(REVISED PER ADDENDUM NO. 1)

GOAA DATE: 02/15/2023
ITEM #: 9.G
DOCUMENTARY NO.: 101602

GREATER ORLANDO AVIATION AUTHORITY

REQUEST FOR PROPOSALS (RFP)

23-283-RFP
PASSENGER BOARDING BRIDGES (PBB) OPERATION, MAINTENANCE AND REPAIR SERVICES

DATE OF ISSUE: Monday, December 12, 2022 10 a.m. EST

NON-MANDATORY PRE-PROPOSAL MEETING:

Wednesday, December 21, 2022 10 a.m. EST

PRE-PROPOSAL LOCATION:
GOAA Annex Building
Purchasing Department
Conference Room Gemini
5855 Cargo Road
Orlando, FL 32827-4399

GoToMeeting: **https://meet.goto.com/640134277**
United States (Toll Free): ***1-866-899-4679*** Access Code: 640-134-277

DEADLINE FOR QUESTIONS: Tuesday, December 27 2022 5:00 p.m., EST

DIRECT ALL QUESTIONS & INQUIRES TO:

Name: Vlad Opreanu, CPPB
Title: Senior Purchasing Agent
Email: Vlad.Opreanu@goaa.org
Phone: (407) 825-6427

RFP DUE: Thursday, January 12, 2023 11:00 a.m., EST

TABLE OF CONTENTS

SECTION		PAGE
1.0	**GENERAL INFORMATION**	**13**
1.1	Solicitation Information	13
1.2	Intent and Purpose	14
1.3	Exceptions to Terms and Conditions within the RFP	14
1.4	Contract Period	15
1.5	Communications; Questions Regarding Specifications or Proposal Process	15
1.6	Notice of Intent to Award Contract	15
1.7	Public Meetings/Public Records	15
1.8	Code of Ethics and Business Conduct Policy	16
2.0	**SPECIAL CONDITIONS**	**17**
2.1	Proposer's Mandatory Requirements	17
2.2	Evaluation of Proposal Award	17
2.3	Evaluation Criteria of Proposal	18
2.4	Selection Process	19
2.5	Surety Bonds/Letters of Credit/Liability Insurance	20
2.6	Insurance Requirements	23
2.7	Verification of Employment Status	27
2.8	Identification and Access Requirements	27
2.9	Airport Operations Area	30
2.10	Airport Security	30
2.11	Minority and Women Business Enterprise ("MWBE") Participation Program	31
2.12	Local Developing Business ("LDB") Participation Program	33
2.13	Good Faith Effort for MWBE Participation Program	33
3.0	**COMPENSATION**	**35**
3.1	Invoice and Payment for Services:	35
3.2	Management Fee	36
3.3	Reimbursable Payroll Expenses	38
3.4	Reimbursable Operating Expenses	38
3.5	Non-Reimbursable Expenses	39
3.6	Labor Compensation	40
3.7	Health Insurance	40
3.8	Performance	41
4.0	**SCOPE OF WORK/SPECIFICATIONS**	**43**
4.1.	Overview	43
4.2.	Background	47
4.3.	Definitions	47
4.4.	Regulations	51
4.5.	Work Hours	51
4.6.	Inclement Weather	52
4.7.	Emergency Response	52
4.8.	Contractor's Personnel	52
4.9.	Minimum Pay Scale	54
4.10.	Labor Compensation	54
4.11.	Removing Equipment From Service	54
4.12.	Adding Or Replacing Equipment	54
4.13.	Compensation Adjustment	54
4.14.	Uniforms	54
4.15.	Items Provided by the Aviation Authority	55
4.16.	Equipment, Vehicles, Tools, and Supplies	57
4.17.	Communication	59

4.18. Quality Assurance 60
4.19. Warranty 60
4.20. Library 61
4.21. Preventive Maintenance (PM) 62
4.22. Predictive Maintenance (PdM) 63
4.23. Corrective Maintenance (CM) 63
4.24. Computerized Maintenance Management System EAMS Maximo – Utilization and Data Entry Requirements 64
4.25. Third Party Damage 67
4.26. Subcontracted Costs 67
4.27. Third Party Contractor 67
4.28. Historical Records 68
4.29. Safety and Protection 68
4.30. Staffing 68
4.31. Staffing Levels 69
4.32. Staff Requirements 70
4.33. Site Manager: 70
4.34. Assistant Managers 73
4.35. Training, Safety, Quality Control and Quality Assurance Programs 74
4.36. Administrative Staff 76
4.37. Other Management Fee Positions 77
4.38. Supervisor(s) 77
4.39. Technicians 80
4.40. Parts/Inventory Control Staff 81
4.41. EAMS Maximo Specialist(s) 82
4.42. EAMS Maximo Database Contractor's Responsibilities 83
4.43. Staffing and Wage Plan 87
4.44. Repair Parts – Bench Stock 87
4.45. Additional Repair Parts, Inventory, and Storage 90
4.46. Withdrawing Parts from the Aviation Authority Inventory 90
4.47. Reimbursement for Parts 91
4.48. Adding, Removing, or Replacing Equipment 91
4.49. Performance Measurement/Tracking 91
4.50. Faulty or Poor Installation or Quality Work 93
4.51. Performance Measurement Exceptions 93
4.52. Restoration of Service in a Timely Manner 93
4.53. Compensation Adjustment 95
4.54. Deductions Based on Equipment Non-Operational Time 95
4.55. Availability (A): 95
4.56. Scheduled Operational Time (ST) 96
4.57. Repair Time (RT) 96
4.58. Applicable Deductions 97
4.59. Deductions and Adjustments 98
4.60. Safety/Security Violation 98
4.61. Late or Slow Response to Callback, Service Call/Request, or Equipment Malfunction 99
4.62. Scheduled PdM Program 99
4.63. Recurring and Repeating Problems 99
4.64. Failure of the Contractor to Maintain and update Data in EAMS Maximo 99
4.65. Non-Compliance or Failure of Contractor to Begin Utilizing "Outside Support" 99
4.66. PM Work Completion 99
4.67. Scheduled PM Work within the Calendar Month includes closing out all Work Orders 100
4.68. PM Quality Assurance Checks 100
4.69. Outstanding CM Work Orders 100

4.70. Continued Poor Performance 101
4.71. Failure of Contractor to Enter Preliminary Data into the EAMS Maximo, as Required for the Assets Covered 101
4.72. Cleanliness – Use of Premises 102
4.73. Other Scheduled Cleaning 102
4.74. Necessary Care when Cleaning 102
4.75. Material and Debris Disposal 102
4.76. Exhibits 103
5.0 AVIATION AUTHORITY STANDARD TERMS AND CONDITIONS 104
5.1 Awards 104
5.2 Additional Terms & Conditions 104
5.3 Purchasing Agreements With Other Governmental Entities 104
5.4 Lobbying Statement 104
5.5 Whistle Blower Reporting Line 105
5.6 EEO Statement 105
5.7 Federal Fair Labor Standards Act 105
5.8 Occupational Safety And Health Act of 1970 105
5.9 Discounts 106
5.10 Pricing 106
5.11 Incurred Cost 106
5.12 Errors 106
5.13 Taxes 106
5.14 Silence of Specifications 106
5.15 Assignment 106
5.16 Indemnification 107
5.17 Patents and Royalties 108
5.18 Software License to Contractor 108
5.19 Warranty Against Infringement of Intellectual Property 109
5.20 Optional Ownership of Work Product 109
5.21 Personal Identifiable Information (PII), Personal Health Information (PHI), Sensitive Security Information (SSI), Payment Card Industry (PCI) 110
5.22 Training 110
5.23 Acceptance 111
5.24 Safety Warranty 111
5.25 Warranty 111
5.26 Conflict of Interest: 111
5.27 Drug-Free Workplace 111
5.28 Discriminatory Vendor List 111
5.29 Public Entity Crimes 112
5.30 Scrutinized Companies 112
5.31 Licenses and Certifications 113
5.32 Subcontractors 113
5.33 Verbal Instructions 114
5.34 Litigation Venue 114
5.35 Addition, Deletion, or Modification of Services 114
5.36 Operation During Dispute 114
5.37 Funding 114
5.38 Federal Funding Limitation 115
5.39 Force Majeure 115
5.40 Contract Termination 115
5.41 Contractor Responsibilities 116
5.42 Supervision of Contract Performance 116
5.43 Monitoring of Work 116

5.44 Prompt Payment....116
5.45 Right To Audit Records....117
5.46 Copying Documents....117
5.47 Florida Public Records Law....117
5.48 Federal Compliance Provisions....118
5.49 Federal Emergency Management Agency (FEMA) Contract Requirements....122
5.50 Additional FEMA Requirements.....122
5.51 AMERICANS WITH DISBAILITIES ACT....123
6.0 CONTRACT....124
6.1 Contract Instructions....124
6.2 Contract....125
7.0 PROPOSAL SUBMITTAL REQUIREMENTS....134
7.1 Opening....134
7.2 Delivery of Proposal....134
7.3 Proposal Submittal and Format Requirements....135
Tab 1 – Table of Contents....135
Tab 2 - Executive Summary....135
Tab 3 - Proposer's Knowledge and Experience....136
Tab 4 – References....137
Tab 5 – Operational Plans....138
Tab 6 – Proof of Insurance....138
Tab 7 – Prior or Pending Convictions, Indictments, Investigations, Regulatory Investigations, Conflicts Of Interest, and Claims....139
Tab 8 - Financial Background Information....139
Tab 9 – Additional Information....140
Tab 10 – Attachments (Forms to be turned in to the Aviation Authority)....140
Attachment A - Proposer's Certification Form....141
Attachment B - Proposal Price Form(s)....142
Attachment C - Addendum Receipt Verification....143
Attachment D - Proposer's Questionnaire....144
Attachment E - Conflict of Interest Disclosure Form....147
Attachment F - Certification Regarding Prohibition Against Contracting with Scrutinized....148
Attachment G – MWBE FORMS....149
Attachment H - Current W9....152
Attachment I - Letter of Bondability or Letter of Credit....153
Attachment J – E-Verification Certification Form....154
Attachment K – No Proposal Response....155

The Greater Orlando Aviation Authority (GOAA) uses an online solicitation platform powered by Mercell Source-to-Contract (formerly knowns as Negometrix USA) to:

- Post only for Request for Proposals (RFP), Invitation For Bids (IFB) and Statement of Qualifications (SOQ)
- Post and accept submissions for Request For Quotes (RFQ) and Request for Information (RFI)

GOAA encourages you to register on the Mercell USA platform and to add commodity codes to your account so that you will automatically be notified of solicitation opportunities with GOAA that may be of interest to your firm.

Register on Mercell Source-to-Contract

Registration is a simple and free process that takes only a few minutes. Please click the link below and fill out the registration form. If you already have a Mercell Source-to-Contract (Negometrix 4) profile, you will not need to register again to participate in GOAA bids. https://app.negometrix.com/registration.

You can find all current GOAA bids at: https://app.negometrix.com/buyer/5681

Additional Information

Vendors can check out the support video in the link below for a full walkthrough of the Mercell Source-to-Contract platform, after registering to submitting your first solicitation: https://youtu.be/4mpFfFaPp2M

Need Assistance?

The Service Desk for the Mercell Source-to-Contract platform is available from Monday – Friday, 7:00 am – 11:00 am EST for any assistance you may need. You can check out frequently asked questions on their Support Page

https://help.negometrix.com/en/support/home, or find the contact information below:

Mercell Source-to-Contract Service Desk
Email: servicedesk.us@negometrix.com
Phone: (724) 888-5294

Contract

This Agreement/Contract is made and entered into effective as of the 1st day of April **2023**, by and between the **GREATER ORLANDO AVIATION AUTHORITY**, a public and governmental body, existing under and by virtue of the laws of the State of Florida, hereinafter called the Aviation Authority, and JBT AEROTECH CORPORATION, hereinafter called Contractor.

WITNESSETH, that the said Contractor, for and in consideration of the payments hereinafter specified and agreed to be made by the Aviation Authority, hereby covenants and agrees to furnish provide all labor, supervision, management oversight, training, materials, tools, equipment, submissions, reports, consumables, uniforms and all other items and services necessary, proper for, or incidental to performing twenty-four (24) hours per day three hundred sixty-five (365) days per year including Holidays, maintenance and repair, removal and installation, corrective maintenance (CM), preventive maintenance (PM), predictive maintenance (PdM), corrosion control, painting, of Passenger Boarding Bridges (PBB) and affiliated Ground Support Equipment (GSE) at Terminals A and B associated airsides and all other items necessary or proper for, or incidental to, performing its obligations under **Purchasing 23-283-RFP Passenger Boarding Bridges (PBB) Operation, Maintenance And Repair Services**, at the Orlando International Airport, in accordance with the Contract Documents which consist of the Contract, Proposal Price Form Page, the General Information, the Special Conditions, the Specifications, the Terms and Conditions, the Federal Provisions, any Addenda issued prior to the execution of the Contract, and the Request for Proposals, each of which are incorporated herein by this reference.

If the Contractor shall fail to comply with any of the terms, conditions, provisions, or stipulations of the Contract Documents, then the Aviation Authority may avail itself of any or all remedies provided in the Contract Documents, or which are otherwise available by applicable law or in equity, and shall have the right and power to proceed in accordance with the provisions thereof.

An extension of time for performance shall be the Contractor's sole and exclusive remedy for any delay of any kind or nature caused by Aviation Authority, and in no event shall Contractor be entitled to recover from Aviation Authority any indirect, incidental, special or consequential damages in any proceeding arising out of or relating to this Contract or the breach thereof.

It is also agreed and understood that the acceptance of the last payment pursuant to the Terms and Conditions for work performed hereunder by the Contractor shall be considered as a release in full of all claims against Aviation Authority and its members, officers, agents and employees arising out of, or by reason of, the Contract obligations or work.

In consideration of the Contractor's obligations set forth in the Contract Documents, Aviation Authority agrees to pay to the Contractor upon satisfactory completion of such obligations, and subject to the Contract provisions, the compensation as set forth in **Proposal Price Form Page** subject to such additions and deductions as may be provided in the Contract Documents and any duly approved and executed amendments thereto.

IN WITNESS WHEREOF, the said **GREATER ORLANDO AVIATION AUTHORITY** has caused this Contract to be executed in its name by its Chief Executive Officer, attested by its Secretary or Assistant Secretary, and the said Contractor has hereunto set its hand and seal.

"AVIATION AUTHORITY"

GREATER ORLANDO AVIATION AUTHORITY

Mar 24 2023 4:47 PM

Official Seal

Kevin Thibault
Chief Executive Officer
Mar 24 2023 4:40 PM

By:_____

Its:_____

Date:_____

Attest: Anna Farmer
Assistant Secretary
Mar 24 2023 4:47 PM

_____
Secretary

WITNESSED BY:

_____

_____

"CONTRACTOR"

JBT AEROTECH CORPORATION

By: Frank Moore (Seal)
(Signature of Owner or General Partner)

Its: President/General Manager
(Title)

Frank Moore
Name of Owner or General Partner Printed or Typed

Date: February 22, 2023

Approved as to Form and Legality
this 22 day of March, 20 23
Nelson Mullins Riley & Scarborough, LLP
By_____
Greater Orlando Aviation Authority

JBT AeroTech Corporation
70 West Madison Street
Suite 4400
Chicago, Illinois 60602

DELEGATION OF SIGNATURE AUTHORITY

By resolution of the Board of Directors of JBT AeroTech Corporation (the "Corporation"), I was vested with authority, in my capacity as President, to execute, and to delegate to any person authority to execute, all written instruments whatsoever pertaining to matters that are in the ordinary course of business of the Corporation.

Pursuant to this authority, I hereby authorize Frank Moore, President/General Manager of Airport Services, a business unit of the Corporation, to execute and to deliver all written instruments whatsoever which are in the ordinary course of business of the Corporation that pertain to Airport Services.

The authority conveyed by this delegation of signature authority may not be further delegated.

This delegation shall become effective on January 3, 2023 and shall continue in effect through December 31, 2023, unless revoked earlier in writing.

Dated: January 3, 2023

JBT AeroTech Corporation

By: David C Burdakin

Name: David C. Burdakin
Title: President

JBT AeroTech Corporation
70 West Madison Street
Suite 4400
Chicago, Illinois 60602

DELEGATION OF SIGNATURE AUTHORITY

By resolution of the Board of Directors of JBT AeroTech Corporation (the "Corporation"), I was vested with authority, in my capacity as President, to execute, and to delegate to any person authority to execute, all written instruments whatsoever pertaining to matters that are in the ordinary course of business of the Corporation.

Pursuant to this authority, I hereby authorize Gary Barlow, Controller of Airport Services, a business unit of the Corporation, to execute and to deliver all written instruments whatsoever which are in the ordinary course of business of the Corporation that pertain to Airport Services.

The authority conveyed by this delegation of signature authority may not be further delegated.

This delegation shall become effective on January 3, 2023 and shall continue in effect through December 31, 2023, unless revoked earlier in writing.

Dated: January 3, 2023

JBT AeroTech Corporation

By: David C Burdakin

Name: David C. Burdakin
Title: President

Performance Bond No.: 30182862

Performance Bond Expiration Date: March 31, 2028

PERFORMANCE BOND FORM

GREATER ORLANDO AVIATION AUTHORITY

KNOW ALL MEN BY THESE PRESENTS that JBT AeroTech Corporation, hereinafter called Principal, and Western Surety Company, a corporation organized under the laws of the State of SD and licensed to do business in the State of Florida, hereinafter called Surety, are held and firmly bound unto the Greater Orlando Aviation Authority, hereinafter called Aviation Authority, in the Penal Sum of **Three Million Dollars ($3,000,000)**, for the payment of which sum well and truly made, Principal and Surety bind ourselves, our heirs, personal representatives, successors and assigns, jointly and severally, firmly by these presents.

WHEREAS, Principal has by written agreement entered into a Contract with Aviation Authority for Purchasing Proposal 23-283-RFP Passenger Boarding Bridges (PBB) Operation, Maintenance And Repair Services, at Orlando International Airport, in accordance with the Contract Documents which are incorporated therein by reference and made a part thereof, and which collectively are herein referred to as the Contract.

WHEREAS, Surety is authorized to do business in the State of Florida.

NOW, THEREFORE, the condition of this obligation is such that if Principal:

1. Promptly and faithfully performs each of its obligations under said Contract, including, but not limited to, any warranty provisions, in the time and manner prescribed in the Contract; and

2. Pays Aviation Authority all losses, damages (liquidated or actual, including, but not limited to, damages caused by delays in the performance of Principal, or latent defects in the goods or services furnished by Principal), expenses, costs and attorneys' fees for and in connection with all trial and appellate proceedings, that Aviation Authority sustains resulting directly or indirectly from any breach or default by Principal under the Contract; and

3. Pays Aviation Authority all losses, damages, expenses, costs, attorneys' fees and other legal costs (including, but not limited to, those for investigative and legal support services) for and in connection with all trial, appellate and bankruptcy proceedings, that the Aviation Authority sustains resulting directly and indirectly from conduct of the Principal, including, but not limited to, want of care or skill, negligence, patent infringement, or intentionally wrongful conduct on the part of the Principal, its officers, agents, employees or any other person or

entity for whom the Principal is responsible, then this bond is void; otherwise it remains in full force and effect.

In the event that the Principal shall fail to perform any of the terms, covenants or conditions of the Contract during the period in which this Performance Bond is in effect, the Surety shall remain liable to the Aviation Authority for all such loss or damage (including, but not limited to, reasonable attorneys' fees and other legal and court costs) resulting from or in connection with any failure to perform up to the amount of the Penal Sum.

In the event the Surety fails to fulfill its obligations under this Performance Bond, then the Surety shall also indemnify and save the Aviation Authority harmless from any and all loss, damage, cost and expense, including, but not limited to, reasonable attorneys' fees and other legal and court costs for all trial, appellate and bankruptcy proceedings, resulting directly or indirectly from or in connection with the Surety's failure to fulfill its obligations hereunder. This paragraph shall survive the termination or cancellation of this Performance Bond. The obligations set forth in this paragraph shall not be limited by the Penal Sum of this Bond.

The Surety's obligations hereunder shall be direct and immediate and not conditional or contingent upon Aviation Authority's pursuit of its remedies against Principal, and shall remain in full force and effect notwithstanding (i) amendments or modifications to the Contract entered into by Aviation Authority and Principal without the Surety's knowledge or consent, (ii) waivers of compliance with or any default under the Contract granted by Aviation Authority to Principal without the Surety's knowledge or consent, (iii) the discharge of Principal from its obligations under the Contract as a result of any proceeding initiated under the Bankruptcy Code of 1978, as the same may be amended, or any similar state or federal law, or any limitation of the liability of Principal or its estate as a result of any such proceeding, or (iv) any other action taken by Aviation Authority or Principal that would, in the absence of this clause, result in the release or discharge by operation of law of the Surety from its obligations hereunder.

The institution of suit upon this Bond is subject to the limitations period in accordance with Section 95.11, Florida Statutes.

Any changes in or under the Contract Documents (which include, but are not limited to, the Specification and compliance or noncompliance with any formalities connected with the Contract or the changes therein shall not affect Surety's obligation under this Bond, and Surety hereby waives notice of any such changes. Further, Principal and Surety acknowledge that the Penal Sum of this bond shall be increased or the term of this bond extended in accordance with any amendments or other modifications to the Contract Documents entered into by Aviation Authority and Principal.

IN WITNESS WHEREOF, the Principal and Surety have executed this instrumente under their several seals on the 22nd day of February, 2023, the namee and corporate seal of each corporate party being hereto affixed and these presents fully signed by its undersigned representative, pursuant to the authority of its governing body.e

Signed, sealed and delivered in the presence of:e

JBT AeroTech Corporation
Principal (Name of Contractor)

Witnesse

By: _____
(Signature)

Witness

Its: JBT APS Controller
(Title)

(Seal)e

Western Surety Companye
Name of Suretye

Brittany D. Stuckel
Witness Brittany D. Stuckel

By: Cynthia J. Choren
(Signature)

JoAnn R. Franke
Witness JoAnn R. Franke

Its: Cynthia L. Choren, Attorney-In-Fact
(Title) FL Non-Resident License No. P061380e

Address: 151 N. Franklin Street, Chicago, IL 60606e

Telephone No.: (877) 672-6115 e e

Fax No.: (312) 894-2676e

E-Mail Address: claims@cnasurety.come

N/A
(Countersignature by
Florida Licensed Agent)e

NOTE: If Principal and Surety are corporations, the respective corporate seal should be affixed and attached.e

Attach a certified copy of Power-of-Attorney appointing individual Attorney-in-Fact fore execution of Performance Bond on behalf of Surety.e

IMPORTANT:

Surety companies executing bonds must meet the requirements set forth in Section 3 of the Contract's Special Conditions.e

OATH OF SECRETARY

GREATER ORLANDO AVIATION AUTHORITY

I, Thurston C. Bailey, certify that I am the Secretary of the corporation named as Principal in the foregoing Performance and/or Payment Bonds; that Gary Barlow who signed the said Bond(s) on behalf of the Principal was then Controller at Airport Services of said corporation and was authorized by the corporation to sign the Bond(s) on its behalf; that I know (his, her) signature, and (his, her) signature thereto is genuine, and that said Bonds was/were duly signed, sealed and attested for and in behalf of said corporation by the authority of its governing body.

Secretary

(Corporate Seal)

JET AEROTECH CORPORATION CORPORATE SEAL 2019 DELAWARE

Western Surety Company

POWER OF ATTORNEY APPOINTING INDIVIDUAL ATTORNEY-IN-FACT

Know All Men By These Presents, That WESTERN SURETY COMPANY, a South Dakota corporation, is a duly organized and existing corporation having its principal office in the City of Sioux Falls, and State of South Dakota, and that it does by virtue of the signature and seal herein affixed hereby make, constitute and appoint Cynthia L. Choren

, Individually

of St. Louis, Missouri, its true and lawful Attorney(s)-in-Fact with full power and authority hereby conferred to sign, seal and execute for and on its behalf bonds, undertakings and other obligatory instruments of similar nature

- In Unlimited Amounts -

Surety Bond Number: 30182862
Principal: JBT AeroTech Corporation
Obligee: Greater Orlando Aviation Authority

and to bind it thereby as fully and to the same extent as if such instruments were signed by a duly authorized officer of the corporation and all the acts of said Attorney, pursuant to the authority hereby given, are hereby ratified and confirmed.

This Power of Attorney is made and executed pursuant to and by authority of the By-Law printed on the reverse hereof, duly adopted, as indicated, by the shareholders of the corporation.

In Witness Whereof, WESTERN SURETY COMPANY has caused these presents to be signed by its Vice President and its corporate seal to be hereto affixed on this 2nd day of February, 2021.

WESTERN SURETY COMPANY

Paul T. Bruflat

Paul T. Bruflat, Vice President

WESTERN SURETY COMPANY CORPORATE SEAL SOUTH DAKOTA

State of South Dakota }
County of Minnehaha } ss

On this 2nd day of February, 2021, before me personally came Paul T. Bruflat, to me known, who, being by me duly sworn, did depose and say: that he resides in the City of Sioux Falls, State of South Dakota; that he is the Vice President of WESTERN SURETY COMPANY described in and which executed the above instrument; that he knows the seal of said corporation; that the seal affixed to the said instrument is such corporate seal; that it was so affixed pursuant to authority given by the Board of Directors of said corporation and that he signed his name thereto pursuant to like authority, and acknowledges same to be the act and deed of said corporation.

My commission expires

March 2, 2026

M. BENT NOTARY PUBLIC SOUTH DAKOTA SEAL SEAL

M. Bent

M. Bent, Notary Public

CERTIFICATE

I, L. Nelson, Assistant Secretary of WESTERN SURETY COMPANY do hereby certify that the Power of Attorney hereinabove set forth is still in force, and further certify that the By-Law of the corporation printed on the reverse hereof is still in force. In testimony whereof I have hereunto subscribed my name and affixed the seal of the said corporation this 22nd day of February, 2023.

WESTERN SURETY COMPANY CORPORATE SEAL SOUTH DAKOTA

WESTERN SURETY COMPANY

L. Nelson

L. Nelson, Assistant Secretary

Form F4280-2-2021

CERTIFICATE OF LIABILITY INSURANCE

DATE: 3/10/2023

THIS CERTIFICATE IS ISSUED AS A MATTER OF INFORMATION ONLY AND CONFERS NO RIGHTS UPON THE CERTIFICATE HOLDER. THIS CERTIFICATE DOES NOT AFFIRMATIVELY OR NEGATIVELY AMEND, EXTEND OR ALTER THE COVERAGE AFFORDED BY THE POLICIES BELOW. THIS CERTIFICATE OF INSURANCE DOES NOT CONSTITUTE A CONTRACT BETWEEN THE ISSUING INSURER(S), AUTHORIZED REPRESENTATIVE OR PRODUCER, AND THE CERTIFICATE HOLDER.

IMPORTANT: If the certificate holder is an ADDITIONAL INSURED, the policy(ies) must be endorsed. If SUBROGATION IS WAIVED, subject to the terms and conditions of the policy, certain policies may require an endorsement. A statement on this certificate does not confer rights to the certificate holder in lieu of such endorsement(s).

PRODUCER	CONTACT NAME: Willis, Global Aviation	
Willis Towers Watson Midwest, Inc. 233 South Wacker Drive Chicago, IL 60606	PHONE (A/C, No. Ext): 312-288-7095	FAX (A/C, No): 312-621-6880
	E-MAIL ADDRESS:	
	PRODUCER CUSTOMER ID #:	

INSURED	INSURER(S) AFFORDING COVERAGE	NAIC#
JBT AeroTech Corporation John Bean Technologies Corporation JBT AeroTech, Jetway Systems 1805 West 2550 South Ogden, UT 84401	INSURER A : See Attached	
	INSURER B :	
	INSURER C :	
	INSURER D :	
	INSURER E :	
	INSURER F:	

COVERAGES CERTIFICATE NUMBER: JBT-0496 REVISION NUMBER:

THIS IS TO CERTIFY THAT THE POLICIES OF INSURANCE LISTED BELOW HAVE BEEN ISSUED TO THE INSURED NAMED ABOVE FOR THE POLICY PERIOD INDICATED. NOTWITHSTANDING ANY REQUIREMENT, TERM OR CONDITION OF ANY CONTRACT OR OTHER DOCUMENT WITH RESPECT TO WHICH THIS CERTIFICATE MAY BE ISSUED OR MAY PERTAIN. THE INSURANCE AFFORDED BY THE POLICIES DESCRIBED HEREIN IS SUBJECT TO ALL THE TERMS, EXCLUSIONS AND CONDITIONS OF SUCH POLICIES. LIMITS SHOWN MAY HAVE BEEN REDUCED BY PAID CLAIMS.

INSR LTR	TYPE OF INSURANCE	ADDL INSR	SUBR WVD	POLICY NUMBER	POLICY EFF (MM/DD/YYY)	POLICY EXP (MM/DD/YYY)	LIMITS	
A	GENERAL LIABILITY	Y	Y	See Attached	11/01/22	11/01/23	EACH OCCURRENCE	$5,000,000
	x AVIATION COMMERCIAL GENERAL LIABILITY						DAMAGES TO RENTED PREMISES(Ea occurrence)	$50,000
	CLAIMS-MADE x OCCUR						MED EXP (Any one person)	$5,000
							PERSONAL & ADV INJURY	$5,000,00
							GENERAL AGGREGATE	
	GEN'L AGGREGATE LIMIT APPLIES PER:						PRODUCTS-COMP/OP AGG	$5,000,000
	POLICY x PRO-JECT LOC						Hangarkeepers Legal Liab.	
A	AUTOMOBILE LIABILITY	Y	Y	See Attached	11/01/22	11/01/23	COMBINED SINGLE LIMIT (Ea accident)	$5,000,000
	ANY AUTO						BODILY INJURY(Per person)	$
	x ALL OWNED AUTOS (inside AOA)						BODILY INJURY(Per accident)	$
	SCHEDULED AUTOS						PROPERTY DAMAGE (Per accident)	$
	x HIRED AUTOS (inside AOA)							$
	x NON-OWNED AUTOS (inside AOA)							$
	x Airside (inside of AOA)							
	UMBRELLA LIAB OCCUR						EACH OCCURRENCE	$
	EXCESS LIAB CLAIMS-MADE						AGGREGATE	$
	DEDUCTIBLE							$
	RETENTION $							$
								$
	WORKERS COMPENSATION AND EMPLOYERS ' LIABILITY Y/N	N/A					WC STATU-TORY LIMITS OTH-ER	
	ANY PROPRIETOR/PARTNER/EXECUTIVE OFFICER/MEMBER EXCLUDED?						E.L. EACH ACCIDENT	$
	(Mandatory in NH) If yes, describe under DESCRIPTION OF OPERATIONS below						E.L. DISEASE – EA EMPLOYEE	$
							E.L. DISEASE – POLICY LIMIT	$
	OTHER Aggregate Deductible (applicable to Aviation Commercial General Liability and Automobile Liability						EACH OCCURRENCE/AGGREGATE	$1,000,000

DESCRIPTION OF OPERATIONS/LOCATIONS/VEHICLES: / / P11-22 PBB Maintenance Services (STC) /
Greater Orlando Aviation Authority and the City of Orlando, FL and their members (including without limitation, members of the Aviation Authority's Board and the City's Council and members of the citizens' advisory committees of each), officers, employees and agents are included as Additional Insureds but only as respects the operations and activities of the Named Insured under the above referenced contract(s). Insurers agree to waive their rights of subrogation against the Additional Insureds. This insurance is primary and without right of contribution from any other insurance as may be carried by the Additional Insured. In the event of cancellation of the policies by Insurers agree to provide 30 day notice of cancellation.

CERTIFICATE HOLDER

Greater Orlando Aviation Authority
8652 Casa Verde Road
Orlando, FL 32827

CANCELLATION

SHOULD ANY OF THE ABOVE DESCRIBED POLICIES BE CANCELLED BEFORE THE EXPIRATION DATE THEREOF, NOTICE WILL BE DELIVERED IN ACCORDANCE WITH THE POLICY PROVISIONS.

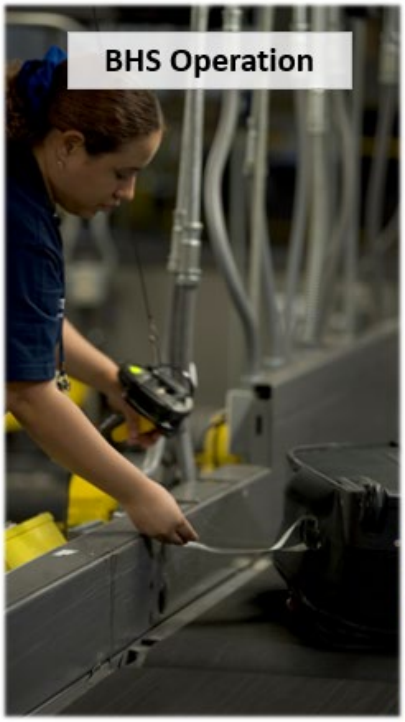
Authorized Representative

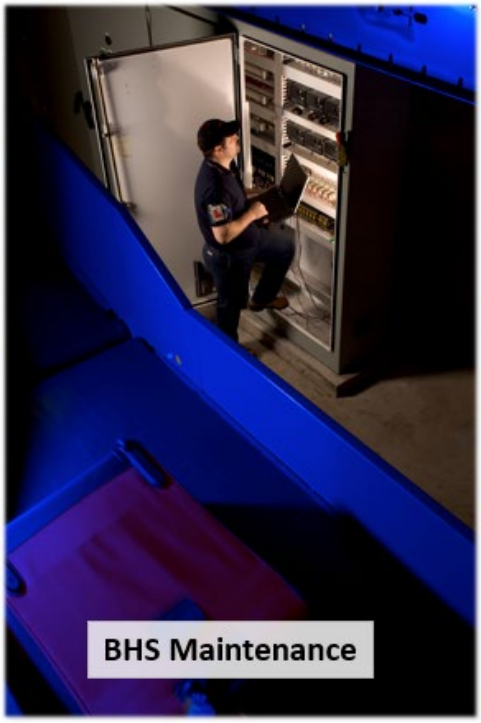
©1988-2014 ACORD CORPORATION. All rights reserved
The ACORD name and logo are registered marks of ACORD

COPY

JBT AeroTech Corporation

1805 West 2550 South
Ogden, Utah 84401
(801) 629-3264





23-282-RFP

GREATER ORLANDO AVIATION AUTHORITY

BAGGAGE HANDLING SYSTEM (BHS) OPERATION, MAINTENANCE AND REPAIR SERVICES

Orlando International Airport

January 12, 2023

Tab 1 - Table of Contents

Tab Number - Title:	No. of Pages
Tab 1 – Table of Contents	1
Tab 2 – Executive Summary	6
Tab 3 – Proposer's Knowledge and Experience	13
Tab 4 – References	3
Tab 5 - Operational Plans	44
Tab 6 – Proof of Insurance	4
Tab 7 – Prior or Pending Convictions, Indictments, Investigations, Regulatory Investigations, Conflicts of Interest and Claims	1
Tab 8 – Financial Background Information	1
Tab 9 – Additional Information: (BHS Brochure – Turnkey Solutions)	5
Tab 10 – Attachments: (Title Page)	1
• Attachment A – Proposer's Certification Form	1
• Attachment B – Proposal Price Schedule	2
• Attachment C – Addendum Receipt Verification Form	1
• Attachment D – Proposer's Questionnaire	3
• Attachment E – Conflict of Interest Disclosure Form	1
• Attachment F – Scrutinized Company Certification Form	1
• Attachment G – MWBE Participation Forms	10
• Attachment H – Proposer's W-9	2
• Attachment I – Letter of Bondability	2
• Attachment J – E-Verification Certification Form	1
• Attachment K – No Proposal Response Form (Not applicable)	

Tab 2 - Executive Summary

➢ A. General Company Information

Proposer's Company Name:	**JBT AeroTech Corporation** (A wholly owned subsidiary of John Bean Technologies Corporation)
Proposer's Contact Name & Title:	**Frank Moore, President/General Manager** – Airport Services (A business unit of JBT AeroTech Corporation)
Proposer's Address:	1805 West 2550 South, Ogden, Utah 84401
Proposer's Phone No:	Office: (801) 629-3264; Mobile: (801) 940-1850
Proposer's Email:	frank.moore@jbtc.com
Type of Organization:	Corporation (Publicly Traded Company at NYSE: JBT)
Federal Employee Identification No:	83-3763708
Dun & Bradstreet No:	11-714-1716
Company Website:	www.jbtc.com
Delegation of Signature Authority:	(See Letter on Page 6)

➢ B. Cover Letter

January 10, 2023

Greater Orlando Aviation Authority
GOAA Annex Building, Purchasing Department
5855 Cargo Road, Orlando, Florida 32827-4399

RE: 23-282-RFP BAGGAGE HANDLING SYSTEM (BHS) OPEATION, MAINTENANCE AND REPAIR SERVICES

Dear Purchasing Department:

We thank you for the opportunity to participate in the Greater Orlando Aviation Authority (GOAA) RFP noted above. JBT has thoroughly examined and reviewed the RFP and we assure GOAA that we have the capability, capacity, and qualifications for providing the critical services as defined in the Scope of Work / Specifications for the BHS Operation, Maintenance, and Repair Services.

Since 1959, JBT has been an innovative partner in the Aviation industry for nearly sixty-five years providing airport equipment products and services. In 2000, we created an independent business unit, JBT Airport Services for delivering technical services for Baggage Handling Systems, Passenger Boarding Bridges, and Airport Facilities Equipment. Today, Airport Services holds over thirty (30+) technical service contracts with over 950+ dedicated Team Members nationwide. We currently hold six (6) BHS technical service contracts at Large Hub Airports – LAX, PHX, MIA, PHL, SLC, & IAD.

We confirm that we meet and/or exceed the Proposer's Mandatory and Minimum Requirements:

- JBT Airport Services has twenty-two (22) years of successful and continuous BHS experience including loading/unloading of conveyors, baggage alignment, clearing bag jams, and providing similar services as defined in the Scope of Work / Specifications.
- At PHL BHS O&M contract we exceed the 25K outbound bags processed in a daily 24-hour period.
- We currently have multiple BHS O&M contracts that exceed the 20K linear feet of BHS conveyance.

- We currently have multiple BHS O&M contracts with In-Line Explosive Detection Screening machines.

JBT is registered with an active status to do business in the State of Florida:

State of Florida
Department of State

I certify from the records of this office that JBT AEROTECH CORPORATION is a Delaware corporation authorized to transact business in the State of Florida, qualified on June 13, 2019.

The document number of this corporation is F19000002754.

I further certify that said corporation has paid all fees due this office through December 31, 2022, that its most recent annual report/uniform business report was filed on April 5, 2022, and that its status is active.

I further certify that said corporation has not filed a Certificate of Withdrawal.

Given under my hand and the Great Seal of the State of Florida at Tallahassee, the Capital, this the Third day of January, 2023

Secretary of State

Tracking Number: 4837414167CU

To authenticate this certificate,visit the following site,enter this number, and then follow the instructions displayed.

https://services.sunbiz.org/Filings/CertificateOfStatus/CertificateAuthentication

The JBT AeroTech Corporation which includes Airport Services, Jetway® Systems, and Airline Equipment business units is headquartered in Orlando, Florida approximately located 15-minutes from the Orlando International Airport (OIA). At our Orlando corporate facilities, we provide local employment for engineers, designers, fabricators, welders, painters, technicians, administrators, managers, and directors.

7300 Presidents Drive, Orlando, FL 32809

OUR MISSION IS TO PROVIDE SUPERLATIVE SERVICE BACKED BY CUTTING EDGE TECHNOLOGY AND EMPLOYEE COMMITMENT

JBT is dedicated to making noteworthy contributions to the Greater Orlando Aviation Authority (GOAA) by providing "best-in-class" BHS Operations, Maintenance, and Repair Services. We are extremely proud of our reputation and experience in the aviation industry and are dedicated to continually finding new efficiencies, methodologies, and technologies for delivering results that meet and exceed your expectations through progressive training and implementing leading best practices.

The following is a brief overview of our proposal key deliverables:

- **Provide GOAA with a safe, efficient, dependable, and cost effective BHS Operation, Maintenance, and Repair Services** 24-hours per day, 7-days per week, including all labor, supervision, management oversight, training, materials, tools, equipment, submissions, reports, consumables, uniforms, etc.
- In an effort to attract and hire qualified candidates, **we have embraced the local wage inflation and challenging labor market** by proposing wages at the 75th percentile with recommendations by the Economic Research Institute (ERI) for the Orlando International Airport.
- **We will continue to track and monitor wage compensation throughout the duration of the contract to ensure we maintain a competitive edge** to retain and protect our investment in the qualified and trained technical staff.
- **Our proposed staffing plan includes a total headcount of two hundred & twenty-four (224) dedicated full-time Team Members** including management & administrative staff, support staff, and technical staff.

- **We will meet the M/WBE thirty (30%) percent participation goal as measures as a percentage of the total contract expenditures** utilizing Southeast Airport Services, Inc., and Fiber Systems, Inc. DBA as Facility Services, Inc. as our certified partners.
- **We will meet the LDB three (3%) percent participation goal as measures as a percentage of the total contract expenditures** utilizing Southeast Airport Services, Inc., which is certified as both LDB & M/WBE company.
- **JBT confirms that we will fully comply with the Insurance Requirements & Bondability** and have enclosed the proper Certificates of Lability Insurance (COI) and letter from our bonding company.
- **We will utilize the Authority's EAM Maximo database for tracking asset, work, and inventory management** and use the database and MS programs for generating and distributing the required daily, weekly, and monthly reports.
- **As ONE-JBT, we will utilize the expertise of JBT BHS Technology Team** to provide additional technical support & service for our local JBT Orlando BHS Team.
- We will deploy **our Relentless Continuous Improvement (RCI) and cultural development programs** aimed at delivering a safe, efficient, dependable, and cost effective service to meet and exceed GOAA's expectations.

As our affirmative statement, we accept the charge to carry out and perform our covenants, obligations, duties, and responsibilities under the RFP Scope of Work / Specifications to minimize any interference and/or interruption of BHS Operation, Maintenance, and Repair Services to the Airport & Airline Stakeholders including the traveling public. It is our commitment to deliver exceptional performance services with the focus aimed at delivering value, benefit, and results to the Greater Orlando Airport Authority.

We trust that the information contained in our proposal is sufficiently comprehensive to meet and/or exceed your requirements; however, if there are any additional details or information required to clarify or expand upon our offer, please do not hesitate to contact us.

Sincerely,

Frank Moore

Frank Moore
President / General Manager
JBT Airport Services

The following is the Delegation of Signature Authority designing Frank Moore as the person authorized to execute, all written instruments pertaining to the contract for 23-282-RFP BAGGAGE HANDLING SYSTEM (BHS) OPERATION, MAINTENANCE AND REPAIR SERVICES:

JBT AeroTech Corporation
70 West Madison Street
Suite 4400
Chicago, Illinois 60602

DELEGATION OF SIGNATURE AUTHORITY

By resolution of the Board of Directors of JBT AeroTech Corporation (the "Corporation"), I was vested with authority, in my capacity as President, to execute, and to delegate to any person authority to execute, all written instruments whatsoever pertaining to matters that are in the ordinary course of business of the Corporation.

Pursuant to this authority, I hereby authorize Frank Moore, President/General Manager of Airport Services, a business unit of the Corporation, to execute and to deliver all written instruments whatsoever which are in the ordinary course of business of the Corporation that pertain to Airport Services.

The authority conveyed by this delegation of signature authority may not be further delegated.

This delegation shall become effective on January 3, 2023 and shall continue in effect through December 31, 2023, unless revoked earlier in writing.

Dated: January 3, 2023

JBT AeroTech Corporation

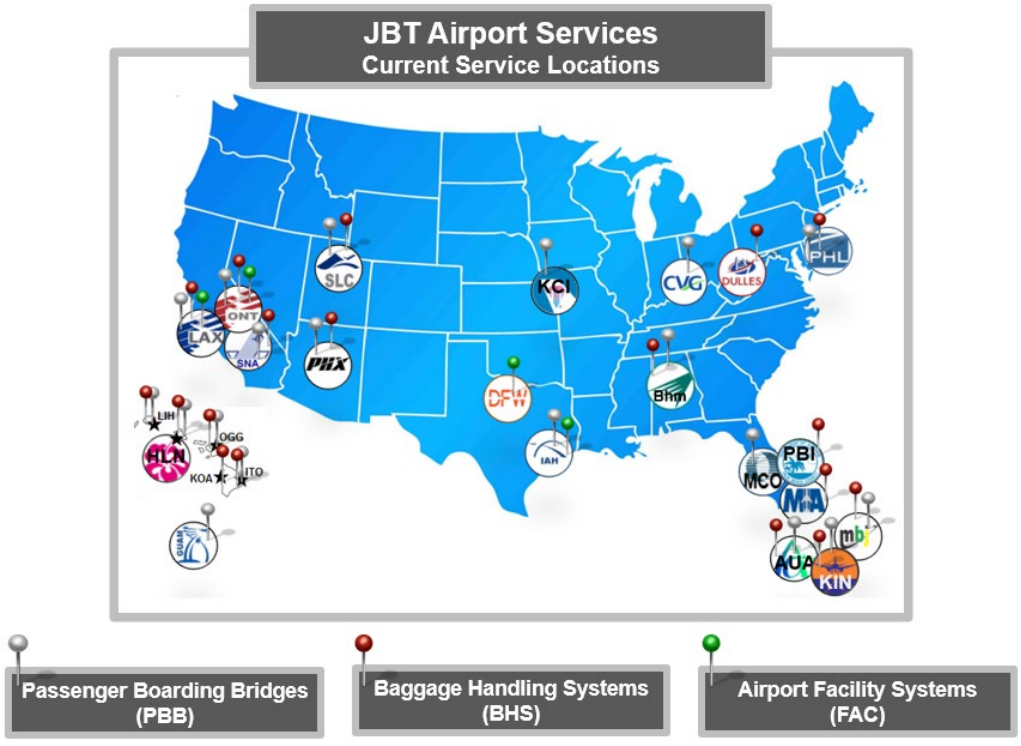
By: David C Burdakin
Name: David C. Burdakin
Title: President

Tab 3 – Proposer's Knowledge and Experience

A. Proposer's Knowledge and Experience

Since 1959, JBT has been an innovative partner in the Aviation industry for nearly sixty-five years providing airport equipment products and services. In 2000, we created an independent business unit, JBT Airport Services for delivering technical services for Baggage Handling Systems (BHS), Passenger Boarding Bridges (PBB), and Airport Facilities Equipment (FAC) predominately in the United States.

JBT currently provides BHS, PBB, and FAC Services at twenty-four (24) Airports as shown on the map. Today, we employ over 950+ full-time employees (FTEs) nationwide:



Note: New Startup Locations at KCI & PBI (FEB 2023)

The following is a listing of our current Technical Service Contracts by Airport Code, Customer, and Scope of Work:

Airport	Customer	PBB	BHS	FAC
		Total (ea.)	Conveyor (ft.)	Total (M ft2.)
AUA	Aruba Airport Authority	8	6,200	0
BHM	Birmingham Airport Authority (BAA)	19	3,600	0
CVG	Kenton County Airport Board (KCAB)	49	0	0
DFW	Dallas/Ft. Worth International Airport Board	0	0	3.1
GUM	United Airlines	17	0	0
HNL	Airlines Committee of Hawaii, Inc. Airline Consortium	61	28,000	0
IAD	Metropolitan Washington Airports Authority (MWAA)	0	33,175	0
IAH	United Airlines - Terminals B, C & E	103	0	6.8
IAH	City of Houston - Terminals A & D	32	0	0
ITO	Airlines Committee of Hawaii, Inc. Airline Consortium	7	1,600	0
KIN	PAC Kingston Airport Limited (PACKAL)	9	2,640	0
KOA	Airlines Committee of Hawaii, Inc. Airline Consortium	0	1,800	0
LAX	American Airlines - Terminal 4 & 5	0	0	1.2
LAX	Delta Air Lines - Terminals 2 & 3	0	15,800	1.2
LAX	TBITEC Airline Consortium - Terminal 5	13	8,700	0
LIH	Airlines Committee of Hawaii, Inc. Airline Consortium	8	1,500	0
MBJ	MBJ Airports Limited	18	8,200	0
MCI	City of Kansas City - Aviation Department	39	0	0
MCO	Greater Orlando Aviation Authority (GOAA)	15	0	0
MIA	Miami-Dade Aviation Department (MDAD) - Terminal South & Central	0	26,400	0
OGG	Airlines Committee of Hawaii, Inc. Airline Consortium	16	9,500	0
ONT	ONT-TEC Airline Consortium	26	10,000	4.5
PBI	Palm Beach Country - Department of Airports	0	9,800	0
PHL	PhiliTEC Airline Consortium - All Terminals	114	35,900	0
PHX	American Airlines - Terminal 4	48	21,000	0
SLC	SLC Department of Airports & SLATEC Airline Consortium	47	36,960	0
SNA	County of Orang - Airport Authority	20	15,800	0
	TOTAL	669	276,575	16.8

The following is a detailed summary of our baggage handling equipment experience:

Our BHS experience and expertise includes providing Management, Operations, Maintenance & Repair Services for both inbound and outbound conveyance systems including In-Line Checked Baggage Inspection Systems (CBIS), Checked Baggage Reconciliation Areas (CBRA), and Baggage Claim Devices at large and medium hub airports. Our Technical Service offering delivers industry best practices and in full compliance with TSA's Planning Guidelines & Design Standards (PGDS) for achieving maximum equipment availability, reliability, and durability to meet and exceed our customer's demands and expectations.

Through our longstanding BHS experience, we have established a proven reputation in the industry and have been able to develop favorable working relationships with the BHS manufacturers i.e., Vanderlande, Siemens, Daifuku, Buemer, Pteris and others. We have

also developed strong working relationships with the BHS controls companies i.e., Brock Solutions, CLX Engineering, Rockwell ControlNet, KASA Controls & Automation, Intellimodus Alliant Technologies and others for providing complete support for the BHS control devices, and BHS design companies i.e., BNP Associates, VTC, LogPlan, Cage, and supply companies i.e., Portec, Transnorm, Unified Supply, SICK, SEW, Sumitomo and others.

Our comprehensive BHS experience includes providing trained, capable, and dedicated Team Members to provide operation and maintenance service and support for electrical, electronics, controls, software, hardware, and mechanical equipment for all types of BHS conveyance equipment.

Our BHS controls & application maintenance and repair experience includes but is not limited to the following:

- Sortation Systems & Applications
- Upper/Lower Level Controls Support
- Servers & Computers
- Communication & Network Systems
- Human Machine Interfaces (HMI)
- Maintenance Diagnostic Systems (MDS)
- Automatic Tag Readers (ATR)
- Baggage Dimensioning Devices (BDD)
- Emergency Response, Contingency & Fallback Plans
- Hygiene Plans
- TSA's Planning Guidelines & Design Standards (PGDS)
- Computerized Maintenance Management Systems (CMMS)

Our BHS electrical/mechanical maintenance and repair experience includes but is not limited to the following:

- Motor, Reducers & Gear Boxes
- Motor Starters
- Distribution & Disconnect Panels
- Programmable Logic Controllers (PLC)
- Motor Control Panels (MCP)
- Variable Frequency Drives (VFD)
- Control Stations & Devices
- Field Control Devices (photoeyes, photocells, limit switches, control stations/devices, pushbutton, audio/visual alarms, etc.)
- Conveyance Equipment (transport, queue, mergers, power turns, etc.)

- Diverters, Pushers & Vertisorts
- Claim & Make-up Units (flat or slope plates)
- Fire & Security Doors

Our BHS operation experience includes but is not limited to the following:

- Baggage Control Room Management
- System Monitoring, Notification & Dispatching
- Bag Tag Label Printing
- Baggage Hygiene
- Bag Jam Clearing
- Manual Encoding
- Bag Tub Retrieval
- System Cleaning

In addition to our BHS Technical Service Offering, we have assembled expertise at BNA and at our other Fixed Based Operations, we have assembled an independent dedicated JBT BHS Technologies Team with highly trained and experienced experts and professionals, based at various locations across the U.S., to provide continuous service support for our various contracts nationwide.

As part of our BHS technical service offering, the local Orlando Team will have the continuous support, service, and resources from our internal JBT BHS Technologies Team with expertise for BHS Design-Build-Install-Integrate capabilities as well as providing advanced technical training. As a responsible BHS service provider, we have assembled a dedicated Team of BHS experts and professionals, based at various locations across the U.S., to provide continuous support & service for our various BHS O&M service contracts nationwide. Our BHS Technologies Team has over 130+ years of combined BHS expertise and experience at Daifuku Webb, Siemens, BNP, & Cognex with expertise for mechanical, electrical, & controls devices, TSA PGDS compliance, contingency plan development, comprehensive deficiency assessments, optimizing system performance & throughput rates, project management, and advance training capabilities.

The following is a brief overview of our BHS Technologies Team and their specific experience and capabilities:

John Blakemore, Director BHS Technologies, delivers professional BHS experience including program and project management. John has over 23+ years of professional BHS experience including program and project management. In 2017, John joined JBT in building a dedicated BHS Team to provide design, build, and install projects for Airports and Airlines. Prior to joining JBT, John was employed by Daifuku BCS Group serving in positions as VP of Strategic Projects, and as Director Project Management and Mechanical Engineer for Jervis B. Webb Company. As JBT BHS Technologies Director, John with his team of BHS professionals, brings extensive expertise and experience in design, build, and install projects to Airport Baggage Handling Systems nationwide in compliance with TSA's Planning Guidelines & Design Standards (PGDS).

John's duties and responsibilities include:

- Oversight of overall program and Team development & execution
- Support Program Managers with internal support of JBT O&M Teams
- TSA PGDS Committee member for BHS design compliance with TSA Standards

Richard Fevang, Sr. Program Manager – Technical Compliance, delivers professional BHS experience in all aspects of system characteristics. Rich is a former BNP Associates employee as a Senior Project Manager and System Designer. Rich brings extensive experience in project management, specification writing, conceptual & detail design, and contract document development and implementation of baggage and material handling systems. His varied range of projects includes site management, specializing in site surveys, system auditing, on-site owner, and TSA final acceptance testing responsibilities for Airport Baggage Handling Systems with over thirty-six (36) years of BHS experience.

Rich's duties and responsibilities include:

- Leading all levels of program management & concentration on Technical Compliance
- Assisting with coordination of subcontractor management of designers and installers
- Oversight for technical design review and submittal development
- Representative for TSA PGDS Industry Work Group (TSAIWG) standards

Mark Bentley, Sr. Program Manager – Commercial Compliance, delivers professional BHS experience including program and project management. Mark is a former Daifuku America, Jervis B. Webb Company employee as Executive Director of Project Management in Airport Baggage Handling, Automotive, and Distribution. Mark brings over twenty-eight (28) years BHS experience successfully delivering multi-million dollar projects as

the Project Management Executive Director. He has brought extensive experience in Project Management with superior project integration, planning, and execution.

Mark's duties and responsibilities include:

- Overseeing program management including Standard Operating Procedures
- Assisting with coordination of subcontractor management designers and installers
- Oversight for all aspects of project compliance from the proposal to closeout
- Provide expert commercial consultation for BHS control systems

Ryan Pulis, Sr. Controls Engineer, provides professional controls and engineering development for direct oversight of our BHS Controls Contractors. Ryan has as over twenty- three (23) years of BHS experience at major airports across the county with expertise for both BHS lower and upper level controls and actively maintains an electrical license. In 1998, he began his extensive training and on-hands controls development with Johnson Controls. In 2002, he joined JBT and has worked at IAH in the BHS hub operation for United Airlines including in supporting most of our BHS O&M Startups nationwide, and in his current role as BHS Director of Engineering.

Ryan's duties and responsibilities include:

- Assisting with operational startup and coordination on all BHS O&M equipment
- Provide Low Level programming modifications and code review
- Providing expert onsite technical consultation for BHS controls systems
- Perform commissioning plan and testing oversight including system documentation

Gregg Jones, Sr. Controls Engineer, provides professional controls and engineering development with direct oversight of our BHS Controls Contractors. Gregg has over twenty-five (25) years of industry experience**,** Gregg is an industry leader in developing PLC code for the most advanced CBIS/BHS Systems in the world. Gregg is an expert at low level design, hardware and CAD MCP design/drawings, programming, and development. Gregg has provided highly integrated systems in the BHS industry with great success and customer satisfaction. Gregg is also proficient with documenting existing conditions and engineering plans.

Gregg's duties and responsibilities include:

- Direct oversight of BHS engineering controls and site assessment
- PLC programming development and modifications
- Management of controls engineering documents and bill of materials (BOM)
- Oversight of system startup, testing, commissioning, and deficiency assessment & resolution

Terry Gallagher, Senior Program Manager - Business Development & Procurement,

Terry have over twenty-eight (28) years of management experience include sales, operations, HR, P&L, contracts, and project management. Terry is responsible for successful Business Development execution to ensure project deliverables, agreements, and terms are reviewed and executed.

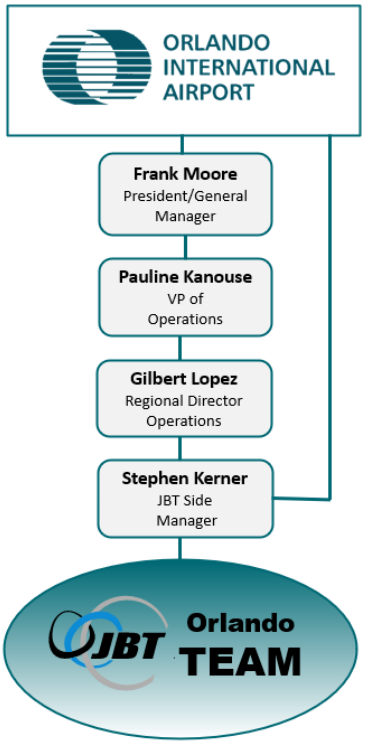
Terry's duties and responsibilities include:

- Execution of RFP responses, project estimation, scheduling, and contract review
- Present innovative solutions and clarifications for senior management
- Review system design concepts, and specifications
- Provide continuous improvement for project performance and functionality

The JBT BHS Technologies Team will be available to the BHS Orlando Team 24-hours per day via smart phones to address any issues or concerns with respect to the operation, maintenance, and repair services. As needed, our JBT Technologies Team will provide the necessary support for the BHS via VPN access support, and/or in-person on-site support as necessary. In addition, the BHS Technologies Team will support the BHS Orlando Team local in reviewing, evaluating, developing, and/or upgrading contingency planning.

B. Key Personnel

The following are the Key Personnel for the proposed BHS Operation, Maintenance, and Repair Services at Orlando International Airport: The following JBT Leadership Team will be available 24-hour via smart phones to address any issues or concerns with respect to our performance of the contract or on any other matters associated with the scope of services)



Frank Moore – President/General Manager: Frank has

over 25+ years of industrial experience within sales, service, and aftermarket support. After a successful and progressive career with JBT Jetway®, Frank recently accepted the position as the President & General Manager for JBT Airport Services with the executive duties & responsibilities of directing the organization of over 900+ full-time Team Members operating at over twenty (20+) airports predominately in the United States. Pursuant to this authority as President & General Manager, Frank is authorized to execute all instruments in the ordinary course of business for JBT AeroTech Corporation pertaining to JBT Airport Services. **Frank delivers executive oversight for the contractual execution and serves as the senior executive point of contact.**

Pauline Kanouse – VP of Operations: Pauline has over 25+

years of aviation experience within airport operations and customer service at both Spirit Airlines & Delta Air Lines. After a successful the airline business, Pauline recently accepted Operations for JBT Airport Services. Her duties and responsibilities include directing all operational processes & procedures for safety, quality, and performance metrics with strict compliance to contractual obligations & requirements. **Pauline delivers executive oversight for the execution of the BHS operation & maintenance services and site cultural development.**

Pauline's direct responsibilities for this project includes:

- Serves as the operations executive point of contact
- Ensure the implementation of all policies, processes, and procedures
- Conducts audits to ensure contract operational compliance and performance
- Interfaces with airport stakeholders to ensure customer satisfaction

Gilbert Lopez, Regional Director of Operations: Over 35+ years of experience in the aviation industry with a solid reputation and record of excellence in management, operations, maintenance, and safety. In 2007, Gilbert began his career with JBT as the Site Manager of the Miami International Airport and later promoted to his current position as Director of Regional Operations with responsibilities for the Southeast Region. Through his years of experience, he has demonstrated strength in strategic business planning, project management proficiency, analytical decision making, customer relationship development, maintenance management ability, electrical/mechanical troubleshooting, inventory management & procurement, EAM/CMMS asset management & work order management, and LEAN principles and practices.

Gilbert's direct responsibilities for this project includes:

- Serves as the regional point of contact & support for the local Management Team
- Oversees the startup and transition startup with the local Management Team
- Provides the leadership & development training for the local Team
- Interfaces with the customer to ensure strict contractual compliance
- Ensures that all policies, processes, and procedures are executed properly

Stephen Kerner – Proposed Site Manager: Over 13+ years of managerial experience in the aviation industry with JBT AeroTech and Trane U.S., Inc. Experienced Senior Manager in safety, quality, operations, maintenance, and customer service with demonstrated strength in strategic business planning, analytical decision making, automated building logic, construction project management, EAM/CMMS data management, Oracle PeopleSoft applications, LEAN principles & practices, and ISO 14001 Environmental Management System. **Stephen will have the day-to-day responsibility for overseeing and directing the RFP Scope of Work / Specifications and serving as the single point of contact for contractual compliance.**

PROFESSIONAL EXPERIENCE

Senior Manager, JBT AeroTech Corporation – Airport Services (Dallas, Texas)
(Nov 2017 – Present) Held Multiple Positions:

- Regional Manager / Gate Technologies Team: (Dallas, Texas) Current
  - Promotes high-level equipment and system operation, maintenance, and repair activities including equipment and system rebuilds and installs at airports nationwide.
  - Oversees the budget and cost accounting for operating the independent Technologies Team and job assignments for the certified Field Technicians and Mechanics.

- Conducts high-level deficiency assessments on airport assets to determine life cycle costs and expectancies including advanced On-the-Job Training (OJT) for the O&M Business.

- Senior Site Manager / DFW Airport Board: (DFW International Airport)
  - Provided the on-site single point of contact with managerial duties and responsibilities for the DFW Facility Enterprise, Southgate, and Non-Terminal contracts.
  - Interfaced with DFW Energy Transportation & Asset Management (ETAMS) stakeholders for delivering safe, efficient, reliable, sustainable, cost-effective & quality-oriented results.
  - Ensured compliance with corporate policies and procedures including strict compliance with DFW Airport, OSHA, EPA, Federal, State, and Local regulations.

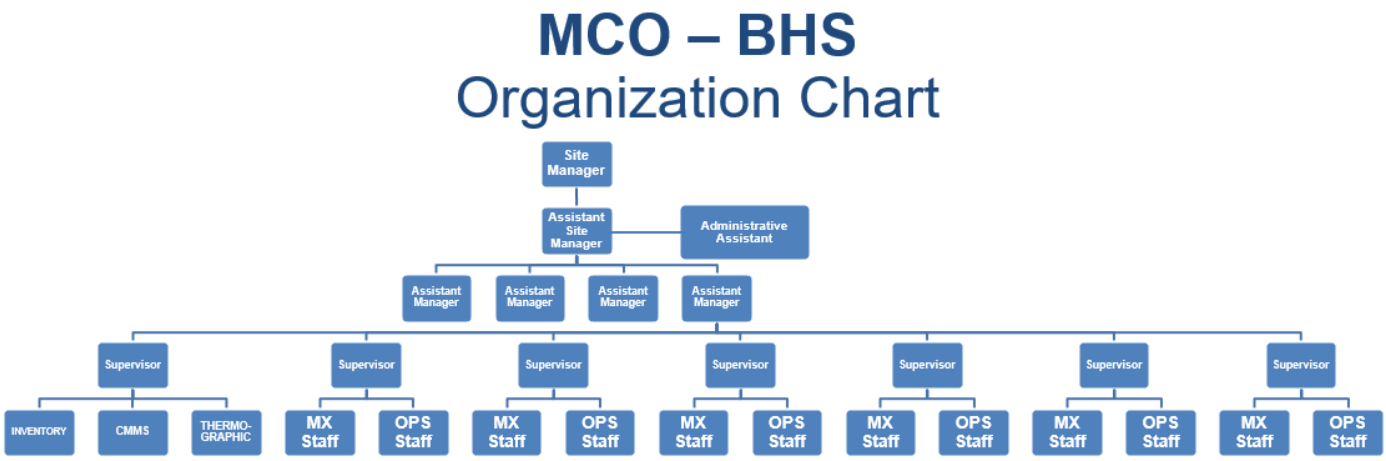
Area Service Manager / Account Facility Manager, Trane U.S., Inc. (Dallas, Texas)
(Feb 2009 – Nov 2017) Held Multiple Positions:
Provided oversight of all Facility Management accounts held by Trane U.S. for the Dallas/Ft. Worth area including coordinating facility technician assignments for specialized Air-Cooled / Water Cooled Chillers, RTU's, and Interllipaks ranging from 25 to 300 ton units.

- Managed the $12.4M Public Facilities account at DFW Airport including administrative offices & buildings, parking facilities, fitness centers, fire stations and airport hanagers.
- Increased the DFW Facility Management portfolio by growing the base contracts requiring hiring, onboarding, and training additional team resources and specialized subcontractors.

"Based on Stephen's 13+ years of proven leadership experience, we believe that he is an exceptional candidate for this prestigious position as the Site Manager for the BHS Operation, Maintenance, and Repair Services at Orlando International Airport"

C. Organizational Chart

The following is our proposed Organizational Chart for the Orlando BHS Operation, Maintenance, and Repair Services: (**Our proposed staffing plan includes a total headcount of two hundred & twenty-four (224) dedicated full-time employees** including eight (8) JBT Management & Administrative Staff, nine (9) JBT Support Staff, seventy-eight (78) JBT Maintenance [MX] Staff, and one hundred & twenty-nine (129) M/WBE & LDB Contractor Operation [OPS] Staff.)



"We are confident that the proposed headcount will meet the required scope of work and that our proposed wage rates will enable us to attract and retain the qualified and skilled staffing to deliver the Airport's expectations and performance metrics"

The following table demonstrates the headcount breakdown by positions for the 224 Team Members:

POSITION	QTY
JBT Management & Administrative Staff	
Site Manager	1
Assistant Site Manager	1
Assistant Manager	4
Administrative Assistant	2
JBT Support Staff	
Inventory Supervisor	1
Inventory Control	4
CMMS Specialist	1
Data Entry	2
Thermographic Tech	1
JBT Maintenance Staff	
Supervisor	6
Maintenance Repair Tech (MRT-3)	24
Maintenance Repair Tech (MRT-2)	24
Maintenance Repair Tech (MRT-1)	24
M/WBE & LDB Operation Staff	
Southeast Airport Services, Inc.	113
Fiber Systems, Inc.	16
TOTAL - HEADCOUNT	**224**

In developing our Staffing Plan in determining the headcount, we used the following factors in the illustration below based upon Equipment, Utilization, Measurement & Recruitment: (In addition, we thoroughly examined and reviewed the RFP Scope of Work / Specification to justify the headcount determination).

Tab 4 – References

The following are five (5) References with similar scope of services which we currently provide BHS Operations & Maintenance Services:

Reference No. 1:

Customer/Client: Miami Dade County
Airport Location: Miami International Airport (MIA)
Date of Services: Initial Contract 2006-2022; Current Contract JAN 2023-DEC 2030
Annual Value: $11.9M

Description of Services:
JBT provides O&M Services for the In-Line BHS for the Miami Dade Aviation Department at Miami International Airport South and Central Terminals. **The BHS consists of two independent systems of approximately 26,400 linear feet of baggage conveyance with twelve (12 = 6 at South Terminal & 6 at Central Terminal) Explosive Detection Systems (EDS) processing 20,000 bags per day (Peak demand over 25,000 bags) which serves over 25 different international air carriers.** We provide INFOR EAMS complete with asset, work, and inventory management.

Contact Person: Mr. Ralph Cutié - Director and Chief Executive Officer
Address: 4200 NW 36th St., Miami, FL 33126
Phone Number: (305) 876-7066
Email: rcutie1@miami-airport.com
Staffing: 99 JBT Employees (M/WBE/LDB Subcontractor Employees 29)

Reference No. 2:

Customer/Client: Metropolitan Washington Airport Authority
Airport Location: Washington Dulles International Airport (IAD)
Date of Services: Initial Contract 2006-2016; Current Contract NOV 2016-MAY 2023
Annual Value: $4.5M

Project Description of Services:
JBT provides O&M Services for the In-Line BHS for the Metropolitan Washington Airport Authority (MWAA) at Washington Dulles International Airport. Since 2006, JBT has been successfully in retaining the BHS Services as the incumbent over three (3) separate contract renewal durations as the BHS has evolved, changed, and expanded over the

years. **The BHS consists of approximately 33,175 linear feet of baggage conveyance (or 1,182 conveyor sections) processing 7,500 bags per day (Peak demand over 15,000 bags).**

Contact Person: Mr. Edwin Sanchez – Facilities Maintenance Contract Coordinator
Address: 1 Aviation Circle, Washington, D.C. 20001
Phone Number: (703) 572-3307
Email: edwin.sanchez@mwaa.org
Staffing: 45 JBT Employees (M/WBE Subcontractor Employees 26)

Reference No. 3:

Customer/Client: Philadelphia Terminal & Equipment Company (PhiliTEC)
Airport Location: Philadelphia International Airport (PHL)
Date of Services: Current Contract AUG 2017-FEB 2023
Annual Value: $15.8M

Description of Services:
JBT provides O&M Services for the In-Line BHS and PBB for Philadelphia Terminal & Equipment Company (PhiliTEC) at Philadelphia International Airport including all terminals (A-East, A-West, B, C, D, E, & F). **The BHS consists of approximately 35,900 linear feet of baggage conveyance with thirty (30) Explosive Detection Systems (EDS) and 30+ carousel units with multiple pushers and diverters processes approximately 30,000 bags per day (Peak demand over 50,000 bags).** JBT is responsible for all bag jam clearing, manual encoding and control room management. The PBB consists of one hundred twelve (112) Jet Bridges with associated gate equipment. JBT also maintains the PHL airport entire parts inventory with an estimated value of over four ($4M) million dollars. JBT manages the Computerized Maintenance Management System (CMMS) entering and analyzing the critical data into the city owned Maximo CMMS.

Contact Person: Ms. Lori Gomez – PhiliTEC Operations Manager
Address: 498 Powhattan Ave., Suite #2, Box #376, Essington, PA 19029-9988
Phone Number: (734) 658-0272
Email: l.gomez@avairprosservices.com
Staffing: 76 JBT Employees (M/WBE Subcontractor 18 Employees)

Reference No. 4:

Customer/Client: Salt Lake City Corporation
Airport Location: Salt Lake City International Airport (SLC)
Date of Services: Initial Contract 2013-2020; Current JUL 2020-JUN 2026

Annual Value: $5.75M

Description of Services:
JBT provides both BHS & PBB O&M Services for SLCDA at the Salt Lake City International Airport Terminal. **The BHS consists of two (2) independent contracts with approximately 35,900 linear feet of baggage conveyance processing approximately 16,000 bags per day (Peak demand over 20,000 bags).** The BHS Maintenance Service Contract is with the Salt Lake City Department of Airports and the BHS Operation Service Contract is with the Salt Lake Airline Terminal & Equipment Consortium (SLACTEC) – [contact information for the Operation Services available upon request]. The PBB consists of fifty-six (56) Jet Bridges with associated gate equipment.

Contact Person: Mr. Eddie Clayson – Director of Airport Maintenance
Address: 776 North Terminal Drive, Salt Lake City, UT 84122
Phone Number: (801) 531-4553
Email: eddie.clayson@slcgov.com
Staffing: 65+ JBT Employees

Reference No. 5:

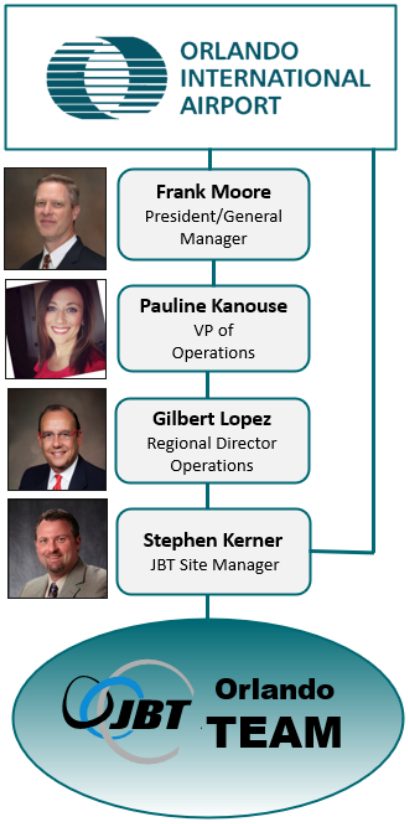
Customer/Client: Delta Air Lines, Inc.
Airport Location: Los Angeles International Airport (LAX)
Date of Services: Current MAY 2017-DEC 2024
Annual Value: $4.0M

Description of Services:
JBT provides O&M Services for the In-Line BHS for Delta Air Lines at Los Angeles International Airport located at Terminals 2 & 3. In May 2017, Delta Air Lines made the transition from Terminal 5 to Terminals 2 & 3 at LAX as part of their growth strategy for the Los Angeles area. **The BHS consists of approximately 1,500 assets processing approximately 18,000 bags per day (Peak demand over 21,000 bags).** The contract includes the management & maintenance experience in operating the computerized maintenance management system (CMMS) Maximo covering the entire operation, including work management, inventory management & cost management.

Contact Person: Mr. Jeffrey Madere – General Manager, Stationary GSE
Address: Atlanta International Airport, GSE Atlanta, GA 30320-6001
Phone Number: (404) 538-1411
Email: Jeffrey.b.madere@delta.com
Staffing: 62 JBT Employees

Tab 5 – Operational Plan

A. Management and Staffing Plan:



As shown in Tab 3 – Section B. Key Personnel, the following illustration constitutes the JBT Executive & Leadership Management Team and reporting structure for providing the BHS Operation, Maintenance, Repair Services (23-282-RFP).

All members of the JBT Executive & Leadership Management Team will be available 24/7 via smart phone to attend to all issues, concerns, and/or questions regarding the execution and performance of the service contract.

Our proposed Site Manager, Stephen Kerner will be responsible to carry out all provisions of the BHS service contract with the devoted time exclusively for the required scope of work/specification. Any situations that may arise during the Site Manager's time-off, the Assistant Manager(s) on-duty will be the designated point-of-contact. As necessary, the Site Manager will immediately report to the airport within ninety (90) minutes to support the JBT Team in making critical decisions and taking actions including collaborating and keeping GOAA and Airline Stakeholders abreast of any events and/or situations. For any emergencies or equipment out of service, the Management Team will give GOAA and Airline Stakeholders frequent updates on progress made until the equipment is returned back in service to normal operations.

The following is our proposed Staffing Plan and weekly work schedule:

- Management Team & Administrative Staff: (8 & 10-hour shift combinations)

QTY	POSITION	SHIFT	SHIFT HOURS	SUN	MON	TUE	WED	THU	FRI	SAT
	MANAGEMENT TEAM & ADMINISTRATIVE STAFF									
1	Site Manager	1	8-Hour		0800-1730	0800-1730	0800-1730	0800-1730	0800-1730	
2	Assistant Site Manager	1	8-hour		0700-1630	0700-1630	0700-1630	0700-1630	0700-1630	
3	Assistant Manager	1	12-hour	0500-1700	0500-1700	0500-1700	0500-1100			
4	Assistant Manager	1	12-hour				1100 - 1700	0500-1700	0500-1700	0500-1700
5	Assistant Manager	2	12-hour	1700-0500	1700-0500	1700-0500	1700-2300			
6	Assistant Manager	2	12-hour				2300 - 0500	1700 - 0500	1700 - 0500	1700 - 0500
7	Administrative	1	8-hour		0730-1600	0730-1600	0730-1600	0730-1600	0730-1600	
8	Administrative	1	8-hour		0730-1600	0730-1600	0730-1600	0730-1600	0730-1600	

- Support Staff: (8, 10, & 12-hour shift combinations)

QTY	POSITION	SHIFT	SHIFT HOURS	SUN	MON	TUE	WED	THU	FRI	SAT
	SUPPORT STAFF									
9	Inventory Control Supervisor	1	8-hour		0730-1600	0730-1600	0730-1600	0730-1600	0730-1600	
10	Inventory Control	1	12-hour	0500-1700	0500-1700	0500-1700	0500-1100			
11	Inventory Control	1	12-hour				1100 - 1700	0500-1700	0500-1700	0500-1700
12	Inventory Control	2	12-hour	1700-0500	1700-0500	1700-0500	1700-2300			
13	Inventory Control	2	12-hour				2300 - 0500	1700 - 0500	1700 - 0500	1700 - 0500
14	CMMS Specialist	1	8-hour		0730-1600	0730-1600	0730-1600	0730-1600	0730-1600	
15	Data Entry	1	10-hour	0500-1700	0500-1700	0500-1700	0500-1100			
16	Data Entry	1	10-hour				1100 - 1700	0500-1700	0500-1700	0500-1700
17	Thermographic Tech	1	8-hour		0730-1600	0730-1600	0730-1600	0730-1600	0730-1600	

- Baggage Operation Staff: (10-hour shifts)

Our M/WBE & LDB subcontractors will provide one hundred & twenty-nine (129) Baggage Operators to perform the required BHS operation duties and responsibilities. The proposed Baggage Operators weekly schedules will meet the required scope of services that best serve the Airport Authority's demands and expectations.

We confirm that we will meet or exceed the proposed M/WBE & LDB participation goals. We plan to use two (2) certified subcontractors to provide the required Baggage Operations Staff:

Southeast Airport Service, Inc.
5812 South Semoran Blvd.
Orlando, FL 32822

Fiber Systems, Inc. DBA Facility Services, Inc.
4474 Weston Road, Suite 402
Davie, FL 33331

- Maintenance Staff: (First Shift: 10-hour shift)

QTY	POSITION	SHIFT	SHIFT HOURS	SUN	MON	TUE	WED	THU	FRI	SAT
	MAINTENANCE STAFF									
18	Supervisor	1	10-hour	0600-1630	0600-1630	0600-1630	0600-1630			
19	MRT 1 PM Tech	1	10-hour	0600-1630	0600-1630	0600-1630	0600-1630			
20	MRT 1 PM Tech	1	10-hour	0600-1630	0600-1630	0600-1630	0600-1630			
21	MRT 1 PM Tech	1	10-hour	0600-1630	0600-1630	0600-1630	0600-1630			
22	MRT 1 PM Tech	1	10-hour	0600-1630	0600-1630	0600-1630	0600-1630			
23	MRT 2 Mechanical	1	10-hour	0600-1630	0600-1630	0600-1630	0600-1630			
24	MRT 2 Mechanical	1	10-hour	0600-1630	0600-1630	0600-1630	0600-1630			
25	MRT 2 Scale Tech / Mechanical	1	10-hour	0600-1630	0600-1630	0600-1630	0600-1630			
26	MRT 2 Scale Tech / Mechanical	1	10-hour	0600-1630	0600-1630	0600-1630	0600-1630			
27	MRT 3	1	10-hour	0600-1630	0600-1630	0600-1630	0600-1630			
28	MRT 3	1	10-hour	0600-1630	0600-1630	0600-1630	0600-1630			
29	MRT 3 Controls Tech	1	10-hour	0600-1630	0600-1630	0600-1630	0600-1630			
30	MRT 3 Industrial Electrical	1	10-hour	0600-1630	0600-1630	0600-1630	0600-1630			
31	Supervisor	1	10-hour				0600 - 1630	0600 - 1630	0600 - 1630	0600 - 1630
32	MRT 1 PM Tech	1	10-hour				0600 - 1630	0600 - 1630	0600 - 1630	0600 - 1630
33	MRT 1 PM Tech	1	10-hour				0600 - 1630	0600 - 1630	0600 - 1630	0600 - 1630
34	MRT 1 PM Tech	1	10-hour				0600 - 1630	0600 - 1630	0600 - 1630	0600 - 1630
35	MRT 1 PM Tech	1	10-hour				0600 - 1630	0600 - 1630	0600 - 1630	0600 - 1630
36	MRT 2 Mechanical	1	10-hour				0600 - 1630	0600 - 1630	0600 - 1630	0600 - 1630
37	MRT 2 Mechanical	1	10-hour				0600 - 1630	0600 - 1630	0600 - 1630	0600 - 1630
38	MRT 2 Scale Tech / Mechanical	1	10-hour				0600 - 1630	0600 - 1630	0600 - 1630	0600 - 1630
39	MRT 2 Scale Tech / Mechanical	1	10-hour				0600 - 1630	0600 - 1630	0600 - 1630	0600 - 1630
40	MRT 3	1	10-hour				0600 - 1630	0600 - 1630	0600 - 1630	0600 - 1630
41	MRT 3	1	10-hour				0600 - 1630	0600 - 1630	0600 - 1630	0600 - 1630
42	MRT 3 Controls Tech	1	10-hour				0600 - 1630	0600 - 1630	0600 - 1630	0600 - 1630
43	MRT 3 Industrial Electrical	1	10-hour				0600 - 1630	0600 - 1630	0600 - 1630	0600 - 1630

- Maintenance Staff: (Second Shift: 10-hour shift)

QTY	POSITION	SHIFT	SHIFT HOURS	SUN	MON	TUE	WED	THU	FRI	SAT
44	Supervisor	2	10-hour	1400-2430	1400-2430	1400-2430	1400-2430			
45	MRT 1 PM Tech	2	10-hour	1400-2430	1400-2430	1400-2430	1400-2430			
46	MRT 1 PM Tech	2	10-hour	1400-2430	1400-2430	1400-2430	1400-2430			
47	MRT 1 PM Tech	2	10-hour	1400-2430	1400-2430	1400-2430	1400-2430			
48	MRT 1 PM Tech	2	10-hour	1400-2430	1400-2430	1400-2430	1400-2430			
49	MRT 2 Mechanical	2	10-hour	1400-2430	1400-2430	1400-2430	1400-2430			
50	MRT 2 Mechanical	2	10-hour	1400-2430	1400-2430	1400-2430	1400-2430			
51	MRT 2 Scale Tech / Mechanical	2	10-hour	1400-2430	1400-2430	1400-2430	1400-2430			
52	MRT 2 Scale Tech / Mechanical	2	10-hour	1400-2430	1400-2430	1400-2430	1400-2430			
53	MRT 3	2	10-hour	1400-2430	1400-2430	1400-2430	1400-2430			
54	MRT 3 Controls Tech	2	10-hour	1400-2430	1400-2430	1400-2430	1400-2430			
55	MRT 3 Industrial Electrical	2	10-hour	1400-2430	1400-2430	1400-2430	1400-2430			
56	MRT 3 Welder	2	10-hour	1400-2430	1400-2430	1400-2430	1400-2430			
57	Supervisor	2	10-hour				1400 - 2430	1400 - 2430	1400 - 2430	1400 - 2430
58	MRT 1 PM Tech	2	10-hour				1400 - 2430	1400 - 2430	1400 - 2430	1400 - 2430
59	MRT 1 PM Tech	2	10-hour				1400 - 2430	1400 - 2430	1400 - 2430	1400 - 2430
60	MRT 1 PM Tech	2	10-hour				1400 - 2430	1400 - 2430	1400 - 2430	1400 - 2430
61	MRT 1 PM Tech	2	10-hour				1400 - 2430	1400 - 2430	1400 - 2430	1400 - 2430
62	MRT 2 Mechanical	2	10-hour				1400 - 2430	1400 - 2430	1400 - 2430	1400 - 2430
63	MRT 2 Mechanical	2	10-hour				1400 - 2430	1400 - 2430	1400 - 2430	1400 - 2430
64	MRT 2 Scale Tech / Mechanical	2	10-hour				1400 - 2430	1400 - 2430	1400 - 2430	1400 - 2430
65	MRT 2 Scale Tech / Mechanical	2	10-hour				1400 - 2430	1400 - 2430	1400 - 2430	1400 - 2430
66	MRT 3	2	10-hour				1400 - 2430	1400 - 2430	1400 - 2430	1400 - 2430
67	MRT 3 Controls Tech	2	10-hour				1400 - 2430	1400 - 2430	1400 - 2430	1400 - 2430
68	MRT 3 Industrial Electrical	2	10-hour				1400 - 2430	1400 - 2430	1400 - 2430	1400 - 2430
69	MRT 3 Welder	2	10-hour				1400 - 2430	1400 - 2430	1400 - 2430	1400 - 2430

Maintenance Staff: (Third Shift: 10-hour shift)

QTY	POSITION	SHIFT	SHIFT HOURS	SUN	MON	TUE	WED	THU	FRI	SAT
70	Supervisor	3	10-hour	2000-0630	2000-0630	2000-0630	2000-0630			
71	MRT 1 PM Tech	3	10-hour	2000-0630	2000-0630	2000-0630	2000-0630			
72	MRT 1 PM Tech	3	10-hour	2000-0630	2000-0630	2000-0630	2000-0630			
73	MRT 1 PM Tech	3	10-hour	2000-0630	2000-0630	2000-0630	2000-0630			
74	MRT 1 PM Tech	3	10-hour	2000-0630	2000-0630	2000-0630	2000-0630			
75	MRT 2 Mechanical	3	10-hour	2000-0630	2000-0630	2000-0630	2000-0630			
76	MRT 2 Mechanical	3	10-hour	2000-0630	2000-0630	2000-0630	2000-0630			
77	MRT 2 Scale Tech / Mechanical	3	10-hour	2000-0630	2000-0630	2000-0630	2000-0630			
78	MRT 2 Scale Tech / Mechanical	3	10-hour	2000-0630	2000-0630	2000-0630	2000-0630			
79	MRT 3	3	10-hour	2000-0630	2000-0630	2000-0630	2000-0630			
80	MRT 3 Controls Tech	3	10-hour	2000-0630	2000-0630	2000-0630	2000-0630			
81	MRT 3 Industrial Electrical	3	10-hour	2000-0630	2000-0630	2000-0630	2000-0630			
82	MRT 3 Welder	3	10-hour	2000-0630	2000-0630	2000-0630	2000-0630			
83	Supervisor	3	10-hour				2000 - 0630	2000 - 0630	2000 - 0630	2000 - 0630
84	MRT 1 PM Tech	3	10-hour				2000 - 0630	2000 - 0630	2000 - 0630	2000 - 0630
85	MRT 1 PM Tech	3	10-hour				2000 - 0630	2000 - 0630	2000 - 0630	2000 - 0630
86	MRT 1 PM Tech	3	10-hour				2000 - 0630	2000 - 0630	2000 - 0630	2000 - 0630
87	MRT 1 PM Tech	3	10-hour				2000 - 0630	2000 - 0630	2000 - 0630	2000 - 0630
88	MRT 2 Mechanical	3	10-hour				2000 - 0630	2000 - 0630	2000 - 0630	2000 - 0630
89	MRT 2 Mechanical	3	10-hour				2000 - 0630	2000 - 0630	2000 - 0630	2000 - 0630
90	MRT 2 Scale Tech / Mechanical	3	10-hour				2000 - 0630	2000 - 0630	2000 - 0630	2000 - 0630
91	MRT 2 Scale Tech / Mechanical	3	10-hour				2000 - 0630	2000 - 0630	2000 - 0630	2000 - 0630
92	MRT 3	3	10-hour				2000 - 0630	2000 - 0630	2000 - 0630	2000 - 0630
93	MRT 3 Controls Tech	3	10-hour				2000 - 0630	2000 - 0630	2000 - 0630	2000 - 0630
94	MRT 3 Industrial Electrical	3	10-hour				2000 - 0630	2000 - 0630	2000 - 0630	2000 - 0630
95	MRT 3 Welder	3	10-hour				2000 - 0630	2000 - 0630	2000 - 0630	2000 - 0630

Our proposed weekly work schedules will provide coverage 24 hours per day, 7 days per week, and 365 days per year.

