hours	Cost	hours	Cost	hours	Cost	hours	Cost	hours	Cost	hours	Cost	hours	Cost	Rate
TASK 5: ALTERNATIVES DEVELOPMENT AND EVALUATION	2	\$568	4	\$1,076	16	\$3,440	0	\$0	32	\$4,096	50	\$5,900	0	\$0	104	\$15,080	\$145
Task 5.1 - Aeronautical Development Alternatives	2	\$568	4	\$1,076	16	\$3,440	0	\$0	32	\$4,096	50	\$5,900	0	\$0	104	\$15,080	\$145
Task 5.2 - Training Runway Alternatives	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	\$0
Task 5.3 - Landside Development Alternatives	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	\$0
Task 5.4 - Support Facility Alternatives	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	\$0
Task 5.5 - Preparation of the Preferred Alternative	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	\$0
Task 5.6 - Draft Alternatives Development and Evaluation Technical Chapter	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	\$0
Task 5.7 - Alternatives Evaluation Meetings (1,2 of 3)	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	\$0
Task 5.8 - Preferred Alternative Selection Meeting (3 of 3)	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	\$0
TASK 6: HIGHEST AND BEST LAND USE PLAN	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	\$0
TASK 7: ENVIRONMENTAL OVERVIEW	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	\$0
TASK 8: PROJECT IMPLEMENTATION PLAN	2	\$568	4	\$1,076	12	\$2,580	16	\$2,384	54	\$6,912	0	\$0	16	\$1,296	104	\$14,816	\$142
Task 8.1 - Formulation of Capital Improvement Plan	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	\$0
Task 8.2 - Project Phasing Plan	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	\$0
Task 8.3 - Rough Order of Magnitude Cost Estimates	2	\$568	4	\$1,076	12	\$2,580	16	\$2,384	54	\$6,912	0	\$0	16	\$1,296	104	\$14,816	\$142
Task 8.4 - Identification of Funding Sources	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	\$0
Task 8.5 - Draft Project Implementation Plan Technical Chapter	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	\$0
Task 8.6 - Project Implementation Plan Meeting (1 of 1)	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	\$0
TASK 9: FINANCIAL FEASIBILITY ANALYSIS	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	\$0
TASK 10: STAKEHOLDER ENGAGEMENT	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	\$0
TASK 11: AIRPORT LAYOUT PLAN	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	\$0

EXHIBIT A - CONSULTANT'S COMPENSATION PROPOSAL
TABLE C-5
BREAKDOWN OF NOT TO EXCEED PROFESSIONAL FEES
AVCON

AVCON, Inc.	Principal		Senior Project Manager		Project Manager		Senior Project Engineer / Designer		Project Engineer / Designer		Senior CADD Designer		Admin / Clerical		TOTAL		
Rate (\$/Hour):	\$284		\$269		\$215		\$149		\$128		\$118		\$81		labor		Avg. Hourly
	hours	Cost	hours	Cost	hours	Cost	hours	Cost	hours	Cost	hours	Cost	hours	Cost	hours	Cost	Rate
TASK 12: EXHIBIT A UPDATE	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	\$0
TASK 13: DOCUMENTATION	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	\$0
TOTAL NOT TO EXCEED PROFESSIONAL FEES:	6	\$1,704	20	\$5,380	62	\$13,330	16	\$2,384	154	\$19,712	140	\$16,520	16	\$1,296	414	\$60,326	\$146

EXHIBIT A - CONSULTANT'S COMPENSATION PROPOSAL
TABLE C-5
BREAKDOWN OF NOT TO EXCEED PROFESSIONAL FEES
Brown & Phillips, Inc.

Brown & Phillips, Inc.	2-Person Survey Crew		Professional Land Surveyor		Survey Tech		CADD Tech		TOTAL		
Rate (\$/Hour):	\$182		\$151		\$96		\$87		labor		
	hours	Cost	hours	Cost	hours	Cost	hours	Cost	hours	Cost	Avg. Hourly Rate
TASKS											
TASK 1: PRELIMINARY VISIONING	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	\$0
TASK 2: INVENTORY OF EXISTING AIRPORT FACILITIES	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	\$0
TASK 3: AVIATION ACTIVITY FORECAST	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	\$0
TASK 4: DEMAND CAPACITY AND FACILITY REQUIREMENTS	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	\$0
TASK 5: ALTERNATIVES DEVELOPMENT AND EVALUATION	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	\$0
TASK 6: HIGHEST AND BEST LAND USE PLAN	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	\$0
TASK 7: ENVIRONMENTAL OVERVIEW	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	\$0
TASK 8: PROJECT IMPLEMENTATION PLAN	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	\$0
TASK 9: FINANCIAL FEASIBILITY ANALYSIS	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	\$0
TASK 10: STAKEHOLDER ENGAGEMENT	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	\$0
TASK 11: AIRPORT LAYOUT PLAN	229	\$41,678	44	\$6,644	117	\$11,232	6	\$522	396	\$60,076	\$152
Task 11.1 - Airports Geographic Information Systems (AGIS) Survey	229	\$41,678	44	\$6,644	117	\$11,232	6	\$522.00	396	\$60,076	\$152
Task 11.2 - Title Sheet	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	\$0
Task 11.3 - Airport Data Sheet	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	\$0
Task 11.4 - Existing Airport Layout Plan Drawing	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	\$0
Task 11.5 - Future Airport Layout Plan Drawing	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	\$0
Task 11.6 - Ultimate Airport Layout Plan Drawing	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	\$0
Task 11.7 - Airport Airspace Drawings (2 sheets)	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	\$0
Task 11.8 - Runway Centerline Profile Sheet	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	\$0
Task 11.9 - Inner Portion of the Approach Surface Drawings (4 sheets)	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	\$0
Task 11.10 - Runway Departure Surface Drawings (4 sheets)	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	\$0
Task 11.11 - Land Use Drawing	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	\$0
Task 11.12 - Airport Layout Plan Review Meeting (1 of 2)	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	\$0
Task 11.13 - Airport Layout Plan Review Meeting (2 of 2) with FAA	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	\$0
TASK 12: EXHIBIT A UPDATE	0	\$0	60	\$9,060	80	\$7,680	200	\$17,400	340	\$34,140	\$100
Task 12.1 - Exhibit 'A' Update	0	\$0	60	\$9,060	80	\$7,680	200	\$17,400	340	\$34,140	\$100
TASK 13: DOCUMENTATION	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	\$0
TOTAL NOT TO EXCEED PROFESSIONAL FEES:	229	\$41,678	104	\$15,704	197	\$18,912	206	\$17,922	736	\$94,216	\$128

EXHIBIT A - CONSULTANT'S COMPENSATION PROPOSAL
TABLE C-5
BREAKDOWN OF NOT TO EXCEED PROFESSIONAL FEES
GSS Creative

GSS Creative	Senior Graphics Designer		TOTAL		
Rate (\$/Hour):	\$124		labor		Avg. Hourly
	hours	Cost	hours	Cost	Rate
TASKS					
TASK 1: PRELIMINARY VISIONING	0	\$0	0	\$0	\$0
TASK 2: INVENTORY OF EXISTING AIRPORT FACILITIES	0	\$0	0	\$0	\$0
TASK 3: AVIATION ACTIVITY FORECAST	0	\$0	0	\$0	\$0
TASK 4: DEMAND CAPACITY AND FACILITY REQUIREMENTS	0	\$0	0	\$0	\$0
TASK 5: ALTERNATIVES DEVELOPMENT AND EVALUATION	0	\$0	0	\$0	\$0
TASK 6: HIGHEST AND BEST LAND USE PLAN	0	\$0	0	\$0	\$0
TASK 7: ENVIRONMENTAL OVERVIEW	0	\$0	0	\$0	\$0
TASK 8: PROJECT IMPLEMENTATION PLAN	0	\$0	0	\$0	\$0
TASK 9: FINANCIAL FEASIBILITY ANALYSIS	0	\$0	0	\$0	\$0
TASK 10: STAKEHOLDER ENGAGEMENT	62	\$7,688	62	\$7,688	\$124
Task 10.1 - Identification of Stakeholders	0	\$0	0	\$0	\$0
Task 10.2 - Public Meetings and Outreach	50	\$6,200	50	\$6,200	\$124
Task 10.3 - Tenant Stakeholder Meetings	0	\$0	0	\$0	\$0
Task 10.4 - Public Surveys	12	\$1,488	12	\$1,488	\$124
TASK 11: AIRPORT LAYOUT PLAN	0	\$0	0	\$0	\$0
TASK 12: EXHIBIT 'A' UPDATE	0	\$0	0	\$0	\$0
TASK 13: DOCUMENTATION	78	\$9,672	78	\$9,672	\$124
Task 13.1 - Technical Presentation Development	24	\$2,976	24	\$2,976	\$124
Task 13.2 - Technical Presentation Support	40	\$4,960	40	\$4,960	\$124
Task 13.3 - Draft Technical Report	10	\$1,240	10	\$1,240	\$124
Task 13.4 - Final Technical Report	4	\$496	4	\$496	\$124
TOTAL NOT TO EXCEED PROFESSIONAL FEES:	140	\$17,360	140	\$17,360	\$124

EXHIBIT A - CONSULTANT'S COMPENSATION PROPOSAL
TABLE C-5
BREAKDOWN OF NOT TO EXCEED PROFESSIONAL FEES
KMI International

KMI International	Senior Estimator / Scheduler		Estimator / Scheduler II		TOTAL		
Rate (\$/Hour):	\$208		\$157		labor		
	hours	Cost	hours	Cost	hours	Cost	Avg. Hourly Rate
TASKS							
TASK 1: PRELIMINARY VISIONING	0	\$0	0	\$0	0	\$0	\$0
TASK 2: INVENTORY OF EXISTING AIRPORT FACILITIES	0	\$0	0	\$0	0	\$0	\$0
TASK 3: AVIATION ACTIVITY FORECAST	0	\$0	0	\$0	0	\$0	\$0
TASK 4: DEMAND CAPACITY AND FACILITY REQUIREMENTS	0	\$0	0	\$0	0	\$0	\$0
TASK 5: ALTERNATIVES DEVELOPMENT AND EVALUATION	48	\$9,984	40	\$6,280	88	\$16,264	\$185
Task 5.1 - Aeronautical Development Alternatives	12	\$2,496	8	\$1,256	20	\$3,752	\$188
Task 5.2 - Training Runway Alternatives	4	\$832	4	\$628	8	\$1,460	\$183
Task 5.3 - Landside Development Alternatives	16	\$3,328	16	\$2,512	32	\$5,840	\$183
Task 5.4 - Support Facility Alternatives	16	\$3,328	12	\$1,884	28	\$5,212	\$186
Task 5.5 - Preparation of the Preferred Alternative	0	\$0	0	\$0	0	\$0	\$0
Task 5.6 - Draft Alternatives Development and Evaluation Technical Chapter	0	\$0	0	\$0	0	\$0	\$0
Task 5.7 - Alternatives Evaluation Meetings (1,2 of 3)	0	\$0	0	\$0	0	\$0	\$0
Task 5.8 - Preferred Alternative Selection Meeting (3 of 3)	0	\$0	0	\$0	0	\$0	\$0
TASK 6: HIGHEST AND BEST LAND USE PLAN	0	\$0	0	\$0	0	\$0	\$0
TASK 7: ENVIRONMENTAL OVERVIEW	0	\$0	0	\$0	0	\$0	\$0
TASK 8: PROJECT IMPLEMENTATION PLAN	64	\$13,312	56	\$8,792	120	\$22,104	\$184
Task 8.1 - Formulation of Capital Improvement Plan	0	\$0	0	\$0	0	\$0	\$0
Task 8.2 - Project Phasing Plan	0	\$0	0	\$0	0	\$0	\$0
Task 8.3 - Rough Order of Magnitude Cost Estimates	64	\$13,312	56	\$8,792	120	\$22,104	\$184
Task 8.4 - Identification of Funding Sources	0	\$0	0	\$0	0	\$0	\$0
Task 8.5 - Draft Project Implementation Plan Technical Chapter	0	\$0	0	\$0	0	\$0	\$0
Task 8.6 - Project Implementation Plan Meeting (1 of 1)	0	\$0	0	\$0	0	\$0	\$0
TASK 9: FINANCIAL FEASIBILITY ANALYSIS	0	\$0	0	\$0	0	\$0	\$0
TASK 10: STAKEHOLDER ENGAGEMENT	0	\$0	0	\$0	0	\$0	\$0
TASK 11: AIRPORT LAYOUT PLAN	0	\$0	0	\$0	0	\$0	\$0
TASK 12: EXHIBIT A UPDATE	0	\$0	0	\$0	0	\$0	\$0
TASK 13: DOCUMENTATION	0	\$0	0	\$0	0	\$0	\$0
TOTAL NOT TO EXCEED PROFESSIONAL FEES:	112	\$23,296	96	\$15,072	208	\$38,368	\$184