- JBT Management Team & Administrative Staff and Support Staff: The Staff will work various combinations of 8, 10, & 12-hour shifts.

- Baggage Operation Staff: The Operation Staff will work 10-hour shifts and will adjust shifts, hours, and schedules that best serve the Airport Authority's demands and expectations.

- JBT Maintenance Staff: The Maintenance Staff will work three (3) 10-hour shifts: First Shift covers 0600-1630, Second Shift covers 1400-2430, and Third Shift covers 2000-0630.

With respect to all proposed work schedules including shifts and hours, we are completely flexible and will make any changes, adjustments, or modifications to best serve the Airport Authority's demands and expectations.

We will back fill open positions as needed for absenteeism, vacations, and other call outs using relief personnel on overtime at no additional charge or expense to the Airport. We may also elect to bring additional resources from other JBT locations to fill-in for various work scheduling needs and/or special project work.

The following are the essential basic Duties and Responsibilities for the various Management Team & Administrative Staff as part of the Management Fee positions:

Site Manager: (1)
The Site Manager will typically work normal business hours M-F from 0800 to 1730 but will adjust the work schedule as necessary to meet the needs of the BHS Team. As noted earlier, the Site Manager will be available 24/7 to support the needs of the Team and will devote their time exclusively to the BHS O&M Services contract.

- Responsible to carry out all the provisions of the contract with the devoted time exclusively for the required scope of work/specification for the BHS equipment including issuing reports & summaries.
- Develop the site culture by implementing best practices for safety, quality, & performance measurement including technical training, CMMS documentation, inventory management, and administrative work.
- Oversee day-to-day schedule, operations, maintenance, and management (PM, CM, PdM, work methods, procedures, and schedules) including emergencies with effective communication, coordination, and collaboration with all key airport stakeholders.
- Provide shift oversight to clearly direct, lead, and delegate work tasks, orders and/or activities to the Team Members and holding the Team accountable for quality of work performance.
- Attend regularly scheduled and/or on-demand meetings, required system training sessions, tours, and inspections requested by GOAA and/or tenant airlines and to ensure strict compliance with the Airport policies & procedures.
- Serve as the single point of contact for manufactures equipment used at the Airport including adherence with all safety bulletins, notices, and recommended operation & maintenance procedures.

Assistant Site Manager: (5)
The Managers will consist of one (1) Assistant Site Manager and four (4) BHS Assistant Managers(s) to ensure the safety of the public, employees, facilities, and equipment while managing the BHS operation and maintenance services. The Assistant Managers will assist the Site Manager in providing daily twenty-four (24) hour coverage and will be the designated point-of-contact when the Site Manager is off duty including day, night, and weekend coverage.

- Primary responsibility is to support the On-Site Manager in executing the safety, quality & delivery programs including technical training, CMMS documentation, inventory management.

- Carry out all the provisions of the contract with the devoted time exclusively for the required scope of work for the BHS equipment.
- Maintain and adjust staffing and personnel levels to provide the level of service that meets or exceeds the contract requirements.
- Oversee the EAM Maximo database to ensure the PM schedule & tasks including the work order generation, initiating, tracking, scheduling, updating, planning, reconciling, etc.
- Implement the policies & procedures associated with quality control program including tracking and reviewing all work orders.
- Implement the policies & procedures associated with the inventory management program including tracking and reviewing all work orders and maintaining updated inventory.
- Perform other duties as directed by the On-Site Manager.

Administrative Assistant: (2)
The Administrative Assistant(s) will typically work normal business hours M-F from 0730 to 1600 but will adjust the work schedule as necessary to meet operational support.

- Interface effectively with the On-Site & Assistant Manager(s) for executing the administrative duties and responsibilities including interfacing with the Aviation Authority staff & Airport tenants.
- Provide office support including clerical and administrative support for the On-Site & Assistant Managers including all Team Member benefits & relations support.
- Collect, process, and submit accurate payroll, invoices, and reports including supporting vendor setup data and processing payables.
- Assist with the EAM Maximo database including inputting asset, work, and inventory management including vendor data, codes & records.
- Coordinate pre-employment requirements, processing new hire paperwork, forms, and airport badging requirements.
- Maintain Team Member files to comply with federal, state, and local laws and regulations including Aviation Authority standards and protocols.
- Distribute internal and external communication materials to the JBT Team Members and Airport stakeholders.
- Perform other duties as directed by the On-Site Manager.

The following are the essential basic Duties and Responsibilities for the various Support Staff as part of the Reimbursable Payroll positions:

Inventory Control Supervisor: (1) and Inventory Control Specialist: (1)
The Inventory Control Supervisor will typically work normal business hours M-F from 0730 to 1600 but will adjust the work schedule as necessary to meet operational support. The

Supervisor will have managerial responsibilities for the inventory management system and managing the four (4) Inventory Control Specialists. The Inventory Control Specialists will provide daily twenty-four (24) hour coverage working 12-hour shifts for overseeing the inventory management.

- Oversee the inventory management including procure, inspect, receive, handle, stock, store and distribute the required spare parts including providing inventory reports.
- Primary point of contact and administrator for spare parts and consumables to ensure adequate stock and readiness to support the maintenance and repair services.
- Make recommendations to the Aviation Authority for the purchase of spare parts, materials, supplies, lubricants, etc. including seeking competitive quotes for items over $1K threshold.
- Responsibility to provide the procurement sourcing (electronic requisition process) for all replacement and repair parts supporting the Aviation Authority's Warehouse.
- Ensure all spare parts shall be the same make, model, and part number of the originally provided and/or installed by the OEM or substitute parts must be equivalent or superior to OEM.
- Perform other duties as directed by the Assistant Managers.

CMMS Specialist (One) and Data Entry Specialists: (2)
The CMMS Specialist will typically work normal business hours M-F from 0730 to 1600 but will adjust the work schedule as necessary to meet operational support. The CMMS Specialist will have the responsibilities for the overseeing the data integrity in the EAM Maximo Database for asset, work, and inventory management. The two (2) Data Entry Specialists will work 12-hour shifts coverage 7-days per week first shift coverage from 0500-1700. for overseeing the inventory management.

- Provide vigilant oversight of the EAM Maximo database input including asset, work, and inventory with work order entry duties and other associated responsibilities including generate, develop, process, review, and distribute reports.
- Utilize the EAM Maximo database to record and track all spare parts utilization including inflow and outflow of parts from work orders.
- Manage the EAM Maximo database to record and track all warranty activities for parts and labor reimbursement by suppliers and vendors.
- Assist the Managers & Supervisors in preparing and generating reports to analyze system key performance indicators and trends.

Thermographic Technician: (1)

The Thermographic Technician will typically work normal business hours M-F from 0800 to 1730 but will adjust the work schedule as necessary to meet operational support.

- Conduct comprehensive equipment condition or deficiency assessment utilizing infrared thermographic by evaluating heat or energy distribution to determine potential equipment malfunctions or failures.
- Provide vigilant Predictive Maintenance (PdM) oversight by creating baseline thermographic imaging and assessing over time based inspections to identify component repairs or replacement prior to malfunction or failure.
- Support the MRT in conducting comprehensive diagnostic troubleshooting, problem solving, & root cause analyses including inspecting and repairing electrical, mechanical, and logic controls devices.

The following are the essential basic Duties and Responsibilities for the various Maintenance Staff as part of the Reimbursable Payroll positions: **(We acknowledge the primary duties and responsibilities of the maintenance staff is to ensure the safety of the public, employees, facilities, and equipment while managing the BHS operation and maintenance services.)**

Supervisor(s): (6)
The six (6) Supervisors will work three (3) 10-hour shifts: First Shift covers 0600-1630, Second Shift covers 1400-2430, and Third Shift covers 2000-0630 providing 24-hour daily coverage for overseeing the maintenance management work of the technical staff.

- Oversee the execution of the Shift Team(s) in preforming the maintenance and repair work for the BHS O&M Services.
- Provide leadership and guidance in communicating and coordinating the oversight of the scope of work/specification with rapid response and resolution.
- Receive service calls and requests and make Team Member assignments aimed at taking immediate actions to resolve issues faults, malfunctions, or breakdowns.
- Receive and respond to any maintenance calls or requests from Management Team or Aviation Authority taken for corrective action.
- Support execution of the EAM Maximo Database with respect to PM, CM, and PdM work orders including generating, processing, and completing.
- Maintain staffing levels to provide the quality of service that meets or exceeds the contractual scope of work/specification requirements.
- Provide directions, instructions, and assignments for Team Members including overseeing the execution of the safety, quality, and KPI.
- Provide advance high-level training including comprehensive diagnostic troubleshooting skills and techniques to enhance Team Member capabilities.

- Maintain usage and control of the issuance of spare parts, tools, and equipment to ensure proper utilization.
- Conduct frequent random inspections of the equipment and of the execution of work orders including for quality control and assurance.
- Perform other duties as directed by the Site and/or Assistant Manager.

Maintenance Repair Technician MRT-3 (24), MRT-2 (24), & MRT-1 (24):
The MRT(s) will work three (3) 10-hour shifts: First Shift covers 0600-1630, Second Shift covers 1400-2430, and Third Shift covers 2000-0630 providing 24-hour daily coverage for overseeing the technical maintenance for the BHS Operation, Maintenance, and Repair Services. The duties and responsibilities include the BHS control devices & application maintenance, electrical/mechanical conveyance maintenance, equipment fabrication & welding, and baggage scale maintenance & calibration including Preventive Maintenance (PM), Corrective Maintenance (CM), and Predictive Maintenance (PdM) work management.

- Proficient in performing all phases of the maintenance program including reactive, preventive, corrective, and predictive maintenance including spearheading emergency response support.
- Ability to provide comprehensive diagnostic troubleshooting, problem solving, & root cause analyses including cross-trained on inspecting and repairing electrical, mechanical, and logic controls devices.
- Capable of performing BHS repairs including but not limited to installation, major repairs, refurbishment work, PLC troubleshooting, programing, and repair.
- Perform maintenance duties and responsibilities in a safe, efficient, and expeditious manner using all required tools and equipment.
- Perform other duties as directed by the Shift Supervisor.

The following are the essential basic Duties and Responsibilities for the various Operations Staff as part of the Reimbursable Payroll positions:

M/WBE & LDB Baggage Operations Staff: (Total Headcount: 129)
The Operations Staff will typically work 10-hour daily shifts. Our M/WBE & LDB partner, Southeast Airport Services, Inc. will provide one hundred & thirteen (113) dedicated full-time baggage operation staff and our M/WBE partner, Fiber Systems, Inc. will provide sixteen (16) dedicated full-time baggage operation staff. The baggage operation staff will perform a variety of tasks including recode stations, clearing bag jams, bag portering, and assisting Technicians with maintenance and clearing of the BHS equipment. The baggage operation staff will also provide personnel for contingency baggage movement in the event of system or equipment failure. The baggage operation staff will perform

other duties as assigned by the JBT Management Team and/or the Authority's Authorized Representative (AAR).

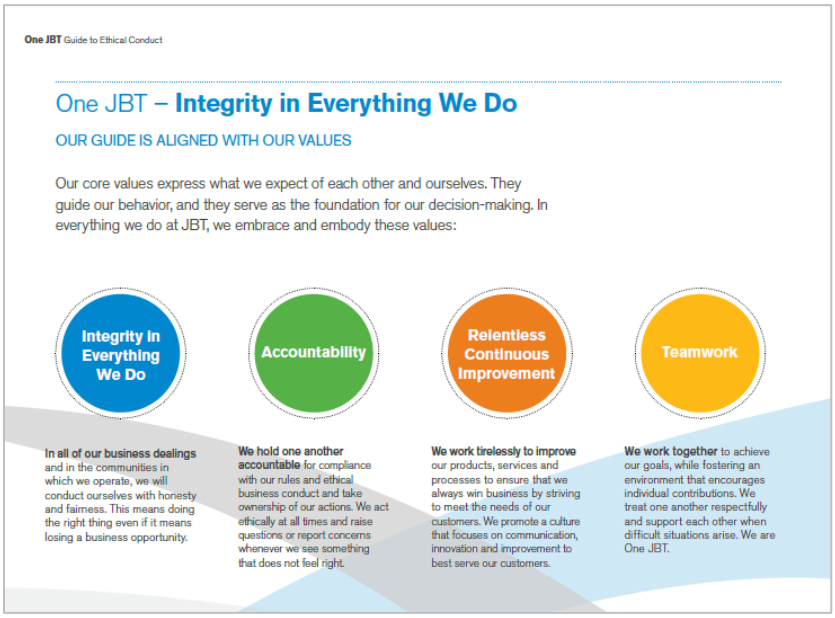
All Team Members must hold a valid Florida driver license and must be badged with the Federal Inspection Station (FIS) and as required the U.S. Customs and Broder Protection (CBP) as required by local U.S. Customs and Border Protection Officials.

Operation Plan:

Our Operational Plan will focus to develop and create the proper culture to deliver best practices and to ensure continuous operational engagement aimed at maximizing equipment reliability and dependability. We believe the foundation of delivering sustainable services centers upon "Customer First" and in creating and developing a culture which supports high-level performance. We recognize that our customers include not only the GOAA Stakeholders but the Air Carriers and most importantly traveling public. It is our mission to never "just be good enough" but to create, build, and develop a strong capable and sustainable TEAM in which all Team Members are committed to delivering a safe, efficient, reliable, cost effective and quality-oriented service, and to never become complacent in our performance.

With "Customer First" as our core foundation, as a company we have embedded on our foundation these four (4) values:

- Integrity – the quality of having strong moral ethics and principles
- Accountability – being responsible for the performance of our work and actions
- Relentless Improvement – always seeking ways to improve our services
- Teamwork – synchronizing the Team towards the same goals & objectives



JBT recognizes Staffing Development is an essential element for achieving continuous improvement within the operation and retaining employees. Our continuous employee development programs provide a comprehensive approach that facilitates the personal growth of our Team Members. At JBT, we place great emphasis on the importance and focus on our company's Code of Ethics as it serves as the basis for conducting business. JBT has always recognized that our long-term interest must comply with the highest standards of ethical conduct and applicable law.

JBT Ethics Training: All employees must complete and pass our on-line Ethics Training within 30-days as a condition of employment with JBT. The comprehensive Ethics Training includes multiple modules with questions and required correct answers to progress through and complete the training. At the successful completion and passing of the training, each employee must sign an affirmative statement endorsing compliance with our ethics policies. On an annual basis or at the employee's work anniversary, each employee is required to retake the Ethics Training and endorse the compliance to our policies. This required employee training is a demonstration of our commitment to our ethical conduct in doing business.

The Ethics Training requirements are fully discussed during the startup orientation meeting or during New Employee Orientation (NEO) for employees that onboard after the startup period. Along with the Ethics Training, new employees will also need to complete the required safety training material which requires an 80% score completion prior to receiving any work assignments.

Partnership Development: A key element of "Customer First" centers on routine professional communication, coordination, and collaboration with the key stakeholders to support and develop a positive working relationship and partnership. We believe in whenever possible to ensure clear, concise, complete, and timely correspondence as we recognize the ever dynamic airport environment.

We confirm that the Site Manager and Assistant Site Manager(s) will attend regularly scheduled or requested meetings by GOAA and/or other key airport stakeholders to discuss operation, maintenance, and repair performance. As needed, the Management Team will be available for periodic tours or inspections of the BHS equipment as requested by the stakeholders.

We fully understand the importance of creating a work partnership with GOAA, and in talking and listening to our Team Members. With respect to working within the airport environment, JBT is experienced in managing multiple airlines and in meeting the dynamic changes & challenges associated with the demanding airport environment.

At stakeholder meetings, we will keep minutes, notes, and records to track all required work orders or activities. We will use formal documentation even when requests are made verbally as to maintain a documentation to ensure follow-up and completion of requests. We will document meeting details and highlight required action items and tasks with defined priorities to drive the required actions-to-be-taken with expected deadlines or completion dates. We will maintain a continuous task management spreadsheet to be used for tracking and prioritizing specific work related tasks, activities, or special projects identified by GOAA. We will utilize meeting minutes from previous meetings to ensure follow-through and confirm completion of related work tasks, activities, or special projects.

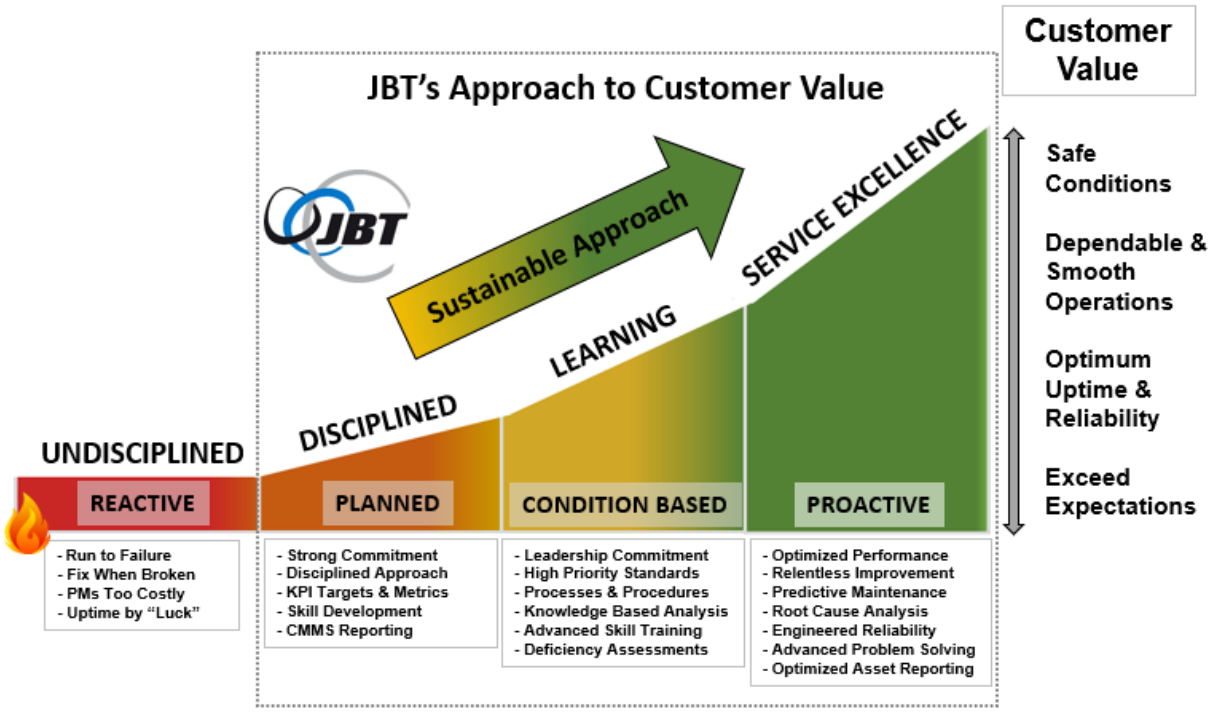
A key element of our cultural development is the deployment of our Relentless Continuous Improvement (RCI) Program with focus on Safety, Quality, & Key Performance Indicators. Our greatest competitive edge at JBT comes from our total commitment to the RCI Program and its impact on our site cultural development and training programs which drives the engagement of our Team Members towards recommending and presenting innovative ideas, suggestions, and solutions for delivering real value to our customer. We believe that a critical aspect of delivering a sustainable and consistent service involves training, coaching, and empowering our Team Members to make good decisions and to be proactive in taking the initiative to make things better through continuous improvement by identifying and resolving issues, faults, and/or

malfunctions before they arise.

A key element of our cultural development is investing and developing our Team Members. It is critical to us to hire qualified Team Members with the right skills to "do the job right the first time" and being conscientious in the quality of their work. We place the highest standards in our recruiting and onboarding processes by conducting an extensive background check based on work experience & history, references, credentials, certifications, or degrees, physical assessment & drug screening to make sure that we hire the right people. With the right qualified staff onboard, we are fully committed to retaining our investment in our Team Members as nothing is more important to our success than to keep and retain a mature staff throughout the duration of the service contract. **We recognize that the most expensive aspect of the service contract is direct labor cost and that the true measure of success rest in quality and retention of the workforce. Our retention objectives include offering and maintaining competitive wages, sustaining technical training and development, and creating a positive and favorable teamwork environment.**

Maintenance Plan:

We will deliver a proactive maintenance plan in accordance with GOAA and OEM recommendations including industry best practices. Our maintenance plan is to execute a sustainable maintenance program to deliver "Service Excellence" and to achieve Customer Value. The following illustration demonstrates our progressive technical approach towards achieving a proactive BHS Operation, Maintenance, and Repair Service program at Orlando International Airport aimed at delivering Customer Value:



Our Proactive Maintenance Program will include Optimized Performance, Relentless Improvement, Predictive Maintenance, Root Cause Analysis, Engineering Reliability, Advanced Problem Solving and Optimized Asset Reporting. The Proactive Maintenance Program will include:

- **Reactive Maintenance (RM):** These are typically unplanned or unscheduled events that require immediate fix or repair and include any emergencies or failures. Through our experience, we know that we cannot promise that equipment or components won't fail or break, or experience glitches, or that we will always be perfect; however, we can promise is that if something goes wrong, we will rise to the occasion, take immediate actionable response, and resolve the issue or situation in a timely manner. We know that implementing an initiative-taking

preventive and predictive maintenance program will reduce reactive maintenance activities.

- **Preventive Maintenance (PM):** We will utilize our BHS expertise and experience to deploy a comprehensive Preventive Maintenance Inspection (PMI) program for achieving safe conditions, dependable & smooth operations, optimum uptime & reliability, and exceed customer expectations. Our PM program will include daily inspections as a critical step towards identifying potential issues or concerns to maintain daily operational integrity. We will utilize the Aviation Authority's EAM Maximo database for executing the PM program including scheduling and tracking PM work orders. **We confirm that we will achieve one hundred (100%) percent monthly completion of PM inspections.** As noted earlier, we will empower our technicians to take proactive initiatives to identify issues and concerns through the PMI(s) and to address and resolve the situation before a fault, defect, or failure occurs.

- **Corrective Maintenance (CM):** With respect to CM repairs, we will fully embrace and engage the need for rapid actionable response and resolution to any faults, defects, failures, malfunctions, or any other unusual circumstance that adversely impacts the normal and smooth operation of the gate equipment. **We confirm that we will achieve one hundred (100%) percent completion on-time for all scheduled and planned Corrective Maintenance Repairs.** For CM work orders, we will use the EAM Maximo database to categorize these critical work orders by priority codes:

  - Priority One: Requires Immediate Repair: These priorities are mission critical and typically are emergencies that require immediate actionable response and resolution to fix with the adage of "all hands on deck" due to life, health, safety, or equipment out-of-service. These priorities require active communication and coordination with key airport stakeholders until the equipment is returned to normal operations.

  - Priority Two: Requires 24-Hour Repair During Non-Operational Hours: These repairs are critical issues identified during the daily maintenance checks or inspections that will not shutdown the equipment or cause an outage but will require corrective repair maintenance during the next period of time that the equipment and/or system is idle or shutdown to allow for repair without affecting operations.

  - Priority Three: Requires Planned & Scheduled Repair During Non-Operational Hours: These repairs are non-critical issues identified during the maintenance

checks or inspections that the corrective repair maintenance work can be planned and scheduled in the near future with full coordination of resources including labor and material availability.

- **Predictive Maintenance (PdM):** Our proactive maintenance program will include the use of PdM tools i.e., daily sensory inspections, infrared thermal imaging, and other testing methods for system investigation rather than relying on "run to failure". As part of the daily PMI program, we will perform daily sensory inspections by walking the gates equipment utilizing sensory awareness (seeing, hearing, touching & smelling) to identify potential issues or concerns to eliminate or minimize reactive maintenance activities. Our objective is to utilize PdM techniques / tools so that the replacement of end of life components or worn-out parts can be scheduled and planned rather than run to failure requiring immediate actionable response and resolution to unexpected faults, defects, failures, and/or malfunctions.

Relentless Continuous Improvement (RCI) Program:

As noted earlier, a key element of our operational plan and cultural development is the deployment of our RCI Program with focus on Safety, Quality, & Delivery (SQD). At OIA, we will utilize a "Visual Management Board" to drive worker engagement and accountability by placing the SQD Board in a highly visible area in the office/shop to provide continuous updates on Key Performance Indicators (KPIs). The Management Team including the Site Manager, Assistant Site Manager, and Shift Supervisors will utilize the SQD Board as a means to provide clear and concise Team Goals & Objectives. Prior to every shift start, the Team under the direction of the Shift Supervisor on-duty will conduct a daily safety toolbox review and then focus on the SQD board for specific pass-down reports and daily performance metrics including specific work order assignments including reactive (RM), preventive (PM), corrective (CM) and predictive (PdM) maintenance activities. At the daily shift start, the Shift Supervisor will address with the Team any safety, quality, and/or KPI issues for continuous Team training and development. The SQD board provides at a glance a daily snapshot of our performance analytics which drives the RCI program.

The following are typically posted KPI on the SQD Visual Management Board:

- Safety:
  - Near Miss reporting
  - Behavioral Based Observation activity

  - First aid incidents
  - Safety activities complete daily, month to date & year to date
  - Safety training compliance

Safety•Quality•Delivery
Visual Management Board

- Quality:
  - Daily staffing level and allocation plan
  - QC audits/checks/inspections completed with pass/fail scoring
  - RCI activities (5S, Kaizen, Six Sigma, Root Cause, etc.)
  - Predictive Maintenance activities
  - Technical training compliance

- Delivery:
  - Daily system tracking of response times & equipment uptime
  - Daily system problem report review
  - Percentage of completion of PM work orders
  - Measurement of corrective & reactive maintenance work orders
  - Spare parts procurement & inventory control report review

SAFETY (S): JBT accepts our responsibility to protect the Health, Safety, and Environment (HSE) of our Team Members and Airport Stakeholders. **We will implement a robust Safety Program as part of our overall HSE performance to ensure that all Team Members receive the proper training, guidance, and ongoing support, as nothing is more important to our organization than to ensure that our Team Members return home safely after a hard day's work.** Our HSE performance is vital to our organization and will continue to be managed as an integral part of our services to prevent incidents and/or accidents. All JBT Team Members are directly responsible for HSE performance as it is key to our enterprise RCI program and cultural site development.

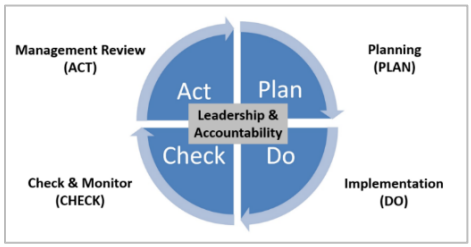
We achieve our HSE vision by:

- Conducting business in a manner that protects all stakeholders
- Striving to eliminate all incidents through our TARGET ZERO approach
- Complying with all health, safety & environmental laws & regulations
- Reducing emissions & waster using energy & natural resources efficiently
- Working with our customers and stakeholders to promote responsible management

- Encouraging constructive communication on managing HSE issues
- Understanding that working safely and with regards for the environment is a condition of employment for all JBT Team Members

Our outstanding HSE performance is made possible through the leadership and engagement of all our Team Members. Our HSE responsibilities are directed by our HSE "Target Zero" Vision, Policy, Strategy and Management System, which provides direction and guidance in adhering to our corporate policies, regulatory standards, and best practices.

Additionally, our HSE policy lays the foundation for establishing specific objectives and strategies of site HSE processes and program developments as well as for the Corporate HSE Audit program. It is based upon the continual improvement process of the Plan-Do-Check-Act cycle utilized by global standards such as ISO 14001 for environmental management, and ISO 45001:2018 for Safety Management Systems.



Implementation of our comprehensive HSE Program must be customized, tailored, and adapted to fit the local needs and accommodate significant changes in the workspace. These changes include keeping pace with the significant growth of the airport and with the evolving O&M Services. These challenges require that our Team possess the ability to adapt and remain flexible while ensuring compliance with all Federal, State, Local, TSA, OSHA and other regulatory agencies and industry practices.

The goal of our HSE Team is to develop the knowledge, skills, and abilities of all Team Members into safety leaders and to build and nurture a safety culture of excellence which extends to our Team's families, communities, and customer sites. We achieve this goal through encouraging and empowering our Team Members to speak up and to eliminate barriers of individual participation. Our HSE experts work with all levels of the organization to

identify and assess risks, and to implement and monitor the effectiveness of mitigating control measures. In the current climate of organizations striving to adapt and customize solutions to a dynamic work environment, our HSE Team has leaned into the unique challenges and has led the way to achieve successful and collaborative results. **Taking personal ownership in our safety programs is key to JBT's core values and has effectively allowed us to achieve a Total Recordable Incident Rate (TRIR) considerably lower than the industry standard. We also have a favorable Days Away, Restricted or Transferred (DART) rate vs. the industry standard.**

Total Recordable Incident Rate Performance
JBT Airport Services

YEAR	TRIR RATE
2022	1.43
2021	1.17
2020	1.93

The following is the industry standard a 3.5 for 2021 – NAICS 488100 "Support Activities for Air Transportation":

Year:	2021
Area:	Private industry, All U.S.
Supersector:	Trade, transportation, and utilities
Industry:	Support activities for air transportation

Case Type	Your Establishment	Private industry, All U.S.
Total	1.4	3.5
Days Away	0.1	1.6
Job Transfer/Restriction	0.8	0.8
DART	0.9	2.4

Our Target Zero approach to safety management requires upfront risk management which includes a proactive approach to on-boarding, skills development, and everyday task completion. Prior to starting shift work, all new Team Members first undergo extensive safety training as part of our new employee orientation training. The bottom line is that all Team Members are all responsible for the safety of everyone within the organization and to assure that we as a Team, achieve our safety goals and objectives. JBT encourages all Team Members to participate as advocates for safety. The object of the JBT Safety Advocate is to ensure Team Members remain vigilant through Hazard Awareness, Program Audits, Behavioral Based Observations, Safety Reporting, Hazard Mapping, and reviewing safety polices, processes and procedures for continuous improvement.

Our Target Zero approach is not optional as every Team Member at JBT signs a commitment to safety with effort to make the workplace a safe environment for all employees and stakeholders. Our approach is to empower our Team Members with the authority to stop work if conditions or behaviors become unsafe. Our Stop Work Authority (SWA) provides all Team Members with the ability to expedite engagement with the Management Team to resolve any and all safety related issues.

We will utilize ProcessMap (PMAP) application for tracking safety & quality control checks as well as local audits and inspections. The processed Safety and Quality Control Data in the reporting application is used by the Management Team to support open discussions during the Daily Shift Safe Starts and subsequent Monthly Mandatory Safety and Business Meetings. The Safety Performance Tracking Tool – PMAP allows us to track safety metrics including Corrective and Preventive Actions (CAPA) i.e., Daily PPE Checks, Behavior-based Observations (BBO), Near Misses, Incident Reporting and First Aid Activities which results are posted on the SQD Visual Management Board to obtain the highest levels of achievement and best practices. **We recommended integrating the PMAP into the Airport Authority's EAM mobile application for accessibility to track safety and quality measurements on the mobile tablets.**

New Team Member Orientation: The focus of our Startup Orientation is to ensure that our Team Members fully understand and embrace our safety objective; **"Target Zero" to prevent, report and intervene as necessary to protect the safety and welfare of all Team Members and Airport Stakeholders.** The Startup Orientation includes a comprehensive curriculum to ensure compliance with, but also goes beyond, corporate, and regulatory agency requirements. This includes an in-depth review of the contents of our HSE Program Manual with Safe Work Practices and Procedures (SWPP), OSHA General Industry training and JBT Employee Handbook. JBT Team Members are required to complete all New Employee Orientation (NEO) training materials prior to receiving their first shift assignment. Each Team Member must achieve 80% score for pass completion of NEO training materials to be certified for their position. Annual recertification of each Team Member is required in accordance with JBT Corporate and OSHA regulatory requirements which are directed by our Corporate HSE Team in collaboration with the Site Management Team.

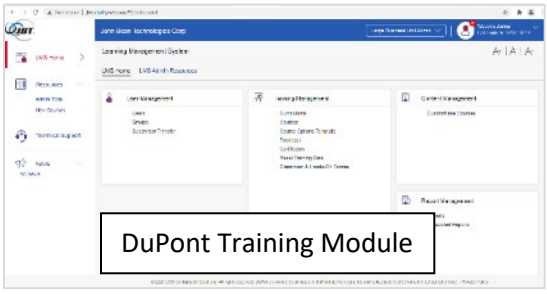
We will ensure that all Team Members receive uniforms and the proper Personal Protective Equipment (PPE) and will wear and utilize the appropriate PPE as shown:

- JBT Uniform:
  - Long / Short Sleeve Cotton Shirt (Grey)
  - Work Pants (Dark Blue)
- Reflective Safety Vest
- Bump Cap/Hat
- Work Boots
- Eye Protection
- Hearing Protection
- Protective Gloves (As required)
- Knee Pads (As required)
- Lockout / Tagout (As required)
- Fall Protection (As required)

Each Team Member is required to complete training associated with PPE which includes proper methods of storage, care, and upkeep, as well as donning, doffing and limitations. Selected uniforms will comply with OSHA, NFPA, NEC, Aviation Authority's, and applicable safety regulatory requirements.

Daily Shift Safe Start: At the beginning of each shift, the Shift Supervisor will hold a brief daily shift "safe" start meeting surrounding the SQD board to review the current performance metrics and for coordinating work assignments & orders. The daily shift "safe" start meeting enables the Team Members to effectively communicate and coordinate safety requirements, operational demands, and assignments so that workers are able to take full ownership of their assigned work duties and responsibilities. The shift start meeting will also help in coordinating pass-down reports and information from the previous shift on pertinent issues and/or concerns.

Monthly Mandatory Safety Meeting: This mandatory meeting is conducted under the direction of the Site Manager which includes open discussions about the site operation and adherence to Safe Work Practices and Procedures (SWPP). As a follow-up measure to the Monthly Safety Meeting, a specific OSHA safety topic is highlighted and assigned for each Team Members to complete via a computer-based training module on our DuPont Learning Management System (LMS). The assigned monthly OSHA safety topic must be completed prior to the next Monthly Safety Meeting. The LMS automatically tracks Team Member's compliance in completing the assigned monthly safety topic and the successfully passing of the safety related support questions.

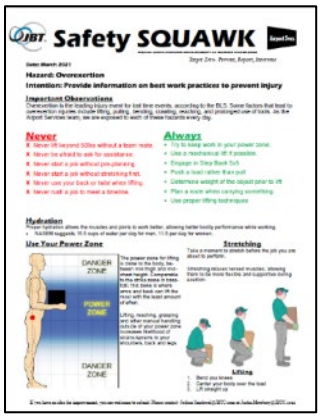

DuPont Training Module

The table shows some sample topics for the computer-based training modules:

- PPE Requirements	- Lock Out/Tag Out (LO/TO)
- Electrical Safety	- Arc Flash Protection
- Confined Spaces	- Ladder Safety
- Slip, Trips & Falls	- Back & Hand Safety
- Eye Wash & Shower	- Blood Borne Pathogens
- Hazardous Materials	- Safety Data Sheets (SDS)
- Spill Preventive Control	- Accident Reporting

As noted, annual safety training topics include not only those topics required by OSHA and safety industry best practice but also include site specific topics such as accident and incident reporting procedures. In the chance that an incident occurs, employees are trained on response and care procedures as well as on reporting and notification procedures as required by GOAA.

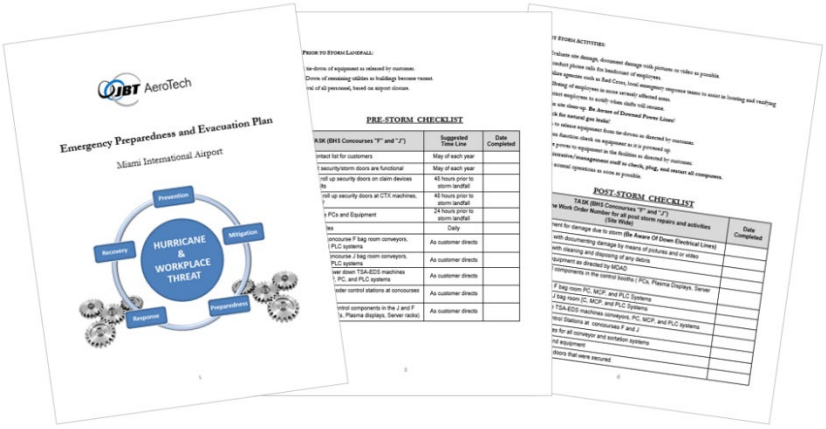
Annual Audits & Corporate Communications: As part of our goal of Safety Excellence, JBT Corporation conducts annual Safety Assessments on the Site Operation. The purpose of the assessment is to ensure adherence with safe work practices and to assess cultural maturity. The annual report, in conjunction with the monthly scorecard trends, establishes a complete picture of the safety program, which gives the Team a complete blueprint of areas for development in our strive for continuous improvement.


Safety SQUAWK

All safety documentation including Standard Operating Procedures (SOP) and other valuable resources are always accessible to the Team Members. JBT maintains an online cloud based HSE library with comprehensive safety training materials, videos, SOPs, and other safety documentation, which are available to our Team Members. In addition, Corporate HSE publishes periodical Alerts and SQUAWKs. The Alerts and SQUAWKs are another avenue for promoting our safety culture as these communications provide best practice-sharing tools to promote new standards and to bring together Team Members across our various site locations. Team Member engagement is paramount to the success of our safety program and the safety communications are driven by Team Member's contributions every month.

Severe Weather Program: As part of our Safety Training, we will educate our Team Members on their duties and responsibilities associated with respect to potential natural disaster events, severe weather events, and workplace threat events. The following is a sample of our Miami International Airport Emergency Preparedness and Evacuation Plan

for Hurricane and Workplace Threats: (We will work with GOAA to ensure that we have similar plans in place at OIA)



QUALITY (Q): The Quality Program is a key element of our RCI Program and Operational Plan that embodies a sense of urgency in all that we do, to be proactive to make things better throughout the organization and to deliver a safe, cost effective, quality-oriented, work efficient and reliable service. At JBT, we have adopted the RCI approach as our driving force aimed at delivering results more quickly and more accurately; and in resolving issues and solving problems with a proactive and continuous improvement mindset.

The goal of our RCI approach is to create, cultivate, nurture, and develop the JBT Team culture into one built upon transparency, accountability, and empowerment of our Team Members in doing the job right the first time. Our Quality Plan includes the following:

- Quality Control Requirements: The Management Team will take proactive steps to address any identified system irregularities within the scope of services and to take immediate action for repeat problems by elevating the issue/concern with the Airport for proper oversight. Repeat of quality issues or concerns is discussed openly in the various training meetings to enhance Team Member awareness and corrective development.

- Adherence to Contractual Requirements: At the onset of the contract, the Management Team will ensure that Team Members are fully aware of the critical Key Performance Indicators (KPI) as defined in the RFP specification including measurements for system response times, equipment uptime and availability, etc.

During the transition startup, the Management Team will ensure that Team Members have a complete understanding of the physical airport layout and the unique and special equipment locations throughout the airport property and the most efficient ways and means to get to the equipment within the allotted times for response and resolution.

- Communication Requirements: The Team will utilize the approved radios and mobile phones for two-way communication and for transmitting critical information to and from Team Members at the various work areas throughout the airport property. We acknowledge that the quality of communication is crucial to the success of the operation and for notification to Airport Stakeholders on critical matters impacting the various facilities. We confirm that we will track daily service communication calls, requests, conflicts, and work orders via the EAM CMMS Maximo mobile application. The Management Team and CMMS Specialist(s) will coordinate all necessary actionable responses based upon priority ranking and planning of work orders.

- Technical Training Requirements: The Team Members will receive continuous safety and technical training throughout the duration of the contract with training designed to help Team Members better understand how their work affects the overall performance, as well, as the impact to the traveling public. The Management Team with collaborate with the Airport Authority to review and develop Contingency Plans for proper notification protocols to Airline stakeholders to minimize inference and/or interruption of services. The Management Team will train the Team Members on proper execution of contingency protocols and procedures for keeping Airline stakeholders abreast of the event or situation.

- Technical Library Requirements: We will maintain an establish technical library, which allows storing information including manuals, drawings, schematics, and other resources for use by Team Members. We review the library contents at least quarterly to verify that the correct information is available to the Team including assessing the condition of all documents.

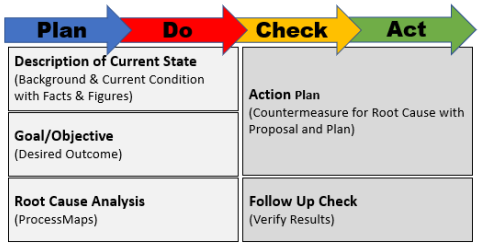
A key element of our Quality Plan is our RCI program to drive action based on LEAN Priciples combined with using tools to achieve “Best in Class” performance. We will deploy the support of our dedicated full-time Corporate Continuous Improvement Manager, Russell Burnett, at the site to assist with the JBT cultural development and deployment of the Safety, Quality and Delivery (SQD) program. Russell will regularly assist the Orlando Team in identifying and executing RCI initiatives aimed at improving opreational efficiencies and performance execution for delivering customer value and benefit.

As part of our Quality Plan, we will use RCI tools and resources to support our cultural development approach and the execution of “Service Excellence”. Some of these tools included but not limited to the following:

- 5S: This RCI tool helps organize our workspaces including identifying and storing items, tools, parts, supplies, materials & equipment in more sustainable efficient and effective manner. 5S is a methodology for organizing, cleaning, developing, and sustaining a more productive work environment and not only makes work areas more efficient and also contributes to higher quality and safer work environments.

- Kaizen: This RCI tool utilizes a cross-functional Team Members to examine an issue or problem solving opportunities from different perspectives of the organization to identify ways or means for improvement. We will use Kaizen events or activities to help drive change in providing system performance improvement when necessary.

- A3 Problem Solving: This RCI tool develops a systematic approach using the Plan, Do, Check, Act (PDCA) cycle to review issues and opportunities by gathering facts and current conditions, for defining goals, targets and/or the desired future state utilizing comprehensive "Root Cause" analysis and establishing countermeasures to correct the fault, issue or situation with plans for testing and verifying solutions, with follow up to ensure that desired results and outcomes are achieved and sustained.



DELIVERY (D): We will utilize the Airport's Maximo EAM CMMS database for providing asset, work, inventory, procurement, and warranty management activities. We will use the database for managing and tracking Reactive (RM), Preventive (PM), Corrective (CM), Predictive (PdM) maintenance work orders. We will use the Maximo database as a vital tool for generating key deliverables in the form of critical KPI reports. The daily, weekly, and monthly reports will be posted on the SQD "Visual Management Board" to keep Team Members aware of site performance.

JBT is experienced in using the Maximo EAM CMMS database as we currently use the application at multiple operations nationwide. Under the support of our corporate Business System Manager, Candice Moore, we will successfully utilize the Maximo Asset Management database as a vital tool in measuring and accounting for our performance. Candice with support our local Team including the CMMS Specialist and Data Entry Specialists with guidance from the Airport Authority, we will provide the necessary end user training for processing the required work management activities and generating critical reports. We will work with the AAR on the required applications or modules to be used within the Maximo Asset Management.

The following are samples of performance reports from our MIA BHS O&M Service contract from 2017 to 2021:

- MIA BHS System Uptime (%) Percentage: Five Years

2017	
Month	% Uptime
January	99.98%
February	99.98%
March	99.98%
April	99.97%
May	99.99%
June	99.98%
July	99.99%
August	99.99%
September	99.99%
October	99.99%
November	99.99%
December	99.99%

2018	
Month	% Uptime
January	99.96%
February	98.56%
March	99.95%
April	99.97%
May	99.97%
June	99.95%
July	99.93%
August	99.96%
September	99.98%
October	99.91%
November	99.94%
December	99.99%

2019	
Month	% Uptime
January	99.99%
February	99.97%
March	99.99%
April	99.95%
May	99.97%
June	99.97%
July	99.95%
August	99.99%
September	99.99%
October	99.99%
November	99.99%
December	99.99%

2020	
Month	% Uptime
January	99.83%
February	99.99%
March	99.99%
April	99.99%
May	99.97%
June	99.99%
July	99.95%
August	99.97%
September	99.97%
October	99.95%
November	99.95%
December	99.97%

2021	
Month	% Uptime
January	99.99%
February	99.99%
March	99.99%
April	99.98%
May	99.99%
June	99.98%
July	99.94%
August	99.99%
September	99.96%
October	99.99%
November	99.99%
December	99.99%

- MIA Average JAM Response Time & Average JAM Completion Time: Five Years

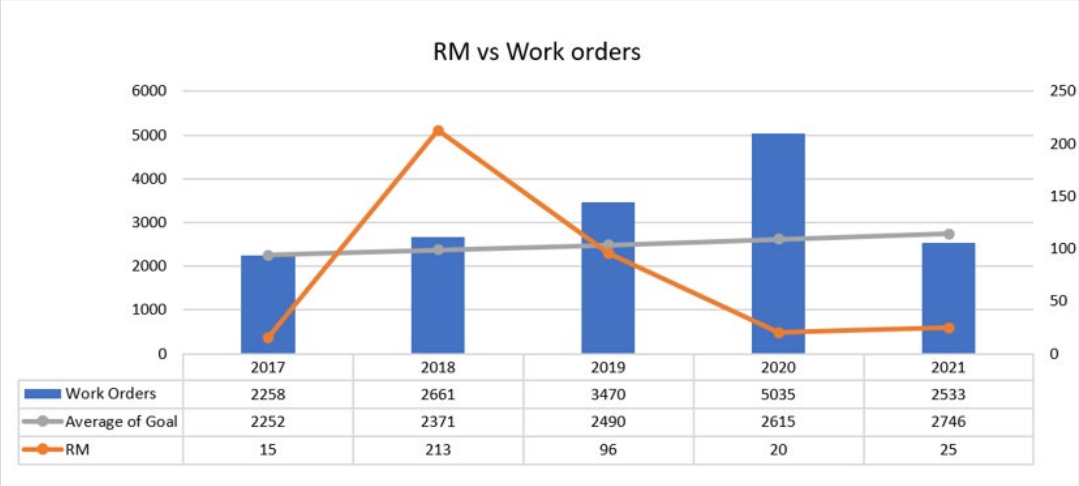
Average of Response Time

YEAR	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Grand Total
2017	0.67	0.73	0.33	0.26	0.66	0.45	0.77	0.72	0.77	0.64	0.41	0.41	0.57
2018	0.52	0.38	0.50	0.51	0.59	0.63	0.75	1.00	1.00	1.00	1.00	1.02	0.71
2019	1.03	1.01	1.03	1.03	1.00	1.02	1.00	1.00	1.00	1.01	1.00	1.01	1.01
2020	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
2021	1.00	2.59	2.45	2.05	1.83	2.01	1.98	1.91	2.18	1.99	1.00	1.00	2.05
Grand Total	**0.74**	**0.77**	**0.75**	**0.67**	**0.74**	**0.77**	**0.87**	**0.81**	**0.86**	**0.73**	**0.67**	**0.63**	**0.75**

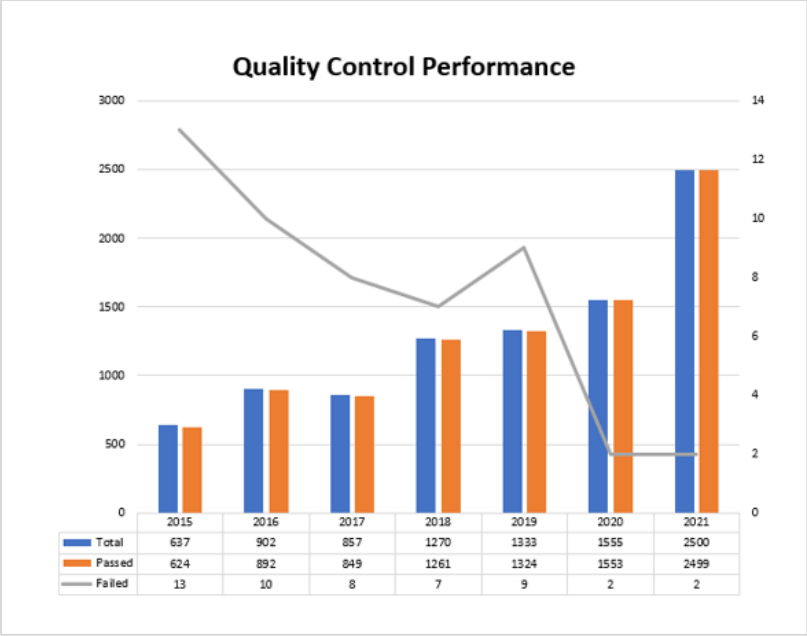
Average of Completion Time

YEAR	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Grand Total
2017	1.85	2.20	3.13	3.84	2.88	1.07	1.52	1.34	2.34	1.26	0.69	0.65	1.76
2018	1.30	0.77	0.95	1.17	1.28	1.25	1.53	3.13	2.37	2.56	2.08	2.36	1.64
2019	2.07	2.34	2.01	2.52	2.69	2.30	2.59	3.43	4.34	4.04	4.24	3.89	2.80
2020	2.62	2.54	2.71	2.81	2.35	5.03	2.21	2.21	2.18	1.99	3.10	2.10	2.58
2021	4.00	1.67	2.07	2.34	2.09	1.74	1.67	1.79	1.96	2.09	2.30	2.18	1.94
Grand Total	**2.02**	**1.99**	**2.14**	**2.44**	**2.18**	**1.81**	**2.00**	**2.44**	**2.88**	**2.33**	**2.15**	**2.21**	**2.21**

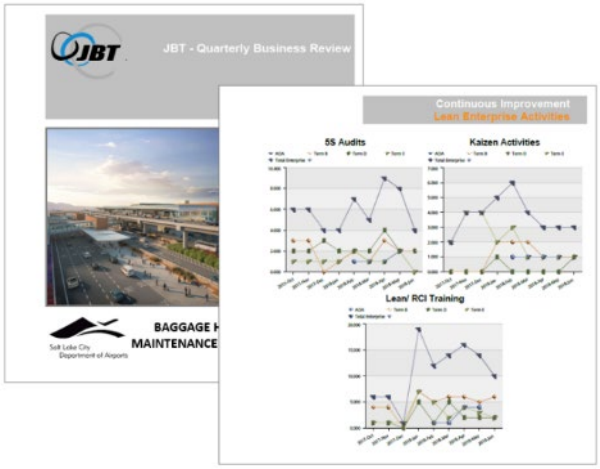
- MIA Reactive Maintenance vs. Work Orders: Five Years



- MIA Quality Control Performance: Seven Years (2015 to 2021)



In an effort of transparency with our customers, JBT will conduct a high-level Quarterly Business Review (QBR) with the Airport Stakeholders in an open dialog to discuss the current site performance. The primary purpose of this meeting with the Key Airport Stakeholders, JBT Corporate Management Team, and JBT Local Management Team is to review the specific KPI to ensure the delivery of services meet the required customer expectations as well as keeping both the Airport and JBT abreast of current systems and equipment conditions.



We acknowledge the required Performance Measurements for Availability (A) and the applicable performance rate deductions. We also acknowledge the additional deductions and adjustments for the following items:

- Safety/Security Violation
- Late or Slow Response to Callback, Service Call/Request, or Equipment Malfunction
- Schedule PM Program
- Recurring and Repeating Problems
- Failure of the Contractor to Maintain and Update Date in EAM Maximo
- Non-Compliance or Failure of Contractor to Begin Utilizing “Outside Support”
- PM Work Completion
- Scheduled PM Work within the Calendar Month includes Closing Out All Work Orders
- PM Quality Assurance Checks
- Outstanding CM Work Orders
- Continued Poor Performance
- Failure of Contractor to Enter Preliminary Data into the EAM Maximo
- Cleanliness – Use of Premises
- Other Scheduled Cleaning
- Necessary Care when Cleaning
- Material and Debris Disposal

Parts Plan:

JBT will will manage, maintain, and report on the spare parts inventory for the PBB and ancillary gate equipment as defined in the RFP specification. During the early stages of the contract startup, we will conduct a inventory check of the over 900k reimbursable parts inventory and take the following actions:

- Confirm that the existing parts inventory is properly uploaded into the EAM Maximo database with correct descriptions and number of quantities on-hand
- Sort, straighten, and organize the spare parts inventory to best meet the needs for executing the required scope of work
- Review the min/max levels of spare parts on-hand and make recommendations to ensure that we have the correct level of spare parts in inventory
- Provide GOAA with an updated spare parts verification and acceptance report with any recommendations for future actions

We will provide the ongoing management of the Parts Inventory and Procurement Program by coordinating with GOAA on the necessary approval on part procurement and will maintain adequate inventories to ensure equipment in-service performance. We will take on the duties and responsibility to procure, inspect, receive, handle, stock, store, and distribute the required BHS spare parts for proper corrective repair maintenance. We will recommend the purchase of parts or components that shall be of the quality and grade in full compliance with established equipment manufacturer's standards and recommendations.

At a minimum, our Parts & Inventory Management Plan will include the following but not limited to:

- One (1) dedicated full-time Inventory Control Supervisor and two (2) dedicated full-time Inventory Control Specialists to provide oversight of the inventory management system utilizing the EAM Maximo database.
- Manage the spare parts inventory in a manner that establishes and maintains the proper stocking levels to meet the demands for corrective repair services.
- Make continuous recommendations to the purchase of adequate levels of spare parts, materials, supplies, lubricants, consumables, etc.
- Oversee the inventory management including procure, inspect, receive, handle, stock, store and distribute the required spare parts.
- Any single part or item with a total value of over $1,000.00, we will seek competitive quotes from suppliers or vendors to ensure best value.

- Spare parts shall be of the same make, model, and part number of the part installed by the OEM or substitute parts must be equivalent or superior to the original part.
- Manage the procurement sourcing using the electronic requisition process for replacement parts supporting the Aviation Authority's Warehouse.
- Utilize the EAM Maximo database to record and track all spare parts utilization including the inflow from invoices and the outflow from work orders.
- Generate monthly inventory control reports from the EAM Maximo database identifying the monthly parts utilization and procurement activities.
- Manage the EAM Maximo database to record and track all warranty activities for parts and labor reimbursement from suppliers and vendors.

B. Transition Plan:

JBT has an excellent record for new project startups as we will utilize our full corporate resources in supporting and executing the key milestones for successful transition and startup. The following is our proposed Transition Schedule based on 30 days with notification for award on or before March 1, 2023, with the go-live start date of April 1, 2023: (Any changes, deviations, and/or modifications to the planned Transition Schedule will be coordinated with the appropriate Airport Authority stakeholders for approval before proceeding forward)

JBT-MCO-BHS-Transition Schedule

Go Live on April 1, 2023 at 12:00a	3/1/2023	04/01	WED	THU	FRI	SAT	SUN	MON	TUE	WED	THU	FRI	SAT	SUN	MON	TUE	WED	THU	FRI	SAT	SUN	MON	TUE	WED	THU	FRI	SAT	SUN	MON	TUE	WED	THU	FRI	SAT
Task	**Start**	**Stop**	03/01	03/02	03/03	03/04	03/05	03/06	03/07	03/08	03/09	03/10	03/11	03/12	03/13	03/14	03/15	03/16	03/17	03/18	03/19	03/20	03/21	03/22	03/23	03/24	03/25	03/26	03/27	03/28	03/29	03/30	03/31	04/01
Contract Award	3/1/2023	3/1/2023																																
Post Positions	3/1/2023	3/2/2023																																
Establish a Job Fair Date	3/1/2023	3/1/2023																																
Establish Job Fair Date & Location	3/1/2023	3/1/2023																																
Contact Primary Candidates	3/1/2023	3/3/2023																																
Apply Online	3/3/2023	3/5/2023																																
Interviews	3/5/2023	3/9/2023																																
Offer Letters & Acceptance	3/6/2023	3/13/2023																																
Background - Phys - Drug Screen	3/11/2023	3/19/2023																																
Face-to-Face New Hire Pack	3/14/2023	3/23/2023																																
Start Badging Process	3/14/2023	3/23/2023																																
HR Orientation	3/29/2023	3/31/2023																																
Safety Orientation	3/29/2023	3/31/2023																																
Safety Training Online	3/24/2023	3/27/2023																																
Onboard Primary (Key) Positions First	4/1/2023	4/1/2023																																
Compass Numbers	3/21/2023	3/23/2023																																
CBP Seal Applications	4/3/2023	4/14/2023																																
Asset Verification	4/3/2023	4/14/2023																																
Deficiency Review & Abatement Plan	4/1/2023	4/15/2023																																
Cost and Inventory Adjustments	4/1/2023	6/29/2023																																

The Startup Management Team will consist of the Site Manager, Stephen Kerner, Regional Director of Operations, Gilbert Lopez, and VP of Operations, Pauline Kanouse. As part of our Transition Schedule, we plan to hold regular meetings (at least weekly) with GOAA to communicate schedule progress and to make any necessary changes and/or adjustments such that we are ready to “go-live” with a fully quality staff on the official startup date. The key transition responsibilities include, but not limited to the following:

- Manage the recruiting activities to ensure hiring and onboarding the right Team Members with the qualifications and experience to deliver the required services.
- Collaborate with GOAA to ensure strict compliance with the new contract terms, conditions, scope of services, and KPI(s).
- Organize and setup the office & shop workspace including management of the spare parts inventory including the purchase of tools, equipment, and vehicles.
- Complete the startup orientation training for all Team Members and to ensure 80% score for passing the completion of the New Employee Orientation (NEO) training.

- Oversee the deployment of the RCI program and cultural development for safety, quality & delivery of KPI(s) including proper technical training.

During the site transition and mobilization period, the Startup Management Team will bring in additional personnel to support and assist with Transition Schedule. The following are additional corporate resources that will play a vital role in providing both on-site and off-site transition support:

Suzy Shedden, Human Resource Director: Over 20+ years of experience in Human Resources and delivering support and direction in the areas of Team Member relations, on-boarding, compensation, and performance management. Suzy's HR operational responsibilities include providing administrative and orientation training for all JBT Team Members and for overseeing Team Member relations for any issues and/or concerns. In addition to ensuring the company policies, standards, and procedures are established and followed at each site operation and to conduct internal audits to ensure full HR compliance within customer and JBT guidelines and requirements. **Suzy delivers support and direction in the areas of Team Member relations, on-boarding, compensation and performance management.**

Suzy's Startup and Mobilization duties and responsibilities include, but not limited to:
- Provide administrative orientation training for all JBT Team Members
- Oversee Team Member relations for any issues and/or concerns
- Ensure the company standards and policies are established and followed
- Conduct internal audits to ensure compliance with JBT policies/procedures

Joshua Sandoval, Corporate Safety Director: Experienced HSE Director with a demonstrated history of working in airport BHS, PBB and facilities service and maintenance, manufacturing industries. Board Certified Safety Professional (CSP) skilled in Operations Management, Emergency Management, Team Leadership and Occupational Safety and Health. Strong operations professional with a Bachelors of Science in Organizational Leadership and Supervision from University of Houston. **Joshua delivers technical training for Safe Work Practices and Procedures (SWPP) including site safety regulatory compliance and accountability.**

Joshua's Startup and Mobilization duties and responsibilities include, but not limited to:
- Provide orientation training on Safe Work Practices and Procedures (SWPP)
- Perform safety site audits and reviews to ensure strict compliance
- Oversee the monthly safety training program and site safety performance
- Support the site location in the development of their safety culture

Russell Burnett, Continuous Improvement Team Director: Over 15+ years of

experience in government and aviation industries successfully leading dynamic cross-functional teams in operations, management, maintenance, and safety. Russell joined JBT in 2017 and produced exceptional results as a Site Project Manager, but quickly rose to a leadership role as the Continuous Improvement Director. He is an instinctive team builder and innovative problem solver who consistently empowers our sites to perform at a standard of excellence, while also providing structure and an environment conducive to develop a positive and safe culture at JBT. Russell joined our winning team after proudly serving our Nation as an Officer in the United States Army. Major (Retired) Burnett served as an Airspace Management Officer and Chief of Operations for multiple years in an Army Aviation organization. He is a Bronze Star recipient for his actions while deployed in support of Operation Enduring Freedom (Afghanistan War). Additionally, Russell currently serves on the JBT DEIB Global Council board and chairs two subcommittees. He is instrumental to our goal to embrace inclusion and diversity while enhancing the cultural competence of the global workforce. **Russell drives the development and performance of the RCI program and the accountability of the Safety, Quality & Delivery (SQD) performance.**

Russell's Startup and Mobilization duties and responsibilities include, but not limited to:

- Oversee site development and performance of the RCI program
- Provide hands-on regarding LEAN practices and improved operational efficiency
- Offer customer value coordination and analysis for sustainable results & benefit
- Measure and report process of the RCI program and activities

Candice Moore, Business System Manager: Over 15+ years of experience in facility

maintenance and airport operations with expertise in CMMS system configuration and management, business intelligence applications, high level customer service and product training. Candice has a bachelor's degree in Business Administration. **Candice delivers expert data management and EAM/CMMS implementation and system reporting.**

Candice's Startup and Mobilization duties and responsibilities include, but not limited to:

- Maintain EAM CMMS database for assets, work planning, and inventory management
- Provide implementation end user training on CMMS products, processes, and reporting
- Determine and develop required critical reports - daily, weekly, and monthly
- Serve as point of contact & support for CMMS application

Noel Serrano, IT Manager: Over 24+ years of Information Technology experience include network install and configuration, managing Active Directory along with Office365 and Microsoft Azure administration. Manage mobile device activation and configuration. Advanced experience with O365, Windows OS, IT Asset Management, mobile device management and equipment inventory management. **Noel provides technical support for all information technology and computer systems for company staff at all site locations.**

Noel's Startup and Mobilization duties and responsibilities include, but not limited to:
- Purchase, configure, and manage information technology and computer systems
- Setup for network printers and mobile devices required at the site
- Planning and setting up network appliances for site LAN internet
- Manages email accounts, software needs, security, and data backups
- Configuring and supporting biometric clock for site timekeeping system
- Provide ongoing technical support and troubleshooting IT issues
- Ensure the company IT standards and polices are followed by team members

Gary Barlow, Controller: Over 30+ years of experience in Accounting and Finance; in 2010, Gary joined JBT in his current role supporting the Senior Staff with US GAAP guidance, local, state, and federal tax guidance, SEC reporting guidance and financial operational support. Gary has a CPA and brings to JBT with him prior Controller and divisional CFO experience with various multi-national entities. Gary started his career in audit, working for Price Waterhouse and Deloitte & Touche for a combined 8 years in the audit compliance field. Under Gary's leadership, the accounting team ensures full compliance with division and corporate accounting standards including state and local taxes, IRS tax, US GAAP and SEC reporting standards. Gary has a BA Degree in Accounting and CPA Certification. **Gary delivers accounting and invoicing expertise in supporting the execution of the contract requirements.**

Gary's Startup and Mobilization duties and responsibilities include, but not limited to:
- Assist in the set-up of the accounting processes and procedures
- Train on administrative duties i.e., invoicing, inventory, payables, credit cards, etc.
- Provide remote support for administrative duties and responsibilities
- Deliver continuous business training for the Site Management development

Mike Garlick, Business Development Director: Over 35+ years of experience in product engineering, marketing, and sales in the aviation industry. Mike began his career in the aviation industry in 1979 as a Product/Engineering Manager overseeing the development of both conventional and non-conventional aircraft tow tractor. In 2005, Mike transitioned from the

Product/Engineering side of the business into the O&M Services side of the business. Through his years of experience, he has demonstrated strength in business leadership, customer relationships development, strategic business planning, project management proficiency, analytical decision making, and LEAN principles and practices aimed at providing cost savings and performance efficiency. Mike holds a bachelor's degree in Business Management and MBA degree. **Mike delivers contractual support for the program execution.**

Mike's Startup and Mobilization duties and responsibilities include, but not limited to:
- Assist the Management Team on contractual requirements
- Support the Local Team on RFP scope of service requirements
- Ensure that insurance & other doucments are properly executed
- Support the Local Team on project work and/or change orders

All members of the JBT Transition and Startup Team will be available 24/7 via smart phone to attend to all issues, concerns, and questions. JBT will utilize other individuals or resources from our other operations as needed to assist in Transition Schedule or various start-up and technical training activities.

"JBT has a proven record for successfully transitioning and mobilizing operational startups with each deployment error free with no interruption of services to our customers"

Asset Verification & Deficiency Assessment:

Following the "Go-Live" startup and within the first 30 to 45 days, we will conduct a Asset Vertication & Deficiency Assessment of all the assets. The verification & assessment will require approx. six (6) technicians over a two week period to complete the tasks and another two weeks to complete the full deficiency report. During this period, we will verify that all assets are properly loaded into the EAM Maximo database with the correct PM checks & inspections including the appropriate frequencies and make recommendations to the AAR for any updates, changes, and/or modifications.

With the AAR approval and depending upon the number and seriousness of discovered asset deficiencies the amount of time it will take to complete the approved corrective repairs could take from 30 to 90 days or more.

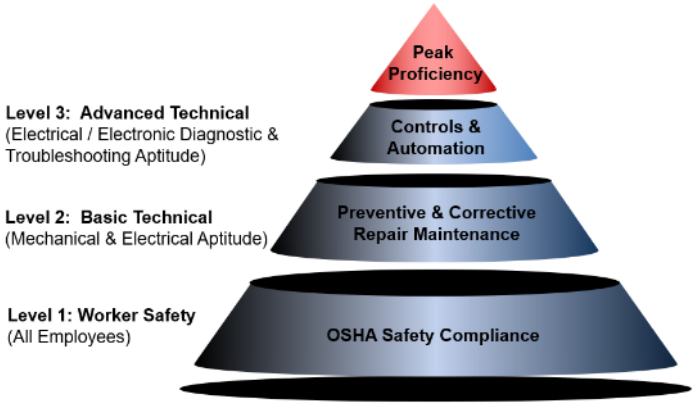
C. Training Plan

JBT's comprehensive safety and technical training programs start with our New Employee Orientation (NEO) Program and continues with scheduled training and development for every employee. JBT recognizes that all employees must receive the proper orientation and training to perform their required BHS duties and responsibilities in a safe, reliable, and efficient manner.

Our operational success is in hiring and onboarding the right Technical Staff with the proper skills and aptitude, and through our advanced training programs being able to develop our Technical Staff into high-level achievers with the ability to not only perform preventive (PM), corrective (CM), predictive (PdM) maintenance, but to conduct advanced diagnostic troubleshooting for identifying root cause and for making efficient & cost effective corrective repairs.

Our technical training programs include three (3) levels – Worker Safety, Basic Technical & Advanced Technical Training as described:

- Level 1 – Worker Safety: Our Safety Training is predicated on OSHA compliance standards and Safe Work Practices and Procedures (SWPP) to ensure all Team Members receive the necessary knowledge and training to perform their essential duties and responsibilities in a safe manner utilizing industry best safety practices. Safety training is covered during our startup Orientation Meetings, Daily Shift Safe Starts, and subsequent Monthly Safety & Training Meetings.



- Level 2 – Basic Technical: Our Basic Technical Training is centered upon cross-trained electrical and mechanical skills utilizing Standard / Technical Operating Procedures (SOP/TOP). The Level 2 - Basic Technical training is for all Technicians to understand the specific duties and responsibilities associated with the BHS equipment including detailed technical training for proper preventive (PM), corrective (CM), and predictive (PdM) maintenance. The basic training is designed

to reinforce the worker's current skills and define and develop the specific maintenance service requirements.

- Level 3 – Advanced Technical: Our Advanced Technical Training is centered upon high-level diagnostic and troubleshooting aptitude with focus on electrical, electronic, and control devices including proper testing and diagnosing for efficient corrective repair. This high-level advanced technical training is designed to enhance the worker's ability for peak proficiency in all aspects of the PBB Operation, Maintenance, and Repair Services.

Our BHS Training Program is aimed at ensuring our technicians have the most complete training necessary to delivery services in a safe, reliable, and efficient manner with confidence and complete worker satisfaction. The following are specific topics covered in our BHS Training Program:

BHS TRAINING:	
CMMS & Work Order Process Procedures / Proper Completion	System PMs (Straight, Merge & Que Belts, Pusher, Diverter, Power Turn, VSU, ATR, VFD)
Mechanical (Belt Changing & Lacing)	Mechanical (Motors, Brakes, Gearboxes, Chains, V-Belts, Pulleys, Rollers & Bearings
Mechanical (Flat & Slope Carousels, High Speed Diverters & Mergers & Fire/Security Doors)	Electrical (Wiring Diagrams, Controls, PLC, Automation & System Management)
Electrical (Diagnostic Troubleshooting Procedures)	Electrical (Replacing ATR Heads, Photoeyes, Limit Switches & Shaft Encoders)

D. MWBE Participation Plan:

We confirm that we will meet or exceed the proposed M/WBE participation goal of thirty (30%) percent of the total contract expenditures. We plan to use two (2) M/WBE certified companies to provide the required Baggage Operations Staff:

Southeast Airport Service, Inc.
5812 South Semoran Blvd.
Orlando, FL 32822

Fiber Systems, Inc. DBA Facility Services, Inc.
4474 Weston Road, Suite 402
Davie, FL 33331

We confirm that we will meet or exceed the proposed LDB participation goal of three (3%) percent of the total contract expenditures. We plan to use one (1) LDB certified company to provide the required Baggage Operations Staff:

Southeast Airport Service, Inc.
5812 South Semoran Blvd.
Orlando, FL 32822

M/WBE & LDB Baggage Operation Staff: (Total Headcount: 129)

Our M/WBE & LDB partner, Southeast Airport Services, Inc. will provide one hundred & thirteen (113) dedicated full-time baggage operation staff and our M/WBE partner, Fiber Systems, Inc. will provide sixteen (16) dedicated full-time baggage operation staff. The baggage operation staff will perform a variety of tasks including recode stations, clearing bag jams, bag portering, and assisting Technicians with maintenance and cleaning of the BHS equipment. We acknowledge that bag jams must be responded to within five (5) minutes of notification. The baggage operation staff will also provide personnel for contingency baggage movement in the event of system or equipment failure. The baggage operation staff will perform other duties as assigned by the JBT Management Team and/or the Authority's Authorized Representative (AAR).

The following is the Minority/Women Business Enterprise (M/WBE) and Local Developing Business (LBD) Certifications:

ORLANDO INTERNATIONAL AIRPORT | MCO

Orlando International Airport
5850 B Cargo Road
Orlando, Florida 32827-4399
Phone: (407) 825-7133
Fax: (407) 825-3004

November 15, 2021

Mr. Gerald Montgomery
Southeast Airport Services, Inc.
5812 South Semoran Blvd.
Orlando, FL 32822

Local Developing Business (LDB) & Minority/Women Business Enterprise (M/WBE) Certification
Expiration Date: November 15, 2024

Dear Mr. Montgomery:

The Small Business Development Department of the Greater Orlando Aviation Authority (Authority) is pleased to announce that your firm, **Southeast Airport Services, Inc.** has been certified as both a **Local Developing Business (LDB) & Minority/Women Business Enterprise (M/WBE)**, under the Authority's Local Developing Business (LDB) & Minority/Women Business Enterprise Policies.

LDB & M/WBE certifications are not equivalent and should not be construed as certification under the Authority's Disadvantaged Business Enterprise (DBE) or Airport Concessions Disadvantaged Business Enterprise (ACDBE) Policies promulgated pursuant to the Department of Transportation's regulations, or the Authority's Small Business Enterprise (SBE) or Veteran Business Enterprise (VBE) Policies.

LDB and M/WBE certifications are NOT a guarantee of work, but enable the firm to compete for, and perform, contract work on all Authority projects as an **LDB and/or M/WBE** contractor, sub-contractor, consultant, sub- consultant or material supplier.

Your company's **LDB and M/WBE** certifications with the Authority will be effective through **November 15, 2024.** For re-certification at the end of this period you must reapply for **LDB** and **M/WBE** certification. Your **renewal application** should be submitted ninety (90) days prior to expiration of your current certification. You may complete your renewal application online at https://goaa.diversitycompliance.com. **Failure to submit your renewal application ninety (90) days in advance of your expiration may result in a lapse in your certifications.**

If there is a material change in the firm, including, but not limited to: ownership, officers, directors, scope of work being performed, daily operations, affiliations with other businesses or individuals, physical location of the firm, or the owner's PNW exceeds $750,000 prior to your renewal date you must promptly notify this office in writing. Notification should include supporting documentation.

Congratulations on your **LDB and M/WBE** certifications. Please contact our office at 407-825-7133 or certifications@goaa.org if you have any questions or if we can be of any assistance.

Sincerely,

George I. Morning
Director, Small Business Development Department

Certified Profile

Business & Contact Information

BUSINESS NAME	**Southeast Airport Services, Inc.**
OWNER	**Mr. Gerald V. Montgomery**
ADDRESS	**Southeast Airport Services Inc.** **5734 South Semoran Blvd** **Orlando, FL 32822** [map]
PHONE	**407-420-8633 Ext. 8633**
FAX	**407-315-0026**
EMAIL	**Gmontgomery@seairportservices.com**
WEBSITE	**https://www.seairportservices.com**

Certification Information

CERTIFYING AGENCY	**Greater Orlando Aviation Authority**
CERTIFICATION TYPE	**MWBE - Minority/Women Business Enterprise**
CERTIFIED BUSINESS DESCRIPTION	**Baggage Handling and Janitorial Services**

Commodity Codes

Code	Description
NAICS 488119	Other Airport Operations
NAICS 561720	Janitorial services

Additional Information

FIRM IS LDB OR LDB CMAR:	**LDB**

Certified Profile

Business & Contact Information

BUSINESS NAME	**Southeast Airport Services, Inc.**
OWNER	**Mr. Gerald V. Montgomery**
ADDRESS	**Southeast Airport Services Inc.** **5734 South Semoran Blvd** **Orlando, FL 32822** [map]
PHONE	**407-420-8633 Ext. 8633**
FAX	**407-315-0026**
EMAIL	**Gmontgomery@seairportservices.com**
WEBSITE	**https://www.seairportservices.com**

Certification Information

CERTIFYING AGENCY	**Greater Orlando Aviation Authority**
CERTIFICATION TYPE	**LDB - Local Developing Business**
CERTIFIED BUSINESS DESCRIPTION	**Baggage Handling and Janitorial Services**

Commodity Codes

Code	Description
NAICS 488119	Other Airport Operations
NAICS 561720	Janitorial services

Additional Information

FIRM IS LDB OR LDB CMAR:	**LDB**

ORLANDO INTERNATIONAL AIRPORT | MCO

Orlando International Airport
5850 B Cargo Road
Orlando, Florida 32827-4399
Phone: (407) 825-7133
Fax: (407) 825-3004

June 23, 2022

Ms. Nancy Collier
Fiber Systems, Inc. DBA Facility Services, Inc.
4474 Weston Road
Suite 402
Davie, FL 33331

Minority/Women Business Enterprise (M/WBE) Certification
Expiration Date: June 23, 2025

Dear Ms. Collier:

The Small Business Development Department of the Greater Orlando Aviation Authority (Authority) is pleased to announce that your firm, **Fiber Systems, Inc. DBA Facility Services, Inc.** has been certified as a **Minority/Women Business Enterprise (MWBE)** under the Authority's Minority/Women Business Enterprise Policy.

M/WBE certification is not equivalent and should not be construed as certification under the Authority's Disadvantaged Business Enterprise (DBE) or Airport Concessions Disadvantaged Business Enterprise (ACDBE) Policies promulgated pursuant to the Department of Transportation's regulations, or the Authority's Local Developing Business (LDB), Small Business Enterprise (SBE) or Veteran Business Enterprise (VBE) Policies.

M/WBE certification is NOT a guarantee work, but enables the firm to compete for, and perform, contract work on all Authority projects as an **M/WBE** contractor, sub-contractor, consultant, sub-consultant or material supplier.

Your company's **M/WBE** certification with the Authority will be effective through **June 23, 2025.** For re-certification at the end of this period you must reapply for M/WBE certification. Your **renewal application** should be submitted ninety (90) days prior to expiration of your current certification. You may complete your renewal application online at https://goaa.diversitycompliance.com. **Failure to submit your renewal application ninety (90) days in advance of your expiration may result in a lapse in your certification.**

If there is a material change in the firm, including, but not limited to: ownership, officers, directors, scope of work being performed, daily operations, affiliations with other businesses or individuals or physical location of the firm prior to your renewal date you must promptly notify this office in writing. Notification should include supporting documentation.

Congratulations on your **M/WBE** certifications. Please contact our office at 407-825-7133 or certifications@goaa.org if you have any questions or if we can be of any assistance.

Sincerely,

George I. Morning
Director, Small Business Development Department

Certified Profile

Business & Contact Information

BUSINESS NAME	**Fiber Systems, Inc.,** DBA **Facility Services, Inc.**
OWNER	**Ms. Nancy Collier**
ADDRESS	**3450 West 84th Street** **Suite 202-E** **FL** **Hialeah, FL 33018** [map]
PHONE	**754-581-3930**
FAX	**305-624-6136**
EMAIL	nancy.collier@fsi-as.com

Certification Information

CERTIFYING AGENCY	**Greater Orlando Aviation Authority**
CERTIFICATION TYPE	**MWBE - Minority/Women Business Enterprise**
CERTIFIED BUSINESS DESCRIPTION	**Administrative Management & General Management Consulting Service, Human Resources Consulting Services**

Commodity Codes

Code	Description
NAICS 488119	Other Airport Operations
NAICS 541611	Administrative Management and General Management Consulting Services
NAICS 541612	Human Resources Consulting Services
NAICS 561720	Janitorial services

Additional Information

FIRM IS LDB OR LDB CMAR:	**Not Applicable**

Tab 6 – Proof of Insurance

JBT confirms that we will meet all positions of the Insurance Requirements as stated in the RFP Specification. Please see enclosed two (2) Certificates of Liability Insurance on the Acord forms from the following providers:

- Willis Tower Watson Midwest, Inc.
- AON Risk Services South, Inc.

CERTIFICATE OF LIABILITY INSURANCE

DATE: 11/1/2022

THIS CERTIFICATE IS ISSUED AS A MATTER OF INFORMATION ONLY AND CONFERS NO RIGHTS UPON THE CERTIFICATE HOLDER. THIS CERTIFICATE DOES NOT AFFIRMATIVELY OR NEGATIVELY AMEND, EXTEND OR ALTER THE COVERAGE AFFORDED BY THE POLICIES BELOW. THIS CERTIFICATE OF INSURANCE DOES NOT CONSTITUTE A CONTRACT BETWEEN THE ISSUING INSURER(S), AUTHORIZED REPRESENTATIVE OR PRODUCER, AND THE CERTIFICATE HOLDER.

IMPORTANT: If the certificate holder is an ADDITIONAL INSURED, the policy(ies) must be endorsed. If SUBROGATION IS WAIVED, subject to the terms and conditions of the policy, certain policies may require an endorsement. A statement on this certificate does not confer rights to the certificate holder in lieu of such endorsement(s).

PRODUCER	CONTACT NAME: Willis, Global Aviation	
Willis Towers Watson Midwest, Inc. 233 South Wacker Drive Chicago, IL 60606	PHONE (A/C, No. Ext): 312-288-7095	FAX (A/C, No): 312-621-6880
	E-MAIL ADDRESS:	
	PRODUCER CUSTOMER ID #:	

INSURED	INSURER(S) AFFORDING COVERAGE	NAIC#
JBT AeroTech Corporation John Bean Technologies Corporation JBT AeroTech, Jetway Systems 1805 West 2550 South Ogden, UT 84401	INSURER A : See Attached	
	INSURER B :	
	INSURER C :	
	INSURER D :	
	INSURER E :	
	INSURER F:	

COVERAGES CERTIFICATE NUMBER: JBT-0496 REVISION NUMBER:

THIS IS TO CERTIFY THAT THE POLICIES OF INSURANCE LISTED BELOW HAVE BEEN ISSUED TO THE INSURED NAMED ABOVE FOR THE POLICY PERIOD INDICATED. NOTWITHSTANDING ANY REQUIREMENT, TERM OR CONDITION OF ANY CONTRACT OR OTHER DOCUMENT WITH RESPECT TO WHICH THIS CERTIFICATE MAY BE ISSUED OR MAY PERTAIN. THE INSURANCE AFFORDED BY THE POLICIES DESCRIBED HEREIN IS SUBJECT TO ALL THE TERMS, EXCLUSIONS AND CONDITIONS OF SUCH POLICIES. LIMITS SHOWN MAY HAVE BEEN REDUCED BY PAID CLAIMS.

INSR LTR	TYPE OF INSURANCE	ADDL INSR	SUBR WVD	POLICY NUMBER	POLICY EFF (MM/DD/YYY)	POLICY EXP (MM/DD/YY)	LIMITS	
A	GENERAL LIABILITY	Y	Y	See Attached	11/01/22	11/01/23	EACH OCCURRENCE	$5,000,000
	x COMMERCIAL GENERAL LIABILITY						DAMAGES TO RENTED PREMISES(Ea occurrence)	$50,000
	[ ] CLAIMS-MADE [x] OCCUR						MED EXP (Any one person)	$5,000
	x Aviation						PERSONAL & ADV INJURY	$5,000,00
							GENERAL AGGREGATE	
	GEN'L AGGREGATE LIMIT APPLIES PER:						PRODUCTS-COMP/OP AGG	$5,000,000
	[ ] POLICY [x] PRO-JECT [ ] LOC						Hangarkeepers Legal Liab.	
A	AUTOMOBILE LIABILITY	Y	Y	See Attached	11/01/22	11/01/23	COMBINED SINGLE LIMIT (Ea accident)	$5,000,000
	[ ] ANY AUTO						BODILY INJURY(Per person)	$
	x ALL OWNED AUTOS (inside AOA)						BODILY INJURY(Per accident)	$
	[ ] SCHEDULED AUTOS						PROPERTY DAMAGE (Per accident)	$
	x HIRED AUTOS (inside AOA)							$
	x NON-OWNED AUTOS (inside AOA)							$
	x Airside (inside of AOA)							
	[ ] UMBRELLA LIAB [ ] OCCUR						EACH OCCURRENCE	$
	[ ] EXCESS LIAB [ ] CLAIMS-MADE						AGGREGATE	$
	[ ] DEDUCTIBLE							$
	[ ] RETENTION $							$
	WORKERS COMPENSATION AND EMPLOYERS ' LIABILITY Y/N	N/A					[ ] WC STATU-TORY LIMITS [ ] OTH-ER	
	ANY PROPRIETOR/PARTNER/EXECUTIVE OFFICER/MEMBER EXCLUDED? [ ]						E.L. EACH ACCIDENT	$
	(Mandatory in NH)						E.L. DISEASE – EA EMPLOYEE	$
	If yes, describe under DESCRIPTION OF OPERATIONS below						E.L. DISEASE – POLICY LIMIT	$
	OTHER							

DESCRIPTION OF OPERATIONS/LOCATIONS/VEHICLES: / / P11-22 PBB Maintenance Services (STC) /
Greater Orlando Aviation Authority and the City of Orlando, FL and their members (including without limitation, members of the Aviation Authority's Board and the City's Council and members of the citizens' advisory committees of each), officers, employees and agents are included as Additional Insureds but only as respects the operations and activities of the Named Insured under the above referenced contract(s). Insurers agree to waive their rights of subrogation against the Additional Insureds. This insurance is primary and without right of contribution from any other insurance as may be carried by the Additional Insured. In the event of cancellation of the policies by Insurers agree to provide 30 day notice of cancellation.
bb

CERTIFICATE HOLDER

Greater Orlando Aviation Authority
8652 Casa Verde Road
Orlando, FL 32827

CANCELLATION

SHOULD ANY OF THE ABOVE DESCRIBED POLICIES BE CANCELLED BEFORE THE EXPIRATION DATE THEREOF, NOTICE WILL BE DELIVERED IN ACCORDANCE WITH THE POLICY PROVISIONS.

Authorized Representative

©1988-2014 ACORD CORPORATION. All rights reserved
The ACORD name and logo are registered marks of ACORD

CERTIFICATE OF LIABILITY INSURANCE

DATE(MM/DD/YYYY)
07/22/2022

THIS CERTIFICATE IS ISSUED AS A MATTER OF INFORMATION ONLY AND CONFERS NO RIGHTS UPON THE CERTIFICATE HOLDER. THIS CERTIFICATE DOES NOT AFFIRMATIVELY OR NEGATIVELY AMEND, EXTEND OR ALTER THE COVERAGE AFFORDED BY THE POLICIES BELOW. THIS CERTIFICATE OF INSURANCE DOES NOT CONSTITUTE A CONTRACT BETWEEN THE ISSUING INSURER(S), AUTHORIZED REPRESENTATIVE OR PRODUCER, AND THE CERTIFICATE HOLDER.

IMPORTANT: If the certificate holder is an ADDITIONAL INSURED, the policy(ies) must have ADDITIONAL INSURED provisions or be endorsed. If SUBROGATION IS WAIVED, subject to the terms and conditions of the policy, certain policies may require an endorsement. A statement on this certificate does not confer rights to the certificate holder in lieu of such endorsement(s).

PRODUCER
Aon Risk Services South, Inc.
Atlanta GA Office
3550 Lenox Road NE
Suite 1700
Atlanta GA 30326 USA

CONTACT NAME:
PHONE (A/C. No. Ext): (866) 283-7122 **FAX (A/C. No.):** (800) 363-0105
E-MAIL ADDRESS:

INSURER(S) AFFORDING COVERAGE		NAIC #
INSURER A:	Zurich American Ins Co	16535
INSURER B:	American Zurich Ins Co	40142
INSURER C:	ACE Property & Casualty Insurance Co.	20699
INSURER D:		
INSURER E:		
INSURER F:		

INSURED
JBT AeroTech Corporation
1805 West 2550 South
Ogden UT 84401 USA

COVERAGES **CERTIFICATE NUMBER:** 570094633512 **REVISION NUMBER:**

THIS IS TO CERTIFY THAT THE POLICIES OF INSURANCE LISTED BELOW HAVE BEEN ISSUED TO THE INSURED NAMED ABOVE FOR THE POLICY PERIOD INDICATED. NOTWITHSTANDING ANY REQUIREMENT, TERM OR CONDITION OF ANY CONTRACT OR OTHER DOCUMENT WITH RESPECT TO WHICH THIS CERTIFICATE MAY BE ISSUED OR MAY PERTAIN, THE INSURANCE AFFORDED BY THE POLICIES DESCRIBED HEREIN IS SUBJECT TO ALL THE TERMS, EXCLUSIONS AND CONDITIONS OF SUCH POLICIES. LIMITS SHOWN MAY HAVE BEEN REDUCED BY PAID CLAIMS.

Limits shown are as requested

INSR LTR	TYPE OF INSURANCE	ADDL INSD	SUBR WVD	POLICY NUMBER	POLICY EFF (MM/DD/YYYY)	POLICY EXP (MM/DD/YYYY)	LIMITS	
A	X **COMMERCIAL GENERAL LIABILITY** CLAIMS-MADE X OCCUR GEN'L AGGREGATE LIMIT APPLIES PER: X POLICY PRO-JECT LOC OTHER:			GL0017641608	07/31/2022	07/31/2023	EACH OCCURRENCE DAMAGE TO RENTED PREMISES (Ea occurrence) MED EXP (Any one person) PERSONAL & ADV INJURY GENERAL AGGREGATE PRODUCTS - COMP/OP AGG	$2,000,000 $2,000,000 $50,000 $2,000,000 $4,000,000 $4,000,000
A	**AUTOMOBILE LIABILITY** X ANY AUTO OWNED AUTOS ONLY HIRED AUTOS ONLY SCHEDULED AUTOS NON-OWNED AUTOS ONLY			BAP 0176415 08	07/31/2022	07/31/2023	COMBINED SINGLE LIMIT (Ea accident) BODILY INJURY (Per person) BODILY INJURY (Per accident) PROPERTY DAMAGE (Per accident)	$2,000,000
C	X **UMBRELLA LIAB** X OCCUR **EXCESS LIAB** CLAIMS-MADE DED X RETENTION			XEUG71819711003 SIR applies per policy terms & conditions	07/31/2022	07/31/2023	EACH OCCURRENCE AGGREGATE	$5,000,000 $5,000,000
B A	**WORKERS COMPENSATION AND EMPLOYERS' LIABILITY** Y / N ANY PROPRIETOR / PARTNER / EXECUTIVE OFFICER/MEMBER EXCLUDED? N **(Mandatory in NH)** If yes, describe under DESCRIPTION OF OPERATIONS below	N / A		WC017641708 All Other States WC017641808 MA, NE, WI	07/31/2022 07/31/2022	07/31/2023 07/31/2023	X PER STATUTE OTH-ER E.L. EACH ACCIDENT E.L. DISEASE-EA EMPLOYEE E.L. DISEASE-POLICY LIMIT	 $2,000,000 $2,000,000 $2,000,000

DESCRIPTION OF OPERATIONS / LOCATIONS / VEHICLES (ACORD 101, Additional Remarks Schedule, may be attached if more space is required)

The above noted General Liability policy does not apply to any "bodily injury" or "property damage" arising out of "Aircraft Products," "Grounding" or "Testing." Aviation Authority, the City of Orlando, their members (including, without limitation, members of the Aviation Authority's Board, the City's Council and members of the citizens' advisory committees of each), officers, employees and agents are included as Additional Insured in accordance with the policy provisions of the General Liability policy as required by written contract. General Liability policy evidenced herein is Primary and Non-Contributory to other insurance available to Additional Insured, but only in accordance with the policy's provisions. A Waiver of Subrogation is granted in favor of Certificate Holder in accordance with the policy provisions of the General Liability, Automobile

CERTIFICATE HOLDER

Greater Orlando Aviation Authority
8652 Casa Verde Road, Building 811
Orlando FL 32827-4338 USA

CANCELLATION

SHOULD ANY OF THE ABOVE DESCRIBED POLICIES BE CANCELLED BEFORE THE EXPIRATION DATE THEREOF, NOTICE WILL BE DELIVERED IN ACCORDANCE WITH THE POLICY PROVISIONS.

AUTHORIZED REPRESENTATIVE

Aon Risk Services South Inc.

Holder Identifier : AeroTech

Certificate No : 570094633512

©1988-2015 ACORD CORPORATION. All rights reserved.

The ACORD name and logo are registered marks of ACORD

ACORD

CERTIFICATE OF LIABILITY INSURANCE

DATE (MM/DD/YYYY): 05/11/2022

THIS CERTIFICATE IS ISSUED AS A MATTER OF INFORMATION ONLY AND CONFERS NO RIGHTS UPON THE CERTIFICATE HOLDER. THIS CERTIFICATE DOES NOT AFFIRMATIVELY OR NEGATIVELY AMEND, EXTEND OR ALTER THE COVERAGE AFFORDED BY THE POLICIES BELOW. THIS CERTIFICATE OF INSURANCE DOES NOT CONSTITUTE A CONTRACT BETWEEN THE ISSUING INSURER(S), AUTHORIZED REPRESENTATIVE OR PRODUCER, AND THE CERTIFICATE HOLDER.

IMPORTANT: If the certificate holder is an ADDITIONAL INSURED, the policy(ies) must have ADDITIONAL INSURED provisions or be endorsed. If SUBROGATION IS WAIVED, subject to the terms and conditions of the policy, certain policies may require an endorsement. A statement on this certificate does not confer rights to the certificate holder in lieu of such endorsement(s).

PRODUCER	CONTACT NAME: Nick Schuver
Aon Risk Services South, Inc. 3550 Lenox Rd. NE, Suite 1700 Atlanta, GA 30326	PHONE (A/C, No, Ext): 404 240 6056 FAX (A/C, No): E-MAIL ADDRESS: nick.schuver@aon.com

INSURER(S) AFFORDING COVERAGE	NAIC #
INSURER A : Allied World Assurance Company (U.S.) Inc.	19489
INSURER B :	
INSURER C :	
INSURER D :	
INSURER E :	
INSURER F :	

INSURED
JBT Aerotech Corporation 7300 Presidents Drive Orlando, FL 32809

COVERAGES **CERTIFICATE NUMBER:** **REVISION NUMBER:**

THIS IS TO CERTIFY THAT THE POLICIES OF INSURANCE LISTED BELOW HAVE BEEN ISSUED TO THE INSURED NAMED ABOVE FOR THE POLICY PERIOD INDICATED. NOTWITHSTANDING ANY REQUIREMENT, TERM OR CONDITION OF ANY CONTRACT OR OTHER DOCUMENT WITH RESPECT TO WHICH THIS CERTIFICATE MAY BE ISSUED OR MAY PERTAIN, THE INSURANCE AFFORDED BY THE POLICIES DESCRIBED HEREIN IS SUBJECT TO ALL THE TERMS, EXCLUSIONS AND CONDITIONS OF SUCH POLICIES. LIMITS SHOWN MAY HAVE BEEN REDUCED BY PAID CLAIMS.

INSR LTR	TYPE OF INSURANCE	ADDL INSD	SUBR WVD	POLICY NUMBER	POLICY EFF (MM/DD/YYYY)	POLICY EXP (MM/DD/YYYY)	LIMITS	
	COMMERCIAL GENERAL LIABILITY						EACH OCCURRENCE	$
	☐ CLAIMS-MADE ☐ OCCUR						DAMAGE TO RENTED PREMISES (Ea occurrence)	$
							MED EXP (Any one person)	$
							PERSONAL & ADV INJURY	$
	GEN'L AGGREGATE LIMIT APPLIES PER:						GENERAL AGGREGATE	$
	☐ POLICY ☐ PRO-JECT ☐ LOC						PRODUCTS - COMP/OP AGG	$
	OTHER:							$
	AUTOMOBILE LIABILITY						COMBINED SINGLE LIMIT (Ea accident)	$
	ANY AUTO						BODILY INJURY (Per person)	$
	OWNED AUTOS ONLY ☐ SCHEDULED AUTOS						BODILY INJURY (Per accident)	$
	HIRED AUTOS ONLY ☐ NON-OWNED AUTOS ONLY						PROPERTY DAMAGE (Per accident)	$
								$
	UMBRELLA LIAB ☐ OCCUR						EACH OCCURRENCE	$
	EXCESS LIAB ☐ CLAIMS-MADE						AGGREGATE	$
	DED ☐ RETENTION $							$
	WORKERS COMPENSATION AND EMPLOYERS' LIABILITY Y / N						☐ PER STATUTE ☐ OTH-ER	
	ANY PROPRIETOR/PARTNER/EXECUTIVE OFFICER/MEMBER EXCLUDED? ☐ N / A						E.L. EACH ACCIDENT	$
	(Mandatory in NH) If yes, describe under DESCRIPTION OF OPERATIONS below						E.L. DISEASE - EA EMPLOYEE	$
							E.L. DISEASE - POLICY LIMIT	$
A	Contractors Pollution Liability	Y	Y	0313-2795	07/01/2022	03/01/2025	Each incident	$1,000,000
							Policy aggregate	$1,000,000
							Deductible	$25,000

DESCRIPTION OF OPERATIONS / LOCATIONS / VEHICLES (ACORD 101, Additional Remarks Schedule, may be attached if more space is required)

Policy provides coverage for Passenger Boarding Bridges (PBB) and associated ground support equipment maintenance and repair services per GOAA RFP 11-22 at Orlando International Airport.
Policy is primary and non-contributory to any other insurance.
Certificate holder is an additional insured and there is a waiver of subrogation in favor of the certificate holder.

CERTIFICATE HOLDER

Greater Orlando Aviation Authority
Orlando International Airport
One Jeff Fuqua Blvd.
Orlando, FL 32827

CANCELLATION

SHOULD ANY OF THE ABOVE DESCRIBED POLICIES BE CANCELLED BEFORE THE EXPIRATION DATE THEREOF, NOTICE WILL BE DELIVERED IN ACCORDANCE WITH THE POLICY PROVISIONS.

AUTHORIZED REPRESENTATIVE

Nick Schuver

Digitally signed by Nick Schuver
DN: cn=Nick Schuver, o, ou, email=nick.schuver@aon.com, c=US
Date: 2022.05.11 15:49:49 -04'00'

© 1988-2015 ACORD CORPORATION. All rights reserved.

The ACORD name and logo are registered marks of ACORD

Tab 7 – Prior or Pending Convictions, Indictments, Investigations, Regulatory Investigations, Conflicts of Interest, and Claims

JBT is not aware of any prior or pending convictions, indictments, investigations, and/or regulatory investigations that relate to conducting Baggage Handling System (BHS) Operation, Maintenance and Repair Services in which its subsidiaries, parent company, directors, senior officers, senior regional officers, the Lead Individual, or Engagement Team members have been involved.

➢ Conflict of Interest

JBT has no conflicts of interest with GOAA. Should such a conflict arise, JBT will disclose the conflict and take affirmative steps to eliminate or mitigate the conflict as appropriate in accordance with its code of ethics and with applicable laws.

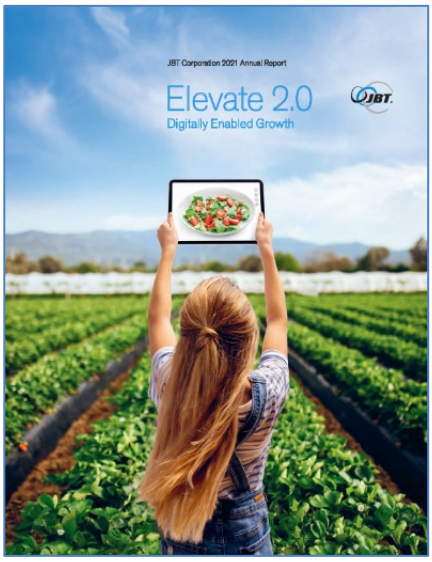
➢ Claims Information

JBT AeroTech Corporation is a wholly owned subsidiary of John Bean Technologies Corporation (JBT) which is a multi-billion-dollar, revenue publicly traded company with global business operations where we manufacture, and service commercial equipment utilized in the air transportation and food processing industries. As most companies our size, we are involved in a number of litigations in a variety of jurisdictions. None of these litigation matters are significant enough to require public disclosure in our periodic SEC filings.

Tab 8 – Financial Background Information

JBT AeroTech Corporation is a wholly owned subsidiary of John Bean Technologies Corporation (JBT), a publicly traded company (NYSE: JBT) and a leading global technology solutions provider to high-value segments of the air transportation and food & beverage industries.

In a sperate sealed envelope, we have included the following documents:



- Current Dun & Bradstreet Finance Analytics Report: DUNS No. 11-714-1716 JBT AeroTech Corporation
- Most Current Audited Financial Statements: JBT Corporation Form 10-Q Period Ended September 30, 2022 and JBT Corporation 2021 Annual Report

The sealed envelope is clearly labeled:

"Confidential Financial Records Submitted under Seal and Exempt from Florida Public Records Disclosure".

Title: RFP NO. 23-282-RFP – Baggage Handling System (BHS) Operation, Maintenance and Repair Services from JBT AeroTech Corporation

Tab 9 – Additional Information

Please see enclosed Baggage Handling System – Turnkey Solutions brochure.

Baggage Handling Systems

Turnkey Solutions

BHS Turnkey Solutions Provider

Let JBT manage your BHS project from start to finish. As a Turnkey Solution Provider, JBT will take full contractual, technical, and commercial responsibility for your Baggage System work with:

- Project Management: The JBT BHS Team is your single point of contact for all project related items. We do it all with superior, experience-based project integration, scope control, risk management, subcontractor management, commercial management and more. We bring know-how to every phase of your BHS project.
- Supplier Selection: JBT selects and manages industry-leading OEMs and installation subcontractors. We select and manage the team to complete your BHS work on time and within budget.
- Integration Management: JBT manages the BHS work from design, engineering, manufacturing, installation, testing, commissioning, on through to training and turn over.

Refurbishments and Enhancements

Extend your BHS life and improve up-time with JBT total refurbishment and enhancement services — enhancements that can save you up to 50% compared to replacement costs.

- Rebuild / Refurbish existing carousels
- Replace out of date mechanical equipment and control devices
- Refitting with PLC controls

With JBT Turnkey Solutions, improve efficiencies, load balancing, system throughput, reliability, energy savings, the passenger experience and more.

Ongoing Technical Support for Existing Customers

- Complete BHS functional, mechanical, and electrical assessments
- Recommendations for improving BHS performance
- PLC / Low-level control enhancements
- Expanded scope for ongoing projects - JBT covers the gap on the unforeseen, whatever the need.

No Matter the Size

Big or small, upgrade or refurbishment, general contracting, project management, expansions, programming and more — whatever your baggage system needs, JBT can help.

Contact us today, and see how we can make your next BHS project a total success.

JBT Airport Services

JBT Airport Services for Gate and Terminal Maintenance

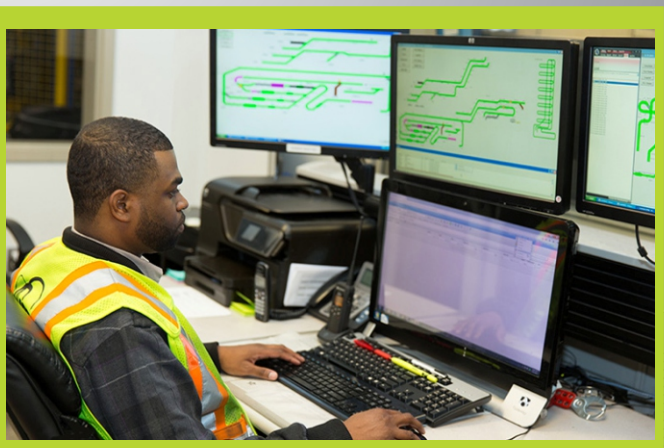
Let the JBT Airport Services experts help you with:

Turnkey BHS Projects: From design, project management, installation, to commissioning and turnover, JBT is ready to manage your BHS project.

BHS: Baggage Handling System — JBT operates, maintains, designs, upgrades, refurbishes and manages BHS systems and projects.

EAM: Enterprise Asset Management — The Airport Services specialists from JBT have years of experience helping manage vital airport assets. We can help with repair / replace decisions, spare parts management, full-service on-site maintenance, 24/7 monitoring, preventive maintenance programs, and equipment operations.

CMMS: Computer Monitoring Management Systems — JBT iOPS® provides real-time, actionable information on your gate and terminal equipment to your office and mobile devices.



MEPS: Mechanical, Electrical, Plumbing, and Structural — JBT monitors, maintains, and operates most of the systems inside terminal facilities as well as managing construction projects.

HVAC: Heating, Ventilation, and Air Conditioning — JBT maintains and operates central air systems, chillers, air handlers, ducting,and point-of-use preconditioned air units.

Website: jbtc.com/aerotech

For baggage information:
Email: jbtaerotech.bhs@jbtc.com
For general information:
Email: jbtaerotech.gse@jbtc.com

Tab 10 – Attachments

The following attachments are included in this tab section:

Attachment A – Proposer's Certification Form
Attachment B – Proposal Price Schedule
Attachment C – Addendum Receipt Verification Form
Attachment D – Proposer's Questionnaire
Attachment E – Conflict of Interest Disclosure Form
Attachment F – Scrutinized Company Certification Form
Attachment G – MWBE Participation Forms
Attachment H – Proposer's W-9
Attachment I – Letter of Bondability
Attachment J – E-Verification Certification Form
Attachment K – No Proposal Response Form (Not applicable)

Attachment A - Proposer's Certification Form

I have carefully examined the Solicitation and any other documents accompanying or made a part of this Solicitations.

I hereby propose to furnish the goods or services specified in this Solicitation at the prices or rates quoted in my submittal. I agree that my submittal will remain firm for a period of up to one-hundred-twenty (120) days in order to allow the Aviation Authority adequate time to evaluate the submittals.

I certify that all information contained in this Solicitation is truthful to the best of my knowledge and belief. I further certify that I am duly authorized to submit this Solicitation on behalf of the Proposer as its act and deed and that the Proposer is ready, willing and able to perform if awarded the Contract.

I certify, under oath, that this Solicitation is made without prior understanding, agreement, connection, discussion, or collusion with any other person, firm or corporation submitting a Solicitation for the same product or service. I further certify that no officer, employee or agent of the Aviation Authority or any other Proposer has a financial interest in this Solicitation. I further certify that the undersigned executed this Proposer's Certification with full knowledge and understanding of the matters therein contained and was duly authorized to do so.

Company	***Sworn to and subscribed before me by means of:***
JBT AeroTech Corporation	☒ ***physical presence or*** ☐ ***online notarization***
Bidder's Signature Frank Moore	***this day of*** January 2, ***20*** 23
Print Name and Title	***by*** Frank Moore ***who is***
Frank Moore, President/General Manager	☒ **Personally Known; or** ☐ **Produced Identification. Type of identification produced:**
Address:	***[Check applicable box to satisfy identification requirement of FLA. Stat. §117.05)***
1805 West 2550 South Ogden, Utah 84401	~~STATE OF FLORIDA~~) **Seal** STATE OF UTAH COUNTY OF Weber MICHAEL W. GARLICK Notary Public - State of Utah Comm. No. 711810 My Commission Expires on May 5, 2024
Date January 2, 2023	
Duns Number 11-714-1716	
83-3763708 **Federal Tax Id Number**	May 5, 2024 **Notary Public My Commission Expires:**
frank.moore@jbtc.com **Email:**	MICHAEL W. GARLICK Notary Public - State of Utah Comm. No. 711810 My Commission Expires on May 5, 2024 **Printed, typed or stamped commissioned name of Notary Public)**

The Aviation Authority only requires Company Federal Tax Id numbers. The Aviation Authority is not requesting individual social security numbers

Attachment B - Proposal Price Form(s)

PROPOSAL PRICE FORM GREATER ORLANDO AVIATION AUTHORITYY

PURCHASING PROPOSAL 23-282-RFP, BAGGAGE HANDLING SYSTEM (BHS) OPERATION, MAINTENANCE AND REPAIR SERVICES,

Proposer's Proposal prices shall remain firm for the duration of the initial term of the Contract. Any anticipated increases in Proposer's costs during the initial term of the Contract must be reflected in its prices set forth in its Proposal. The Aviation Authority shall not be obligated to renegotiate or increase any price for any work during the initial term of the Contract based on a Proposer's mistake or miscalculation of prices, underestimation of costs, or for any other reason.

The Proposer's Unit Prices shall include the Contractor's portion of social security taxes, unemployment taxes and all other compulsory payroll taxes, worker's compensation insurance costs, costs of any health insurance or other fringe benefit provided to employees, uniform costs, costs of performance bond and U.S. Customs and Border Protection bond, hologram badge and insurance coverage, travel costs, training costs, other overhead costs, profit margin and any other costs or fees the Proposer would expect to receive or recover from the Aviation Authority in performing the services.

The Proposer agrees to provide all labor, supervision, management oversight, training, materials, tools, equipment, submissions, reports, consumables, uniforms and all other items and services necessary, proper for, or incidental to performing twenty-four (24) hours per day seven (7) days per week, on-site maintenance, repair and operation, Corrective Maintenance (CM), Preventative Maintenance (PM) and Predictive Maintenance (PdM), to utilize, generate and maintain data into the specified site of the Aviation Authority's Enterprise Asset Management System EAMS Maximo, the management of spare parts inventory for the Baggage Handling System (BHS) Operation, Maintenance and Repair Services described in the Contract Documents.

23-282-RFP, BAGGAGE HANDLING SYSTEM (BHS) OPERATION, MAINTENANCE AND REPAIR SERVICES

TOTAL FIVE (5) YEAR PROPOSAL PRICE:

One hundred million, nine hundred & ninety-seven thousand, six hundred & seventy-two dollars $ 100,997,672.00

(Print Dollar Amount)

Note: The figure shown above must match the figure shown on the Proposal Form Price Sheet (Excel Worksheet) as the "Total Five (5) Year Proposal Price."

Authorized Signature: Frank Moore

Name and Title (Typed or Printed): Frank Moore, President/General Manager - Airport Services

Date: January 10, 2023

(REVISED PER ADDENDUM NO. 2)

23-282 - RFP PRICING SHEETS FOR BHS OPERATION, MAINTENANCE, AND REPAIR SERVICES

Year 1		
Management Fee*	$	6,361,489.00
Reimbursable Payroll Expense Budget**	$	11,920,700.00
Reimbursable Operating Expense Budget	$	1,050,000.00
Sub-Total for Year 1	$	19,332,189.00
Year 2		
Management Fee*	$	6,137,077.00
Reimbursable Payroll Expense Budget**	$	12,278,400.00
Reimbursable Operating Expense Budget	$	1,081,500.00
Sub-Total for Year 2	$	19,496,977.00
Year 3		
Management Fee*	$	6,370,880.00
Reimbursable Payroll Expense Budget**	$	12,646,800.00
Reimbursable Operating Expense Budget	$	1,114,000.00
Sub-Total for Year 3	$	20,131,680.00
Year 4		
Management Fee*	$	6,509,344.00
Reimbursable Payroll Expense Budget**	$	13,026,300.00
Reimbursable Operating Expense Budget	$	1,147,500.00
Sub-Total for Year 4	$	20,683,144.00
Year 5		
Management Fee*	$	6,754,582.00
Reimbursable Payroll Expense Budget**	$	13,417,100.00
Reimbursable Operating Expense Budget	$	1,182,000.00
Sub-Total for Year 5	$	21,353,682.00
TOTAL FIVE (5) YEARS COST	$	100,997,672.00

*Management Fee shall include all costs as listed Section 3.2.

**Reimbursable Payroll Expense and Operating Expense Budgets shall include all costs as outlined in Sections 3.3 and 3.4. Contractor's aggregate annual invoices shall not exceed the total as stated above for Years 1 through 5. It is estimated that 216 FTE reimbursable positions will be needed for the performance of this Contract. The Aviation Authority believes that this estimate fairly describes the scope of work under ordinary circumstances; however, the number of reimbursable positions FTEs may range between 190 and 246 as actual conditions may cause the number of positions to be adjusted accordingly. The Aviation Authority shall only reimburse for the reimbursable positions requested and approved by the Aviation Authority and satisfactorily provided by the Contractor.

Attachment C - Addendum Receipt Verification

Proposers must acknowledge each addenda on this form and include with your Proposal submittal. Failure to acknowledge and upload EACH addenda may result in a non-responsive Proposal. The undersigned acknowledges receipt of the following addenda to the Documents (Give number and date of each):

Addendum No. 1 Dated December 8, 2022

Addendum No. 2 Dated December 14, 2022

Addendum No. 3 Dated December 29, 2022

Addendum No. _____ Dated _____

Addendum No. _____ Dated _____

Addendum No. _____ Dated _____

Addendum No. _____ Dated _____

Addendum No. _____ Dated _____

JBT AeroTech Corporation

Company

Frank Moore

Signature

Frank Moore

Print Name

President/General Manager - Airport Services

Title

CONFIDENTIAL

Attachment D - Proposer's Questionnaire

The following questionnaire is to be completed by the Proposer and provided with its Proposal submittal. If a question is not applicable, so indicate by writing "N/A".

1. CONTACT INFORMATION

Name of Company	JBT AeroTech Corporation
Contact Individual	Frank Moore, President/General Manager
Contact Address	1805 West 2550 South
City, State, Zip	Ogden, Utah 84401
Telephone Number	(801) 940-1850
Email Address	frank.moore@jbtc.com

2. AUTHORIZED SIGNATORIES

The Proposer represents that the following persons are authorized to sign Proposals, and/or sign Contracts and related documents to which the Proposer will be duly bound. The Aviation Authority will verify all named signatories on Sunbiz.org. If the authorized person is not registered on www.Sunbiz.org, the Proposer should provide with their Proposal submittal proof of authorization.

Name	Title	Indicate Principal or Authorized Authority
Frank Moore	President/General Manager - Airport Services	JBT Letter - Delegation of Signature Authority

3. Questions Related to

4. List a minimum of three (3) and no more than five (5) customers for the services specified in the solicitation in the spaces provided. References shall be for work **substantially similar in scope and magnitude** satisfactorily completed and shall be able to validate the Proposer's capabilities and experience. **Note:** A contact person shall be someone who has personal knowledge of the Proposer's performance for the specific requirement listed. Contact person must have been informed that they are being used as a reference and that the Aviation Authority may be contacting them. Do not list persons who will be unable to answer specific questions regarding the requirements.

REFERENCE FORM

Ref #1. Customer/Client: Miami Dade County at Miami International Airport (MIA)
Date of Services: Initial Contract 2006 - 2022; Current Contract JAN 2023 - DEC 2030
Description of Services: JBT provides O&M Services for the In-line BHS for Miami Dade Aviation Department.
The BHS consist of two independent systems approx. 26,400 linear feet with twelve (12) EDS machines
processing 20,000 bags per day (Peak demand over 25,000) serving over 25 different international air carriers.
Dollar or Budget Value of Contract: Annual Estimate = $11.9M
Street Address: 4200 NW 36th Street
City, State, ZIP Code: Miami, Florida
Telephone # (305) 876-7066
Contact Person: Mr. Ralph Cutie, Director & Chief Executive Officer
Email: rcute1@miami-airport.com
Ref # 2. Customer/Client: Metropolitan Washington Airport Authority at Dulles International Airport (IAD)
Date of Services: Initial Contract 2006 - 2016; Current Contract NOV 2016 - MAY 2023
Description of Services: JBT provides O&M Services for the In-line BHS for the Airport Authority.
The BHS consist of approx. 33,175 linear feet of baggage conveyance equipment (or 1,182 conveyor
sections) processing 7,500 bags per day (Peak demand over 15,000)
Dollar or Budget Value of Contract: Annual Estimate = $4.5M
Street Address: 1 Aviation Circle
City, State, ZIP Code: Washington, D.C. 20001
Telephone # (703) 572-3307
Contact Person: Mr. Edwin Sanchez, Facilities Maintenance Contract Coordinator
Email: edwin.sanchez@mwaa.org
Ref #3. Customer/Client: Philadelphia Terminal & Equipment Company at Philadelphia International Airport (PHL)
Date of Services: Current Contract AUG 2017 - FEB 2023
Description of Services:JBT provides O&M Services for the In-line BHS & PBB for PhiliTEC Airline Consortium.
The BHS consist of approx. 35,900 linear feet with 30 EDS machines and 30+ makeup & claim units
processing 30,000 bags per day (Peak demand over 50,000) utilizes the city owned Maximo CMMS.
Dollar or Budget Value of Contract: Annual Estimate for BHS & PBB = $15.8M
Street Address: 498 Powhattan Avenue, Suite #2, Box #376,
City, State, ZIP Code: Essington, Pennsylvania 19029-9988
Telephone # (734) 658-0272
Contact Person: Lori Gomez, PhiliTEC Operations Manager
Email: l.gomez@avairprosservices.com

Ref #4. Customer/Client: Salt Lake City Corporation at Salt Lake City International Airport (SLC)
Date of Services: Initial Contract 2013 - 2020; Current Contract JUL 2020 - JUN 2026
Description of Services: JBT provides the O&M Services for the In-line BHS under two independent contracts
- the maintenance with SLC Department of Airports and operations with SLACTEC Airline Consortium. The
BHS consist of of approx. 35,900 linear feet processing 16,000 bags per day (Peak demand over 20,000 bags).
Dollar or Budget Value of Contract: Annual Estimate = $5.75M for both BHS O&M
Street Address: Services 776 North Terminal Drive
City, State, ZIP Code: Salt Lake City, Utah 84122
Telephone # (801) 531-4553
Contact Person: Mr. Eddie Clayson, Director of Airport Maintenance
Email: eddie.clayson@slcgov.com

Ref # 5. Customer/Client: Delta Air Lines, Inc. at Los Angeles International Airport (LAX)
Date of Services: Current Contract MAY 2017 - DEC 2024
Description of Services: JBT provides O&M Services for the In-line BHS at LAX Terminals 2 & 3.
The BHS consists of approx. 1,500 conveyor assets processing approx. 18,000 bags per day (Peak demand
over 21,000 bags) utilizes Delta owned Maximo CMMS for asset, work, and inventory management.
Dollar or Budget Value of Contract: Annual Estimate = $4.0M
Street Address: Atlanta International Airport, Ground Support Equipment Department
City, State, ZIP Code: Atlanta, Georgia 30320-6001
Telephone # (404) 538-1411
Contact Person: Mr. Jeffrey Madere, General Manager, Stationary GSE
Email: jeffrey.b.madere@delta.com

JBT AeroTech Corporation

Company

Frank Moore

Signature

Frank Moore

Print Name

President/General Manager - Airport Services

Title

Attachment E - Conflict of Interest Disclosure Form

The award of this Contract is subject to the provisions of Chapter 112, Florida Statutes. All Proposers must disclose within their Proposal the name of any officer, director, employee or agent (or their spouse or child) who is also an employee or officer of the Aviation Authority.

By submission of this Proposal, the undersigned certifies, under penalty of perjury, that to the best of their knowledge and belief, have met the Florida Statute.

Comments:

JBT has no conflict of interest with GOAA. Should a conflict arise, JBT will disclose the conflict and take affirmative steps to eliminate or mitigate the conflict as appropriate in accordance with its code of ethics and with applicable laws.

Acknowledged by:

Frank Moore

Firm Name:

JBT AeroTech Corporation

Signature of Authorized Representative: Frank Moore

Name and Title (Print or Type):

Frank Moore, President/General Manager - Airport Services

Date:

01/02/2023

Attachment G – MWBE and LDB FORMS

LETTER OF INTENT/AFFIRMATION

Minority/Woman Owned Business Enterprise (MWBE)

(This page shall be submitted for each MWBE Firm)

Bidder: Name JBT AeroTech Corporation

Address 1805 West 2550 South

City Ogden State UT Zip 84401

MWBE Firm: Name Southeast Airport Services, Inc.

Address 5734 South Semoran Blvd.

City Orlando State FL Zip 32822

MWBE Contact: Name: Teresita M. Toro Gutierrez Phone (407) 420-8633

Email: ttoro@seairportservices.com

MWBE Certification Agency: GOAA Small Business Development Dept Expiration Date November 15, 2024

Each MWBE Firm shall submit evidence (such as photocopy) of their certification status

Scope of Work	Quantity	Rates	Total
Baggage Operators for BHS O&M Services	102	$26.34/Hr	$16,980,080.

Year 1: $ 19,332,189.00

Year 2: $ 19,496,977.00

Year 3: $ 20,131,680.00

Total Term Value: $ 58,959,847.00 Percent of Total Bid: 28.8 %

AFFIRMATION:

The above-named MWBE Firm affirms that it will perform the portion of the Contract as describe above for the estimated dollar value as stated above.

By: Teresita M. Toro Gutierrez President 01/10/2023

(MWBE Owner's Signature) (Title) (Date)

The Bidder affirms it is committed to utilizing the above named MWBE Firm for the portion of the Contract as described above for the estimated dollar value as stated above.

By: Frank Moore Frank Moore, President/General Manager - Airport Services 01/10/2023

(Bidder's Authorized Signature) (Title) (Date)

In the event the Bidder does not receive award of the prime Contract, any and all representations in this Letter of Intent/Affirmation shall be null and void.

ORLANDO INTERNATIONAL AIRPORT | MCO

Orlando International Airport
5850 B Cargo Road
Orlando, Florida 32827-4399
Phone: (407) 825-7133
Fax: (407) 825-3004

November 15, 2021

Mr. Gerald Montgomery
Southeast Airport Services, Inc.
5812 South Semoran Blvd.
Orlando, FL 32822

Local Developing Business (LDB) & Minority/Women Business Enterprise (M/WBE) Certification
Expiration Date: November 15, 2024

Dear Mr. Montgomery:

The Small Business Development Department of the Greater Orlando Aviation Authority (Authority) is pleased to announce that your firm, **Southeast Airport Services, Inc.** has been certified as both a **Local Developing Business (LDB) & Minority/Women Business Enterprise (M/WBE)**, under the Authority's Local Developing Business (LDB) & Minority/Women Business Enterprise Policies.

LDB & M/WBE certifications are not equivalent and should not be construed as certification under the Authority's Disadvantaged Business Enterprise (DBE) or Airport Concessions Disadvantaged Business Enterprise (ACDBE) Policies promulgated pursuant to the Department of Transportation's regulations, or the Authority's Small Business Enterprise (SBE) or Veteran Business Enterprise (VBE) Policies.

LDB and M/WBE certifications are NOT a guarantee of work, but enable the firm to compete for, and perform, contract work on all Authority projects as an **LDB and/or M/WBE** contractor, sub-contractor, consultant, sub- consultant or material supplier.

Your company's **LDB and M/WBE** certifications with the Authority will be effective through **November 15, 2024.** For re-certification at the end of this period you must reapply for **LDB** and **M/WBE** certification. Your **renewal application** should be submitted ninety (90) days prior to expiration of your current certification. You may complete your renewal application online at https://goaa.diversitycompliance.com. **Failure to submit your renewal application ninety (90) days in advance of your expiration may result in a lapse in your certifications.**

If there is a material change in the firm, including, but not limited to: ownership, officers, directors, scope of work being performed, daily operations, affiliations with other businesses or individuals, physical location of the firm, or the owner's PNW exceeds $750,000 prior to your renewal date you must promptly notify this office in writing. Notification should include supporting documentation.

Congratulations on your **LDB and M/WBE** certifications. Please contact our office at 407-825-7133 or certifications@goaa.org if you have any questions or if we can be of any assistance.

Sincerely,

George I. Morning
Director, Small Business Development Department

Certified Profile

CLOSE WINDOW

Print

Business & Contact Information

BUSINESS NAME	**Southeast Airport Services, Inc.**
OWNER	**Mr. Gerald V. Montgomery**
ADDRESS	**Southeast Airport Services Inc.** **5734 South Semoran Blvd** **Orlando, FL 32822** [map]
PHONE	**407-420-8633 Ext. 8633**
FAX	**407-315-0026**
EMAIL	**Gmontgomery@seairportservices.com**
WEBSITE	**https://www.seairportservices.com**

Certification Information

CERTIFYING AGENCY	**Greater Orlando Aviation Authority**
CERTIFICATION TYPE	**MWBE - Minority/Women Business Enterprise**
CERTIFIED BUSINESS DESCRIPTION	**Baggage Handling and Janitorial Services**

Commodity Codes

Code	Description
NAICS 488119	Other Airport Operations
NAICS 561720	Janitorial services

Additional Information

FIRM IS LDB OR LDB CMAR:	**LDB**

LETTER OF INTENT/AFFIRMATION
Minority/Woman Owned Business Enterprise (MWBE)
(This page shall be submitted for each MWBE Firm)

Bidder: Name JBT AeroTech Corporation

Address 1805 West 2550 South

City Ogden State UT Zip 84401

MWBE Firm: Name Fiber Systems, Inc. DBA Facility Services, Inc.

Address 4474 Weston Road, Suite 402

City Davie State FL Zip 33331

MWBE Contact: Name: Nancy Collier Phone (754) 581-3930

Email: ncollier@fsi-as.com

MWBE Certification Agency: GOAA Small Business Development Dept Expiration Date June 23, 2025

Each MWBE Firm shall submit evidence (such as photocopy) of their certification status

Scope of Work	Quantity	Rates	Total
Baggage Operators for BHS O&M Services	16	$26.27/Hr	$2,702,267.00

Year 1: $ 19,332,189.00

Year 2: $ 19,496,977.00

Year 3: $ 20,131,680.00

Total Term Value: $ 58,959,847.00 Percent of Total Bid: 4.58 %

AFFIRMATION:

The above-named MWBE Firm affirms that it will perform the portion of the Contract as describe above for the estimated dollar value as stated above.

By: _____ President 01/10/2023
(MWBE Owner's Signature) (Title) (Date)

The Bidder affirms it is committed to utilizing the above named MWBE Firm for the portion of the Contract as described above for the estimated dollar value as stated above.

By: Frank Moore Frank Moore, President/General Manager - Airport Services 01/10/2023
(Bidder's Authorized Signature) (Title) (Date)

In the event the Bidder does not receive award of the prime Contract, any and all representations in this Letter of Intent/Affirmation shall be null and void.

ORLANDO INTERNATIONAL AIRPORT | MCO

Orlando International Airport
5850 B Cargo Road
Orlando, Florida 32827-4399
Phone: (407) 825-7133
Fax: (407) 825-3004

June 23, 2022

Ms. Nancy Collier
Fiber Systems, Inc. DBA Facility Services, Inc.
4474 Weston Road
Suite 402
Davie, FL 33331

Minority/Women Business Enterprise (M/WBE) Certification
Expiration Date: June 23, 2025

Dear Ms. Collier:

The Small Business Development Department of the Greater Orlando Aviation Authority (Authority) is pleased to announce that your firm, **Fiber Systems, Inc. DBA Facility Services, Inc.** has been certified as a **Minority/Women Business Enterprise (MWBE)** under the Authority's Minority/Women Business Enterprise Policy.

M/WBE certification is not equivalent and should not be construed as certification under the Authority's Disadvantaged Business Enterprise (DBE) or Airport Concessions Disadvantaged Business Enterprise (ACDBE) Policies promulgated pursuant to the Department of Transportation's regulations, or the Authority's Local Developing Business (LDB), Small Business Enterprise (SBE) or Veteran Business Enterprise (VBE) Policies.

M/WBE certification is NOT a guarantee work, but enables the firm to compete for, and perform, contract work on all Authority projects as an **M/WBE** contractor, sub-contractor, consultant, sub-consultant or material supplier.

Your company's **M/WBE** certification with the Authority will be effective through **June 23, 2025.** For re-certification at the end of this period you must reapply for M/WBE certification. Your **renewal application** should be submitted ninety (90) days prior to expiration of your current certification. You may complete your renewal application online at https://goaa.diversitycompliance.com. **Failure to submit your renewal application ninety (90) days in advance of your expiration may result in a lapse in your certification.**

If there is a material change in the firm, including, but not limited to: ownership, officers, directors, scope of work being performed, daily operations, affiliations with other businesses or individuals or physical location of the firm prior to your renewal date you must promptly notify this office in writing. Notification should include supporting documentation.

Congratulations on your **M/WBE** certifications. Please contact our office at 407-825-7133 or certifications@goaa.org if you have any questions or if we can be of any assistance.

Sincerely,

George I. Morning
Director, Small Business Development Department

Certified Profile

CLOSE WINDOW

Print

Business & Contact Information

BUSINESS NAME	**Fiber Systems, Inc.,** DBA **Facility Services, Inc.**
OWNER	**Ms. Nancy Collier**
ADDRESS	**3450 West 84th Street** **Suite 202-E** **FL** **Hialeah, FL 33018** [map]
PHONE	**754-581-3930**
FAX	**305-624-6136**
EMAIL	nancy.collier@fsi-as.com

Certification Information

CERTIFYING AGENCY	**Greater Orlando Aviation Authority**
CERTIFICATION TYPE	**MWBE - Minority/Women Business Enterprise**
CERTIFIED BUSINESS DESCRIPTION	**Administrative Management & General Management Consulting Service, Human Resources Consulting Services**

Commodity Codes

Code	Description
NAICS 488119	Other Airport Operations
NAICS 541611	Administrative Management and General Management Consulting Services
NAICS 541612	Human Resources Consulting Services
NAICS 561720	Janitorial services

Additional Information

FIRM IS LDB OR LDB CMAR:	**Not Applicable**

LETTER OF INTENT/AFFIRMATION

Local Developing Business (LDB) / Veteran Business Enterprise (VBE)

(This page shall be submitted for each LDB/VBE Firm)

Bidder: Name JBT AeroTech Corporation

Address 1805 West 2550 South

City Ogden State UT Zip 84401

LDB/VBE Firm: Name Southeast Airport Services, Inc.

Address 5734 South Semoran Blvd.

City Orlando State FL Zip 32822

LDB/VBE Contact: Name: Teresita M. Toro Gutierrez Phone (407) 420-8633

Email: ttoro@seairportservices.com

LDB/VBE Certification Agency: GOAA Small Business Development Dept Expiration Date November 15, 2024

Scope of Work	Quantity	Rates	Total
Baggage Operators for BHS O&M Services	11	$26.34/Hr	$1,831,185.00

Year 1: $ 19,332,189.00

Year 2: $ 19,496,977.00

Year 3: $ 20,131,680.00

Total Term Value: $ 58,959,847.00 Percent of Total Bid: 3.11 %

AFFIRMATION:

The above-named LDB/VBE Firm affirms that it will perform the portion of the Contract as describe above for the estimated dollar value as stated above.

By: Teresita M. Toro Gutierrez President 01/10/2023

(LDB/VBE Owner's Signature) (Title) (Date)

The Bidder affirms it is committed to utilizing the above named LDB/VBE Firm for the portion of the Contract as described above for the estimated dollar value as stated above.

By: Frank Moore Frank Moore, President/General Manager - Airport Services 01/10/2023

(Bidder's Authorized Signature) (Title) (Date)

In the event the Bidder does not receive award of the prime Contract, any and all representations in this Letter of Intent/Affirmation shall be null and void.

ORLANDO INTERNATIONAL AIRPORT | MCO

Orlando International Airport
5850 B Cargo Road
Orlando, Florida 32827-4399
Phone: (407) 825-7133
Fax: (407) 825-3004

November 15, 2021

Mr. Gerald Montgomery
Southeast Airport Services, Inc.
5812 South Semoran Blvd.
Orlando, FL 32822

Local Developing Business (LDB) & Minority/Women Business Enterprise (M/WBE) Certification
Expiration Date: November 15, 2024

Dear Mr. Montgomery:

The Small Business Development Department of the Greater Orlando Aviation Authority (Authority) is pleased to announce that your firm, **Southeast Airport Services, Inc.** has been certified as both a **Local Developing Business (LDB) & Minority/Women Business Enterprise (M/WBE)**, under the Authority's Local Developing Business (LDB) & Minority/Women Business Enterprise Policies.

LDB & M/WBE certifications are not equivalent and should not be construed as certification under the Authority's Disadvantaged Business Enterprise (DBE) or Airport Concessions Disadvantaged Business Enterprise (ACDBE) Policies promulgated pursuant to the Department of Transportation's regulations, or the Authority's Small Business Enterprise (SBE) or Veteran Business Enterprise (VBE) Policies.

LDB and M/WBE certifications are NOT a guarantee of work, but enable the firm to compete for, and perform, contract work on all Authority projects as an **LDB and/or M/WBE** contractor, sub-contractor, consultant, sub- consultant or material supplier.

Your company's **LDB and M/WBE** certifications with the Authority will be effective through **November 15, 2024.** For re-certification at the end of this period you must reapply for **LDB** and **M/WBE** certification. Your **renewal application** should be submitted ninety (90) days prior to expiration of your current certification. You may complete your renewal application online at https://goaa.diversitycompliance.com. **Failure to submit your renewal application ninety (90) days in advance of your expiration may result in a lapse in your certifications.**

If there is a material change in the firm, including, but not limited to: ownership, officers, directors, scope of work being performed, daily operations, affiliations with other businesses or individuals, physical location of the firm, or the owner's PNW exceeds $750,000 prior to your renewal date you must promptly notify this office in writing. Notification should include supporting documentation.

Congratulations on your **LDB and M/WBE** certifications. Please contact our office at 407-825-7133 or certifications@goaa.org if you have any questions or if we can be of any assistance.

Sincerely,

George I. Morning
Director, Small Business Development Department

Certified Profile

CLOSE WINDOW

Print

Business & Contact Information

BUSINESS NAME	**Southeast Airport Services, Inc.**
OWNER	**Mr. Gerald V. Montgomery**
ADDRESS	**Southeast Airport Services Inc.** **5734 South Semoran Blvd** **Orlando, FL 32822** [map]
PHONE	**407-420-8633 Ext. 8633**
FAX	**407-315-0026**
EMAIL	**Gmontgomery@seairportservices.com**
WEBSITE	**https://www.seairportservices.com**

Certification Information

CERTIFYING AGENCY	**Greater Orlando Aviation Authority**
CERTIFICATION TYPE	**LDB - Local Developing Business**
CERTIFIED BUSINESS DESCRIPTION	**Baggage Handling and Janitorial Services**

Commodity Codes

Code	Description
NAICS 488119	Other Airport Operations
NAICS 561720	Janitorial services

Additional Information

FIRM IS LDB OR LDB CMAR:	**LDB**

Attachment H - Current W9

Request for Taxpayer Identification Number and Certification ▶

Go to www.irs.gov/FormW9 for instructions and the latest information.

Form **W-9**
(Rev. October 2018)
Department of the Treasury
Internal Revenue Service

Request for Taxpayer Identification Number and Certification

▸ **Go to *www.irs.gov/FormW9* for instructions and the latest information.**

Give Form to the requester. Do not send to the IRS.

Print or type. See **Specific Instructions** on page 3.

1 Name (as shown on your income tax return). Name is required on this line; do not leave this line blank.
JBT AeroTech Corporation

2 Business name/disregarded entity name, if different from above

3 Check appropriate box for federal tax classification of the person whose name is entered on line 1. Check only **one** of the following seven boxes.

☐ Individual/sole proprietor or single-member LLC ☑ C Corporation ☐ S Corporation ☐ Partnership ☐ Trust/estate

☐ Limited liability company. Enter the tax classification (C=C corporation, S=S corporation, P=Partnership) ▸ _____

Note: Check the appropriate box in the line above for the tax classification of the single-member owner. Do not check LLC if the LLC is classified as a single-member LLC that is disregarded from the owner unless the owner of the LLC is another LLC that is **not** disregarded from the owner for U.S. federal tax purposes. Otherwise, a single-member LLC that is disregarded from the owner should check the appropriate box for the tax classification of its owner.

☐ Other (see instructions) ▸

4 Exemptions (codes apply only to certain entities, not individuals; see instructions on page 3):

Exempt payee code (if any) _____

Exemption from FATCA reporting code (if any) _____

(Applies to accounts maintained outside the U.S.)

5 Address (number, street, and apt. or suite no.) See instructions.
1805 West 2550 South

Requester's name and address (optional)

6 City, state, and ZIP code
Ogden, Utah

7 List account number(s) here (optional)

Part I Taxpayer Identification Number (TIN)

Enter your TIN in the appropriate box. The TIN provided must match the name given on line 1 to avoid backup withholding. For individuals, this is generally your social security number (SSN). However, for a resident alien, sole proprietor, or disregarded entity, see the instructions for Part I, later. For other entities, it is your employer identification number (EIN). If you do not have a number, see *How to get a TIN,* later.

Note: If the account is in more than one name, see the instructions for line 1. Also see *What Name and Number To Give the Requester* for guidelines on whose number to enter.

Social security number

			–			–				

or

Employer identification number

8	3	–	3	7	6	3	7	0	8

Part II Certification

Under penalties of perjury, I certify that:

1. The number shown on this form is my correct taxpayer identification number (or I am waiting for a number to be issued to me); and
2. I am not subject to backup withholding because: (a) I am exempt from backup withholding, or (b) I have not been notified by the Internal Revenue Service (IRS) that I am subject to backup withholding as a result of a failure to report all interest or dividends, or (c) the IRS has notified me that I am no longer subject to backup withholding; and
3. I am a U.S. citizen or other U.S. person (defined below); and
4. The FATCA code(s) entered on this form (if any) indicating that I am exempt from FATCA reporting is correct.

Certification instructions. You must cross out item 2 above if you have been notified by the IRS that you are currently subject to backup withholding because you have failed to report all interest and dividends on your tax return. For real estate transactions, item 2 does not apply. For mortgage interest paid, acquisition or abandonment of secured property, cancellation of debt, contributions to an individual retirement arrangement (IRA), and generally, payments other than interest and dividends, you are not required to sign the certification, but you must provide your correct TIN. See the instructions for Part II, later.

Sign Here **Signature of U.S. person** ▸ Frank Moore **Date** ▸ 01-02-2023

General Instructions

Section references are to the Internal Revenue Code unless otherwise noted.

Future developments. For the latest information about developments related to Form W-9 and its instructions, such as legislation enacted after they were published, go to *www.irs.gov/FormW9.*

Purpose of Form

An individual or entity (Form W-9 requester) who is required to file an information return with the IRS must obtain your correct taxpayer identification number (TIN) which may be your social security number (SSN), individual taxpayer identification number (ITIN), adoption taxpayer identification number (ATIN), or employer identification number (EIN), to report on an information return the amount paid to you, or other amount reportable on an information return. Examples of information returns include, but are not limited to, the following.

- Form 1099-INT (interest earned or paid)
- Form 1099-DIV (dividends, including those from stocks or mutual funds)
- Form 1099-MISC (various types of income, prizes, awards, or gross proceeds)
- Form 1099-B (stock or mutual fund sales and certain other transactions by brokers)
- Form 1099-S (proceeds from real estate transactions)
- Form 1099-K (merchant card and third party network transactions)
- Form 1098 (home mortgage interest), 1098-E (student loan interest), 1098-T (tuition)
- Form 1099-C (canceled debt)
- Form 1099-A (acquisition or abandonment of secured property)

Use Form W-9 only if you are a U.S. person (including a resident alien), to provide your correct TIN.

If you do not return Form W-9 to the requester with a TIN, you might be subject to backup withholding. See What is backup withholding, *later.*

Attachment I - Letter of Bondability or Letter of Credit

As described in Section Three – Special Conditions the Performance Bond the Aviation Authority will not accept any change or modification to the forms of Performance Bond or Letter of Credit contained in the Submittal Documents.

Each Proposer shall provide with its Submittal a Letter of Bondability on a surety company letterhead or a letter from a US Bank for a letter of credit confirming that Proposer can obtain one or the other and understands only the Performance Bond or Letter of Credit form will be accepted.

CNASurety

801 Warrenville Road
Suite 700
Lisle., Illinois 60515

January 4, 2023

RE: **JBT AeroTech Corporation**

1805 W 2550 S, Ogden, UT 84401

To Whom It May Concern:

JBT AeroTech Corporation a wholly owned subsidiary of John Bean Technologies Corporation is a highly regarded and valued client of Western Surety Company. We have been providing surety bonds for them since 2008. JBT AeroTech Corporation has a bonding program of $15,000,000.00 single project and $325,000,000.00 aggregate, and we would favorably consider exceeding these levels if needed.

Western Surety Company is a member of the CNA Surety Companies and enjoys a rating of A, XIII in AM Best's Rating Guide. It is licensed to do business in all fifty states.

This letter is not to be construed as an agreement to provide surety bonds for any particular project, but is offered as an indication of our past experience and confidence in this firm. Any specific request for bonds will be underwritten on its own merits.

Very truly yours,

Western Surety Company

C.R. Hernandez
Attorney-in-Fact

Attachment J – E-Verification Certification Form

Effective January 1, 2021, public and private employers, contractors and subcontractors will be required to register with, and use the Employment Eligibility Verification System (E-Verify) to verify the work authorization status of all newly hired employees. The E-Verify system can be obtained at the U.S. Department of Homeland Security website: http://www/dhs.gov/E-Verify.

"Contractor" means a person or entity that has entered or is attempting to enter into a contract with a public employer to provide labor, supplies, or services to such employer in exchange for salary, wages, or other remuneration (also referred to as Bidder, Vendor or Contractor).

"Subcontractor" means a person or entity that provides labor, supplies, or services to or for a contractor or another subcontractor in exchange for salary, wages, or other remuneration (also referred to as Sub- Vendor or Sub-Contractor).

Vendor/Contractor/Subcontractor acknowledges and agrees to utilize the U.S. Department of Homeland Security's E-Verify System to verify the employment eligibility of:

- All persons employed by Vendor/Contractor/Sub-Contractor during the term of the contract, (including assigned sub-vendors/sub-contractors/sub-contractors), to perform employment duties within Florida and any work in pursuant to the contract with the Aviation Authority.

By entering into a contract with the Aviation Authority, the Contractor/Contractor becomes obligated to comply with the provisions of Section 2. Section 448.095, Fla. Stat., "Employment Eligibility," as amended from time to time. This includes, but is not limited to, utilization of the E-Verify System to verify the work authorization status of all newly hired employees, and requiring all subcontractors to provide an affidavit attesting that the subcontractor does not employ, contract with, or subcontract with, an unauthorized alien.

The contractor shall maintain a copy of such affidavit for the duration of the contract. *Failure to comply will lead to termination of resulting contract, or if a subcontractor knowingly violates the statute, the subcontract must be terminated immediately. Any challenge to termination under this provision must be filed in the Circuit Court of Orange County, Florida no later than 20 calendar days after the date of termination. If the resulting contract is terminated for a violation of the statute by the Contractor, the Contractor may not be awarded a public contract for a period of 1 year after the date of termination.*

I hereby acknowledge and agree that use of the U.S. Department of Homeland Security's E-Verify System during the term of the contract is a condition of the resulting contract with the Greater Orlando Aviation Authority.

Company Name: JBT AeroTech Corporation

Authorized Name: Frank Moore Title: President/General Manager - Airport Services

Signature: Frank Moore Date 01/02/2023

****

State of Utah

County of Weber

MICHAEL W. GARLICK
Notary Public - State of Utah
Comm. No. 711810
My Commission Expires on
May 5, 2024

This instrument was acknowledged before me on 01/02/2023 (Date)

Notary Public Signature

ADDENDUM NO. 4
TO
PURCHASING PROPOSAL 23-283-RFP
PASSENGER BOARDING BRIDGES (PBB) OPERATION, MAINTENANCE AND REPAIR SERVICES ORLANDO INTERNATIONAL AIRPORT
ORLANDO, FLORIDA

January 4, 2023

This addendum forms a part of the Proposal Documents described above. The original Proposal Documents remain in full force and effect except as modified by the following which shall take precedence over any contrary provisions in the prior documents.

ITEM 1: Attachment 1 has been added to this addendum. Maximo Bridge Information.

ITEM 2: Attachment 2 has been added to this addendum. Inventory Min/Max Information.

ITEM 3: Question: What are the OG/serial numbers and Dates of Manufacture for the Passengers Boarding Bridges, GPU's, PC Airs and PWC's listed in Exhibit 4.76.2?

Answer: See Item 1.

ITEM 4: Question: Is daily glycol flow and temp information available to the contractor from the Central Chiller Plant?

Answer: Glycol flow and temp information is available to the Contractor.

ITEM 5: Question: Exhibit 4.76.2 There are manufacturers listed for potable water cabinets, however, some information seems to be missing. Can you provide the model numbers of the potable water cabinets for gates 15, 17, 26, 71, 72, 73, 74, 75, 78, 82, 83, 84, 85, 86, 87, 91, 93, 95, 97?

Answer: See Item 1.

ITEM 6: Question: Exhibit 4.76.2 Can you provide the model number for the Ground Power Unit on Gate 90A?

Answer: See Item 1.

ITEM 7: Question: Exhibit 4.76.2 Some of the Verde PCA units have a model number listed, but most only show the size. Can you provide the model numbers of those missing?

Answer: See Item 1.

ITEM 8: Question: Exhibit 4.76.2 Can you provide the model numbers of the Trane units listed for Gate 20?

Answer: See Item 1.

ITEM 9: Question: Section 4.4.t No information listed. Please clarify?

Answer: "t." listed above Section 4.4 is a typo. No additional information intended.

ITEM 10: Question: Section 4.42.a(3) Please provide a list of available Maximo courses that are relevant to the Airport Authority's version of Maximo.

Answer: The Aviation Authority current version of Maximo is 7.6. The Contractor is responsible for training courses regarding Maximo.

ITEM 11: Question: Section 4.44.e Please provide the Airport Authority current MIN/MAX levels for benchstock.

Answer: See Item 2.

ITEM 12: Question: Section 4.44.i Please confirm that EAMS Maximo will permit the receipt/issuance of a "$0" value part on a FIFO basis?

Answer: EAMS Maximo will permit receipt/issuance of $0 value part.

ITEM 13: Question: Section 4.44.p Please provide the current procedure and any documentation required for disposal of damaged, broken or worn parts.

Answer: The Contractor is required to provide a detailed listing of the parts for the Aviation Authority's review and approval prior to disposal. The listing shall include, but not is not limited to, work order number, asset tag, date, technician, supervisor, troubleshooting details, and part details including type, brand/manufacturer, part number, quantity, and cost. Once the listing is reviewed and the disposal approved, disposal parts are taken to the designated area in the Aviation Authority's Material Control building in coordination with Material Control staff.

ITEM 14: Question: Section 4.44, 4.45, Exhibit 4.76.4, Exhibit 4.76.5 There are several parts listed as "Obsolete" or "Do Not Use" or "Do not Reorder". Will the contractor be required to maintain these parts? Can you please provide descriptions for those not listed (i.e., JA00099, J0001847, J20001200)

Answer: "Obsolete" or "Do Not Use" or "Do not Reorder" parts are kept for cross-reference; the active part number is included within the description. Please refer to Section 4.40. for further details on inventory management. Parts without descriptions are not used and the Contractor shall remove parts without descriptions in Maximo in coordination with the AAR.

ITEM 15: Question: Section 4.44, 4.45, Exhibit 4.76.4, Exhibit 4.76.5 Is the Mobil Aero HFA Aviation Hydraulic Oil required for the TK bridges a reimbursable expense?

Answer: All Consumables and Miscellaneous shop supplies as described in Section 4.16.d, including Hydraulic Oil, are not a reimbursable expense and shall be part of the Management Fee.

* * * * * * * END OF ADDENDUM NO. 4 * * * * * * *

1/4/23

Vlad Opreanu — Date
Senior Purchasing Agent

23-283-RFP Addendum 4 Attachment 1

		PBB				GPU				PCA				PWC			
	Gate	PBB Model #	Serial #	Manufacturer	Date	GPU Model Number	Serial #	Manufacturer	Date	PCA Model Number	Serial #	Manufacturer	Date	PWC Model Number	Serial #	Manufacturer	Date
AIRSIDE 1	1	TB 33 / 17.0-3	05158TB3331510	THYSSEN	3/3/20	2400	98207/1.5	ITW GSE	2/6/19	VPCA060TBM-40-20-C	VF100506020C	VERDE GSE	5/7/2020	WC98	1249	PHOENIX	11/14/09
	3	TB 33/17.0-3	05158TB3331438	THYSSEN	12/18/08	90SE200	308PS13699	Hobart	12/18/08	VERDE60TON	VF06010008-C	VERDE GSE	7/2/2019	N/A	N/A	N/A	N/A
	4	TB33/17.0-3	05158TB3331439	THYSSEN	1/12/09	JTP390KVA	45696	JBT AeroTech	2/24/17	VERDE60TON	VF100416020C	VERDE GSE	4/3/20	WC98	1240	PHOENIX	11/14/09
	5	TB33/17.0-3	05158TB3331431	THYSSEN	11/6/08	2400	A105068/1.5	Hobart	10/27/21	VERDE60TON	VF602017102	VERDE GSE	1/19/16	SI-1000	13497	SEMLER	1/26/12
	6	TB37/18.5-3	05158TB3731499	THYSSEN	7/23/09	JTP390KVA	OG-43200	JBT AeroTech	4/18/18	VPCAO60TBM-40-20-C	VF100436020C	VERDE GSE	5/10/20	WC98	1247	PHOENIX	1/12/11
	7	AD3-58-110-125R	OG-39487	Jetway	1/1/90	JTP390KVA	45695	JBT AeroTech	5/6/21	VERDE60TON	VF6020161019	VERDE GSE	6/20/17	SI-1000	13498	SEMLER	2/11/16
	8	TB43/20.5-3	05158TB4331489	THYSSEN	5/12/09	90SE200	109PS14020	Hobart	5/12/09	PDX-25	715005-19	Inet Airport Systems	6/24/20	5220-6-175-A	7A880-1	GARSITE	1/1/18
	9	TB35/17.5-3	05158TB3531444	THYSSEN	3/11/09	90SE200	109PS14018	Hobart	3/11/09	VERDE60TON	VF6020152009	VERDE GSE	2/17/16	5220-6-175-A	13813	SEMLER	2/11/16
	10	TB25/14.5-3	05158TB2531443	THYSSEN	3/3/09	90SE200	408PS13780	Hobart	3/3/09	PDX-25	715005-01	Inet Airport Systems	3/3/09	WC7 786	468 6-91	HOBART	1/1/91
	11	TB35/17.5-3	05158TB3531514	THYSSEN	7/20/09	90SE200	309PS14567	Hobart	1/1/90	PDX-25	715005-22	Inet Airport Systems	7/20/09	S1-1000	8889	SEMLER	1/1/91
	12	TB37/18.5-3	05158TB3731505	THYSSEN	8/6/09	180SE200	309PS14508	Hobart	8/6/09	VERDE60TON	VF100406020C	VERDE GSE	4/2/20	S1-1000	14216	SEMLER	10/3/19
	13	TB33/17.0-3	05158TB3331516	THYSSEN	9/25/09	90SE200	109PS14086	Hobart	1/23/19	PDX-25	715005-20	Inet Airport Systems	4/1/09	WC98	1239	PHOENIX	11/14/09
	14	TB43/20.5-3	08158TB4331453	THYSSEN	3/31/09	90SE200	109PS14017	Hobart	3/31/09	VERDE60TON	VF602018110	VERDE GSE	6/18/20	S1-1000	14215	SEMLER	7/29/20
	15	TB35/17.5-3	05158TB3331512	THYSSEN	3/3/20	2400	98207/1.9	ITW GSE	1/23/19	VERDE60TON	VF100426020C	VERDE GSE	4/8/20	S1-1000	10369	SEMLER	1/1/91
	16	TB35/17.5-3	05158TB3531494	THYSSEN	6/8/09	90SE200	165PS14186	Hobart	1/1/90	PDX-25	715005-24	Inet Airport Systems	4/1/09	N/A	N/A	N/A	N/A
	17	TB33/17.0-3	05158TB3331502	THYSSEN	7/9/09	JTP3180KVA	45574	JBT AeroTech	4/18/18	PDX-40	715005-18	Inet Airport Systems	7/9/09	S1-1000	10370	SEMLER	1/1/91
	20	TB27-15.0-3	05158TB2731513	THYSSEN	7/20/09	180SE200	309PS14542	Hobart	1/1/90	PDX-40	715005-12	Inet Airport Systems	12/1/08	WC98	1241	PHOENIX	11/14/09
	22	TB33/17.0-3	05158TB3331492	THYSSEN	6/8/09	180SE200	109PS14063	Hobart	6/19/09	PDX-40	715005-17	Inet Airport Systems	10/17/17	W098	1248	PHOENIX	11/14/09
	23	A3 58/110-125R	OG-33851	Jetway	9/25/18	PWM 90	OG-42323	FMC Jetway	1/1/90	PDX-40	715005-11	Inet Airport Systems	1/1/90	WC98	1234	PHOENIX	11/14/09
	24	TB35/17.5-3	05158TB3531515	THYSSEN	9/18/09	180SE200	309PS14560	Hobart	1/1/90	VERDE60TON	VF6020161003	VERDE GSE	8/18/16	N/A	N/A	N/A	N/A
	25	TB33/17.0-3	05158TB3331504	THYSSEN	8/7/09	90SE200	488PS13754	Hobart	8/3/18	PDX-40	62017-05/S	Inet Airport Systems	11/13/19	N/A	N/A	N/A	N/A
	26	A3-58/110	05158TB3531429	THYSSEN	11/6/08	180SE200	308PS13607	Hobart	11/6/08	PDX-40	715005-08	Inet Airport Systems	4/27/17	S1-1000	12084	SEMLER	1/1/91
	27	TB37/18.5-3	05158TB3731437	THYSSEN	12/18/08	180SE200	308PS13513	Hobart	4/29/10	PDX-40	715005-14	Inet Airport Systems	12/4/08	N/A	N/A	N/A	N/A
	28	TB37/18.5-3	05110373TB1176	THYSSEN	1/23/06	180SE200	108PS14188	Hobart	4/29/10	VERDE60TON	VF6020161004	VERDE GSE	1/22/18	WC 98	1171.166667	PHOENIX	1/1/06
	30	A3-58/110-125R	OG-33477	Jetway	10/31/17	J-090-115-B1-001	NL-6683	FMC Jetway	10/2/20	PDX-25	625017-04/S	Inet Airport Systems	1/1/09	S1-1000	13012	SEMLER	1/1/91
	31	TB-27/15.0-3	05158TB2731503	THYSSEN	7/16/09	90SE200	109PS14137	Hobart	6/30/20	VERDE60TON	VF060201B123	VERDE GSE	4/10/19	WC98	1233	PHOENIX	11/14/09
	32	A3-59/110-125R	OG-36399-R	Jetway	9/12/17	J-090-115-B1-001	NL-6678	FMC Jetway	1/1/90	VERDE60TON	VF06010007-C	VERDE GSE	7/11/19	S1-1000	13014	SEMLER	1/1/91
	33	A3-58/110-125R	OG-33478	Jetway	10/17/17	J-090-115-B1-001	MY-6520	FMC Jetway	1/1/90	VERDE60TON	VF0602018121	VERDE GSE	5/8/19	WC98	1242	PHOENIX	11/14/09
	34	A3-58/110-125R	OG-36407-R	Jetway	9/8/17	J-090-115-B1-001	NL-6677	FMC Jetway	1/1/90	VERDE60TON	VF6020162003	VERDE GSE	7/28/21	S1-1000	13013	SEMLER	1/1/91
	35	TB41/19.5-3	05158TB4131436	THYSSEN	12/4/08	90SE200	1238	Hobart	6/30/20	VERDE60TON	VF6020161008	VERDE GSE	7/26/17	WC98	1238	PHOENIX	11/14/09
	36	TB 37/18.5-3	05158TB3731446	THYSSEN	3/31/09	JTP3180KVA	OG-46302	JBT AeroTech	1/28/20	PDX-40	625017-15	Inet Airport Systems	3/24/09	WC98	1235	PHOENIX	11/14/09
	39	TB-43/20.5-3	05158TB4331496	THYSSEN	6/12/09	JTP490KVA	47111	JBT AeroTech	7/25/22	VERDE60TON	VF6020151003	VERDE GSE	5/5/21	S1-1000	13896	SEMLER	11/19/15
	40	AD2-57/84-125R	OG-38938	Jetway	1/1/90	J-090-115-A10008	JL-5991	FMC Jetway	1/1/99	VERDE60TON	VF6020161007	VERDE GSE	6/17/16	S1-1000	13815	SEMLER	10/14/15
	41	A358/110 125R	OG-33852	Jetway	10/17/18	PWM-90	OG-42419	FMC Jetway	1/1/90	VERDE60TON	VF0602018122	VERDE GSE	3/29/19	S1-1000	13899	SEMLER	11/19/15
	42	TB-33/17.0.3	05158TB3331490	THYSSEN	5/8/19	180SE200	109PS14064	Hobart	5/18/09	VERDE60TON	VF6020152014	VERDE GSE	12/14/15	S1-1000	13893	SEMLER	11/19/15
	43	TB 41/19.5-3	05158TB3331435	THYSSEN	12/4/08	2400	98207/1.4	ITW GSE	1/23/19	PDX-25	625017-07	Inet Airport Systems	8/3/19	N/A	8100-810-7	GARSITE	11/19/15
AIRSIDE 2	44	TB 35/17.5-3	05158TB3531445	THYSSEN	3/2/09	JTP3180KVA	OG-45712	JBT AeroTech	5/4/18	VERDE60TON	VF0602018107	VERDE GSE	8/7/19	S1-1000	13816	SEMLER	11/11/15
	46	TB-35/17.5-3	05158TB3531495	THYSSEN	6/12/09	JTP490KVA	47107	JBT AeroTech	7/18/22	VPCA060TBM40-20-C	VF100476020C	VERDE GSE	5/2/20	S1-1000	13811	SEMLER	9/24/15
	47	TB 41/19.5-3	05158TB4131440	THYSSEN	1/12/09	JTP390KVA	OG-41821	JBT AeroTech	4/14/17	60TON	VF0602018106	VERDE GSE	8/1/19	S1-1000	13814	SEMLER	10/14/15
	48	TB-35/17.5-3	0515TB3531500	THYSSEN	7/15/09	JTP3180KVA	OG-45577	JBT AeroTech	6/19/20	VERDE60TON	001	VERDE GSE	11/12/15	S1-1000	13812	SEMLER	10/14/15
	50	TB27/17.0-3	05158TB2731491	THYSSEN	6/12/09	90SE200	109PS14138	Hobart	6/11/09	PDX-25	625017-18	Inet Airport Systems	6/10/09	WC98	1244	PHOENIX	11/14/09
	53	A3-58/110	OG-36559	Jetway	1/1/90	J090-115-B1-001	NC-6557	FMC Jetway	4/27/15	60TON	VF0602018109	VERDE GSE	8/27/19	WC98	1245	PHOENIX	11/14/09
	54	A3 60/119-125R	OG33854	Jetway	12/14/18	2400	98207/1.6	ITW GSE	3/29/19	VERDE60TON	VF6020152021	VERDE GSE	1/18/16	WC98	1237	PHOENIX	11/14/09
	55	A3-60/119-125R	OG-33479	Jetway	10/2/17	J-90-115	OG-41820	FMC Jetway	1/1/90	VERDE60TON	VF0602018108	VERDE GSE	8/28/19	WC98	1246	PHOENIX	11/14/09
	56	TB43/20.5-3	05158TB3331511	THYSSEN	3/3/20	JTP390KVA	OG-41863	JBT AeroTech	11/20/20	VERDE60TON	VF602016011	VERDE GSE	9/7/16	N/A	N/A	N/A	N/A
	57	A3 68/119-125R	OG-34599	Jetway	9/14/20	J-090-115-B1-001	NL-6681	FMC Jetway	1/1/90	PDX-25	625017-20	Inet Airport Systems	7/9/09	WC98	1236	PHOENIX	11/1/09
	58	A3 60/119-125R	OG-34119	Jetway	6/27/19	J-090-115-B1-001	NL-6682	FMC Jetway	1/1/90	VERDE60TON	VF6020161005	VERDE GSE	6/23/16	WC98	1243	PHOENIX	11/14/09

	71	A3 58/110 125R	OG-33853	Jetway	11/7/18	JTP3180KVA	45567	JBT AeroTech	12/14/16	VERDE60TON	VF6020161001	VERDE GSE	5/31/16	S1-1000	8861	SEMLER	1/1/90
AIRSIDE 3	72	A3-58/110	OG-36403	Jetway	1/1/90	JTP390KVA	45558	JBT AeroTech	12/6/16	VERDE60TON	VF6020152002	VERDE GSE	10/30/18	S1-1000	8857	SEMLER	1/1/90
	73	A3-58/110	OG-36397	Jetway	10/15/89	JTP390KVA	45559	JBT AeroTech	12/12/16	PCA060480WH	A15565	Twist Aero	7/9/15	S1-1000	8863	SEMLER	1/1/90
	74	A3-58/110	OG-36402	Jetway	10/20/89	JTP390KVA	45560	JBT AeroTech	12/7/16	60TON	VF602017104	VERDE GSE	6/30/17	S1-1000	8862	SEMLER	1/1/90
	75	A3-58/110	OG-36406	Jetway	1/1/90	JTP3180KVA	45568	JBT AeroTech	12/13/16	60TON	VF6020161010	VERDE GSE	10/20/15	S1-1000	8858	SEMLER	1/1/90
	76	A3-58/110	OG-36401	Jetway	1/1/90	JTP390KVA	45561	JBT AeroTech	12/8/16	60TON	VF6020151003	VERDE GSE	2/25/16	S1-1000	13897	SEMLER	1/1/90
	77	A3-58/110	OG-36405	Jetway	1/1/90	JTP390KVA	45562	JBT AeroTech	12/10/16	60TON	VF6020161002	VERDE GSE	8/25/16	S1-1000	8865	SEMLER	1/1/90
	78	A3-58/110	OG-36400	Jetway	1/1/90	JTP390KVA	45563	JBT AeroTech	12/9/16	60TON	VF6020151004	VERDE GSE	10/14/15	S1-1000	8860	SEMLER	1/1/90
	80	A3-58/110	OG-36417	Jetway	1/1/90	JTP3180KVA	45572	JBT AeroTech	1/3/17	60TON	VF6020151001	VERDE GSE	10/27/16	S1-1000	8859	SEMLER	1/1/90
	81	A3-58/110	OG-36411	Jetway	1/1/90	JTP3180KVA	45571	JBT AeroTech	1/6/17	VPCA060TBM-40-20-C	VF100466020C	VERDE GSE	4/14/20	S1-1000	8890	SEMLER	1/1/90
	82	A3-58/110	OG-36416	Jetway	1/1/90	JTP3180KVA	45576	JBT AeroTech	1/4/17	VPCA060TBM-40-20-C	VF100476020C	VERDE GSE	4/30/20	S1-1000	8891	SEMLER	1/1/90
	83	AD3-68/141-125R	OG-39041	Jetway	1/1/90	JTP3180KVA	45570	JBT AeroTech	1/11/16	VPCA060TBM-40-20-C	VF100486020C	VERDE GSE	4/3/20	S1-1000	8893	SEMLER	1/1/90
	84	A3-58/110	OG-36415	Jetway	1/1/90	JTP3180KVA	45574	JBT AeroTech	6/23/20	60TON	VF6020161009	VERDE GSE	10/30/18	S1-1000	8888	SEMLER	1/1/90
	85	A3-58/110	OG-36412	Jetway	1/1/90	JTP3180KVA	45573	JBT AeroTech	1/7/17	60TON	VF6020161006	VERDE GSE	6/9/16	S1-1000	8897	SEMLER	1/1/90
	86	AD3-68/141-125R	OG-30467	Jetway	1/1/90	JTP3180KVA	45575	JBT AeroTech	1/10/16	PDX-40	715005-02	FMC Jetway	1/1/90	S1-1000	8898	SEMLER	1/1/90
	87	A3-58/110	OG-36408	Jetway	1/1/90	JTP3180KVA	45569	JBT AeroTech	1/9/16	PDX-40	715005-21	Inet Airport Systems	1/1/90	S1-1000	8895	SEMLER	1/1/90
	90	A3-53/104 125R	OG-33413	Jetway	8/23/17	JTP3180KVA	45578	JBT AeroTech	8/23/17	60TON	VF6070152001	VERDE GSE	10/30/18	S1-1000	13898	SEMLER	1/1/90
	90A	A3 58/110-12512	OG-33414	Jetway	8/3/17	JetPower	OG-46303	JBT AeroTech	9/24/19	60TON	VF602017100	VERDE GSE	8/3/17	S1-1000	13894	SEMLER	1/1/90
	90B	A3-68/141-125RN	OG-33415	Jetway	11/13/17	N/A	N/A	N/A	N/A	10 Ton Roof	P171639333	Trane	10/18/17	S1-1000	N/A	N/A	1/1/90
	91	A3-58/110	OG-36413	Jetway	11/1/89	JTP390KVA	45564	JBT AeroTech	12/16/16	PDX-25	625017-08	Inet Airport Systems	3/29/19	S1-1000	8856	SEMLER	1/1/90
	92	A3 58/110-125R	OG-33476	Jetway	7/21/17	JTP390KVA	45711	JBT AeroTech	4/1/17	60TON	VF602017101	VERDE GSE	7/1/17	S1-1000	13881	SEMLER	1/1/90
	93	A3-58/110	OG-36394	Jetway	1/1/90	JTP390KVA	45565	JBT AeroTech	12/16/16	PDX-25	625017-02S	Inet Airport Systems	7/3/19	S1-1000	8866	SEMLER	1/1/90
	94	A3-58/110	OG-36398	Jetway	1/1/90	JTP3180KVA	45579	JBT AeroTech	12/20/16	PDX-40	715005-25	Inet Airport Systems	2/1/18	N/A	N/A	N/A	1/1/90
	95	A3-58/110	OG-36395	Jetway	1/1/90	JTP390KVA	45566	JBT AeroTech	12/17/16	PDX-25	625017-06	Inet Airport Systems	3/14/16	S1-1000	8894	SEMLER	1/1/90
	96	A3-58/110	OG-36410	Jetway	11/15/89	JTP3180KVA	45580	JBT AeroTech	12/19/16	60TON	VF6020151003	VERDE GSE	6/9/16	S1-1000	13895	SEMLER	1/1/90
	97	A3 60/119-125R	OG-34120	Jetway	6/27/19	JTP3180KVA	45581	JBT AeroTech	12/17/16	PDX-25	715005-21	Inet Airport Systems	2/21/19	S1-1000	8867	SEMLER	1/1/90
AIRSIDE 4	101	AD3-68-141-125R	OG-39028	Jetway	1/1/90	PWM-90	OG-42182	FMC Jetway	1/1/90	PAC-25	00-0215-008	Inet Airport Systems	1/1/90	PNXWC98	WC117-4-00	PHOENIX	1/1/00
	102	AD3-68-141-125R	OG-39029	Jetway	1/1/90	2400	98207/1.7	ITW GSE	1/30/19	PAC-25	00-6215-002	Inet Airport Systems	1/1/90	PNXWC98	110-3-00	PHOENIX	1/1/00
	103	AD3-68/141-125R	OG-39039	Jetway	1/1/90	PWM2-90	OG-43297	FMC Jetway	1/1/90	PAC-25	00-6215-003	Inet Airport Systems	1/1/90	PNXWC98	WC119-4-00	PHOENIX	1/1/00
	104	AD3-68-141-125R	OG-39031	Jetway	1/1/90	PWM-90	OG-42184	FMC Jetway	1/1/90	PAC-25	00-6215-009	Inet Airport Systems	1/1/90	PNXWC98	109-3-00	PHOENIX	1/1/00
	105	AD3-68-141-125R	OG-39032	Jetway	1/1/90	PWM2-90	OG-43279	FMC Jetway	1/1/90	AMUB045480NH	B22532	TWIST INC.	10/19/22	PNXWC98	111-3-00	PHOENIX	1/1/00
	106	A3-58/110	OG-36414	Jetway	1/1/90	PWM-90	OG-42193	FMC Jetway	7/3/22	AMUB045480NH	B22534	TWIST INC.	12/12/22	PNXWC98	112-3-00	PHOENIX	1/1/00
	107	AD3-68-141-125R	OG-30441	Jetway	1/1/90	2400	A105068/1.4	ITW GSE	5/25/20	AMUB045480NH	B22533	TWIST INC.	11/3/22	WC-98	1167	PHOENIX	1/1/04
	108	A3-58/110	OG 36409	Jetway	1/1/90	JTP390KVA	MW-6499	JBT AeroTech	1/1/90	APC 2750	65379	JBT AeroTech	4/26/18	WC-98	1165	PHOENIX	1/1/04
	109	A3-60-119-125R	OG-30440	Jetway	1/1/90	PWM2-90	OG-42185	FMC Jetway	1/1/90	AMUB045480NH	B22531	TWIST INC.	12/6/22	WC-98	1166	PHOENIX	1/1/04
	110	A3-68-141-125R	OG-39034	Jetway	1/1/90	PWM-90	OG-42186	FMC Jetway	1/1/00	PAC-25	00-6215-006	Inet Airport Systems	1/1/90	PNXWC98	WC120-4-00	PHOENIX	1/1/00
	111	A3-68-141-125R	OG-39033	Jetway	1/1/90	JTP390KVA	PD-6941	JBT AeroTech	1/1/90	PAC-25	00-6215-007	Inet Airport Systems	1/1/90	PNXWC98	WC122-4-00	PHOENIX	1/1/00
	112	A3-68-141-125r	OG-39030	Jetway	1/1/90	PWM-90	OG-42420	FMC Jetway	1/1/90	PAC-25	00-6215-005	Inet Airport Systems	1/1/90	PNXWC98	WC114-4-00	PHOENIX	1/23/10
	120	A3-68-141-125r	OG-39036	Jetway	1/1/90	PWM-90	OG-42188	FMC Jetway	1/1/90	PAC-25	00-6215-004	Inet Airport Systems	1/1/90	PNXWC98	WC112-4-00	PHOENIX	1/23/10
	121	A3-68-141-125R	OG-39038	Jetway	1/1/90	PWM-90	OG-42190	FMC Jetway	1/1/90	PAC-25	00-6215-011	Inet Airport Systems	1/1/90	PNXWC98	WC115-4-00	PHOENIX	1/23/10
	122	A3-68-141-125R	OG-39037	Jetway	1/1/90	J-90-480	OG-42189	FMC Jetway	1/1/90	AHU045480WH	A18526	Twist Aero	8/17/18	PNXWC98	WC121-4-00	PHOENIX	1/23/10
	123	A3-68-141-125R	OG-39040	Jetway	1/1/90	PWM-90	OG-42192	FMC Jetway	1/1/90	PAC-25	00-6215-014	Inet Airport Systems	1/1/90	PNXWC98	WC116-4-00	PHOENIX	1/23/10
	124	A3-68-141-125R	OG-39035	Jetway	1/1/90	PWM-90	OG-42187	FMC Jetway	1/1/90	PAC-25	00-6215-003	Inet Airport Systems	1/1/90	PNXWC98	WC113-4-00	PHOENIX	1/23/10
	125	A3-68-141-125R	OG-30397	Jetway	1/1/90	PWM-90	OG-42194	FMC Jetway	1/1/90	PAC-25	00-6215-010	Inet Airport Systems	1/1/90	PNX-WC98	WC118-4-00	PHOENIX	1/23/10
	126	AD3-68-141-125R	OG-39043	Jetway	1/1/90	PWM-90	OG-42195	FMC Jetway	1/1/90	PAC-25	00-6215-012	Inet Airport Systems	1/1/90	PNX-WC98	WC123-4-00	PHOENIX	1/23/10
	127	A6-60/119-125R	OG-30444	Jetway	1/1/90	PWM2-90	OG-43281	FMC Jetway	1/1/06	PAC-250R	00-0511-100	Inet Airport Systems	1/1/90	WC-98	1168	PHOENIX	1/23/10
	128	A3-68-141-125R	OG-30470	Jetway	1/1/90	PWM2-90	OG-43282	FMC Jetway	1/1/90	PAC-250R	00-0511-098	Inet Airport Systems	1/1/90	WC-98	1170	PHOENIX	1/23/10
	129	AD3-68-141-125R	OG-82664	Jetway	1/1/90	2400	98207/1.8	ITW GSE	6/4/19	PAC-250R	00-0511-108	Inet Airport Systems	1/1/90	WC-98	1169	PHOENIX	1/23/10
	20A	ROOF TOP UNITS	N/A	N/A	N/A	N/A	N/A	N/A	N/A	TSC048E4R0A0SD4	916101245L	TRANE	7/9/09	N/A	N/A	N/A	N/A
	20B	ROOF TOP UNITS	N/A	N/A	N/A	N/A	N/A	N/A	N/A	TSC048E4R0A0SD4	916101257L	TRANE	7/9/09	N/A	N/A	N/A	N/A