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

Martinez Geospatial	Project Manager		Senior Photogrammetrist		Airspace Technician		Geospatial Supervisor		Geospatial Technician I		Geospatial Technician II		CADD Technician		TOTAL		
Rate (\$/Hour):	\$187		\$106		\$80		\$80		\$71		\$77		\$94		labor		
	hours	Cost	hours	Cost	hours	Cost	hours	Cost	hours	Cost	hours	Cost	hours	Cost	hours	Cost	Avg. Hourly Rate
TASKS																	
TASK 1: PRELIMINARY VISIONING	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	\$0
TASK 2: INVENTORY OF EXISTING AIRPORT FACILITIES	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	\$0
TASK 3: AVIATION ACTIVITY FORECAST	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	\$0
TASK 4: DEMAND CAPACITY AND FACILITY REQUIREMENTS	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	\$0
TASK 5: ALTERNATIVES DEVELOPMENT AND EVALUATION	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	\$0
TASK 6: HIGHEST AND BEST LAND USE PLAN	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	\$0
TASK 7: ENVIRONMENTAL OVERVIEW	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	\$0
TASK 8: PROJECT IMPLEMENTATION PLAN	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	\$0
TASK 9: FINANCIAL FEASIBILITY ANALYSIS	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	\$0
TASK 10: STAKEHOLDER ENGAGEMENT	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	\$0
TASK 11: AIRPORT LAYOUT PLAN	36	\$6,732	96	\$10,176	240	\$19,200	40	\$3,200	126	\$8,946	256	\$19,712	126	\$11,844	920	\$79,810	\$87
Task 11.1 - Airports Geographic Information Systems (AGIS) Survey	36	\$6,732	96	\$10,176	240	\$19,200	40	\$3,200	126	\$8,946	256	\$19,712	126	\$11,844	920	\$79,810	\$87
Task 11.2 - Title Sheet	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	\$0
Task 11.3 - Airport Data Sheet	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	\$0
Task 11.4 - Existing Airport Layout Plan Drawing	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	\$0
Task 11.5 - Future Airport Layout Plan Drawing	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	\$0
Task 11.6 - Ultimate Airport Layout Plan Drawing	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	\$0
Task 11.7 - Airport Airspace Drawings (2 sheets)	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	\$0
Task 11.8 - Runway Centerline Profile Sheet	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	\$0
Task 11.9 - Inner Portion of the Approach Surface Drawings (4 sheets)	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	\$0
Task 11.10 - Runway Departure Surface Drawings (4 sheets)	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	\$0
Task 11.11 - Land Use Drawing	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	\$0
Task 11.12 - Airport Layout Plan Review Meeting (1 of 2)	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	\$0
Task 11.13 - Airport Layout Plan Review Meeting (2 of 2) with FAA	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	\$0
TASK 12: EXHIBIT 'A' UPDATE	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	\$0
TASK 13: DOCUMENTATION	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	\$0
TOTAL NOT TO EXCEED PROFESSIONAL FEES:	36	\$6,732	96	\$10,176	240	\$19,200	40	\$3,200	126	\$8,946	256	\$19,712	126	\$11,844	920	\$79,810	\$87

EXHIBIT A - CONSULTANT'S COMPENSATION PROPOSAL
TABLE C-5
BREAKDOWN OF NOT TO EXCEED PROFESSIONAL FEES
Quest Corporation of America

Quest Corporation of America, Inc.	Project Manager		Senior Community Outreach Specialist		Community Outreach Specialist		Junior Community Outreach Specialist		Multimedia Project Manager		Senior Multimedia AV Technician		Multimedia AV Technician		Tech Support		Data Analyst		Administrative Assistant		TOTAL		
Rate (\$/Hour):	\$124		\$142		\$106		\$81		\$124		\$95		\$68		\$77		\$113		\$57		labor		Avg. Hourly
	hours	Cost	hours	Cost	hours	Cost	hours	Cost	hours	Cost	hours	Cost	hours	Cost	hours	Cost	hours	Cost	hours	Cost	hours	Cost	Rate
TASKS																							
TASK 1: PRELIMINARY VISIONING	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	\$0
TASK 2: INVENTORY OF EXISTING AIRPORT FACILITIES	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	\$0
TASK 3: AVIATION ACTIVITY FORECAST	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	\$0
TASK 4: DEMAND CAPACITY AND FACILITY REQUIREMENTS	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	\$0
TASK 5: ALTERNATIVES DEVELOPMENT AND EVALUATION	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	\$0
TASK 6: HIGHEST AND BEST LAND USE PLAN	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	\$0
TASK 7: ENVIRONMENTAL OVERVIEW	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	\$0
TASK 8: PROJECT IMPLEMENTATION PLAN	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	\$0
TASK 9: FINANCIAL FEASIBILITY ANALYSIS	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	\$0
TASK 10: STAKEHOLDER ENGAGEMENT	70	\$8,680	130	\$18,460	158	\$16,748	56	\$4,536	6	\$744	57	\$5,415	66	\$4,488	40	\$3,080	40	\$4,520	20	\$1,140	643	\$67,811	\$105
Task 10.1 - Identification of Stakeholders	4	\$496	12	\$1,704	14	\$1,484	8	\$648	0	\$0	0	\$0	0	\$0	2	\$154	0	\$0	2	\$114	42	\$4,600	\$110
Task 10.2 - Public Meetings and Outreach	36	\$4,464	60	\$8,520	80	\$8,480	40	\$3,240	3	\$372	35	\$3,325	40	\$2,720	17	\$1,309	0	\$0	12	\$684	323	\$33,114	\$103
Task 10.3 - Tenant Stakeholder Meetings	24	\$2,976	40	\$5,680	40	\$4,240	8	\$648	2	\$248	16	\$1,520	20	\$1,360	12	\$924	0	\$0	4	\$228	166	\$17,824	\$107
Task 10.4 - Public Surveys	6	\$744	18	\$2,556	24	\$2,544	0	\$0	1	\$124	6	\$570	6	\$408	9	\$693	40	\$4,520	2	\$114	112	\$12,273	\$110
TASK 11: AIRPORT LAYOUT PLAN	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	\$0
TASK 12: EXHIBIT 'A' UPDATE	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	\$0
TASK 13: DOCUMENTATION	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	\$0
TOTAL NOT TO EXCEED PROFESSIONAL FEES:	70	\$8,680	130	\$18,460	158	\$16,748	56	\$4,536	6	\$744	57	\$5,415	66	\$4,488	40	\$3,080	40	\$4,520	20	\$1,140	643	\$67,811	\$105

EXHIBIT A - CONSULTANT'S COMPENSATION PROPOSAL
TABLE C-5
BREAKDOWN OF NOT TO EXCEED PROFESSIONAL FEES
Wonderstruct

Wonderstruct	Principal		Senior QC Reviewer		TOTAL		
Rate (\$/Hour):	\$126		\$111		labor hours	Cost	Avg. Hourly Rate
	hours	Cost	hours	Cost			
TASKS							
TASK 1: PRELIMINARY VISIONING	0	\$0	0	\$0	0	\$0	\$0
TASK 2: INVENTORY OF EXISTING AIRPORT FACILITIES	2	\$252	20	\$2,220	22	\$2,472	\$112
Task 2.1 - Collection of Existing Documents	0	\$0	0	\$0	0	\$0	\$0
Task 2.2 - Inventory of Aeronautical Conditions	0	\$0	0	\$0	0	\$0	\$0
Task 2.3 - Inventory of Environmental Conditions	0	\$0	0	\$0	0	\$0	\$0
Task 2.4 - Inventory of Landside Facilities	0	\$0	0	\$0	0	\$0	\$0
Task 2.5 - Inventory of Support Facilities	0	\$0	0	\$0	0	\$0	\$0
Task 2.6 - Inventory of Surrounding Land Uses	0	\$0	0	\$0	0	\$0	\$0
Task 2.7 - Inventory of Utilities	0	\$0	0	\$0	0	\$0	\$0
Task 2.8 - Tenant Surveys	0	\$0	0	\$0	0	\$0	\$0
Task 2.9 - Draft Inventory Technical Chapter	2	\$252	20	\$2,220	22	\$2,472	\$112
Task 2.10 - Inventory Review Meeting (1 of 1)	0	\$0	0	\$0	0	\$0	\$0
TASK 3: AVIATION ACTIVITY FORECAST	2	\$252	20	\$2,220	22	\$2,472	\$112
Task 3.1 - Review of Socioeconomic and General Aviation Activity Trends	0	\$0	0	\$0	0	\$0	\$0
Task 3.2 - Preparation of Aviation Activity Forecast	0	\$0	0	\$0	0	\$0	\$0
Task 3.3 - Identification of Critical Aircraft, Aircraft Fleet Mix, Runway Design Code, and Taxiway Design Group	0	\$0	0	\$0	0	\$0	\$0
Task 3.4 - Draft Forecast Technical Chapter	2	\$252	20	\$2,220	22	\$2,472	\$112
Task 3.5 - Baseline Forecast Review Meeting (1 of 2)	0	\$0	0	\$0	0	\$0	\$0
Task 3.6 - Forecast Review Meeting (2 of 2) with FAA	0	\$0	0	\$0	0	\$0	\$0
TASK 4: DEMAND CAPACITY AND FACILITY REQUIREMENTS	2	\$252	20	\$2,220	22	\$2,472	\$112
Task 4.1 - Aeronautical Requirements	0	\$0	0	\$0	0	\$0	\$0
Task 4.2 - Training Runway Design Requirements	0	\$0	0	\$0	0	\$0	\$0
Task 4.3 - Landside Requirements	0	\$0	0	\$0	0	\$0	\$0
Task 4.4 - Support Requirements	0	\$0	0	\$0	0	\$0	\$0
Task 4.5 - Utility Requirements	0	\$0	0	\$0	0	\$0	\$0
Task 4.6 - Draft Demand Capacity and Facility Requirements Technical Chapter	2	\$252	20	\$2,220	22	\$2,472	\$112
Task 4.7 - Facility Requirements Review Meeting (1 of 1)	0	\$0	0	\$0	0	\$0	\$0

EXHIBIT A - CONSULTANT'S COMPENSATION PROPOSAL
TABLE C-5
BREAKDOWN OF NOT TO EXCEED PROFESSIONAL FEES
Wonderstruct

Wonderstruct	Principal		Senior QC Reviewer		TOTAL		
Rate (\$/Hour):	\$126		\$111		labor hours	Cost	Avg. Hourly Rate
	hours	Cost	hours	Cost			
TASKS							
TASK 5: ALTERNATIVES DEVELOPMENT AND EVALUATION	2	\$252	20	\$2,220	22	\$2,472	\$112
Task 5.1 - Aeronautical Development Alternatives	0	\$0	0	\$0	0	\$0	\$0
Task 5.2 - Training Runway Alternatives	0	\$0	0	\$0	0	\$0	\$0
Task 5.3 - Landside Development Alternatives	0	\$0	0	\$0	0	\$0	\$0
Task 5.4 - Support Facility Alternatives	0	\$0	0	\$0	0	\$0	\$0
Task 5.5 - Preparation of the Preferred Alternative	0	\$0	0	\$0	0	\$0	\$0
Task 5.6 - Draft Alternatives Development and Evaluation Technical Chapter	2	\$252	20	\$2,220	22	\$2,472	\$112
Task 5.7 - Alternatives Evaluation Meetings (1,2 of 3)	0	\$0	0	\$0	0	\$0	\$0
Task 5.8 - Preferred Alternative Selection Meeting (3 of 3)	0	\$0	0	\$0	0	\$0	\$0
TASK 6: HIGHEST AND BEST LAND USE PLAN	0	\$0	0	\$0	0	\$0	\$0
TASK 7: ENVIRONMENTAL OVERVIEW	2	\$252	20	\$2,220	22	\$2,472	\$112
Task 7.1 - Outline of National Environmental Policy Act (NEPA) Requirements	0	\$0	0	\$0	0	\$0	\$0
Task 7.2 - Other Environmental Considerations	0	\$0	0	\$0	0	\$0	\$0
Task 7.3 - Draft Environmental Overview Technical Chapter	2	\$252	20	\$2,220	22	\$2,472	\$112
Task 7.4 - Environmental Overview Review Meeting (1 of 1)	0	\$0	0	\$0	0	\$0	\$0
TASK 8: PROJECT IMPLEMENTATION PLAN	0	\$0	0	\$0	0	\$0	\$0
Task 8.1 - Formulation of Capital Improvement Plan	0	\$0	0	\$0	0	\$0	\$0
Task 8.2 - Project Phasing Plan	0	\$0	0	\$0	0	\$0	\$0
Task 8.3 - Rough Order of Magnitude Cost Estimates	0	\$0	0	\$0	0	\$0	\$0
Task 8.4 - Identification of Funding Sources	0	\$0	0	\$0	0	\$0	\$0
Task 8.5 - Draft Project Implementation Plan Technical Chapter	0	\$0	0	\$0	0	\$0	\$0
Task 8.6 - Project Implementation Plan Meeting (1 of 1)	0	\$0	0	\$0	0	\$0	\$0
TASK 9: FINANCIAL FEASIBILITY ANALYSIS	0	\$0	0	\$0	0	\$0	\$0
TASK 10: STAKEHOLDER ENGAGEMENT	0	\$0	0	\$0	0	\$0	\$0
TASK 11: AIRPORT LAYOUT PLAN	0	\$0	0	\$0	0	\$0	\$0
TASK 12: EXHIBIT 'A' UPDATE	0	\$0	0	\$0	0	\$0	\$0

EXHIBIT A - CONSULTANT'S COMPENSATION PROPOSAL
TABLE C-5
BREAKDOWN OF NOT TO EXCEED PROFESSIONAL FEES
Wonderstruct

Wonderstruct	Principal		Senior QC Reviewer		TOTAL		
Rate (\$/Hour):	\$126		\$111		labor		Avg. Hourly
	hours	Cost	hours	Cost	hours	Cost	Rate
TASKS							
TASK 13: DOCUMENTATION	8	\$1,008	64	\$7,104	72	\$8,112	\$113
Task 13.1 - Technical Presentation Development	0	\$0	0	\$0	0	\$0	\$0
Task 13.2 - Technical Presentation Support	0	\$0	0	\$0	0	\$0	\$0
Task 13.3 - Draft Technical Report	6	\$756	36	\$3,996	42	\$4,752	\$113
Task 13.4 - Final Technical Report	2	\$252	28	\$3,108	30	\$3,360	\$112
TOTAL NOT TO EXCEED PROFESSIONAL FEES:	18	\$2,268	164	\$18,204	182	\$20,472	\$112

EXHIBIT A - CONSULTANT'S COMPENSATION PROPOSAL
TABLES C-7a, C-7b, and C-7c
PARTICIPATION SCHEDULES

TABLE C-7a DBE PARTICIPATION SCHEDULE

NAME OF SUBCONSULTANT	ADDRESS	DBE CLASSIFICATION	PROPOSED SCOPE OF SERVICES	FEE	PROPOSED PARTICIPATION
Ricondo & Associates, Inc.		N/A	Prime Consultant, Planning Services, QA/QC	\$394,528.00	N/A
AVCON, Inc.		N/A	Planning Services, Cost Estimating	\$60,326.00	N/A
Brown & Phillips, Inc.		DBE	Surveying	\$94,216.00	N/A
GSS Creative		DBE	Graphic Design Services	\$17,360.00	2.2%
KMI International		N/A	Cost Estimating	\$38,368.00	N/A
Martinez Geospatial		DBE	Surveying	\$79,810.00	10.3%
Quest Corporation of America, Inc.		DBE	Stakeholder/Public Relations	\$67,811.00	8.8%
Wonderstruct		N/A	Technical and Editorial Services	\$20,472.00	N/A
TOTAL PROPOSED PARTICIPATION (LABOR ONLY)				\$772,891.00	21.3%

TABLE C-7b MWBE PARTICIPATION SCHEDULE

NAME OF SUBCONSULTANT	ADDRESS	MWBE CLASSIFICATION	PROPOSED SCOPE OF SERVICES	FEE	PROPOSED PARTICIPATION
Ricondo & Associates, Inc.		N/A	Prime Consultant, Planning Services, QA/QC	\$394,528.00	N/A
AVCON, Inc.		N/A	Planning Services, Cost Estimating	\$60,326.00	N/A
Brown & Phillips, Inc.		MWBE	Surveying	\$94,216.00	12.2%
GSS Creative		N/A	Graphic Design Services	\$17,360.00	N/A
KMI International		N/A	Cost Estimating	\$38,368.00	N/A
Martinez Geospatial		N/A	Surveying	\$79,810.00	N/A
Quest Corporation of America, Inc.		N/A	Stakeholder/Public Relations	\$67,811.00	N/A
Wonderstruct		N/A	Technical and Editorial Services	\$20,472.00	N/A
TOTAL PROPOSED PARTICIPATION (LABOR ONLY)				\$772,891.00	12.2%

TABLE C-7c LDB PARTICIPATION SCHEDULE

NAME OF FIRM	ADDRESS	LDB CLASSIFICATION	PROPOSED SCOPE OF SERVICES	FEE	PROPOSED PARTICIPATION
Ricondo & Associates, Inc.		N/A	Prime Consultant, Planning Services, QA/QC	\$394,528.00	N/A
AVCON, Inc.		N/A	Planning Services, Cost Estimating	\$60,326.00	N/A
Brown & Phillips, Inc.		N/A	Surveying	\$94,216.00	N/A
GSS Creative		N/A	Graphic Design Services	\$17,360.00	N/A
KMI International		LDB	Cost Estimating	\$38,368.00	5.0%
Martinez Geospatial		N/A	Surveying	\$79,810.00	N/A
Quest Corporation of America, Inc.		N/A	Stakeholder/Public Relations	\$67,811.00	N/A
Wonderstruct		N/A	Technical and Editorial Services	\$20,472.00	N/A
TOTAL PROPOSED PARTICIPATION (LABOR ONLY)				\$772,891.00	5.0%

EXHIBIT A - CONSULTANT'S COMPENSATION PROPOSAL

TABLE C-9
CONTRACT HOURLY RATES

All amounts invoiced by the Consultant as Reimbursable Fees shall be calculated on the basis of the actual number of hours of services rendered under this Agreement by each of the positions defined and by the new positions as identified below, multiplied by the contract hourly rates shown below.

FIRM	POSITION	CONTRACT HOURLY RATE
Ricondo & Associates, Inc.	Senior Officer	\$350
Ricondo & Associates, Inc.	Officer	\$340
Ricondo & Associates, Inc.	Senior Director	\$295
Ricondo & Associates, Inc.	Director	\$239
Ricondo & Associates, Inc.	Manager	\$180
Ricondo & Associates, Inc.	Senior Consultant	\$139
AVCON, Inc.	Principal	\$284
AVCON, Inc.	Senior Project Manager	\$269
AVCON, Inc.	Project Manager	\$215
AVCON, Inc.	Senior Project Engineer / Designer	\$149
AVCON, Inc.	Project Engineer / Designer	\$128
AVCON, Inc.	Senior CADD Designer	\$118
AVCON, Inc.	Admin / Clerical	\$81
Brown & Phillips, Inc.	2-Person Survey Crew	\$182
Brown & Phillips, Inc.	Professional Land Surveyor	\$151
Brown & Phillips, Inc.	Survey Tech	\$96
Brown & Phillips, Inc.	CADD Tech	\$87
GSS Creative	Senior Graphics Designer	\$124
KMI International	Senior Estimator / Scheduler	\$208
KMI International	Estimator / Scheduler II	\$157
Martinez Geospatial	Project Manager	\$187
Martinez Geospatial	Senior Photogrammetrist	\$106
Martinez Geospatial	Airspace Technician	\$80
Martinez Geospatial	Geospatial Supervisor	\$80
Martinez Geospatial	Geospatial Technician I	\$71
Martinez Geospatial	Geospatial Technician II	\$77
Martinez Geospatial	CADD Technician	\$94
Quest Corporation of America, Inc.	Project Manager	\$124
Quest Corporation of America, Inc.	Senior Community Outreach Specialist	\$142
Quest Corporation of America, Inc.	Community Outreach Specialist	\$106
Quest Corporation of America, Inc.	Junior Community Outreach Specialist	\$81
Quest Corporation of America, Inc.	Multimedia Project Manager	\$124
Quest Corporation of America, Inc.	Senior Multimedia AV Technician	\$95
Quest Corporation of America, Inc.	Multimedia AV Technician	\$68
Quest Corporation of America, Inc.	Tech Support	\$77
Quest Corporation of America, Inc.	Data Analyst	\$113
Quest Corporation of America, Inc.	Administrative Assistant	\$57
Wonderstruct	Principal	\$126
Wonderstruct	Senior QC Reviewer	\$111

APPENDIX A SUBCONSULTANT PROPOSALS

SCOPE OF SERVICES TO SUPPORT THE MASTER PLAN UPDATE AT ORLANDO EXECUTIVE AIRPORT

Date: December 15, 2023

To: Mr. Foo Pham
Managing Consultant
Ricondo & Associates, Inc.
3504 Lake Lynda Drive, Suite 165
Orlando, Florida 32817

AVCON, INC. (AVCON) is pleased to present the following proposal to Ricondo & Associates, Inc. (Ricondo) to perform services in support of the master plan update at Orlando Executive Airport (ORL). It is our understanding that AVCON will assist Ricondo to deliver the following:

- Evaluation of utilities and airfield geometry (inventory, requirements per Advisory Circular [AC] 150 guidance, and alternatives for conforming to those standards) in support of **Tasks 2.2, 2.7, 4.1, 4.5, and 5.1**
- Cost estimation of airfield geometry remediation projects in support of **Task 8.3**

The following provides a breakdown of scope by task.