For Category: JETWAY, All Locations, All Items, Item Status 'Active', Item Type: I

Part #	Description	Manufacturer	Mfg Part #	UOM	BS	Onhand	Ordered	MinMax	Var	Item Cost	Avg Cost	Ext Cost	Location
J0000001	Thrust Bearing Kit, for Ball Screw, FMC #3671671	JBT	3671671	EA	0	4	0	2	2	342.00	276.75	1,368.00	10-0807 (4)
J0000002	Center Ring Kit, for Ball Screw, FMC #1425444-501	JBT	1425444-501	EA	0	2	0	2	0	50.00	50.00	100.00	10-0807 (2)
J0000003	Thrust Washer Kit, for Ball Screw, FMC #3670480	JBT	3670480	EA	0	2	0	2	0	18.00	18.00	36.00	10-0807 (2)
J0000005	Sleeve Kit, for Ball Screw, FMC #8005561	JBT	8005561	EA	0	2	0	2	0	309.00	0.00	618.00	27-0504 (2)
J0000006	Bearing Pad (Large) Kit, for Ball Screw, JBT #3007223	JBT	3007223	EA	0	0	0	0	0	24.00	17.33	0.00	
J0000007	Bearing Pad (Small) Kit, for Ball Screw, JBT #3007224	JBT	3007224	EA	0	6	0	0	6	14.00	11.83	84.00	10-0807 (6)
J0000008	Top Plate Kit, for Ball Screw, JBT #2102086	JBT	2102086	EA	0	2	0	2	0	999.00	478.16	1,998.00	27-0302 (2)
J0000011	Motor, Horizontal Drive, 5 HP DC, Rebuilt, Reliance P/N T18R5501A-UF	Reliance	T18R5501A-UF	EA	0	0	0	1	-1	8,000.00	0.00	0.00	
J0000013	Tube Kit, for Jetway Tire 40x14, Includes Inner Tube, Boot and Valve Extension, JBT #8017315	JBT	8017315	EA	0	16	0	0	16	256.86	190.66	4,109.76	20-0502 (16)
J0000015	Gear Motor, Vertical Drive, A.C., (Old Style), Used, FMC #4960568	JBT	4960568	EA	0	1	0	1	0	4,488.00	0.00	4,488.00	27-0302 (1)
J0000016	Gear Box, Vertical Drive, (Old Style), Used, FMC #10309294-QA	JBT	10309294	EA	0	1	0	1	0	6,000.00	0.00	6,000.00	27-0401 (1)
J0000018	Valve Kit, Jetway Tire for Nitrogen Fill Application			KIT	0	0	0	0	0	99.00	71.19	0.00	
J0000019	Tire, Trailer Type, Size ST175/80/R13, Load Range C, 6 Ply, for ADA Lifts			EA	0	2	0	2	0	22.49	22.49	44.98	27-1105 (2)
J0000021	Brake Assembly, Dings, JBT #4180011	JBT	4180011	EA	0	2	0	1	1	1,770.00	1,378.82	3,540.00	27-0503 (2)
J0000022	Brake Disk, Dings, JBT #4180054	JBT	4180054	EA	0	8	0	4	4	247.00	226.59	1,976.00	10-0807 (8)
J0000023	Floor Mat, Rubber, Black, (Size 1/4" X 6' X 11'9" Roll = 70.5 sq ft) JBT #3700376 DISCONTINUED AS PER JSM	JBT	3700376	SFT	0	0	0	282	-282	21.00	14.92	0.00	
J0000024	Screw, TEK #12 x 3/4" Hex Washer Head, P/N 12N75UHWZ, 100/Box			BOX	0	3	0	3	0	3.00	3.00	9.00	10-0807 (3)
J0000029	Cord, Electric, Type 12/4 SO, 600volt			FT	0	0	0	100	-100	0.48	0.00	0.00	
J0000030	Canopy Curtain, 8 bellows, Grey, FMC #3712787	JBT	3712787	EA	0	0	0	0	0	1,053.66	1,053.66	0.00	
J0000031	Canopy Curtain, 8 bellows, gray, w/fasteners, JBT #8600007	JBT	8600007	EA	0	0	0	0	0	2,211.50	2,025.32	0.00	
J0000032	Fuse, 20 amp, Buss #BP/FRN-R-20	Buss	BP/FRN-R-20	EA	0	27	0	18	9	4.17	3.49	112.59	10-0806 (27)
J0000034	Joystick, Single Axis, 2-way, Forward and Reverse, JBT #4141132-501	JBT	4141132-501	EA	0	2	0	1	1	635.00	379.78	1,270.00	10-0806 (2)
J0000035	Board, Driver, Single Darlington, Hobart #AM-2650-OA	Hobart	AM-2650-OA	EA	0	1	0	1	0	487.00	487.00	487.00	20-1207 (1)

Part #	Description	Manufacturer	Mfg Part #	UOM	BS	Onhand	Ordered	MinMax	Var	Item Cost	Avg Cost	Ext Cost	Location
J0000036	Board, Control, Output Relay, Hobart #AM-1710-OB	Hobart	AM-1710-OB	EA	0	1	0	1	0	300.00	300.00	300.00	20-1207 (1)
J0000038	Fan Assembly, JBT #3614931	JBT	3614931	EA	0	2	0	0	2	33.00	22.50	66.00	10-0806 (2)
J0000039	Drive Unit, for Jet-Pack Model P-020-240-A4-003, JBT #2910040	JBT	2910040	EA	0	0	0	0	0	2,590.00	2,263.42	0.00	
J0000040	Lamp, Flood, 300W, Phillips #300PAR56/MFL-120v	Philips	300PAR56/MFL-120V	EA	0	27	0	11	16	12.84	14.47	346.68	27-0503 (27)
J0000041	Repair Kit, Jetway Canopy, JBT #3007037	JBT	3007037	EA	0	12	0	0	12	76.00	76.00	912.00	27-0503 (12)
J0000042	Light, Pilot, LED, Green, 480V10250ED1178, JBT #4142199	JBT	4142199	EA	0	26	0	0	26	65.00	65.00	1,690.00	10-0806 (26)
J0000043	Meter, Digital, 3 1/2", Type PNL 5V.PM.35A, JBT #4501699	JBT	4501699	EA	0	0	0	0	0	116.00	105.54	0.00	
J0000044	Cable, 6 Conductor, 12 Ga., SO Type for Drive Motor, 25' Long, JBT #4170682	JBT	4170682	LF	0	100	0	0	100	4.40	3.54	440.00	27-0602 (100)
J0000045	Sensor, Infrared, Solid State, Aircraft/Bridge, NPVC, JBT #3638135	JBT	3638135	EA	0	0	0	2	-2	1,187.50	685.38	0.00	
J0000046	Bell, Warning, 10", 120V, JBT #3654806	JBT	3654806	EA	0	8	0	4	4	400.00	213.90	3,200.00	27-0403 (8)
J0000047	Clamp, Saddle, for Galvanized Cables, JBT #3689234	JBT	3689234	EA	0	0	0	0	0	86.00	78.55	0.00	
J0000048	Caster, Wheel Type, 8", JBT #3676001	JBT	3676001	EA	0	0	0	0	0	141.00	105.76	0.00	
J0000049	Caster, Wheel Type, 6", JBT #3676002	JBT	3676002	EA	0	23	0	0	23	61.00	50.60	1,403.00	27-0404 (23)
J0000050	Motor Start Capacitor,53-64 MFD, Round, Dayton #2MER5	Philips	3534B2A0053A220 A7	EA	0	14	0	2	12	10.58	5.05	148.12	10-0805 (14)
J0000051	Lamp, Incandescent, 120V, for Federal Signal Rotating Warning Light, Fed. Sig. #K8107181A	FedSig	K8107181A	EA	0	16	0	9	7	10.15	7.96	162.40	10-0805 (16)
J0000052	Bearing, Tapered Roller, Timken #TI-52400	Timken	TI-52400	EA	0	2	0	3	-1	93.36	82.15	186.72	10-0805 (2)
J0000053	Brake, Ball Screw for Single Motor, Vertical Drive, FMC #2002465	JBT	2002465	EA	0	2	0	2	0	2,142.00	2,142.00	4,284.00	27-0501 (2)
J0000054	Lamp, LED, Green, 24VDC, FMC #4503332	JBT	4503332	EA	0	0	0	0	0	28.00	25.20	0.00	
J0000055	Lamp, LED, Red, 24VDC, FMC #4503331	JBT	4503331	EA	0	1	0	0	1	34.40	28.00	34.40	10-0805 (1)
J0000056	Lamp, LED, Yellow, 24VDC, FMC #4503333	JBT	4503333	EA	0	12	0	0	12	30.00	27.60	360.00	10-0805 (12)
J0000057	Button, Blue, Right Vertical, JBT #4141121	JBT	4141121	EA	0	7	0	0	7	3.93	3.93	27.51	10-0805 (7)
J0000058	Button, Blue, Left Vertical, JBT #4141120	JBT	4141120	EA	0	12	0	0	12	3.93	3.93	47.16	10-0805 (12)
J0000059	Button, Green, Left Vertical, JBT #4141818	JBT	4141818	EA	0	10	0	0	10	3.93	3.93	39.30	10-0805 (10)
J0000060	Button, Green, Right Vertical, JBT #4141817	JBT	4141817	EA	0	10	0	0	10	3.93	3.93	39.30	10-0805 (10)

Part #	Description	Manufacturer	Mfg Part #	UOM	BS	Onhand	Ordered	MinMax	Var	Item Cost	Avg Cost	Ext Cost	Location
J0000061	Button, Green, Extn, JBT #4141077-502	JBT	4141077-502	EA	0	6	0	0	6	3.93	3.93	23.58	10-0805 (6)
J0000062	Button, Green, Retract, JBT #4141077-503	JBT	4141077-503	EA	0	8	0	0	8	3.93	3.93	31.44	10-0805 (8)
J0000063	Button, Green, Down, JBT #4141808	JBT	4141808	EA	0	12	0	0	12	3.93	3.93	47.16	10-0805 (12)
J0000064	Button, Black, On, JBT #4140425	JBT	4140425	EA	0	0	0	0	0	8.23	6.45	0.00	
J0000065	Button, Green, Up, JBT #4141807	JBT	4141807	EA	0	5	0	0	5	3.93	3.93	19.65	10-0805 (5)
J0000066	Button, Black, Digital Read Out, JBT #4140421-501	JBT	4140421-501	EA	0	0	0	0	0	6.77	6.08	0.00	
J0000067	Button, Blue, Travel Warning Bell, Push, JBT #4141843	JBT	4141843	EA	0	0	0	0	0	15.00	9.19	0.00	
J0000068	Button, Black, Blank, C.H. E30KB100, JBT #4140421	JBT	4140421	EA	0	0	0	0	0	3.74	2.58	0.00	
J0000069	Lens, White, Cab Floor in Manual, JBT #4141821	JBT	4141821	EA	0	3	0	0	3	6.99	6.19	20.97	10-0805 (3)
J0000070	Lens, White, Cab Floor in Auto, JBT #4141822	JBT	4141822	EA	0	0	0	0	0	13.00	9.67	0.00	
J0000071	Lens, White, Vent, JBT #4140462	JBT	4140462	EA	0	4	0	0	4	4.58	4.58	18.32	10-0805 (4)
J0000072	Lens, Green, Power On, JBT #4140454	JBT	4140454	EA	0	0	0	0	0	13.00	8.38	0.00	
J0000073	Lens, Amber, A/L On, JBT #4140457	JBT	4140457	EA	0	2	0	0	2	13.00	7.96	26.00	10-0805 (2)
J0000074	Lens, Red, A/L Wrn, JBT #4140442	JBT	4140442	EA	0	0	0	0	0	7.40	6.55	0.00	
J0000075	Lens, Red, Canopy Down, JBT #4141080-503	JBT	4141080-503	EA	0	0	0	0	0	13.00	7.36	0.00	
J0000076	Lens, Red, Lift Column, Fault, JBT #4141080-502	JBT	4141080-502	EA	0	0	0	0	0	8.46	6.89	0.00	
J0000077	Lens, White, Steer, Vertical, JBT #4140903	JBT	4140903	EA	0	0	0	0	0	12.00	7.44	0.00	
J0000079	Lens, Amber, 400hz-Cable Deployed JBT #3618597	JBT	3618597	EA	0	2	0	0	2	7.68	6.56	15.36	10-0805 (2)
J0000080	Lens, White, Cab Rot (Vert), JBT #4140468	JBT	4140468	EA	0	7	0	0	7	3.93	3.93	27.51	10-0805 (7)
J0000081	Lens, White, LS Canopy, JBT #4140827	JBT	4140827	EA	0	3	0	0	3	12.04	7.80	36.12	10-0805 (3)
J0000082	Lens, White, RS Canopy, JBTC #4140826	JBT	4140826	EA	0	1	0	0	1	6.78	5.74	6.78	10-0805 (1)
J0000083	Lens, Amber, Swing Limit Wrn, JBT #4141119	JBT	4141119	EA	0	0	0	0	0	14.00	10.04	0.00	
J0000084	Lens, White, Cab Floor FLDT, JBT #4141137-502	JBT	4141137-502	EA	0	11	0	0	11	5.39	5.39	59.29	10-0804 (11)
J0000085	Button, Blue, DN, JBT #4142397	JBT	4142397	EA	0	0	0	0	0	8.00	6.91	0.00	
J0000086	Button, Blue, Up, JBT #4142396	JBT	4142396	EA	0	10	0	0	10	8.00	5.99	80.00	10-0804 (10)
J0000087	Lens, White, Vertical Drive, JBT #4140471	JBT	4140471	EA	0	0	0	0	0	13.00	9.34	0.00	
J0000089	Lens, White, CLS FLDT, JBT #4141032	JBT	4141032	EA	0	9	0	0	9	5.39	5.39	48.51	10-0804 (9)
J0000090	Lens, White, Gate I.D. Sign, JBT #3611366	JBT	3611366	EA	0	15	0	0	15	5.39	5.39	80.85	10-0804 (15)

For Category: JETWAY, All Locations, All Items, Item Status 'Active', Item Type: I

Part #	Description	Manufacturer	Mfg Part #	UOM	BS	Onhand	Ordered	MinMax	Var	Item Cost	Avg Cost	Ext Cost	Location
J0000091	Button, Black, SPCR Limit OVRD, JBT # 4140421-500	JBT	4140421-500	EA	0	11	0	0	11	5.39	5.39	59.29	10-0804 (11)
J0000092	Lens, Red, SPCR Limit Tripped, JBT #4141080-500	JBT	4141080-500	EA	0	0	0	0	0	5.39	5.39	0.00	
J0000093	Lamp, Miniature, #1864, P/N 6VF96			EA	0	140	0	20	120	0.85	0.93	119.00	10-0804 (140)
J0000094	Drain Tube, Left Side, JBT #2100208-501	JBT	2100208-501	EA	0	8	0	4	4	138.00	138.00	1,104.00	27-0402 (8)
J0000095	Drain Tube, Right Side, JBT #2100208-500	JBT	2100208-500	EA	0	11	0	4	7	122.27	172.60	1,344.97	27-0402 (11)
J0000096	Cover, "Slim-Shield", for GFI Receptacle, T&B #WRHGF-80-C	T&B	WRHGF-80-C	EA	0	4	0	4	0	13.65	18.32	54.60	10-0804 (4)
J0000097	Receptacle, GFI Type, 20A, 125V, White, Hubbell-Bryant #GFTWRST20W			EA	0	13	0	10	3	23.16	20.05	301.08	10-0803 (13)
J0000098	Gear Box, Horizontal Drive, Reliance XL, JBT #4960081-002	JBT	4960081-002	EA	0	3	0	1	2	3,799.50	7,599.00	11,398.50	27-0401 (2) 27-0601 (1)
J0000099	Fuse, 30A, Midget Time Delay, Type FNQ30, Grainger #4XC64	Grainger	4XC64	EA	0	20	0	10	10	9.68	7.51	193.60	10-0804 (20)
J0000100	Actuator Motor Assembly, Linear, Warner Type w/Mounting Brackets, JBT #2006163	JBT	2006163	EA	0	2	0	2	0	1,240.50	1,045.73	2,481.00	27-0502 (2)
J0000101	Pushbutton, Compact Operator w/Indicator Light, E30DM, JBT #4140411	JBT	4140411	EA	0	9	0	0	9	108.26	89.67	974.34	10-0803 (9)
J0000102	Lens, White, "Cab Lights", JBT #4140461	JBT	4140461	EA	0	0	0	0	0	9.94	10.27	0.00	
J0000103	Lens, White "Floodlights", JBT #4140458	JBT	4140458	EA	0	1	0	0	1	9.79	9.49	9.79	10-0804 (1)
J0000104	Lens, White, "Roll Up Door", JBT #4140470	JBT	4140470	EA	0	0	0	0	0	7.72	6.92	0.00	
J0000105	Button, Black, Horiz. Drive, JBT #4140422	JBT	4140422	EA	0	8	0	0	8	5.39	5.39	43.12	10-0804 (8)
J0000106	Lens, White, "Motor Run", JBT #4140459	JBT	4140459	EA	0	18	0	0	18	9.40	8.94	169.20	10-0804 (18)
J0000107	Pushbutton, Compact Operator w/Indicator Light, E30BM, JBT #4140406	JBT	4140406	EA	0	16	0	0	16	52.00	52.00	832.00	10-0803 (16)
J0000108	Lens, Red, "Auto Level Warning", JBT #4140437	JBT	4140437	EA	0	23	0	0	23	5.39	5.39	123.97	10-0804 (23)
J0000109	Lens, Amber, "Auto Level On", JBT #4140439	JBT	4140439	EA	0	19	0	0	19	3.88	3.88	73.72	10-0804 (19)
J0000110	Lens, Red, "Rotunda Warning", JBT #4140436	JBT	4140436	EA	0	23	0	0	23	5.39	5.39	123.97	10-0804 (23)
J0000111	Lens, Red, "Oversteer", JBT #4140489	JBT	4140489	EA	0	8	0	0	8	5.18	6.86	41.44	10-0804 (8)
J0000112	Switch, Kit, 3-Position, W/Legend and 3 Contact Blocks, JBT #4141760	JBT	4141760	EA	0	3	0	2	1	313.00	218.82	939.00	27-0502 (3)
J0000113	Plate, Legend, "Auto Level-Off-Operate", JBT #4140330	JBT	4140330	EA	0	12	0	0	12	13.83	19.50	165.96	10-0804 (12)

Part #	Description	Manufacturer	Mfg Part #	UOM	BS	Onhand	Ordered	MinMax	Var	Item Cost	Avg Cost	Ext Cost	Location
J0000114	Faceplate, Console, Jetway, JBT #2900117	JBT	2900117	EA	0	2	0	1	1	400.00	400.00	800.00	10-0803 (2)
J0000115	Voltometer, GE-DB-30, JBT #4140239	JBT	4140239	EA	0	4	0	2	2	162.00	162.00	648.00	10-0802 (4)
J0000116	Pushbutton, Compact Operator, E30EM, JBT #4140412	JBT	4140412	EA	0	0	0	0	0	139.85	107.43	0.00	
J0000117	Button, Black, "Right", JBT #4140429	JBT	4140429	EA	0	24	0	0	24	3.51	3.51	84.24	10-0804 (24)
J0000119	Pushbutton, Compact Operator, E30DF, JBT #4140408	JBT	4140408	EA	0	9	0	0	9	101.00	92.00	909.00	10-0802 (9)
J0000120	Lens, Red, "Power On", JBT #4140441	JBT	4140441	EA	0	9	0	0	9	7.72	9.42	69.48	10-0802 (9)
J0000121	Button, Black, "Raise", JBT #4140433	JBT	4140433	EA	0	18	0	0	18	4.49	4.49	80.82	10-0804 (18)
J0000122	Button, Black, "Lower", JBT #4140432	JBT	4140432	EA	0	18	0	0	18	4.51	4.51	81.18	10-0804 (18)
J0000123	Lens, White, "Canopy", JBT #4140469	JBT	4140469	EA	0	18	0	0	18	5.41	4.96	97.38	10-0802 (18)
J0000124	Warning Device, Audible, Solid-State, Allied Electronics #854-6525	Allied	854-6525	EA	0	4	0	2	2	50.03	39.95	200.12	10-0802 (4)
J0000125	Lamp, Halogen, 40W, Bayonet Base, for Edwards Strobe, #P-041695-0108	Edwards Electric	P-041695-0108	EA	0	0	0	0	0	5.40	5.12	0.00	
J0000126	Power Supply, for Warner Brakes, JBT #4140825	JBT	4140825	EA	0	2	0	1	1	488.00	440.67	976.00	27-0502 (2)
J0000127	Fuse, 40 Amp, 600v, Bussman #FRS-R-40	Buss	FRS-R-40	EA	0	12	0	6	6	8.63	9.01	103.56	10-0801 (12)
J0000129	Spring, Extension, JBT #3727086	JBT	3682030	EA	0	10	0	0	10	1.83	1.83	18.30	10-0801 (10)
J0000130	Relay, Brake Control, Type M, Cutler Hammer #D26MPR	Cutter Hammer Controls	D26MPR	EA	0	11	0	6	5	13.82	13.82	152.02	10-0801 (11)
J0000131	Brush, Motor, For Reliance Horizontal Drive	MilBea	RE44AU	EA	0	16	0	6	10	26.04	21.37	416.64	10-0801 (16)
J0000132	Connector, PCA, Composite, 8", #JB729	J&B	JB729	EA	0	20	0	10	10	325.00	340.95	6,500.00	33-0203 (20)
J0000133	Gasket, PCA, Replacement, J&B Aviation #JB741	J&B	JB741	EA	0	20	0	10	10	25.00	24.01	500.00	33-0203 (20)
J0000134	Brush Kit, for Rheostat, JBT #4140174-001	JBT	4140174-001	EA	0	2	0	1	1	295.00	227.67	590.00	10-0801 (2)
J0000137	Board, Annunciator, Display Control, FCX Systems #AM145A00	FCX	AM145A00	EA	0	2	0	1	1	555.00	404.50	1,110.00	20-1207 (2)
J0000138	Timer Kit for Auto Level Delay & Horizontal Brake, JBT #2950756.01	JBT	2950756.01	EA	0	0	0	0	0	252.00	176.00	0.00	
J0000140	Lens, Green, for GPU, FCX #800EAP3	FCX	800EAP3	EA	0	7	0	3	4	10.00	10.00	70.00	10-0801 (7)
J0000143	Fuse, Time Delay, 3 Amp, 500 VAC, #FNQ-3			EA	0	34	0	10	24	8.77	6.64	298.18	10-0804 (34)
J0000144	Hose Clamp, Stainless Steel, Worm Gear Type, 14", Ideal #63224			EA	0	0	0	0	0	5.06	3.80	0.00	
J0000145	Hose Clamp, Stainless Steel, Worm Gear Type, 8", Ideal #63128			EA	0	0	0	0	0	3.81	3.29	0.00	
J0000146	Fuse, Midget Time Delay, 2 Amp, 500 VAC, #FNQ-2			EA	0	45	0	10	35	4.16	4.25	187.20	10-0804 (45)
J0000147	Chain, 80-2, For Jetway, JBT #3672801	JBT	3672801	EA	0	0	0	0	0	210.77	149.54	0.00	
J0000148	Washer, Lock, 1", JBT #5150031	JBT	5150031	EA	0	16	0	0	16	0.89	0.84	14.24	10-0707 (16)

Part #	Description	Manufacturer	Mfg Part #	UOM	BS	Onhand	Ordered	MinMax	Var	Item Cost	Avg Cost	Ext Cost	Location
J0000149	Bolt, Roller, Adjustment, 8" X 4 3/4", JBT #1600693	JBT	1600693	EA	0	12	0	0	12	32.60	26.00	391.20	10-0707 (12)
J0000150	Nut, Jam, Hex, 1" X 8 TPI, JBT #5250045	JBT	5250045	EA	0	9	0	0	9	0.94	0.94	8.46	10-0707 (9)
J0000151	Contact Kit, Sizes 0 & 1, #KTM-31-1			EA	0	3	0	3	0	126.88	126.50	380.64	10-0707 (3)
J0000152	Contact Kit, Size 2, #KTM-32-1			EA	0	4	0	3	1	207.34	207.83	829.36	10-0707 (4)
J0000153	Board, Tri-Phase Power Supply, FCX Systems #AM008A-0A	FCX	AM008A-0A	EA	0	1	0	1	0	346.00	346.00	346.00	20-1207 (1)
J0000154	Net, Safety, DC9 Modification, JBT #2001647	JBT	2001647	EA	0	2	0	1	1	1,179.00	905.67	2,358.00	27-0502 (2)
J0000155	Lamp, Fluorescent, 40w, High Output, Type F36T12/CW/HO			EA	0	20	0	12	8	4.45	4.25	89.00	27-0403 (20)
J0000156	Hurricane Tie Down Kit, Jetways, Includes Two 3" Straps, Two Pin Triangles and Two Ratchet Binders, JBT #2103402	JBT	2103402	KIT	0	8	0	2	6	426.00	426.00	3,408.00	27-0603 (8)
J0000158	Circuit Board, Power Supply, for FCX type GPU's, 28 VDC, FCX #AM010B0A	FCX	AM010B0A	EA	0	2	0	1	1	724.00	530.40	1,448.00	20-1207 (2)
J0000159	Roller, Idler, Cab Curtain, 4" Dia., JBT #3676017	JBT	3676017	EA	0	20	0	0	20	4.98	4.81	99.60	10-0707 (20)
J0000160	Plate, Nylon, 1"X3 1/4"X 7 5/8", JBT #8014478 replaced with J0000231 JR 6/28/12-- 2/28/14 JR	JBT	8014478	EA	0	0	0	1	-1	71.00	68.75	0.00	
J0000161	Cable Assembly, GPU Hoist, JBT #2133038	JBT	2133038	EA	0	0	0	0	0	368.00	329.87	0.00	
J0000162	Joystick, 4-way, JBT #4141438	JBT	4141438	EA	0	3	0	2	1	1,375.00	1,544.87	4,125.00	10-0706 (3)
J0000163	Rectifier, Full Wave, JBT #4141277	JBT	4141277	EA	0	2	0	0	2	43.64	36.75	87.28	10-0706 (2)
J0000164	Brushes, Electric Motor Type 15/16"Wx1 5/8"Lx5/16"H, Part #22-371031			EA	0	3	0	2	1	9.54	10.52	28.62	10-0706 (3)
J0000165	Barrel Kit, Cab Curtain, R/S (Bottom Tensioner) JBT #2130977.06	JBT	2130977.02	KIT	0	1	0	1	0	1,509.00	1,021.53	1,509.00	25-0303 (1)
J0000166	Barrel Kit, Cab Curtain, L/S (Bottom Tensioner) JBT #2130977.01 REPLACED WITH 3716696 (J0000230)	JBT	2130977.01	KIT	0	0	0	1	-1	1,220.00	892.30	0.00	
J0000167	Curtain, Cab, R/S JBT #3011525 (DISC AS OF JAN 2010)	JBT	3011525	EA	0	1	0	1	0	1,526.00	1,526.00	1,526.00	25-0603 (1)
J0000168	Motor, Vertical Drive, 3 HP, W/Mounting Bracket, JBT #2136033.01	JBT	2136033.01	KIT	0	11	0	4	7	2,727.65	2,344.00	30,004.15	27-0703 (1) 27-1003 (6) 27-0306 (4)
J0000169	Chain, Coupling, JBT #3702902 (Use with J0000168)	JBT	3702902	EA	0	5	0	0	5	118.00	113.39	590.00	27-0902 (5)
J0000170	Hurricane Tie Down Kit, Jetways, Includes Two 2" Straps, Two Pin Triangles and Two Ratchet Binders			KIT	0	0	0	0	0	0.00	0.00	0.00	
J0000171	Hose, Starter for TAD Tube, 9', PCA, J&B J&B #JZ1443-09	J&B	JZ1443-09	EA	0	8	0	4	4	310.49	271.86	2,483.92	33-0303 (8)

Part #	Description	Manufacturer	Mfg Part #	UOM	BS	Onhand	Ordered	MinMax	Var	Item Cost	Avg Cost	Ext Cost	Location
J0000172	Wheel, Auto-Level, JBT #2001940-500	JBT	2001940-500	EA	0	0	0	0	0	87.00	75.33	0.00	
J0000173	Lens, for JBT #4080209 Stair Light Fixture, JBT #4080267	JBT	4080267	EA	0	0	0	0	0	23.00	23.00	0.00	
J0000174	Lamp, Fluorescent, Circular, 16", FC16T9/CW			EA	0	15	0	4	11	4.18	4.18	62.70	27-0404 (15)
J0000175	Lamp, Fluorescent, Circular, 12", FC12T9/CW			EA	0	14	0	4	10	2.84	2.84	39.76	27-0404 (14)
J0000177	Transformer, Choke, FCX Systems #PCH-058	FCX	PCH-058	EA	0	2	0	1	1	1,236.50	1,236.33	2,473.00	27-0301 (2)
J0000178	Chain, Roller, #35, Riveted (10 Ft/Section), #UST-35RIV-10'			FT	0	0	0	30	-30	4.76	3.57	0.00	
J0000179	Hose, Potable Water, Gray PVC, Braided Reinforced, 1" ID X 1.3" OD, NSF Standard 51 Certified, 200 Ft/Roll			RL	0	2	0	1	1	260.20	242.00	520.40	27-0304 (2)
J0000180	Hose, Potable Water, Gray PVC, Braided Reinforced, 3/4" ID X 1.0" OD, NSF Standard 51 Certified, 250 Ft/Roll Min			RL	0	0	0	0	0	375.79	327.36	0.00	
J0000181	Transistor, Power Module, FCX #PTR005	FCX	PTR005	EA	0	2	0	2	0	849.00	849.00	1,698.00	10-0705 (2)
J0000182	Hose, Flexible Velcro, 14" X 10' PCA Duct, Insulated, J&B #AP1483-10	J&B	AP1483-10	EA	0	3	0	12	-9	192.00	169.50	576.00	33-0301 (3)
J0000183	Hose, Flexible Velcro, 14" X 20' PCA Duct, Insulated, J&B #AP1483-20	J&B	AP1483-20	EA	0	10	0	20	-10	310.00	267.94	3,100.00	33-0201 (10)
J0000184	Adapter, Tapered 14"x 8", for PCA Duct, J&B #AP1483-01	J&B	AP1483-01	EA	0	0	0	10	-10	210.00	126.91	0.00	
J0000185	Clamp, Auto Level Limit Switch, AHR, SPR 8-32 X .875, JBT #5400023	JBT	5400023	EA	0	25	0	0	25	5.08	5.08	127.00	10-0705 (25)
J0000186	Board, Phase Drive, FCX Systems #AM051E-0B	FCX	AM051E-0B	EA	0	2	0	1	1	907.00	907.00	1,814.00	20-1206 (2)
J0000187	Board, Voltage Control, FCX Systems #AM004F-0A	FCX	AM004F-0A	EA	0	3	0	1	2	747.00	744.00	2,241.00	20-1206 (3)
J0000188	Fuse, 200 AMP, 600 Volt, Bussman LPS-RK-200 SPI			EA	0	10	0	5	5	49.25	53.16	492.50	10-0705 (10)
J0000190	Nut, Hex, Nyloc, 5/8-18, JBT #5250080	JBT	5250080	EA	0	68	0	0	68	2.08	1.88	141.44	10-0705 (68)
J0000192	Cable, Multi-Conductor, 18/25, (McMaster Carr # 9204K22 - 50ft Spools)			FT	0	150	0	50	100	11.24	11.24	1,686.00	27-0302 (150)
J0000193	Cable, Tunnel B, JBT #1940001-005	JBT	1940001-005	EA	0	6	0	1	5	485.00	485.00	2,910.00	33-0102 (6)
J0000194	Power Cable Sheave Assembly, JBT #2106781	JBT	2106781	EA	0	1	0	1	0	344.00	344.00	344.00	33-0102 (1)
J0000197	Cable, 4 AWG, 4 Conductor, 600V, w/Ground, JBT #3634463 (60' per Spool)	JBT	3634463	FT	0	120	0	60	60	28.00	22.25	3,360.00	27-0304 (120)

Part #	Description	Manufacturer	Mfg Part #	UOM	BS	Onhand	Ordered	MinMax	Var	Item Cost	Avg Cost	Ext Cost	Location
J0000198	Valve, Ball, Brass, 3/4" Threaded, Female x Female, w/PTFE Seats and a Lever Handle			EA	0	4	0	4	0	13.89	10.96	55.56	10-0704 (4)
J0000199	Valve, Ball, Brass, 1" Threaded, Female x Female, w/PTFE Seats and a Lever Handle			EA	0	10	0	4	6	33.51	16.84	335.10	10-0704 (10)
J0000200	Seal, Weather, Exterior Radius, Cab, JBT #2003964	JBT	2003964	EA	0	0	0	0	0	188.00	177.78	0.00	
J0000201	Coupling, Lovejoy, Vertical Drive, JBT #3673036	JBT	3673036	EA	0	7	0	3	4	103.00	103.00	721.00	10-0704 (7)
J0000202	Spacer, Coupling, Lovejoy, Vertical Drive, JBT #8001943	JBT	8001943	EA	0	20	0	4	16	48.00	48.00	960.00	10-0704 (20)
J0000203	Roller Assembly, w/Bearing, Hardened, JBT #2001251-601	JBT	2001251-600	EA	0	2	0	0	2	203.00	128.69	406.00	10-0703 (2)
J0000204	Board, Gate Box Over/Under Voltage, MCM Engineering #DA2-5031B	Mcmaca	DA2-5031A	EA	0	4	0	1	3	263.00	250.07	1,052.00	20-1206 (4)
J0000205	Board, Gate Box Overload, MCM Engineering #DA2-5032	Mcmaca	DA2-5032	EA	0	2	0	1	1	395.00	381.67	790.00	20-1206 (2)
J0000206	Board, Gate Box Memory Time Delay, MCM Engineering #DA2-5033A	Mcmaca	DA2-5033A	EA	0	1	0	1	0	263.00	247.67	263.00	20-1206 (1)
J0000207	Capacitor, 30 - 36 Mfd/330V, JBT #4140593	JBT	4140593	EA	0	0	0	0	0	18.99	16.00	0.00	
J0000208	Hurricane Tie Down Kit, Jetways, Includes Two 3" Straps, Two Pin Triangles and Two Ratchet Binders			KIT	0	168	0	0	168	0.00	0.00	0.00	25-0902 (168)
J0000209	Plywood, 1" x 4' x 8', Special Boat Panel			EA	0	8	0	3	5	42.27	42.63	338.16	27-0405 (8)
J0000210	Plywood, 3/4" x 4' x 8', Special Boat Panel, Sanded 1 Side			EA	0	24	0	10	14	103.51	52.45	2,484.24	27-1102 (24)
J0000211	Reversing Starter, w/Overload, for Vertical Drive Motor, JBT #4140359	JBT	4140359	EA	0	5	0	1	4	1,062.20	969.33	5,311.00	10-0703 (5)
J0000212	Relay, for Vertical Drive Motor, JBT #4140354	JBT	4140354	EA	0	3	0	1	2	124.80	121.50	374.40	10-0703 (3)
J0000213	Brake Relay Kit, for Vertical Drive Motor, JBT #2951914.01	JBT	2951914.01	EA	0	11	0	10	1	680.00	559.25	7,480.00	10-0702 (11)
J0000214	Nose Piece, Heavy Duty Replacement for 400 Hz GPU Cable, J&B#7175	HD	JB7175HD	EA	0	0	0	14	-14	332.55	306.85	0.00	
J0000216	Tapdown, Carpet, Silver Pin Flex, 2" X 12 Ft Lengths, Cisco #MACSFP, 144 lf/ctn	MFG#	18607671	LF	0	120	0	48	72	1.02	0.76	122.40	31-0101 (120)
J0000217	Tapdown, Carpet, Silver Pinless Flex, 2" X 12 Ft Lengths, MFG #18613489	MFG#	18613489	LF	0	24	0	0	24	0.58	0.57	13.92	31-0101 (24)
J0000218	Circuit Board, SCR Interface, Jet-power 2, JBT #2910414	JBT	2910414	EA	0	4	0	3	1	477.00	477.00	1,908.00	20-1205 (4)
J0000219	Light, Pilot, Red, Full Assembly for GPU, FCX PPD118	FCX	PPD118	EA	0	19	0	6	13	43.00	43.00	817.00	10-0702 (19)

Part #	Description	Manufacturer	Mfg Part #	UOM	BS	Onhand	Ordered	MinMax	Var	Item Cost	Avg Cost	Ext Cost	Location
J0000220	Light, Pilot, Amber, Full Assembly for GPU, FCX #PPD117	FCX	PPD117	EA	0	19	0	6	13	43.00	43.00	817.00	10-0702 (19)
J0000221	Cable, 65 ft, 260 Amp Single Jacketed 400 Hz, w/Heavy Duty Nose, J&B #8816-65HD	J&B	8816-65HD	EA	0	0	0	5	-5	2,934.25	2,699.46	0.00	
J0000222	Cable Refurbishment w/Heavy Duty Nose, JB #8816-XXRHD			EA	0	0	0	0	0	1,050.00	1,091.11	0.00	
J0000224	Circuit Board, PWM Generator PWM2, JBT #2912883, replaced 2913011 CKT BD PWM	JBT	2912883	EA	0	0	0	1	-1	1,075.00	1,263.40	0.00	
J0000225	Hose, Spiral Wound, 10" X 20' PCA Duct, Double Cuff, J&B #JZ1022-20	J&B	JZ1022-20	EA	0	4	0	2	2	410.00	401.00	1,640.00	27-0101 (4)
J0000226	Capacitor, Electric, 5100UFD, 350V, JBT #4500983	JBT	4500983	EA	0	16	0	0	16	150.00	150.00	2,400.00	33-0203 (16)
J0000227	Nose Piece, Replacement for 400 Hz GPU Cable, MCM Engineering #DA9-5509-4			EA	0	13	0	10	3	248.99	237.82	3,236.87	33-0203 (13)
J0000228	Damper, Actuator, VA Rating 5VA / 24VAC/DC, MFG #AMB24-SR			EA	0	6	0	6	0	458.94	458.94	2,753.64	27-0502 (6)
J0000229	Barrel, Cab Curtain, CCW, Left Side, Bottom Tension, (Cornell) JBT #3716695	JBT	3716695	EA	0	1	0	1	0	1,644.00	1,366.50	1,644.00	25-1003 (1)
J0000230	Barrel, Cab Curtain, CW, Right Side, Bottom Tension, (Cornell) JBT #3716696	JBT	3716696	EA	0	1	0	1	0	1,676.00	1,386.33	1,676.00	25-0503 (1)
J0000231	Hoist Fairlead Assembly, with Stop Sleave, JBT #2139090.01 (replaces J0000160)			KIT	0	5	0	4	1	208.86	172.00	1,044.30	10-0702 (5)
J0000232	Wallboard, 4' X 8' X 5/8", Color: Wallaby, JBT #3713366, D439-60			EA	0	0	0	5	-5	154.09	153.71	0.00	
J0000233	Pendant, Conductix 4 Button, Manf #JB1900-200			EA	0	0	0	1	-1	277.50	292.50	0.00	
J0000234	Capacitor, Elect 8200, UFD, 350 V, JBT #4502204			EA	0	32	0	0	32	260.00	260.00	8,320.00	27-0503 (32)
J0000235	Tire, Solid Jetway 40 x 14, 2" Hub, PN#0004-0001 #2005480 (includes press charge)			EA	0	2	0	2	0	2,258.33	2,169.40	4,516.66	27-0903 (2)
J0000236	Tire, Solid TK 40 x 14, PN#0004-0001-T (includes press charge)			EA	0	2	0	2	0	2,425.50	2,185.25	4,851.00	27-0903 (2)
J0000238	Pin Assembly Kit, Cab Support, #2138713.01			EA	0	4	0	1	3	2,680.00	2,680.00	10,720.00	33-0305 (4)
J0000239	Replacement Kit, for Ball Screw, 3" X 12' 4", w/ Nut and Thrust Bearing, JBT #3640979			EA	0	6	0	2	4	4,813.00	4,018.77	28,878.00	21-0200 (6)
J0000240	Floor Mat, Rubber, Black, (Size 1/4" X 6' X 11'9" Roll = 70.5 sq ft) JBT #3700376			EA	0	5	0	2	3	1,480.50	1,480.50	7,402.50	33-0204 (5)

Part #	Description	Manufacturer	Mfg Part #	UOM	BS	Onhand	Ordered	MinMax	Var	Item Cost	Avg Cost	Ext Cost	Location
J0000241	Hose, Potable Water, Gray PVC, Braided Reinforced, 3/4" ID X 1.0" OD, NSF/ANSI 61 Drinking Water System Components, 200 Ft/Roll Min			RL	0	0	0	20	-20	340.00	512.82	0.00	
J0000242	Control Board, JBT #2913635			EA	0	4	0	1	3	485.00	485.00	1,940.00	20-1304 (4)
J0000243	Hose, Potable Water, Blue PVC, Braided Reinforced, 3/4" ID X 1.0" OD, NSF/ANSI 61 Drinking Water System Components, stamped with "NSF/ANSI Standard 61" in Black ink every 50', 300 Ft/Roll, 15 Roll Minimum			RL	0	45	0	15	30	354.00	368.04	15,930.00	25-0701 (16) 25-0702 (20) 27-0101 (9)
J0000244	Nylon PCA Connector w/Snap On Gasket, ITW #JB730			EA	0	0	0	15	-15	325.00	0.00	0.00	
J0000245	Snap On Gasket, ITW #JB738			EA	0	0	0	8	-8	38.00	38.00	0.00	
J0000246	Nylon PCA Connector w/Snap On Gasket, ITW #JB730			EA	0	6	0	8	-2	325.00	325.00	1,950.00	27-0701 (4) 27-0101 (2)
J0000247	Kit, Encoder, ROT PLC, JBT #3736685.02			EA	0	5	0	1	4	1,827.00	1,827.00	9,135.00	27-0404 (5)
J0000248	Kit, HGT IND PLC LWR DR COL, JBT #3736686.02			EA	0	2	0	1	1	1,694.00	1,694.00	3,388.00	27-0404 (2)
J0000249	Kit, Encoder, PLC, WHL Position, JBT #3737455			EA	0	4	0	1	3	1,771.00	1,771.00	7,084.00	27-0504 (4)
J0000250	Cable, 65 ft, 260 Amp Single Jacketed 400 Hz, w/Heavy Duty Nose, J&B #8816-65HD			EA	0	0	0	0	0	3,390.00	0.00	0.00	
J0000251	Cord, Electrical, 5-30 Conductor, EPDM Insulation - CPE Jacket, 90 degrees C - 600 Volt, Type SOOW, Omni Cable #B11410			LF	0	100	0	10	90	2.97	2.97	297.00	27-0301 (100)
J0000253	Cable, 80 ft, 260 Amp Single Jacketed 400 Hz, w/Heavy Duty Nose, J&B #8816-80HD			EA	0	6	0	3	3	3,482.00	3,482.00	20,892.00	33-0205 (5) 27-0101 (1)
J0000264	Cable Assembly, Small Ball, GPU Hoist, JBT #2141174.01			EA	0	5	0	6	-1	386.85	357.20	1,934.25	27-0303 (5)
J0001030	Lamp, Flourescent, 4', Bi-Pin, 34-Watt, F34CW/RS/WM			EA	0	69	0	30	39	2.19	1.36	151.11	27-0403 (69)
J0001031	Lamp, Incandescent, 75-Watt, 120/130 Volt			EA	0	168	0	48	120	0.46	0.71	77.28	10-0606 (132) 10-0607 (36)
J0001295	Cab Curtain, Right Hand, 3 Tunnel Assembly, TK #75A4230696			EA	0	0	0	0	0	4,000.00	0.00	0.00	
J0001666	Bearing Pad Kit, RDL, LWR, DR COL, Std, JBT #3721723			EA	0	6	0	5	1	1,773.50	1,770.00	10,641.00	33-0104 (5) 33-0105 (1)
J0001668	Canopy Curtain, Kit, ACFT Clos/Inr, Std, JBT #3656365			EA	0	0	0	2	-2	5,852.00	5,816.00	0.00	
J0001669	Circuit Board, Res/Capa, PWM2, JBT #2912490.01			EA	0	0	0	0	0	117.75	117.75	0.00	

Part #	Description	Manufacturer	Mfg Part #	UOM	BS	Onhand	Ordered	MinMax	Var	Item Cost	Avg Cost	Ext Cost	Location
J0001670	Circuit Board, DC Bus, PWM2, Semikron, JBT #2912917			EA	0	3	0	2	1	448.00	448.00	1,344.00	20-1304 (3)
J0001673	Ball Screw Kit, SCR 3x12' 4 w/nut, TPR, #3640979.1			EA	0	0	0	11	-11	3,253.00	0.00	0.00	
J0001709	LH Swing Assembly Door Kit, Taupe/White Arctic JBT #3710752.11			EA	0	1	0	1	0	3,615.00	3,615.00	3,615.00	29-0805 (1)
J0001764	Wallboard, Mel Suede Taupe ST606, JBT # 3706883			EA	0	109	0	5	104	150.00	150.00	16,350.00	30-0101 (109)
J2000622	Board, CKT, for Gate Box, #2911284			EA	0	0	0	0	0	720.00	0.00	0.00	
J2001001	Circuit Board, HGT XDCR Assy, JBT #2910109	JBT	2910109	EA	0	2	0	0	2	192.67	151.27	385.34	20-1204 (2)
J2001002	Circuit Board, Pot, JBT #2911662	JBT	2911662	EA	0	0	0	0	0	181.00	132.43	0.00	
J2001003	Circuit Board, Univ Pot, JBT #2911676	JBT	2911676	EA	0	0	0	0	0	158.40	91.05	0.00	
J2001004	Circuit Board, Act Prop Control 3, JBT #2911682	JBT	2911682	EA	0	2	0	1	1	427.00	379.49	854.00	20-1204 (2)
J2001005	Circuit Board, DC Power Supply, JBT #2912033.02	JBT	2912033	EA	0	2	0	1	1	937.00	707.73	1,874.00	20-1204 (2)
J2001010	Switch, Limit LSQYPB2B325, JBT #4100211	JBT	4100211	EA	0	0	0	0	0	174.00	120.25	0.00	
J2001011	Switch, Limit LSQYPB1A326, JBT #4100212	JBT	4100212	EA	0	1	0	0	1	127.00	101.59	127.00	10-0507 (1)
J2001012	Switch, Limit RLR Plunger 90Deg, JBT #4100078	JBT	4100078	EA	0	4	0	0	4	39.00	35.56	156.00	10-0507 (4)
J2001013	Switch, Limit LSQYLB6C327, 2 Step, JBT #4100213	JBT	4100213	EA	0	0	0	0	0	165.00	147.36	0.00	
J2001014	Switch, Limit Plunger 90Deg, JBT #4100214	JBT	4100214	EA	0	2	0	0	2	218.00	163.59	436.00	10-0507 (2)
J2001015	Switch, Limit Extn Plunger 90Deg, JBT #4100215	JBT	4100215	EA	0	0	0	0	0	217.00	185.05	0.00	
J2001016	Switch, Limit RLR Precision 15Amp, JBT #4140220	JBT	4140220	EA	0	2	0	0	2	90.00	75.07	180.00	10-0506 (2)
J2001017	Circuit Board, Keypad Interface, JBT #2910016	JBT	2910016	EA	0	2	0	1	1	331.00	196.65	662.00	20-1204 (2)
J2001018	Circuit Board, Bite 2 480/120v, JBT #2911449	JBT	2911449	EA	0	0	0	1	-1	544.00	376.65	0.00	
J2001019	Circuit Board, SCRECT INTFC PWM, 12 Step, JBT #2912274	JBT	2912274	EA	0	2	0	1	1	948.00	735.90	1,896.00	20-1203 (2)
J2001020	Circuit Board, Logic 3 PWM, JBT #2912626	JBT	2912626	EA	0	2	0	2	0	963.00	619.30	1,926.00	20-1201 (2)
J2001021	Circuit Board, Low V SUPPR PWM, JBT #2911650	JBT	2911650	EA	0	3	0	0	3	253.00	201.85	759.00	20-1203 (3)
J2001022	Circuit Board, Pwr Sply PWM, JBT #2913281	JBT	2911656	EA	0	2	0	1	1	540.00	465.01	1,080.00	20-1203 (2)
J2001023	Circuit Board, Mother PWM, JBT #2911673	JBT	2911673	EA	0	3	0	0	3	257.00	204.67	771.00	20-1203 (3)
J2001024	Circuit Board, IGBT DR, JBT #2911693	JBT	2911693	EA	0	2	0	1	1	234.00	277.59	468.00	20-1202 (2)

Part #	Description	Manufacturer	Mfg Part #	UOM	BS	Onhand	Ordered	MinMax	Var	Item Cost	Avg Cost	Ext Cost	Location
J2001025	Circuit Board, RES/CAPA PWM, JBT #2911709	JBT	2911709	EA	0	2	0	0	2	186.00	84.01	372.00	20-1202 (2)
J2001026	Circuit Board, CUR/V Sense PWM, JBT #2911734	JBT	2911734	EA	0	1	0	2	-1	618.58	423.21	618.58	20-1202 (1)
J2001027	Circuit Board, 24Phase PWM, JBT #2912623	JBT	2912623	EA	0	0	0	1	-1	1,511.00	930.64	0.00	
J2001028	Fuse, 400 Amp 600v, JBT #4501030	JBT	4501030	EA	0	4	0	0	4	160.00	109.74	640.00	10-0506 (4)
J2001029	Transistor, Pwr MDL 1GBT 150A 1200v, JBT #4503370	JBT	4503370	EA	0	0	0	0	0	162.23	114.99	0.00	
J2001031	Circuit Board, Auto Lvl Assy, JBT #2900556	JBT	2900556	EA	0	4	0	1	3	169.00	86.15	676.00	20-1202 (4)
J2001036	Thermo Pad, 4.25 x 2.44, JBT #4501347	JBT	4501347	EA	0	20	0	0	20	2.14	1.64	42.80	20-1305 (20)
J2001037	Board, Contactor Control, for G.P.U. JBT #2912084	JBT	2912084	EA	0	4	0	2	2	453.96	397.91	1,815.84	20-1305 (4)
J2001039	Tunnel Roller Assy, JBT #3648870	JBT	3648870	EA	0	0	0	0	0	356.00	334.50	0.00	
J2001041	Tunnel Roller Assy, JBT #1600617	JBT	1600617	EA	0	0	0	0	0	591.83	463.17	0.00	
J2001042	Tunnel Roller Assy, JBT #8007503	JBT	8007503	EA	0	0	0	0	0	389.00	272.00	0.00	
J2001043	Tunnel Roller Assy, JBT #8007275	JBT	8007275	EA	0	0	0	0	0	295.00	220.60	0.00	
J2001044	Tunnel Roller Assy, JBT #1600622	JBT	1600622	EA	0	0	0	0	0	231.00	160.00	0.00	
J2001045	Tunnel Roller Assy, JBT #1600623	JBT	1600623	EA	0	0	0	0	0	262.00	195.33	0.00	
J2001046	Kit, CAB ACF SOL ST w/o Plug, JBT #2950696.13	JBT	2950696.13	EA	0	1	0	0	1	2,649.00	1,305.60	2,649.00	20-1308 (1)
J2001048	Board, Suppressor, High Voltage, JBT #2910178	JBT	2910178	EA	0	4	0	0	4	48.00	48.00	192.00	20-1306 (4)
J2001049	Actuator Motor Assembly, Linear, Warner Type, JBT #4960699	JBT	4960699	EA	0	0	0	2	-2	1,115.00	786.74	0.00	
J2001050	Lamp, Incandescent/Halogen, Indoor Spotlight, Grainger #4WW38	Grainger	4WW38	EA	0	32	0	6	26	2.71	2.39	86.72	10-0506 (32)
J2001053	Indicator, Height, Display (LED Type), JBT #4141652	JBT	4141652	EA	0	2	0	0	2	251.00	208.00	502.00	10-0506 (2)
J2001054	Lamp, Xenon, Type L277, Amber, JBT #4080895	JBT	4080895	EA	0	7	0	2	5	30.00	30.00	210.00	10-0804 (7)
J2001055	Relay, 120v/10A, 3PDT, JBT #4141041	JBT	4141041	EA	0	13	0	0	13	20.66	16.20	268.58	10-0506 (13)
J2001056	Door Latch Assembly, for Roll-Up Door, JBT #3689371	JBT	3689371	EA	0	0	0	0	0	51.00	34.94	0.00	
J2001057	Block, Contactor, 1 N/O, 10 AMP, for P.B. Controls, JBT #3623768	JBT	3623768	EA	0	2	0	0	2	24.00	17.56	48.00	10-0505 (2)
J2001058	Horn, Vibration, JBT #4150013	JBT	4150013	EA	0	2	0	0	2	114.00	114.00	228.00	10-0505 (2)
J2001060	Screw, Cap, Hex, 1 - 8x5 MG, for Vertical Column, JBT #5060020	JBT	5060020	EA	0	2	0	0	2	7.84	7.84	15.68	10-0505 (2)
J2001061	Nut, Hex, 1 - 8 (DR COL) MG, JBT #5060025	JBT	5060025	EA	0	2	0	0	2	2.20	2.20	4.40	10-0505 (2)
J2001062	Switch, Limit LSQYMB2D331 3/4, JBT #4100217	JBT	4100217	EA	0	0	0	0	0	220.40	173.77	0.00	
J2001063	Motor, 1/2 HP, Hoist Type, JTP, JBT #3650123	JBT	3650123	EA	0	2	0	1	1	1,582.00	1,341.38	3,164.00	27-0403 (2)

Part #	Description	Manufacturer	Mfg Part #	UOM	BS	Onhand	Ordered	MinMax	Var	Item Cost	Avg Cost	Ext Cost	Location
J2001064	Motor, Auto Level, ACTR Linear 4 w/Brake &B Clutch, JBT #4960596	JBT	4960596	EA	0	0	0	0	0	671.00	481.25	0.00	
J2001065	Hose, Starter, w/Spiral Scuff, 15' w/Velcro, PCA Duct, #VS1442-15SS	J&B	JB1481-15-4S	EA	0	11	0	10	1	380.00	346.20	4,180.00	33-0105 (2) 33-0302 (2) 26-0104 (7)
J2001066	Gear Motor, Cab Rotation, 1/2 HP, JBT #3648674	JetSys	3648674	EA	0	0	0	2	-2	2,215.67	1,717.45	0.00	
J2001067	Lamp, Fluorescent, F30T8CW-4			EA	0	48	0	12	36	4.04	2.80	193.92	27-0402 (48)
J2001068	Ballast, Electronic, Instant Start, Sylvania #QTP4X32T8UNVISNSC			EA	0	4	0	2	2	18.85	17.04	75.40	10-0504 (4)
J2001069	Inverter Kit, AC, DR INV 7.5HP ATV312 RPLC, JBT #2931811.01	JBT	2954753.01	EA	0	2	0	1	1	4,478.00	3,709.71	8,956.00	20-1308 (2)
J2001070	Resistor, 1% Metal Film, 225W, 250Hm, JBT #4140141	JBT	4140141	EA	0	3	0	0	3	48.14	39.45	144.42	27-0402 (3)
J2001071	Pad Kit, for Jetway Canopy, JBT #3006996	JBT	3006996	EA	0	4	0	2	2	250.00	202.22	1,000.00	27-0304 (4)
J2001072	Lamp, Halogen, 70w, Tungsten, Flood, Type 70PAR38HALIRNFL25DL, Med Skirted, 1305 init Lumens, 5100 CBCP, 3000 life hrs			EA	0	0	0	0	0	10.98	5.81	0.00	
J2001073	Ballast, Backup, Emergency Light, 120V, 60 Hz, Bodine B50			EA	0	9	0	6	3	50.15	50.15	451.35	27-0402 (9)
J2001074	Lamp, Flourescent, F32T8			EA	0	50	0	40	10	1.79	1.69	89.50	27-0402 (50)
J2001075	Circuit Board, SCR Ramp, 12 Step, JBT #3639859	JBT	3639859	EA	0	0	0	1	-1	724.00	525.38	0.00	
J2001076	Fan Assembly, 115 VAC, 106 CFM for GPU, JBT #4500982	JBT	4500982	EA	0	0	0	0	0	47.00	45.11	0.00	
J2001078	Capacitor, Output, DC Bus, PWM, JBT #3703616	JBT	3703616	EA	0	4	0	2	2	174.00	239.92	696.00	27-0403 (4)
J2001079	Transformer, 12 Step, PWM, JBT #2912458	JBT	2912458	EA	0	1	0	1	0	2,314.00	2,314.00	2,314.00	27-0401 (1)
J2001080	Pushbutton, Compact Operator, Indicator, Dual Light, E30CM, JBT #4140407	JBT	4140407	EA	0	4	0	2	2	150.00	127.50	600.00	10-0504 (4)
J2001081	Rectifier, SCR Type, 160 Amp, 1400V, JBT #4501023	JBT	4500992	EA	0	0	0	0	0	292.83	231.82	0.00	
J2001082	Lamp, Traffic Signal, 115W, 125V, WW Grainger #1E065	Grainger	1E065	EA	0	48	0	12	36	1.18	1.05	56.64	27-0302 (48)
J2001083	Lampholder, Flourescent, Med Bi-Pin, WW Grainger #5C403	Grainger	5C403	EA	0	23	0	6	17	1.78	1.78	40.94	10-0504 (23)
J2001084	Lampholder, Flourescent, Short, Med Bi-Pin, WW Grainger #5C402	Grainger	5C402	EA	0	24	0	6	18	2.00	1.88	48.00	10-0504 (24)
J2001085	Lampholder, Flood LIght, Heavy Duty, Weatherproof, WW Grainger #3RB21	Grainger	3RB21	EA	0	0	0	0	0	11.10	10.67	0.00	
J2001086	Ball Screw, Vertical Column, JBT #3640979	JBT	3640979	EA	0	2	0	0	2	3,863.00	3,077.22	7,726.00	28-0904 (2)
J2001087	Hinge, Tunnel Ramp, JBT #2001869-25	JBT	2001869-25	EA	0	0	0	0	0	189.00	94.36	0.00	

Part #	Description	Manufacturer	Mfg Part #	UOM	BS	Onhand	Ordered	MinMax	Var	Item Cost	Avg Cost	Ext Cost	Location
J2001088	Strobe, Amber, BCN, 120v, JBT #3646003	JBT	3646003	EA	0	0	0	0	0	210.00	194.56	0.00	
J2001089	Adapter, Tapered 14"x 8", 90 Degree, for PCA Duct, P/N JB1407-90DEG	J&B	JB1408-90DEG	EA	0	15	0	15	0	345.00	345.00	5,175.00	33-0102 (15)
J2001090	Lamp, GE #120PSB, for Jetway, (10/Box) (Replaces J2001030)	GE	120PSB - REPLACES - J2001030	EA	0	0	0	0	0	1.17	1.10	0.00	
J2001091	Support Transverse Mechanism, For Descending Chute Section, #JB-1850-197	J&B	JB-1850-197	EA	0	2	0	2	0	211.00	211.00	422.00	27-0504 (2)
J2001092	Fitting, Elbow, Galvanized, 1/8X90 Deg., JBT #5600007	JBT	5600007	EA	0	4	0	0	4	3.42	3.19	13.68	10-0503 (4)
J2001093	Cup, Oiling, Style "R", JBT #3678103	JBT	3678103	EA	0	4	0	0	4	25.00	13.64	100.00	10-0503 (4)
J2001094	Capacitor, Output, PWM, JBT #2912768	JBT	2912768 - REPLACES - J2001077	EA	0	41	0	0	41	412.00	363.39	16,892.00	10-0405 (6) 10-0404 (20) 10-0403 (15)
J2001111	Circuit Board, BUS Discharge, PWM Type for Jetway, JBT #2912277	JBT	2912277	EA	0	4	0	1	3	267.00	406.24	1,068.00	20-1306 (4)
J2001112	Contactor, GPU Hoist, JBT #3613730	JBT	3613730	EA	0	7	0	4	3	303.49	284.33	2,124.43	10-0502 (7)
J2001113	Lamp, Miniature, 24PSB			EA	0	0	0	10	-10	1.34	1.87	0.00	
J2001114	Bearing, Square Swivel Tube, JBT #3671568	JBT	3671568	EA	0	2	0	1	1	1,181.00	1,162.50	2,362.00	27-0603 (2)
J2001115	Switch, Limit LSQYMB2D324, JBT #4100210	JBT	4100210	EA	0	0	0	0	0	167.00	152.38	0.00	
J2001116	Clamp, Band, Stainless Steel, 1 3/8" ID X 3/8" Wide			EA	0	43	0	10	33	0.71	0.72	30.53	10-0502 (43)
J2001117	Transformer, Bus Choke, PWM, JBT #4503390	JBT	4503390	EA	0	2	0	2	0	917.00	661.00	1,834.00	27-0303 (2)
J2001118	Contact Block, Shallow, 1 NO/1 NC Aux, Allen Bradley #800T-XA	Allen Bradley	800T-XA	EA	0	0	0	7	-7	48.69	33.48	0.00	
J2001119	Sink Ring, Rotunda, Round, JBT #3636159	JBT	3636159	EA	0	0	0	0	0	77.72	59.29	0.00	
J2001120	Sink Ring, Rotunda, Square, JBT #8028599	JBT	8028599	EA	0	48	0	0	48	7.02	7.02	336.96	27-0503 (48)
J2001121	Bolt, SCR CAP 1/2-20X7 HEX GR5 MG, JBT #3689356	JBT	3689356	EA	0	97	0	0	97	2.50	2.50	242.50	27-0503 (97)
J2001122	Bolt, SCR CAP 5/8-18X14 HEX GR5 MG, JBT #3689358	JBT	3689358	EA	0	72	0	0	72	13.00	13.00	936.00	27-0402 (72)
J2001123	Washer, Flat, 5/8 MG, JBT #5150011	JBT	5150011	EA	0	72	0	0	72	0.65	0.65	46.80	27-0503 (72)
J2001124	Nut, Nyloc Hex, 1/2-20 MG, JBT #3641694	JBT	3641694	EA	0	120	0	0	120	0.27	0.27	32.40	27-0503 (120)
J2001125	Washer, Spring, 7/8" X 1 3/4" X .057, 302 SS, JBT #3682075	JBT	3682075	EA	0	200	0	0	200	1.88	1.88	376.00	10-0502 (200)
J2001126	Potentiometer, GPU, JBT #2910303	JBT	2910303	EA	0	2	0	0	2	88.94	81.25	177.88	10-0502 (2)

Part #	Description	Manufacturer	Mfg Part #	UOM	BS	Onhand	Ordered	MinMax	Var	Item Cost	Avg Cost	Ext Cost	Location
J2001127	Coupling, Hose, (Potable Water), Open Type, Long Barrel Collar, Turn to Lock, 3/4" w/MS33658-12 hose fitting, #V0031J12-119			EA	0	2	0	2	0	124.22	109.55	248.44	10-0401 (2)
J2001128	Cap Assembly, (Potable Water), Includes Plug/Drag Cushion, w/Split Ring and Sleeve Lanyard, Size 12, Airlinx #V1041-012A20	Airlinx	V1041-012A20	EA	0	0	0	0	0	55.83	60.35	0.00	
J2001129	Hose Stop, Size 4.5, 1" Diameter Hole (Potable Water)			EA	0	9	0	3	6	12.84	24.34	115.56	10-0401 (9)
J2001130	Indicator, Wheel Position, JBT #4141187	JBT	4141187	EA	0	0	0	0	0	3,523.00	2,612.50	0.00	
J2001131	Boot, Rubber, for Control Console Joystick, JBT #3645986	JBT	3645986	EA	0	29	0	0	29	79.45	77.50	2,304.05	10-0503 (27) 10-0501 (2)
J2001132	Electronic Ballast, 3-Lamp, Fluorescent, T8, 32W, 120-277V, Sylvania #QTP3X32T8/UNV-ISN-SC-B	Reliance	3P32-SC	EA	0	0	0	1	-1	16.56	13.60	0.00	
J2001133	Mirror, Concave, 18", w/Bracket, JBT #3688010	JBT	3688010	EA	0	0	0	4	-4	207.00	171.02	0.00	
J2001134	Coupling, Hose, (Potable Water), Open Type, Long Barrel Collar, Turn to Lock, 3/4" w/3/4-14 NPT Fitting End, Airlinx #V1021J12-119	Airlinx	V1021J12-119	EA	0	0	0	0	0	181.75	167.38	0.00	
J2001135	Contactor, 3 Pole, 60 Hz, JBT #3613733	JBT	3613733	EA	0	2	0	1	1	378.00	378.00	756.00	27-0303 (2)
J2001136	Motor, 1/2 HP, 650 RPM, 12 V, Explosion Proof, Hannay Reels Inc., Part #9915.0003	Hannay Reels	9915.0003	EA	0	3	0	3	0	243.00	243.00	729.00	27-0303 (3)
J2001137	Mounting Block, EH-650, Plated, Hannay Reels, Inc., Part #9940.0076	Hannay Reels	9940.0076	EA	0	18	0	6	12	8.55	8.09	153.90	10-0501 (18)
J2001138	Rod, Roller, Stainless, 1/2" Dia X 1 3/4" Long, Hannay Reels, Inc., Part #9940.0015	Hannay Reels	9940.0015	EA	0	12	0	10	2	2.69	2.42	32.28	10-0501 (12)
J2001139	Tubing, Roller, Stainless, 1 1/2" OD, 21 1/2" Long, Hannay Reels, Inc., Part #9940.0003	Hannay Reels	9940.0003	EA	0	6	0	3	3	1.48	21.58	8.88	10-0501 (6)
J2001140	Bearing, Trunion, 1 1/2", (Long Style), Hannay Reels, Inc., Part #9940.0016	Hannay Reels	9940.0016	EA	0	0	0	0	0	5.71	3.67	0.00	
J2001141	Motor, Reel Drive, for Potable Water Cabinet, Semler Industries #PWC-66-36	SemlerInd	PWC-66-36	EA	0	0	0	2	-2	482.70	419.83	0.00	
J2001142	Relay, PWM 2 E&F Interlock, JBT #2912855	JBT	2912855	EA	0	0	0	0	0	107.00	89.30	0.00	
J2001143	Bolt, Adjusting 1-1/4", (Use with Tunnel Roller J2001144), JBT #1600697	JBT	1600697	EA	0	2	0	2	0	21.00	21.00	42.00	27-0402 (2)

Part #	Description	Manufacturer	Mfg Part #	UOM	BS	Onhand	Ordered	MinMax	Var	Item Cost	Avg Cost	Ext Cost	Location
J2001144	Tunnel Roller Unit Assembly, JBT #3654258 (Adj Bolt is item #J2001143)	JBT	3654258 -ADJ BOLT-J2001143	EA	0	0	0	0	0	424.00	356.00	0.00	
J2001145	Circuit Board, IGBT DR PWM2, Semikron, JBT #2912910			EA	0	4	0	2	2	373.00	396.21	1,492.00	20-1305 (4)
J2001146	Transistor, IGBT, For PWM2, 400A/1200V, (SKM400GB12E4) JBT #3718048.01	JBT	3718048.01	EA	0	0	0	0	0	342.60	293.71	0.00	
J2001147	Iductor, DC Bus, for 12 Step, 140 KVA JetPower, JBT #3637277			EA	0	5	0	2	3	1,828.88	1,885.25	9,144.40	27-0602 (2) 27-0701 (3)
J2001148	Barrel for Rollup Door, BBL w/Spr 40D, JBT #3622331			EA	0	2	0	1	1	1,197.00	1,118.00	2,394.00	26-0803 (2)
J2001150	Kit, (Includes 2 Inverters & Setup) Upr CSL To PLC Hitachi Model #WJ200, JBT #3701935.12 (Replaces Discontinued JBT #3718181)			EA	0	0	0	0	0	5,346.00	0.00	0.00	
J2001151	Individual Inverter, PRGMD Inv AC 10HP, Horz, Hitachi, JBT #2964160			EA	0	0	0	0	0	1,865.00	0.00	0.00	
J3000001	Transformer, 120V, for GPU, JBT #2911564	JBT	2911564	EA	0	3	0	0	3	74.00	68.50	222.00	20-1301 (3)
J3000002	Circuit Board, Transistor Drive, for GPU, JBT #2911129	JBT	2911129	EA	0	3	0	2	1	338.29	277.83	1,014.87	20-1301 (3)
J3000004	Circuit Board, Voltage Control, for GPU, JBT #2911367	JBT	2911367	EA	0	2	0	2	0	493.00	446.33	986.00	20-1302 (2)
J3000005	Fuse, 150 Amp 600v, FLSR150, JBT #4141908	JBT	4141908	EA	0	13	0	0	13	68.00	51.28	884.00	10-0407 (13)
J3000006	Resistor, .5 OHM, 300 WATT, JBT #4500543	JBT	4500543	EA	0	0	0	0	0	80.00	66.40	0.00	
J3000007	Capacitor, Output Jetpower 2, FMC #2912768 (DISC)	JBT	2912768	EA	0	12	0	3	9	128.00	128.00	1,536.00	10-0407 (12)
J3000008	Circuit Board, 24 Phase, JTP2 GPU, JBT #2910144	JBT	2910144	EA	0	1	0	0	1	637.00	454.71	637.00	20-1302 (1)
J3000009	Circuit Board, Power Supply, JTP2 GPU, JBT #2910162	JBT	2910162	EA	0	2	0	2	0	362.25	269.67	724.50	20-1302 (2)
J3000010	Circuit Board, Logic 4, JTP2 GPU, JBT #2911597	JBT	2911597	EA	0	4	0	2	2	271.00	241.29	1,084.00	20-1304 (4)
J3000011	Nosing, Floor, 1 3/4 x 10', FMC # 7660204 DISC rePlaced with J3000013 JR 3/27/14	JBT	7660204	FT	0	0	0	10	-10	60.00	33.63	0.00	
J3000012	Kit, JTP IGBT JTP2 Bipolar Repl , JBT #3701476			EA	0	1	0	1	0	1,252.00	1,252.00	1,252.00	20-1303 (1)
J3000013	Nosing, Ramp Yel 7' SP, JBT # 2139113			EA	0	14	0	0	14	60.00	60.00	840.00	27-0602 (14)
JA000001	Actuator, Air Outlet Valve, Damper PWM, JBT #3724457	JBT	3639077	EA	0	3	0	2	1	340.00	689.00	1,020.00	70-0101 (3)

For Category: JETWAY, All Locations, All Items, Item Status 'Active', Item Type: I

Part #	Description	Manufacturer	Mfg Part #	UOM	BS	Onhand	Ordered	MinMax	Var	Item Cost	Avg Cost	Ext Cost	Location
JA000002	Circuit Board, Control EE Valve CPRSR ASSY, R22 25/30T, JBT #518450.03	JBT	3705642	EA	0	3	0	2	1	1,399.00	645.50	4,197.00	70-0101 (3)
JA000003	Contact Board, Pressure SDR-4 2 Valve, Electronic Hot Gas Control, JBT #3706702	JBT	3706702	EA	0	3	0	2	1	616.00	556.91	1,848.00	70-0101 (3)
JA000004	Contact Board, Pressure SDR-4, Electronic Hot Gas Control, JBT #3703409	JBT	3703409	EA	0	3	0	2	1	471.22	419.33	1,413.66	70-0101 (3)
JA000005	Circuit Breaker, IEC, 60 Amp, 3 Phase, 480V-C, JBT #3719255	JBT	3659038	EA	0	0	0	0	0	116.00	105.80	0.00	
JA000006	Circuit Breaker, IEC, 16 Amp, 3 Phase, 480V-D, Condenser Fan Circuit, JBT #3659032	JBT	3659032	EA	0	5	0	2	3	81.00	81.00	405.00	70-0102 (5)
JA000007	Circuit Breaker, IEC, 10 Amp, 3 Phase, 480V-D, Condenser Fan Circuit, JBT #3659030	JBT	3659030	EA	0	3	0	2	1	68.00	68.00	204.00	70-0102 (3)
JA000008	Compressor, 25 Ton, Danfoss R-22 Scroll Refrigerant, JBT #3702444	JBT	3702444	EA	0	6	0	2	4	4,109.71	3,679.79	24,658.26	27-0802 (5) 27-0803 (1)
JA000009	Contactor, 10 Amp, 1 NO, Auxiliary Motor Starter, JBT #4142669	JBT	4142669	EA	0	5	0	4	1	42.67	37.25	213.35	70-0102 (5)
JA000010	Contactor, 10 Amp, 2 NC, Auxiliary Motor Starter, JBT #3703414	JBT	3703414	EA	0	2	0	2	0	22.40	18.57	44.80	70-0102 (2)
JA000011	Dectector, Smoke, JBT #3716813	JBT	3716813	EA	0	1	0	1	0	267.00	267.00	267.00	70-0102 (1)
JA000012	Module, 24 Volt, Refrigerant Compressor Motor Protection, JBT #3709558	JBT	3709558	EA	0	4	0	2	2	360.00	360.00	1,440.00	70-0103 (4)
JA000013	Contactor, Compressor Motor Starter, 25/30T CH - SCHN, JBT # 516425.22	JBT	3704479	EA	0	2	0	2	0	732.00	326.75	1,464.00	70-0103 (2)
JA000014	Contactor, IT, 32 Amp with adjustable 2.8 -9 Amp Overload, Condenser Fan Motor Starter, JBT #3706541	JBT	3706541	EA	0	3	0	2	1	268.00	268.00	804.00	70-0103 (3)
JA000015	Module, 3 Phase, 380/400/415/480 VAC, Phase Protection, JBT #3706534	JBT	3706534	EA	0	7	0	2	5	433.00	427.33	3,031.00	70-0103 (7)
JA000016	Module, 3 Phase, 480 VAC, Phase Protection, JBT #3632388	JBT	3632388	EA	0	2	0	1	1	375.00	401.00	750.00	70-0103 (2)
JA000018	Sensor, Electronic Expansion Valve Control Board (superheat) Temperature, JBT #508595	JBT	508595	EA	0	6	0	0	6	116.33	100.15	697.98	70-0103 (6)
JA000019	Sensor, 1K, RTD, w/box, Ambient temperature, JBT #3706522	JBT	3706522	EA	0	0	0	0	0	230.00	188.81	0.00	
JA000020	Sensor, Discharge Air Temperature, JBT #508448	JBT	508448	EA	0	2	0	2	0	337.50	301.90	675.00	70-0104 (2)
JA000021	Power Supply, 10 Amp, 400-500VAC/24VDC, JBT #3701244	JBT	3701244	EA	0	4	0	2	2	453.00	354.14	1,812.00	70-0104 (4)

Part #	Description	Manufacturer	Mfg Part #	UOM	BS	Onhand	Ordered	MinMax	Var	Item Cost	Avg Cost	Ext Cost	Location
JA000022	Transducer, Low Pressure, Sealed, SDR-4, JBT #3658150	JBT	3658150	EA	0	4	0	3	1	314.16	270.06	1,256.64	70-0104 (4)
JA000023	Transducer, High Pressure, 0-500PSIG, 7-35VDC, JBT #M100425	JBT	M100425	EA	0	0	0	3	-3	234.00	205.67	0.00	
JA000024	Variable Frequency Drive, 75 HP, ABB, 380/480V, JBT #3713842	JBT	3713842	EA	0	2	0	2	0	7,820.00	6,881.38	15,640.00	27-0902 (2)
JA000025	Variable Frequency Drive, 50 HP, ABB, 380/480V, JBT #3709727	JBT	3709727	EA	0	1	0	1	0	5,087.00	4,612.57	5,087.00	27-0803 (1)
JA000026	Sensor, Aircraft Cabin Temperature, Thermistor Type w/20' Cord for ALC DDC Controller, FCX #ZTP009	FCX	ZTP005	EA	0	4	0	2	2	421.00	371.80	1,684.00	70-0105 (4)
JA000027	Switch, Airflow Pressure, (Johnson Control #P32AC-2C) FCX #ZSE056	FCX	ZSE056	EA	0	4	0	2	2	216.00	216.00	864.00	70-0105 (4)
JA000028	Probe, Aircraft Temperature Sensor, RTD w/o Box, Molded, JBT #506160.03	JBT	506160.03	EA	0	2	0	2	0	298.40	294.50	596.80	70-0105 (2)
JA000029	Sensor, Temperature Transmitter for RTD Sensor, 4-20 Milliamps Out, JBT #3706517	JBT	3706517	EA	0	13	0	2	11	139.08	131.00	1,808.04	70-0105 (13)
JA000030	Coil, Solenoid Valve, 24 VAC, FCX #ZVA042	FCX	ZVA042	EA	0	5	0	2	3	145.00	139.50	725.00	70-0106 (5)
JA000031	Compressor, 15 Ton, Trane #570010143100	FCX	ZCP003	EA	0	0	0	1	-1	3,929.95	3,810.75	0.00	
JA000033	Sensor, Temperature 8", FCX #ZSE037	FCX	ZSE037	EA	0	2	0	1	1	57.02	55.17	114.04	70-0106 (2)
JA000034	Filter, 20x30x2 Aluminum, FXC #ZFM003	FCX	ZFM003	EA	0	10	0	8	2	175.00	171.25	1,750.00	27-0902 (10)
JA000035	Circuit Breaker, 63 Amps, 3P, FCX # ZCB002	FCX	ZCB002	EA	0	1	0	1	0	258.00	258.00	258.00	70-0106 (1)
JA000036	Circuit Breaker, 32 Amps, 3P, FCX # ZCB351	FCX	ZCB351	EA	0	1	0	1	0	260.00	260.00	260.00	70-0106 (1)
JA000037	Circuit Breaker, 40 Amps, 3P, FCX # ZCB355	FCX	ZCB355	EA	0	2	0	2	0	230.00	230.00	460.00	70-0106 (2)
JA000038	Circuit Breaker, 3 Amps, 2P, FCX #ZCB384	FCX	ZCB384	EA	0	1	0	1	0	95.00	95.00	95.00	70-0106 (1)
JA000039	Circuit Breaker, 4 Amps, 1P, FCX #ZCB346	FCX	ZCB346	EA	0	1	0	1	0	42.00	42.00	42.00	70-0106 (1)
JA000040	Circuit Breaker, 13 Amps, 1P, FCX #ZCB347	FCX	ZCB347	EA	0	1	0	1	0	42.00	42.00	42.00	70-0107 (1)
JA000041	Circuit Breaker, 16 Amps, 3P, Siemens SSY43 MCB	Siemens	SSY43 MCB	EA	0	1	0	1	0	138.00	138.00	138.00	70-0107 (1)
JA000042	Contactor, 17 Amps, AC3, 24 VAC, FCX #ZKT080	FCX	ZKT080	EA	0	2	0	2	0	184.00	184.00	368.00	70-0107 (2)
JA000043	Contactor, 50 Amps, AC3, 24 VAC, FCX #ZKT081	FCX	ZKT081	EA	0	4	0	1	3	329.00	314.23	1,316.00	70-0107 (4)
JA000044	Contactor, 32 Amps, AC3, 24 VAC, FCX #ZKT082	FCX	ZKT082	EA	0	3	0	2	1	266.00	266.00	798.00	70-0107 (3)
JA000045	Contactor, Auxillary BK, 2NO/2NC, Top Mount, FCX #ZKT087	FCX	ZKT087	EA	0	0	0	1	-1	61.09	56.73	0.00	

Part #	Description	Manufacturer	Mfg Part #	UOM	BS	Onhand	Ordered	MinMax	Var	Item Cost	Avg Cost	Ext Cost	Location
JA000046	Overload 9-12.5 Amps, for 3RT102, FCX #ZKT103	FCX	ZKT103	EA	0	1	0	1	0	89.00	89.00	89.00	70-0107 (1)
JA000047	Relay, 9-40VDC Coil, SPST 10A, FCX #ZRL061	FCX	ZRL061	EA	0	5	0	5	0	47.00	47.00	235.00	70-0201 (5)
JA000048	Relay, 4DPDT, 3 Amps, 24 VAC, FCX #ZRL067	FCX	ZRL025	EA	0	17	0	16	1	27.29	29.00	463.93	70-0201 (17)
JA000049	Relay, 3PH Line Mount, 160-690 VAC, FCX #ZRL064	FCX	ZRL064	EA	0	1	0	1	0	344.00	454.40	344.00	70-0201 (1)
JA000050	Transformer, 500VA, 480-240 PRI, 120V SEC, FCX #ZTF026	FCX	ZTF026	EA	0	1	0	1	0	302.00	246.60	302.00	70-0201 (1)
JA000051	Transformer, 300VA, 120V PRI, 24V SEC 50/60Hz, FCX #ZTF765	FCX	ZTF765	EA	0	1	0	1	0	404.00	404.00	404.00	70-0201 (1)
JA000052	Transformer, 50VA, 120V PRI, 24V SEC 50/60Hz, FCX #ZTF777	FCX	ZTF777	EA	0	1	0	1	0	115.00	115.00	115.00	70-0201 (1)
JA000054	Overload, Compressor, Manual Reset, FCX #ZCP004	FCX	ZCP004	EA	0	2	0	2	0	290.00	290.00	580.00	70-0202 (2)
JA000055	Pump, Condensate, 120 VAC, 1/5 HP, FCX #ZFM053	FCX	ZFM053	EA	0	2	0	2	0	961.00	945.40	1,922.00	27-0902 (2)
JA000056	Circuit Breaker for Compressor, (For Inet PCA), Trane #BKR00835	Trane	BKR00835	EA	0	1	0	1	0	89.22	89.22	89.22	70-0202 (1)
JA000058	Crankcase Heater, 160 Watts, 460/3/60, (For Inet PCA), Trane #HTR15188	Trane	HTR06627	EA	0	0	0	0	0	19.48	25.32	0.00	
JA000059	Switch, Discharge Temperature, (For Inet PCA), Trane #KIT15671	Trane	KIT15671	EA	0	1	0	1	0	83.14	83.14	83.14	70-0202 (1)
JA000060	Contact, Auxiliary, Inet #N040-LAD8N20	Inet	LAD8N20	EA	0	8	0	2	6	23.73	36.49	189.84	70-0202 (8)
JA000061	Contactor, 120 VAC, 50-60Hz, (For Inet PCA), Trane #CTR02006	Trane	CTR02006	EA	0	0	0	2	-2	89.09	225.86	0.00	
JA000062	Contactor with Rectifier, Inet #N032-LUB32	Inet	LUB32	EA	0	1	0	1	0	244.31	355.21	244.31	70-0203 (1)
JA000063	Motor Protector, Inet #N092-LUCD18FU	Inet	LUCD18FU	EA	0	0	0	2	-2	159.89	309.71	0.00	
JA000064	Contact, Auxiliary, Inet #N040-LUA1C11	Inet	LU9BC11	EA	0	4	0	4	0	175.00	175.00	700.00	70-0203 (4)
JA000065	Transformer, 480-120 Control, VAC 750 VA, (For Inet PCA), Trane #TRR01696	Trane	TRR01696	EA	0	1	0	1	0	411.38	501.56	411.38	70-0203 (1)
JA000066	Transformer, 120-24 VAC 40 VA, Inet #(N041-UET-105_E90068)UET-105E90068	Inet	UET-105E90068	EA	0	3	0	2	1	32.14	463.34	96.42	70-0203 (3)
JA000067	Power Supply, IDEC 120VAC-24VDC, 3.75Amps, Inet #N053-PS5R-SE24	Inet	PS5R-SE24	EA	0	3	0	1	2	237.23	161.58	711.69	70-0204 (3)
JA000068	Pump, Condensate, Inet #(N062-CB501ULHT)CB5004ULHT	Inet	CB5004ULHT	EA	0	2	0	2	0	756.48	604.05	1,512.96	70-0204 (2)
JA000069	Sensor, Temperature, 6", MAMAC #TE-701-D-21-C (N052-TE-701-D-21-C)	Inet	TE-701-D-21-C	EA	0	0	0	2	-2	37.87	265.81	0.00	
JA000070	Sensor, Cabin Temperature 1.8K, Inet #NR04-1004902707	Inet	10049027-07	EA	0	5	0	2	3	563.54	633.06	2,817.70	70-0204 (5)

Part #	Description	Manufacturer	Mfg Part #	UOM	BS	Onhand	Ordered	MinMax	Var	Item Cost	Avg Cost	Ext Cost	Location
JA000071	Relay, 24 VDC, 2PDT, (For Inet PCA), Trane #RLY02841	Trane	RLY02841	EA	0	5	0	3	2	14.04	12.59	70.20	70-0205 (5)
JA000072	Valve, Solenoid, 120 VAC, w/Manuel Lift Stem, Normally Closed, 1-1/8 ODF Solder, 25-32 Port size, 300 MOPD PSI, R22, (For Inet PCA), Trane #VAL08124(R22)	Trane	VAL08124(R22)	EA	0	1	0	1	0	287.52	287.52	287.52	70-0205 (1)
JA000073	Valve, Solenoid, 120 VAC, w/Manuel Lift Stem, Normally Closed, 7/8 ODF Solder, 19/32 Port size, 300 MOPD PSI, R22, (For Inet PCA), Trane #VAL08122(R22)	Trane	VAL08122(R22)	EA	0	2	0	1	1	247.26	200.33	494.52	70-0205 (2)
JA000074	Coil, Solenoid, 24V, (For Inet PCA), Trane #CO101004	Trane	CO101004	EA	0	2	0	2	0	40.41	40.41	80.82	70-0205 (2)
JA000075	Valve, Electronic Expansion, 30 Tons, JBT #3706767	JBT	3706767	EA	0	4	0	2	2	421.00	384.00	1,684.00	70-0205 (4)
JA000076	Pump, Condensate, 24 VDC, JBT #3704019	JBT	3704019	EA	0	18	0	3	15	227.00	209.41	4,086.00	70-0206 (18)
JA000077	Compressor, 15 Ton, 460-60/400-50, Trane JBT #3630985	JBT	3630985	EA	0	0	0	0	0	3,348.00	3,117.21	0.00	
JA000078	Motor, Condenser Fan, 7.5 HP, Frame 254T (FCX Equip Model #GSAC075)			EA	0	1	0	1	0	750.83	647.42	750.83	28-1002 (1)
JA000079	Motor, Condenser Fan, 5 HP, Frame 184T (FCX Equip Model #GSAC045)			EA	0	2	0	1	1	216.00	216.00	432.00	28-1002 (2)
JA000080	Compressor, 25 Ton, (FCX Equip Model #GSAC075), FCX # ZCP094	FCX	ZCP094	EA	0	1	0	1	0	8,199.00	7,082.25	8,199.00	27-0901 (1)
JA000081	Actuator, Pre-Cool, (FCX Equip Model #GSAC075)			EA	0	4	0	2	2	515.00	413.29	2,060.00	70-0302 (4)
JA000082	Motor, Condenser Fan, 3 HP, Frame 182T, (JBT Equip Model #XPC5010)			EA	0	2	0	1	1	422.35	379.18	844.70	28-1003 (2)
JA000083	Motor, Condenser Fan, 5 HP, Frame 215 (JBT Equip Model #XPC7510 & XPC10010)			EA	0	3	0	2	1	315.14	294.10	945.42	28-1002 (3)
JA000084	Motor, Blower, 75HP, Frame 365TS (Sealed), Standard Efficiency (JBT Equip Model #XPC10010)			EA	0	1	0	1	0	4,075.56	3,266.45	4,075.56	28-1103 (1)
JA000085	VFD Keypad, (JBT Equip Model #XPC7510 & XPC10010), ABB ACS-CP-A			EA	0	0	0	0	0	110.18	256.54	0.00	
JA000086	Breaker, Blower 70 Amp, (JBT Equip Model #XPC5010), Siemens #CQD370			EA	0	5	0	2	3	342.85	370.27	1,714.25	70-0302 (5)
JA000087	Motor, Condenser Fan, 10 HP, Frame 215T, (INET Equip Model #PDX-25), Teco Westinghouse #EP0104			EA	0	3	0	2	1	539.06	489.93	1,617.18	28-1102 (3)
JA000088	Motor, Condenser Fan, 15 HP, Frame 254T, EP0154 (INET Equip Model #PDX-40)			EA	0	1	0	1	0	698.15	624.22	698.15	28-1102 (1)

Part #	Description	Manufacturer	Mfg Part #	UOM	BS	Onhand	Ordered	MinMax	Var	Item Cost	Avg Cost	Ext Cost	Location
JA000089	Contactor, Blower, (For INET Equip Model #PDX-25), Square D #LC1-D40-G7			EA	0	6	0	2	4	260.70	222.76	1,564.20	70-0302 (6)
JA000090	Contactor, Blower, (INET Equip Model #PDX-40, Square D #LC1-D80-G7			EA	0	3	0	1	2	322.06	295.71	966.18	70-0303 (3)
JA000091	Breaker, Blower, (For INET Equip Model #PDX-25), Square D #GV3P65			EA	0	3	0	2	1	343.87	326.46	1,031.61	70-0303 (3)
JA000092	Breaker, Blower, (INET Equip Model #PDX-40, Square D #GV7RE80			EA	0	6	0	2	4	427.42	403.25	2,564.52	70-0303 (6)
JA000093	Actuator, Inlet Pre-Cool (INET Equip All Models), Belimo #N065-AMB24-SR	Belimo	AMB24-SR	EA	0	0	0	0	0	566.32	391.26	0.00	
JA000094	Blower Motor, 30HP, 3 Phase, 60 HZ, TEFC, Volt 230/460, Amps 68.4/34.2, Frame 286TS, RPM 3555, (Sealed), (For Equip Model INET PDX-25 & JBTXPC5010), Teco Westinghouse #EP0302			EA	0	3	0	2	1	1,753.39	1,371.52	5,260.17	28-1101 (3)
JA000095	Blower Motor, 50 HP, 3600 RPM, 326TS Frame, TEFC, Teco #NP0502			EA	0	2	0	2	0	2,151.04	1,982.60	4,302.08	28-1003 (2)
JA000096	Variable Frequency Drive, 60HP 460 VAC, Nema 12 ABB, (FCX Equip Model #GSAC075) ZPA036	FCX	ZPA036	EA	0	1	0	1	0	6,494.00	6,010.00	6,494.00	27-0601 (1)
JA000098	Assembly, Condenser Fan Blade, (Universal) (INET Equip Model #PDX-25 & PDX-40), INET #N044-36DE828 AHX-E	Inet	36DE828 AHX-E-25	EA	0	1	0	1	0	974.80	966.53	974.80	27-1002 (1)
JA000099	Contact, Auxiliary, 5 AMP / 575 VAC, 1NC / 1NO, (Top Mount) Schneider Electric #GVAN11			EA	0	0	0	0	0	21.00	22.69	0.00	
JA000100	Variable Frequency Drive, 60HP 480 VAC, 3PH, 105A IP30, Nema 1, ALB# 22CD105A103			EA	0	1	0	1	0	9,494.12	9,494.12	9,494.12	27-0702 (1)
JA000101	Sensor, Duct Temperature, 3", MAMAC # TE-701-C-7Z-A,			EA	0	10	0	20	-10	12.50	12.50	125.00	70-0304 (10)
JA000102	Compressor, 32 Ton, w/24V Control and Braze, R410A, (Sweated Style), Bitzer Model #GSD80385VAB4-2			EA	0	0	0	4	-4	4,450.00	0.00	0.00	
JA000114	Compressor, 15 Ton, 460-60/400-50, Danfoss JBT #3708912, replaces JA000077			EA	0	0	4	6	-6	2,300.00	2,234.00	0.00	
JGP00001	Filter, Air, Hobart #289748-001	Hobart	289748-001	EA	0	12	0	8	4	71.28	71.28	855.36	20-1006 (12)
JGP00002	Contactor, Circuit Breaker, Hobart #289738-001	Hobart	289738-001	EA	0	3	0	2	1	645.80	645.80	1,937.40	20-1006 (3)
JGP00003	Transformer, Auto, Hobart #289768-001	Hobart	289768-001	EA	0	2	0	2	0	177.81	177.81	355.62	20-1006 (2)
JGP00004	Board, Aux-Module, Hobart #289657	Hobart	289657	EA	0	0	0	1	-1	2,202.00	1,440.90	0.00	

Part #	Description	Manufacturer	Mfg Part #	UOM	BS	Onhand	Ordered	MinMax	Var	Item Cost	Avg Cost	Ext Cost	Location
JGP00005	Board, Processor, 90KVA, Hobart #AP-579410, Program Info; Serial #308PS13573, Chips are 073506 Rev F	Hobart	289758	EA	0	2	0	2	0	3,412.14	2,463.19	6,824.28	20-1006 (2)
JGP00006	Board, Connection, Hobart #289819	Hobart	289819	EA	0	2	0	2	0	432.92	432.92	865.84	20-1006 (2)
JGP00007	Board, Output Feed, Hobart #289759	Hobart	289759	EA	0	5	0	1	4	2,286.00	1,405.17	11,430.00	20-1006 (5)
JGP00008	Board, Output Feed, Hobart #289934	Hobart	289934	EA	0	0	0	0	0	2,347.00	1,590.52	0.00	
JGP00009	Breaker, Circuit, Small, Hobart #289724-001	Hobart	289724-001	EA	0	2	0	2	0	193.55	193.55	387.10	20-1005 (2)
JGP00010	Board, Input RFI, Hobart #289760	Hobart	289760	EA	0	2	0	2	0	242.36	242.36	484.72	20-1005 (2)
JGP00011	Board, Output RFI, Hobart #289761	Hobart	289761	EA	0	2	0	2	0	329.85	255.25	659.70	20-1005 (2)
JGP00012	Contactor, Output, Hobart #289618-002	Hobart	289618-002	EA	0	0	0	2	-2	1,169.17	1,060.22	0.00	
JGP00013	Board, I/O Module, Hobart #289762	Hobart	289762	EA	0	1	0	1	0	875.82	797.64	875.82	20-1005 (1)
JGP00014	Board, Voltage Feedback, Hobart #289763	Hobart	289763	EA	0	2	0	1	1	463.00	259.82	926.00	20-1005 (2)
JGP00015	Transformer, Fan, Auto, Hobart #289540-001	Hobart	289540-001	EA	0	0	0	2	-2	1,081.51	612.14	0.00	
JGP00016	Capacitor, Fan Motor, Hobart #289538-001	Hobart	289538-001	EA	0	0	0	2	-2	9.10	8.23	0.00	
JGP00017	Fan, Radial, Hobart #AP-VN0019	Hobart	289539-001	EA	0	0	0	0	0	549.60	514.66	0.00	
JGP00018	Harness, Wire, Hobart #289941	Hobart	289941	EA	0	2	0	2	0	859.00	859.00	1,718.00	71-0201 (2)
JGP00019	Harness, Wire, Hobart #289703	Hobart	289703	EA	0	2	0	2	0	472.08	472.08	944.16	71-0202 (2)
JGP00020	Board, Display and Interface, KVA90, Hobart #289764	Hobart	289764	EA	0	4	0	2	2	1,709.82	941.89	6,839.28	20-1004 (4)
JGP00021	Keyboard, Display, Hobart #289787	Hobart	289787	EA	0	2	0	2	0	600.01	405.53	1,200.02	20-1004 (2)
JGP00022	Bulb, Instrumentation Light, Hobart #289736-001	Hobart	289736-001	EA	0	12	0	2	10	2.83	2.83	33.96	20-1004 (12)
JGP00023	Pushbutton, White, Hobart #289716-002	Hobart	289716-002	EA	0	2	0	2	0	22.88	22.88	45.76	20-1004 (2)
JGP00024	LED, White, Hobart #289723-001	Hobart	289723-001	EA	0	2	0	2	0	20.58	20.28	41.16	20-1004 (2)
JGP00025	Pushbutton, Green, Hobart #289716-001	Hobart	289716-001	EA	0	2	0	2	0	22.91	22.91	45.82	20-1004 (2)
JGP00026	LED, Green, Hobart #289723-002	Hobart	289723-002	EA	0	5	0	2	3	46.35	39.00	231.75	20-1004 (5)
JGP00027	Pushbutton, Red, Hobart #289716-003	Hobart	289716-003	EA	0	2	0	2	0	12.11	12.11	24.22	20-1004 (2)
JGP00028	LED, Red, Hobart #289723-003	Hobart	289723-003	EA	0	2	0	2	0	13.61	13.41	27.22	20-1004 (2)
JGP00029	Capacitor, AC Filter, Hobart #289535-001	Hobart	289535-001	EA	0	6	0	6	0	95.70	94.77	574.20	20-1004 (6)
JGP00030	Capacitor, Filter, Small, Hobart #289537-001	Hobart	289537-001	EA	0	4	0	3	1	33.94	52.49	135.76	20-1005 (4)
JGP00031	Module, AC Assembly, Hobart #289852-001	Hobart	289852-001	EA	0	1	0	1	0	4,796.61	3,656.28	4,796.61	29-0103 (1)
JGP00032	Module, DC Assembly, Hobart #573533	Hobart	289853-001	EA	0	6	0	6	0	5,400.86	3,313.06	32,405.16	29-0104 (6)
JGP00033	Module, AC/DC Assembly, Hobart #289550-001	Hobart	289550-001	EA	0	5	0	1	4	6,337.34	4,666.32	31,686.70	33-0205 (5)
JGP00034	Board, Processor, 180KVA, Hobart #289758	Hobart	289758	EA	0	2	0	2	0	2,804.22	2,600.06	5,608.44	20-1004 (2)

Part #	Description	Manufacturer	Mfg Part #	UOM	BS	Onhand	Ordered	MinMax	Var	Item Cost	Avg Cost	Ext Cost	Location
JGP00035	Board, Display and Interface, KVA180, Program Info: Serial #109PSI4187, Chips are 073505 Rev E, ITW #AP-579463	Hobart	289764	EA	0	0	0	0	0	1,709.82	1,061.34	0.00	
JGP00036	Board, PC, Thyristor Gatedrive, Hobart #289866			EA	0	2	0	1	1	976.50	976.50	1,953.00	20-1004 (2)
JGP00037	Board, PC, Thyristor Grate/Drive Assembly, Hobart #289862			EA	0	1	0	1	0	932.25	932.25	932.25	20-1004 (1)
JGP00038	Module, Thyristor/Diode, Hobart #289855-001			EA	0	12	0	6	6	262.00	262.00	3,144.00	20-1004 (12)
JGP00039	Module, IGBT Transistor, Hobart #289854-001			EA	0	9	0	3	6	333.72	333.72	3,003.48	20-1004 (9)
JGP00040	Module, AC Assembly, Hobart #579534			EA	0	3	0	1	2	2,786.32	2,695.07	8,358.96	20-1005 (3)
JH000001	Canopy, Assembly, Folding Syste, 3-Part, Extended, Hubner #14310019000			EA	0	0	0	2	-2	13,965.00	13,632.50	0.00	
JTK00001	Electric Motor, 7.5 HP, 460VAC, Thyssen Krupp #75-000000005215787	ThyssenKrupp	A5215787	EA	0	3	0	1	2	799.26	799.26	2,397.78	27-0702 (3)
JTK00002	Hydraulic Pump, Thyssen Krupp #75-000000005228400	ThyssenKrupp	A5228400	EA	0	2	0	1	1	908.00	582.75	1,816.00	72-0101 (2)
JTK00003	PC Flow Control, Thyssen Krupp #75-000000005228403	ThyssenKrupp	A5228403	EA	0	1	0	2	-1	46.68	46.68	46.68	72-0101 (1)
JTK00004	Relief Valve, Thyssen Krupp #75-000000005228404	ThyssenKrupp	A5228404	EA	0	1	0	1	0	46.00	43.03	46.00	72-0101 (1)
JTK00005	Directional Valve, Thyssen Krupp #75-000000005228405	ThyssenKrupp	A5228405	EA	0	2	0	1	1	517.00	340.98	1,034.00	72-0101 (2)
JTK00006	Directional Valve, Thyssen Krupp #75-000000005228406	ThyssenKrupp	A5228406	EA	0	1	0	1	0	140.00	108.20	140.00	72-0101 (1)
JTK00007	Check Valve, Thyssen Krupp #75-000000005228407	ThyssenKrupp	A5228407	EA	0	1	0	1	0	16.92	16.92	16.92	72-0101 (1)
JTK00008	Needle Valve, Thyssen Krupp #75-000000005228408	ThyssenKrupp	A5228408	EA	0	2	0	1	1	77.00	42.98	154.00	72-0101 (2)
JTK00009	Filter, Replacement Element, 15P, Thyssen Krupp #75-000000005232070	ThyssenKrupp	A5232070	EA	0	13	0	10	3	104.40	104.40	1,357.20	72-0102 (13)
JTK00010	Filter, Replacement Element, 12AT, Thyssen Krupp #75-000000005232071	ThyssenKrupp	A5232071	EA	0	6	0	6	0	95.36	95.36	572.16	72-0102 (6)
JTK00011	Gauge, Thyssen Krupp #75-000000005228413	ThyssenKrupp	A5228413	EA	0	2	0	1	1	18.78	18.78	37.56	72-0102 (2)
JTK00012	Cylinder Hose Assembly, 67" Long, 1/2" Connector, Thyssen Krupp #75-000000005228416	ThyssenKrupp	A5228416	EA	0	2	0	2	0	265.00	197.74	530.00	72-0102 (2)
JTK00013	PO Checkhose Assembly, 67" Long, 3/8" Connector, Thyssen Krupp #75-000000005228417	ThyssenKrupp	A5228417	EA	0	4	0	1	3	248.00	215.36	992.00	72-0102 (4)
JTK00014	Pump Hose Assembly, Thyssen Krupp #75-000000005228418	ThyssenKrupp	A5228418	EA	0	1	0	1	0	93.86	93.86	93.86	72-0103 (1)
JTK00015	Pillow Block, ACF, Thyssen Krupp #75A4220058	ThyssenKrupp	A4220058	EA	0	3	0	2	1	63.00	44.54	189.00	72-0103 (3)

Part #	Description	Manufacturer	Mfg Part #	UOM	BS	Onhand	Ordered	MinMax	Var	Item Cost	Avg Cost	Ext Cost	Location
JTK00016	Gearbox, Wheel Bogie Drive, Thyssen Krupp #75A6301000110	ThyssenKrupp	A6301000110	EA	0	2	0	2	0	3,439.34	3,439.34	6,878.68	27-1002 (2)
JTK00017	AC Motor, 400V/50Hz,460V/60Hz, Thyssen Krupp #75-000000500020860	ThyssenKrupp	500020860	EA	0	2	0	2	0	872.31	872.31	1,744.62	27-0604 (2)
JTK00018	Brake Gearmotor, 480V, ROT CAB, Thyssen Krupp #75A4209307	ThyssenKrupp	A4209307	EA	0	1	0	1	0	874.28	874.28	874.28	27-0501 (1)
JTK00019	Actuator, 12" Stroke, Thyssen Krupp #75A4220569	ThyssenKrupp	A4220569	EA	0	1	0	1	0	882.00	881.46	882.00	72-0103 (1)
JTK00020	Door Closer, Std Service Door, Thyssen Krupp #75-000000000081931	ThyssenKrupp	81931	EA	0	2	0	2	0	450.00	256.67	900.00	72-0104 (2)
JTK00021	Canopy, Tube Motor 120V / 60 Hz, Thyssen Krupp #75A4230300	ThyssenKrupp	A4230300	EA	0	0	0	1	-1	4,006.00	2,657.21	0.00	
JTK00022	Canopy, Pulley, Complete, Right, Thyssen Krupp #75A4230293	ThyssenKrupp	A4230293	EA	0	1	0	0	1	2,660.00	1,997.82	2,660.00	72-0104 (1)
JTK00023	Canopy, Pulley, Complete, Left, ThyssenKrupp #75A4230294	ThyssenKrupp	A4230294	EA	0	0	0	0	0	2,660.00	1,561.99	0.00	
JTK00025	Canopy, Gas-Spring 700N, Thyssen Krupp #75A4230283	ThyssenKrupp	A4230283	EA	0	0	0	0	0	315.43	301.00	0.00	
JTK00026	Canopy, Gas-Spring 300N, Thyssen Krupp #75A4230284	ThyssenKrupp	A4230284	EA	0	2	0	2	0	304.00	294.67	608.00	72-0105 (2)
JTK00027	M12 X 40, SOC HD, GR 8.8, Z, For Motor To Casting, Thyssen Krupp #75-000000005143290	ThyssenKrupp	5143290	EA	0	8	0	8	0	0.60	0.60	4.80	72-0105 (8)
JTK00028	M16 X 90, HEX HD, GR. 10.9, For Gearbox To Casting, Thyssen Krupp #75-000000006562510	ThyssenKrupp	6562510	EA	0	30	0	30	0	4.10	4.10	123.00	72-0105 (30)
JTK00029	M16 X 60, SOC HD, GR. 12.9, Z, Thyssen Krupp #75-000000006565070	ThyssenKrupp	A6565070	EA	0	24	0	24	0	1.73	1.73	41.52	72-0105 (24)
JTK00030	Cam Roller, 127mm Diameter, Thyssen Krupp #75A25825001010	ThyssenKrupp	25825001010	EA	0	2	0	2	0	101.50	101.50	203.00	72-0105 (2)
JTK00031	Cam Roller 90mm Diameter, Thyssen Krupp #75-000000009106090	ThyssenKrupp	9106090	EA	0	1	0	1	0	115.00	101.50	115.00	72-0106 (1)
JTK00032	Bearing, Flangette, 1-1/4" Diameter, Rotunda, Thyssen Krupp #75A2215433	ThyssenKrupp	A2215433	EA	0	6	0	6	0	23.70	23.70	142.20	72-0106 (6)
JTK00033	Bearing, Pillow Block, 2", Rotunda Assembly , Thyssen Krupp #75A2215431	ThyssenKrupp	A2215431	EA	0	4	0	4	0	135.32	135.32	541.28	72-0106 (4)
JTK00034	Bearing, Pillow Block, FYH NAP 210, Thyssen Krupp #75-000000009439480	ThyssenKrupp	9439480	EA	0	4	0	4	0	85.80	85.80	343.20	72-0106 (4)
JTK00035	Caster, 6", Swivel, Thyssen Krupp #75-000000002240016	ThyssenKrupp	2240016	EA	0	0	0	5	-5	177.00	143.81	0.00	
JTK00036	Sliding Block, Upper, Lift Column, Thyssen Krupp #75A5209314	ThyssenKrupp	A5209314	EA	0	8	0	8	0	11.12	11.12	88.96	72-0107 (8)
JTK00037	Sliding Block, Lower, Lift Column, Thyssen Krupp #75A5209315	ThyssenKrupp	A5209315	EA	0	8	0	8	0	11.12	11.12	88.96	72-0107 (8)
JTK00038	Resilient Sleeve, ASTM A322, GR 414, BAR, RND 1 1/2, Thyssen Krupp #75A6500000120	ThyssenKrupp	A6500000120	EA	0	24	0	24	0	6.00	4.35	144.00	72-0107 (24)

For Category: JETWAY, All Locations, All Items, Item Status 'Active', Item Type: I

Part #	Description	Manufacturer	Mfg Part #	UOM	BS	Onhand	Ordered	MinMax	Var	Item Cost	Avg Cost	Ext Cost	Location
JTK00039	Equalizing Cable, Long, For PLB Model: TB35/17.5-3, Thyssen Krupp #75A3161935	ThyssenKrupp	A3161935	EA	0	1	0	1	0	374.88	374.88	374.88	27-0602 (1)
JTK00040	Equalizing Cable, Short, For PLB Model: TB35/17.5-3, Thyssen Krupp #75A3162035	ThyssenKrupp	A3162035	EA	0	1	0	1	0	262.80	262.80	262.80	27-0602 (1)
JTK00041	Equalizing Cable, Long, For PLB Model: TB33/17.0-3, Thyssen Krupp #75A3161933	ThyssenKrupp	A3161933	EA	0	1	0	1	0	325.22	325.22	325.22	27-0602 (1)
JTK00042	Equalizing Cable, Short, For PLB Model: TB33/17.0-3, Thyssen Krupp #75A3162033	ThyssenKrupp	A3162033	EA	0	1	0	1	0	254.56	254.56	254.56	27-0602 (1)
JTK00043	Equalizing Cable, Long, For PLB Model: TB37/18.5-3, Thyssen Krupp #75A3161937	ThyssenKrupp	A3161937	EA	0	1	0	1	0	388.30	388.30	388.30	27-0602 (1)
JTK00044	Equalizing Cable, Short, For PLB Model: TB37/18.5-3, Thyssen Krupp #75A3162037	ThyssenKrupp	A3162037	EA	0	1	0	1	0	256.52	256.52	256.52	27-0602 (1)
JTK00045	Equalizing Cable, Long, For PLB Model: TB41/19.5-3, Thyssen Krupp #75A3161941	ThyssenKrupp	A3161941	EA	0	1	0	1	0	383.98	383.98	383.98	27-0602 (1)
JTK00046	Equalizing Cable, Short, For PLB Model: TB41/19.5-3, Thyssen Krupp #75A3162041	ThyssenKrupp	A3162041	EA	0	3	0	1	2	265.80	265.80	797.40	27-0602 (3)
JTK00047	Equalizing Cable, Long, For PLB Model: TB27/15.0-3, Thyssen Krupp #75A3161927	ThyssenKrupp	A3161927	EA	0	1	0	1	0	343.42	343.42	343.42	27-0602 (1)
JTK00048	Equalizing Cable, Short, For PLB Model: TB27/15.0-3, Thyssen Krupp #75A3162027	ThyssenKrupp	A3162027	EA	0	1	0	1	0	251.10	251.10	251.10	27-0602 (1)
JTK00049	Equalizing Cable, Long, For PLB Model: TB43/20.5-3, Thyssen Krupp #75A3161943	ThyssenKrupp	A3161943	EA	0	1	0	1	0	383.10	383.10	383.10	27-0602 (1)
JTK00050	Equalizing Cable, Short, For PLB Model: TB43/20.5-3, Thyssen Krupp #75A3162043	ThyssenKrupp	A3162043	EA	0	1	0	1	0	258.34	258.34	258.34	27-0602 (1)
JTK00051	Switch, Limit, DPDT, 10DGR TRIP, Thyssen Krupp #75-000000002510607	ThyssenKrupp	2510607	EA	0	1	0	1	0	106.72	106.72	106.72	72-0201 (1)
JTK00052	Switch, Limit, Lever Arm, 2INCH, Thyssen Krupp #75-000000002510608	ThyssenKrupp	2510608	EA	0	0	0	1	-1	17.62	17.62	0.00	
JTK00053	Sensor, U-Sonic, Analog, -20, Thyssen Krupp #75-000000002510756	ThyssenKrupp	2510756	EA	0	0	0	1	-1	900.00	864.76	0.00	
JTK00054	Sensor, Laser, Analog, Thyssen Krupp #75-000000002510758	ThyssenKrupp	2510758	EA	0	2	0	2	0	831.00	667.37	1,662.00	72-0201 (2)
JTK00055	Sensor,Cable, 5M 4-Wire, Sraight, Thyssen Krupp #75-000000002510759	ThyssenKrupp	2510759	EA	0	2	0	2	0	20.90	20.90	41.80	72-0201 (2)

For Category: JETWAY, All Locations, All Items, Item Status 'Active', Item Type: I

Part #	Description	Manufacturer	Mfg Part #	UOM	BS	Onhand	Ordered	MinMax	Var	Item Cost	Avg Cost	Ext Cost	Location
JTK00056	Switch, Limit, RECP, 2NO, 2NC, C-H #E50RB, Thyssen Krupp #75-000000002515572	ThyssenKrupp	2515572	EA	0	0	0	1	-1	30.00	23.89	0.00	
JTK00057	Switch, Limit, 2 NO, 2 NC, 2 STEP, Thyssen Krupp #75-000000002515574	ThyssenKrupp	2515574	EA	0	2	0	1	1	51.00	50.84	102.00	72-0202 (2)
JTK00058	Switch, Limit, Head, CW-CCW, 5 Deg.-40C, Thyssen Krupp #75-000000002515598	ThyssenKrupp	2515598	EA	0	0	0	1	-1	275.00	121.86	0.00	
JTK00059	Switch, Limit, Body C-H #E50SN, Thyssen Krupp #75-000000002515599	ThyssenKrupp	2515599	EA	0	2	0	1	1	275.00	127.64	550.00	72-0202 (2)
JTK00060	Switch, Limit, Lever, ADJ, C-H #E50KL201, Thyssen Krupp #75-000000002515605	ThyssenKrupp	2515605	EA	0	2	0	1	1	73.00	50.87	146.00	72-0202 (2)
JTK00061	Sensor, Bracket, 18MM, Thyssen Krupp #75-000000002515616	ThyssenKrupp	2515616	EA	0	1	0	1	0	13.00	13.00	13.00	72-0202 (1)
JTK00062	Sensor, Rotary, 180 Deg, 4-20M, Thyssen Krupp #75-000000002515626	ThyssenKrupp	2515626	EA	0	1	0	1	0	130.00	130.00	130.00	72-0202 (1)
JTK00063	Sensor, Position Marker, Thyssen Krupp #75-000000002515627	ThyssenKrupp	2515627	EA	0	1	0	1	0	13.00	13.00	13.00	72-0202 (1)
JTK00064	Motor Starter, Non-Reversing, SZ 1, 120V COIL, SS O.L., Thyssen Krupp #75-000000002552000	ThyssenKrupp	2552000	EA	0	2	0	1	1	160.00	157.22	320.00	72-0203 (2)
JTK00065	Motor Starter, Reversing, SZ 00, 120V COIL, SS O.L, Thyssen Krupp #75-000000002552001	ThyssenKrupp	2552001	EA	0	1	0	1	0	256.26	256.26	256.26	72-0203 (1)
JTK00066	Starter, Trans., Surge Module, (Type S: For cab and hyd motor), Thyssen Krupp #75-000000002552006	ThyssenKrupp	2552006	EA	0	4	0	4	0	18.44	18.44	73.76	72-0203 (4)
JTK00067	Starter, Trans., Surge Module, (Type K: For Lighting), Thyssen Krupp #75-000000002552007	ThyssenKrupp	2552007	EA	0	8	0	1	7	5.71	5.41	45.68	72-0203 (8)
JTK00068	Heater, Over-Load, Thermal Unit, SQ-D, (Size 1, hydraulic motor/starter), Thyssen Krupp #75-000000002552009	ThyssenKrupp	2552009	EA	0	3	0	3	0	6.38	6.38	19.14	72-0203 (3)
JTK00069	Heater, Over-Load, Thermal Unit, SQ-D, (Size 00, cab rotate motor/starter), Thyssen Krupp #75-000000002552010	ThyssenKrupp	2552010	EA	0	2	0	2	0	6.38	6.38	12.76	72-0203 (2)
JTK00070	Starter, Over-Load, Auxillary Contact, 1NO/1NC, Thyssen Krupp #75-000000002552011	ThyssenKrupp	2552011	EA	0	2	0	2	0	35.14	35.14	70.28	72-0203 (2)
JTK00071	Contactor, 2P, 30A DP, 120V Coil, Thyssen Krupp #75-000000002552015	ThyssenKrupp	2552015	EA	0	3	0	1	2	54.72	54.44	164.16	72-0204 (3)
JTK00072	Contactor, 3P, 75A DP, 120V Coil, Thyssen Krupp #75-000000002552016	ThyssenKrupp	2552016	EA	0	1	0	1	0	151.00	150.97	151.00	72-0204 (1)

Part #	Description	Manufacturer	Mfg Part #	UOM	BS	Onhand	Ordered	MinMax	Var	Item Cost	Avg Cost	Ext Cost	Location
JTK00073	Relay, 3/NO-1/NC,120VAC Coil, Thyssen Krupp #75-000000002552022	ThyssenKrupp	2552022	EA	0	3	0	3	0	20.30	20.30	60.90	72-0204 (3)
JTK00074	Variable Frequency Drive, 7.5HP, 480 VAC, UL, Thyssen Krupp #75-000000025520420	ThyssenKrupp	2552042	EA	0	4	0	2	2	1,897.00	1,516.43	7,588.00	72-0501 (4)
JTK00075	Indicator, Light, Head, Green, 22MM, Thyssen Krupp #75-000000002552239	ThyssenKrupp	2552239	EA	0	4	0	3	1	4.00	4.00	16.00	72-0204 (4)
JTK00076	Indicator, Light, Head, Red, 22MM, Thyssen Krupp #75-000000002552241	ThyssenKrupp	2552241	EA	0	21	0	1	20	2.95	2.67	61.95	72-0204 (21)
JTK00077	Indicator, Light, Base, No Bulb, 22MM, Thyssen Krupp #75-000000002552243	ThyssenKrupp	2552243	EA	0	4	0	4	0	10.06	10.06	40.24	72-0205 (4)
JTK00078	Bulb, Incandescent. 2W, 24V, Thyssen Krupp #75-000000002552244	ThyssenKrupp	2552244	EA	0	7	0	7	0	2.38	2.38	16.66	72-0205 (7)
JTK00079	Pushbutton, Operator, Flush, Black, Thyssen Krupp #75-000000002552245	ThyssenKrupp	2552245	EA	0	12	0	2	10	3.84	3.51	46.08	72-0205 (12)
JTK00080	Pushbutton, Operator. Flush, Black, w/Arrow, Thyssen Krupp #75-000000002552246	ThyssenKrupp	255246	EA	0	8	0	8	0	3.32	3.32	26.56	72-0205 (8)
JTK00081	Switch, Selector, 2 Position, Maint., Black, 22MM, Thyssen Krupp #75-000000002552247	ThyssenKrupp	2552247	EA	0	2	0	1	1	5.85	5.85	11.70	72-0205 (2)
JTK00082	Indicator, Head, Yellow, 22MM, ZB5CV053, Thyssen Krupp #75-000000002552256	ThyssenKrupp	2552256	EA	0	0	0	2	-2	17.00	8.93	0.00	
JTK00083	Light Module w/White LED, Thyssen Krupp #75-000000002552257	ThyssenKrupp	2552257	EA	0	4	0	2	2	10.00	9.99	40.00	72-0205 (4)
JTK00084	Pushbutton, Operator, Illuminated, Red, 22MM, Thyssen Krupp #75-000000002552259	ThyssenKrupp	2552259	EA	0	0	0	1	-1	6.00	5.82	0.00	
JTK00085	Pushbutton, Base, Illuminated, w/1 NO, 22MM, Thyssen Krupp #75-000000002552260	ThyssenKrupp	2552260	EA	0	3	0	3	0	11.72	11.72	35.16	72-0205 (3)
JTK00086	Pushbutton, Operator, Illuminated, Green, 22MM, Thyssen Krupp #75-000000002552261	ThyssenKrupp	2552261	EA	0	0	0	5	-5	25.00	9.25	0.00	
JTK00087	Pushbutton, Contactor, 1/ NO, 22MM, Thyssen Krupp #75-000000002552262	ThyssenKrupp	2552262	EA	0	10	0	10	0	4.86	4.86	48.60	72-0206 (10)
JTK00088	Pushbutton, Contactor, 1/ NC, 22MM, Thyssen Krupp #75-000000002552263	ThyssenKrupp	2552263	EA	0	5	0	5	0	3.82	3.82	19.10	72-0206 (5)
JTK00089	Pushbutton, Add On Contactor, 1 NO, 22MM, Thyssen Krupp #75-000000002552265	ThyssenKrupp	2552265	EA	0	8	0	6	2	1.50	1.50	12.00	72-0206 (8)
JTK00090	Switch, Key, 3 Position, Maint, 22MM, Thyssen Krupp #75-000000002552267	ThyssenKrupp	2552267	EA	0	2	0	1	1	26.60	26.60	53.20	72-0206 (2)

Part #	Description	Manufacturer	Mfg Part #	UOM	BS	Onhand	Ordered	MinMax	Var	Item Cost	Avg Cost	Ext Cost	Location
JTK00091	Pushbutton, Contactor, 2 NO, 22MM, Thyssen Krupp #75-000000002552268	ThyssenKrupp	2552268	EA	0	2	0	1	1	11.14	11.14	22.28	72-0206 (2)
JTK00092	Pushbutton, 22MM, Prot LED, SB, 24V, Yellow, Thyssen Krupp #75-000000002552284	ThyssenKrupp	2552284	EA	0	1	0	1	0	15.35	15.35	15.35	72-0207 (1)
JTK00093	Pushbutton, 22MM, Rotary SW, Maint., Thyssen Krupp #75-000000002552298	ThyssenKrupp	2552298	EA	0	2	0	1	1	9.82	9.82	19.64	72-0207 (2)
JTK00094	Switch, Limit, Wobble Head, Thyssen Krupp #75-000000002552350	ThyssenKrupp	2552350	EA	0	0	0	8	-8	299.17	136.80	0.00	
JTK00095	PLC, Micro/M340, Telefast 2,16 IN, Thyssen Krupp #75-000000002552402	ThyssenKrupp	2552402	EA	0	5	0	5	0	84.06	84.06	420.30	72-0207 (5)
JTK00096	PLC, Micro/M340, Telfast, 16 OUT, Thyssen Krupp #75-000000002552403	ThyssenKrupp	2552403	EA	0	2	0	1	1	331.84	243.68	663.68	72-0207 (2)
JTK00097	Cable, Display, RS485, UNI-TEL, Thyssen Krupp #75-000000002552413	ThyssenKrupp	2552413	EA	0	1	0	1	0	107.50	107.50	107.50	72-0207 (1)
JTK00098	PLC, M340, Rack, 6-Slot, Thyssen Krupp #75-000000002552470	ThyssenKrupp	2552470	EA	0	1	0	1	0	187.60	187.60	187.60	72-0301 (1)
JTK00099	PLC, M340, Power Supply, Thyssen Krupp #75-000000002552471	ThyssenKrupp	2552471	EA	0	1	0	1	0	389.20	389.20	389.20	72-0301 (1)
JTK00100	PLC, M340, CPU, Thyssen Krupp #75-000000002552472	ThyssenKrupp	2552472	EA	0	1	0	1	0	1,698.12	1,698.12	1,698.12	72-0301 (1)
JTK00101	PLC, M340, Analog Module, Thyssen Krupp #75-000000002552474	ThyssenKrupp	2552474	EA	0	2	0	1	1	1,595.00	1,016.00	3,190.00	72-0301 (2)
JTK00102	PLC, M340, 64 Input Module, Thyssen Krupp #75-000000002552475	ThyssenKrupp	2552475	EA	0	2	0	1	1	800.00	797.75	1,600.00	72-0301 (2)
JTK00103	PLC, M340, 32 Input Module, Thyssen Krupp #75-000000002552476	ThyssenKrupp	2552476	EA	0	1	0	1	0	506.82	506.82	506.82	72-0301 (1)
JTK00104	PLC, M340, 64 Output Module, Thyssen Krupp #75-000000002552477	ThyssenKrupp	2552477	EA	0	2	0	1	1	789.60	789.60	1,579.20	72-0301 (2)
JTK00105	PLC, M340, Cable, I/O Modules-10M, Thyssen Krupp #75-000000002552479	ThyssenKrupp	2552479	EA	0	3	0	3	0	264.00	264.00	792.00	72-0302 (3)
JTK00106	Fuse, 250V, 1Amp, 1.25" Fast Acting, Thyssen Krupp #75-000000002556071	ThyssenKrupp	2556071	EA	0	0	0	3	-3	1.00	0.84	0.00	
JTK00107	Fuse, 250V, 2Amp, 1.25" Fast Acting, Thyssen Krupp #75-000000002556072	ThyssenKrupp	2556072	EA	0	20	0	2	18	1.00	0.89	20.00	72-0302 (20)
JTK00108	Fuse, 250V, 3Amp, 1.25" Fast Acting, Thyssen Krupp #75-000000002556073	ThyssenKrupp	2556073	EA	0	10	0	3	7	2.00	1.44	20.00	72-0302 (10)
JTK00109	Fuse, 250V, 4Amp, 1.25" Fast Acting, Thyssen Krupp #75-000000002556074	ThyssenKrupp	2556074	EA	0	2	0	1	1	2.00	1.50	4.00	72-0302 (2)
JTK00110	Fuse, 250V, 5Amp, 1.25" Fast Acting, Thyssen Krupp #75-000000002556075	ThyssenKrupp	2556075	EA	0	2	0	2	0	1.00	0.93	2.00	72-0302 (2)
JTK00111	Fuse, 1000 VDC, 030Amp, Class 101, Thyssen Krupp #75-000000002556076	ThyssenKrupp	2556076	EA	0	10	0	1	9	49.56	49.56	495.60	72-0303 (10)
JTK00112	Fuse, 250V, 10Amp, 1.25" Fast Acting, Thyssen Krupp #75-000000002556080	ThyssenKrupp	2556080	EA	0	10	0	1	9	2.50	1.69	25.00	72-0303 (10)

For Category: JETWAY, All Locations, All Items, Item Status 'Active', Item Type: I

Part #	Description	Manufacturer	Mfg Part #	UOM	BS	Onhand	Ordered	MinMax	Var	Item Cost	Avg Cost	Ext Cost	Location
JTK00113	Fuse, 125V, 3Amp, 1.5", Slow Blow, Thyssen Krupp #75-000000002556142	ThyssenKrupp	2556142	EA	0	2	0	2	0	6.00	5.23	12.00	72-0303 (2)
JTK00114	Fuse, 600V, 250Amp, Class CC, Thyssen Krupp #75-000000002556305	ThyssenKrupp	2556305	EA	0	10	0	2	8	11.62	11.62	116.20	72-0303 (10)
JTK00115	Transformer, 10KVA, 480V-240/120 NM 3R, Thyssen Krupp #75-000000002558153	ThyssenKrupp	2558153	EA	0	1	0	1	0	777.22	777.22	777.22	27-0501 (1)
JTK00116	Photo Contactor, Intermatic K4121C, Thyssen Krupp #75-000000002568097	ThyssenKrupp	2568097	EA	0	2	0	1	1	32.00	21.35	64.00	72-0303 (2)
JTK00117	Joystick, 2 Axis, NO POT, Thyssen Krupp #75-000000002570613	ThyssenKrupp	2570613	EA	0	0	0	1	-1	318.00	301.74	0.00	
JTK00118	Beacon, Flash, Amber Federal Signal, Thyssen Krupp #75-000000002572199	ThyssenKrupp	2572199	EA	0	0	0	0	0	135.00	131.57	0.00	
JTK00119	Alarm, 24V, Sonalert, MAL SC628ANP, Thyssen Krupp #75-000000002572304	ThyssenKrupp	2572304	EA	0	1	0	1	0	57.62	57.62	57.62	72-0304 (1)
JTK00120	Circuit Breaker, Plug, Black, Thyssen Krupp #75-000000002576023	ThyssenKrupp	2576023	EA	0	1	0	1	0	2.54	2.54	2.54	72-0304 (1)
JTK00121	Switch, Toggle, SPST, 20Amp, Light, Ivory, Thyssen Krupp #75-000000002576118	ThyssenKrupp	2576118	EA	0	1	0	1	0	8.74	8.74	8.74	72-0304 (1)
JTK00122	Cable Hoist Assembly. 480V, Thyssen Krupp #75-000000002592636	ThyssenKrupp	2592636	EA	0	1	0	1	0	4,452.00	4,452.00	4,452.00	27-0604 (1)
JTK00123	Sensor, Artic Floor, 1 Deg, 2 Sec, Thyssen Krupp #75-000000002596002	ThyssenKrupp	2596002	EA	0	1	0	1	0	491.40	491.40	491.40	72-0304 (1)
JTK00124	Relay, 24VDC, 4P, Mini, Plug In, Thyssen Krupp #75-000000002597076	ThyssenKrupp	2597076	EA	0	5	0	5	0	7.28	7.28	36.40	72-0304 (5)
JTK00125	Relay, Socket, 2/4P, Mini, Plug In, Thyssen Krupp #75-000000002597077	ThyssenKrupp	2597077	EA	0	5	0	5	0	5.56	5.56	27.80	72-0305 (5)
JTK00126	Relay, Prot. Diode, 6-250VDC, Thyssen Krupp #75-000000002597078	ThyssenKrupp	2597078	EA	0	5	0	5	0	2.16	2.16	10.80	72-0305 (5)
JTK00127	Relay, Hold Down, Mini, Plug In, Thyssen Krupp #75-000000002597079	ThyssenKrupp	2597079	EA	0	2	0	2	0	0.56	0.56	1.12	72-0305 (2)
JTK00128	End Plunger (CSA), Thyssen Krupp #75-000000009304420	ThyssenKrupp	9304420	EA	0	1	0	1	0	12.28	12.28	12.28	72-0305 (1)
JTK00129	Roller Lever, ADJ. Delrin Roller, Thyssen Krupp #75-000000009304760	ThyssenKrupp	9304760	EA	0	0	0	2	-2	11.00	8.88	0.00	
JTK00130	Contactor, REV 2, 2KW, LP2KO601BD3, Thyssen Krupp #75-000000009448940	ThyssenKrupp	9448940	EA	0	1	0	1	0	44.00	44.00	44.00	72-0305 (1)
JTK00131	Contactor, 2.2 KW, 3S+10E, Thyssen Krupp #75-000000009457200	ThyssenKrupp	9457200	EA	0	4	0	4	0	17.04	17.04	68.16	72-0305 (4)
JTK00132	Contactor, Reversing, 4 Pole, LPK09008BD3, Thyssen Krupp #75-000000009457310	ThyssenKrupp	9457310	EA	0	1	0	1	0	23.76	23.76	23.76	72-0306 (1)
JTK00133	Sensor, Proximity, Inductive, 30MM, Thyssen Krupp #75-000000009462180	ThyssenKrupp	9462180	EA	0	2	0	1	1	145.00	140.29	290.00	72-0306 (2)
JTK00134	Sensor, Bracket, Thyssen Krupp #75-000000009462181	ThyssenKrupp	9462181	EA	0	2	0	1	1	12.80	12.80	25.60	72-0306 (2)

Part #	Description	Manufacturer	Mfg Part #	UOM	BS	Onhand	Ordered	MinMax	Var	Item Cost	Avg Cost	Ext Cost	Location
JTK00135	Sensor, Proximity, Inductive, 18MM, +/- 3" long, wheel bogey, Thyssen Krupp #75-000000009476700	ThyssenKrupp	9476700	EA	0	2	0	1	1	92.00	76.05	184.00	72-0306 (2)
JTK00136	Switch, Mechanical Limit, Thyssen Krupp #75-000000009795550	ThyssenKrupp	9795550	EA	0	0	0	0	0	38.00	33.73	0.00	
JTK00137	Limit Switch Actuator Head CSA, Thyssen Krupp #75-000000009795560	ThyssenKrupp	9795560	EA	0	0	0	0	0	11.92	11.82	0.00	
JTK00138	Siren, 9-32V, 2 Sounds, Beige, Thyssen Krupp #75-000000009797530	ThyssenKrupp	9797530	EA	0	1	0	1	0	62.08	62.08	62.08	72-0306 (1)
JTK00139	Sensor, Proximity, Inductive, 18MM, +/- 1" long, ext/rect limit, Thyssen Krupp #75-000000025156153	ThyssenKrupp	25156153	EA	0	2	0	2	0	145.00	98.61	290.00	72-0306 (2)
JTK00140	Contactor, 3P, 75Amp DP, 24V COIL, Thyssen Krupp #75-000000025520161	ThyssenKrupp	25520161	EA	0	1	0	1	0	150.96	150.96	150.96	72-0307 (1)
JTK00141	Circuit Breaker, 1P, 10Amp, 120V, Thyssen Krupp #75-000000025521067	ThyssenKrupp	25521067	EA	0	3	0	3	0	11.24	11.24	33.72	72-0307 (3)
JTK00142	Circuit Breaker Load Center, 8P, 100Amp 3W, Thyssen Krupp #75-000000025521068	ThyssenKrupp	25521068	EA	0	1	0	1	0	33.50	33.50	33.50	72-0307 (1)
JTK00143	Circuit Breaker, Tandem, 15Amp, Thyssen Krupp #75-000000025521069	ThyssenKrupp	25521069	EA	0	2	0	2	0	23.30	23.30	46.60	72-0307 (2)
JTK00144	Circuit Breaker, 1P, 50Amp, 240V, Thyssen Krupp #75-000000025521070	ThyssenKrupp	25521070	EA	0	2	0	2	0	14.28	14.28	28.56	72-0307 (2)
JTK00145	Circuit Breaker, 2P, 30Amp, 480V, Thyssen Krupp #75-000000025521079	ThyssenKrupp	25521079	EA	0	1	0	1	0	267.68	267.68	267.68	72-0307 (1)
JTK00146	Circuit Breaker, 3P, 15Amp, 480V, Thyssen Krupp #75-000000025521080	ThyssenKrupp	25521080	EA	0	1	0	1	0	319.48	319.48	319.48	72-0307 (1)
JTK00147	Circuit Breaker, 1P, 15Amp, Thyssen Krupp #75-000000025521081	ThyssenKrupp	25521081	EA	0	2	0	2	0	11.24	11.24	22.48	72-0401 (2)
JTK00148	Cont Blk, Mtg Base w/1NO & 1NC, Thyssen Krupp #75-000000025522161	ThyssenKrupp	25522161	EA	0	1	0	1	0	6.66	6.66	6.66	72-0401 (1)
JTK00149	Pushbutton, Illuminated. 40MM Mushroom, 2 POS, Thyssen Krupp #75-000000025522491	ThyssenKrupp	25522491	EA	0	1	0	1	0	15.48	15.48	15.48	72-0401 (1)
JTK00150	Pushbutton, Illuminated. Light Unit, 24V-LED, Thyssen Krupp #75-000000025522503	ThyssenKrupp	25522503	EA	0	1	0	1	0	24.48	24.48	24.48	72-0401 (1)
JTK00151	PLC, M340, Analog Mod.-Term Blk, Thyssen Krupp #75-000000025524741	ThyssenKrupp	25524741	EA	0	1	0	1	0	51.64	51.64	51.64	72-0401 (1)
JTK00152	PLC, M340, Cable, I/O Modules-2M, Thyssen Krupp #75-000000025524791	ThyssenKrupp	25524791	EA	0	2	0	2	0	105.88	105.88	211.76	72-0401 (2)
JTK00153	Transformer, 100VA, 480-24 OPEN, Thyssen Krupp #75-000000025580936	ThyssenKrupp	25580936	EA	0	1	0	1	0	53.76	53.76	53.76	72-0401 (1)
JTK00154	Power Supply, 24VDC, 120V+, 10Amp, SWG, Thyssen Krupp #75-000000025601061	ThyssenKrupp	25601061	EA	0	2	0	1	1	174.00	173.44	348.00	72-0402 (2)

Part #	Description	Manufacturer	Mfg Part #	UOM	BS	Onhand	Ordered	MinMax	Var	Item Cost	Avg Cost	Ext Cost	Location
JTK00155	Horn, 24VDC, Indoor,78-101dB, Thyssen Krupp #75-000000025724082	ThyssenKrupp	25724082	EA	0	1	0	1	0	162.00	162.00	162.00	72-0402 (1)
JTK00156	Battery Pack, 120-277V, 60HZ, Thyssen Krupp #75-000000025741252	ThyssenKrupp	25741252	EA	0	0	0	1	-1	488.00	359.94	0.00	
JTK00157	Switch, LT 3-Way, Illuminated When Off, Thyssen Krupp #75-000000025761181	ThyssenKrupp	25761181	EA	0	1	0	1	0	20.36	20.36	20.36	72-0402 (1)
JTK00158	Switch, LT 3-Way, 1453-I Levinton, Thyssen Krupp #75-000000025761182	ThyssenKrupp	25761182	EA	0	1	0	1	0	2.16	2.16	2.16	72-0402 (1)
JTK00159	Actuator Autoleveler, Thyssen Krupp #75-000000099200013	ThyssenKrupp	99200013	EA	0	0	0	2	-2	477.00	361.30	0.00	
JTK00160	Circuit Breaker, 3P, 20Amp, 480V, Thyssen Krupp #75-000000255210801	ThyssenKrupp	255210801	EA	0	3	0	2	1	319.83	319.74	959.49	72-0403 (3)
JTK00161	Circuit Breaker, 3P, 25Amp, 480V, Thyssen Krupp #75-000000255210802	ThyssenKrupp	255210802	EA	0	1	0	1	0	319.48	319.48	319.48	72-0403 (1)
JTK00162	Switch, Interlock, Door, SPDT, 15Amp, Thyssen Krupp #75-000000500012780	ThyssenKrupp	500012780	EA	0	6	0	3	3	48.00	44.77	288.00	72-0403 (6)
JTK00163	Brake Resistor, 56 OHMS, 1.45Amp, Thyssen Krupp #75-000000500014500	ThyssenKrupp	500014500	EA	0	1	0	1	0	341.56	341.56	341.56	72-0403 (1)
JTK00164	Switch, Limit, Body, 1 NO 1 NC, Thyssen Krupp #75-000000500016720	ThyssenKrupp	500016720	EA	0	2	0	1	1	26.98	26.98	53.96	72-0403 (2)
JTK00166	Switch, Limit, Recp, 2NO, 2NC, C-H #E50RB, Thyssen Krupp #75-000000002515572	ThyssenKrupp	2515572	EA	0	1	0	1	0	30.00	25.42	30.00	72-0404 (1)
JTK00167	Switch, Limit, Head, CW-CCW, 5 DEG.- 40C, Thyssen Krupp #75-000000002515598	ThyssenKrupp	2515598	EA	0	3	0	1	2	65.96	65.96	197.88	72-0404 (3)
JTK00168	Switch, Limit, Body, C-H #E50SN, Thyssen Krupp #75-000000002515599	ThyssenKrupp	2515599	EA	0	3	0	1	2	81.06	81.06	243.18	72-0404 (3)
JTK00169	Switch, Limit, Lever, ADJ, C-H #E50KL201, Thyssen Krupp #75-000000002515605	ThyssenKrupp	2515605	EA	0	1	0	1	0	17.24	17.24	17.24	72-0404 (1)
JTK00170	Beacon, Flash, Amber Federal Signal, Thyssen Krupp #75-000000002572199	ThyssenKrupp	2572199	EA	0	0	0	2	-2	135.00	129.19	0.00	
JTK00171	Bell, 10", 24VDC, EDWDS(435-10G1), Thyssen Krupp #75-000000025724040	ThyssenKrupp	25724040	EA	0	0	0	2	-2	322.00	225.14	0.00	
JTK00172	Display, Magelis, 5.7" Color, Plug and Play, Thyssen Krupp #75-000000025524120			EA	0	0	0	1	-1	3,097.00	1,833.36	0.00	
JTK00173	Connector, Adaptor DB25 to DB9, ThyssenKrupp #75-000000002552441			EA	0	4	0	1	3	85.00	69.00	340.00	72-0405 (4)
JTK00174	HMI Memory 128MB CF Card, ThyssenKrupp #75-000000002552422			EA	0	3	0	1	2	210.00	210.00	630.00	72-0405 (3)
JTK00175	Canopy, Shaft/Spring Connectior Hub only, ThyssenKrupp #A4237011			EA	0	4	0	2	2	250.00	250.00	1,000.00	72-0406 (4)

For Category: JETWAY, All Locations, All Items, Item Status 'Active', Item Type: I

Part #	Description	Manufacturer	Mfg Part #	UOM	BS	Onhand	Ordered	MinMax	Var	Item Cost	Avg Cost	Ext Cost	Location
JTK00176	Filter Assembly, High Pressure, 15P, ThyssenKrupp #75A5230575			EA	0	0	0	2	-2	1,355.67	1,354.80	0.00	
JTK00177	Cylinder, Hydraulic, Thyssenkrupp #75A5301509000			EA	0	2	0	2	0	5,950.00	5,950.00	11,900.00	27-0406 (2)
JTK00178	Canopy, Universal 3P, Grey NFPA, JTK #75A4959311			EA	0	0	0	2	-2	28,550.00	0.00	0.00	
JTK00179	Canopy, Fabric Only, Grey NFPA, JTK #A4230390			EA	0	0	0	2	-2	18,500.00	0.00	0.00	
JTK01122	Bearing, Cab Rotating Roller, #NUKR52xStud Type			EA	0	0	0	0	0	116.82	116.82	0.00	

ADDENDUM NO. 3
TO
PURCHASING PROPOSAL 23-283-RFP
PASSENGER BOARDING BRIDGES (PBB) OPERATION, MAINTENANCE AND REPAIR SERVICES ORLANDO INTERNATIONAL AIRPORT
ORLANDO, FLORIDA

December 30, 2022

This addendum forms a part of the Proposal Documents described above. The original Proposal Documents remain in full force and effect except as modified by the following which shall take precedence over any contrary provisions in the prior documents.

ITEM 1: Replace Page 45 with corrected Page 45. This changes Section 4.4.g EPA section reference from 609 to 608.

ITEM 2: Attachment 1 has been added to this addendum. Reimbursable Payroll and Operating Expenses.

ITEM 3: Question: What is the monthly cost to the contractor to provide fiber connectivity to the PBB Office and Parts room spaces?

Answer: The Aviation Authority will provide the initial low-voltage connectivity to the access points. The Contractor shall be responsible for the monthly fiber lease, currently up to $0.03 per linear foot per strand (2 strands per channel).

Contact the Aviation approved companies, AT&T, Summit and Spectrum directly for fiber based internet connection for costs. All service must be provided through Single Mode Fiber.

ITEM 4: Question: Parts location – Will PBB parts be maintained in one location? Where will that location(s) be located?

Answer: PBB Parts are maintained at multiple locations at the Airport. Parts Location(s) will be discussed with the awarded Contractor.

ITEM 5: Question: Office space – With a potential of 50 employees, where will the office spaces be located? How many workstations would be included in that space?

Answer: For Contractor job-related work, storage, and office space, refer to Section 4.15, Items provided by the Aviation Authority, Page 49 through 51.

ITEM 6: Question: Will the contractor be provided designated space for lockers for all technical personnel?

Answer: For Contractor job-related work, storage, and office space, refer to Section 4.15, Items provided by the Aviation Authority.

ITEM 7: Question: Section 4.15.j - Will costs incurred by contractor in obtaining any unavailable Prints, Drawings & Manuals at the beginning of the contract be reimbursed?

Answer: Prints, Drawings & Manuals are not reimbursable expenses. Refer to Section 4.15, Items provided by the Aviation Authority.

ITEM 8: Question: Please provide a list of O&M manuals that will be provided to the contractor.

Answer: Refer to Section 4.20, Library.

ITEM 9: Question: What is the available system downtime for Passenger Boarding Bridges and associated equipment for PM completion?

Answer: PMs on boarding bridges shall be coordinated with AOC refer to section 4.21 for procedure.

ITEM 10: Question: Is the contractor allowed to take equipment OOS during operations to perform PMs and/or correctives?

Answer: See Item 8.

ITEM 11: Question: Please provide any detailed plans/timing to replace obsolete equipment (For example, PWM GPUs, INET PC Airs) within this contract term.

Answer: The Authority will continue replacing aging equipment. It is likely that a number of loading bridges, PCAs and GPUs will be replaced through the term of this contract.

ITEM 12: Question: Will the contractor be responsible for installation of any new equipment replacements (Passenger Boarding Bridges, GPU's and/or PC Airs) within the contract price and term? If yes, how many Passenger Boarding Bridges does the Airport Authority forecast to be replaced each year of the five year contract?

Answer: The Contractor shall be responsible for removal and installation of equipment upon request by the Aviation Authority. Refer to Solicitation 23-283 sections 1.2, 4.1a, 4.1c, and 4.39 d.

ITEM 13: Question: What type of work would be considered extra from the base workscope?

Answer: The Contractor shall be responsible for operation, maintenance and repair of the PBB at the Aviation Authority as described in this request for proposal.

ITEM 14: Question: The RFP is calling for 4 trucks and 6 golf carts. Please list the number of dedicated parking spaces and their locations.

Answer: The Aviation Authority will provide adequate parking spaces.

ITEM 15: Question: Please provide specifications/requirements for the 4 trucks to be provided by the contractor.

Answer: Vehicle specifications details will be discussed with the awarded Contractor.

ITEM 16: Question: Within the management fee does the Airport Authority expect the contractor to include dedicated resources for project accounting, training, quality, HR functions, and all clerical functions required under the contract within the management fee?

Answer: Refer to Section 3.2.

ITEM 17: Question: Please confirm that the Airport Authority expects the contractor to bill on a monthly basis?

Answer: The Aviation Authority expects monthly invoices.

ITEM 18: Question: Will the Airport Authority allow the contractor to bill on a bi-monthly basis in order to support cash flow requirements by the LDB/MWBE?

Answer: The Aviation Authority expects monthly invoices.

ITEM 19: Question: Please confirm that the financial information is to be included on the USB drive

Answer: Financial information shall be provided in a separate sealed envelope.

ITEM 20: Question: Please confirm that Davis Bacon does not apply to this contract

Answer: The Davis Bacon Act is not applicable to this Contract.

ITEM 21: Question: For equipment which is off market/obsolete, what is GOAAs approach for acquiring spare parts?

Answer: The Aviation Authority requires the Contractor to acquire all parts for the PBB as required in this solicitation. Refer to Section 4.44, 4.45 and 4.46.

ITEM 22: Question: Please provide the max dollar amount for the monthly performance measure deductions and compensation adjustments.

Answer: The Aviation Authority does not have a maximum dollar amount for the monthly performance deductions.

ITEM 23: Question: Section 4.35.q – Related to training, please provide a list of all manufacturer equipment and systems within the work scope of this contract.

Answer: See 23-283-RFP Exhibits Package Section 4.76.

ITEM 24: Question: Please confirm that the Airport Authority will evaluate pricing based on the five year total amount.

Answer: The Aviation Authority will evaluate pricing on the total five year pricing.

ITEM 25: Question: Please confirm that the contractor's key personnel are to be dedicated only to this PBB contract, and not to other contracts at MCO or other airports.

Answer: All positions included in this Contract shall be dedicated solely to this Contract at the Orlando International Airport. Cross utilization of personnel currently working on a contract other than the Aviation Authority's Contract to meet the personnel requirements and/or contractual obligations of this Contract is not permitted.

ITEM 26: Question: Please provide the minimum number of days between notice to proceed and service startup.

Answer: The Aviation Authority anticipates up to 45 days once a Notice of Intent to Award is issued.

ITEM 27: Question: Section 4.15.a – Are the contractor's expenses for relocation of any administrative/parts areas reimbursable?

Answer: Relocation is not a reimbursable expense. Reimbursable items are limited to Section 3.3 and 3.4.

ITEM 28: Question: How many of the employer-paid holidays will be reimbursed by GOAA as part of the reimbursable labor expenses?

Answer: Refer to Section 3.3.a.7.

ITEM 29: Question: Please provide the headcount per role and the related base pay for each role used to create the Reimbursable Payroll Expense Budget for Year one. This information is vital to calculating the other labor costs included the contractor's management fee.

Answer: See Item 2.

ITEM 30: Question: Section 4.1.c - Please define contractor's responsibility for maintaining Mobile PC Air Units. Is contractor responsible for fueling units? Is the contractor responsible for fueling units during operational use by airlines? Is the contractor responsible for positioning/delivering mobile PC Air units to gates for airline use?

Answer: Contractor is responsible for maintaining mobile Pre-Conditioned Air (PCA) units to include fueling and positioning/delivery to gates for airline use. Fuel costs shall be included in the Management Fee.

ITEM 31: Question: Section 4.3.n – Please verify if the contractor is responsible for cleaning the glycol line strainers/filters located under the building overhangs. How many there are and how often the strainers/filters require cleaning.

Answer: The Contractor is responsible for cleaning glycol line strainers/filters. The Aviation Authority currently has 22 glycol strainers/filters.

ITEM 32: Question: Is the cost to replace glycol line insulation reimbursable?

Answer: Glycol line insulation is a reimbursable expense.

ITEM 33: Question: Section 4.1.J.6a – Please confirm that the contractor is responsible for performing daily operations inspections on all Passenger Boarding Bridges and affiliated GSE equipment prior to daily operations.

Answer: The Contractor is responsible for Daily Inspections on all Passenger Boarding Bridges and affiliated equipment. Refer to Section 4.1.j.6.

ITEM 34: Question: Section 4.1m – Please confirm if positioning Passenger Boarding Bridge 84 to “Jumbo Mode” is a daily requirement. Are there any other Passenger Boarding Bridges that require prepositioning? If so, please specify which Passenger Boarding Bridges.

Answer: Jumbo Mode Bridge positioning is required upon request. Currently Passenger Boarding Bridges 84, 96 and 97 are positioned in Jumbo Mode approximately 7 to 10 times a week collectively.

ITEM 35: Question: Section 4.1.o – Please define contractor’s responsibility for providing equipment operator familiarization. Is this a train-the-trainer function? Is the contractor responsible for providing familiarization to all airline personnel?

Answer: The Contractor is responsible for providing equipment operator familiarization to Aviation Authority, Airlines, and/or Contractor’s staff including train the trainer.

ITEM 36: Question: 4.4g – Please verify that the certification required is 609 vice 608, Type II.

Answer: See Item 1.

ITEM 37: Question: Section 4.7 - Please provide maximum number of hours required for manager onsite participation during an emergency.

Answer: Hourly requirements for the onsite manager shall be determined by the AAR at the time of an emergency.

ITEM 38: Question: Define contractor's responsibility for cleaning after storm.

Answer: Refer to Section 4.6.b.

ITEM 39: Question: Section 4.1.J.3 – Regarding painting, is it the intent of the Airport Authority for the contractor to provide spot painting? Seam to seam painting? Is the contractor required to paint the entire surface of assets, including Passenger Boarding Bridges? Is the cost associated with painting the entire surface of an asset, specifically Passenger Boarding Bridges, reimbursable?

Answer: The Contractor is responsible for spot painting, seam to seam and entire surface of assets. Paint is a reimbursable expense.

ITEM 40: Question: Exhibit 4.76.2 Can you provide the age of the Mobile PCA's and Mobile Access Vehicles?

Answer: Mobile PCA's are approximately 6 years old and Mobile access vehicles approximately 15 years old.

ITEM 41: Question: Section 4.3g Definitions indicate Airport Authority will provide software for laptops/tablets. Is the Airport Authority currently using tablets and if so, is the Airport Authority providing tablets to the contractor?
If not, please provide specifications of tablets required to be used.

Answer: The Aviation Authority is currently utilizing tablets and is responsible for providing tablets.

ITEM 42: Question: Section 4.4 Is the Airport Authority requiring contractor to have a Class A license for the state of Florida?

Answer: The Contractor shall have all required licenses to perform the duties specified.

ITEM 43: Question: Section 4.4 Will the Airport Authority be converting the PCA units that utilize R-22 refrigerant? If not, will the Airport Authority be providing R-22 refrigerant?

Answer: The Aviation Authority is currently replacing the PCA units that utilize R-22 refrigerant. Refrigerant is a reimbursable expense.

ITEM 44: Question: Section 4.4 EPA section 609 certification is for motor vehicles. Why does the Airport Authority feel this is sufficient for PCA or mobile PCA units?

Answer: See Item 1.

ITEM 45: Question: Section 4.14.b Please confirm that reflective vests are required or that high-visibility uniforms are not sufficient?

Answer: Per Section 4.14 the Aviation Authority requires Contractor to provide high visibility uniforms or high visibility vests.

ITEM 46: Question: Section 4.15.e Will the AA provide phones to the desks? Will there be any other associated costs for the equipment or wiring?

Answer: The Aviation Authority will provide phones for the desks. The total amount of phones will be determined by the Aviation Authority upon contract start. There will be no costs for equipment, wiring or monthly fees to the Contractor for phone services.

ITEM 47: Question: Section 4.17a Will the Airport Authority program the radios to interface at no cost to the contractor?

Answer: There is a fee associated with radio programming. For information regarding radio programing fees, contact the Aviation Authority authorized company:

RADIO ONE
4319 35th Street
Orlando, FL. 32811
Tel:407-352-9242

ITEM 48: Question: Section 4.17b Please provide the Airport Authority established radio use procedure.

Answer: Established radio frequency and procedure will be discussed with the awarded Contractor.

ITEM 49: Question: Section 4.17b Please provide a list of suitable radios to the Airport Authority radio frequency.

Answer:

AAH06RDN9RA1AN	**Motorola R7 4w 64 ch UHF Portable Radio**
AAH56RDN9RA1AN	**Motorola XPR7550E 4w 1000ch UHF Portable Radio**

ITEM 50: Question: Section 4.19b Please provide a list of current assets under warranty and applicable dates.

Answer: Contractor is responsible for tracking and maintaining warranty information using the Aviation Authority EAMS Maximo system. The awarded Contractor will have access to the EAMS Maximo system to manage warranty data.

ITEM 51: Question: Section 4.19b Will the Airport Authority be providing contractor with OAR authority regarding assets under warranty?

Answer: The Contractor shall act as the Aviation Authority representative in handling warranty matters.

ITEM 52: Question: Section 4.35 Will the Airport Authority accept documentation if contractor has completed training for any of the areas listed within the previous six months of the commencement date?

Answer: The Aviation Authority requires the Contractor to adhere to the training requirements identified in Section 4.35.

ITEM 53: Question: Section 4.40 Please confirm that there is no Inventory Control Supervisor on this contract.

Answer: The Aviation Authority will discuss staffing plan with the awarded Contractor.

ITEM 54: Question: Section 4.40.h Please confirm that the Inventory Control Clerks are responsible for reviewing/advising the Airport Authority on your own benchstock?

Answer: The Contractor shall coordinate with the Aviation Authority staff parts inventory level, updates and recommendations as described in section 4.40.h.

ITEM 55: Question: Section 4.42.c Please confirm that the EAMS Maximo responsibilities include reviewing/advising the Airport Authority on your own benchstock?

Answer: The Contractor responsibilities include reviewing/advising on all parts inventory.

ITEM 56: Question: Section 4.44.b Please confirm that freight or shipping costs are included in reimbursable parts cost.

Answer: Shipping costs for parts provided by the Contractor is reimbursable.

ITEM 57: Question: Section 4.44, 4.45, Exhibit 4.76.4, Exhibit 4.76.5 Is the freon/R-22 refrigerant a reimbursable expense?

Answer: Refrigerant is a reimbursable expense.

ITEM 58: Question: Insurance Requirements: Clarify (1) whether higher deductibles than the required deductible limits stated in 2.6(k)(1) will be acceptable, and (2) whether the Pollution Liability stated in 2.6(i) will be required.

Answer: A higher deductible or self-insured retention may be requested and coordinated with Risk Management by the Department. The Contractor must be able to demonstrate financial stability for the requested self-insured retention or deductible. Financial stability will be demonstrated

by Letter of Credit, audited financials, or other documentation as deemed appropriate by the Aviation Authority. Approval will be at the discretion of the Chief Executive Officer. Pollution Liability is a requirement for this solicitation.

ITEM 59: Question: Indemnification: Revise Section 5.16, Indemnification, as shown:
The successful Contractor shall indemnify, defend and hold completely harmless the Aviation Authority and the City of Orlando, Florida ("City"), and the members (including, without limitation, members of the Aviation Authority's Board and the City's Council, and members of the citizens' advisory committees of each), officers, employees and agents of each, from and against any and all liabilities (including statutory liability and liability under Workers' Compensation Laws), losses, suits, claims, demands, judgments, fines, damages, costs and expenses (including all costs for investigation and defense thereof, including, but not limited to, court costs, paralegal and expert fees and reasonable attorneys' fees) which may be incurred by, charged to or recovered from any of the foregoing: (a) by reason or on account of damage to or destruction or loss of any property of Aviation Authority or the City, or any property of, injury to or death of any person resulting from or ~~arising out of or in connection with the performance of this Contract, or~~ the negligent acts or omissions of Contractor's directors, officers, agents, employees, Subcontractors, licensees or invitees, regardless of where the damage, destruction, injury or death occurred, unless such liability, loss, suit, claim, demand, judgment, fine, damage, cost or expense was proximately caused ~~solely~~ by Aviation Authority's negligence or by the joint negligence of Aviation Authority and any person other than Contractor or Contractor's directors, officers, agents, employees, Subcontractors, licensees, or invitees, or ~~(b) arising out of or in connection with the failure of Contractor to keep, observe or perform any of the covenants or agreements in this Contract which are required to be kept, observed or performed by Contractor, or (c) arising out of or in connection with any claim, suit, assessment or judgment prohibited by this condition or in favor of any person described in below, or (d) arising out of or in connection with any action by Contractor or its directors, officers, agents, employees, Subcontractors, licensees or invitees.~~ Aviation Authority agrees to give Contractor reasonable notice of any suit or claim for which indemnification will be sought hereunder, to allow Contractor or its insurer to compromise and defend the same to the extent of its interests, and to reasonably cooperate with the defense of any such suit or claim. ~~In carrying out its obligations under this section, Contractor shall engage counsel reasonably acceptable to Aviation Authority.~~ In any suit, action, proceeding, claim or demand brought in respect of which the Aviation Authority may pursue indemnity, the Aviation Authority shall have the right to retain its own counsel. The fees and expenses of such counsel shall be at the expense of the Aviation Authority unless the Contractor and the Aviation Authority shall have mutually agreed to another arrangement. ~~In the event Contractor fails, within a reasonable time to retain counsel satisfactory to the Aviation~~

~~Authority, the Aviation Authority may retain counsel and Contractor shall be responsible for such legal fees, costs and expenses.~~ In the event, the Aviation Authority and the Contractor are both named parties in any such proceeding and, in the sole judgment of the Aviation Authority, representation of both the Aviation Authority and the Contractor by the same counsel would be inappropriate due to actual or potential differing interests between them then Aviation Authority shall obtain its own counsel and Contractor shall be responsible for such legal fees, costs and expenses. The indemnification provisions of this Section 5 shall survive the expiration or earlier termination of this Contract with respect to any acts or omissions occurring during the term of the Contract. No recourse under or upon any obligation, covenant or agreement contained in this Contract, or any other agreement or document pertaining to the work or services of the Contractor hereunder, as such may from time to time be altered or amended in accordance with the provisions hereof, or any judgment obtained against Aviation Authority, or the City, or by the enforcement of any assessment or by any legal or equitable proceeding by virtue of any statute or otherwise, under or independent of this Contract, shall be had against any member (including, without limitation, members of the Aviation Authority's Board or the City's Council, or members of the citizens advisory committees of each), any officer, employee or agent, as such, past, present, or future of Aviation Authority or City, either directly or through the Aviation Authority or the City or otherwise for any claim arising out of or in connection with this Contract or the work or services conducted pursuant to it, or for any sum that may be due and unpaid by Aviation Authority. Any and all personal liability of every nature, whether at common law or in equity, or by statute or by constitution or otherwise, of any such member, officer, employee, or agent, as such, to respond by reason of any act or omission on his or her part or otherwise for any claim arising out of or in connection with this Contract or the work or services conducted pursuant to it, or for the payment for or to Aviation Authority, or any receiver therefore or otherwise, of any sum that may remain due and unpaid by the Aviation Authority, is expressly waived and released as a condition of and in consideration of the execution of this Contract and the, promises made to Con tractor pursuant to this Contract. In any and all claims against the Aviation Authority or the City, or any of their officers, members, agents, servants or employees, by any employee of the Contractor, any Subcontractor, anyone directly or indirectly employed by any of them or anyone for whose acts any of them may be liable, the indemnification obligation of Contractor under this Section shall not be limited in any way by any limitation on the amount or type of damages, compensation or benefit payable by or for the Contractor or any Subcontractor under Workers' Compensation Acts, disability benefit acts or other employee benefit acts. No provisions of this condition shall be construed to negate, abridge, or otherwise reduce any other right of indemnity that Aviation Authority may have as to any party or person described therein. In no event shall the total aggregate liability of Contractor to GOAA under this Contract for any reason exceed the

amount paid to Contractor hereunder or USD $2,000,000 whichever is lesser. Neither Contractor nor GOAA shall be liable to the other in contract, tort, or otherwise, directly or under indemnity, for any incidental, special, indirect, or consequential damages, including but not limited to, lost profits, loss of use or production, or damage to property or facilities, regardless of cause.

Answer: The Aviation Authority will not modify section 5.16.

ITEM 60: Question: Revise paragraph in Section 6.2, Contract, as shown:
~~An extension of time for performance shall be the Contractor's sole and exclusive remedy for any delay of any kind or nature caused by the Aviation Authority, and in no event shall~~ either party ~~Contractor~~ be entitled to recover from the other party ~~Aviation Authority~~ any indirect, incidential, special or consequential damages in any proceeding arising out of or relating to this Contract or the breach thereof.

Answer: The Aviation Authority will not modify section 6.2.

ITEM 61: Question: KPI Deductions: Would the Authority please provide the average amount of deductions imposed on the current incumbent Contractor over the past 12-month period?

Answer: At this time the current incumbent has no deductions assessed for the past 12 months.

ITEM 62: Question: Is the contractor responsible for fueling mobile PCA units? Who pays for that fuel?

Answer: See Item 30.

ITEM 63: Question: Will the Aviation Authority agree to a mutual waiver of consequential damages related to all O&M work on the BHS & PBB?

Answer: The Aviation Authority will not modify Section 6.2.

* * * * * * * END OF ADDENDUM NO. 3 * * * * * * *

12/30/22

Vlad Opreanu
Senior Purchasing Agent

Date

t.

4.4. Regulations

a. The Contractor shall comply with all applicable federal, state and local laws, ordinances, rules and regulations pertaining to the performance of the work specified herein. This will include all applicable safety rules including OSHA, NFPA, NEC, and Aviation Authority mandated safety and work practices.

b. The Contractor shall obtain all permits, licenses and certificates, or any such approvals of plans or specifications as may be required by Federal, State and local laws, ordinances, rules and regulations, for the proper execution of the work specified herein.

c. Contractor shall comply with Federal and State right-to-know laws if hazardous materials are used. The Safety Data Sheets (SDS) shall be made available to all workers and Aviation Authority's representatives. Contractor shall report immediately to: the Aviation Authority's Communication Center (911) and the AAR, followed as soon as practical to the Airport Operations Center (AOC) and any spillage or dumping of hazardous materials by the Contractor's employees on Aviation Authority property. The Contractor shall be responsible for the cleanup and any costs incurred for all such incidents.

d. During the performance of this Contract, Contractor shall keep current and, if requested by the Aviation Authority, provide copies of any and all licenses, registrations or permits required by applicable governing agencies. Contractor shall keep a copy of any and all licenses, registrations and permits on the job site while performing the Contract work.

e. The Contractor shall comply with all American Society of Mechanical Engineers, Underwriter's Laboratories, National Electrical Code, National Fire Protection Association, Occupational Safety and Health Administration, and manufacturers' specifications/standards as applicable for PM, PdM and repair of the equipment specified herein.

f. All work is to be coordinated with the AAR, or his designee. All contact information will be provided at Contract startup. The AAR shall have no authority or liability to amend the Contract on behalf of the Aviation Authority.

g. Contractor shall have at least one and preferably multiple persons who are certified through the EPA in sections 608 of the Clean Air Act for refrigerant purchase, adding, and reclamation. The Contractor will also be responsible for any and all documentation and record keeping associated with the refrigerant substances.