Task 2.2 – Inventory of Aeronautical Conditions

AVCON will review and evaluate the existing airfield geometry including the runway and taxiway system (inclusive of lighting and markings), hold pads, and apron areas to identify the physical characteristics of existing airfield facilities.

Task 2.2 Exclusions. It is AVCON's understanding that support under this task will not include evaluation of existing pavements, airspace, navigational aids (NAVAIDS), instrument approach/departure procedures, or operational taxi flows, etc.

Task 2.2 Deliverables. The deliverable for this task will include a formatted working paper complete with a description of the various geometrical features of the airfield including the necessary tables and figures (including CAD drawings) for incorporation into Ricondo's full master plan inventory report. Ricondo will provide AVCON with any client-specific formats or templates to use in the preparation of the deliverable.

Task 2.7 – Inventory of Utilities

AVCON will complete an inventory of existing Airport-wide utilities. This task will identify potential utility constraints for development on the north side of the Airport based on previously completed studies (e.g.,

AVCON airfield electrical condition/needs assessment) and where existing utilities terminate on the south side.

Task 2.7 Exclusions. This task will not include any subsurface utility survey or investigation. It will rely on previously completed studies and information provided by the Greater Orlando Aviation Authority (GOAA) and Ricondo.

Task 2.7 Deliverables. The deliverable for this task will include a formatted working paper complete with a description of the various existing utility features including the necessary tables and figures (including CAD drawings) for incorporation into Ricondo's full master plan inventory report. Previously provided client-specific templates, if applicable, will be used in the preparation of the deliverable.

Task 4.1 – Aeronautical Requirements

Based on the results of Task 2.2 and the forecast of aviation demand (including the identification or verification of the existing and future critical aircraft [or grouping of aircraft]) as prepared by Ricondo, AVCON will assess the airfield requirements in conformance with FAA AC 150/5300-13B, *Airport Design* (Design AC) as the basis for the analysis. This includes a standards analysis of the airfield in compliance with the Design AC and will primarily assess pavement widths, fillet geometry, required safety areas, and other critical dimensional features of the airfield.

Task 4.1 Exclusions. It is AVCON's understanding that support under this task will not include a requirements evaluation of airfield capacity, runway length analysis, or other exclusions noted in Task 2.2.

Task 4.1 Deliverables. The deliverable for this task will include a formatted working paper complete with a description of the various features including the necessary tables and figures (including CAD drawings) for incorporation into Ricondo's full master plan demand/capacity and facility requirements report and categorized into the planning horizons as identified by Ricondo. Previously provided client-specific templates, if applicable, will be used in the preparation of the deliverable.

Task 4.5 – Utility Requirements

AVCON will determine the utility requirements for developing the southeast quadrant and set the basis for the ORL Southeast Quadrant Development Cost Estimates task. Future utility needs related to the southeast quadrant will be developed based on the forecasts and demand projections for the southeast quadrant as provided by Ricondo. Specific utilities to be assessed include sanitary sewer, potable and fire-water lines, storm sewer, communications, aviation fuel, and electrical.

Task 4.5 Exclusions. Utility requirements will be analyzed for the proposed southeast quadrant development only. Utility requirements to other proposed development on the Airport will be assessed by others.

Task 4.5 Deliverables. The deliverable for this task will include a formatted working paper summarizing the utility requirements for the southeast quadrant including the necessary tables and figures (including CAD drawings) for incorporation into Ricondo's full master plan demand/capacity and facility requirements report and categorized into the planning horizons as identified by Ricondo. Previously provided client-specific templates, if applicable, will be used in the preparation of the deliverable.

Task 5.1 – Aeronautical Development Alternatives

AVCON will prepare up to three (3) preliminary airfield geometry development alternatives to address any identified design standard conformance issues to meet future facility requirements, which may include alternatives for the airfield to conform with the FAA's fillet geometry requirements and other alternatives to bring the airfield into compliance with the Design AC (including any potential alternatives to correct runway protection zone [RPZ] compliance issues per the guidance in FAA AC 150/5190-4B, *Airport Land Use Compatibility Planning*, if necessary). As part of this task, AVCON will also depict the proposed development in the southeast quadrant of ORL (CAD files to be provided by Ricondo). AVCON includes up to two (2) revisions of the preliminary airfield geometry alternative. One to prepare a draft airfield geometry alternative and one to prepare a final airfield geometry alternative.

Task 5.1 Deliverables. The deliverables for this task will include a formatted working paper complete with a description the airfield geometry alternatives analysis including the necessary tables and figures for incorporation into Ricondo's full master plan alternatives report. Previously provided client-specific templates, if applicable, will be used in the preparation of the deliverable.

Task 8.3 – Rough Order of Magnitude Cost Estimates

For all estimates, AVCON will utilize the standard GOAA Estimate template with applicable construction costs, architectural/engineering (A/E) allowances, contingencies, owner's authorized representative (OAR) and Construction Phase Services and overall program contingencies with conventional markups. Additionally, for each cost estimate:

- AVCON will obtain any applicable CAD files developed by Ricondo for the applicable projects as identified in this proposal
- AVCON will provide detailed CAD-based quantity take-offs for the projects selected by the Aviation Authority/Ricondo from those prepared in Task 5.1 (Aeronautical Development Alternatives)
- AVCON will prepare conventional unit price cost estimate spreadsheets with the computed quantities and insert the approved unit costs to derive each individual construction cost estimate
- AVCON will provide a summary report for each project element to include all appropriate Authority-approved soft cost mark-ups and contingencies to provide a composite project cost for the projects selected by the Aviation Authority/Ricondo from those prepared in Task 5.1 (Aeronautical Development Alternatives)

- AVCON will provide a linked summary spreadsheet to provide an executive level summation of all costs for development of the stated projects
- AVCON will attend one virtual meeting with Ricondo and/or Authority staff to review the estimate and achieve consensus on the final estimates
- The cost estimates will be prepared with sufficient detail for use in future capital programming; these will include design, engineering, administrative, land acquisition, and construction costs (soft costs)
- AVCON will make all final adjustments to the cost estimates based on input provided in a virtual review of the draft estimates and submit a final electronic spreadsheet and PDF summary report of the entire cost estimate

Task 8.3.1. Airfield Geometry Conformance Cost Estimates

AVCON will prepare ROM cost estimates related to the selected final airfield geometry development alternative.

Fee Estimate

The Not to Exceed (NTE) fee for this effort is \$60,326 and is provided in the attached in the excel budget template.

As a condition of acceptance of this assignment, please provide confirmation from GOAA that this assistance will not preclude AVCON from pursuing work with GOAA for the planning, final design or construction phase services associated with these estimates.

Please feel free to let me know if you have any questions regarding this proposal. Thank you for considering AVCON in support of the master plan update at ORL. We look forward to working with you on this project.

Sincerely,

AVCON, INC.



James A. Kriss, P.E.
Senior Vice President

cc: Ryan J. Lenda, C.M., Dan Nichols, P.E.

November 15, 2023

Mr. Sebastien Carreau
Ricondo & Associates, Inc.
3504 Lake Lynda Drive, Suite 165
Orlando, FL 32817

Re: Orlando Executive Airport (ORL) Airport Layout Plan (ALP) - Ground Control Survey

Dear Mr. Carreau:

Thank you for the opportunity to provide you with the following services for the subject site. This proposal is based on documentation and information provided by your office. The scope of services is as follows:

SCOPE OF SERVICES

I. FIELD SURVEY SERVICES – A-GIS / GROUND CONTROL SURVEY

Utilizing information from Martinez Geospatial, Inc. (MTZ), we will complete onsite ground control surveys to fulfill the data-collection requirements for updating a paper Airport Layout Plan (ALP). We will collect field survey data in accordance with FAA AC Circulars 150/5300-16B (16B), 150/5300-17C (17C), and 150/5300-18B (18B), as applicable and will include the following from MTZ Scope and Fee Proposal:

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

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

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

Station Type	Designation	PID	Horizontal Datum	Vertical Datum	GEOID
PACS	ORL F	AD9142	NAD83(2011)	NAVD88	GEOID18
SACS	ORL D	AA9570	NAD83(2011)	NAVD88	GEOID18
SACS	ORL E	AA9571	NAD83(2011)	NAVD88	GEOID18

Survey Imagery Photo Control (Field-Survey)

Photo-identifiable control points and/or artificial targets will be selected/set and surveyed for use as ground control for aero-triangulation of the new aerial imagery. Imagery control points will be spread throughout the aerial imagery project area in a geometric pattern conducive to favorable aero triangulation results. Each imagery control point will be surveyed using RTK survey methods. Imagery Control will be surveyed (properly tied to NSRS) and documented in accordance with AC-150/5300-17C and FAA Airports-GIS requirements. Ground Control data and documentation will be submitted to MTZ for submittal to FAA Airports-GIS along with the AP Acquisition Report. It is anticipated that approximately 42 imagery control points will be required, along with 6 independent OPUS Checkpoints.

Runway Surveys (Field-Survey)

Brown & Phillips will accomplish field-survey of both runways at ORL (7/25 & 13/31). Survey tasks will include survey of runway-endpoints and runway-profiles. For each runway-endpoint/threshold a monument will be set (or recovered), surveyed, and documented in accordance with AC-150/5300-18B. Runway-centerline-profiles will be surveyed utilizing mobile-RTK methodology; final profile data will be extracted at 50-foot stations by MTZ. Runway survey data will be utilized for the Obstruction Surveys/Airport Airspace Analysis task. Furthermore, MTZ will identify Airport Reference Point, Airport Elevation, High & Low Elevations of each Runway, and Touchdown Zone Elevations for each runway utilizing the newly surveyed Runway Data. Runway survey data will also be properly formatted by MTZ and reported in both the FAA Airports-GIS deliverable and the CAD base-map deliverable.

NAVAID Surveys (Field-Survey)

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

Airport Rotating Beacon	7 PAPI	25 PAPI
7 MALSR	13 PAPI	31 PAPI
13 REILs	31 REILs	7 Localizer
7 Glideslope	25 Localizer	25 Glideslope
25 DME	25 REILs	ORL VORTAC

DELIVERABLES

As part of **ORL Master Plan Update**, Brown & Phillips will provide the following:

FIELD SURVEY SERVICES

- Topographic survey of runway profiles
- Drawing showing control found and utilized for the project
- FAA required field forms and photographs as needed

ITEMS TO BE PROVIDED BY RICONDO & ASSOCIATES

The following items will be provided to Brown & Phillips by Ricondo & Associates:

- Property records including legal descriptions, deeds, record plats and right-of-way maps for the subject parcels
- Any pertinent maps and plans to aid in this scope of work (PDF and CAD if possible)
- Rectified aerials (if available) of the airport for use as an underlay on the survey drawings
- MTZ will be responsible for coordinating and submitting AGIS deliverables to FAA

II. ORL EXHIBIT 'A' AIRPORT PROPERTY INVENTORY MAPS

We will update Exhibit 'A' Property Maps per the requirements of FAA ARP SOP 3.00, Exhibit "A" Airport Property Inventory Maps and will include the following tasks:

- Collect existing information relevant to the project:
 - Obtain from client all available record documents (deeds, easements, etc.) pertaining to ownership or land interest of parcels within the limits of the airport.
 - Obtain from the City of Orlando recorded copies of deeds, easements, plats of subdivisions, plats of highways, etc. for properties which might not be available from the airport.
- Obtain and review record document:
 - Deed parcel documents will be obtained from the City and/or airport and reviewed to identify location, type of document (warranty deed, quitclaim deed, court judgment or easement), recorded index as book and page, grantor and limits of acquired parcels.
 - Review acquisition documents for all parcels acquired since the last update, show it as a single parcel as needed.
 - Documents will be reviewed to identify location, type of document (warranty deed, quitclaim deed, court, judgment or easement), recorded index as book and page, grantor and limits of acquired parcels.
 - Research existing governmental digital databases as well as paper records for documents not available from the City of Orlando.
 - Organize all collected documents by indexing and referencing each recorded document of acquired parcel in the proposed Exhibit "A"
- CADD Drafting of Exhibit "A".
 - Create a property map set following the FAA SOP 3.0 guideline/checklist
 - Exhibit A will document all land interest acquired by the City of Orlando for the airport purposes including fee simple, quit claim, judgment orders, aviation easements, easement benefiting the airport, easements held by others within the airport limits (utility easements, road right-of-way-easements).
 - Show each acquired parcel or tract and provide federal project number applicable to parcel, parcel number, name of grantor, type of instrument of acquisition, book and page number of recording, date of acquisition, acreage, controlling heights of aviation easements
- Develop airport boundary legal description
 - Provide a metes and bounds legal description of the existing limits of the Airport.
 - Legal description will be based on available record documents and occupation based on aerial mapping, recorded surveys, legal descriptions from acquired parcels.
 - No field boundary survey of the airport boundary limits.
- Quality Assurance/Quality Control
 - A Florida professional land surveyor will perform a QA/QC of the Exhibit A document verifying that all available recorded documents are accounted and included graphically in the exhibit.

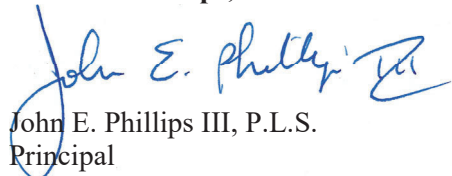
- Deliverables
 - the following items will be provided to client as part of the deliverable package:
 - All recorded documents compiled during the document research. Documents will be organized for ease of reference (binder).
 - A legal description of airport boundary based on available recorded documents.
 - Digital file in AutoCAD format of Exhibit A
 - Five original set of plans of Exhibit A

It is hard to determine a fixed scope for this work, since we do not know what has been changed/added/revised since the original map was done. Therefore, we suggest completing the Exhibit 'A' update on an "hourly, not to exceed" basis. We will base it on the amount billed for the previous update.

III. CLOSURE

A drawing will be produced which will show all the features located. Horizontal & vertical accuracy will reflect conformance to FGDC Geospatial Positioning Accuracy Standards. The survey will be performed at two tenths of a foot contour interval and five (5) final drawings will be provided, signed & sealed hard copy plans, one (1) electronic file in AutoCAD format and one (1) copy of survey field notes and calculations. We will perform the scope of services for **an hourly, not to exceed fee of \$60,076.00 for the Ground Control Survey** (see Attachment 'A' for an hourly breakdown) **plus an hourly, not to exceed fee of \$34,140.00 for the Exhibit 'A' update**. Please do not hesitate to call me with any questions you might have regarding this proposal. We look forward to working with you on this project.

Brown & Phillips, Inc.


John E. Phillips III, P.L.S.
Principal

Attachments

JEP/mb

This Proposal accepted this ____ day of _____, 2023

By: _____
Ricondo & Associates, Inc.

Print Name: _____

Title: _____

EXHIBIT A - CONSULTANT'S COMPENSATION PROPOSAL
TABLE C-5
BREAKDOWN OF NOT TO EXCEED PROFESSIONAL FEES
Brown & Phillips, Inc.

Brown & Phillips, Inc.	Survey Crew		Professional Land Surveyor		Survey Tech		CADD Tech		TOTAL		
Rate (\$/Hour):	\$182		\$151		\$96		\$87		labor		
	hours	Cost	hours	Cost	hours	Cost	hours	Cost	hours	Cost	Avg. Hourly Rate
TASKS											
TASK 1: PRELIMINARY VISIONING	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	\$0
TASK 2: INVENTORY OF EXISTING AIRPORT FACILITIES	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	\$0
TASK 3: AVIATION ACTIVITY FORECAST	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	\$0
TASK 4: DEMAND CAPACITY AND FACILITY REQUIREMENTS	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	\$0
TASK 5: ALTERNATIVES DEVELOPMENT AND EVALUATION	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	\$0
TASK 6: HIGHEST AND BEST LAND USE PLAN	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	\$0
TASK 7: ENVIRONMENTAL OVERVIEW	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	\$0
TASK 8: PROJECT IMPLEMENTATION PLAN	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	\$0
TASK 9: FINANCIAL FEASIBILITY ANALYSIS	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	\$0
TASK 10: STAKEHOLDER ENGAGEMENT	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	\$0
TASK 11: AIRPORT LAYOUT PLAN	229	\$41,678	44	\$6,644	117	\$11,232	6	\$522	396	\$60,076	\$152
Task 11.1 - Airports Geographic Information Systems (AGIS) Survey	229	\$41,678	44	\$6,644	117	\$11,232	6	\$522.00	396	\$60,076	\$152
Task 11.2 - Title Sheet	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	\$0
Task 11.3 - Airport Data Sheet	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	\$0
Task 11.4 - Existing Airport Layout Plan Drawing	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	\$0
Task 11.5 - Future Airport Layout Plan Drawing	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	\$0
Task 11.6 - Ultimate Airport Layout Plan Drawing	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	\$0
Task 11.7 - Airport Airspace Drawings (2 sheets)	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	\$0
Task 11.8 - Runway Centerline Profile Sheet	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	\$0
Task 11.9 - Inner Portion of the Approach Surface Drawings (4 sheets)	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	\$0
Task 11.10 - Runway Departure Surface Drawings (4 sheets)	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	\$0
Task 11.11 - Land Use Drawing	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	\$0
Task 11.12 - Airport Layout Plan Review Meeting (1 of 2)	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	\$0
Task 11.13 - Airport Layout Plan Review Meeting (2 of 2) with FAA	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	\$0
TASK 12: EXHIBIT A UPDATE	0	\$0	60	\$9,060	80	\$7,680	200	\$17,400	340	\$34,140	\$100
Task 12.1 - Exhibit 'A' Update	0	\$0	60	\$9,060	80	\$7,680	200	\$17,400	340	\$34,140	\$100
TASK 13: DOCUMENTATION	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	\$0
TOTAL NOT TO EXCEED PROFESSIONAL FEES:	229	\$41,678	104	\$15,704	197	\$18,912	206	\$17,922	736	\$94,216	\$128



November 17, 2023

Dear sir or madam,

GSS Creative is pleased to participate on the Ricondo team with graphic support and production for the Orlando Executive Airport Master Plan.

GSS Creative would provide the following services as incorporated in the Ricondo scope of work for the Stakeholder Engagement and Documentation tasks:

- Graphics templates and formatting for digital presentations
- Graphics support for handouts and meeting materials
- Graphics development for presentation boards

The budget for the proposed concession consulting services is \$17,360.

GSS Creative has been providing graphics support similar to those proposed since 1990, including several years working with the Ricondo team on graphics for the Greater Orlando Airport Authority.

We are looking forward to working with the team on the Master Plan for Orlando Executive Airport.

Respectfully,

Michelle Piette
President
Graphics Support Services, Inc.



There's A Better Way To Build.



www.kmiintl.com

PROPOSAL

November 15, 2023

Ricondo & Associates, Inc.
421 King Street, Suite 400
Alexandria, VA 22314

RE: Construction Cost Estimating Services
GOAA, ORL Master Plan

Attn: Foo Pham

Task Description

KMI International (KMI) is pleased to provide this proposal for the estimating services on the GOAA ORL Master Plan, Orlando, Florida. This added service project to be estimated or evaluated are as follows:

Rough Order of Magnitude Estimates will be provided for the following design deliverable:

- Task 5- Alternatives Development (Cost Guidance/Value Engineering)
 - Task 5.1 Aeronautical Development Alternatives
 - Task 5.1 Training Runway Alternatives
 - Task 5.3 Landside Development Alternatives
 - Task 5.4 Support Facility
- Task 8- Project Implementation Plan
 - Task 8.3 Rough Order of Magnitude Cost Estimates

Scope of Work

We will provide applicable Rough Order of Magnitude Estimates for the above referenced project. The estimates will be based on the findings of the ORL Master Planning efforts provided to KMI by Ricondo & Associates, Inc. KMI excludes any work associated with the airfield paving.

Proposed Fees:

We propose to provide the Construction Cost Estimating Services for the above scope at an **Estimated Not to Exceed Value of \$38,368.00**. This Fee does not include allowance for site visits during the estimating process.

If you have any questions, please do not hesitate to contact the undersigned. We look forward to working with you on this exciting program and thank you for this opportunity.

Sincerely,

Christopher Mixon

Christopher Mixon
Director of Estimating
KMI International



A GEOSPATIAL SERVICE PROVIDER

Scope and Fee Proposal

Survey, Photogrammetry & Airports-GIS Services

Orlando Executive Airport (ORL)

10/11/2023

2915 Waters Road Suite 100 Eagan, Minnesota 55121

Tel: 651-686-8424 • www.mtzgeo.com

PROJECT SUMMARY

CLIENT	Ricondo
CLIENT CONTACT	Sebastien Carreau
CLIENT ADDRESS	3504 Lake Lynda Drive Suite 165 Orlando, FL 32817
PROJECT LOCATION	Orlando Executive Airport (ORL) Orlando, Florida

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

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

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

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

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

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

PROJECT SPECIFICATIONS

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

PROJECT AREA DEFINITION

The total project area consists of three components:

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

PROJECT TASKS

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

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

Aerial Imagery Acquisition

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

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

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

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

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

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

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

Station Type	Designation	PID	Horizontal Datum	Vertical Datum	GEOID
PACS	ORL F	AD9142	NAD83(2011)	NAVD88	GEOID18
SACS	ORL D	AA9570	NAD83(2011)	NAVD88	GEOID18
SACS	ORL E	AA9571	NAD83(2011)	NAVD88	GEOID18

Survey Imagery Photo Control (Field Survey – RICONDO Subconsultant)

Photo-identifiable control points and/or artificial targets will be selected/set and surveyed for use as ground control for aero-triangulation of the new aerial imagery. Imagery control points will be spread throughout the aerial imagery project-area in a geometric pattern conducive to favorable aerotriangulation results. Each imagery control point will be surveyed using RTK survey methods. Imagery Control will be surveyed (properly tied to NSRS) and documented in accordance with AC-150/5300-17C and FAA Airports-GIS requirements. Ground Control data and documentation will be submitted to FAA Airports-GIS along with the Aerial Photography Acquisition Report. It is anticipated that **42** imagery control points will be required. Per FAA requirements, in addition to the imagery control points, an additional **6** Independent Checkpoints will be surveyed and processed through NGS OPUS.