4.5. Work Hours

a. The Contractor shall maintain supervision and staff on-site, twenty-four (24) hours per day, three hundred sixty-five (365) days per year including Holidays in quantities and with qualifications sufficient to perform the work described herein.

PURCHASING PROPOSAL 23-283-RFP
PASSENGER BOARDING BRIDGES (PBB) OPERATION, MAINTENANCE AND REPAIR SERVICES

REIMBURSABLE PAYROLL AND OPERATING EXPENSES

Reimbursable Payroll Expenses*:	**FTE**	**Year 1**	**Year 2**	**Year 3**	**Year 4**	**Year 5**
- Supervisors	5	$ 383,300	$ 394,800	$ 406,650	$ 418,850	$ 431,420
- Technicians - PBB and Associated GSE: PBB, PCA, AHU, PLC, GPU, PWC...	33	$ 1,946,600	$ 2,005,000	$ 2,065,150	$ 2,127,110	$ 2,190,930
- Inventory Control Staff	2	$ 95,900	$ 98,780	$ 101,750	$ 104,810	$ 107,960
- EAMS Maximo Database Specialist	2	$ 113,300	$ 116,700	$ 120,210	$ 123,820	$ 127,540
- Overtime		$ 117,900	$ 121,440	$ 125,090	$ 128,850	$ 132,720
- Health Insurance		$ 176,400	$ 181,700	$ 187,160	$ 192,780	$ 198,570
- Payroll Taxes: Social Security, Medicare, State & Federal Unemployment		$ 245,800	$ 253,180	$ 260,790	$ 268,680	$ 276,760
	42	**$ 3,079,200**	**$ 3,171,600**	**$ 3,266,800**	**$ 3,364,900**	**$ 3,465,900**
Reimbursable Operating Expenses:						
- Parts Purchased by Contractor		$ 600,000	$ 618,000	$ 636,610	$ 655,720	$ 675,440
- Subcontracted Work (Excluding Participation)		$ 100,000	$ 103,000	$ 106,090	$ 109,280	$ 112,560
		$ 700,000	**$ 721,000**	**$ 742,700**	**$ 765,000**	**$ 788,000**
Total Reimbursable Expenses - Not to exceed budget		**$ 3,779,200**	**$ 3,892,600**	**$ 4,009,500**	**$ 4,129,900**	**$ 4,253,900**

***Reimbursable Payroll Expense Budget shall include all costs as outlined in Section 3.3. Contractor's aggregate annual invoices shall not exceed the total as stated above for Years 1 through 5. It is estimated that 42 FTE reimbursable positions will be needed for the performance of this Contract. The Aviation Authority believes that this estimate fairly describes the scope of work under ordinary circumstances; however, the number of reimbursable positions FTEs may range between 36 and 50 as actual conditions may cause the number of positions to be adjusted accordingly. The Aviation Authority shall only reimburse for the reimbursable positions requested and approved by the Aviation Authority and satisfactorily provided by the Contractor.**

ADDENDUM NO. 2
TO
PURCHASING PROPOSAL 23-282-RFP
PASSENGER BOARDING BRIDGES (PBB) OPERATION, MAINTENANCE AND REPAIR SERVICES ORLANDO INTERNATIONAL AIRPORT
ORLANDO, FLORIDA

December 21, 2022

This addendum forms a part of the Proposal Documents described above. The original Proposal Documents remain in full force and effect except as modified by the following which shall take precedence over any contrary provisions in the prior documents.

ITEM 1: Attached is the revised PowerPoint Presentation and Pre-Bid Sign-in/GoToMeeting Roster. Date correction on slide 5.

******* END OF ADDENDUM NO. 2 *******

Vlad Opreanu
Senior Purchasing Agent

12/21/22
Date

ORLANDO INTERNATIONAL AIRPORT
The Orlando Experience®

Pre-Proposal Conference
for
23-283-RFP
Passenger Boarding Bridges (PBB) Operation, Maintenance and Repair Services

Orlando International Airport

Agenda

- **Introduction of GOAA Staff**
- **Important Dates**
- **Scope of Services/Specifications**
- **Submission Requirements**
- **Minimum Criteria**
- **Evaluation and Award Criteria**
- **Proposal Forms**
- **Questions**

Introduction of GOAA Participants

Owner	**Greater Orlando Aviation Authority**
Scott Goodwin	**Assistant Director, BHS/GSE**
Dave Deans	**Manager, Operations BHS/GSE**
Elizabeth Serrano	**Contract Administrator, Airline Division**
Abdu El-Baroudi	**Manager, Cost Control & Contracts**
Jill Overstreet	**Risk Management Specialist, Safety & Risk Management**
Orlando Santiago	**Small Business Compliance Administrator**
Luis Aviles	**Senior Manager, Purchasing**
Fatima F Calkins	**Assistant Manager, Purchasing IT**
Vlad Opreanu	**Senior Purchasing Agent**

- 23-283-RFP, Passenger Boarding Bridges (PBB) Operation, Maintenance and Repair Services Solicitation documents, responses to inquiries, and Pre-Submittal Conference Presentation will be made available online at the Negometrix website at:

  https://app.negometrix.com/buyer/5681

- This presentation is an excerpt from the published Request for Proposals (RFP). Please refer to the website above for the complete versions of all documents applicable to this Proposal.

Important Dates

Deadline for Questions: Tuesday, December 27, 2022 at 5:00 p.m. EST

DIRECT ALL QUESTIONS & INQUIRIES TO:

Vlad Opreanu, CPPB
Senior Purchasing Agent
Email: Vlad.Opreanu@goaa.org
Phone: (407) 825-6427

RFP DUE ON OR BEFORE DATE:
Thursday, January 12, 2023, 11:00 a.m., EST

Scope of Services/Specifications

The Contractor shall provide all labor, supervision, management oversight, training, materials, tools, equipment, submissions, reports, consumables, uniforms and all other items and services necessary, proper for, or incidental to performing twenty-four (24) hours per day 365 days per year including Holidays, maintenance and repair, removal and installation, corrective maintenance (CM), preventive maintenance (PM), predictive maintenance (PdM), corrosion control, and painting, of Passenger Boarding Bridges (PBB) and affiliated Ground Support Equipment (GSE) at Terminals A and B associated airsides as described in Exhibit "4.76.1" at the Orlando International Airport (OIA) in accordance with the Contract Documents.

Scope of Work

- Preventive Maintenance
- Predictive Maintenance
- Corrective Maintenance
- Computerized Maintenance Management System EAMS Maximo – Utilization and Data Entry Requirements
- Historical Records
- Safety & Protection
- Staffing & Wage Plan
- Adding or Replacing Equipment
- Performance Measurement/Tracking
- Compensation Adjustment
- Deductions Based on Equipment Non-Operational Time
- Deductions & Adjustments

7

Work Hours

(Refer to Section 4.5)

- The Contractor shall be solely responsible for the assignment and utilization of employees to ensure all required work is conducted as specified herein. The Contractor's employees engaged to perform work under this Contract shall be regular full-time personnel.
- The Contractor shall maintain management, supervision and staff on-site, twenty-four (24) hours per day, 365 days per year, including Holidays in quantities and with qualifications sufficient to perform the work described herein.

8

Mandatory and Minimum Requirements

(Refer to Section 2.1)

a. Proposer shall have a minimum of five (5) years successful, continuous, and recent experience in the business of providing passenger boarding bridges and ground support equipment, operation, maintenance, and repair services.

b. Proposer shall have performed maintenance and repair services in at least one (1) airport, servicing a minimum of twenty (20) passenger boarding bridges, twenty-four (24) hour per day, three hundred sixty five (365) days per year.

c. Proposer must be registered to do business in the State of Florida. Provide a copy of such registration to the Aviation Authority with the RFP submission.

d. Provide documentation that demonstrates Proposer has had first-hand experience since January 1, 2018, in providing the Services listed in Section 4.0 Scope of Work/Specifications herein.

9

Mandatory and Minimum Requirements

(Refer to Section 2.1)

e. Proposer shall submit a complete and responsive proposal. Refer to the Section 7.0. Proposal Submittal Requirements.

f. Proposer shall provide an affirmative statement that it is independent of the Aviation Authority.

g. Proposer must demonstrate financial responsibility and must be financially capable of performing the terms of the Agreement in the sole determination of the Aviation Authority.

h. If the Proposer is a partnership, joint venture, or newly formed entity (e.g. limited liability company or corporation), the minimum requirements set forth in this Section (and throughout the RFP) must be satisfied by the entity or individual(s) that owns and controls a majority equity interest (at least 51%) of the partnership, joint venture or newly formed entity.

10

Contractor's Personnel

(Refer to Sections 4.30 through 4.43)

- The following list of positions includes but is not limited to all personnel necessary to satisfactorily meet the requirements of this Contract. **All personnel performing under this Contract shall be full time employees dedicated solely to the operation of this contract at MCO. Companies currently doing business with the Aviation Authority or other entities at the airport will not be allowed to cross utilize any management or employees to satisfy the requirements of this contract.**
  - On-Site Manager
  - Assistant Managers
  - Administrative Staff
  - EAMS Maximo Specialists
  - Supervisors
  - Technicians
  - Support Staff

11

EAMS Maximo Database Contractor's Responsibilities

(Refer to Section 4.42)

- Ensure EAMS Maximo integrity of information, accuracy and timely entry of asset and work order information.
- Generate reports
- Provide administration and day to day support of Production
- Train users including Contractor and the Aviation Authority's personnel.
- Provide testing support for software, patch management, upgrades and integration.
- PM Schedules
- Job Plans
- Work Orders
- Follow-up Work Orders

12

EAMS Maximo Database Contractor's Responsibilities
(Refer to Section 4.42)

- Corrective Work Orders
- Work Order Scheduling/Assignment
- Work Order Completion
- Work Close-Out
- Asset Data
- Meter and Condition Data
- Inventory Data

13

Repair Parts
(Refer to Section 4.44 through 4.47)

- Repair Parts Bench Stock
- Reimbursement for Parts
- Additional Repair Parts, Inventory & Storage
- Withdrawing Parts from the Aviation Authority Inventory
- Material And Part Disposal
- Tools, Equipment, and Supplies

14

Performance Tracking
(Refer to Section 4.49 through 4.75)

- The Contractor is given the first 90 days of the Contract to inspect and repair any deficiencies in the PBB during which time no penalties shall be applied.
- Performance Measurements are applied collectively across all Contractor responsible areas/assets.
- Non operational time (downtime) is to be tracked daily and finalized within 24 hours
- Downtime in the calendar month is determined as described in section 4.50
- See section 4.58 for applicable operational deductions and calculations

15

Performance Tracking Cont.
(Refer to Section 4.49 through 4.75)

- Safety is paramount. Review the Safety/Security Violations as indicated in section 4.60
- Service calls must be responded to within six (6) minutes of notification

16

Evaluation of Proposal Award
(Refer to Section 2.2)

- The Aviation Authority reserves the right to award the Proposal to the responsive and responsible Proposer submitting the Proposal which is deemed the most advantageous to the Authority, price and other factors being considered.
- The following are the evaluation criteria that will be considered in determining which Proposal is most advantageous to the Aviation Authority. Proposer(s) must meet the minimum mandatory requirements as stated.
  - Meet Mandatory and Minimum Requirements.
  - Experience and Background.
  - The ability of the proposed team, particularly the Site Manager, to demonstrate the level of experience with and knowledge of Passenger Boarding Bridges (PBB) Operation, Maintenance and Repair Services relevant to the scope of services set forth in this RFP.

17

Evaluation of Proposal Award
(Refer to Section 2.2)

- Proposer's (i) staffing; (ii) customer service; (iii) training; (iv) safety; (v) quality control/continuous improvement; and (vi) transition plans will be evaluated.
- Adherence to Aviation Authority Contractual Agreement and Minimum Insurance Coverage.
- Prior or Pending Convictions, Indictments, Investigations, Fines or Regulatory Investigations and Claims Information.
- Proof of Insurance
- Financial Strength.
- Management Fee/Pricing.

18

PERFORMANCE BOND REQUIREMENTS

(Refer to Section 2.5)

A Performance Bond or Irrevocable Standby Letter of Credit **is** required for this Contract.

Performance Bond shall be current and in compliance at all times during the Initial Term of the Contract in a penal sum equal to ***Three Million Dollars ($3,000,000) for 60 months***.

19

INSURANCE REQUIREMENTS

(Refer to Section 2.6)

TYPE	AMOUNT
General Liability	$5,000,000
Automobile Liability	$5,000,000
Workers Compensation	Statutory limits
Pollution/Environmental Liability Insurance.	Insurance for bodily injury, property damage, defense costs, clean-up and restoration expenses resulting from pollution/pollutant(s) or other environmental impairments which arises out of, or in connection with, Contractor's work with limits not less than $1,000,000 per claim.
Additional Insured Endorsement	Contractor agrees and shall cause the Authority and the City and their members (including, without limitation, members of the Authority's Board and the City's Council and members of the citizens' advisory committees of each), officers, employees, and agents to be named as additional insureds under such policy or policies of commercial general and automobile liability insurance.

20

Other Special Conditions

- **Section 2.7 Verification of Employment Status**
  Prior to the employment of any person under this Contract, the Contractor shall utilize the U.S. Department of Homeland Security's E-Verify system to verify the employment eligibility of all new employees hired by the Contractor during the Contract.
- **Section 2.8 Identification and Access Requirements**
  All employees assigned to the Contract MUST qualify for an airport badge. Contractor is required to conduct a qualifying employee background check, and/or require its Subcontractors to perform a qualifying employee background check. All persons operating on this Contract must also meet the requirements of qualifying for a US Customs Seal (Customs background check) as required to have a US Customs Seal on their airport issued identification.
- **Section 2.10 Airport Security**
  The successful Proposer will be required to comply with all applicable regulations of the Transportation Security Administration (TSA) and of the Aviation Authority relating to Airport security, including those relating to access to the Aircraft Operations Area (AOA) of Orlando International Airport, as such regulations may be in effect or changed from time to time.

21

MINORITY AND WOMEN BUSINESS ENTERPRISE (MWBE)
AND/OR
LOCAL DEVELOPING (LDB)
VETERAN BUSINESS ENTERPRISE (VBE)
PARTICIPATION PROGRAMS

22

MWBE Participation

(Refer to Section 2.11)

MINORITY AND WOMEN BUSINESS ENTERPRISE PARTICIPATION PROGRAMS

- **The Aviation Authority has established a MWBE Participation Goal of 18%**
- The Proposer will be considered non-responsive to the Proposal and rejected if the Bidders fail to demonstrate, to the reasonable satisfaction of the Aviation Authority, as required by the MWBE policy, that the Proposer has met or has made a good faith effort to meet the established MWBE goal.
- All Proposers shall comply with the Small Business requirements. Bidders are required to submit, with their Proposal, MWBE information by completing Attachment G - MWBE form.

23

MWBE Participation

- After the Proposals are opened and prior to an award of the Contract, the Aviation Authority may request, receive and consider omitted and supplemental information from the Proposers as to the certification of Proposers , if applicable, and of any Proposer's Subcontractor, supplier or joint venture in order to determine MWBE status.
- The successful Proposer shall enter into subcontract(s)/purchase orders with the MWBE(s) identified in the Proposer's submittal documents which the Aviation Authority relied upon in awarding this Contract, subject only to the Aviation Authority's right to approve all Subcontractors.

24

MWBE Participation

- If the Proposer is unable to utilize another MWBE for performance of that portion of this Contract, the Proposer shall provide the Aviation Authority with documentation, in a form satisfactory to the Aviation Authority, showing that it is not possible to replace the terminated MWBE with another MWBE.
- The MWBE percentage for participation must not decrease below the percentage proposed during the term of the Contract.
- The successful Proposer shall submit to the Aviation Authority a Disbursement Form with each invoice submitted for payment, indicating the amount of money spent with each MWBE(s) since the previous invoice.

25

MWBE Participation

A list of currently certified MWBEs may be obtained via the internet at www.orlandoairports.net/small_business, or from the Authority's Office of Small Business Development by calling (407) 825-3143.

Proposers may contact the Office of Small Business Development for any questions or information concerning the MWBE or the LDB Participation Program.

Orlando Santiago Perez, MSEP, C.M.
407.825.7134

Proposers shall be solely responsible for ensuring all MWBEs and LDBs are capable of performing the services. Certification of eligibility as an MWBE or LDB should be obtained prior to submission of the Proposal.

26

Good Faith Effort for MWBE Participation

(Refer to Section 2.13)

If the Proposer fails to meet the MWBE Participation Goals, the Aviation Authority will require Proposer to submit evidence of good faith efforts within 2 business days of request.

Additional information on meeting good faith efforts can be found by going to https://orlandoairports.net/airport-business/.

27

COMPENSATION – INVOICE & PAYMENT FOR SERVICES

(Refer to Section 3.0)

- The Aviation Authority shall pay the Contractor, subject to authorized deductions, and subject to the provisions of the following Sections 3.1, 3.2, and 3.3: the Management Fee; the Reimbursable Payroll and Operating Expenses up to the amounts set forth on Section 7 – Proposal Pricing Form, Management Fee for Contractor Staff that is authorized by the Authority as required by the Specification.
- The Contractor shall invoice the Aviation Authority for the following: the Management Fee; and the Reimbursable Payroll and Operating Expenses; by the tenth (10th) day of each month following the month in which the services were performed by the Contractor in conformity with Contract requirements.

28

Management Fee

(Refer to Section 3.2)

- All payroll and associated costs for the On-Site Manager, Assistant Manager(s), Administrative Staff and any other positions deemed necessary by the Contractor and not listed in the Reimbursable Payroll Expenses Section 3.3 and 3.4 below.
- The Management Fee for the Contractor and Sub-Contractor(s) shall also include all other expenses not listed in the Reimbursable Payroll Section 3.3 below, including, but not limited to:
  - Contractor overhead and profit.
  - Sub-Contractor's Management Fee.
  - All required insurances as outlined in Section 2.6 – Insurance Requirements.
  - Cost of Performance Bond.
  - Workers compensation per Section 5.7 for all employees including management and reimbursable positions.
  - Recruiting expenses.
  - Badges and keys.
  - Office equipment and supplies.

29

Management Fee

(Refer to Section 3.2)

- Vehicles, Lifts, Golf Carts, Lull and all other motorized equipment.
- Payroll processing expenses
- Tools and equipment, to include the repairs of Contractors equipment.
- Communication equipment, i.e. Radios, Cell Phones, etc.
- Consumables.
- Uniforms
- Record retention obligation (4 Years Post-Contract).
- Cost associated with all pre-approved training (i.e. trainer, training materials, etc.). The Aviation Authority will only reimburse for the hours to attend the training for the reimbursable positions.
- Non-resident administrative, legal, bookkeeping, executive personnel expenses and off-site general office expenses.
- Cost for internet services and associated connectivity costs for Contractor provided computers and devices.

30

Management Fee

(Refer to Section 3.3)

- Costs associated with the cleaning services for the interior space of all office areas.
- Cost of any other benefits for management fee and reimbursable positions, i.e. retirement plan, life insurance, etc.
- Health insurance premiums for the positions in the Management Fee.
- Health Insurance premiums in excess of: $500 per month for Year 1, $525 per month for Year 2, and $550 per month for Year 3, $575 per month for Year 4, $600 per month for Year 5, per position for the reimbursable positions participating in the Contractor provided Health Care Plan.

31

Reimbursable Payroll Expenses

(Refer to Section 3.3)

- The Reimbursable Payroll Expenses shall be **limited to** the following:

- Supervisors
- Technicians
- EAMS Maximo Specialists
- Inventory Control Staff
- Overtime hours as approved in advance by the AAR.
- Associated payroll taxes: Social Security, Medicare, Federal & State Unemployment.
- Actual paid time-off taken (vacation, sick, bereavement and jury duty) and holiday pay as approved by the AAR.
- Health Insurance premiums for up to $500 per month for Year 1; up to $525 per month for Year 2; up to $550 per month for Year 3; up to $575 per month for Year 4; up to $600 per month for Year 5; per position for the reimbursable positions participating in the Contractor provided Health Care Plan.

32

Reimbursable Operating Expenses

(Refer to Section 3.4)

- The Reimbursable Payroll Expenses shall be **limited to** the following:

- Replacement Parts: The Authority will reimburse the Contractor for parts purchased by the Contractor for the PBB in conjunction with the monthly invoice. The Contractor must submit proof that purchased parts were put into EAMS Maximo inventory.

- Subcontracted Work: The Authority will reimburse the Contractor for actual subcontractor cost for goods and services incurred in the performance of Authority (AAR) approved projects. There shall be no mark-up associated with the subcontracted work.
  - The term "subcontractor" here does not refer to or include the Contractor's permanent scope provided by the MWBE/LDB subcontractor(s).

33

Non-Reimbursable Expenses

(Refer to Section 3.5)

The following expenses shall not be reimbursed by the Aviation Authority:

- Any accrued vacation or sick leave hours at the time of Contract expiration, at the end of any Contract year, or upon employee termination for any reason.
- Costs or expenses of legal representation, or of union negotiations and administration.
- Costs of any and all interest, late charges, penalties, and fines paid by the Contractor and/or its employees.
- Taxes accrued above Federal or State wage limitation will not be reimbursed. Only Federal and State Unemployment taxes actually paid will be reimbursed.
- Any other costs or expenses not specified under Section 3.3 and 3.4 – Reimbursable Payroll Expenses and Reimbursable Operating Expenses.

34

Non-Reimbursable Expenses

(Refer to Section 3.5)

- Contractor shall pay all costs and expenses connected with its operations when due and submit to the Aviation Authority, on or before the 10th day of each month, itemized statements of all approved Reimbursable Payroll and Operating Expenses incurred and paid for during the previous calendar month. Each such statement shall be accompanied by such proof of charges and disbursements and other supporting documents as the Aviation Authority may from time to time request, including, but not limited to, paid invoices, payroll registers and other payroll records.

- Reimbursement of reasonable, allowable expenses shall be made by the Aviation Authority within approximately 30 days of its receipt from Contractor of monthly itemized statements submitted provided that (i) the statements are in the format required by the Aviation Authority, (ii) all appropriate supporting documents are attached to each statement, (iii) the statement contains a statement that the Aviation Authority has not previously reimbursed the Contractor for any of the itemized expenses, and (iv) the statement is complete and accurately reflects the actual costs incurred.

35

Proposal Submittals

- Proposal packages shall be sealed and clearly labeled. Must be submitted to:

Greater Orlando Aviation Authority
Purchasing Office
5855 Cargo Road, Annex Building
Orlando, Florida 32827-4399

- One original Proposal clearly marked:

"Passenger Boarding Bridges (PBB) Operation, Maintenance and Repair Services"

- **One Copy clearly marked**
- One exact electronic copy of the Proposal must be included with the Original Proposal on an individual electronic USB Flash Drive.

36

Proposal Submittals

- Tab 1 – Table of Contents
- Tab 2 – Executive Summary
- Tab 3 - Proposer's Knowledge, and Experience
- Tab 4 – References
- Tab 5 – Operational Plan
- Tab 6 – Proof of Insurance
- Tab 7 – Prior or Pending Claims
- Tab 8 – Financial Background Information
- Tab 9 – Additional Information
- Tab 10 - Attachments

37

Proposal Submittals
(Refer to Section 7)

Attachment A - Proposer's Certification Form.

Attachment B - Proposal Price Form

Attachment C – Addendum Receipt Verification

Attachment D – Proposer's Questionnaire

Attachment E – Conflict of Interest Disclosure Form

Attachment F - Scrutinized Company Certification Form

Attachment G – MWBE Forms

Attachment H - Proposer's W-9

Attachment I - Letter of Bondability.

Attachment J – E-Verification Certification Form.

Attachment K - No Proposal Response Form.

ORLANDO INTERNATIONAL AIRPORT
The Orlando Experience

38

23-283-RFP PRICING SHEETS FOR PASSENGER BOARDING BRIDGES (PBB)

Year 1		
	Management Fee*	
	Reimbursable Payroll Expense Budget**	$ 3,079,200.00
	Reimbursable Operating Expense Budget	$ 700,000.00
	Sub-Total for Year 1	$ 3,779,200.00
Year 2		
	Management Fee*	
	Reimbursable Payroll Expense Budget**	$ 3,171,600.00
	Reimbursable Operating Expense Budget	$ 721,000.00
	Sub-Total for Year 2	$ 3,892,600.00
Year 3		
	Management Fee*	
	Reimbursable Payroll Expense Budget**	$ 3,266,800.00
	Reimbursable Operating Expense Budget	$ 742,700.00
	Sub-Total for Year 3	$ 4,009,500.00
Year 4		
	Management Fee*	
	Reimbursable Payroll Expense Budget**	$ 3,364,900.00
	Reimbursable Operating Expense Budget	$ 765,000.00
	Sub-Total for Year 4	$ 4,129,900.00
Year 5		
	Management Fee*	
	Reimbursable Payroll Expense Budget**	$ 3,465,900.00
	Reimbursable Operating Expense Budget	$ 788,000.00
	Sub-Total for Year 5	$ 4,253,900.00
	TOTAL FIVE (5) YEARS COST	$ 20,065,100.00

*Management Fee shall include all costs as listed Section 3.2.

**Reimbursable Payroll and Operating Expense Budgets shall include all costs as outlined in Sections 3.3 and 3.4. Contractor's aggregate annual invoices shall not exceed the total as stated above for Years 1 through 5. It is estimated that 42 FTE reimbursable positions will be needed for the performance of this Contract. The Aviation Authority believes that this estimate fairly describes the scope of work under ordinary circumstances; however, the number of reimbursable positions FTEs may range between 36 and 50 as actual conditions may cause the number of positions to be adjusted accordingly. The Aviation Authority shall only reimburse for the reimbursable positions requested and approved by the Aviation Authority and satisfactorily provided by the Contractor.

39

Proposal Opening

Proposal Opening will consist of reading aloud the Proposer's Name only. Proposal Pricing will not be read aloud in accordance with State Of Florida Statute 119.071 (1):

Sealed Proposals, received by an agency pursuant to a competitive solicitation are exempt from FS. 119.07(1) and s. 24(a), Art. I of the State Constitution until such time as the agency provides notice of an intended decision or until 30 days after opening the bids, proposals, or final replies, whichever is earlier.

Notice of Intended Decision will be posted to OrlandoAirports.net within 30 days.

40

******REMINDERS*******

Deadline to Submit Questions:

December 27, 2022 at 5:00 p.m. E.S.T

Email All Questions to:
Vlad.Opreanu@goaa.org

Proposals are Due:
January 12, 2023, at 11:00 a.m. E.S.T.

41

GREATER ORLANDO AVIATION AUTHORITY
PRE-PROPOSAL CONFERENCE
PURCHASING PROPOSAL 23-283-RFP
PASSENGER BOARDING BRIDGES (PBB) OPERATION, MAINTENANCE AND REPAIR SERVICES
ORLANDO, FLORIDA

December 21, 2022
10:00 a.m.

MWBE/ LDB*	NAME	COMPANY NAME	MAILING ADDRESS	PHONE NO / E-MAIL ADDRESS	FAX NUMBER
	Vlad Opreanu	GOAA		407 825-6427 Vlad.Opreanu@goaa.org	
	William Arce	GOAA		407 825 6428 william.arce@goaa.org	
	Nancy Ortiz	GOAA		407-825-6426 nortiz@goaa.org	
	Dave Dennis	GOAA		7339 DDennis@GOAA.org	
	John Ungerer	JSM		John@JSMairparts.com	
	Clench Adger	JSM		clench.adger@JSMairparts.com	
	Robert Graye	Nexus IS		407 80-8222 rtgraye@nexusis.net	
	Ramses Soto	JBS		407-242-1233 JBSindustrial@hotmail.com	
	Michael Gilman	JBT		540-303-4274 Michael.Gilman@JBTC.com	
	Lloyd Etheridge	JBT		321 662 8575 lloyd.etheridge@JBTC.com	

*Please put a ✓ if you are an MWBE/LDB certified company

MWBE/LDB*	NAME	COMPANY NAME	MAILING ADDRESS	PHONE NO. / E-MAIL ADDRESS	FAX NUMBER
	Jeff Ebsen	PrimeFlight GSE		763-438-9420 jebsen@PrimeFlight.com	
	Evelyn Rey	Verde Conf Planners		407 592 5507	
	CAN; Harless	RAPID Staffing.In		813.477-2917 Lani@rapidstaffing.com	
	Olivia's Consulte	GOAA		6429 olivia.lopez@goaa.org	
	Elizabeth Strane Medina	GOAA BHS/GSE			
	Abdu EL Bannah	GOAA.			
	Orlando Santiago	GOAA - Small Business Dept		407-825-7134 OSantiago@GOAA.org	
	Andy Neil	JSM	AndyNeil@JSMAirports.com	352-3084448 Andy@JSMandassociates.com	

*Please put a ✓ if you are an MWBE/LDB certified company

23-283-RFP PreBid meeting

December 21, 2022 . 9:44 AM . ID: 640134277

Share Status

Access: Public
Expires: December 28, 2022
Shared content: Video, Transcript, Notes, Meeting info, Insession Chat

Attendees

Ahmed Stephens

Randy Allen

Mike Richards - A-Bridge

Michael Gramblin - SGM Engineering

Lisa W

Marc Crisenbery
marc.crisenbery@jsmairports.com
Mike DeVesta
mike.devesta@jsmairports.com
GOAA Purchasing Department-SPA
dschneider@goaa.org
Allan Mairena - SATE
allan@satesol.com
Mike Conner

Jacqueline Ryan - Moten Tate (MBE)

Evelyn D'Amato - Loyal WP
loyalwaterproofing@outlook.com
+17343681197

ADDENDUM NO. 1
TO
PURCHASING PROPOSAL 23-283-RFP
PASSENGER BOARDING BRIDGES (PBB) OPERATION, MAINTENANCE AND REPAIR SERVICES ORLANDO INTERNATIONAL AIRPORT
ORLANDO, FLORIDA

December 14, 2022

This addendum forms a part of the Proposal Documents described above. The original Proposal Documents remain in full force and effect except as modified by the following which shall take precedence over any contrary provisions in the prior documents.

ITEM 1: Replace Page 1, Page 128 and Page 149 with corrected Page 1, Page 128 and Page 149. Change the Sealed Proposal opening date from 10:00 a.m., January 5, 2023 to 11:00 a.m., January 12, 2023.

ITEM 2: Question: Will there be a site visit after the pre-bid meeting?

Answer: The Authority will allow a site visit on December 21, 2022 immediately proceeding the Pre-bid meeting scheduled. The site visit will be limited to two individuals from each company that attends the Pre-Bid meeting. Participants are respectfully requested to RSVP to vlad.opreanu@goaa.org with their company name and contact information by 1:00 p.m. on December 19th.

ITEM 3: Question: We are requesting an extension of the due date to January 26th.

Answer: The Authority will allow a one week extension (see item 1).

******* END OF ADDENDUM NO. 1 *******

Vlad Opreanu
Senior Purchasing Agent

12/14/22
Date

(REVISED PER ADDENDUM NO. 1)

GREATER ORLANDO AVIATION AUTHORITY

REQUEST FOR PROPOSALS (RFP)

23-283-RFP
PASSENGER BOARDING BRIDGES (PBB) OPERATION, MAINTENANCE AND REPAIR SERVICES

DATE OF ISSUE: Monday, December 12, 2022 10 a.m. EST

NON-MANDATORY PRE-PROPOSAL MEETING:

Wednesday, December 21, 2022 10 a.m. EST

PRE-PROPOSAL LOCATION:
GOAA Annex Building
Purchasing Department
Conference Room Gemini
5855 Cargo Road
Orlando, FL 32827-4399

GoToMeeting: **https://meet.goto.com/640134277**
United States (Toll Free): ***1-866-899-4679*** Access Code: 640-134-277

DEADLINE FOR QUESTIONS: Tuesday, December 27 2022 5:00 p.m., EST

DIRECT ALL QUESTIONS & INQUIRES TO:

Name: Vlad Opreanu, CPPB
Title: Senior Purchasing Agent
Email: Vlad.Opreanu@goaa.org
Phone: (407) 825-6427

RFP DUE: Thursday, January 12, 2023 11:00 a.m., EST

7.0 PROPOSAL SUBMITTAL REQUIREMENTS

7.1 Opening

a. Sealed proposals are exempt in accordance with Florida Statute 119.071(1) (b) 2. The names of the firms submitting a competitive solicitation will be read aloud at the time of the opening. No details of the competitive solicitation will be released until such time as the Aviation Authority provides notice of an intended decision or until 30 days after opening the bids, proposals, or final replies, whichever is earlier.

b. Submittals must be submitted no later than **11:00 a.m. Eastern Time on Thursday, January 12, 2023** in sealed envelopes bearing the words "**Purchasing Proposal 23-283-RFP Passenger Boarding Bridges (PBB) Operation, Maintenance and Repair Services, for the Orlando International Airport".**

c. Each Proposer shall submit three (3) complete sets of the Submittal:

One hardcopy marked "ORIGINAL".

One hardcopy marked "COPY".

One COMPLETE electronic copy on a USB drive in PDF format. The Submittal in PDF format shall have *navigational bookmarks* inserted in lieu of any tabs required in the hard copy. The entire submittal shall not exceed a single USB Flash Drive. In cases where there are discrepancies between the electronic PDF and hard copy, the hard copy shall take precedence.

7.2 Delivery of Proposal

a. It is the sole responsibility of the Proposer to ensure that their submittal reaches the Purchasing Department. All proposals, unless otherwise specified, must be delivered to the following address no later than the time and date specified in the solicitation:

Greater Orlando Aviation Authority
GOAA Annex Building,
Purchasing Department
5855 Cargo Road, Orlando, FL 32827- 4399

b. Proposer should include the Proposal Number and Name, Name and Address of Proposer, and the Date of the opening on the outside of the box or envelope. Proposals submitted by e-mail, telephone or fax shall not be accepted. An e-mailed or a faxed submittal shall be rejected as non-responsive regardless of where or when it is received.

c. Proposers are cautioned that they are solely and strictly responsible for delivery to the specific location cited prior to the specified opening date and time. Therefore,

Attachment K – No Proposal Response

NO PROPOSAL RESPONSE

TO

REQUEST FOR PROPOSALS

If your firm is unable to submit a Proposal at this time, please provide the information requested in the space provided below and return to:

GREATER ORLANDO AVIATION AUTHORITY
GOAA Annex Building,
Purchasing Department
5855 Cargo Road, Orlando, FL 32827- 4399

We have received Request for Proposals, under **Purchasing Proposal 23-283-RFP Passenger Boarding Bridges (PBB) Operation, Maintenance and Repair Services for Orlando International Airport, opening at 11:00 a.m. Thursday, January 12, 2023,** at the Greater Orlando Aviation Authority, Orlando International Airport, Purchasing Department. Our firm's reason for not submitting is:

_____

_____

_____

_____
Company Name

By:_____

Its:_____
Name & Title, Typed or Printed

1.0 GENERAL INFORMATION

1.1 Solicitation Information

Solicitation documents may be examined and are available for download from the Aviation Authority's Purchasing Department's website or by visiting the Aviation Authority's online solicitation platform powered by Mercell Source-to-Contract (Mercell) at www.orlandoairports.net/purchasing or https://app.negometrix.com/buyer/5681

a. Mercell provides supplier registration services, document fulfillment and other purchasing related services to the Aviation Authority and to suppliers doing business with the Aviation Authority. **There is no charge to the Proposer to register and any award resulting from this solicitation will not require any payment by the Proposer to Mercell.**

b. If you received this solicitation document from any source other than Mercell, please promptly register your interest in this solicitation with Mercell.

c. If a Pre-Proposal Conference is held, please see the Cover Page of this solicitation for the location, date, and time. The purpose of any Pre-Proposal Conference is to review and discuss the solicitation (and any addenda) as published. Attendance is not mandatory but is highly encouraged. Proposers are expected to be familiar with the Proposal Documents.

d. Questions regarding this Solicitation are to be directed to the Senior Purchasing Agent listed on the Cover Page of this Solicitation. The last date for questions pertaining to this Solicitation is listed on the Cover Page of this solicitation. Questions after this date and time will not be answered.

e. Questions will be answered via addendum and posted to https://app.negometrix.com/buyer/5681.

f. If the Purchasing Department determines that it is necessary to change these dates or times prior to the Proposal due date, the change will be announced via an addendum and posted on Mercell's website.

g. Late Proposals, as determined by the official time clock located in the Purchasing Department's Office will not be considered and may be returned to the Proposer as non-responsive.

h. Proposal openings shall be public, opened on the date and at the time specified on the Proposal form. The Proposer's name and verification of bond submittal, if applicable, will be publicly announced aloud at the Proposal opening.

i. The Proposal Summary is posted on the Aviation Authority's Purchasing Department's website: www.orlandoairports.net/purchasing and on Mercell's website: https://app.negometrix.com/buyer/5681

j. All prospective Proposers/Proposers shall thoroughly examine and become familiar with the Proposal package and carefully note the items which must be submitted with the Proposal as detailed in **Section Seven**, Proposal Submittal Requirements.

k. Submission of a Proposal shall constitute an acknowledgment that the Proposer has read and understands the Proposal Documents. The failure or neglect of a Proposer to receive or examine any Proposal Document shall in no way relieve it from any obligations under its Proposal or the Contract. No claim for additional compensation will be allowed which is based upon a lack of knowledge or understanding of any of the Contract Documents or the scope of work.

l. **Proposers shall submit *One (1) Response to the RFP only from their Firm*.**

m. Proposer's Proposal prices shall remain firm for the duration of the initial term of the Contract. Any anticipated increases in Proposer's costs during the initial term of the Contract must be reflected in its prices set forth in its Proposal. The Aviation Authority shall not be obligated to renegotiate or increase any price for any work during the initial term of the Contract based on a Proposer's mistake or miscalculation of prices, underestimation of costs, or for any other reason. All of the Proposer's overhead costs, including, but not limited to, costs of the required bonds and insurance coverages, shall be included in such Proposer's prices listed in its Proposal.

1.2 Intent and Purpose

The Greater Orlando Aviation Authority, Orlando International Airport, Orlando, Florida, (Aviation Authority) is soliciting sealed Proposals from qualified and experienced entities to provide management oversight, training, materials, tools, equipment, submissions, reports, consumables, uniforms and all other items and services necessary, proper for, or incidental to performing twenty-four (24) hours per day seven (7) days per week, on-site operations, maintenance and repair, removal and installation, Corrective Maintenance (CM), Preventative Maintenance (PM) and Predictive Maintenance (PdM), corrosion control, and painting of Passenger Boarding Bridges (PBB) and Affiliated Ground Support Equipment (GSE).

1.3 Exceptions to Terms and Conditions within the RFP

If the Proposer desires to take exception(s) to any portion of the terms and conditions of this RFP, the exception(s) must be taken during the question and answer period, and response will be included in an addendum. Exceptions noted within the response submittal will cause the response to be deemed non-responsive.

1.4 Contract Period

The Contract period will be for **sixty (60) months** with the **Contract Term** to commence on or about **April 1, 2023**. The original contract prices shall be firm for the entirety of the contract period.

1.5 Communications; Questions Regarding Specifications or Proposal Process

a. All communication and contact regarding this solicitation shall be directed to the Senior Purchasing Agent referenced on the Cover Page of this solicitation.

b. Any official communication from a Proposer during the Proposal process should be submitted in writing to the Greater Orlando Aviation Authority, **GOAA Annex Building, Purchasing Department, 5855 Cargo Road, Orlando, FL 32827- 4399** or to the email address as directed during the Proposal process. A copy of the Administration Policies (Sections 180.01 and 180.03) are available upon request from the Manager of Board Services.

c. In accordance with the above-referenced policies, any communication directly or indirectly to seek to encourage any specific result in connection with an Aviation Authority selecting process, including but not limited to, written communications, any and all forms of electronic communications or messaging, including social media, oral communications either in person or by telephone, initiated by a Proposer or through a lobbyist, agent or third person, to any Aviation Authority staff and/or Committee/Board member who is a member of any committee constituted for the purposes of ranking Solicitations, making recommendations or making an award, is prohibited from the time that the Solicitation is released to the time that the award is made.

1.6 Notice of Intent to Award Contract

Unless all Proposals are rejected by the Authority, a Notice of Intent to Award is anticipated to be provided within ninety (90) days from the opening of Proposals to the responsible and responsive Proposer submitting the Proposal deemed to be most advantageous to the Aviation Authority, price and other factors being considered. For all procurements, the Aviation Authority reserves the right to reject any or all Proposals and to cancel the procurement or to solicit new Proposals.

1.7 Public Meetings/Public Records

Please be aware that all meetings of the Aviation Authority's Board are duly noticed public meetings and all documents submitted to the Aviation Authority as a part of or in connection with a Proposal will constitute public records under Florida law regardless of any person's claim that proprietary or trade secret information is contained therein.

1.8 Code of Ethics and Business Conduct Policy

The Aviation Authority has adopted a Code of Ethics and Business Conduct Policy (Section 204.01) which addresses, the obligation of the Aviation Authority's Board members and employees to follow the Florida Statutes in reference to these issues. This includes, but is not limited to, the obligations of the Aviation Authority's Board members and employees with respect to having an interest in business entities, outside employment, gratuities, divulgence of information, unauthorized compensation and acceptance of gifts. Please be aware that any violation of this policy by a Proposer and/or any attempt to influence an Aviation Authority Board member or employee to violate the policy is sufficient cause for the denial of the right of the Proposer to Proposal on any Contract or sell any materials, supplies, equipment, or services to the Aviation Authority for a period of time that is determined by the Chief Executive Officer. A copy of this policy is available upon request from the Manager of Board Services.

The remainder of this page is intentionally blank.

2.0 SPECIAL CONDITIONS

2.1 Proposer's Mandatory Requirements

Proposers must meet the following mandatory requirements to be considered for the award of the contract. Proposers will address each mandatory requirement specifically in their Proposal. Each Proposer must acknowledge on company letterhead and provide written documentation that their firm meets the Mandatory Requirements.

a. Proposer shall have a minimum of five (5) years successful, continuous, and recent experience in the business of providing passenger boarding bridges and ground support equipment, operation, maintenance, and repair services.

b. Proposer shall have performed maintenance and repair services in at least one (1) airport, servicing a minimum of twenty (20) passenger boarding bridges, twenty-four (24) hour per day, three hundred sixty five (365) days per year.

c. Proposer must be registered to do business in the State of Florida. Provide a copy of such registration to the Aviation Authority with the RFP submission.

d. Provide documentation that demonstrates Proposer has had first-hand experience since January 1, 2018, in providing the **Services listed in Section 4.0 Scope of Work/Specifications herein.**

e. **Proposer shall submit a complete and responsive proposal. Refer to the Section 7.0. Proposal Submittal Requirements.**

f. Proposer shall provide an affirmative statement that it is independent of the Aviation Authority.

g. Proposer must demonstrate financial responsibility and must be financially capable of performing the terms of the Agreement in the sole determination of the Aviation Authority.

h. If the Proposer is a partnership, joint venture, or newly formed entity (e.g. limited liability company or corporation), the minimum requirements set forth in this Section (and throughout the RFP) must be satisfied by the entity or individual(s) that owns and controls a majority equity interest (at least 51%) of the partnership, joint venture or newly formed entity.

2.2 Evaluation of Proposal Award

The Aviation Authority, in its discretion, may award the Contract to the responsible and responsive Proposer submitting the Proposal which is deemed to be the most advantageous to the Aviation Authority, price and other factors being considered. The following are the evaluation criteria that will be considered in determining which Proposal is most advantageous to the Aviation Authority. Proposer(s) must at a minimum meet the qualifications as stated and demonstrate knowledge and

experience in providing passenger boarding bridges and affiliated ground support equipment. Conditional acceptance, applications in process, or any status short of full approval will not be accepted.

a. Meet Mandatory Requirements.

b. Experience and Background: Qualifications of the Proposer, the Site Manager, and Key Personnel.

c. The ability of the proposed team, particularly the Site Manager, to demonstrate the level of experience with and knowledge of Passenger Boarding Bridges (PBB) Operation, Maintenance and Repair Services relevant to the scope of services set forth in this RFP.

d. Proposer's plans on the following: (i) staffing; (ii) customer service; (iii) training; (iv) safety; (v) quality control/continuous improvement; and (vi) transition. For the purpose of evaluating proposals, the Aviation Authority will consider the adequacy of all of the proposed plans for various segments of the engagement, adequacy of analytical procedures and timing of the transition plan that in its sole discretion best meets its needs and is the most advantageous for Passenger Boarding Bridges (PBB) Operation, Maintenance and Repair Services.

e. Adherence to Aviation Authority Contractual Agreement.

f. Insurance Coverage.

g. Prior or Pending Convictions, Indictments, Investigations, Fines or Regulatory Investigations and Claims Information.

h. Proof of Insurance.

i. Financial Strength.

j. Management Fee/Pricing.

2.3 Evaluation Criteria of Proposal

a. The evaluation criteria does not have any specific predetermined relative weight. The consideration of individual criterion is merely a tool to assist the Aviation Authority in determining which Proposal is most advantageous, as a whole, to the Aviation Authority, price and other factors being considered.

b. The relative advantages of a Proposer's responses with respect to one criterion may outweigh shortcomings of that Proposer's responses in one or more other criterion, depending on the relative disparities in the qualities of the responses in each criterion and the relative importance of certain criteria to each other, as determined in the exclusive discretion of the Aviation Authority.

c. All parties desiring information regarding the award of the Contract may visit http://Orlandoairports.net or https://app.s2c.mercell.com/buyer/5681.

2.4 Selection Process

a. Responses to this RFP will be evaluated and ranked by the Procurement Committee (PC). The recommendation of the CPC will be considered by the Aviation Authority Board for award.

b. The PC shall review the responses to evaluate whether the Proposers meet the requirements set forth in this RFP and have provided all required information as required per **Section 7.0 Proposal Submittal Requirements.**

c. The PC will then thoroughly evaluate the responses and may, at its discretion, invite one or more of the Proposers that appear to be the most advantageous to the Aviation Authority to perform the requested services to present/interview with the PC. The purpose of such an interview would be to allow Proposers to elaborate upon their Proposal before a recommendation for ranking of the Proposals is made. Interview responses, along with the written Proposal will become part of the Proposer's response to be evaluated by the PC.

d. Among the factors that will be considered in selecting the Proposers who may be shortlisted or for ranking purposes include: meeting the requirements, approach to providing the Services, ability to provide the required Services, prior experience on similar projects, past performance with the Aviation Authority (if applicable), past performance with other entities and pricing.

e. The Aviation Authority reserves the right to solicit from available sources relevant information concerning a Proposer's past performance and may consider such information in its selection of Proposers.

f. The PC may conduct a presentation and interview session with each of the short-listed Proposers. Following presentations/interviews, or in the event PC determines that presentations/interviews are not necessary, the PC shall make a final ranking and select in order of preference, in order to make a recommendation to the Aviation Authority's Board, the responsible, responsive, and in its sole discretion, most advantageous to the Aviation Authority to perform the requested services.

g. **Following the Aviation Authority Board approval of the PC ranking, the Aviation Authority may approve a Contract**.

h. The Aviation Authority shall have the right, but not the obligation, to award all or any portion of the services. The extent and scope of the Services, along with the fees for such services, will be subject to final approval by the Aviation Authority. The Aviation Authority intends, but is not obligated, to enter into a non-exclusive agreement with the highest ranked Proposer to perform the

required Services described herein. The Aviation Authority reserves its right to award any or all of the advertised services subject to the availability of funding.

i. The Aviation Authority reserves the right to waive any informality in the RFPs, to reject any and all RFPs, and to re-advertise or elect not to proceed with the services for any reason.

j. All recommendations and decisions regarding award of the services shall be made at open public meetings in accordance with the requirements of Florida Statute 286.011, and all interested parties are invited to attend such meetings. The meetings of the PC and Aviation Authority Board are public meetings.

2.5 Surety Bonds/Letters of Credit/Liability Insurance

A Surety Bond/Letter of Credit **is** required for this Contract.

a. Prior to Aviation Authority's execution of the Contract and within ten (10) business days of the award, the Contractor shall furnish to Aviation Authority a Performance Bond, and a Payment Bond if required, completed on the Aviation Authority's forms provided in the Contract Documents. Such Performance Bond shall be current and in compliance at all times during the Term of the Contract in a penal sum equal to **Three Million Dollars ($3,000,000).**

b. The Contractor may elect to provide the Aviation Authority, in lieu of the required Performance Bond (but not the Payment Bond if required by general law), a letter of credit in an amount equal to **Three Million Dollars ($3,000,000)**, and issued on the Aviation Authority's form of irrevocable standby letter of credit ("Letter of Credit"). The Contractor shall provide the Aviation Authority with a Letter of Credit that remains in effect for at least one year after the expiration or earlier termination of the term of the Contract including any renewal or other extended term. If the Contractor fails to perform any obligation required of it under the terms of the Contract including, but not limited to, providing the Aviation Authority with an acceptable renewal or replacement letter of credit within the required time limits, the Aviation Authority shall be entitled, in addition to any other remedies, to draw the full amount of the funds available under any Letter of Credit provided by Contractor to Authority and to hold such funds until such time as the Aviation Authority in its discretion shall determine the amount of damages, costs and expenses owing to it from the Contractor. The Aviation Authority shall retain from such funds an amount equal to its actual or anticipated damages, costs and expenses, and shall thereafter return the remaining amount of the funds, if any, to the Contractor.

c. Prior to the commencement of any renewal or extended term of the Contract, Contractor, at its own expense, shall provide to the Aviation Authority an acceptable renewal or replacement Performance Bond or Letter of Credit, rider to an existing Performance Bond or Letter of Credit, or continuation amendment to an existing Performance Bond or Letter of Credit .

d. Except as provided in this Performance Bond Section, the Aviation Authority will not accept any change or modification to the forms of Performance Bond or Letter of Credit attached to these Proposal Documents. The sole change to the forms of Performance Bond and Letter of Credit that the Aviation Authority will accept is that the Contractor may provide a Performance Bond or a Letter of Credit **that is for a period of less than the full initial term of the Contract but which still has an effective term of not less than twelve (12) months**. The Aviation Authority shall release any existing Letter of Credit provided by the Contractor upon the Aviation Authority's receipt and approval of a renewal or replacement Letter of Credit that complies with the requirements of this Contract.

e. If the Contractor is required to provide any renewal of the Performance Bond or Letter of Credit, rider to an existing Performance Bond or Letter of Credit, or continuation amendment to an existing Performance Bond or Letter of Credit (collectively, the "Replacement"), Contractor shall, at the discretion of the Aviation Authority, calculate the penal sum/amount (the "Amount") of any such Replacement as follows:

1) If the Renewal is provided in connection with the expiration of an existing Performance Bond or Letter of Credit prior to expiration of the initial term of the Contract but not in connection with an amendment to the Contract where the compensation to be paid to Contractor is increased, the Replacement shall be in an Amount equal to the Amount of the then current Performance Bond or Letter of Credit.

2) If the Replacement Performance Bond is provided in connection with an amendment of the Contract where the compensation to be paid to the Contractor during the period covered by the then current Performance Bond or Letter of Credit is increased for any reason, the Replacement shall be in an Amount equal to the Amount of the then current Performance Bond or Letter of Credit plus an amount that bears the same ratio to the increased compensation to be paid to the Contractor that the Amount of the then current Performance Bond or Letter of Credit bears to the total compensation to be paid to the Contractor prior to such amendment to the Contract.

3) If the Replacement is provided in connection with the renewal or extension of the Contract and the required Amount of the Performance Bond or Letter of Credit for the initial term of the Contract is stated as a fixed Amount, the Replacement shall be in an Amount equal to the lesser of either (i) the Amount required during the initial term of the Contract; or (ii) an Amount that bears the same ratio to the total estimated compensation to be paid to the Contractor during the renewal term that the Amount required during the initial term of the Contract bore to the total estimated compensation to be paid to the Contractor during the initial term of the Contract.

4) If the Replacement is provided in connection with the renewal or extension of the Contract and the required Amount of the Performance Bond or Letter of Credit for the initial term of the Contract is stated as a fraction or percentage of the Contract price, the Replacement shall be in an Amount equal to the same annualized percentage of the total estimated compensation (including any reimbursable expenses) to be paid to the Contractor during the renewal term (i.e., if the initial Performance Bond or Letter of Credit is 1/6 of the total three year Contract cost, then the Replacement will be one-half of the total estimated compensation to be paid to the Contractor during the renewal year).

f. Failure to timely submit an acceptable Performance Bond or Letter of Credit prior to commencement of the Contract in addition to all other rights available to the Aviation Authority under law, shall give the Aviation Authority the right to withdraw the Notice of Intent to Award, without the need for providing the Contractor advance notice or the opportunity to cure. Contractor acknowledges responsibility for any damages or costs incurred by the Aviation Authority due to its failure to comply with this Section 3.6.

g. Surety Bonds delivered to the Aviation Authority in satisfaction of any requirement under this Contract must meet the following criteria:

1) Bid Bonds provided to the Aviation Authority in connection with Contracts shall be duly issued by an insurer or corporate surety (a) on a bond form provided by Aviation Authority, or on a form substantially the same as Aviation Authority's form; b) obligating the surety for at least ninety (90) days following the date on which Bids are publicly opened; and (c) by an insurer or corporate surety that is authorized to conduct insurance business in the State of Florida.

2) Performance and Payment Bonds provided to the Aviation Authority in connection with Contracts having a value of $500,000.00 or less shall be duly issued by an insurer or corporate surety which:

a) Is authorized to conduct insurance business in the State of Florida;

b) Currently holds a certificate of authority authorizing it to write surety bonds in the State of Florida; and

c) Is otherwise in compliance with the provisions of the Florida Insurance Code.

3) Performance and Payment Bonds provided to the Aviation Authority in connection with Contracts having a value in excess of $500,000.00 shall be duly issued by an insurer or corporate surety which:

a) Is authorized to conduct insurance business in the State of Florida;

b) Holds a currently valid certificate of authority by the U.S. Department of Treasury pursuant to 31 U.S.C. ss 9304-9308; and

c) Has no less than a "B+" Financial Rating and a Financial Size Category of "Class VI" or higher according to the most current edition of AM Best Rating Services.

d) Notwithstanding the provisions of (c) above, an insurer or corporate surety which is not rated by AM Best Rating Services may be accepted by Aviation Authority, but only if approved by Aviation Authority's Risk Manager and Department Director following a review or investigation of the insurance company's financial and performance standing, including without limitation, its capital adequacy, assets, earnings, of the insurance company's financial and performance standing, including without limitation, its capital adequacy, assets, earnings, liquidity and such other factors as the Aviation Authority's Risk Manager may deem appropriate.

h. Liability Insurance Companies furnishing insurance coverages required by these General Conditions shall (a) be currently authorized to conduct insurance business in the State of Florida, and (b) must have no less than a "B+" Financial Rating and a Financial Size Category of "Class VI" or higher according to the most current edition of AM Best Rating Services.

i. In the event that the Aviation Authority requests Contractor to purchase materials or as a condition to approval of a Subcontractor in accordance with Section 5 of the Standard Terms and Conditions, the Aviation Authority shall have the right to require Contractor to provide a payment bond in accordance with Section 255.05, Florida Statutes.

j. Letters of Credit shall be issued by a bank with an office located in the State of Florida and reasonably acceptable to the Aviation Authority's Chief Executive Officer or designee.

2.6 Insurance Requirements

The *Proposer's submittal shall demonstrate ability to meet* all portions listed in this *Section* by providing evidence of one of the following: Certificate of Insurance on Acord form or form acceptable to Aviation Authority, signed affirmation of ability to comply from a licensed insurance agent, or insurance quote.

If awarded a contract and prior to Notice to Proceed, the Awarded Contractor must attain and provide a Certificate of Insurance in compliance with this *Section*. At its sole expense, the Contractor shall maintain the following insurance during the term of this Contract, including any extensions or renewals and such insurance will apply to Contractor, its employees, agents, and Subcontractors.

a. **Commercial General Liability and Automobile Liability**:

1) Commercial General Liability insurance covering any and all claims for property damage and bodily injury (including death) and including, but not limited to premises, products and completed operations, and Contractual liability for Contractor's covenants, with a limit of liability not less than **One Million Dollars ($1,000,000)** per occurrence or not less than **Five Million Dollars ($5,000,000)** per occurrence, for AOA access; and

2) Automobile liability insurance covering each motor vehicle, including but not limited to owned, non-owned, or hired, used in conjunction with providing Services on Aviation Authority property resulting in property damage or bodily injury, including death with a limit of not less than **One Million Dollars ($1,000,000)** combined single limit per accident or not less than **Five Million Dollars ($5,000,000)** combined single limit per accident, for AOA access**;**

3) Additional Insured Endorsement. Such above referenced liability insurance shall name the Aviation Authority and the City of Orlando and their members (including, without limitation, members of the Aviation Authority's Board and the City's Council and members of the citizens' advisory committees of each), officers, employees, and agents as additional insureds.

b. Workers' Compensation and Employer's Liability.

The following insurance shall apply to all Contractor's employees who will be engaged on the Aviation Authority property in the performances of Services in this Contract: (i) workers' compensation insurance with statutory limits in accordance with Florida law, and (ii) employer's liability insurance policy limits not be less than $100,000 for each accident, $100,000 for disease each employee and $500,000 for disease policy limit. If the Contractor is self-insured, the Contractor shall provide proof of self-insurance and authorization to self-insure as required by applicable Florida laws and regulations. The Aviation Authority will not accept State of Florida exemptions.

c. Professional/Errors & Omissions Liability Insurance.

Not applicable.

d. Garage Liability Insurance.

Not applicable.

e. Garagekeepers Insurance.

Not applicable.

f. Warehouse Operators Legal Liability.

Not applicable.

g. Motor Truck Cargo Policy.

Not applicable.

h. Crime Coverage.

Not applicable.

i. Pollution/Environmental Liability Insurance.

Insurance for bodily injury, property damage, defense costs, clean-up and restoration expenses resulting from pollution/pollutant(s) or other environmental impairments which arises out of, or in connection with, Contractor's work with limits not less than $1,000,000 per claim.

j. Cyber/Privacy Liability Insurance.

Not applicable.

k. Other Insurance Requirements. Contractor agrees to the following as it relates to all above required insurance:

1) Self-Insured Retention and Deductibles. Contractor's insurance policies shall not be subject to a self-insured retention or deductible exceeding Ten Thousand Dollars ($10,000), if the value of the Contract is less than $1,000,000, and not be subject to a self-insured retention or deductible exceeding One Hundred Thousand Dollars ($100,000), if the Contract is $1,000,000 or more, unless approved by the Aviation Authority's Chief Executive Officer. The above deductible limits may be exceeded if the Contractor's insurer is required to pay claims from the first dollar at 100% of the claim value without any requirement that Contractor pay the deductible prior to its insurer's payment of the claim.

2) Insurance policies shall be primary insurance and not contributory to any other valid insurance the Aviation Authority may possess, and that any other insurance the Aviation Authority does possess shall be considered excess insurance only.

3) Insurance shall be carried with an insurance company or companies be currently authorized to conduct insurance business in the State of Florida, and must have no less than a "B+" Financial Rating and a Financial Size Category of "Class VI" or higher according to the most current edition of AM Best Rating and said policies shall be in a form acceptable to the Aviation Authority.

4) Any liability insurance maintained by Contractor written on a claims-made form basis will maintain coverage for a period of time determined by the Aviation Authority to be appropriate to cover claims made after the Contractor has concluded its services to the Aviation Authority.

5) All insurance required for this Contract shall contain a waiver of subrogation clause, as allowed by law, in favor of the Authority and the City of Orlando.

6) A properly completed and executed Certificate of Insurance on a form provided or approved by the Aviation Authority (such as a current ACORD form) evidencing the insurance coverages required by this Section shall be furnished to the Aviation Authority upon the Notice of Intent to Award of the Contract and each renewal thereafter during the term of this Agreement and its renewal/extension. Contractor acknowledges that any acceptance of Certificate of Insurance by the Aviation Authority does not waive any obligations herein this Agreement.

7) The Aviation Authority is currently contracted with a third party for the management of all insurance certificates related to Aviation Authority Contracts. Contractors who enter into a Contract with the Aviation Authority will be contacted directly by the third party vendor for insurance certificates and related matters such as expired certificates. An introductory letter will be sent instructing each Contractor of the proper procedures for processing updated insurance certificates as well as any other insurance related matter that may arise over the term of the Contract. Contractors will respond as directed in the introductory letter as well as any further instructions they may receive.

8) The Contractor shall provide the Aviation Authority immediate written notice of any adverse material change to the Contractor's required insurance coverage. For purposes of this Insurance Section, an "adverse material change" shall mean any reduction in the limits of the insurer's liability, any reduction of any insurance coverage, or any increase in the Contractor's self-insured retention and any non-renewal or cancellation of required insurance.

9) If any insurance coverage is canceled or reduced, Contractor shall, within forty-eight (48) hours remit to the Aviation Authority a Certificate of Insurance showing that the required insurance has been reinstated or replaced by another insurance company or companies acceptable to the Aviation Authority. If Contractor fails to obtain or have such insurance reinstated, the Aviation Authority may, if it so elects, and without waiving any other remedy it may have against Contractor, immediately terminate this Contract upon written notice to Contractor.

10) The Aviation Authority's Chief Executive Officer shall have the right to alter the monetary limits or coverages herein specified from time to time

during the term of this Contract, and Contractor shall comply with all reasonable requests of the Chief Executive Officer with respect thereto.

2.7 Verification of Employment Status

a. Prior to the employment of any person under this Contract, the Contractor shall utilize the U.S. Department of Homeland Security's E-Verify system to verify the employment eligibility of all new employees hired by the Contractor during the Contract term, and an express requirement that Contractors include in such subcontracts the requirement that Subcontractors performing work or providing services pursuant to the Aviation Authority. Contractors will utilize the E-Verify system to verify the employment eligibility of all new employees hired by the Subcontractor during the Contract term. For more information on this process, please refer to United States Citizenship and Immigration Service site at: http://www.uscis.gov/portal/site/uscis.

b. **Only those employees determined eligible to work within the United States shall be employed under this Contract.**

c. By submission of a Proposal in response to this solicitation, the Contractor affirms that all employees in the above categories shall undergo e-verification before placement on this Contract. The Contractor shall commit to comply with this requirement.

2.8 Identification and Access Requirements

a. Contractor is required to conduct an employee background check, or require its Subcontractors to perform an employee background check, in accordance with the requirements herein on each person proposed for employment at Orlando International Airport in connection with this Contract, if such person is an employee of Contractor or an employee of a Subcontractor for whom Contractor is required to sign the Aviation Authority's badge application ("Contractor Responsible Employees"). Such background check must be successfully completed prior to such person applying for an access control identification badge with the Aviation Authority. Each background check shall be performed to the following minimum requirements:

b. Each employee must provide a ten (10) year work history.

c. Contractor must confirm the last five (5) years of each employee's work history. Any gaps in employment of thirty (30) days or more during such five year period must be explained in writing by the employee and must be confirmed by Contractor through W-2s, student transcripts, medical records, or written references of stay-at-home situations from credible local persons such as pastors or priests (which reference must indicate personal knowledge of employee's general work history during the gap period).

d. Contractor must check each employee's criminal history for the immediately preceding five years, with such check to be conducted in each county where the employee has lived or worked in such five year period.

e. Contractor shall not present any Contractor Responsible Employee to the Aviation Authority's Access Control Office for badging if such person has any unexplained gaps in their work history, has a criminal record that would disqualify them from receiving an access control badge or has an unacceptable termination record.

f. The Aviation Authority will issue, for a fee, as stated below to all Contractor Responsible Employees an identification badge that will display their picture, name, and other applicable information; and any key(s) required in the performance of the Contract, provided that such person meets the minimum criteria established to receive a badge. At all times while on airport property, the Contractor Responsible Employees are required to display such badges prominently on their uniforms in accordance with Aviation Authority's guidelines. Every new employee requiring unescorted access to a secure area of the airport must be electronically processed by the Aviation Authority's Access Control Office for a Criminal History Records Check and Security Threat Assessment before an identification badge is issued. In addition to this records check, the employee will be required to attend security training class (approximately 1 hour), and in the case of operating a vehicle on the Airport Operating Area (AOA) the employee will also be required to attend a driving safety class (approximately 1 hour); both training classes are provided by the Aviation Authority. The Contractor shall maintain, and shall require its Subcontractors to maintain, a permanent record in its files of the background information, including drug screening tests, on all current and former employees who are utilized in the performance of this Contract and, when requested, shall provide such information to Aviation Authority, TSA, or such other entity as deemed appropriate by the Aviation Authority. The Contractor further agrees to perform, or require its Subcontractors to perform, such additional employee background checks, fingerprinting, or other identification measures as may be required by any future security rules or applicable federal regulations.

g. <u>Fees Associated with Identification Badges and Keys</u>

Security Background Check	$11.00
New Issue	$25.00
Renewal/Defaced	$25.00
Name Change	$25.00 (paid at time of issuance)
Addition	$25.00 (i.e. adding company name, driver, etc.)
Deletion	$25.00
Lost	$50.00
Stolen	No Charge with proper documentation
Fingerprinting	$27.00 (every two years)
AOA Vehicle Decal	$25.00 per vehicle
New Hard Key	$10.00

Lost Hard Key $50.00

Note: No personal checks or credit card payments are accepted. Companies will be assessed a $100.00 fee for each non-returned identification badge and key.

h. Contractor must maintain all information described above for a period of four (4) years following expiration of this Contract. Such information is subject to audit by the Aviation Authority and must be sufficient in scope and detail to permit verification of compliance by Aviation Authority audit. Actual damages to the Aviation Authority resulting from a breach by Contractor of its obligations hereunder will be difficult or impossible to determine. As a result, Aviation Authority shall be entitled to recover liquidated damages of $250.00 for every Contractor Responsible Employee presented to the Aviation Authority for access control badging (a) for whom the above background check has not been completely and accurately performed, or (b) who should not have been presented per the above guidelines. The amount payable hereunder by Contractor is not a penalty, is in addition to any access control badging application fee paid by the employee and is payable whether or not such employee is issued an access control badge by the Aviation Authority.

i. Contractor must co-sign with the Subcontractor all badge applications for any employee of a temporary employment agency engaged as a Subcontractor to provide personnel to Contractor on this Contract. All employees provided by temporary employment agencies for this Contract shall be Contractor Responsible Employees. Before submitting a badge application for an employee provided on this Contract by a temporary employment agency, Contractor or the temporary employment agency must submit to the Aviation Authority's Authorized Representative (AAR) for prior approval of such employee, a Contract between the temporary employment agency and such employee reflecting an intended assignment of such employee to the Contract for the remaining duration of the Contract or the duration of the Contractor's need for such position.

j. **Customs and Border Protection Badge**

1) The U.S. Customs and Border Protection required badge for the purposes of performing duties under the Contract is a hologram badge. The Contractor will comply with all U.S. Customs Service requirements in order to obtain and maintain a hologram to be affixed on the Aviation Authority badge. Currently a bond must be posted with U.S. Customs and Border Protection before any holograms are issued. Contractor should verify bond cost with U.S. Customs and Border Protection. The bond amount could change if the Contractor commits U.S. Customs and Border Protection violations or if the U.S. Customs and Border Protection changes its rules or procedures.

2) Post a continuous CF 301 Bond (Type 1 or 2) or an Airport Security Bond. The bond is obtained from an authorized surety company as

referenced in 19CFR113.37. The face value of the bond depends upon how many employees will require access to the Customs security areas.

Less than 15	$25,000.00
Between 15 - 25	$50,000.00
More than 25	$100,000.00

3) The CF 301 Bond can be designated as an import/broker bond, warehouse bond, international carrier bond, or a non-specific Airport Security Bond.

4) The Contractor staff shall be (as permitted by local U.S. Customs and Border Patrol officials) badged with Federal Inspection Station (FIS) (US Customs and Border Patrol) credentials, to ensure adequate staff on all shifts are capable of responding to FIS calls without escort.

2.9 Airport Operations Area

a. The Contractor's personnel and vehicles shall not be allowed within the Airport Operations Area (AOA), which includes the ramp area and aprons, unless authorized by the Chief Executive Officer. Contractor's personnel are required to successfully complete SIDA Training and demonstrate proficiency in all Airport Operations Instructions (OI's) regarding secured access to airfield and aircraft ramp and apron areas. No escorts of any type will be provided.

b. Airport Security: Contractor's services shall be performed in accordance with the Transportation Security Administration (TSA), Federal Aviation Administration (FAA), and any other governmental agency security directives, rules, and regulations. The FAA and the TSA may assess fines and penalties for Contractor's noncompliance with the provisions of Title 49 Code of Federal Regulations (CFR), Parts 1540 and 1542, as amended from time to time, or by other agencies for noncompliance with laws or regulations applicable to Contractor's operations. Within ten days of notification in writing, Contractor shall reimburse the City for any paid fines or penalties assessed against the City because of Contractor's noncompliance with 49 CFR 1540 and 1542 or other applicable laws or regulations.

c. The Contractor acknowledges that fines or penalties associated with non-compliance with security regulations must be reimbursed to MCO.

2.10 Airport Security

The successful Proposer will be required to comply with all applicable regulations of the TSA and of the Aviation Authority relating to Airport security, including those relating to access to the AOA of Orlando International Airport, as such regulations may be in effect or changed from time to time.

2.11 Minority and Women Business Enterprise ("MWBE") Participation Program

An MWBE participation goal has been established for this Contract. Such participation is encouraged, but will not be considered during the evaluation process for award of this Contract

a. To encourage development and growth of MWBEs, the Aviation Authority has adopted a Non-Federally Funded Minority and Women Business Enterprise ("MWBE") Participation Program, which is available on the Aviation Authority's website https://orlandoairports.net/airport-business/.

b. It is the policy of the Aviation Authority that MWBEs shall have the maximum opportunity to participate in the purchase of goods and services, and the Aviation Authority has established the MWBE Participation Program to implement this policy. This participation can take the form of purchasing Contracts, subcontracts, joint ventures or similar arrangements.

c. **The Proposal will be considered non-responsive to the Request for Proposal and rejected if the Proposer fails to demonstrate, to the reasonable satisfaction of the Aviation Authority, as required by the MWBE policy, that the Proposer has met or has made a good faith effort to meet the established MWBE goal.**

d. For this Contract, the Aviation Authority has established a MWBE Participation Goal of 18%, which means that 18% of the total Contract expenditures by the Aviation Authority should be used to purchase goods or services under the Contract from MWBEs. All Proposers, including a Proposer which is an MWBE, shall comply with the MWBE requirements outlined in this Section by having MWBEs other than the Proposer, participate in the performance of the Contract services at a sufficient level to meet the participation goal.

e. Proposers are required to submit, with their Proposals, the Letter of Intent/Affirmation information by completing the form for each MWBE Firm. (Attachment F-1) The Proposer may make duplicates of this form as needed. Both the MWBEs and the Proposer are required to affirm the information provided by signing the form prior to submittal. After the Proposals are opened, but prior to award, the Aviation Authority may request, receive, and review additional information from Proposers in order to verify the accuracy of the level of information presented by Proposers with their Proposals and the good faith effort of Proposers to reach the MWBE goal.

f. After the Proposals are opened and prior to an award of the Contract, the Aviation Authority may request, receive and consider omitted and supplemental information from the Proposers as to the certification of Proposers, if applicable, and of any Proposal Subcontractor, supplier or joint venture in order to determine MWBE status.

g. The successful Proposer shall enter into subcontract(s)/purchase orders with the MWBEs identified in the Proposer's Proposal documents which the Aviation

Authority relied upon in awarding this Contract, subject only to the Aviation Authority's right to approve all Subcontractors. The Contractual arrangements with the MWBEs shall incorporate such reasonable terms as are required to complete the work described therein while furthering the Aviation Authority's MWBE policy. The successful Proposer must submit copies of the signed subcontract(s)/purchase order(s) to the office of Small Business Development for each MWBE prior to commencement of performance under this Contract. Failure to enter into the subcontract(s)/purchase order(s) with the MWBEs identified in the Proposer's Proposal documents or failure to submit copies of the signed subcontract(s)/purchase order(s) may result in loss of the award to Proposer.

h. A Proposer shall not breach any of its obligations with the MWBEs. In the event Proposer desires to terminate or replace a MWBE, Proposer shall promptly notify the Aviation Authority of the impending termination, the reason for the termination and obtain the Aviation Authority's approval prior to proceeding with the termination. Following the termination Proposer shall replace the terminated MWBE with another MWBE. If the Proposer is unable to utilize another MWBE for performance of that portion of this Contract, the Proposer shall provide the Aviation Authority with documentation, in a form satisfactory to the Aviation Authority, showing that it is not possible to replace the terminated MWBE with another MWBE. The MWBE percentage for participation must not decrease below the percentage proposed during the term of the Contract.

i. The successful Proposer shall submit to the Aviation Authority a Disbursement Form with each invoice submitted for payment, indicating the amount of money spent with each MWBEs since the previous invoice.

j. Failure to carry out the requirements set forth herein or the commitments made by the Proposer (e.g. failure to subcontract with and use MWBEs, to pay MWBEs as committed in the Proposal documents, the failure to promptly pay MWBE Subcontractors in accordance with Section 5, subsection 50, etc.) shall constitute a breach by the Proposer of this Contract and may result in termination of the Contract by the Aviation Authority or such other remedy as the Aviation Authority deems appropriate. Additionally, Contractor is reminded two or more failures to satisfy the requirements set forth herein or the commitments made by Proposer may result in debarment under the Aviation Authority's Debarment of Contractors Policy 130.04.

k. A list of currently certified MWBEs may be obtained via the internet at https://orlandoairports.net/airport-business/. The Aviation Authority will provide this information as a convenience only, and Proposers shall be solely responsible for ensuring all MWBEs are capable of performing. Certification of eligibility as an MWBE should be completed prior to submission of a Proposal. During the Proposal process, Proposers may contact the Office of Small Business Development for any questions or information concerning the MWBE Participation Program.

l. Compliance with the MWBE policy of the Aviation Authority does not relieve Proposers of the equal employment opportunity obligations under state and Federal laws and regulations.

2.12 Local Developing Business ("LDB") Participation Program

Not Applicable.

2.13 Good Faith Effort for MWBE Participation Program

a. If the Proposer fails to meet the MWBE Participation Goals, the Aviation Authority will require Proposer to submit evidence of good faith efforts within two (2) business days of request; such evidence may include, but is not limited to the following:

b. Indicating the name and title of the person responsible for the Proposer's good faith efforts to reach the participation goal;

c. Provide evidence of attendance at Pre-Proposal Conference meeting, if any, scheduled by the Aviation Authority to inform MWBE firms of subcontracting opportunities under a given Contract;

d. Provide a list of MWBE firms contacted;

e. Provide copies of written correspondence to MWBE firms that their Proposal is being solicited, as well as certified return receipts to prove receipt or the reason for non-delivery;

f. Provide evidence of information provided to the MWBE firms about the specific work the Contractor intends to subcontract;

g. Provide evidence of information provided to MWBE firms on bonding and insurance requirements;

h. Provide copies of advertisements in general circulation media, trade association publications, and minority focus media advertising for MWBE firms interested in subcontracting;

i. Provide evidence that Proposer provided interested MWBE firms with assistance in reviewing the Contract plans, specifications, and the terms and conditions of the general Contract, subcontract and addenda;

j. Providing evidence that the Proposer provided MWBE firms prompt notice of addenda affecting specific trade Contractors;

k. Provide evidence that Proposer made follow-up inquiries after initial solicitations of interest from MWBE firms. Proposer shall maintain documentation of the date, time and name of individuals contacted. A telephone log is acceptable documentation of this activity;

l. Provide a list of quotes submitted by MWBE firms;

m. Provide documentation as to why MWBE firms were not utilized;

n. In those instances where a majority Subcontractor is selected for a scope of work for which MWBE Proposals were submitted, the Proposer shall submit records of all quotations received from MWBE firms and from the selected majority Subcontractor, and provide an explanation of the reasons why the MWBE firms will not be used during the course of the Contract. Receipt of a lower price quotation from a non MWBE firm prior to or at the time of Proposal Opening will not in itself excuse a Proposer's failure to meet participation goals. It is incumbent upon the Proposer to demonstrate that MWBE firms were not rejected as unqualified without a thorough and documented investigation of their capabilities and capacity.

o. Additional information on meeting good faith efforts can be found by going to https://orlandoairports.net/airport-business/.

The remainder of this page is intentionally blank.

3.0 COMPENSATION

3.1 Invoice and Payment for Services:

a. The Aviation Authority shall pay the Contractor the Management Fee and the actual Reimbursable Payroll and actual Operating Expenses up to the amounts set forth on Attachment B – Proposal Price Form as authorized by the Aviation Authority and as required by the Scope of Work/Specifications

b. The Aviation Authority shall pay the Contractor, subject to any authorized deductions, and subject to the provisions of the following paragraphs, Management Fee, Reimbursable Payroll Expenses and Reimbursable Operating Expenses, up to the amounts set forth in the Contract for the Passenger Boarding Bridges (PBB) Operation, Maintenance and Repair Services.

c. The Contractor shall invoice the Aviation Authority for the Management Fee, Reimbursable Payroll Expenses and Reimbursable Operating Expenses by the tenth day of each month for the services performed by the Contractor during the prior month. The Contractor's invoice shall generally describe the service rendered, date rendered and shall contain such other information and be accompanied by such supporting documents and materials as the Authority shall request.

d. The Contractors aggregate annual invoices for Management Fee, Reimbursable Payroll Expenses and Reimbursable Operating Expenses for each of the five (5) years of the Contract shall not exceed the total Bid for the applicable year, as set forth on Attachment B – Proposal Price Form, unless prior authorization had been obtained from the Aviation Authority.

e. The Contractor's monthly invoices for Management Fees for each of the Five (5) years of the Contract shall not exceed one-twelfth (1/12th) of the Contractor's Proposal Management Fees for the appropriate year, as found on Attachment B – Proposal Price Form, unless prior authorization was obtained from the Aviation Authority.

f. If the term of this Contract shall end on a day other than the last day of a calendar month, the payment of Payroll Expenses, Operating Expenses and Management Fee for such month (and to the extent provided in Sections 3.2, 3.3 and 3.4 below), shall be prorated based upon the actual number of days in the month.

g. Notwithstanding any other provision hereof, the Authority shall have the right to deduct from funds due to Contractor for the Management Fee, Reimbursable Payroll Expenses, or Reimbursable Operating Expenses, any amounts due to the Aviation Authority from Contractor.

3.2 Management Fee

Contractor shall invoice the Aviation Authority for the Management Fee as set forth on Attachment B – Proposal Price Form. The Management Fee shall include the following:

a. All payroll and associated costs for:

1) Site Manager.

2) Assistant Managers.

3) Administrative Staff.

4) And any other positions deemed necessary by the Contractor and not listed in the Reimbursable Payroll Expenses in Section 3.3 4.

b. The Management Fee shall also include all other expenses not listed in the Reimbursable Payroll and Operating Expenses in Section 3.3 and 3.4, **including but not limited to**:

1) Contractor and Sub-Contractor overhead and profit.

2) All required insurances as outlined in Section 2.6 – Insurance Requirements.

3) Workers compensation for all employees including management fee and reimbursable positions.

4) All Bond expenses (Performance Bond, Customs Bond, etc.)

5) Recruiting expenses.

6) Badges and keys.

7) Payroll processing expenses.

8) Costs associated with all pre-approved training. The Aviation Authority will only reimburse for the hours to attend the training for the reimbursable positions.

9) Office equipment and supplies.

10) Radios, batteries, accessories, and chargers purchase, maintenance and replacements.

11) All costs for Vehicles, Lifts, Golf Carts, and all other motorized equipment, including fuel, upkeep, insurance, and maintenance.

12) Tools and equipment.

13) Consumables.

14) All Uniform costs for all Contractor Staff.

15) Costs for contractors cell phones and data.

16) Cost for internet services and associated connectivity costs for Contractor provided computers and devices.

17) Costs associated with the cleaning services for all office, work and storage areas.

18) Record Retention Obligation (4 Years Post-Contract).

19) Cost of benefits for all management and all reimbursable positions, including but not limited to, retirement plan contributions, life insurance, and any other Contractor provided benefits.

20) Health insurance premiums for the positions in the Management Fee.

21) Health Insurance premiums **in excess** of Five Hundred Dollars ($500) per month for contract year 1; Five Hundred Twenty-Five Dollars ($525) per month for Year 2; Five Hundred Fifty Dollars ($550) per month for Year 3; Five Hundred Seventy-Five Dollars ($575) per month for year 4; Six Hundred Dollars ($600) per month for year 5; per reimbursable position participating in the Contractor provided Health Care Plan.

22) Non-resident legal, administrative, bookkeeping, executive personnel expenses and off-site general office expenses.

23) All other costs associated with the performance of this Contract not listed in the Reimbursable Payroll and Operating Expenses in Sections 3.3 and 3.4 below.

c. The Management fee will not change even if the number of assets adjusts up or down. As asset numbers are adjusted up or down the Contractor shall manage the staff necessary to perform required maintenance functions.

d. In the event the performance of the Contract requires a permanent increase or decrease in the staffing of the reimbursable positions of twenty percent (20%) or more, Aviation Authority and Contractor may re-adjust the Management Fee.

3.3 Reimbursable Payroll Expenses

Contractor shall invoice the Authority for the actual Reimbursable Payroll Expenses paid by the tenth day of each month for the services performed by the Contractor during the prior month. Approval of the Staffing Schedules shall not be construed as, and is not, authorization to exceed the annual Reimbursable Payroll Expenses Budget.

a. The Reimbursable Payroll Expenses **shall be limited** to the following:

1) Supervisors.

2) Technicians.

3) Inventory Control Staff.

4) EAMS Maximo Specialists.

5) Overtime hours as approved in advance by the AAR.

6) Associated payroll taxes: Social Security, Medicare, Federal & State Unemployment.

7) Actual paid time-off taken (vacation, sick, bereavement and jury duty) and holiday pay as approved by the AAR. Contractor shall provide detailed leave and holiday plan for the AAR approval. The Aviation Authority will not reimburse Contractor for any accrued vacation or sick leave hours at the time of Contract expiration, at the end of any Contract Year, or upon employee termination for any reason. Contractor shall provide its policy on vacation and sick leave benefits prior to contract execution.

8) Reimbursement for Health Insurance premiums for up to Five Hundred Dollars ($500) per month for contract year 1; up to Five Hundred Twenty-Five Dollars ($525) per month for Year 2; up to Five Hundred Fifty Dollars ($550) per month for Year 3; up to Five Hundred Seventy-Five Dollars ($575) per month for year 4; up to Six Hundred Dollars ($600) per month for year 5; per reimbursable position participating in the Contractor provided Health Care Plan.

3.4 Reimbursable Operating Expenses

Contractor shall invoice the Authority for the actual Reimbursable Operating Expenses incurred and paid for by the Contractor during the prior month.

a. The Reimbursable Operating Expenses **shall be limited** to the following:

1) Replacement Parts: The Authority will reimburse the Contractor for parts purchased by the Contractor. Reimbursement will be done in

conjunction with the monthly invoice. Invoices for parts purchased shall be submitted monthly as parts are purchased and received. Along with the parts invoice the Contractor must submit proof that purchased parts were put into EAMS Maximo inventory.