Aero Triangulation

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

Create Digital Ortho Imagery

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

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

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

Runway Surveys (Field Survey – RICONDO Subconsultant)

Field Surveyors will accomplish survey of both runways at ORL (7/25 & 13/31); survey tasks will include survey of runway-end-points and runway-profiles. For each runway-end-point/threshold a monument will be set, surveyed, and documented in accordance with AC-150/5300-18B. Runway-centerline profiles will be surveyed utilizing mobile-RTK methodology; final profile data will be extracted at 50-foot stations for FAA Airports-GIS submission. Runway survey data will be utilized for the Obstruction Surveys/Airport Airspace Analysis task. Furthermore, MTZ will identify Airport Reference Point, Airport Elevation, High & Low Elevations of each Runway, and Touchdown Zone Elevations for each runway utilizing the newly surveyed Runway Data. Runway survey data will also be properly formatted by MTZ and reported in both the FAA Airports-GIS deliverable and the CAD base-map deliverable.

NAVAID Surveys (Field Survey – RICONDO Subconsultant)

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

<i>Airport Rotating Beacon</i>	<i>7 PAPI</i>	<i>25 PAPI</i>
<i>7 MALSR</i>	<i>13 PAPI</i>	<i>31 PAPI</i>
<i>13 REILs</i>	<i>31 REILs</i>	<i>7 Localizer</i>
<i>7 Glideslope</i>	<i>25 Localizer</i>	<i>25 Glideslope</i>
<i>25 DME</i>	<i>25 REILs</i>	<i>ORL VORTAC</i>

Airport Airspace Analysis/Obstruction Surveys

18B/AGIS

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

RUNWAY	AGIS ANALYSIS TYPE
7/25	Runways-With-Vertical-Guidance
13/31	Runways-With-Vertical-Guidance

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

Part 77/Obstacle Clearance Surface (OCS)

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

The Part 77 Obstruction Survey will meet the following specifications:

RUNWAY	PART 77 ANALYSIS TYPE
7	Precision-Instrument-Runway (PIR)
25	Precision-Instrument-Runway (PIR)
13	Visual-Other-Than-Utility (AV)
31	Visual-Other-Than-Utility (AV)

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

RUNWAY	OCS ANALYSIS TYPE
7	OCS 5 (< 3/4sm Visibility Minimums)
7	OCS 6 (Vertical Guidance Surface)
7	OCS 7 (Departure Surface)
25	OCS 5 ($\geq$ 3/4sm Visibility Minimums)
25	OCS 6 (Vertical Guidance Surface)
25	OCS 7 (Departure Surface)
13	OCS 4 (Circling, $\geq$ 3/4sm Visibility Minimums)
13	OCS 7 (Departure Surface)
31	OCS 4 (Circling, $\geq$ 3/4sm Visibility Minimums)
31	OCS 7 (Departure Surface)

Part 77/OCS Collection Criteria

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

- 1) A single X-Y-Z point will be collected / analyzed for any manmade or natural object penetrating a surface. The point will be placed on the highest point of the object. The X-Y location will correspond to the horizontal position of the highest portion of the object, not necessarily the geometric center or middle of the object.
- 2) Occasionally with Obstruction Surveys, large group of trees or terrain (obstruction area) are found to penetrate a surface and it is not feasible or possible to collect each individual penetration. In these cases, the obstruction area will be outlined with a bounding polygon in

order to represent the horizontal extents of the area. A grid will then be overlaid on the obstructing area. Within each grid sector, the highest object will be collected. Within the primary surface, the transitional surface, and within the first 5,000 feet of the approach surface, 100-foot grid spacing will be used. Within 10,000 feet of the approach surface, but outside 5,000 feet, 200-foot grid spacing will be used. 200-foot grid spacing will also be used within the horizontal surface. Outside of 10,000 feet of the approach and within the conical surface, 500-foot grid spacing will be used.

Supplemental Obstacle Collection

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

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

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

Planimetric & Topographic Mapping Compilation

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

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

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

Mapping data will be compiled meeting the following specifications:

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

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

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

Mapping Edit and GIS Formatting

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

SAFETY-CRITICAL

Airspace

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

Runway

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

NAVAIDs

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

NON-SAFETY-CRITICAL

Planimetric

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

Topographic

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

Final GIS data will meet the following specifications:

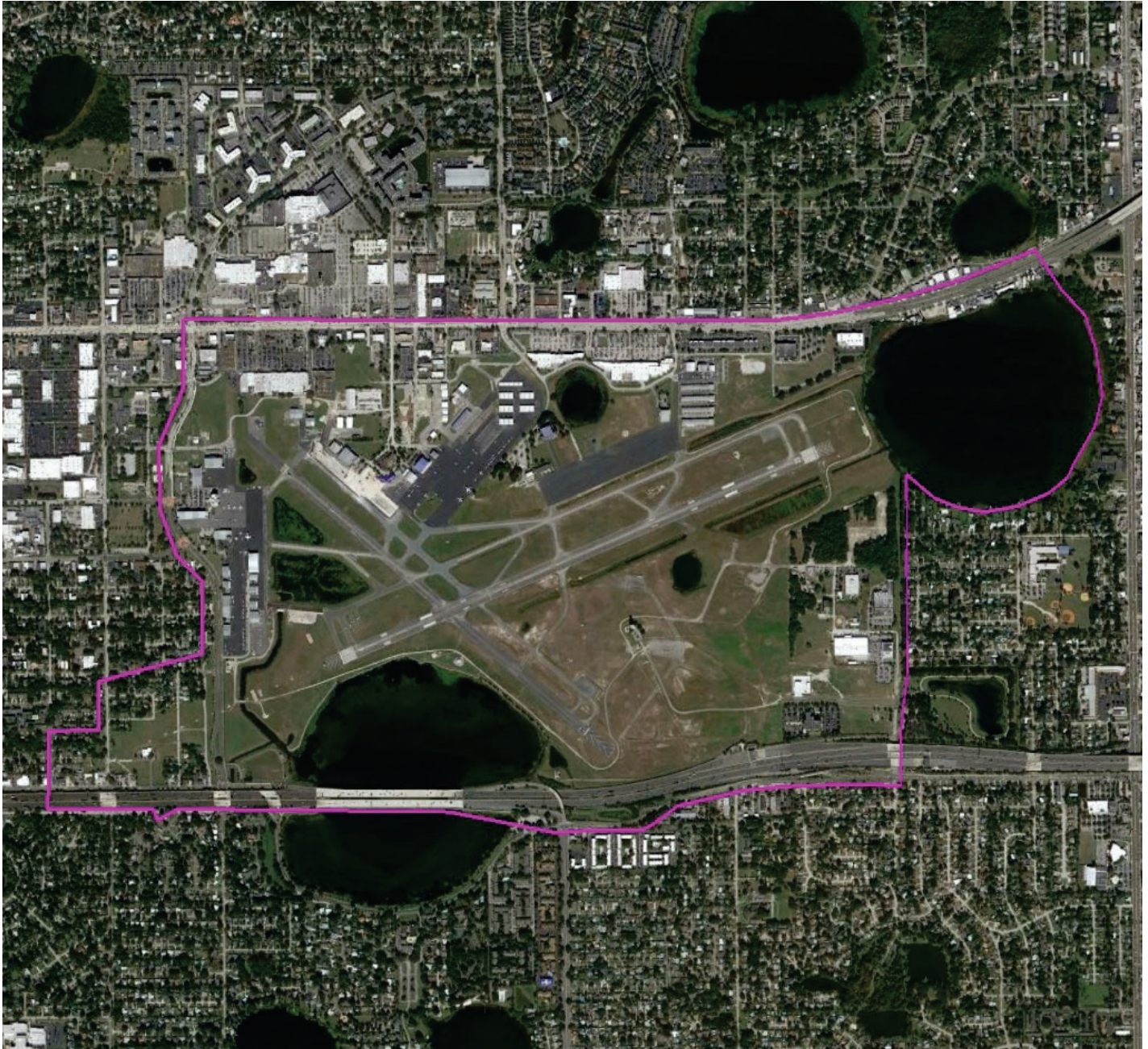
GIS DATA-MODEL UTILIZED	FAA Airports-GIS (<i>AC 150/5300-18B, Chapter 5</i>)
GIS DELIVERY FORMAT	ArcGIS Shapefile

Airports-GIS Data Submission and Final Reporting

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

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

Area A - Planimetric & Topographic Mapping



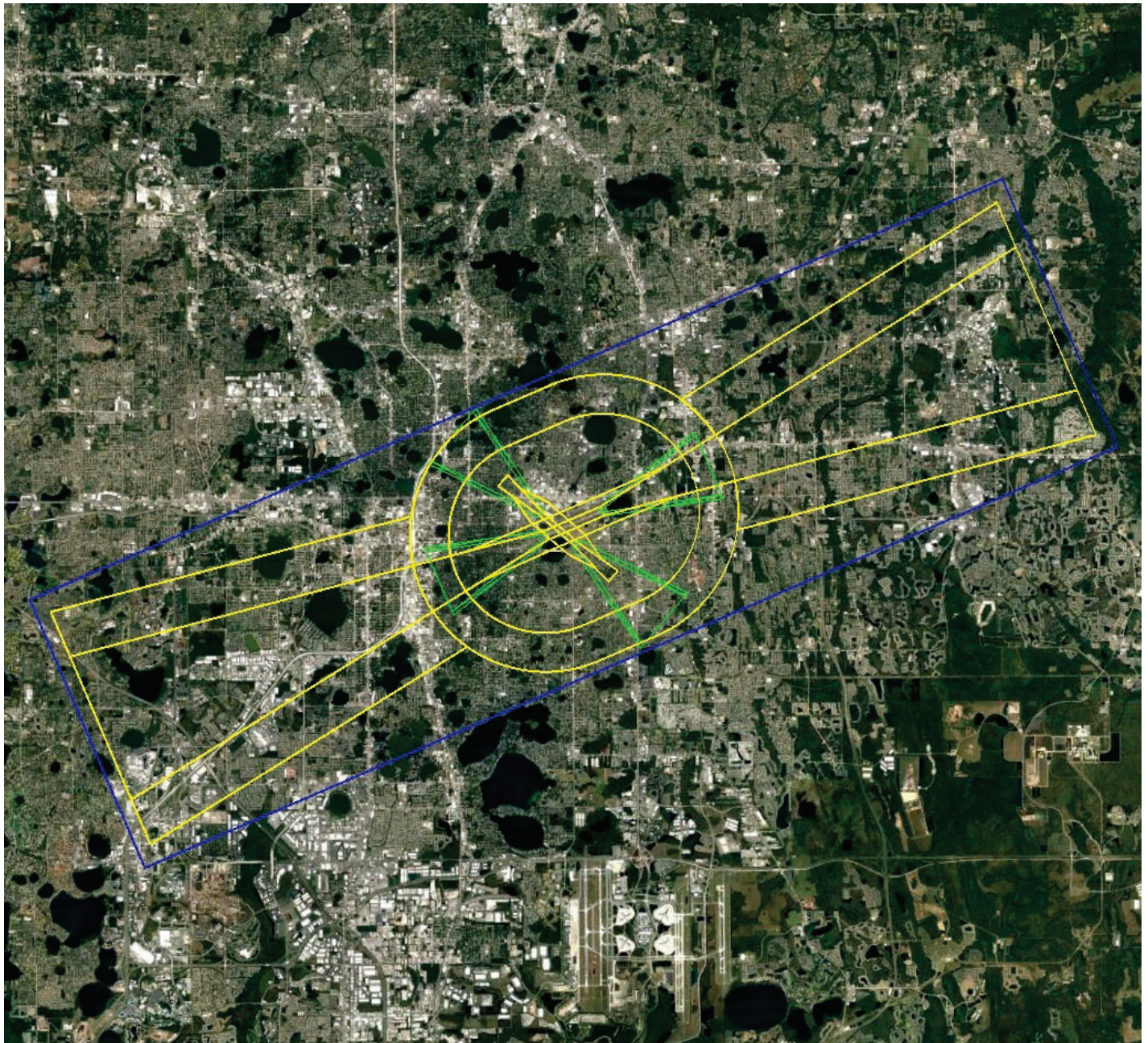
Magenta Polygon - Planimetric & Topographic Mapping Limit