2) Subcontracted Work: The Aviation Authority will reimburse the Contractor for actual subcontractor cost for goods and services incurred in the performance of the Aviation Authority's AAR approved projects. Invoices for all subcontracted goods and services shall be provided and shall clearly indicate a description of the work and the total cost. The Contractor shall include a copy of the actual invoice received from its subcontractor along with its invoice to the Aviation Authority for "Subcontracted Work", and only those charges supported by the documentation shall be payable. There shall be no mark-up associated with the subcontracted work.

a) The term "subcontractor" here does not refer to or include the Contractor's permanent scope provided by the MWBE subcontractor(s).

b. The Contractors aggregate annual invoices for Reimbursable Payroll and Operating Expenses shall not exceed the total Reimbursable Payroll and Operating Expenses Budget for the applicable year, unless prior authorization had been obtained from the Aviation Authority. If not specifically set forth in Sections 3.3 and 3.4, any other expenses incurred by Contractor shall not be reimbursed and shall be included in the management fee.

c. Only the Reimbursable Payroll and Operating Expenses set forth in Sections 3.3 and 3.4 shall be reimbursable by the Authority. If not specifically set forth in Sections 3.3 and 3.4, any other expenses incurred by Contractor shall not be reimbursed by the Aviation Authority and shall be included in the management fee.

3.5 Non-Reimbursable Expenses

The following expenses shall not be reimbursed by the Aviation Authority:

a. Any accrued leave hours at the time of Contract expiration, at the end of any Contract year, or upon employee termination for any reason.

b. Costs or expenses of legal representation or of union negotiations and administration.

c. Cost of any interstate/intrastate local flat rate calls, extended calling services, long distance or directory assistance toll telephone service.

d. Cost of any and all interest, late charges, penalties, and fines paid by the Contractor and/or its employees.

e. Only Federal and State Unemployment taxes actually paid will be reimbursed. Taxes accrued above Federal or State wage limitation will not be paid.

f. Any other costs or expenses not specified under Sections 3.3 and 3.4 above.

g. Contractor shall pay all costs and expenses connected with its operations when due and submit to the Authority, on or before the tenth (10th) day of each month, itemized statements of all approved Reimbursable Payroll Expenses and Reimbursable Operating Expenses incurred and paid for during previous calendar month. Each such statement shall be accompanied by such proof of charges and disbursements and other supporting documents as the Authority may from time to time request, including, but not limited to, paid invoices, payroll register and other payroll records, paid checks and required expenditure reports.

h. Reimbursement of reasonable, allowable expenses shall be made by the Authority within approximately thirty (30) days of its receipt from Contractor of monthly itemized accurate supporting documents as required by the Aviation Authority.

i. Contractor shall be obligated to pay promptly all proper charges and costs incurred by Contractor for labor and materials used for the work performed hereunder. The Aviation Authority shall have the right, but not the obligation, to pay directly to third parties (including subcontractors) all past due amounts owed by Contractor to third parties for labor and materials used for the work hereunder, based on invoices submitted by such third party, and all such amounts paid by the Aviation Authority shall be applied toward, and shall reduce, amounts owed to Contractor hereunder.

3.6 Labor Compensation

The Contractor's labor compensation for the reimbursable positions shall be fixed at the hourly labor rates as agreed upon with the Aviation Authority and shall not be subject to markups. The Contractor shall only be reimbursed for overtime hours as pre-authorized in writing by the AAR. Employees are required to utilize an automated time and attendance system. Employee's timesheets, printed records shall be included with the invoice and only actual hours worked and accounted for shall be billed.

3.7 Health Insurance

a. Contractor shall provide health benefits in accordance with applicable Federal Laws (including Federal Affordable Care Act) to its employees working at the Airport, effective not more than sixty (60) days after the date of hire of each employee.

b. The Aviation Authority is only obligated to reimburse up to Five Hundred Dollars ($500) per month for contract year 1; up to Five Hundred Twenty-Five Dollars ($525) per month for Year 2; up to Five Hundred Fifty Dollars ($550) per month

for Year 3; up to Five Hundred Seventy-Five Dollars ($575) per month for year 4; up to Six Hundred Dollars ($600) per month for year 5; per position for the reimbursable positions participating in the Contractor provided Health Care Plan. All other Health benefits costs shall be included in the Management Fee. Nothing hereunder is intended to reduce or limit any obligation Contractor has to provide employee health insurance coverage under any union contract or applicable law.

c. The Contractor shall, at any time the Aviation Authority so requests, certify to the Aviation Authority that Contractor is in compliance with this Section. The Contractor's obligation to maintain records, and the Aviation Authority's right to examine such records, shall include records relating to the employee health insurance required to be provided pursuant to this Section.

3.8 Performance

a. The Aviation Authority shall, at regular intervals, monitor the performance of Contractor to determine whether the work to be performed under the Contract has in fact been accomplished to the Aviation Authority's satisfaction and/or completed in a timely manner.

b. The Aviation Authority shall notify the Contractor of any specific services that are unsatisfactory to the Aviation Authority, and if the Contractor has not addressed such item or items set forth in the notice to the Aviation Authority's satisfaction within the time frame set forth in the Aviation Authority's notice, the Aviation Authority in addition to all other rights provided under this Contract or by law or equity, may either remedy such unsatisfactory services itself or through a third party and the cost of providing the remedial services shall be deducted from the Contractor's invoice.

c. Contractor shall be financially responsible for all Federal civil penalties assessed against Authority for security/safety violations as a result of negligent acts or omissions by employees of the Contractor or sub-consultants and/or subcontractors.

d. The Aviation Authority shall pay the undisputed amount of Contractor's invoice per The Florida Prompt Act. Items in dispute shall be paid upon the resolution of the dispute in accordance with the Florida Prompt Payment Act.

e. Contractor shall be obligated to pay promptly all proper charges and costs incurred by Contractor for labor and materials used for the work performed hereunder.

f. The Aviation Authority shall have the right, but not the obligation, to pay directly to third parties (including Subcontractors) all past due amounts owed by Contractor to third parties for labor and materials used for the work hereunder, based on invoices submitted by such third party, and all such amounts paid by the Aviation Authority shall be applied toward, and shall reduce, amounts owed to Contractor hereunder.

g. The Contractor shall submit all invoices to: Greater Orlando Aviation Authority, Finance Manager, P.O. Box 620125, Orlando, Florida 32862-0125. Invoices may be sent electronically to accounts payable **goaa-ap@goaa.org.**

The remainder of this page is intentionally blank

4.0 SCOPE OF WORK/SPECIFICATIONS

4.1. Overview

a. The Contractor shall provide all labor, supervision, management oversight, training, materials, tools, equipment, submissions, reports, consumables, uniforms and all other items and services necessary, proper for, or incidental to performing twenty-four (24) hours per day 365 days per year including Holidays, maintenance and repair, removal and installation, corrective maintenance (CM), preventive maintenance (PM), predictive maintenance (PdM), corrosion control, and painting, of Passenger Boarding Bridges (PBB) and affiliated Ground Support Equipment (GSE) at Terminals A and B associated airsides as described in Exhibit "4.76.1" at the Orlando International Airport (OIA) in accordance with the Contract Documents.

b. The Contractor shall utilize, generate and maintain data into the specified GSE site of the Aviation Authority's Enterprise Asset Management System EAMS Maximo including the management of spare parts inventory for the PBB and Affiliated GSE Maintenance and Repair Services.

c. The Contractor shall be responsible for operation, inspections, maintenance, power washing, painting, corrosion control, cleaning, troubleshooting and diagnosing, adjustments, repairs, removal, installation, rehabilitation, and all other items and services necessary to maintain PBB and affiliated GSE equipment including stationary and Mobile Pre-Conditioned Air (PCA), PCA monitoring system/hardware, Air Handling Units (AHU), Roof Top Cooling Units, Ground Power Units (GPU), Potable Water Cabinets (PWC) and mobility access vehicles (ADA Passenger Assist Lifts) and switchback unit for aircraft door access and the management of the spare parts inventory. Certain other systems affiliated with the bridges such as lead in lights or docking systems are also included. A list of the equipment/items to be covered in this Contract is included in Exhibit "4.76.2".

d. The Contractor shall plan in advance and utilize PdM techniques/tools so that the replacement of wearing/worn-out parts can be scheduled for off-peak times rather than necessitating replacement during scheduled equipment operating periods or as a reaction to an unexpected breakdown. The replacement of wearing parts can be scheduled or predicted based on manufacturer's data for life-expectancy in terms of hours-in-operation, number-of-cycles, operating environment, maintenance/care, age, and/or similar measurement. The Contractor shall use PdM techniques/methods and routine inspection so as to replace wearing/worn-out parts prior to actual failure. The Contractor will utilize trend analysis of EAMS Maximo information, as well as, other predictive means to accomplish PdM. System availability/performance will be measured and deductions may be taken for failing to meet minimum performance requirements.

e. The Contractor shall be prepared to provide staffing beyond what would be considered normal hours due to late flights or irregular operations that might

arise. These activities may extend the labor hours of contracted personnel and consequently shorten the available maintenance downtime.

f. The Contractor shall perform all its obligations and functions under this Contract in accordance with the requirements and standards contained in this Contract in a professional and businesslike manner. The Contractor shall use its best efforts to coordinate its activities with, and adjust its activities to, the needs and requirements of the various users of the airport and to perform its activities so as not to annoy, disturb, endanger, unreasonably interfere with or delay the operations or activities of any passengers, tenants, or occupants of the premises; or be offensive to others at the airport.

g. Any work required beyond that which is specified herein shall be reported in advance to the AAR. At no time, shall the Contractor work beyond the scope of this Contract without prior written authorization from the AAR.

h. No materials, tools or equipment shall be left unattended or stored in public or non-designated space at any time without prior approval from the AAR.

i. In addition to the requirements specified elsewhere in this Contract, the Contractor shall perform the work identified below with respect to the equipment identified as covered under this Contract.

j. The Contractor shall provide all personnel, labor, supervision as necessary to perform the work, and shall perform the work, identified below with respect to the equipment identified as covered under this Contract. Contractor shall perform the following:

1) Scheduled PM and PdM of all the equipment and systems covered under this Contract.

2) Unscheduled and scheduled CM for all the equipment and systems covered under this Contract. Contractor shall strive to make all scheduled repairs during non-peak times and/or when the system/equipment is not scheduled to operate.

3) No less than annually (or more frequently as needed as determined by GOAA) conduct corrosion control, power washing and painting of all equipment included in this Contract.

4) Inspect and replace ball screws (jack screws, Saginaw screws) in FMC/JBT bridges at ten (10) years from original installation and inspection at five (5) year intervals thereafter. Please refer to Exhibit “4.76.3” for date and listing of when the ball screws were last replaced to anticipate this replacement.

5) In compliance with manufacturer’s guidelines and the Contractor’s Safety Plan, conduct a safety inspection of all equipment and devices on a regular basis and promptly report all current and/or potential issues to the AAR.

t.

4.4. Regulations

a. The Contractor shall comply with all applicable federal, state and local laws, ordinances, rules and regulations pertaining to the performance of the work specified herein. This will include all applicable safety rules including OSHA, NFPA, NEC, and Aviation Authority mandated safety and work practices.

b. The Contractor shall obtain all permits, licenses and certificates, or any such approvals of plans or specifications as may be required by Federal, State and local laws, ordinances, rules and regulations, for the proper execution of the work specified herein.

c. Contractor shall comply with Federal and State right-to-know laws if hazardous materials are used. The Safety Data Sheets (SDS) shall be made available to all workers and Aviation Authority's representatives. Contractor shall report immediately to: the Aviation Authority's Communication Center (911) and the AAR, followed as soon as practical to the Airport Operations Center (AOC) and any spillage or dumping of hazardous materials by the Contractor's employees on Aviation Authority property. The Contractor shall be responsible for the cleanup and any costs incurred for all such incidents.

d. During the performance of this Contract, Contractor shall keep current and, if requested by the Aviation Authority, provide copies of any and all licenses, registrations or permits required by applicable governing agencies. Contractor shall keep a copy of any and all licenses, registrations and permits on the job site while performing the Contract work.

e. The Contractor shall comply with all American Society of Mechanical Engineers, Underwriter's Laboratories, National Electrical Code, National Fire Protection Association, Occupational Safety and Health Administration, and manufacturers' specifications/standards as applicable for PM, PdM and repair of the equipment specified herein.

f. All work is to be coordinated with the AAR, or his designee. All contact information will be provided at Contract startup. The AAR shall have no authority or liability to amend the Contract on behalf of the Aviation Authority.

g. Contractor shall have at least one and preferably multiple persons who are certified through the EPA in sections 608 of the Clean Air Act for refrigerant purchase, adding, and reclamation. The Contractor will also be responsible for any and all documentation and record keeping associated with the refrigerant substances.

4.5. Work Hours

a. The Contractor shall maintain supervision and staff on-site, twenty-four (24) hours per day, three hundred sixty-five (365) days per year including Holidays in quantities and with qualifications sufficient to perform the work described herein.

Authority, Fire Department and applicable governmental and environmental regulations.

3) Contractor is required to maintain all work areas and storage spaces in a neat and orderly fashion.

4) The Aviation Authority, at its sole discretion, is permitted to direct the Contractor to remove specific debris, clean its parts storage and workshop area, and/or undertake additional cleaning efforts when the loading bridge operation areas, contractor's work and storage area(s) appears unkept.

o. Contractor shall provide equipment operator familiarization, initial and refresher, to Aviation Authority, Airline, and/or Contractor's staff for passenger boarding bridges and associated ground support equipment, including but not be limited to PCA, AHU, GPU, PWC and Mobility Lifts.

p. Contractor shall coordinate, planned and unplanned operation, maintenance, and repair scheduling of the PBB with the Aviation Authority's Airport Operations' Center. The Contractor shall modify and adjust Contractor's work schedules as necessary to accommodate airline and the Aviation Authority activities.

q. Contractor shall maintain, utilize, and update the Aviation Authority's EAMS Maximo program database for all PBB and affiliated GSE equipment assets. This includes entering/updating asset attribute data, tracking asset maintenance and repair expense, and maintaining a list of repair parts and approved alternate parts specific to each asset.

r. Contract shall respond to service calls to restart equipment, verify correct operation, reset equipment or circuit-breakers or motor overloads, and/or to instruct operators in the proper use of the equipment. This includes responding to Aviation Authority or airline requests to check all equipment for proper operation even if the root cause of the service call is due to operator error, lack of operator training, knowledge, or due to an operator's action or inaction such as not following the proper startup sequence, not resetting an E-stop, or driving a PBB past its limit switch including repeat calls to same equipment location to verify proper equipment operation where the equipment is found to be operating properly each time or cannot be checked or tested when the technician arrives because the condition no longer exists, etc.

s. Contractor shall readjust and realign any photo-eyes and reflectors, regardless of the cause of the photo-eye misalignment. All PBB photo eyes are to be treated with an approved rain repelling solvent as approved by the Original Equipment Manufacturer (OEM). Photo eyes and reflectors must be kept clean and clear of any obstructions that could impede the proper operation of the photo eye/bridge.

t. Contractor shall repair or replace any part or item. This is regardless of the duration, time between the parts or items previous installation date and the date

of failure. For example, if an electric motor is replaced and then the replacement motor fails a short time later before the end of the item's life-expectancy, design-life or under warranty, the Contractor shall replace the failed part as described in Sections 4.19 and 4.44.

u. Contractor shall clean up the debris from the ramp/airfield, equipment storage and other maintenance and repair functions following an Aviation Authority declared emergency situation(s), severe weather events and other circumstances requiring unscheduled or non-routine attention (including but not limited to loading bridge tie down and tie down removal) and/or response ("Atypical Maintenance and Repair Services").

v. The Contractor shall reverse PWC hoses at age six (6) months. The Contractor shall replace PWC hoses at twelve (12) months of age or as wear and tear dictates (if more frequent).

w. The Contractor shall communicate with the AAR and other Aviation Authority staff the condition of equipment including that which is out of service, reason for out of service, expected return to service, status of repairs, and if status of needed parts are not available expected delivery date of ordered parts. This communication may take many forms and frequency depending on the severity of the situation but at a minimum once per day. The Contractor should also plan to provide a daily response log to indicate equipment calls, times called and returned to service as well as statements as to what caused the failure or reason for the service request/e-call.

4.2. Background

Terminals A and B airsides are currently comprised of 95 boarding bridges with a combination of, but not limited to, narrow body, wide body, and jumbo aircraft for handling domestic and international flights, and their affiliated GSE equipment.

Models for each PBB and affiliated GSE equipment per airside are included in Exhibit "4.76.2".

4.3. Definitions

a. AAR – The Greater Orlando Aviation Authority's Authorized Representative.

b. AOC – Airport Operations Center. Located in the landside terminal, the AOC is staffed by Aviation Authority personnel 24/7 to provide information and coordinate Aviation Authority activities with the airlines. The AOC phone number is 407-825-3840. When the AOC receives calls from an air carrier, they will notify the Contractor of boarding bridges, ground power units, PCAir units, water cabinets, and other issues requiring Contractor attention. At times they may relay other pertinent information and requests.

c. Bench Stock - Parts and materials that are stored in the Aviation Authority's storage room(s). Bench Stock refers to parts/items as well as unused parts that are still on the shelf available for support of PBB maintenance through the term

of the agreement. Bench Stock parts must be on hand for PM, PdM, and day-to-day CM, to reduce repair and down times. In conjunction with Aviation Authority representatives, the incoming Contractor will conduct a joint inventory of current Bench Stock parts to determine actual stock being transitioned at initiation of incoming Contractor's assumption of responsibility.

d. Consumables – Nuts, Washers, lubricants, rags, gloves etc. Items provided for the Contract that are included in the Management Fee and are not direct billed to the Aviation Authority.

e. Contractor's Storage Rooms – Aviation Authority will provide parts storage areas, secured rooms, caged, or fenced areas, etc. located in the airport terminal(s) for the Contractor's use to store its repair parts/items. These storage areas are secured and lockable and under the Contractor's control. Only the Contractor and specific Aviation Authority personnel, e.g. fire department will have access to the areas. The Contractor assumes responsibility for the safeguarding of all inventory and items stored within.

f. Corrective Maintenance (CM) – Also referred to as Repairs, includes the replacement of all worn out or broken parts and performance of associated labor for all the equipment and systems covered under this Contract. CM is the corrective action taken through the adjustment of, or replacement of, parts or components for the purpose of reestablishing equipment operation and services, restoring equipment design-life expectancy, and/or to maintain the original level of safety and/or performance characteristics of the equipment as was designed and intended by the original equipment manufacturer. The replacement of these parts or components may be scheduled or unscheduled, as determined or discovered during the observation, inspection and testing of components, through PdM, PM or due to equipment failure/ or breakdown.

g. Enterprise Asset Management System EAMS Maximo - References the Aviation Authority's IBM Maximo System, currently operating on version 7.6 or future upgrades may be made as applicable. EAMS Maximo is a software program licensed by the Aviation Authority to be utilized by the Contractor for asset management, which includes scheduling jobs or work, assigning personnel, recording costs, and tracking relevant work repair information such as the cause of a problem, downtime involved, and labor hours and parts used to make repairs. EAMS Maximo allows the tracking of PM inspections, PdM, CM, and recording of data about assets, including their specifications, meter readings, warranty information, spare parts, approved alternate parts, purchase date, expected lifetime, etc. EAMS Maximo is also used in the management of spare parts inventory, such as recording where parts are stored, the value of inventory, determining when to restock materials and the turnover rate of inventory. The Aviation Authority will provide the Contractor access to the Aviation Authority's EAMS Maximo for tracking all work performed under this Scope of Work including software for laptops, Tablets, etc., utilized by technicians. Damaged or loss of computer equipment must be replaced by the Contractor with the exception of normal wear and tear.

h. GOAA – Greater Orlando Aviation Authority – Also referenced as “Aviation Authority”.

i. Ground Power Unit (GPU) - The 400Hz system that supplies electrical power to the aircraft. The GPU is attached to the PBB. Currently in use in this contract is a point-of-use system where the GPU receives 480V AC, 60Hz power and the conversion to 400Hz occurs in the GPU.

j. Operational – For equipment to be considered “operational” the equipment must be performing at the fully designed (manufacturer specification) capacity. Equipment operating below manufacturer specification will not be considered “operational”.

k. Operational Period - The “operational period” is defined as the period during which a mechanical system is operational in a fully functioning manner acceptable to its operator, user and or appropriate Aviation Authority personnel.

l. Passenger Boarding Bridge (PBB) – Also called Passenger Loading Bridge, Boarding Bridge, or Jetway.

m. PBB Cooling Rooftop Unit – Self-contained air conditioning units mounted on the rooftop of the loading bridge.

n. Pre-Conditioned Air (PCA) - Aircraft cooling units mounted on the PBBs. Sizes (nominal cooling capacity) range from 45 Ton to 90 Ton. All PCA units include a PBB pre-cooling feature. The PCA includes the aircraft connection hoses, hose baskets or reels, related controls and temperature probe(s). Some of the PCA units may be connected to remote computer systems to monitor PCA performance, provide diagnostic information, permit remote adjustment of settings, and capture/record fault events. The PCA units at Airside 1, 3, and 4, are mounted on the PBBs where the PCA unit contains a compressor(s), condenser, evaporator, and refrigerant. The PCA units at Airside 2 use an Air handling Unit (AHU) mounted to the PBB connected to a central chiller plant which supplies chilled glycol to the AHU for cooling. For the central system connected PCA units, the Contractor is only responsible for the AHU mounted to the PBB and is not responsible for the central plant chillers or main glycol lines that loop around the exterior of the building. The Contractor shall be responsible for the glycol lines from the isolation valves on the main line to the individual air handler units and back to the main line isolation valves. In this Contract, the term PCA also refers to the Air Handler Unit (AHU). Replacement of the hoses TAD tube and AHU to aircraft temperature probe, replacement/repair of the hose basket, and the resetting of tripped breakers related to the AHU shall fall to the Contractor. Also included in this Contract, are mobile PCAir units with diesel engines.

o. Predictive Maintenance (PdM) – Activities involving continuous or periodic monitoring and diagnosis in order to forecast component degradations so that as needed, planned maintenance can be performed in accordance with this Contract prior to equipment failure. The Aviation Authority will require use of a PdM program. This process will include but not be limited to IR camera usage

and trend analysis for identification of predicted failures. While some Contractors may take a “run to failure” approach, the Aviation Authority requires that a PdM program be utilized to avoid failures of the passenger boarding bridges and affiliated GSE equipment. The Aviation Authority will not accept a “run to failure” program.

p. Preventative Maintenance (PM) – PM is defined as regularly scheduled inspections, tests, servicing, repairs, replacements, cleaning, lubrication, adjustment, calibration, tracking, alignment and other tasks meeting or exceeding manufacturer’s specifications to reduce the frequency and impact of equipment failures. Preventive maintenance is not a Corrective Maintenance or breakdown maintenance which includes repair or replacement activities not occurring on a regular schedule. PM includes scheduled preventive maintenance activities, predictive maintenance activities, and inspection activities. The objectives of our PM program are: 1) Minimize corrective and breakdown maintenance, maintain satisfactory, safe equipment conditions, and improve reliability through the use of PM activities, PdM activities, and inspection activities; and 2) Identify maintenance actions on equipment, and incorporate into the PM program those maintenance activities that result in the greatest reliability benefit.

q. Potable Water Cabinet (PWC) - A cabinet housing the hose that provides potable water to the aircraft. The PWC are located near the rotunda of the PBB and are mounted in a stainless steel cabinet with a motorized hose reel. Maintenance and repair of the PWC shall be in accordance with the requirements set forth by this contract and the Food and Drug Administration (FDA) Department of Health and Human Services for such equipment/services. Maintenance and/or repair of the backflow preventer and feed lines up to the backflow preventer attached to the water inlet of each PWC, is not included in this Contract. Piping to the backflow preventer from the exterior of the cabinet to the preventer is included in this Contract when the backflow preventer resides in the interior of the cabinet. All equipment and lines from the backflow preventer toward the aircraft service connection are covered under this Contract. The Aviation Authority requires that PWC hoses be reversed at age six (6) months and hoses be replaced at twelve (12) months of age or as wear and tear dictates (if more frequent).

r. Trend Analysis - The practice of collecting information and attempting to spot patterns, or trends, in the information. It is expected that the Contractor shall utilize trend information available through EAMS Maximo and other sources to determine failure trends. Trending can be utilized to determine if proper repairs are or are not being completed. Trend analysis reports will be provided to the AAR in an agreed format and frequency as determined by the AAR.

s. Third-Party Damage – Equipment damages and/or failures resulting from, but not limited to, uncontrollable events or conditions, accidents/damages, misuse of equipment, vandalism/abuse, and/or other causes that directly or indirectly affect the operation of the equipment, and which have not been caused by the Contractor’s employees or its subcontractors.

t.

4.4. Regulations

a. The Contractor shall comply with all applicable federal, state and local laws, ordinances, rules and regulations pertaining to the performance of the work specified herein. This will include all applicable safety rules including OSHA, NFPA, NEC, and Aviation Authority mandated safety and work practices.

b. The Contractor shall obtain all permits, licenses and certificates, or any such approvals of plans or specifications as may be required by Federal, State and local laws, ordinances, rules and regulations, for the proper execution of the work specified herein.

c. Contractor shall comply with Federal and State right-to-know laws if hazardous materials are used. The Safety Data Sheets (SDS) shall be made available to all workers and Aviation Authority's representatives. Contractor shall report immediately to: the Aviation Authority's Communication Center (911) and the AAR, followed as soon as practical to the Airport Operations Center (AOC) and any spillage or dumping of hazardous materials by the Contractor's employees on Aviation Authority property. The Contractor shall be responsible for the cleanup and any costs incurred for all such incidents.

d. During the performance of this Contract, Contractor shall keep current and, if requested by the Aviation Authority, provide copies of any and all licenses, registrations or permits required by applicable governing agencies. Contractor shall keep a copy of any and all licenses, registrations and permits on the job site while performing the Contract work.

e. The Contractor shall comply with all American Society of Mechanical Engineers, Underwriter's Laboratories, National Electrical Code, National Fire Protection Association, Occupational Safety and Health Administration, and manufacturers' specifications/standards as applicable for PM, PdM and repair of the equipment specified herein.

f. All work is to be coordinated with the AAR, or his designee. All contact information will be provided at Contract startup. The AAR shall have no authority or liability to amend the Contract on behalf of the Aviation Authority.

g. Contractor shall have at least one and preferably multiple persons who are certified through the EPA in sections 609 of the Clean Air Act for refrigerant purchase, adding, and reclamation. The Contractor will also be responsible for any and all documentation and record keeping associated with the refrigerant substances.

4.5. Work Hours

a. The Contractor shall maintain supervision and staff on-site, twenty-four (24) hours per day, three hundred sixty-five (365) days per year including Holidays in quantities and with qualifications sufficient to perform the work described herein.

b. The Contractor shall be solely responsible for the assignment and utilization of employees to ensure all required work is conducted as specified herein.

c. The Contractor's employees engaged to perform work under this Contract shall be regular full-time personnel. The use of "short term temporary" and/or casual "day labor" employees will not be permitted, except as authorized by the Aviation Authority on a case-by-case basis in situations such as employee illness or disability, or unusually high traffic flow. This prohibition shall extend to the use of any temporary help or placement agencies, and all new employees. The Aviation Authority, on a case-by-case basis with the AAR written approval, may authorize part-time personnel.

4.6. Inclement Weather

a. The Contractor shall be responsible for securing (tie down) and un-securing Passenger Boarding Bridges (PBB) when weather conditions and the Aviation Authority procedures necessitate doing so. Generally PBB's are secured in advance when wind speeds are expected to reach sixty miles per hour (60 mph) and airline flight activities have ceased. The AAR shall notify the Contractor when to begin such tie-down activity.

b. Post storm cleanup of debris in equipment storage and other maintenance and repair functions following Aviation Authority declared emergency situation(s), severe weather events, and other circumstances requiring unscheduled, or non-routine attention and/or response, will be required.

c. Other situations where extra personnel other than those already scheduled, are desired, may result in the AAR requiring an increase in staffing.

4.7. Emergency Response

All repair services associated with an emergency response shall begin immediately upon notification by the AAR and shall continue until the AAR notifies the Contractor that the emergency has been terminated. The Contractor's Site Manager or Assistant Site Manager(s) shall remain on-site throughout the emergency condition.

4.8. Contractor's Personnel

a. The Contractor must provide all personnel deemed necessary to meet the requirements of the Contract.

b. The Contractor's employees shall be instructed that no gratuities shall be solicited or accepted for any reason whatsoever from the tenants, customers or other persons at Orlando International Airport.

c. The Contractor shall be responsible for ensuring that all "lost and found" articles found by its employees on Aviation Authority's premises are turned over to the Aviation Authority or the Aviation Authority's designated agent in charge of such articles.

d. Contractor shall transfer promptly from the Aviation Authority any employee or employees that the Aviation Authority advises are not satisfactory, and replace such personnel with employees satisfactory to the Aviation Authority; but in no event shall Aviation Authority be responsible for monitoring or assessing the suitability of any employee or agent of Contractor.

e. A valid Florida driver license (Commercial Driver License, if applicable) will be required of all personnel operating motor vehicles or motorized equipment on roadways in or around Orlando International Airport. Each of the Contractor's motor vehicles brought onto the Aviation Authority's premises shall have the Contractor's business name and/or logo prominently displayed on both front doors of such vehicle.

f. Contractor will abide by all State and Federal regulations on wages and hours of an employee dealing with the employment relationship between Contractor and its subsidiaries or related parties and its employees, including but not limited to the Florida Human Relations Act, the Federal National Labor Relations Act, the Federal Fair Labor Standards Act, the Federal Civil Rights Act of 1964, as amended, and the Americans with Disabilities Act.

g. Should the Contractor engage employees who are illiterate in English, it will be the Contractor's responsibility and obligation to train such employees to be able to identify and understand all signs and notices in and/or around the areas that relate to them or the services being performed by them pursuant to this Contract. In addition, the Contractor will have someone in attendance at all times who can communicate instructions to said employee.

h. Contractor shall maintain a drug-free workplace within the meaning of the Florida Drug-free Workplace Act. No employee shall be hired by a Contractor for work on Aviation Authority's premises prior to such employee having tested negative for drugs. In addition, existing employees of the Contractor must be subject to drug testing by the Contractor upon reasonable suspicion of drug use. Results of all such drug tests are to be retained by the Contractor. Copies shall be provided to the Aviation Authority, if requested.

i. While working on airport property all Contractor's employees shall wear neat-appearing uniforms with the company name and/or logo and footwear of a style that complies with all legal and safety requirements, including and without limitation, the requirements of OSHA, NFPA, NEC or other relevant regulations. The Aviation Authority reserves the right to approve or disapprove of company uniforms.

j. All staff shall be badged with the Federal Inspection Station (FIS) and the U.S. Customs and Border Protection (CBP) credentials, as required by local U.S. Customs and Border Protection Officials.

4.9. Minimum Pay Scale

The Contractor shall discuss a staffing and wage plan with the Aviation Authority for reimbursable positions so as to attract quality personnel to perform the requirements of this Contract. It is understood that Technicians require special skills and training. The Contractor is encouraged to solicit a portion of the start-up staff from the existing Contractor qualified employees.

4.10. Labor Compensation

The Contractor's labor compensation for the reimbursable positions shall be fixed at the hourly labor rates as agreed upon with the Aviation Authority and shall not be subject to markups. The Contractor shall only be reimbursed for overtime hours as pre-authorized in writing by the AAR. Employees are required to utilize an automated time and attendance system. Employee's timesheets, printed records shall be included with the invoice and only actual hours worked and accounted for shall be billed.

4.11. Removing Equipment From Service

The AAR may remove equipment from service at his/her discretion at any time during this Contract. In this event, the AAR may adjust staffing levels of persons needed to fulfill the requirements of this Contract. Staffing adjustments for equipment removal will not be taken if the equipment is removed from service for a period of less than thirty (30) days.

4.12. Adding Or Replacing Equipment

The Aviation Authority may add or replace equipment at its discretion at any time during this Contract. In this event, the Aviation Authority may authorize additional staffing or reductions in staffing as may be needed for the required completion of operations, PM, PdM and CM services. The management fee shall not change even if the number of assets adjusts up or down. As asset numbers are adjusted up or down the Contractor shall manage the staff necessary to perform required maintenance functions.

4.13. Compensation Adjustment

Throughout the term of this Contract, at the end of each month thereof, the AAR may make payment deductions to the Contractor's invoice for the month ending. The deductions shall be based upon the total amount of countable equipment/system non-operational events for the month, collectively calculated in accordance with the requirements of Sections 4.49 through 4.59 of the Specifications. In addition, deductions may be taken for Contractor's failure to perform fully, or failure to perform to the AAR's satisfaction, those specific Contractual requirements specified herein.

4.14. Uniforms

a. The Contractor and subcontractors shall provide and maintain identifying uniforms for its staff under this Contract. All uniforms shall present a neat and

professional appearance at all times and shall have the name of the Contractor or subcontractors represented along with a name identifying the employee clearly marked and visible on the shirt and jacket. Personnel performing services in aircraft movement areas, taxiways and/or gates shall wear high visibility reflective vests while performing duties covered by this contract. The Aviation Authority reserves the right to approve or disapprove of company uniforms.

b. The Contractor and its subcontractors shall provide and maintain identifying uniforms for all Contractor staff, at no additional cost to the Aviation Authority. The choice and selection of the uniforms are subject to approval by the AAR. The uniform shall include, but not limited to trousers, long and short sleeve shirts and/or T-shirts, appropriate safety shoes, jackets, and rain gear for outdoor work in all seasons.

c. Selected uniforms must be high visibility/reflective and meet OSHA, NFPA, NEC, Aviation Authority and applicable safety regulator's requirements.

4.15. Items Provided by the Aviation Authority

a. The Aviation Authority will provide the Contractor with reasonable job-related workshop, storage, and office space on a space available basis. The location of the office, storage and/or maintenance shop space may be changed at the Aviation Authority's discretion.

b. The Aviation Authority will provide at least three (3) computers for the purpose of accessing the Aviation Authority's EAMS Maximo, for entering and retrieving work order information and records keeping. These computers will be on the Aviation Authority's internal network and shall only be used for accessing the EAMS Maximo as described herein. The Aviation Authority provided computers will also be utilized to access the Aviation Authority's Oracle Financial system for inventory tasks.

c. Ownership of the EAMS Maximo including all data shall be and shall remain the sole property of the Aviation Authority. This includes all data standards such as the issuing of parts and asset numbering along with standards regarding the inventory, problem codes, and any other items that are not site specific or can cause a record conflict with other sites in EAMS Maximo. The Aviation Authority shall provide all licensing and incidentals required for the Contractor to operate and maintain/support the EAMS Maximo during the term of this Contract.

d. The Aviation Authority shall provide licenses for the Contractor's use to access the Aviation Authority's EAMS Maximo program. The Aviation Authority shall retain ownership of the software, hardware and data, and allow the Contractor access to enter data and retrieve required information. Contractor will not have delete privileges to any global data.

e. The Aviation Authority will supply wired desktop phone service to Contractor. The total amount of phones will be determined by the Aviation Authority upon contract start.

f. Within the Aviation Authority provided space, the Contractor shall not store, stock, maintain or otherwise co-locate any parts or items that are not for use in the performance of this Contract. Additionally, within the Aviation Authority provided space, the Contractor shall not solicit, conduct or otherwise engage in business not pertaining to this Contract.

g. Electric, water, and sewage costs associated with this Contract will be covered by the Aviation Authority.

h. The Aviation Authority shall coordinate the pickup and disposal of non-hazardous solid waste generated from the maintenance and repair of the PBB covered under this Contract from an AAR designated common pickup point. The Contractor shall place all waste materials in the Aviation Authority's dumpster or other such common trash pick-up point as approved by the AAR. Items too large for or prohibited in the Aviation Authority's dumpster shall be delivered by the Contractor to an alternate location on the airport as specified by the AAR. The Contractor shall dispose old parts in accordance with AAR directions.

i. The Aviation Authority will provide for the maintenance and repair of the Contractor's office, storage, and workshop space, which is limited to the maintenance, repair, and/or replacement of electrical (excluding light bulbs), plumbing, HVAC equipment, fire and smoke alarm systems, and communication infrastructure provided such repairs are not the result of the Contractor's action or inaction. The Contractor shall be responsible for the housekeeping and cleaning in a neat and professional appearance of the supplied space. Any modifications or improvements to the space must be approved in advance in writing by the AAR and the cost of any such improvement is the sole responsibility of the Contractor.

j. The Aviation Authority will make every effort to provide available Equipment Service Manuals, Wiring Diagrams, Service Bulletins, and related diagnostic equipment, maintenance, and repair literature. It is the Contractor's responsibility to verify that any information and manuals provided by the Aviation Authority are accurate and up-to-date, and to provide any manuals and diagrams or other information not provided by the Aviation Authority that is required to perform the work under this Contract. The Contractor shall maintain and return to the Aviation Authority updated manuals and other pertinent documentation at Contract termination.

k. The Aviation Authority will provide parking permits for each of the Contractor's on-site employees in the Aviation Authority's remote employee parking lot and Company vehicle parking permits for access to the AOA and/or the necessary loading dock(s) while performing under this Contract at no cost to the Contractor.

l. The Contractor shall, at its sole expense, repair or replace at like value promptly to the AAR's satisfaction, any damage or loss caused by the Contractor to Aviation Authority property. In the event the Contractor has not repaired or

replaced any such damage or loss within fourteen (14) days after the AAR's written notice, the Aviation Authority may repair or replace such damage or loss at the cost and expense of the Contractor and deduct such cost from the next amounts due the Contractor under the Contract. The Contractor shall be liable to the Aviation Authority for all damage or loss costs, which are in excess of the amount deducted by the Aviation Authority from payment amount(s) due the Contractor.

m. The Contractor shall notify the AAR promptly in writing of any damage that the Contractor discovers whether or not such damage was caused by the Contractor, the Contractor's officers, employees, subcontractors or agents.

4.16. Equipment, Vehicles, Tools, and Supplies

a. The Contractor shall provide, maintain, and store on-site all necessary equipment, tools, vehicles, lifts and miscellaneous shop supplies including specialized tools and any other diagnostic equipment necessary to perform the work specified herein and shall have such on hand at the beginning and throughout this Contract. This shall also include any specialty tools and equipment including but not limited to, all electronic test equipment, all types of ladders, mechanical or electrical lifts, welders, grinders, measuring equipment, etc.

b. The Contractor shall provide and maintain a sufficient number of motorized vehicles and electric/gas utility style carts to move its staff and materials so as to not delay its response to any service or repair for the systems and equipment covered in this Contract. As a minimum, Contractor shall provide at least four (4) pickups or vans for material and personnel movement and at least six (6) utility type carts. All Contractor vehicles shall be kept clean, and all of the Contractor's vehicles shall be in good working condition, with no leaking fluid and no mechanical problems. Vehicles shall have appropriate exterior insignia that meets the requirements of the Aviation Authority.

c. The Contractor shall provide a sufficient number of lifting equipment and safety apparatus and harnesses (Scissor Lift(s), forklift(s), lull(s), etc.) capable of moving and support complete parts or pieces of PBB and affiliated GSE equipment and supporting safety stand devices as required for performing the PM, PdM, and/or CM tasks, corrosion control and painting related to the PBB and affiliated GSE equipment covered under this Contract. The Contractor must have properly trained and licensed employees for the operation of all motorized equipment. The Contractor shall be responsible to repair any damages it causes to Aviation Authority property at Contractor's sole expense.

d. Miscellaneous shop supplies shall include, but not be limited to cleaning supplies, office supplies printer ink/toner, computer programs, paper, computer backup media (CDs, tape, digital media, etc.), safety equipment, common nuts, bolts, screws, cotter pins, cable ties and other ordinary hardware; lubricants (e.g. grease, gear oil, hydraulic oil, etc.), rags, cleaners, degreasers, solvents, flashlight batteries, and any other common and miscellaneous shop supplies necessary to perform the services specified herein.

e. The Contractor shall maintain on-site a complete set of operating and maintenance instructions for each type, brand and model of equipment, tool and item of supply used in the performance of the work required hereunder and shall provide the Aviation Authority upon request a copy of all such operating and maintenance instructions. The Contractor shall provide training and technical support necessary to ensure that all tools, equipment, vehicles, lifts and supplies used by its employees shall be used in accordance with the manufacturer's instructions and all applicable safety practices. All tools, equipment and supplies used by the Contractor in the performance of these services shall meet all applicable safety requirements. All electrical equipment shall operate at full rated performance levels using existing building electrical circuits. It shall be the responsibility of the Contractor to prevent the operation or attempted operation of electrical equipment or combinations of equipment which require power exceeding the capacity of existing electrical circuits.

f. The Contractor shall develop and implement procedures and controls to ensure that all equipment, tools and supplies remain in clean and proper working condition at all times.

g. All equipment and tools shall have non-marking wheels, adequate bumpers and guards, to prevent marking or scratching of fixtures, furnishings or building surfaces.

h. The Contractor shall furnish all of its administrative supplies, office furniture, file cabinets, miscellaneous office equipment, work tables, chairs, benches, personnel lockers, cabinets, and any and all other items necessary to perform the work under this Contract.

i. Should during the course of this Contract, the Contractor determine that it is necessary to replace, supplement, modify, add, or update any necessary tools or equipment, including without limitation any specialized tools or equipment, the cost of such replacement, supplementation, modification, addition, or update shall be the sole responsibility of the Contractor.

j. For purposes of identification, Contractor's provided power tools, toolboxes and non-motorized equipment brought onto the Aviation Authority's premises shall bear a permanent distinctive marking, identification, or engraving exclusive to the Contractor.

k. For purposes of identification, all of the Contractor motorized vehicles brought onto the Aviation Authority's premises shall be individually and prominently marked, on both front doors of such vehicles, with the Contractor's business name and/or logo. All vehicles must be in working order and maintained to meet the Aviation Authority required appearance standards.

l. The AAR shall have the right to inspect and approve any tools, equipment, and vehicles, to include any specialized tools, and equipment, the Contractor intends to or has placed into use on the Aviation Authority's premises. If, at the discretion of the AAR or designee, any of such tools, equipment or vehicles

becomes unsafe or not in good working condition, the Contractor shall remove said equipment, tool or vehicle from service and repair or replace it promptly.

m. The Contractor is responsible to maintain at its sole cost and expense, insurance to protect against losses due to theft, vandalism or other events which might result in damage or loss of the Contractor's tools, equipment, vehicles, materials, or supplies.

4.17. Communication

a. The Contractor shall provide, at its sole cost, all communications equipment necessary to properly and efficiently perform its obligations under this Contract to include sufficient two-way radios (programmable to interface with GOAA radio system) smart/cell telephones, facsimile/copy machines, office computers, including all accessories, maintenance and repair services for its communications equipment, and all connectivity and retransmission requirements for same.

b. While on duty, all Contractor and Sub-Contractor maintenance personnel shall be equipped with two-way radios. The Contractor's employees and subcontractors shall abide by the Aviation Authority's established radio use procedures and etiquette requirements at all times. Radios provided and maintained by the Contractor must be suitable/programmable to the Aviation Authority's radio frequency.

c. The Contractor shall provide and maintain throughout the term of the Contract a minimum of Fifteen (15) operational two-way radios. All radios including replacements, chargers, batteries, maintenance and repair shall be provided at no additional cost to the Aviation Authority.

d. On the date of the Contract commencement, and as needed to reflect changes thereafter, the Contractor shall provide a list of all employees including name, position, and radio and/or smart cell phone contact numbers to the AAR. The Contractor shall assign a specific radio call number or ID ("call sign") to all its employees assigned radios so that the Aviation Authority can contact specific Contractor personnel directly by radio. The Contractor shall assign a universal radio call number or ID for the on-duty supervisor position and other key personnel in the organization structure that can be used on each shift so that the same radio call sign can be used to contact or dispatch the on-duty supervisor regardless of who the actual person on duty is. The AAR reserves the right to approve or deny any or all radio call signs.

e. For computer needs other than accessing EAMS Maximo, the Contractor shall be responsible for its own IT equipment including computers, copiers, modem, printers, DSL lines, fiber cost, connectivity cost, etc. to its staff for normal business purposes. The Contractor's computers shall not be permitted access to the Aviation Authority's internal network. Employees will communicate via the Contractors email system to the Aviation Authority's personnel.

f. The Contractor shall provide contact information for the Site Manager, Assistant Managers, Office Staff, Supervisors and others as required where information requests can be forwarded or other exchanges of information may occur. E-mail services shall be on the Contractor's company provided e-mail system and shall be at the sole cost of the Contractor. If the Contractor chooses to have Internet Access available for its use, all costs shall be at the Contractor's sole expense. The Contractor shall ensure only appropriate, business related websites are accessed from any computers located on the Aviation Authority premises.

g. The Contractor shall be responsible for any damage to, or loss of, any Aviation Authority provided equipment and shall return all such equipment to the Aviation Authority at the expiration of the Contract or earlier termination. The Contractor shall be responsible to reimburse the Aviation Authority for any lost or damaged equipment at its replacement value, as determined by the AAR.

4.18. Quality Assurance

a. The Contractor shall perform the services required hereunder in accordance with industry standards and any applicable manufacturer's instructions so that the manufacturer's warranty is not in any way voided.

b. The Aviation Authority performs quality assurance assessments in which completed PM, CM or PdM may be inspected by the Aviation Authority or third party personnel for completeness. The process allows for a score to be applied to the inspection. Deficiencies may lead to deductions and corrective actions imposed by the Aviation Authority as described in Sections 4.49 through 4.59. Inspected items may include but not be limited to timely and proper completion of all required tasks, cleanliness, safety items, other required tasks and work orders properly completed.

4.19. Warranty

a. Under no circumstances shall the repair or service of any equipment under this Contract be delayed as the result of a warranty issue, claim, or dispute.

b. The Contractor shall be responsible to track, maintain and enforce any and all applicable manufacturer's parts, equipment and system warranties for all equipment, parts or systems maintained, installed and/or placed into use by the Aviation Authority during this Contract.

c. For those parts and items that the Contractor is responsible for replacing which are covered by a manufacturer's or installer's warranty, it is Contractor's responsibility to notify the warranty provider and collect any reimbursements due directly from the warranty provider. The Contractor shall be solely responsible for all efforts associated with seeking additional compensation or reimbursement from the warranty provider, to include but not be limited to, any cost associated with the replacement of warranted parts.

d. Available warranty information such as warranty provider contact information, equipment installation dates, and terms of warranty must be maintained in the EAMS Maximo.

e. In the event that new, warranted equipment is added to this Contract, Contractor shall perform all maintenance and repairs to such additional equipment as required by this Contract, to include but not be limited to, services related to the warranty of the new equipment.

f. The Contractor shall enter the installation and purchase date and warranty terms and information of all new warranted equipment or items in the Aviation Authority's EAMS Maximo, including those repair parts or rebuilt or remanufactured items with warranties, when placed into use by the Contractor in the performance of this Contract.

g. In the event that the Contractor performs, or fails to perform, any action that voids the manufacturer's warranty, the Contractor shall assume the full liability and responsibility of the voided warranty and shall make all the necessary repairs including replacement parts through the end of the original warranty period.

h. The repair or replacement of any system component part either new or existing, which is covered under the manufacturer's and/or Contractor's warranty shall be a part of the work CM, PdM, or PM under the Contract as specified herein.

i. This warranty provision shall not serve as a limitation on any manufacturer's product warranties for parts and equipment installed on the Aviation Authority's premises.

4.20. Library

a. The Aviation Authority will provide available equipment manuals, wiring diagrams, service bulletins, and related equipment maintenance and repair literature. It is the Contractor's responsibility to verify that any information or manuals provided by the Aviation Authority are accurate and up-to-date and to provide any manuals, diagrams or other information not provided by the Aviation Authority that is required to perform the work under this Contract.

b. The Contractor shall keep the manuals in the office and shop space provided to the Contractor.

c. The Contractor shall provide all effort necessary for maintaining the Aviation Authority's library associated with the PBB and affiliated equipment. Effort shall include, but is not limited to, initial cataloging, set-up, filing and posting of OEM updates, modifications, Service bulletins, Field Service Requirements, and all paperwork associated with maintaining the library. At the end of the Contract, the library will be returned to the Aviation Authority.

d. It is the responsibility of the Contractor to keep up with, categorize, and include in the manuals library any manufacturer's maintenance bulletins, directives,

and notifications. All ongoing changes must be made available to the Technicians and the Contractor will be responsible for ensuring all work, changes, and corrections to the equipment called for in these communications are adhered to including PM, PdM, and CM changes and special inspections. Completed service bulletins are to be recorded in EAMS Maximo.

4.21. Preventive Maintenance (PM)

a. The Contractor shall maintain and repair all equipment in accordance with the Aviation Authority's schedule and detail unless the manufacturer requires a more stringent standard.

b. The Aviation Authority will provide the Contractor access to the PBB's to perform its planned maintenance and repair activities. The Contractor shall expect that changes in airline activities will necessitate temporary and seasonal adjustments. The Contractor shall schedule its planned maintenance and repair activities on the PBB with the understanding that the availability, amount of time, of the PBB for maintenance and repair activities fluctuates according to airline or flight activity; therefore, the Contractor may have periods where the PBB is not available and will need to perform its planned activities at a different time. The Contractor shall adjust its schedule accordingly and perform or complete the required work. There will be maintenance or repair opportunities where PBB or associated GSE equipment, can be shut down while the PBB is still considered in operation. The AOC or AAR will provide the Contractor with the airline or flight activity schedules, a schedule indicating which dates, times, and areas of the PBB will be available for maintenance and repair with as much advanced notice as possible but not less than one month in advance for known schedule changes so that the Contractor can plan its staffing and work requirements in accordance with the time slots available to work on the equipment.

c. It is the Contractor's responsibility to coordinate with the AOC for access to PBB and affiliated equipment to perform maintenance activities. After scheduling a PBB or affiliated equipment out of service for maintenance activities, should it be necessary for the AOC to cancel the maintenance activity two or more times during the calendar month, performance deductions will not be taken for any downtime related to equipment that has failed or broken because the PM and/or planned CM work could not be completed during the month since the Aviation Authority failed to provide the Contractor the required maintenance time.

d. The Aviation Authority has a PM software program in place in EAMS Maximo, which meets or exceeds the manufacturer's recommendations, and shall be available for the Contractor to utilize under this Contract. The current program is time based recurring frequency with specific tasks depending on the equipment type. The Contractor is expected to utilize this PM program and may at its own choosing go above and beyond this program but never less than the directed tasking and frequency of the Aviation Authority PM program.

e. The Contractor shall replace worn out or broken parts on the equipment and systems covered under this Contract. The replacement of these parts or components may be scheduled or unscheduled, as determined or discovered during service calls, observation, inspection and testing of components, through PdM, PM or due to equipment failure/ or breakdown. The Contractor shall adjust or replace parts or components to reestablish equipment operation and services, restoring the design-life expectancy of the equipment, and/or to maintain the original level of safety and/or performance characteristics of the equipment as was designed and intended by the original equipment manufacturer.

f. All maintenance and inspections shall be tracked and recorded by the Contractor in the Aviation Authority's EAMS Maximo for every occurrence of PM, PdM, CM, and safety service bulletins maintenance actions for each individual piece of equipment, or subsystem thereof, or as may be directed by the AAR.

g. All completed reports shall be available to the AAR within forty-eight (48) hours of completion of the work through direct access viewing in the EAMS Maximo program. Direct input from completed technician's mobile device is the fastest and preferred method of updating EAMS Maximo.

4.22. Predictive Maintenance (PdM)

a. The Contractor is expected to plan in advance, and utilize PdM so that the replacement of wearing or worn-out parts can be scheduled for off-peak times rather than necessitating replacement during scheduled equipment operating periods or as a reaction to an unexpected breakdown. The replacement of wearing parts shall be scheduled or predicted based on the manufacturer's data for life expectancy in terms of hours in operation, number of cycles, operating environment, maintenance, care, age, and/or similar measurement. The Contractor shall use PdM techniques, methods and routine inspection so as to replace wearing or worn-out parts prior to actual failure.

b. The Contractor shall utilize thermographic IR cameras on all electrical and mechanical systems and prepare reports as part of the PdM strategy. The Contractor shall utilize trend analyses of EAMS Maximo, thermographic information, as well as other predictive means to accomplish PdM.

4.23. Corrective Maintenance (CM)

a. The Contractor Shall perform corrective maintenance and repair services. This includes the replacement of all worn out or broken parts, equipment and systems covered under this Contract for the purpose of reestablishing equipment operation and services, restoring equipment design-life expectancy, and/or to maintain the original level of safety and/or performance characteristics of the equipment as was designed and intended by the original equipment manufacturer.

b. The corrective maintenance and repair services may be scheduled or unscheduled, as determined or discovered during the observation, inspection and testing of components, through PdM, PM or due to equipment failure/ or breakdown.

h. The Contractor shall complete all CM repair work within fifteen (15) days of identification.

4.24. Computerized Maintenance Management System EAMS Maximo – Utilization and Data Entry Requirements

a. The Aviation Authority will provide the EAMS Maximo program for the Contractor to utilize and support. The Contractor shall provide related data entry and asset management services. Data entry and asset management services include, but are not limited to, the following:

1) Scheduling jobs and work orders.

2) Assigning personnel, labor resource leveling, meaning the assignment of PM, PdM, and CM work based on staffing resources and the estimated labor requirements to perform the work.

3) Recording labor costs for repairs, maintenance activities and additional work.

4) Tracking relevant work repair information such as the cause of a problem, total downtime of equipment involved, labor hours and parts used to make repairs.

5) Tracking of each Technician's starting and ending time, date, and the total hours worked for each work order.

6) Tracking of PM, and/or PdM inspections and resulting CM work.

7) Recording of data about the asset or equipment including its specifications, warranty information, spare parts, purchase date, expected lifetime, etc.

8) Managing the spare parts inventory such as recording where materials are stored, the value of the inventory in the Contractor's Storage Rooms per Aviation Authority's parts pricing information, determining when to restock materials, and the turnover rate of the inventory.

9) Maintaining a listing in the EAMS Maximo of every asset and its related attributes such as: compressor, motor size, type, parts numbers and store room locations, date in service, warranty period, and expiration date if applicable.

10) Tracking and recording replacement parts information, manufacturer information, part numbers, and quantity required per asset, initial cost and current value of asset for each specific asset.

11) Management and assignment of work for planned repairs and maintenance tasks based on the Aviation Authority provided schedules of when equipment is not being used.

12) Assigning specific cost tracking, billing information to work orders based on the type of work being requested or performed, normal maintenance and repair, repair due to third-party causes, repair due to misuse or vandalism, special project work, etc.

13) Asset or equipment condition tracking and reporting.

b. The Aviation Authority will provide direct access to the EAMS Maximo in the Contractor's office to the Aviation Authority provided computers for creating, closing, printing, and editing work orders, entering and viewing data, preparing reports, maintaining and updating system data. All requested reports and information generated by the EAMS Maximo system shall be immediately available to the AAR after the initial installation and setup of the system is completed. Data shall be entered into the EAMS Maximo within forty-eight (48) hours of occurrence, completion of repair work, PM completion, PdM completion, receipt of new or updated information or data, inventory changes, etc.

c. The Contractor shall initially enter, and continuously update the Aviation Authority's asset database in the EAMS Maximo, whenever assets are added, deleted, modified, repaired, or replaced and shall at a minimum include the following information for each asset:

1) The Aviation Authority's Asset number or asset tag number for each equipment and item (e.g. PBB Gate 1, potable water cabinet (PWC) Gate 1, ground power unit Gate 1, etc.).

2) Asset's location as determined in terminal C (e.g.: Airside 1, etc.).

3) Asset and Equipment category (e.g.: PBB, PCAir, Water Cabinet, Ground Power Unit, etc.).

4) Manufacturer data for each asset including the manufacturer's name, make, model, serial number, year manufactured (e.g. Gate 1, ABC Manufacturer, Built 2/22/2021, Loading Bridge Model XXXX, Serial number xxx9999, Warranty Expiration 12/31/2022).

5) A listing of all major or significant components replaced or repaired and the date replaced (e.g. Gate 1 - 5HP, column 1, motor replaced on Jan 10th , 2022).

6) A listing of hour readings, Amperage, current draw readings, IR images, and/or condition of asset at the time the PM, PdM or CM was completed as may be applicable.

7) A listing of the repair parts for each of the components that comprise each asset, such as computer boards, paint color and number and size of the motors, type, size, and model of compressors, and their respective Aviation Authority's and manufacturer part numbers.

8) Date equipment was installed and the starting and ending dates of warranty period, including name of warranty provider when applicable.

d. The Contractor shall ensure that every asset listed in the EAMS Maximo, all assets and equipment covered under this Contract, have their preliminary attributes entered within three (3) months of the Contract commencement date and shall be maintained through the remainder of the Contract.

e. The Contractor shall enter and record every EAMS Maximo work order, and maintain in the Aviation Authority's EAMS Maximo, the following data for each repair part or inventory item installed on the equipment and system:

1) Date installed asset number, quantity, and location where each part or item was installed.

2) Manufacturer's and if applicable the Aviation Authority's part number for each part or item.

3) Manufacturer's description for each part and item number.

4) Cost of each part/item.

f. The Contractor shall provide recommendations with regard to additions, deletions, or changes in the quantities or specific repair parts items to be stocked by the Aviation Authority based on the Contractor's experience, equipment condition, historical parts usage, and expected parts usage.

g. The Contractor shall utilize the EAMS Maximo to provide reports and graphs, to the AAR.

h. Ownership of EAMS Maximo and all data maintained therein is the sole property of the Aviation Authority. The Aviation Authority shall provide all licensing, and incidentals required for the Contractor to operate, maintain and support the EAMS Maximo during the term of this Contract.

i. All work orders and/or forms that are produced by the Contractor as a result of this Contract remain the property of the Aviation Authority and shall be surrendered to the Aviation Authority, if in the possession of the Contractor, upon request of the AAR.

4.25. Third Party Damage

1) The Contractor shall retain any evidence proving Third-Party damage and document as much as possible including photographing the problem or cause when such action does not significantly delay the repair. The Contractor shall complete a report documenting discovery of third party damage to aid the Aviation Authority in billing responsible parties.

2) The AOC will dispatch the Aviation Authority personnel to document the damage event and to create an incident or damage report. If the cause of the repair is not readily determined, the AAR or designee shall make the determination based on Contractor's statements, evidence collected, and the operations report.

3) Should the Contractor claim that Third-Party damage, as defined in this Section, is the cause of any damage, the reason for a stoppage or failure of any system or equipment, or the cause of any additional costs and expenses to the Contractor, where the Contractor intends to seek an exclusion from any resulting performance deduction, the Contractor shall be able to show physical proof of a Third-Party damage cause. Power spikes, surges, claims of construction projects, work, or other Contractor, airline activities, actions or inactions, etc., shall not be considered Third-Party-Damage unless there is physical evidence to support the claim or a witness who is not an employee or subcontractor of the Contractor. The AAR may waive this clause on a case-by-case basis.

4.26. Subcontracted Costs

a. The Aviation Authority will reimburse the Contractor for actual subcontractor's cost incurred with no markup in the performance of the AAR approved projects. Invoices for all subcontracted work, labor and materials shall be provided and shall clearly indicate a description of the work and the total cost.

b. The Contractor shall include a copy of the actual invoice received from its subcontractor along with its invoice to the Aviation Authority for "Subcontracted Work", and only those charges supported by the documentation shall be payable.

c. The term "subcontractor" here does not refer to or include the MWBE participation permanent Contractor to perform the contractual work defined in these specifications.

4.27. Third Party Contractor

The AAR reserves the right to retain parties, other than the Contractor to perform special projects. In this event and during the warranty period of any such work, the Contractor shall be required to respond to equipment failures and malfunctions, even

where failure or malfunction may be related to the “the third party contractor work”; however the Contractor will not carry out the repairs unless authorized by the AAR.

4.28. Historical Records

The Contractor shall provide all work associated with the preparation, documentation and maintenance of a chronological, up-to-date historical record of all reports, PM/Inspections, PdM and CM repairs and provide access to or copies of the history to the AAR upon request.

4.29. Safety and Protection

a. In situations where lack of immediate repair may result in injury to a person or damage to the PBB, the Contractor shall immediately place the equipment out of service utilizing required Lock-Out-Tag-Out (LOTO) procedures and notify the AAR as soon as possible.

b. The Contractor shall provide any barricades, and/or signage that might be required to protect, and/or notify others of inoperable equipment, restricted areas, potential hazards, ladders in a roadway, and unsafe conditions.

c. The Contractor shall be solely and completely responsible for initiating, maintaining and supervising all safety precautions and programs in connection with the work as described herein. The Contractor shall take all necessary precautions to ensure the safety of, and shall provide the necessary protection to, prevent damage, injury, or loss, to all employees on the work site and other persons including, but not limited to, the general public who may be affected thereby.

d. The Contractor and its subcontractors shall ensure proper hearing and eye protection and other necessary safety precaution items, per OSHA and other relevant regulator’s requirements, for their supervisors, maintenance, and operations employees at no additional cost to the Aviation Authority. All other required Personal Protective Equipment (PPE) which may include hard hats, bump caps, steel toed shoes/boots, arc flash equipment etc. shall also be provided by the Contractor or the employee at its sole expense.

e. The Contractor shall comply with Federal and State right-to-know laws if hazardous materials are used. The Safety Data Sheets (SDS) shall be made available to all workers and the AAR.

f. The Contractor shall comply with ASME, UL, NFPA, OSHA, EPA, NEC, the Aviation Authority and all other applicable regulators and manufacturers specifications and safety standards in relation to work performed.

4.30. Staffing

a. The Contractor shall provide adequate staffing on each shift with understanding of the PM, PdM and planned CM work on the PBB equipment and associated

GSE equipment as shown in its Staffing Plan submitted as part of the Contractor's proposal.

b. The Contractor shall train its employees and subcontractors on the operational and maintenance procedures and responsibilities for the equipment covered under this Contract.

c. All positions included in this Contract shall be dedicated solely to this Contract at MCO. Cross utilization of personnel currently working on a contract other than the Aviation Authority's Contract to meet the personnel requirements and/or contractual obligations of this Contract is not permitted.

4.31. Staffing Levels

a. The Contractor shall continuously provide a sufficient number of qualified technicians and other key skilled and support personnel to ensure that all operations, PM, PdM and CM are performed in accordance with the Aviation Authority and manufacturer specifications and that there are a sufficient number of qualified personnel available on-site at all times to respond in a timely manner in the event of multiple equipment failures, or other unanticipated problems. The Contractor understands that time is of the essence and shall have a sufficient number of appropriately skilled and trained staff available at all times.

b. The Contractor shall notify the AAR as soon as possible if staff vacancies occur and shall provide the AAR with the Contractor's plan and time table to refill such vacancies.

c. Upon request, a copy of the staffing schedule, time sheets, and or employee time cards shall be provided to the AAR or other Aviation Authority representatives who may have need for this information.

d. The Contractor shall be prepared to provide staffing beyond what would be considered normal hours due to late flights or irregular operations that might arise. These activities may extend the labor hours of the contracted personnel and consequently shorten the available maintenance downtime. The Contractor shall also increase staffing during peak travel periods as requested by the AAR.

e. Contractor personnel shall have U.S. Customs and Border Protection Clearance to maintain PBB and affiliated GSE equipment in the international flight operational areas. Personnel coverages are required for all shifts and all days.

f. Adequate Supervision coverage is required for all shifts twenty-four (24) hours per day, seven (7) days per week inclusive of holidays. Final work schedules will be approved by the AAR.

4.32. Staff Requirements

a. The number one responsibility of all management, supervisors, and all other Contractor personnel is safety of the public, employees, facilities, and equipment while performing PBB and affiliated Ground Support Equipment maintenance.

b. The AAR will require certifications, and/or resumes indicating experience knowledge and ability to perform the requirements of the positions. The Aviation Authority reserves the right to approve or disapprove a Contractor employee's qualifications to serve in a contract position. The Aviation Authority reserves the right to require adjustment or replacement of any Contractor position or personnel at any time at the sole discretion of the AAR.

c. The Contractor must advise the AAR in writing within forty-eight (48) hours of receipt of a notice of resignation or the termination of all personnel under the Contract.

d. The following list of positions includes but is not limited to all personnel necessary to satisfactorily meet the requirements of this Contract. All personnel performing under this Contract shall be full time employees dedicated solely to the operation of this contract at MCO.

4.33. Site Manager:

a. The Contractor shall employ at the Airport an experienced Site Manager, authorized to represent and act on behalf of the Contractor in matters pertaining to Contractor's operations and activities and otherwise carry out the provisions of this Contract on a daily basis. All instructions and notices given by the Aviation Authority to the Site Manager shall be as binding as if given to the Contractor, and all statements made by the Site Manager or acting Site Manager shall be as binding as if made by the Contractor.

b. The Site Manager for this Contract shall be a full-time employee of Contractor and must be based at the terminal complex and shall devote his/her time exclusively to managing Contractor's operations related to this Contract at the Orlando International Airport.

c. The Site Manager shall have overall responsibility for the work to be performed by the Contractor under this Contract. When the Site Manager is off airport property, an acting Site Manager shall be designated and always available to the Aviation Authority to act in the capacity of the Site Manager. In the event the permanent Site Manager is required, the Site Manager shall be able to respond to the site at the airport within ninety (90) minutes.

d. The Aviation Authority shall be advised, in writing, of the names of all acting Site Managers, which may include Assistant Managers or other similar positions. Because of the importance of management in the performance by the Contractor hereunder, the Site Manager proposed by the Contractor shall be subject to the approval of the Aviation Authority. The Contractor shall advise

the Aviation Authority in writing of the name and qualifications of its intended Site Manager, at least two (2) weeks before hiring any substitute or replacement of the existing Site Manager.

e. The primary responsibility of the Site Manager is to ensure the safety of the public, employees, facilities, and equipment while managing the operation and maintenance of all equipment covered herein.

f. The Contractor shall furnish a full-time Site Manager for forty (40) hours per week, Monday through Friday, 8:00 a.m. to 5:00 p.m. The Site Manager shall have at least seven (7) year experience in managing maintenance service operations with at least five (5) year experience in aviation, passenger boarding bridge industry. The Site Manager shall have experience in managing Contracts of similar size and scope as anticipated herein, including managing supervisory staff and personnel, handling employment issues, inventories, and utilizing computerized maintenance management software.

g. More than one (1) consecutive week of the named Site Manager being away from the office for sick, vacation, and/or other vacancy requires the assignment of an official designated Site Manager.

h. On the twenty-second (22nd) consecutive calendar day (and all subsequent days) of absence by the permanent site manager, for any reason, a deduction of Four Hundred Seventy Five Dollars ($475.00) per calendar day may be imposed at the discretion of the AAR. This deduction may be imposed even though a temporary Site Manager has been designated.

i. The Site Manager shall be fully responsible per the Specification of this Contract for the operation and maintenance of the PBB and affiliated equipment inclusive of all aspects of repair and maintenance actions. The Site Manager shall:

1) Serve as the on-site manager representing the Contractor and shall be responsible for the supervision and training of his/her employees to ensure compliance with all provisions of this Contract.

2) Shall ensure safety of all of the Contractor employees, airport and airline employees and the public in all actions and decisions of the Contractor.

3) Develop and oversee an effective work safety program. Program shall be presented to the AAR.

4) Shall maintain ultimate responsibility for adherence to all safety regulations and standards as prescribed by OSHA, NFPA, NEC as well as all other federal, state, local and the Aviation Authority mandated safety requirements.

5) Responsible for all day-to-day operations and maintenance, performance, supervision, and control of services provided under this

Contract and ensure that these services are performed in an effective and efficient manner.

6) Must be fully familiar with the requirements of the Contract, the schedules and ensure the proper skilled staffing levels are met.

7) Must meet with the AAR and the Contractor's corporate management on matters relating to the services performed with a view toward obtaining effective coordination of all operations and maintenance.

8) Shall implement policies and procedures of the Aviation Authority and the Contractor relating to all services covered by the application of specifications.

9) Shall issue reports and summaries to the AAR as required and upon request.

10) Shall develop and implement with the AAR's written approval, long-range maintenance and repair plans for equipment and systems.

11) Shall be responsible for training of the Contractor's on-site personnel in the performance of their duties.

12) Must ensure that the work responsibilities are allocated properly among subordinates by the development and implementation of manpower schedules.

13) Shall establish and coordinate PM, PdM, CM, work methods, procedures, and work-scheduling programs to result in a safe, reliable, efficient operation ensuring the ability to meet required goals.

14) Shall be responsible for the establishment of performance standards for each phase of work.

15) Shall be responsible for the adherence to standard practices and quality specifications for all work performed.

16) Shall establish and maintain a program for the acquisition, storage, and accountability of all operating materials, parts, tools, and equipment.

17) Shall when necessary, acquire the services of outside subcontractors, evaluate bids, make recommendations to the Aviation Authority, and supervise subcontract work to its completion.

18) Shall make regular inspections of the condition of all equipment and systems under this Contract. Report to the AAR findings, and the actions required in correcting any deficiencies.

19) Shall serve as the point of contact for manufacturers of equipment in use at the Airport including adherence with safety bulletins, notices and maintenance and operational manuals.

20) Shall be capable and licensed to drive a motor vehicle.

21) Shall perform any additional duties on an as required basis where such duties are required by the AAR.

4.34. Assistant Managers

a. The primary responsibility of the Assistant Managers is to ensure the safety of the public, employees, facilities, and equipment while managing the operation and maintenance of all equipment covered herein.

b. The Contractor shall provide a minimum of three (3) Assistant Managers. The Assistant Managers shall be scheduled for a minimum of forty (40) hours, five (5) days per week, responsible exclusively to this Contract for their prescribed responsibility, maintenance and operation.

c. The Assistant Managers shall assist the Site Manager in achieving management coverage of twenty-four (24) hours a day, seven (7) days a week. The Assistant Manager(s) will also cover as the Site Manager for times the Site Manager is not on site including weekends, nights, vacations and as needed.

d. Any absence, in which any Assistant Manager will be gone for more than one (1) week due to sickness, vacation or vacancy, etc., Contractor shall assign an acting Assistant Manager.

e. On the twenty-second (22nd) consecutive calendar day (and all subsequent days) of absence by any permanent Assistant Manager, for any reason, a deduction of Three Hundred Seventy Five Dollars ($375.00) per calendar day may be imposed at the discretion of the AAR. This deduction may be imposed even though a temporary Assistant Manager has been designated.

f. The Assistant Managers shall have at least five (5) years' experience in maintenance service operations with a minimum of three (3) years' experience in in aviation, passenger boarding bridge industry in either an electrical or mechanical position with comparable experience as defined herein for a technician, and supervisory experience to include supervising shift operations on contracts of similar scope as anticipated herein, including managing technical and maintenance personnel, employment issues, inventories, and utilizing computer maintenance management software.

g. The Assistant Managers are responsible for day-to-day oversight of maintenance and operation of the PBB and affiliated GSE equipment maintenance including direction, supervision, performance and control of all administrative, operation, maintenance, repair, and related services of the Contract and shall include but not be limited to the following:

1) Must be familiar with the requirements and schedules of this Contract. Must implement and adhere to the Aviation Authority's policies and procedures.

2) Maintain and adjust staffing and personnel levels to provide the level of service that meets or exceeds requirements of the Contract.

3) Assist with establishment of PM, PdM and CM programs work methods, procedures, and schedules and coordinate programs for effective and efficient operation.

4) Oversee the assigned PBB and affiliated GSE equipment maintenance portion of EAMS Maximo (applicable only to equipment covered within this Specification) through work order generation, initiating, tracking, scheduling, updating, planning, reconciling, etc.

5) Establish and implement a quality control program to include tracking and reviewing all work orders.

6) Establish and implement a materials and parts usage procedure from work orders to update inventory.

7) Coordinate agendas of monthly meetings among the Aviation Authority and the Contractor, ensuring follow through of actions and timelines of meetings.

8) Maintain and reconcile accurate quarterly inventories of the Aviation Authority issued keys; tools and any other Aviation Authority owned or issued equipment as needed to ensure availability. Inventory schedule is subject to change as required and at AAR discretion.

9) Shall be capable and licensed to drive a motor vehicle.

10) Perform any additional duties on an as required basis where such duties are required by the AAR.

4.35. Training, Safety, Quality Control and Quality Assurance Programs

The Site Manager and Assistant Managers shall be responsible for training, safety, quality control and quality assurance programs which includes the following:

a. Responsible for ensuring all performed services meet the established standards of quality including reliability, usability and performance.

b. Develop and administer all training. Identify training needs and organize training interventions to meet quality standards.

c. Determine what needs to be taught, finding or creating materials/classes and working with subject matter experts while selecting appropriate training delivery methods.

d. Develop and Implement Quality Assurance and Quality Control Programs.

e. Participate in internal and external quality control inspections.

f. Prepare reports to communicate outcomes of quality activities.

g. Evaluate audit findings and recommend/implement appropriate corrective actions.

h. Inspect, evaluate and monitor operations, the environment, equipment, and processes in working areas to ensure compliance with, government safety regulations, Aviation Authority safety procedures and industry standards.

i. Protect employees, customers, aircraft, equipment and the environment by eliminating hazardous conditions/activities shall be the primary focus.

j. Recommend policy/procedure changes to protect workers, educate employees on how to prevent health problems/accidents through the use of safety training programs and assist with safety regulation enforcement.

k. Ensure that Occupational Safety and Health Administration training is completed by all employees before the employee is allowed to perform initial duties and ongoing basis as may be pertinent.

l. Ensure and coordinate recurrent required safety training. Responsible Safety personnel will assist in investigations of accidents to identify their root cause(s) and determine/recommend potential changes to prevent similar occurrences in the future.

m. The Contractor shall provide all necessary initial and recurrent training of its personnel/employees who perform maintenance, and/or repair services pursuant to this Contract. Before assignment to perform services under this Contract, all personnel shall have successfully completed the appropriate training enabling them to perform the work. The Aviation Authority personnel shall have the right to participate in such training. Training shall be conducted in compliance with Manufacturers' guidelines, the Aviation Authority and/or other Governmental Agencies requirements and shall not interfere with the normal operation of the airport. Contractor shall maintain complete and accurate training programs and records of completed training.

n. Contractor's conducted training shall be performed by an individual certified and designated through their training record as a trainer.

o. No training will be considered complete until a training attendance roster which includes the instructor's printed name and signature, date of training, length of training hours, subject matter, and printed names and signatures of employees that received the training is on file at the Contractor's office. The Aviation Authority requires that a copy of the training roster and record be presented to the AAR upon request.

p. The Contractor shall provide at least two (2) hours per quarter of safety training, or more as applicable, or in accordance with governmental regulations to each employee. This training can be in person or computer web based in accordance with applicable regulations and must be documented in each employee's training records. Training is not limited to, but shall cover, electrical, Lock Out, Tag Out (LOTO), ladder, working at heights, fire, vehicle, support equipment (e.g. fork lifts, scissor lifts, etc.), working around industrial equipment, general safety, and any and all other pertinent safety topics.

q. The Contractor shall provide each of the Technicians and Supervisors a minimum of two (2) hours on-site training per month covering mechanical, electrical, diagnostic, and PM and repair of the equipment and systems covered in this Contract. At least once per year, the Contractor shall provide its Technicians and Supervisors a minimum of one (1) eight (8) hour training session where the training shall be conducted by the manufacturers of the equipment and systems covered in this Contract. Manufacturer provided training may be conducted on or off-site. A Contractor's designated employee trainer who receives the manufacturer conducted training and certification as a trainer shall train others who were not able to attend the manufacturers' training sessions. Training documentation must meet the outlined standards.

r. The Contractor shall ensure within the first one-hundred twenty (120) days of the commencement date of the Contract, all of the Technicians per shift, and all Supervisors, have received a minimum of eight (8) hours combination of hands-on and classroom training for diagnosis and repair of the Aviation Authority's PBB and affiliated GSE equipment. Only those Contractor's employees who receive this training and are certified by the manufacturer as a trainer shall train others who were not able to attend the manufacturers' training session.

s. The Aviation Authority will cover the hourly wage of the training attendees for the reimbursable positions. Training hours for non-reimbursable positions shall be included in the Management fee. All other costs associated with the training and the training materials shall be included in the management fee.

4.36. Administrative Staff

a. The Contractor shall provide a minimum of two (2) full-time Administrative Staff. The administrative staff shall provide support and assistance to management staff, and others as required.

b. The administrative staff duties and responsibilities shall include but are not limited to the following:

1) Manage employee payroll and benefits. Track employee work hours and maintain and submit accurate payroll reports. Responsible for maintenance of personnel files.

2) Assist in recruiting and any other Human Resources matters.

3) Manage office supplies and ordering.

4) Compile data and provide the finalized monthly reports and invoices for submittal to the AAR.

5) Interface well with the Aviation Authority staff and Airport tenants.

6) Create and maintain binders of current equipment technical information.

7) Assist with the compilation and input of data, which includes an inventory of equipment, vendor data, labor codes, employee records, etc. to maintain EAMS Maximo.

8) Assist with collecting information from daily work orders for inventory updates as well as, with physical inventory of parts, equipment, and tools.

9) Manage, collect, file, and distribute, Technical Bulletins received from the Aviation Authority and equipment and system manufacturers for the Contractor and subcontractor(s) staff.

10) Perform any other duties as assigned.

c. On the twenty-second (22nd) consecutive calendar day (and all subsequent days) of absence by an Administrative Staff, for any reason, a deduction of Two Hundred Fifty ($250.00) per calendar day may be imposed at the discretion of the AAR.

4.37. Other Management Fee Positions

a. The Contractor, as part of their proposal, shall list and describe any additional proposed management or administrative positions deemed necessary for the performance of this Contract.

b. If the Contractor fails to provide such proposed management or administrative position for a period exceeding twenty one (21) calendar days, the Aviation Authority reserves the right to deduct Three Hundred Fifty Dollars ($350.00) per calendar day. The deductions should start on the twenty second (22nd) calendar day at the discretion of the Aviation Authority.

4.38. Supervisor(s)

a. The primary responsibility of the Supervisor is to ensure the safety of the public, employees, facilities, and equipment while operating and supervising maintenance and operations of all equipment and procedures covered in this specification.

b. The Contractor shall provide Supervisors to sufficiently cover operations twenty-four (24) hours a day, seven (7) days a week. The Supervisors shall

be fully responsible for overseeing the operation and all repair and maintenance actions that occur during their shift(s). The Contractor may use Technicians on a temporary basis to fill a Supervisor position vacancy. All temporarily assigned Supervisors must have full supervisory power.

c. The Supervisors' responsibilities include safety of the operation, providing direct oversight of the Contractor's maintenance/repair and PBB and associated GSE equipment operations personnel including but not limited to, the performance and scheduling and coordination of maintenance and repair services. The Supervisor shall supervise Contract related tasks and projects as assigned by the Site Manager or Assistant Managers, and shall provide technical support and coordination for non-routine repairs and/or replacements.

d. The Supervisor's duties and responsibilities shall include but not be limited to the following:

1) Maintenance and repair of PBB and affiliated GSE equipment.

2) Provide coordination and oversight of work and resolve concerns/problems.

3) Receive and assign personnel to service calls, take immediate action to resolve situations or breakdowns, and oversee the PM, PdM programs.

4) Oversee the operation and maintenance requirements of the assigned shifts, including ensuring that all such services are accomplished in a safe, effective and efficient manner. Shall record and coordinate events for follow up to be completed from earlier shifts or to be left for later shift completion.

5) Operate components of the systems in accordance with prescribed procedures and performance limitations per manufacturer's specifications.

6) Receive and respond to any maintenance requests from the Aviation Authority and advise management of actions taken and any unresolved problems.

7) Comply with and enforce policies and procedures as outlined in appropriate manuals and within industry standard safety guidelines.

8) Implement those elements of the PM, PdM programs that are assigned to the shift using EAMS Maximo.

9) Utilize asset information from EAMS Maximo such as equipment specific information (e.g. equipment components/parts such as motor or belting type/part number), current PM, PdM or CM status including the percent of total outstanding scheduled work orders for PM, PdM and CM, the

date, description of problem/remedy, and technician's name(s) regarding any previous work performed on a specific piece of equipment.

10) Issue directions, instructions, tasking and assignments to assigned shift personnel as required.

11) Quality control/quality assurance on CM, PM, PdM, and any other maintenance actions performed.

12) Ensure that the required operating logs and maintenance forms are completed accurately and clearly and submitted in a timely manner.

13) Control, maintain accountability, and oversee the issuance, and use of spare parts, tools, and equipment.

14) Ensure proper trouble shooting techniques are utilized per OEM specifications and industry standards.

15) Maintain a safe workplace and exercise common sense and good judgment, when performing duties.

16) Respond to service calls of any nature, determine which Contractor or subcontractor to inform if fault not due to equipment covered under this Contract, provide assistance where required, and identify nuisance alarms for adequate follow up.

17) Conduct equipment inspections and perform/coordinate repairs and/or appropriate action as necessary.

18) Determine historical parts usage, expected parts usage and make parts stock recommendations.

19) Communicate to the AAR and to the appropriate Aviation Authority personnel regarding equipment condition, return to service during any service interruptions, or planned maintenance that could disrupt air carrier operations.

20) Coordination and notification of AOC when equipment is taken out of service or returned to service.

21) Shall coordinate with the Aviation Authority staff to determine official "out of service" and "return to service" times for real time events that occur on the Supervisor's shift.

22) Respond immediately to emergency situations and contact immediately: (i) The Aviation Authority's Communication Center (911); (ii) AOC; (iii) the Site Manager/ Assistant Manager; and (iv) the AAR if an emergency exceeds the capability of the shift personnel.

23) Perform any additional duties on an as required basis as directed by the AAR.

4.39. Technicians

a. The highest priority of all technicians is the safety of the public, employees, facilities, and equipment while carrying out the responsibilities of their specified position. The descriptions below for technicians identify the experience, skills, knowledge, and abilities that Contractor's technical staff shall have, to successfully perform the responsibilities of this Contract.

b. Technicians shall be skilled cross-crafted mechanical and electrical technicians with preferred experience in an airport environment. The mechanic shall display mechanical and electrical aptitude, skills and experience with passenger boarding bridges and affiliated GSE equipment.

c. The technicians' responsibilities include but are not limited to maintenance and repair of all electrical, motors, mechanical and control devices, equipment and components associated with the PBB and affiliated GSE equipment such as controls, PLCs, GPU's, PCA's, AHU's, PWC's etc.

d. Technicians shall be highly skilled and capable of performing major PBB and affiliated GSE equipment work including but not limited to, removal, installation, major repairs (including welding) and refurbishment. Technicians performing welding activities shall have experience in the field with the required certification. Certifications and credentials are subject to AAR approval.

e. Technician staff shall include qualified personnel with industrial electrical motor controls and electrical automation experience to troubleshoot electrical issues.

f. Technician staff shall include qualified personnel to perform maintenance and repairs of PCAir, Air-Handling Units and Roof Top Air-Conditioning units including but not limited to, troubleshooting, diagnostics, electrical and electronic controls, power and refrigerant piping.

g. The Technicians shall be able to perform maintenance on central system's glycol based Air-Handling Units including but not limited to, programing, VFD and PLC troubleshooting and repair, Glycol lines, valves and actuators maintenance, soldering and replacement of pipes and tubes. For the central system connected PCA units, the Contractor is only responsible for the AHU mounted to the PBB and is not responsible for the central plant chillers or main glycol lines that loop around the exterior of the building. The Contractor shall be responsible for the glycol lines from the isolation valves on the main line to the individual air handler units and back to the main line isolation valves.

h. The Technicians shall be able to use standard troubleshooting methodologies and tools including pressure gauges and fill/recovery equipment while performing maintenance of the PCAir, AHU and Roof Top units.

i. Technician staff shall include qualified Level 2 or Level 3 Certified Thermography personnel to perform thermographic analysis utilizing infrared (IR) cameras as a part of the PdM strategy, at minimum, on a quarterly basis. Technician staff performing thermographic analysis shall have experience in the field with the required certification. Certifications and credentials of the Thermography personnel are subject to AAR approval.

j. Technician staff shall include qualified industrial certified electrician(s) of a minimum "Journeyman" status with industrial electrical motor controls experience and electrical automation experience. Prior experience with loading bridges is preferred. Shall provide electrical guidance, maintenance and oversight of all mechanical/electrical systems of PBB and associated GSE equipment covered under this Contract, assist with challenging electrical repairs, and troubleshoot electrical issues.

k. Technicians shall assist in PM development, coordination, implementation and auditing of all mechanical and electrical systems covered under the PBB Contracts, perform PdM, CM and PM, participate and lead recommendation and procurement of electrical and mechanical spare parts, cooperate, coordinate with and assist the Aviation Authority concerning electrical issues on the PBB located at MCO.

l. Technician staff responsibilities shall also include corrosion control; power washing, sanding, grinding, patching (welding) and painting loading bridges and affiliated GSE equipment as needed and/or as requested by the AAR.

m. Monitor daily operations and gather data of the PBB and affiliated GSE equipment to determine and address problem areas. Analyze all available data to determine problems, trends, and issues which may lead to PBB and associated GSE equipment safety/operational issues.

n. Shall perform routine inspection of the PBB operational and surrounding areas including removal of residual debris.

o. Other duties as may be determined by Contractor Management/GOAA AAR.