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



Area B - Part 77/OCS Airspace Analysis



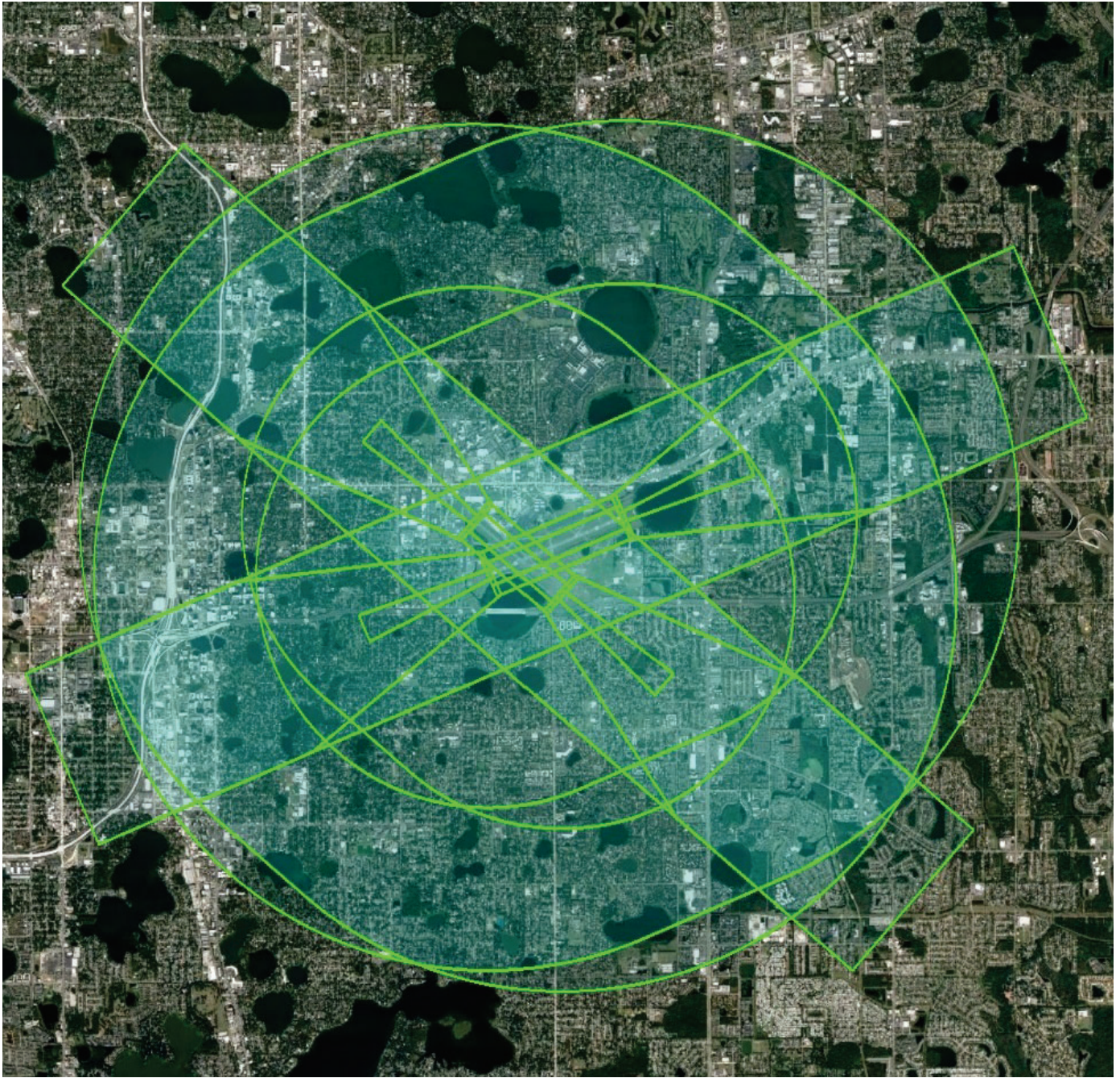
Green Polygons - AC-13B 40:1 Departure Surfaces
Yellow Polygons - Part 77 Obstruction Identification Surfaces
Blue Limit - Non-Ortho-Rectified Imagery Mosaic Coverage



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Area C - Airports-GIS Airspace Analysis



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



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Orlando Executive Airport Master Plan Update Greater Orlando Aviation Authority

Quest Corporation of America Scope of Work November 16, 2023

Public/Agency/Stakeholder Participation and Surveying

Quest Corporation of America (Quest) will provide assistance to the prime consultant (Ricordo) as it relates to tasks associated with Client and Stakeholder coordination and Public Involvement. Quest will provide their services under the Prime Consultant's direction and advise the Prime on specific actions or elements of the stakeholder/public coordination activities associated with the Master Plan Update for Orlando Executive Airport. The activities under this element focus on developing stakeholder involvement and public involvement/coordination associated with the planning effort.

10.1 QUEST TASK – IDENTIFICATION OF STAKEHOLDERS

Objective: Create a comprehensive stakeholder database for the project area that will be a resource for stakeholder engagement for the project team.

Description: In collaboration with GOAA, Quest will research and create a stakeholder database and matrix for the project area. The matrix will assess stakeholders in the region by their level of interest and support for the project and identify when and how to engage them. Quest will identify and maintain an ongoing list of community stakeholders throughout the duration of the project.

10.2 QUEST TASK – PUBLIC MEETINGS (HYBRID)

Objective: Three (3) public information workshops are proposed during the master planning process to provide a forum for disseminating information to interested citizens and groups and to receive input into the planning process. Each workshop will have an option of participating virtually or in person and will have a duration of up to 3 hours.

Description: Quest, working through the prime consultant, will advise and work with GOAA key staff to define the form of the public workshop/public meeting that provides the best interaction with the public. Quest will coordinate with GOAA and keep the prime informed relative to in-person public meetings, dissemination of information about the date, time, and materials to be discussed, as well as the configuration of the meeting(s) space. Quest will provide public electronic sign-in via tablets and two to three staff members (one bilingual) who will attend the meeting. One of these individuals will be responsible for staffing a sign-in table and providing meeting handouts to attendees, while the other Quest representatives will monitor discussions with technical staff to identify key issues and concerns raised and input received from the public. Quest will develop and provide comment forms that the public can use to submit specific written comments or suggestions to the planning team, summarizing the comments received via the forms after each workshop and providing the summary to the Prime and GOAA. As Quest has specific expertise in managing public involvement/outreach efforts, the prime will look to Quest personnel for input, ideas, and guidance on maximizing the benefit of the public workshop/public meeting activities.

Client Responsibilities:

- ➔ GOAA will provide a location for the Public Meetings and any refreshments they deem warranted for attendees.
- ➔ GOAA will provide a location to facilitate the virtual meeting.

Deliverables:

- Quest will craft the notification messaging for required newspaper ads and social media content/ads.
- Up to five staff members to participate as described above at the public workshops, including provision of sign-in sheets and comment forms along with summaries of comments received.
- Summary notes of each meeting addressing key elements of the conducted presentations, key questions and comments from the participants, action items identified and/or items requiring attention and summaries of consensus items.

Exclusions:

- Meetings beyond the number noted in the task objective/description section.
- Direct advertising costs and expenses

**10.3 QUEST TASK – SUPPLEMENTAL STAKEHOLDER MEETINGS
(TENANTS, LOCAL OFFICIALS, PUBLIC AGENCIES)**

In addition to the public meetings, additional stakeholder meetings are anticipated at key milestones of the planning process or as directed by GOAA management. These briefings will offer an opportunity to keep ORL tenants, local officials, civic bodies, and public agencies informed about the focus and findings of the study. The location for the public meetings will be provided by the GOAA. For scoping purposes, it has been assumed that up to eight (8) meetings with various stakeholders/agencies will occur throughout the planning process.

Quest will also advise the Prime Consultant and the GOAA regarding potential opportunities for briefing key public entities, officials, and civic groups. This activity will be closely coordinated with senior GOAA government and public relations staff.

Deliverables

- Attendee list and minutes from preceding meetings for use by planning team members.
- Quest will provide one staff person for possible participation (based on the desire of GOAA) at the civic/public official briefings to keep a record of the meeting. Quest will also provide review comments on materials that will be used during those meetings prior to the finalization of the materials.
- Summary notes of each meeting addressing key elements of the conducted presentations, key questions and comments from the participants, action items identified and/or items requiring attention and summaries of consensus items.

Exclusions:

- Meetings beyond the number noted in the task objective/description section.

10.4 QUEST TASK – SURVEYS

Quest Corporation of America, Inc. (Quest) will provide survey services to Orlando Executive Airport as part of the Master Plan Update. Surveys will be conducted of the tenants and public through various means, from online platforms to paper versions delivered via mail, as stated below.

10.4 A - Tenant Surveys

Quest will begin the collection of surveys from Tenants/Subtenants following planned tenant stakeholder meetings (up to 2) to determine their facility and infrastructure needs. Surveys will also serve as a follow-up to stakeholder meetings. Quest will work closely with the prime and GOAA to craft survey questions to target the desired data. Surveys will be distributed to tenants/subtenants electronically, with paper options available when needed.

Deliverables

- Design survey and creation of survey content.
- Management of e-survey platform.

- ➔ Design of traditional print survey, print and incur costs of needed printing.
- ➔ Provide data compilation and statistical analysis and create charts and graphics to be provided in Excel Spreadsheet format, delivered within a predetermined schedule following the survey's completion.

10.4 B - Public Surveys

Quest will collect surveys from the public following determined planned public meetings for up to 2 to target specific community subsets. Quest will work closely with the prime and GOAA to craft survey questions to target the desired data. Surveys will be distributed to the public electronically, with paper options available when needed.

- ➔ Design survey and creation of survey content.
- ➔ Management of e-survey platform.
- ➔ Design of traditional print survey, print and incur costs of needed printing.
- ➔ Provide data compilation and statistical analysis, and create charts and graphics to be provided in Excel Spreadsheet format, delivered within a predetermined schedule following the survey's completion.

Proposal not to exceed fee of \$67,811

<i>Diane Hackney</i>	Diane Hackney	Assistant Vice President	1/8/24
Signature Authorized Representative	Name	Title	Date

Ricondo & Associates, Inc.

Technical editing and writing for Master Plan Definition Document — Orlando
Executive Airport, Greater Orlando Aviation Authority

PROJECT PROPOSAL & ESTIMATE

TO Foo Pham, PE | Managing Consultant
3504 Lake Lynda Drive | Suite 165 | Orlando, FL 32817

WONDERSTRUCT REP	ESTIMATED START	ESTIMATED COMPLETION
Donna Wynn	February 2024	TBD

TASK	DESCRIPTION	HOURS	PRICE
Technical edit for multiple document sections	Delivery dates to be set and agreed upon with receipt of each complete section. - Task 2.9: Draft Inventory Technical Chapter - Task 3.4: Draft Forecast Technical Chapter - Task 4.6: Draft Demand Capacity and Facility Requirements Technical Chapter - Task 5.6: Draft Alternatives Development and Evaluation Technical Chapter - Task 7.3: Draft Environmental Overview Technical Chapter - Task 13.3: Draft Technical Report - Task 13.4: Final Technical Report	22 22 22 22 22 42 30	\$2,472 \$2,472 \$2,472 \$2,472 \$2,472 \$4,752 \$3,360
TOTAL NOT-TO-EXCEED		182	\$20,472

General Project Assumptions/Clarifications

- Estimated hours represent approximately 280 full-content pages and 168 pages of exhibits and tables. Allocations and prioritization may adjust—at the client's approval—once final page counts are known.
- Estimate does not include additional rounds of edits; it represents one complete proofing/edit and formatting sweep. Wonderstruct will gladly perform these edits if time and budget permit.
- Utilizing "Ricondo Characteristics and Writing Rules" and Ricondo Word template, or Aviation Authority template if directed.
- Changes tracked in Microsoft Word, questions and suggested major revisions in comments section (formatting changes will not be tracked to reduce visual clutter in comments panel).
- Stylesheet included with initialism/acronym inventory, and questions/clarifications for the author.
- Status update twice monthly (or as directed) to ask questions and provide updates on progress/timeline, project team meetings as directed/requested.

Rates

- Alyce (Principal) — \$126
- Donna (Senior QC Reviewer) — \$111

Donna Wynn

Donna Wynn

ATTACHMENT A

FINANCE FORM

Date:	<u>December 28, 2023</u>	Requestor's Extension:	<u>x3139</u>
Requestor's Name:	<u>Brad Friel</u>	Preparer's Extension:	<u>x2255</u>
Preparer's Name:	<u>Chris DeLoatche</u>	Solicitation #:	<u>N/A</u>
Requestor's Department:	<u>Multi-Modal Planning and Enviro.</u>	Contract # / Name:	<u>Strategic Planning Consultant Services</u>
Description:	<u>ORL Master Plan Update</u>	Construction Committee Date:	<u>January 23, 2024</u>
Vendor:	<u>Ricondo & Associates, Inc.</u>	Agenda Item #:	<u></u>

NON-PROJECT FUNDS: CIP

Account Code Format: xxx.xxx.xxx.xxxxxxx.xxx.xxxxxx	FY 23 Amount	FY24 Amount	FY25 Amount	FY26 Amount	FY27 Amount	TOTAL CONTRACT
901.443.871.5660003.000.501694		\$15,917.72				
Total Requisition:		\$15,917.72				
Requisition Number:		95581				
Funding Approver:	<i>Andrea Harper</i>					
OMB Notes:						



MEMORANDUM

TO: Members of the Construction Committee

FROM: Edelis Molina, Manager Small Business Programs

DATE: January 23, 2024

RE: Request for Recommendation of Approval of an Addendum to the General Consulting Services Agreement with Ricondo & Associates, Inc. for W-00500 for Master Plan Update Services at the Orlando Executive Airport.

We have reviewed the qualifications of the subject contract's DBE specifications and determined that Ricondo & Associates, Inc. proposes 33% DBE participation on this addendum.

Our analysis indicates that Ricondo & Associates, Inc. is eligible for award of the subject addendum.

DBE UTILIZATION FORM FOR FEDERALLY FUNDED PROJECTS**PLEASE COMPLETE THIS FORM**This form should be used to report Construction and Engineering /Professional Services activities.Name of Airport: Orlando International AirportTelephone No: (407) 825-7179Address: One Jeff Fuqua Boulevard, Orlando, FL 32827Project Name & Number: Request for Recommendation of Approval of an Addendum to the General Consulting Services Agreement with Ricondo & Associates, Inc. for W-00500 for Master Plan Update Services at the Orlando Executive Airport.**1. Construction Information:**

Addendum Amount: _____

2. DBE Goal by Group Representation:

Asian Pacific American	_____	Actual Result	_____
Asian Subcontinent American	_____	Actual Result	_____
Black American	_____	Actual Result	_____
Caucasian Female American	_____	Actual Result	_____
Hispanic American	_____	Actual Result	_____
Native American	_____	Actual Result	_____
Other	_____	Actual Result	_____
Total DBE Participation	-	Actual Result	_____

3.a. Prime Contractor Information:

Name: _____
Address: _____
City, State, Zip: _____
Telephone: _____

3.b. Name and Address of DBE Subcontractor

Name: _____
Address: _____
City, State, Zip: _____
Telephone: _____

3.c. *Identity:

Work Item(s): _____
Amount of Subcontract _____
Percent of Prime Contract (%): _____

4. Engineering/Professional Services Information:Addendum Amount: \$795,886.00**5. DBE Goal by Group Representation:**

Asian Pacific American	-	Actual Result	0%
Asian Subcontinent American	-	Actual Result	0%
Black American	94,216.00	Actual Result	12%
Caucasian Female American	85,171.00	Actual Result	11%
Hispanic American	79,810.00	Actual Result	10%
Native American	-	Actual Result	0%
Other	_____	Actual Result	0%
Total DBE Participation	259,197.00	Actual Result	33%

6.b. Engineering / Professional Service Firm Information:

Name: Ricondo & Associates, Inc.
Address: 1146 Corporate Blvd Suite 140
City, State, Zip: Orlando, FL 32817
Telephone: (407) 381-5730

6.b. Name and Address of DBE Subconsultant

Name: Please see attached
Address: _____
City, State, Zip: _____
Telephone: _____

6.c. *Identity:

Work Item(s): _____
Amount of Subcontract _____
Percent of Prime Contract (%): _____

* In Items 3.c. and 6.c. above specify the identity of DBE Subcontractors and E/PS Firms (e.g. Black American, Hispanic American, Asian Subcontinent American, Asian Pacific American, Caucasian Female American, Native American & Other)

DBE Subcontractor/Subconsultant Certification		
Project Name & Number:	Request for Recommendation of Approval of an Addendum to the General Consulting Services Agreement with Ricondo & Associates, Inc. for W-00500 for Master Plan Update Services at the Orlando Executive Airport.	
Prime Firm:	Ricondo & Associates, Inc.	
Addendum Amount:	\$795,886.00	
Company Name	Brown & Phillips, Inc.	Graphics Support Services, Inc., DBA GSS Creative
Address	1860 Old Okeechobee Rd, Suite 509	20 N Clark ST Suite 1500
City, State, Zip	West Palm Beach, FL 33409	Chicago, IL 60602
Phone	561-615-3988	312-553-2111
Identity	Black American	Caucasian Female American
Work Item	Ground survey services	Graphic Design Services
Amount of Subcontract	\$94,216.00	17,360.00
Percentage	11.8%	2.2%
Company Name	Martinez Geospatial, Inc.	Quest Corporation of America, Inc.
Address	2915 Waters Rd Suite 100	17220 Camelot Ct
City, State, Zip	Eagan, MN 55121	Land O Lakes, FL 34638
Phone	651-686-8424	813-926-2942
Identity	Hispanic American	Caucasian Female American
Work Item	Surveying	Stakeholder/Public Relations
Amount of Subcontract	\$79,810.00	\$67,811.00
Percentage	10.0%	8.5%
Company Name		
Address		
City, State, Zip		
Phone		
Identity		
Work Item		
Amount of Subcontract		
Percentage		
Company Name		
Address		
City, State, Zip		
Phone		
Identity		
Work Item		
Amount of Subcontract		
Percentage		
	\$259,197.00	33%
	\$795,886.00	



MEMORANDUM

TO: Members of the Aviation Authority

FROM: Scott Shedek, Chair, Construction Committee

DATE: February 21, 2024

ITEM DESCRIPTION

Recommendation of the Construction Committee to Approve an Addendum to the General Consulting Services Agreement with Ricondo & Associates, Inc. for W-00500, Airport Master Plan Update Services at the Orlando Executive Airport

BACKGROUND

On December 9, 2020, the Aviation Authority Board approved the General Consulting Services Agreement with Ricondo & Associates, Inc., following a competitive award process in compliance with state statutes and Aviation Authority policies.

The agreement is structured as a no-cost base agreement with negotiated hourly rates. Services that are within the advertised scope are negotiated on an as-needed or annual basis, and awarded as addenda to the base agreement. The scope of advertised services includes 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. The services may also include interfacing with the Aviation Authority's committees and the Aviation Authority's departments, and coordinating and providing documentation required by federal, state, and local agencies, including the Federal Aviation Administration (FAA); the Transportation Security Administration (TSA); the Florida Department of Transportation (FDOT); the Orlando Utilities Commission (OUC); the Division of Strategic Business Development; City of Orlando; Orange County, Florida; and, other agencies as required.

ISSUES

A fee has been negotiated with Ricondo & Associates, Inc. for the total amount of \$795,886, for W-00500, Airport Master Plan Update Services at the Orlando Executive Airport (ORL). Services will include, but are not limited to, assistance to the Aviation Authority in updating the ORL Master Plan to address ORL's developmental needs through the next twenty years to realize the Aviation Authority's long-term strategic visions for serving its tenants, businesses, and community stakeholders. The Master Plan Update will establish a development framework for ORL focused on:

- Realizing the vision, goals and objectives articulated in the Aviation Authority's 2023 Strategic Plan;
- Improving connections through diversified and complementary forms of transportation and mobility by ground and air;
- Evaluating synergistic development integrating transportation and non-aviation development;
- Formulating a capital investment plan that provides access and utility infrastructure in support of commercial and economic development;
- Preserving, restoring and modernizing existing facilities while adding necessary assets;

- Anticipating requirement for electrification, sustainable aviation fuels, autonomous vehicles, and other system/process innovations to improve ORL user experiences;
- Relieving Orlando International Airport with a holistic airport system concept of operations; and,
- Providing improved general aviation access to the overall community.

On January 23, 2024, the Construction Committee recommended approval of an Addendum to the General Consulting Services Agreement with Ricondo & Associates, Inc. for W-00500, Airport Master Plan Update Services at the Orlando Executive Airport.

SMALL BUSINESS

The Aviation Authority has reviewed the proposal from Ricondo & Associates, Inc., and determined that Ricondo & Associates, Inc. proposes to achieve 33% Disadvantaged Business Enterprise (DBE) participation for this Addendum, and certifies that Ricondo & Associates, Inc. is in good standing as it relates to its small business participation.

ALTERNATIVES

None.

FISCAL IMPACT

The fiscal impact of this award is a not-to-exceed amount of \$795,886. Funding is from previously-approved Fiscal Year (FY) 2024 Capital Improvement Program Funds. To the extent possible, funds will be provided by the FAA Bipartisan Infrastructure Law Airport Infrastructure Grant (BIL AIG) and FDOT Grants funding, contingent upon receiving the grant funding from the FAA and FDOT, and approval from the Aviation Authority for the project budget as identified in the future update to the Capital Improvement Plan.

RECOMMENDED ACTION

It is respectfully requested that the Aviation Authority Board resolve to accept the recommendation of the Construction Committee and to: (1) approve an Addendum to the General Consulting Services Agreement with Ricondo & Associates, Inc. for W-00500, Airport Master Plan Update Services at the Orlando Executive Airport, for the total amount of \$795,886, which includes the not-to-exceed fee amount of \$772,891 and the not-to-exceed expenses amount of \$22,995, with funds from previously-approved FY 2024 Capital Improvement Program Funds; to the extent possible, funds will be provided by the FAA BIL AIG and FDOT Grants funding, contingent upon receiving the grant funding from the FAA and FDOT; (2) approval from the Aviation Authority for the project budget as identified in the future update to the Capital Improvement Plan; and (3) authorize an Aviation Authority Officer or the Chief Executive Officer to execute the necessary documents following satisfactory review by legal counsel.