4.40. Parts/Inventory Control Staff

The primary responsibilities of Parts/Inventory Control Staff shall include, but are not limited to:

a. Be the primary contact and administrator for parts acquisitions, delivery and shipment to site, ensure adequate parts are in stock or readily available, quantities are sufficient and the proper parts are available in a secure location.

b. Ensure and coordinate the timely reconditioning of those items warranting refurbishment and reconditioning versus replacement as approved by the AAR.

c. Establish and implement a materials and parts usage procedure from work orders to update inventory.

d. Ensure that all the major equipment and systems listed, and identified in the EAMS Maximo database have the correct OEM replacement parts and approved alternate parts listed. Example: Specific loading bridge would have a listing in EAMS Maximo for its replacement motor, chain, belt loader conveyor belting, etc.

e. Record and update inventory usage of supplies and parts through EAMS Maximo.

f. Ensure that the EAMS Maximo work order information and reports contain the correct and most current pricing and parts descriptions.

g. Manage spare parts inventory. Ensure all parts are identified and readily available in secure locations.

h. Provide periodic reviews of the Aviation Authority's parts inventory and make recommendations to the Aviation Authority regarding: (i) changes in the quantities of items stocked; (ii) additions or deletions of inventory based on parts usage history; (iii) installed systems, equipment; (iv) part lead times; and (v) research and recommend changes in parts models, brands, or manufacturers when such change is to improve safety, quality, part longevity, and/or to reduce repair efforts, downtime and/or costs to the Aviation Authority.

i. Housekeeping of parts storage rooms and the disposal of used parts as pre-approved by the AAR. Parts disposal shall be coordinated with the AAR to ensure proper management of discarded motors and components.

j. Assist in proper parts documentation for monthly invoice and billing.

k. Conduct, document and complete a full joint inventory with the Aviation Authority Staff of all spare parts on a quarterly basis, at a minimum, or as requested by the AAR.

l. Review inventory accuracy and ensure materials are correctly entered into EAMS Maximo system.

m. Perform any additional duties on an as required basis where such duties are required by the AAR.

4.41. EAMS Maximo Specialist(s)

a. The EAMS Maximo Specialist shall be proficient with the EAMS Maximo Asset Module including Condition Monitoring, Failure Codes, and Meters applications, and shall utilize said applications in the performance of this Contract.

b. The EAMS Maximo Specialist shall be proficient with the EAMS Maximo Inventory Module including the Condition Codes, Inventory, and Store Rooms

applications, and shall utilize said applications in the performance of this Contract.

c. The EAMS Maximo Specialist shall be proficient with the EAMS Maximo PM Module and shall utilize said application in the performance of this Contract.

d. The EAMS Maximo Specialist shall be proficient with the EAMS Maximo Work Order Module and shall utilize said application in the performance of this Contract.

e. The EAMS Maximo Specialist shall be responsible for the accurate, complete, and timely entry of information into the Aviation Authority's EAMS Maximo system. The Aviation Authority shall have full access to the Contractor entered data at any time. All entered data becomes the property of the Aviation Authority.

f. The EAMS Maximo Specialist's duties and responsibilities shall include but are not limited to the following:

1) Oversee the EAMS Maximo and integrity of information.

2) Generate reports requested by Contractor leadership and/or authorized Aviation Authority personnel.

3) Provide administration and day to day support of production EAMS Maximo environments.

4) Train Contractor personnel on EAMS Maximo, document and import and export data.

5) Provide testing support for software, patch management, upgrades and integration.

6) Provide first line of support for Contracted users EAMS Maximo.

7) Provide support for the expansion of EAMS Maximo program capabilities.

8) Provide EAMS Maximo training to all Contractor and Aviation Authority EAMS Maximo users.

9) Convert technical knowledge into easily understood terms.

10) Perform additional duties as required.

4.42. EAMS Maximo Database Contractor's Responsibilities

Contractor staff duties shall also include EAMS Maximo database responsibilities. Contractor shall designate a point of contact for EAMS Maximo Database related

matters. The EAMS Maximo Database duties and responsibilities shall include but are not limited to the following:

a. Data entry and asset management services include, but are not limited to, the following:

1) Ensure EAMS Maximo integrity of information, accuracy and timely entry of asset and work order information. The Aviation Authority shall have full access to the Contractor entered data at any time. All entered data becomes the property of the Aviation Authority.

2) Generate reports requested by Contractor leadership and/or authorized Aviation Authority personnel.

3) The Aviation Authority will provide EAMS Maximo one (1) day on-site familiarization to acquaint with the specifics of the Aviation Authority's EAMS Maximo application. In addition, the Contractor Staff performing EAMS Maximo duties are encouraged to attend an EAMS Maximo Immersion course offered by IBM or an authorized business partner at the Contractor's cost.

4) The EAMS Maximo functions herein described shall be utilized and are essential to the efficient management of the Aviation Authority's assets and the Contractor's effective utilization of the EAMS Maximo. The omission of functions not specifically listed herein, does not imply that it is not necessary or required to be utilized in the performance of this Contract.

b. Data entry and asset management services include, but are not limited to, the following:

1) PM Schedules – All regularly scheduled maintenance and inspection activities shall be established in the EAMS Maximo application to allow the automatic generation of PM work orders.

2) Job Plans – All routine maintenance activities, such as scheduled inspections, routine PM and common repairs shall be established as Job Plans in EAMS Maximo, including estimated labor requirements, material usage, and duration. Job Plans must be utilized on all PM schedules and repetitive maintenance work orders.

3) Work Orders – All automatically generated PM work orders shall be scheduled and assigned within a reasonable time frame. Once work is completed, the EAMS Maximo work order must be identified as completed within forty-eight (48) hours to allow for accurate estimation of next due dates.

4) Follow-up Work Orders – Any maintenance and repair activity found as a result of a PM inspection shall be generated as a "follow-up" work order in EAMS Maximo. These work orders shall be completed within a

reasonable time at the sole discretion of the AAR based on the priority of the work and criticality of the equipment affected; updates to the EAMS Maximo work order shall be posted within forty-eight (48) hours of work completion.

5) Corrective Work Orders – All corrective and repair work identified by the Contractor, Airline, or the Aviation Authority staff shall cause a corrective work order to be created in EAMS Maximo. In some cases the Aviation Authority staff with access to EAMS Maximo may create these work orders directly. These work orders shall be completed within a reasonable time frame based on the priority of work and criticality of the equipment affected; updates to the EAMS Maximo work order shall be posted within forty-eight (48) hours of work completion. Cost tracking and billing information shall be assigned to work orders based on the type of work being requested or performed (e.g. normal maintenance and repair, repair due to third-party causes, repair due to misuse, vandalism, etc.)

6) Work Order Scheduling/Assignment – All EAMS Maximo work orders shall have a target finish date assigned as determined by the PM schedule or the work priority. Each work order shall be scheduled based on available resources, work backlog and work priority and the scheduled date entered on the EAMS Maximo work order with the assigned personnel. The Contractor shall utilize the EAMS Maximo System for resource leveling functions to include scheduling of PM and repair work orders based on availability of manpower, normal and abnormal (holiday, weekend, vacation, emergency) work schedules, equipment, normal operating and normal non-operating times.

7) Work Order Completion – All EAMS Maximo work orders shall be marked with a status of Complete in EAMS Maximo within the identified time frame based on the type of work. The following data shall be entered on work order completion as a minimum:

   a) Labor hours (including specific personnel, rates, hours worked, and date, time of work initiation and completion.)

   b) Parts usage from the Aviation Authority or the Bench Stock supplied materials.

   c) Failure report problem, cause and remedy if corrective/repair activity.

   d) Meter readings.

   e) Downtime including downtime start, duration, end, and reason.

   f) Follow-up work required if applicable.

   g) Work log including technician comments and notes.

8) Work Close-Out – All completed EAMS Maximo work orders must be closed periodically after all relevant data has been entered. Under no circumstances will completed work with no further activity remain unclosed for more than fifteen (15) days.

9) Asset data – All Aviation Authority assets covered by this Contract shall be accurately tracked in EAMS Maximo. As new assets are installed, new records must be created in EAMS Maximo to reflect the new asset within forty-eight (48) hours of asset installation or receipt of new asset data from the Aviation Authority. As assets are removed, old asset data must be inactivated in EAMS Maximo within forty-eight (48) hours of asset removal. Contractor must maintain the Aviation Authority's current methodology for asset numbering. The Asset data shall include, but not be limited to:

a) Asset details – asset name, description, location, serial number, install date, tag number, vendor, manufacturer, purchase replacement cost, expected life, etc.

b) Specifications – nameplate data such as type, size, material, capacity, etc.

c) Spare Parts – inventory spare parts used to maintain the asset, including manufacturer information and quantity required.

d) Safety – special safety requirements and SDS information.

e) Warranty – warranty contracts terms, and expiration date.

f) PM schedules/job plan – based on manufacturers' recommendations.

g) Meter and Condition Data – the Contractor shall update meter data to reflect current meter readings for mileage, run-time, or other appropriate measure of usage and condition on a monthly basis as a minimum. These values may be used in formulating PM, PdM, schedules for asset inspection and maintenance. This data shall be used to compare and trend data from similar equipment types.

h) Inventory Data – All inventory used in association with this Contract, shall be recorded in EAMS Maximo: where the materials are stored, the value of inventory cost, quantity on-hand and re-stock requirements. Contractor must maintain the Aviation Authority's current methodology for item numbering.

c. In addition, the Contractor shall provide recommendations with regard to additions, deletions, or changes in the quantities or specific items to be stocked

by the Aviation Authority based on the Contractor's experience, equipment condition, historical parts usage, and expected parts usage.

d. The Contractor shall provide reports as needed to meet Contract performance guidelines.

e. The Contractor shall perform any additional duties on an as required basis where such duties are required by the AAR.

4.43. Staffing and Wage Plan

a. The Contractor shall discuss a staffing and wage plan with the Aviation Authority for reimbursable positions so as to attract quality personnel to perform the requirements of this Contract. It is understood that Technicians require special skills and training; therefore it will be necessary to compensate those individuals in a sufficient manner.

b. The Contractor's labor compensation for the reimbursable positions shall be fixed at the hourly labor rates as agreed upon with the Aviation Authority and shall not be subject to markups. Employees are required to utilize an automated time and attendance system. Employee's timesheets, printed records shall be included with the invoice and only actual hours worked and accounted for shall be billed.

4.44. Repair Parts – Bench Stock

a. The Aviation Authority currently has bench stock. The repair parts are as described in Exhibit "4.76.4". The incoming Contractor shall conduct a joint audit of the bench stock with Aviation Authority personnel and confirm the correct quantities are represented in EAMS Maximo.

b. The Contractor must have the ability to furnish all parts and materials necessary to perform repairs and routine services. If the current bench stock is determined to be insufficient, the Contractor shall seek authorization and pre-approval from Aviation Authority for consideration to increase bench stock. The Aviation Authority will reimburse the Contractor for those repair parts purchased, at the Contractor's actual cost, which is defined as the actual invoice price submitted to the Contractor by parts vendors for payment from the Contractor. The parts vendors' invoice prices shall reflect all trades and cash discounts including core charge refunds as well as volume and special incentive discounts or rebates that apply to any purchases by the Contractor.

c. The Aviation Authority will provide the Contractor with bench stock storage location(s) (Contractor's Storage Rooms). Additional storage locations may be provided based on availability. The Contractor shall be required to utilize, maintain, and stock these on-site storage locations to facilitate faster parts access and expedite equipment repair. Whenever parts/items are removed from the inventory, Contractor shall track the date and time taken, item description, quantity removed, and the equipment asset ID, and/or location where the part was installed in the EAMS Maximo program.

d. The Contractor shall maintain bench stock inventory at an acceptable level to ensure expedient repairs; always keeping in mind that time is of the essence and deductions are applied for equipment downtime. The Aviation Authority requires sufficient stock be on hand on day one and all subsequent days of this Contract to complete any necessary repairs.

e. As parts are pulled from bench stock, the Contractor is responsible for ordering and maintaining necessary stock on hand. It is recommended that the Contractor maintain a “minimum and maximum” number for each part and order additional parts as the minimum number (minimum that must be in stock at all times) is approached.

f. The Contractor shall assume responsibility for the safeguarding of the inventory and shall protect against loss or damage.

g. No less than annually, The Contractor shall obtain competitive quotes on high use items and any single item that exceeds One Thousand Dollars ($1,000.00). The competitive quotes must remain on file for the Aviation Authority’s inspection upon request. This does not apply to items clearly identified and recorded as sole source and not available from alternate vendors. The Contractor shall obtain written agreements with major and continuing parts suppliers, exclusive of emergency purchases, stating and verifying pricing structure under which the Contractor shall purchase parts and materials. The Contractor shall provide the AAR with copies of such written agreements and updates as requested. The Contractor shall fully assist the AAR in the effort to verify the quality and cost of parts and materials.

h. Replacement parts shall be the same make, model, and part number, etc. as what was originally provided and/or installed by the equipment or system manufacturer and/or installer (OEM parts). Any equivalent or substitute parts the Contractor desires to provide must be approved by the AAR in advance. Substitute parts must be equivalent or superior to new OEM parts.

i. If new or substitute OEM parts are no longer available, or in instances where the AAR agrees it makes financial sense, the Contractor may have old parts repaired or rebuilt. Parts that require rebuild by personnel other than Contractor’s personnel will have rebuild costs reimbursed in the monthly parts reimbursement allocation when original rebuild invoice is presented along with proof of part entering EAMS Maximo. Rebuilt parts must be distinguished in EAMS Maximo inventory with an “R” prior to the part number. Salvage, additional, or used parts must be distinguished in EAMS Maximo inventory with a “U” after the part number and at a “$0” value.

j. Any parts ordered by the Contractor as per Contract provisions shall be maintained in EAMS Maximo as an available spare part until utilized for the maintenance or repair of airport PBB or affiliated GSE equipment. Once used, the spare part must be traceable through EAMS Maximo to the allocated asset.

k. If a discount, rebate, core charge, or other sales initiative is made available to the Contractor after the Aviation Authority has received an invoice for a part or materials, the Contractor shall reflect the monetary value of such as a credit to the Aviation Authority on the Contractor's next invoice to the Aviation Authority.

l. Inventory control of the bench stock shall be the responsibility of the Contractor. The Contractor must store spare parts and maintain a clean and organized setting within the allocated spare parts storage space.

m. A monthly inventory of available spare parts shall be conducted and include the following information as a minimum for each spare part:

1) Part Number.
2) Manufacturer's Number.
3) Part Name/Description.
4) Location (Bin Number).
5) Quantity on Hand.
6) Unit Price.

n. Lost parts are the responsibility of the Contractor. The Contractor must replenish any lost bench stock or reimburse the Aviation Authority in the monthly invoice after the discrepancy is identified. Should an inventory indicate there are more parts on hand than reflected in EAMS Maximo; EAMS Maximo will be adjusted to reflect the actual number of parts on hand.

o. The Contractor shall hold a valid Florida Sales Tax Resale Certificate. The Contractor shall procure parts and negotiate prices, and shall furnish copies of written vendor agreements and provide the Aviation Authority access to vendors' invoices and receipt records, to ensure the best possible price and quality parts are obtained. The Aviation Authority will not pay or reimburse the Contractor for sales tax, pick up fee or any other miscellaneous fee associated with the purchase.

p. The Contractor shall retain any damaged, broken or worn part that is replaced, when such part is chargeable or billable to the Aviation Authority, or when such part is the subject of a warranty claim for at least thirty (30) calendar days after completion of the replacement work, in a designated holding area for inspection by the AAR. Final disposal of these parts shall be coordinated with the AAR.

q. All parts or items installed on the Aviation Authority's systems or equipment become the property of the Aviation Authority once installed, free of any encumbrances or liens.

r. At the end of the Contract and prior to the transfer of the existing bench stock a joint bench stock inventory audit verification will be conducted by the Contractor and the Aviation Authority to ensure the listed bench stock matches what is actually in storage (Contractor's Storage Rooms). Upon completion of the bench stock audit, the storage rooms will be secured by the Aviation Authority and held for transfer to the incoming Contractor.

s. Currently the Aviation Authority utilizes a first in, first out method of tracking parts in EAMS Maximo. This tracking method is subject to change at the Aviation Authority's discretion.

4.45. Additional Repair Parts, Inventory, and Storage

a. Separate from the bench stock, the Aviation Authority maintains an inventory of replacement and repair parts that will be available for the Contractor's use in the maintenance and repair of the PBB and affiliated GSE equipment covered by this Contract. This available stock is stored in the Aviation Authority's Material Control Warehouse. This inventory consists of those parts the Aviation Authority believes have long-lead times and is necessary to store on-site to ensure expedient repairs. The Aviation Authority does not warrant that all of the long-lead parts are stocked in Material Control Warehouse or that the Aviation Authority will continue to maintain an inventory of replacement and repair parts in this location. It is the Contractor's responsibility to provide all of the replacement and repair parts and to determine from which source, the Aviation Authority's warehouse or elsewhere, to procure the parts. The repair parts that the Aviation Authority stocks in its warehouse are as described in Exhibit "4.76.5".

b. The Aviation Authority's inventory is subject to change at the Aviation Authority's discretion. Updated inventory list can be accessed by the Contractor using the Aviation Authority's financial system, Oracle. The Contractor must use its best judgment and experience to ensure that all parts necessary for the efficient operation of the PBB and affiliated GSE equipment is on hand. Lack of parts on hand will not be used as a means for avoiding deductions for downtime or system failures.

c. In the event that replacement work requires a part or item that is not a stocked part or item in the bench stock or the Material Control inventory, it is required that the Contractor use the most expedient method to obtain the part, and regardless of what shipping service company the Contractor uses, the delivery time should not exceed the delivery time of UPS Express freight or FedEx Express Freight.

4.46. Withdrawing Parts from the Aviation Authority Inventory

1) When the Contractor withdraws or removes any parts from the Aviation Authority's Material Control inventory, the Contractor shall be required to complete the Aviation Authority's electronic requisition through the Aviation Authority's financial system, Oracle, by the end of the next business day. The Aviation Authority will provide the Contractor's personnel access to Oracle in accordance with the Aviation Authority's procedures. The Contractor's personnel shall comply with all Aviation Authority policy and procedures required for access to Oracle and complete the Aviation Authority's Oracle training program.

2) The Aviation Authority's Material Control warehouse is staffed from 07:30 a.m. to 4:00 p.m., subject to change, Monday through Friday except for Aviation Authority recognized holidays. During this time, the Aviation Authority will provide assistance to the Contractor's staff. If the Contractor needs to retrieve or acquire parts from the Aviation Authority's Material Control inventory outside of the staffed times, the Aviation Authority will provide an escort for the Contractor. The Contractor shall notify operations or the central plant by radio or phone that access to the warehouse is needed. In this event, the Aviation Authority will provide an escort as quickly as possible.

3) When the Contractor uses an Aviation Authority Material Control stocked part or item, the Aviation Authority will handle replenishment of stock at the Aviation Authority's discretion.

4) The Aviation Authority provided parts or items, shall only be used on the Aviation Authority's equipment and under no circumstance shall any Aviation Authority provided parts or items be removed from the airport property.

4.47. Reimbursement for Parts

The Aviation Authority will reimburse for parts purchased by the Contractor. Reimbursement will be done in conjunction with the monthly invoice. Original parts purchased invoices must be submitted monthly as parts are purchased to establish and replenish the bench stock. Along with the original parts invoice the Contractor must submit proof that purchased parts were recorded into EAMS Maximo inventory.

4.48. Adding, Removing, or Replacing Equipment

a. The Aviation Authority may add, remove or replace equipment, or locations, at its discretion at any time during this Contract. In this event, the Aviation Authority may authorize additional staffing or reductions in staffing as may be needed for the required completion of operations, PM, PdM and CM services.

b. The Management fee will not change even if the number of assets adjusts up or down. As asset numbers are adjusted up or down the Contractor shall manage the staff necessary to perform required maintenance functions.

c. In the event the performance of the Contract requires a permanent increase or decrease in the staffing of the reimbursable positions of twenty percent (20%) or more, the Management Fee will be adjusted accordingly.

4.49. Performance Measurement/Tracking

a. Performance measuring and tracking of the Passenger Boarding Bridges (PBB) and affiliated GSE equipment will be applied to each of the covered assets. Each Area covered in this specification will be measured collectively to determine overall performance of the equipment.

b. Performance measurement and deductions shall apply to all systems and equipment covered under this Contract. The actual dollar amount of a

deduction is dependent on overall downtime in the calendar month. The actual downtime procedures and deduction amounts are outlined in this Specification.

c. In addition to these deductions, the Contractor may be subject to additional deductions for poor Contractor performance and/or poor response times as detailed herein. Deductions will not be taken for any equipment failure where such failure is due to elements outside of the Contractor's control as described in, Performance Measurements Exceptions.

d. Performance Measurement Exceptions are determined by the AAR in his/her sole discretion.

e. The Contractor shall make every effort to provide the highest system and equipment reliability and availability possible.

f. Performance measurement and tracking shall be implemented in a phased approach. For the first three (3) full calendar months, a one-hundred percent (100%) waiver shall be applied to the normal deductions. The fourth full calendar month of the Contract and all subsequent months thereafter shall result in normal deduction application. It is important for the Contractor to be aware that the AAR will implement and utilize the deduction schedule as identified in this Contract throughout the Contract period. The Contractor is provided this phased deduction period to allow for PM, inspections, adjustments, and corrections of any pre-existing deficiencies that may cause non-operational time and/or impact performance.

g. The Contractor shall meet the following performance measurement requirements:

    a. In addition to deductions that may be taken for collective system downtime, the following performance measurements will also be used by the AAR to evaluate the Contractor's performance. In each case, the Contractor will not be responsible for deficiencies in meeting these performance requirements due to elements outside its control, as determined by the AAR in his/her sole discretion and as described in Performance Measurement Exceptions.

        a) Complete 100% of all scheduled PM work within the calendar month and close out all associated work orders. The tracking of this performance measurement shall be done utilizing the EAMS Maximo. Deductions may be applied for failure to meet PM quality specifications on a monthly basis.

        b) Complete 100% of all scheduled, non-critical CM (repair) work within fifteen (15) days of identification and close out the work order. Exceptions may be requested based on extenuating circumstances and approval will be at the sole discretion of the AAR. The tracking of performance measurement shall be done utilizing EAMS Maximo.

b. For each month during the term of the Contract that any specified measurable performance is below the Contractual percentage specified herein, the Contractor shall promptly undertake reviews of its staffing, operations, maintenance methods, PM/PdM/CM schedules, procedures and training programs, and propose a plan of action, acceptable to the AAR, to correct the situation.

4.50. Faulty or Poor Installation or Quality Work

The Contractor is responsible, and performance deductions may be taken, for those downtime and failures that result from faulty installation or workmanship by the Contractor, the original system installer, and/or previous maintenance or repair Contractor, including but not limited to, loose electrical connections in panels, switches and motors, loose or missing wire nuts, crimps, skinned or chaffed wires, PLC and/or computer programming errors, equipment alignment or installation issues, or previously made incorrect adjustments or settings.

4.51. Performance Measurement Exceptions

a. Should a loading bridge or affiliated GSE equipment sustain damage from physical impact from a third party, the Contractor will work as expeditiously as possible to return the damaged unit to service, downtime penalties will not apply. If the damaging party can be identified, the Contractor shall track and record all labor hours, materials, and parts used in the repair and submit a complete report to the AAR.

b. Non-Operational time will not be counted for a scheduled or planned maintenance activity pre-approved by the AAR and documented in advance, such as the AAR pre-approving the Contractor to make a major repair that will take longer than the normal maintenance time allotted.

c. Non-Operational time will not be counted for repairs that cannot be completed after asset shut down but before start-up due to the complexity of repair.

d. The Contractor may not request approval for additional time to complete repairs due to a lack of staffing or ability. Approval is at the discretion of the AAR.

e. Non-Operational time will not be counted for failures caused by loss of primary power or communications for which the Contractor is not responsible to protect against.

4.52. Restoration of Service in a Timely Manner

a. In the event that the Contractor's on-site personnel do not, or cannot, restore service in a timely manner, timely being at the discretion of the AAR, the AAR has the right to require the Contractor to utilize outside technical support or manufacturer's support when such support service is available.

b. If "remote" or offsite support is required, as determined at the discretion of the AAR, it shall begin within one (1) hour of notification during normal business

hours (M-F, 0800 to 1700 hrs.) and within four (4) hours of notification during non-business hours and/or on Aviation Authority approved holidays. The Contractor shall have arrangements in place to support its requirement, such as manufacturers' support contact names, phone numbers, support agreements, remote access, passwords, etc., prior to the need arising.

c. In the event "on-site" technical assistance or support is required (e.g., Manufacturer needs to send support personnel to remedy a problem), such service or support shall be on-site commencing repairs within twelve (12) hours of notification during normal business hours and within twenty-four (24) hours of notification during non-business hours and/or Aviation Authority approved holidays.

d. The Aviation Authority shall not reimburse the Contractor for any additional costs it may incur as a result of the requirements described herein. The Contractor is expected to have personnel with sufficient skill levels and knowledge so that outside non-Contractor support will not be needed.

e. Should the AAR determine the Contractor is repeatedly relying on manufacturer's support, the AAR has the right to require the Contractor to provide its personnel with additional training from a manufacturer approved training program or a training program that has been approved by the AAR, and/or shall provide personnel trained with the skill levels and knowledge necessary to perform the diagnostic and repair work in-house to make repairs in a timely manner.

f. All training conducted by the manufacturer shall be conducted and recorded including the following: (i) manufacturer provided training may be conducted on or off-site; (ii) a training attendance roster shall be maintained by Contractor which indicates the date of training, subject matter, printed names and signatures of employees that received the training and the name of the person conducting the training; (iii) the training record and roster shall be made available to the AAR upon request; (iv) persons designated as a trainer and train the trainer shall have documentation from the manufacturer indicating their designation as a trainer; (v) Contractor's designated employee, the trainer who receives manufacturer conducted training shall then train others in the Contractor's organization who were not able to attend the manufacturers' training session.

g. With AAR approval, the Contractor may utilize the Aviation Authority's IT resources to assist in the diagnosis and resolution of PBB related IT equipment or systems. In this event, the Contractor shall reimburse the Aviation Authority for this service at the hourly rate of Four Hundred-Fifty Dollars ($450.00) per hour. The Aviation Authority may, but is not obligated to, provide this support; however, the Aviation Authority's IT resources may not be available at all times. It is the Contractor's responsibility to have its own staff on-site with the computer and IT technical skills necessary to maintain, diagnose, and repair the PBB and affiliated GSE equipment. The hourly charge requirement can be waived by the AAR on a case-by-case basis.

4.53. Compensation Adjustment

Throughout the term of this Contract, at the end of each month thereof, the AAR may make a downward payment adjustment to the Contractor's invoice for the month ending. The adjustment shall be based upon the total amount of countable equipment/system non-operational events for the month, collectively calculated in accordance with the requirements of this specification. In addition, deductions may be taken for Contractor's failure to perform fully, or failure to perform to the AAR's satisfaction, those specific Contractual requirements specified herein.

4.54. Deductions Based on Equipment Non-Operational Time

a. Service calls and out of service reports are used as the base to calculate equipment non-operational periods and system downtime.

b. Non-operational periods, individual repair times, and downtime associated will be tracked, recorded and calculated by the Aviation Authority's Representative on a daily basis. A daily report will be provided to the designated Contractor's Representative for review and acknowledgement no later than twenty four (24) hours after recording and calculation. The Contractor's Representative shall verify all recorded information, sign, date, and return the report to the Aviation Authority's Representative within twenty four (24) hours. Any discrepancies or disagreements shall be immediately discussed with the Aviation Authority's Representative. Discrepancies or disagreements shall be mutually resolved and corrections recorded as required on a daily basis. The Contractor's Representative acknowledgment of all identified non-operational periods, individual repair times, and downtime shall be as binding as if discussed, verified and acknowledged by the Contractor.

c. **AT NO TIME WILL SAFE WORK PRACTICES BE COMPROMISED OR NOT FOLLOWED!**

d. Deductions will be applied to equipment non-operational periods in accordance with the following plan:

e. A deduction for failure to achieve the required performance levels, as specified within this document, shall be assessed as follows:

The Performance Requirements shall be measured in terms of "Availability" of the PBB and affiliated equipment. The time duration (measured in minutes/hours) of maintenance outages, unusable, and any and all maintenance interruption in use or functioning of equipment covered by this Contract, all of which are included below:

4.55. Availability (A):

a. In the following example, Availability "A" = Scheduled Operational Time ("ST") minus Repair Time ("RT") divided by Scheduled Operation Time ("ST").

$$\frac{(ST-RT)}{ST} * 100\% = A$$

Example: The Scheduled Operational Time for the month of June is 2,226,960, the Repair Time is 415.

$$\frac{(2{,}226{,}960 - 415)}{2{,}226{,}545} * 100 = 99.981\%$$

The performance per asset for the month of June will be 99.981%

b. The Availability will be measured and reported daily. For the purpose of deductions it will be measured on a calendar month basis.

4.56. Scheduled Operational Time (ST)

a. Total hours required to operate for air carrier or customer requirements. Operational is defined as fully functioning as designed by the equipment manufacturer. The Scheduled Operational Time is defined as planned time that it is needed for operation.

# of Assets * # of Hours/Day * # of Days/ Month = ST

Example: The number of Assets for the month of June is 4,124, the Operational Hours is 18 hours (0300 to 2100 hours) and the number of days for the month of June is 30. The Operational Hours for the month of June will be 2,226,960.

4,124 * 18 * 30 = 2,226,960 (Operational hours in June)

b. For the purposes of loading bridges and affiliated equipment as listed, all equipment is expected to be operational twenty-four hours per day, seven days per week unless scheduled for out of service time through the AOC in accordance with procedures outlined elsewhere in this specification.

4.57. Repair Time (RT)

a. Repair Time is the combined total of all system repair time, system non-operational time, where the Contractor has been notified by an AAR that an asset requires repair. A fifteen (15) minute grace period will be granted to the Contractor when repairs start within allotted response time and are completed within fifteen (15) minutes after notification. Repair time shall be accumulated for repairs that result in non-operational time greater than fifteen minutes and shall be counted from the time of notification until completion.

b. Individual Repair Time events are defined as the interval of time from the notification of the Contractor of a required repair until the contract technician has remedied the problem, returned the asset to operation and properly notified

the Aviation Authority that the asset is back in service. Example: 415 hours in June, of total Repair Time.

c. All non-operational time reported to the Contractor is counted towards the accumulated monthly total of repair time, regardless of the time of day or night as long as the system is expected to be operational for the use of our customer air carriers.

d. The Contractor is encouraged to pro-actively find and remedy issues during the operational day. A fifteen (15) minute grace period will be granted per asset per day for any discrepancies identified by the Contractor's personnel. Any non-operational time greater than fifteen minutes during the operational day proactively initiated by a Contractor representative will be counted as repair time for the monthly Repair Time (RT) total.

e. All Repair Time is accumulated into a grand total for the calendar month.

4.58. Applicable Deductions

a. 99.9% will always be expected. Deductions will be driven by the second (2nd) and third (3rd) digit following the 99.9XX. In the June example, the performance percentage was 99.9**81**%. Therefore, the applicable deduction is determined by the 9**81**.

b. The following scale will be utilized to determine monthly applicable performance deductions:

PERFORMANCE RATE	DEDUCTIONS
99.982+	No Deduction
99.981 - 99.9819	$5,000
99.980 - 99.9809	$10,000
99.979 - 99.9799	$15,000
<99.979	$20,000

c. (99.9**82**+), the applicable deduction would be determined by the **.81**. An operational deduction of Five Thousand Dollars ($5,000) would be assessed on the monthly invoice. Had the performance been 99.9**82**, no deduction would have been applicable. Had the performance been 99.9**78** or below, a maximum deduction of Twenty Thousand ($20,000) Dollars would have been applicable.

d. Any two (2) months of 99.978 or below performance (months do not need to be consecutive) during a rolling twelve (12) month period will require that the contractor submit a written corrective action plan, to the AAR. Any three (3) combined months of performance of 99.978 or below (months do not need to be consecutive) during a rolling twelve (12) month period may result in the issuance of a Notice to Cure and potential termination of Contract.

e. The amount of a resulting deduction for equipment non-operational time is based upon the amount of time the equipment has been out of service or not

performing properly. Deductions shall only apply to equipment/systems that fail to operate as/when needed and/or while in use. This deduction does not apply to equipment/systems that are purposefully removed from service by the Aviation Authority.

f. When equipment downtime is extended because repair parts need to be ordered, the total amount of the deduction may be adjusted at the sole discretion of the AAR based on, the availability of parts, age of the asset, probability of a failure, the expediency of the part shipping/delivery arrangements made by the Contractor, etc. The Contractor has full responsibility to ensure that all parts necessary for the maintenance or repair of the PBB and affiliated equipment are on hand and available at the immediate time of need.

4.59. Deductions and Adjustments

All deductions indicated below are in addition to any other deduction or fine that may be imposed by other agencies or authorities and does not limit any other remedies provided in these Contract documents, including termination. Deductions will be identified through written communication from the AAR.

4.60. Safety/Security Violation

a. The violation of any Aviation Authority Safety and Security policy, including, but not limited to, examples described in this Section may subject the Contractor to a deduction per incident, at the sole discretion of the AAR.

b. Leaving tools, equipment, or materials unattended which may pose a hazard. Leaving substances or materials such as spilled oil, parts, or tools that could pose a slipping, tripping or security hazard.

c. Permitting the use of the equipment such as PBB and affiliated equipment, etc., by operators, airline personnel or the public, with a safety device or switch by-passed, deactivated, or with an equipment safety cover/guard removed.

d. Permitting the use of any equipment by the public, air carrier or contract personnel when the equipment is not fully safe and may be a potential hazard to the user.

e. Failing to lock-out/tag-out electrical circuits as required by NEC, NFPA, OSHA, and Aviation Authority policy.

f. Incidents resulting in injury to employees or the public or damage to facilities as a result of negligence may result in a safety deduction separate from any other applicable fees, settlements, or deductions of Twenty Five Thousand Dollars ($25,000). This deduction will be determined by the AAR in his/her sole discretion.

4.61. Late or Slow Response to Callback, Service Call/Request, or Equipment Malfunction

When a late or slow response time is identified the delayed response may be subject to a deduction of Two Hundred Fifty Dollars ($250.00) per incident, at the discretion of the AAR. It is expected that a Contract representative will respond to all service calls within six (6) minutes of the call. Other applicable deductions outlined in this document may be imposed in addition to this deduction.

4.62. Scheduled PdM Program

Failure to implement a PdM Program by the end of the sixth (6th) month of this Contract may result in a deduction of Two Hundred Fifty Dollars ($250.00) per day.

4.63. Recurring and Repeating Problems

The AAR will review return calls to fix a recurring problem with the same asset. If in the discretion of the AAR appropriate corrective action/repairs were not completed on the first response (or subsequent responses), the AAR may impose a deduction of up to Two Hundred Fifty Dollars ($250.00) per incident.

4.64. Failure of the Contractor to Maintain and update Data in EAMS Maximo

Deductions may apply for failure to close out work orders, updating asset information to reflect equipment changes, and maintaining an accurate parts inventory for those items in the Contractor's storage rooms. All updates must be accurately finalized within forty-eight (48) hours of the completion of the work, or any other condition or situation which warrants updates to EAMS Maximo. Failures may subject the Contractor to a deduction of up to Two Hundred Fifty Dollars ($250) per incident per day, at the discretion of the AAR.

4.65. Non-Compliance or Failure of Contractor to Begin Utilizing "Outside Support"

Deductions may apply when Contractor fails to utilize outside support as instructed by the AAR, or in the event the Contractor is found to be in noncompliance with any other Contractual requirement as described herein and has not complied within a reasonable time once said item is brought to the attention of the Contractor, a deduction of up to Two Hundred Fifty Dollars ($250) per incident may be imposed at the discretion of the AAR. Actual deductions will be dependent on the severity or potential consequences of the incident.

4.66. PM Work Completion

a. The required goal for completion of PM work monthly is 100% percent. Deductions will apply when the completed percentages fall within the following scale:

COMPLETION	ADDITION TO NON-OPERATIONAL PERFORMANCE DEDUCTION
97 - 99.9%	10%

95-97%	20%
Below 95%	50%

b. This deduction is applied to the base performance deduction as described in Section 4.55 and is not accumulative based on other added deductions.

c. In the event non-operational performance deductions are not applicable during a billing cycle in which PM goals were not accomplished, failure to compete required PM goal of 100% will result in the following application:

PM COMPLETION	PERFORMANCE DEDUCTION
Equal to 97 - 99.9%	One thousand dollars ($1,000)
Equal to 95-97%	Two thousand dollars ($2,000)
Below 95%	Five Thousand dollars ($5,000)

4.67. Scheduled PM Work within the Calendar Month includes closing out all Work Orders

a. The tracking of this performance measurement shall be done by the EAMS Maximo software. Work completed in the final days of a calendar month will not be counted as complete unless proper documentation has been fully completed in the EAMS Maximo system. Work completed in the last days of the month must be input by the end of the last day of the month to be considered complete. There is no forty-eight (48) hour allowance for entry into EAMS Maximo in this circumstance. The Contractor will not be held responsible for delays in completing PMs due to circumstances beyond its control or responsibility; however the Contractor shall be responsible to document such circumstances and provide documentation to the AAR at the end of the month.

b. Failure of the Contractor to complete less than ninety-five percent (95%) of all scheduled PMs during a calendar month for three (3) months, which does not need to be consecutive, during a rolling twelve (12) month period may result in a Notice to Cure and potential termination of the Contract.

4.68. PM Quality Assurance Checks

PM quality assurance checks will be conducted by the AAR, or his/her designated representative on PBB and affiliated equipment by randomly selecting from EAMS Maximo, PM Work orders completed within the last ten (10) days. The Contractor will be notified of PM deficiencies with the PBB and affiliated equipment after which the Contractor will have five (5) days to correct the deficiencies. Deficiencies not corrected during the five (5) day correction period will result in a deduction for each PBB and/or affiliated equipment. Deductions will be charged at Two Hundred Fifty Dollars ($250.00) per affected asset containing the non-corrected PM.

4.69. Outstanding CM Work Orders

a. In the event more than 5% of the CM (repair) work orders remain incomplete in the EAMS Maximo program at the end of a calendar month, a deduction may apply as follow:

COMPLETION	ADDITION TO NON-OPERATIONAL PERFORMANCE DEDUCTION
90 - 95%	5%
Below 90%	10%

b. This deduction may not apply to work that is in progress (actively being worked on), waiting on approval from the AAR to begin work, or waiting for parts which have been ordered at the sole discretion of the AAR. This deduction may apply even when the CM work is completed but the work order has not been closed out as specified. The Contractor will not be held responsible for delays due to circumstances beyond its control or responsibility; however, the Contractor shall be responsible to document such circumstances and provide documentation to AAR at the end of the calendar month. This deduction is applied to the base performance deduction and is not accumulative based on other added deductions.

4.70. Continued Poor Performance

Should it be noted that the Contractor is failing to maintain equipment properly, PM, PdMs are not properly completed, or system efficiency is low, the AAR may at his/her sole discretion impose an additional deduction of Five Hundred Dollars ($500.00) per day. The deduction shall apply for every day the situation is not corrected.

4.71. Failure of Contractor to Enter Preliminary Data into the EAMS Maximo, as Required for the Assets Covered

a. As described in Computerized Maintenance Management Systems EAMS Maximo – Utilization and Data Entry Requirements Section, by the one hundred and eighty-first (181st) day after the Contract commencement date, a deduction of Two Hundred-Fifty ($250) Dollars per-day shall be applied for each and every day that “preliminary data” is not fully entered for each asset. Deduction(s) shall be applied to the monthly invoice(s). Fully entered means that every asset in the EAMS Maximo database has the required and applicable data entered and the AAR approves in writing that this contract requirement has been met. The AAR will use random sampling of the database (assets) to verify compliance. After the AAR acknowledges in writing that the preliminary data has been entered (or is in the EAMS Maximo database), this section will not be applied again. However, the Contractor shall continue to update the EAMS Maximo and failure to do so in accordance with these Contract requirements may result in a deduction.

b. The Contractor must coordinate closely with any entity performing installation or removal of equipment covered by this agreement. No later than seven (7) days after notification of demolition or install of PBB and/or affiliated GSE equipment, the Contractor must have the required information updated in EAMS Maximo. Failure to properly update EAMS Maximo may result in a deduction of Two Hundred Fifty Dollars ($250.00) for each day beginning on day eight (8) and all subsequent days in which necessary changes have not been documented.

4.72. Cleanliness – Use of Premises

a. During the progress of the work specified herein, the Contractor shall keep the premises free from accumulations of dust, dirt, waste materials, and other debris. At the completion of daily work, the Contractor shall remove all waste materials and debris from and about the premises. All tools, equipment, and surplus materials must be properly stored. The Contractor shall be responsible for disposing of all waste materials per the terms of this Contract and in accordance with all applicable laws and regulations.

b. All work completed in and around PBB and associated GSE equipment will not be considered complete until all items associated/associated GSE with the repair that have fallen to the tarmac (Foreign Object Damage - (FOD) items are cleaned from the premises. All operational areas under loading bridges must remain in pristine (clean) condition at all times.

4.73. Other Scheduled Cleaning

The PBB operating areas, surrounding area within twenty-five (25) feet of equipment, shall be checked for accumulation of debris which may or may not be related to the equipment or its operation. When such debris is present, the AAR shall be notified and the Aviation Authority, in conjunction with the Contractor, shall dispose of such debris. Examples of this debris would be zipper pulls, luggage parts, broken bag tubs, discarded construction materials, broken pallets, etc. All operational areas under loading bridges must remain in clean condition at all times.

4.74. Necessary Care when Cleaning

Extraordinary care must be used when cleaning overheads so as not to disrupt air carrier operations or impact those employees working in the affected areas.

4.75. Material and Debris Disposal

a. Contractor shall retain all parts for a minimum period of thirty (30) days when the part is removed from operation. Final disposal of these parts shall be coordinated with the AAR.

b. Contractor shall comply with all applicable federal, state and local laws, regulations, administrative rulings, orders, ordinances, and requirements, and Aviation Authority Sustainability Management Plan, pertaining to the protection of the environment, including but not limited to those regulating the use, storage, handling and disposal of materials, and other hazardous waste materials. Disposal records shall be provided to the Aviation Authority.

The remainder of this page is intentionally blank.

4.76. Exhibits

Note: The Exhibits listed below are located on the file 23-283-RFP Exhibits Package **and incorporated herewith.**

a. Exhibit 4.76.1 – Terminals A and B Associated Airsides

b. Exhibit 4.76.2 – PBB and Affiliated GSE Listing

c. Exhibit 4.76.3 – PBB Ball Screw Information

d. Exhibit 4.76.4 – PBB Bench Stock (Contractor Store Room)

e. Exhibit 4.76.5 – GOAA (Material Control) PBB Bench Stock

The remainder of this page is intentionally blank.

5.0 AVIATION AUTHORITY STANDARD TERMS AND CONDITIONS

5.1 Awards

As the best interest of the Aviation Authority may require, the right is reserved to make award(s) by individual items, group of items, all or none, or a combination thereof; to reject any and all Proposals or waive any minor irregularity or technicality in Proposals received. Contractors are cautioned to make no assumptions unless their Proposal has been determined as meeting the Minimum Requirements and being responsive and responsible. All awards made as a result of this Proposal shall conform to applicable policies of the Aviation Authority. The Aviation Authority may return, for full credit, any unused items received which fail to meet the Aviation Authority's performance standards. The Aviation Authority reserves the right to cancel an awarded Proposal upon due cause—i.e., Contractor misrepresentation, Contractor negligence, non-performance, etc. via written notice.

5.2 Additional Terms & Conditions

The Aviation Authority reserves the right to reject Proposals containing any additional terms or conditions not specifically requested in the original special conditions and/or the terms and conditions.

5.3 Purchasing Agreements With Other Governmental Entities

Aviation Authority permits the awarded Contractor(s) to extend the pricing, terms and conditions of this solicitation to other governmental entities at the Contractor's discretion. Each governmental entity that utilizes this solicitation or resulting Contract will be responsible for execution of its own requirements with the awarded Contractor (s).

5.4 Lobbying Statement

All firms are hereby placed on notice the Aviation Authority Board and staff shall not be contacted about this Proposal. Firms and their agents are hereby placed on notice that they are not to contact members of the Aviation Authority staff and/or Committee/Board member (with the exception of designated Purchasing Liaison). Public meetings and public deliberations of the Selection Committee are the only acceptable forum for the discussion of merits of products/services requested by the Request for Proposal; and written correspondence concerning Proposals may be submitted to the Purchasing Department. An appropriate official or employee of the Aviation Authority may initiate communication with a Proposer in order to obtain information or clarification needed to develop a proper and accurate evaluation of the Solicitation. Any official communication from a Proposer during the Proposal process should be submitted in writing to the Greater Orlando Aviation Authority, **GOAA Annex Building, Purchasing Department, 5855 Cargo Road, Orlando, FL 32827-4399** or to the email address as directed during the Proposal process. A copy of the Administration Policies (Sections 180.01 and 180.03) are available upon request from the Chief Administrative Officer. Failure to adhere to these requirements could result in Board action to disqualify your firm from consideration of award.

Respondents to this solicitation or persons acting on their behalf may not contact, between the release of the solicitation and the end of the 72-hour period following the agency posting the notice of intended award, excluding Saturdays, Sundays, and state holidays, any employee or officer of the executive or legislative branch concerning any aspect of this solicitation, except in writing to the procurement officer or as provided in the solicitation documents. Violation of this provision may be grounds for rejecting a response. (F.S. 287.057 (23))

5.5 Whistle Blower Reporting Line

The Aviation Authority is committed to the highest level of integrity in its operations and is fully committed to protecting the organization, its operations, and its assets against fraud, waste or abuse. The Aviation Authority has established a Whistle Blower Reporting Line with a third-party service provider as a means for employees, Contractors, vendors, tenants and the general public to report suspected fraud, waste or abuse in connection with Aviation Authority operations. Should Contractor suspect any fraud, waste or abuse in connection with any work under this Contract, including any work of its Subcontractors or laborers, it shall promptly report such activity at 877-370-6354, through email: GOAA@integritycounts.ca, or through the online reporting form at www.integritycounts.ca/org/GOAA. The Contractor shall include this reporting requirement in all subcontracts and vendor agreements. The Contractor is further encouraged to report any suspected fraud, waste or abuse it suspects in connection with any other airport operation or project.

5.6 EEO Statement

Contractors must ensure that employees and applicants for employment are not discriminated against for reasons of race, color, age, religion, sex, national origin, or handicapped status. Minority and female-owned businesses are encouraged to participate. The Aviation Authority is an equal opportunity employer.

5.7 Federal Fair Labor Standards Act

All Contracts and subcontracts that result from this Contract incorporate by reference the provisions of 29 CFR part 201, the Federal Fair Labor Standards Act (FLSA), with the same force and effect as if given in full text. The FLSA sets minimum wage, overtime pay, recordkeeping, and child labor standards for full and part time workers. The Consultant has full responsibility to monitor compliance to the referenced statute or regulation. The Consultant must address any claims or disputes that arise from this requirement directly with the U.S. Department of Labor – Wage and Hour Division.

5.8 Occupational Safety And Health Act of 1970

All Contracts and Sub-Contracts that result from this Contract incorporate by reference the requirements of 29 CFR Part 1910 with the same force and effect as if given in full text. Contractor (also known as Consultant) must provide a work environment that is free from recognized hazards that may cause death or serious physical harm to the employee. The Consultant retains full responsibility to monitor its compliance and their Subcontractor's compliance with the applicable requirements of the Occupational Safety and Health Act of 1970 (20 CFR Part 1910). Consultant must address any

claims or disputes that pertain to a referenced requirement directly with the U.S. Department of Labor – Occupational Safety and Health Administration.

5.9 Discounts

All discounts, EXCEPT THOSE FOR PROMPT PAYMENT, shall be considered in determining the lowest net cost for Proposal evaluation purposes.

5.10 Pricing

Firm prices shall be proposed and include FOB DESTINATION, for all packing, handling, shipping charges, fuel surcharges and delivery, unless otherwise indicated, to any point within the Aviation Authority to a secure area or inside delivery. All prices, costs, and conditions shall remain firm and valid for 90 days from the date of opening. The obligations of Aviation Authority under this award are subject to the availability of funds lawfully appropriated for its purpose by the State of Florida and/or the Aviation Authority Board.

5.11 Incurred Cost

The Aviation Authority is not liable for any cost incurred by any Contractor prior to an award. Costs for developing a response to this request for Proposal are entirely the obligation of the Contractor and shall not be chargeable in any manner to the Aviation Authority.

5.12 Errors

In the event of extension error(s), the unit price will prevail. In the event of addition error(s), the extended totals will prevail. In either case, the Contractor’s total offer will be adjusted accordingly.

5.13 Taxes

The Aviation Authority is exempt from Federal excise taxes and all sales taxes.

5.14 Silence of Specifications

The apparent silence of the specifications and any supplemental specifications as to any details or the omission from same of any detailed description concerning any point, shall be regarded as meaning that only the best commercial practices are to prevail and only materials of first quality be provided.

5.15 Assignment

Neither this Contract nor any of the Contractor's rights or obligations hereunder may be assigned by the Contractor without the Aviation Authority's prior written consent, which consent may be granted or withheld in the Aviation Authority's sole discretion. Any transfer of this Contract by merger, consolidation or liquidation, change in federal identification number or, any change in ownership of or power to vote a majority of the outstanding voting stock or ownership interests of the Contractor shall constitute

an assignment of this Contract for purposes of this Section. In the event the Contractor assigns or subcontracts or attempts to assign or subcontract any right or obligation arising under this Contract without the Aviation Authority's prior written consent, the Aviation Authority shall be entitled to terminate this Contract. Assignments require at least 60 days prior notice.

5.16 Indemnification

The successful Contractor shall indemnify, defend and hold completely harmless the Aviation Authority and the City of Orlando, Florida ("City"), and the members (including, without limitation, members of the Aviation Authority's Board and the City's Council, and members of the citizens' advisory committees of each), officers, employees and agents of each, from and against any and all liabilities (including statutory liability and liability under Workers' Compensation Laws), losses, suits, claims, demands, judgments, fines, damages, costs and expenses (including all costs for investigation and defense thereof, including, but not limited to, court costs, paralegal and expert fees and reasonable attorneys' fees) which may be incurred by, charged to or recovered from any of the foregoing: (a) by reason or on account of damage to or destruction or loss of any property of Aviation Authority or the City, or any property of, injury to or death of any person resulting from or arising out of or in connection with the performance of this Contract, or the acts or omissions of Contractor's directors, officers, agents, employees, Subcontractors, licensees or invitees, regardless of where the damage, destruction, injury or death occurred, unless such liability, loss, suit, claim, demand, judgment, fine, damage, cost or expense was proximately caused solely by Aviation Authority's negligence or by the joint negligence of Aviation Authority and any person other than Contractor or Contractor's directors, officers, agents, employees, Subcontractors, licensees, or invitees, or (b) arising out of or in connection with the failure of Contractor to keep, observe or perform any of the covenants or agreements in this Contract which are required to be kept, observed or performed by Contractor, or (c) arising out of or in connection with any claim, suit, assessment or judgment prohibited by this condition or in favor of any person described in below, or (d) arising out of or in connection with any action by Contractor or its directors, officers, agents, employees, Subcontractors, licensees or invitees. Aviation Authority agrees to give Contractor reasonable notice of any suit or claim for which indemnification will be sought hereunder, to allow Contractor or its insurer to compromise and defend the same to the extent of its interests, and to reasonably cooperate with the defense of any such suit or claim. In carrying out its obligations under this section, Contractor shall engage counsel reasonably acceptable to Aviation Authority. In any suit, action, proceeding, claim or demand brought in respect of which the Aviation Authority may pursue indemnity, the Aviation Authority shall have the right to retain its own counsel. The fees and expenses of such counsel shall be at the expense of the Aviation Authority unless the Contractor and the Aviation Authority shall have mutually agreed to another arrangement. In the event Contractor fails, within a reasonable time to retain counsel satisfactory to the Aviation Authority, the Aviation Authority may retain counsel and Contractor shall be responsible for such legal fees, costs and expenses. In the event, the Aviation Authority and the Contractor are both named parties in any such proceeding and, in the sole judgment of the Aviation Authority, representation of both the Aviation Authority and the Contractor by the same counsel would be inappropriate due to actual or potential differing interests between them then Aviation Authority shall obtain its own counsel and Contractor shall

be responsible for such legal fees, costs and expenses. The indemnification provisions of this Section 5 shall survive the expiration or earlier termination of this Contract with respect to any acts or omissions occurring during the term of the Contract. No recourse under or upon any obligation, covenant or agreement contained in this Contract, or any other agreement or document pertaining to the work or services of the Contractor hereunder, as such may from time to time be altered or amended in accordance with the provisions hereof, or any judgment obtained against Aviation Authority, or the City, or by the enforcement of any assessment or by any legal or equitable proceeding by virtue of any statute or otherwise, under or independent of this Contract, shall be had against any member (including, without limitation, members of the Aviation Authority's Board or the City's Council, or members of the citizens advisory committees of each), any officer, employee or agent, as such, past, present, or future of Aviation Authority or City, either directly or through the Aviation Authority or the City or otherwise for any claim arising out of or in connection with this Contract or the work or services conducted pursuant to it, or for any sum that may be due and unpaid by Aviation Authority. Any and all personal liability of every nature, whether at common law or in equity, or by statute or by constitution or otherwise, of any such member, officer, employee, or agent, as such, to respond by reason of any act or omission on his or her part or otherwise for any claim arising out of or in connection with this Contract or the work or services conducted pursuant to it, or for the payment for or to Aviation Authority, or any receiver therefore or otherwise, of any sum that may remain due and unpaid by the Aviation Authority, is expressly waived and released as a condition of and in consideration of the execution of this Contract and the, promises made to Contractor pursuant to this Contract. In any and all claims against the Aviation Authority or the City, or any of their officers, members, agents, servants or employees, by any employee of the Contractor, any Subcontractor, anyone directly or indirectly employed by any of them or anyone for whose acts any of them may be liable, the indemnification obligation of Contractor under this Section shall not be limited in any way by any limitation on the amount or type of damages, compensation or benefit payable by or for the Contractor or any Subcontractor under Workers' Compensation Acts, disability benefit acts or other employee benefit acts. No provisions of this condition shall be construed to negate, abridge, or otherwise reduce any other right of indemnity that Aviation Authority may have as to any party or person described therein.

5.17 Patents and Royalties

The Contractor, without exception shall indemnify and save harmless the Aviation Authority and its employees from liability of any nature of kind including cost and expenses for or on account of any copyrighted, patented, or unpatented invention, process, or article manufactured or used in the performance of the Contract, including its use by the Aviation Authority. If the Contractor uses any design, device, or materials covered by letters, patent or copyright, it is mutually agreed and understood without exception that the Proposal prices shall include all royalties or cost arising from the use of such design, device, or materials in any involved in the work.

5.18 Software License to Contractor

If this purchase is for the license of software products and/or services, and unless otherwise agreed, Contractor hereby grants to the Aviation Authority , a perpetual,

irrevocable, nonexclusive, nontransferable, royalty free license to use the software. This software is “proprietary” to Contractor, and is licensed and provided to the Aviation Authority for its sole use for purposes under this Agreement and any attached work orders or invoices. The Aviation Authority may not use or share this software without permission of the Contractor; however the Aviation Authority may make copies of the software expressly for backup purposes.

5.19 Warranty Against Infringement of Intellectual Property

Contractor warrants that the goods or services do not infringe upon or violate any United States patent, copyright, or trade secret. Contractor will defend at its expense any action against the Aviation Authority or the Aviation Authority as licensee to the extent that it is based on a claim that goods used or services provided used within the scope of the license hereunder infringe upon a United States patent, copyright or trade secret, and Contractor will pay any and all costs and damages finally awarded against the Aviation Authority or the Aviation Authority as licensee in such actions which is attributable to such claim. Should the products or services become, or in Contractor's opinion be likely to become, the subject of any claim of infringement, Contractor shall either: (a) procure for the Aviation Authority the right to continue to use the goods or services; or (b) modify the goods or services to make them non-infringing, provided that such modification does not materially adversely affect the Aviation Authority’s authorized use; or (c) replace the goods or services with equally suitable, compatible, and functionally equivalent non-infringing goods or services at no additional cost to the Aviation Authority; or (d) if none of the foregoing alternatives is reasonably available to Contractor, terminate this agreement and refund to the Aviation Authority the payments actually made to Contractor under this agreement.

5.20 Optional Ownership of Work Product

Contractor agrees that any and all analyses, evaluations, reports, memoranda, letters, ideas, processes, methods, programs, and manuals that were developed, prepared, conceived, made or suggested by the Contractor for the Aviation Authority pursuant to a Work Order, including all such developments as are originated or conceived during the term of the Contract and that are completed or reduced to writing thereafter (the “Work Product”) and Contractor acknowledges that such Work Product may be considered “work(s) made for hire” and will be and remain the exclusive property of the Aviation Authority. To the extent that the Work Product, under applicable law, may not be considered work(s) made for hire, Contractor hereby agrees that this Agreement effectively transfers, grants, conveys, and assigns exclusively to the Aviation Authority, all rights, title and ownership interests, including copyright, which Contractor may have in any Work Product or any tangible media embodying such Work Product, without the necessity of any further consideration, and Aviation Authority shall be entitled to obtain and hold in its own name, all Intellectual Property rights in and to the Work Product. Contractor for itself and on behalf of its Contractors hereby waives any property interest in such Work Product.

5.21 Personal Identifiable Information (PII), Personal Health Information (PHI), Sensitive Security Information (SSI), Payment Card Industry (PCI)

In the course of performing the Agreement work, Contractor may gain access to Sensitive Data Types including but not limited to Personal Identifiable Information (PII), Personal Health Information (PHI), Sensitive Security Information (SSI), Payment Card Industry (PCI), Financial Information and/or other confidential information of the Aviation Authority. Contractor agrees to hold such information in confidence and to make such information known only to its employees, affiliates, agents, Subcontractors, and sub-consultants who have a legitimate need to know such information and who are under a similar obligation of confidentiality. The Contractor shall seek the Aviation Authority's prior written consent before releasing, disclosing, or otherwise making such confidential information available to any other person. This provision shall not apply to information required to be released by applicable law, legal subpoena, or other lawful process. The Contractor must notify the Aviation Authority as soon as practicable in the event Contractor is notified of or discovers any compromise and/or breach or suspected breach, such as unauthorized access to, theft of, misuse of and unintentional releases or of any security/sensitive data types, or confidential information of the Aviation Authority and/or Individuals ("Data Breach") involving Contractor controlled systems such as, but not necessarily limited to, web sites, transmission infrastructure, voice response unit, and retrieval and storage systems. This notification should include, to the extent known, the type of Data Breach, type of data compromised and/or breached, and results of any forensic investigation. To the extent Contractor is responsible for the Data Breach and upon mutual agreement of the parties, Contractor shall be responsible to implement, in coordination with the Aviation Authority, a commercially reasonable Remediation Plan to address and respond to a Data Breach. Such commercially reasonable "Remediation Plan" will include certain administrative requirements associated with addressing and responding to such Data Breach to the extent necessary under the circumstances, and may include but is not necessarily limited to: (i) preparation and mailing or other transmission of legally required notifications, (ii) preparation and mailing or other transmission or communication to impacted Individuals such as may be required by applicable law or regulation; (iii) offering potentially impacted Individuals the opportunity to enroll in a credit monitoring service offered by a vendor of Contractor's choice for a two-year period, or other period as required by applicable law, at no charge to the impacted Individuals; and (iv) payment of applicable reasonable legal, audit, accounting and administrative expenses associated with the investigation, notifications and recovery arising from the Data Breach. The remedies provided for in the Remediation Plan shall be in addition to any other remedies available to the Aviation Authority under this Agreement. The provisions of this Section shall survive the expiration or earlier termination of the Agreement.

5.22 Training

If specified, supplier(s) may be required at the convenience of the Aviation Authority, to provide employees training in the operation and maintenance of any items(s) purchased from this Solicitation.

5.23 Acceptance

Items may be tested for compliance with the Specifications. Items delivered not conforming to specifications may be rejected and returned at Contractor's expense. Any increase in cost may be charged against the Contractor.

5.24 Safety Warranty

The selling dealer, distributor, supplier, and manufacturer shall be responsible for having complied with all Federal, State and local standards, regulations, and laws concerning the equipment specified and the use thereof, applicable and effective on the date of manufacture including safety and environmental standards as apply to both private industry and governmental agencies.

5.25 Warranty

The Contractor agrees that, unless otherwise specified, the supplies and/or services furnished under this Solicitation shall be covered by the most favorable commercial warranty the Contractor gives to any customer for comparable quantities of such supplies and/or services and that the rights and remedies provided herein are in addition to and do not limit any rights afforded to the Aviation Authority by any other provision of this Solicitation.

5.26 Conflict of Interest:

The award hereunder is subject to provisions of State of Florida Statutes. All Contractors must disclose with their bid the name of any officer, director, or agent who is also an employee of the Aviation Authority. Further, all Contractors must disclose the name of any Aviation Authority employee who owns, directly or indirectly, an interest of ten percent (10%) or more in the Contractor's firm or any of its branches.

5.27 Drug-Free Workplace

Whenever two or more Proposals, which are equal with respect to price, quality, and service, are received by the Aviation Authority for the procurement of commodities or Contractual services, a Proposal received from a business that has implemented a drug-free workplace program per 287.087, Fla. Stat. shall be given preference in the award process.

5.28 Discriminatory Vendor List

An entity or affiliate placed on the Discriminatory Vendor List shall not submit a Proposal for a Contract to provide goods or services to a public entity, shall not submit a Proposal on a Contract with a public entity for the construction or repair of a public building or perform any public work, shall not submit Proposals for leases of real property to a public entity, shall not award or perform work as a Contractor, supplier, Subcontractor, or consultant under any Contract with any public entity, and shall not transact business with any public entity per 287.134(3)(d), Fla. Stat.

5.29 Public Entity Crimes

All Contractor are hereby placed on notice that a person or affiliate who has been placed on the convicted vendor list following a conviction for a public entity crime may not submit a Proposal on a Contract to provide any goods or services to a public entity, may not submit a Proposal on a Contract with a public entity for the construction repair of a public building or public work, may not submit Proposals on leases of real property to a public entity, may not be awarded or perform work as a Contractor, supplier, Subcontractor, or consultant under a Contract with a public entity, and may not transact business with any public entity in excess of the threshold amount provided in 287.017 Fla. Stat. for CATEGORY TWO (currently $35,000) for a period of thirty-six (36) months from the date of being placed on the convicted vendor list.

Convicted Vendor List / Vendor Registration and Vendor Lists / State Agency Resources / State Purchasing / Business Operations / Florida Department of Management Services - DMS (myflorida.com)

5.30 Scrutinized Companies

Awarded Contractor shall certify that it and its Subcontractors are not on the Scrutinized Companies that Boycott Israel List. Pursuant to Section 287.135, F.S. If the Agreement is for more than $1,000,000 the Contractor further certifies that it and its Subcontractors are also not on the Scrutinized Companies with Activities in Sudan, Scrutinized Companies with Activities in the Iran Petroleum Energy Sector List, or engaged with business operations in Cuba or Syria as identified in Section 287.135, F.S. For Contracts of any amount, if the Aviation Authority determines the Contractor submitted a false certification under Section 287.135(5) of the Florida Statutes, or if the Contractor has been placed on the Scrutinized Companies that Boycott Israel List, or is engaged in a boycott of Israel, the Aviation Authority shall either terminate the Contract after it has given the Contractor notice and an opportunity to demonstrate the Aviation Authority's determination of false certification was in error pursuant to Section 287.135(5)(a) of the Florida Statutes, or on a case-by-case basis the Aviation Authority may choose to maintain the Contract if the conditions of Section 287.135(4) of the Florida Statutes are met. For Contracts $1,000,000 and greater, if the Aviation Authority determines the Contractor submitted a false certification under Section 287.135(5) of the Florida Statutes, or if the Contractor has been placed on the Scrutinized Companies with Activities in the Sudan List, or the Scrutinized Companies with Activities in the Iran Petroleum Energy Sector List, the Aviation Authority shall either terminate the Contract after it has given the Contractor notice and an opportunity to demonstrate the Aviation Authority's determination of false certification was in error pursuant to Section 287.135(5)(a) of the Florida Statutes, or on a case-by-case basis the Aviation Authority may choose to maintain the Contract if the conditions of Section 287.135(4) of the Florida Statutes are met. The Contractor agrees to observe the above requirements for applicable subcontracts entered into for the performance of work under this Agreement. As provided in Subsection 287.135(8), F.S., if federal law ceases to authorize these Contracting prohibitions, this section shall become inoperative and unenforceable.

5.31 Licenses and Certifications

The awarded Contractor will be required to secure, at its expense and show proof of the proper business tax receipt and/or any other license/certification required of the applicable service/work being performed. The Contractor will be required to provide proof of license and/or certification within two (2) business days of the posted awarded recommendation and submit copies of license/certifications to the Purchasing Department. The successful Contractor is responsible for obtaining all permits necessary. The Aviation Authority does not exempt itself from permitting requirements. The Contractor, if necessary, shall pay all Aviation Authority permit, inspection and impact fees required for the project or services required under this Contract; all other fees for permits required by agencies/municipalities other than the Aviation Authority shall be the responsibility of the awarded Contractor.

5.32 Subcontractors

The Contractor shall be fully responsible for all acts and omissions of the Subcontractors and of persons and organizations directly or indirectly employed by them and of persons and organizations for whose acts and omissions of persons directly employed by the Contractor. In the event a qualified Subcontractor is employed, the Contractor shall:

a. Obtain approval in advance by the Aviation Authority.

b. Continuously monitor the Subcontractor's performance, shall remain fully responsible to ensure that the Subcontractor performs as required and itself perform or remedy any obligations or functions which the Subcontractor fails to perform properly. Nothing contained herein shall be construed to prevent a Contractor from using the services of a common carrier for delivering goods to the Aviation Authority.

c. To the extent feasible, the provisions of this Contract shall apply to any such Subcontractor in the same manner as they apply to the Contractor. However, such application shall neither make any Subcontractor a party to this Contract, nor make such Subcontractor a third party beneficiary hereof.

d. The Aviation Authority may require that copies of invoices for all work (including invoices submitted to the Contractor for work performed by a Subcontractor) shall be submitted to the Aviation Authority by the Contractor and the Aviation Authority shall pay all compensation to the Contractor.

e. It shall be the sole responsibility of the Contractor to deal with a Subcontractor with respect to the collecting and submission of invoices and the payment of compensation. In no event shall the Aviation Authority have any obligation or liability hereunder to any Subcontractor, including, in particular, any obligations of payment.

f. If the Contractor has qualified as an MWBE or LDB program participant with respect to this Contract, Contractor may not subcontract the performance of

services hereunder to an entity that has not received MWBE or LDB certification, unless the MWBE and LDB Participation Goals are separately met by a qualified portion of the Contract being performed by the Contractor or by one or more other Subcontractors that are MWBE and/or LDB certified.

5.33 Verbal Instructions

No negotiations, decisions, or actions shall be initiated or executed by the Contractor as a result of any discussions with any Aviation Authority employee. Only those communications, which are in writing from an authorized Aviation Authority representative, may be considered. Only written communications from Contractors, which are signed by a person designated as authorized to bind the company, will be recognized by the Aviation Authority as duly authorized expressions on behalf of the Contractor.

5.34 Litigation Venue

All litigation shall take place either in the State Courts of Florida, wherein venue shall lie in Orange County, Florida, or in the Federal Courts wherein venue shall lie in the Middle District in and for the State of Florida. The Contractor expressly waives venue in any other location.

5.35 Addition, Deletion, or Modification of Services

The Aviation Authority reserves the right at its sole discretion to increase, decrease, or delete any portion of this agreement/Contract at any time without cause, and if such right is exercised by the Aviation Authority, the total fee shall be reduced or increased by a prorated basis. If work has already been accomplished on the portion of the Contract to be increased, decreased, or deleted, the Contractor shall be paid for the correct portion on the basis of the estimated percentage agreed upon by the Aviation Authority, the Contractor, and the AAR upon completion of such portion.

5.36 Operation During Dispute

In the event the Aviation Authority has not canceled the Contract in accordance with the terms of the Contract, and there remains a dispute between the Contractor and the Aviation Authority, the Contractor agrees to continue to operate and perform under the terms of the Contract while such dispute is pending. Further, the Contractor agrees that, in the event a suit is filed for injunction or other relief, it will continue to operate until the final adjudication of such suit by the court.

5.37 Funding

Obligation of the Aviation Authority for payment to a Contractor is limited to availability of funds appropriated in a current fiscal period, and continuation of contract into a subsequent fiscal period is subject to appropriation of funds, unless otherwise authorized by law.

5.38 Federal Funding Limitation

Contractor understands that funds to pay for Contractor's performance under this Contract are anticipated to be made available from the United States Department of Transportation through the Federal Transit Administration (FTA). All funds must be approved and administered by FTA. The Aviation Authority's obligation hereunder is payable from funds that are appropriated and allocated by FTA for the performance of this Contract. If funds are not allocated, or ultimately are disapproved by FTA, The Aviation Authority may terminate or suspend Contractor's services without penalty. The Aviation Authority shall notify Contractor promptly in writing of the non-allocation, delay, or disapproval of funding.

5.39 Force Majeure

Except for defaults of subcontractors, neither party shall be responsible for delays or failures in performance resulting from acts beyond the control of the offending party. Such acts shall include but shall not be limited to acts of God, fire, flood, hurricane, tornado, other natural disaster, nuclear accident, strike, terrorism, lockout, riot, freight embargo, public regulated utility, pandemic and other CDC imposed health restrictions, or governmental statutes or regulations superimposed after the fact. If a delay or failure in performance by the Contractor arises out of a default of its subcontractor, and if such default arises out of causes beyond the control of both the Contractor and subcontractor, and without the fault or negligence of either of them, the Contractor shall not liable for damages of such delay or failure, unless the supplies or services to be furnished by the subcontractor were obtainable from other sources in sufficient time to permit the Contractor to meet the required performance schedule.

5.40 Contract Termination

The Contract resulting from this Proposal shall commence upon issuance and acceptance of the fully executed Contract. The Aviation Authority retains the right to terminate the Contract, in part or in its entirety, with or without good cause, upon thirty (30) days prior written notice or as stated herein. In the event of termination by the Aviation Authority, provided herein, the awarded Contractor shall be paid for services performed through the date of termination.

a. **Termination for Cause**: If, through any cause, Contractor shall fail to fulfill in a timely and proper manner its obligations under this Agreement, or if Contractor shall violate any of the covenants, agreements, or stipulations of this Agreement, the Aviation Authority shall thereupon have the right to terminate this Agreement by giving written notice to Contractor of such termination and specifying the effective date.

b. Notwithstanding the above, Contractor shall not be relieved of liability to the Aviation Authority for damages sustained by the Aviation Authority by virtue of any breach of this Agreement by Contractor, and the Aviation Authority may withhold any payments to Contractor for the purposes of set-off until such time as the exact amount of damages due the Aviation Authority from Contractor is determined. This provision shall survive the termination of this agreement and shall not relieve Contractor of its liability to the Aviation Authority for damages.

c. **Termination for Convenience of Aviation Authority**: The Aviation Authority may terminate this Agreement at any time for any reason or no reason at all by giving at least thirty (30) days' notice in writing to the Contractor. If the Agreement is terminated by the Aviation Authority as provided herein, Contractor will be paid for the services performed through the Termination Date.

d. **Termination for Convenience of Contractor**: The Contractor may terminate this Agreement by giving at least 180 days' notice to the Aviation Authority. Upon receipt of notice of termination by the Aviation Authority from the Contractor, Contractor shall perform the services through the end of Termination Date and shall be paid for the services performed through the Termination Date.

5.41 Contractor Responsibilities

Contractors, by submitting a Proposal, certify that it understands all planning, coordinating, and implementation of the described services shall be done through personal contact between the Contractor and the Aviation Authorized Representative (AAR), and that telephone contact and mail correspondence may, in some cases, not be appropriate. Aviation Authority approved representatives of the Contractor shall be available to meet with the AAR, as may be required, to accomplish the Aviation Authority's objectives as effectively and efficiently as possible, during all phases of this agreement/Contract/Proposal.

5.42 Supervision of Contract Performance

During the term of this Contract, the AAR or designee, shall act on the behalf of the Aviation Authority, but in no event shall the AAR have authority to modify or terminate this Contract, or make final decisions with respect to amendments, time extensions, assignments, cost or payment adjustments or payment disputes. These must be approved by the CEO or the Aviation Authority Board depending on the circumstances.

5.43 Monitoring of Work

The Contractor shall provide the AAR with every reasonable opportunity to ascertain whether or not the work, as performed, is in accordance with the requirements of the Contract. The Contractor shall designate, in writing, a person to serve as liaison between the Contractor and the Aviation Authority.

5.44 Prompt Payment

For payment promptness, the Aviation Authority shall remit payment in accordance with the Florida Prompt Payment Act, Section 218.70, Fla. Stat., et seq. Aviation Authority does not expect to be billed in excess of the ordered quantity and will not pay for any quantity above the ordered quantity. Contractors may offer cash discounts for prompt payment but they will not be considered in determination of award. If a Contractor offers a discount, it is understood that the discount time will be from the

date of satisfactory delivery, at the place of acceptance, and receipt of correct invoice, at the office specified, whichever occurs last. Requests for final payment for any work or services for which a permit is required shall include a copy of all required permits and copies of all required inspection reports. Failure to provide proof of acquisition of all required permits and successful completion of all required inspections shall represent an incomplete invoice and will delay payment. Contractor shall submit for payment by the Aviation Authority the amounts billed to Contractor by Subcontractors in the billing/payment request submitted first after receipt of the applicable Subcontractor invoice. Contractor shall remit payment to Subcontractors/suppliers, based upon Subcontractors/suppliers invoice, not later than seven (7) days following receipt of payment from the Aviation Authority if Aviation Authority makes payment through an electronic funds transfer, and not later than fifteen (15) days from payment by the Aviation Authority if Aviation Authority makes payment through a paper draft or check. Contractor may not submit to the Aviation Authority for payment any amount based on an invoice of a Subcontractor that Contractor disputes. Contractor shall notify the Aviation Authority promptly of any subcontract/supplier dispute.

5.45 Right To Audit Records

In performance of this Agreement, the Contractor shall keep books, records, and accounts of all activities related to the Agreement, in compliance with generally accepted accounting procedures. All documents, papers, books, records, and accounts made or received by the Contractor in conjunction with the Agreement and the performance of this Agreement shall be open to inspection during regular business hours by an authorized representative of the Aviation Authority, and shall be retained by the Contractor for a period of five (5) years after termination of this Agreement—unless such records are exempt from section 24(a) of Article I of the State Constitution and section 119.07(1), Fla. Stat.

5.46 Copying Documents

Contractor hereby grants the Aviation Authority and its agents permission to copy and distribute any and all materials and documents contained in, comprising, or which are otherwise submitted to Aviation Authority with or in connection with the Contractor's Proposal or which are contained in the Contract Documents (the "Submittals"). The permission granted by the Contractor shall be on behalf of the Contractor and any and all other parties who claim any rights to any of the materials or documents comprising the Submittals. Such permission specifically authorizes the Aviation Authority and its agents to make and distribute such copies of the Submittals or portions thereof as may be deemed necessary or appropriate by Aviation Authority for its own internal purposes or for responding to requests for copies from any member of the public regardless of whether the request is specifically characterized as a public records request pursuant to Chapter 119, Florida Statutes. This provision shall survive the expiration or termination of the Contract.

5.47 Florida Public Records Law

IF THE CONTRACTOR HAS QUESTIONS REGARDING THE APPLICATION OF CHAPTER 119, FLORIDA STATUTES, TO THE CONTRACTOR'S DUTY TO PROVIDE PUBLIC RECORDS RELATING TO THIS CONTRACT, CONTACT THE

AVIATION AUTHORITY'S CUSTODIAN OF PUBLIC RECORDS AT: www.orlandoairports.net/publicrecords; , PHONE NUMBER 407.825.2400; AND MAILING ADDRESS, GREATER ORLANDO AVIATION AUTHORITYY, PUBLIC RECORDS, ONE JEFF FUQUA BOULEVARD, ORLANDO, FL 32827. A Contractor with an Aviation Authority Contract for services, must comply with Florida Statute, Chapter 119.071, specifically to: Keep and maintain public records that ordinarily and necessarily would be required by the Aviation Authority in order to perform the service. Upon request from the Aviation Authority's custodian of public records, provide the Aviation Authority with a copy of the requested records or allow the access to public records to be inspected or copied within a reasonable time on the same terms and conditions that the Aviation Authority would provide the records and at a cost that does not exceed the cost provided in Chapter 119.07, Florida Statutes, or as otherwise provided by law. Ensure that public records that are exempt or confidential and exempt from public records disclosure requirements are not disclosed except as authorized by law for the duration of the Contract term and following completion of the Contract if the Contractor does not transfer the records to the Aviation Authority. Upon completion of the Contract, meet all requirements for retaining public records and transfer, at no cost to the Aviation Authority, all public records in possession of the Contractor or keep and maintain public records required by the Aviation Authority to perform the service. If the Contractor transfers all public records to the Aviation Authority upon completion of the Contract, the Contractor shall, upon termination of the Contract, destroy any duplicate public records that are exempt or confidential and exempt from public records disclosure requirements. If the Contractor keeps and maintains public records upon completion of the Contract, the Contractor shall meet all applicable requirements for retaining public records. All records stored electronically must be provided to the Aviation Authority, upon request from the Aviation Authority's custodian of public records, in a format that is compatible with the information technology systems of the Aviation Authority. If a Contractor does not comply with a public records request, the Aviation Authority shall enforce the Contract provisions in accordance with the Contract.

5.48 Federal Compliance Provisions

Contractor agrees to recognize and comply with all applicable standards, orders or regulations issued pursuant to 2 C.F.R. Part 200, Appendix II. Standards, orders or regulations that are not applicable to the scope of work will not be required of the Contractor. To the extent applicable, the Contractor shall cause the inclusion of the provisions of these provisions in all subcontracts.

a. **Equal Employment Opportunity:** For any federally assisted construction Contract, as defined in 41 CFR 60-1.3, the Contractor, Subcontractor, subrecipient shall follow all of the requirements of the Equal Opportunity Clause as stated in 41 CFR 60-1.4.

b. **Davis–Bacon Act:** For any federally assisted construction Contract, in excess of two thousand dollars ($2,000), the Contractor, Subcontractor, subrecipient shall comply with all of the requirements of the Davis-Bacon Act (40 U.S.C. 3141 – 3148) as supplemented by Department of Labor Regulations (29 CFR Part 5, "Labor Standards Provisions Applicable to Contracts Covering Federally Financed and assisted Construction"); and the Copeland "Anti-Kickback" Act

(40 U.S.C. 3145), as supplemented by Department of Labor regulations (29 CFR Part 3, "Contractors and Subcontractors on Public Building or Public Work Financed in Whole or in Part by Loans or Grants from the United States"). For a definition of "Construction" see 48 CFR 2.101.

c. **Contract Work Hours and Safety Standards Act:** For any federally assisted Contract, in excess of one hundred thousand dollars ($100,000), that involves the employment of mechanics or laborers, the Contractor, Subcontractor, subrecipient shall comply with all of the requirements of the Contract work Hours and Safety Standards Act (40 U.S.C. 3702 and 3704), as supplemented by Department of Labor Regulations (29 CFR Part 5).

d. **Byrd Anti-Lobbying Amendment (31 U.S.C. 1352):** Contractors that apply or Bid for an award exceeding one hundred thousand dollars ($100,000) must file the required certification. Each tier certifies to the tier above that it will not and has not used Federal appropriated funds to pay any person or organization for influencing or attempting to influence an officer or employee of any agency, a member of Congress, officer or employee of Congress, or an employee of a member of Congress in connection with obtaining any Federal Contract, grant or any other award covered by 31 U.S.C. 1352. Each tier must also disclose any lobbying with non-Federal funds that takes place in connection with obtaining any Federal award. Such disclosures are forwarded from tier to tier up to the non-Federal award.

e. **Debarment and Suspension**:

1) Non-federal entities and Contractors are subject to the debarment and suspension regulations implementing Executive Order 12549, *Debarment and Suspension* (1986) and Executive Order 12689, *Debarment and Suspension* (1989) at 2 C.F.R. Part 180 and the· Department of Homeland Security's regulations at 2 C.F.R. Part 3000 (Non-procurement Debarment and Suspension).

2) Upon request, the vendor agrees to provide the Aviation Authority with subsequent certification(s) for it and/or its suppliers, Subcontractors and subconsultants after Contract award.

a) This Contract is a covered transaction for purposes of 2 C.F.R. pt. 180 and 2 C.F.R. pt. 3000. As such the vendor is required to verify that none of the vendor, its principals (defined at 2 C.F.R. § 80.995), or its affiliates (defined at 2 C.F.R. § 180.905) are excluded (defined at 2 C.F.R. § 180.940) or disqualified (defined at 2 C.F.R. § 180.935).

b) The vendor must comply with 2 C.F.R. pt. 180, subpart C and 2 C.F.R. pt. 3000, subpart C and must include a requirement to comply with these regulations in any lower tier covered transaction it enters into.

c) This certification is a material representation of fact relied upon by County (subgrantee). If it is later determined that the vendor did not comply with 2 C.F.R. pt. 180, subpart C and 2 C.F.R. pt. 3000, subpart C, in addition to remedies available to the Federal Government serving as grantee and the Aviation Authority as subgrantee, the Federal Government may pursue available remedies, including but not limited to suspension and/or debarment.

d) The vendor must comply with the requirements of 2 C.F.R. pt. 180, subpart C and 2 C.F.R. pt. 3000, subpart C while this order/Contract is valid. The vendor further agrees to include a provision requiring such compliance in its lower tier covered transactions.

f. **Clean Air Act and the Federal Water Pollution Control Act:** For any federally assisted Contract, or subgrant, in excess of one hundred and fifty thousand dollars ($150,000), the Contractor, Subcontractor, subrecipient or subgrant recipient shall comply with all of the requirements of the Clean Air Act (42 U.S.C. 7401 -7671q.) and the Federal water Pollution Control Act as amended (33 U.S.C. 1251 – 1387).

g. **Energy Policy and Conservation Act**: The Contractor agrees to comply with the mandatory standards and policies relating to energy efficiency contained in the state energy conservation plan issued in compliance with the Energy Policy and Conservation Act 42 U.S.C. 6201.

h. **Federal System for Award Management**: A order/Contract shall not be made to parties listed on the government-wide exclusions set forth in the System for Award Management ("SAM") (found at www.sam.gov), which contains the names of parties debarred, suspended, or otherwise excluded by agencies, as well as parties declared ineligible under statutory or regulatory Aviation Authority.

i. **Title Vi List of Pertinent Nondiscrimination Acts And Authorities**
During the performance of this Contract, the Contractor, for itself, its assignees, and successors in interest (hereinafter referred to as the "Contractor") agrees to comply with the following nondiscrimination statutes and authorities; including but not limited to:

1) Title VI of the Civil Rights Act of 1964 (42 U.S.C. § 2000d *et seq*., 78 stat. 252), (prohibits discrimination on the basis of race, color, national origin);
2) 49 CFR part 21 (Non-discrimination In Federally-Assisted Programs of The Department of Transportation—Effectuation of Title VI of The Civil Rights Act of 1964);
3) The Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, (42 U.S.C. § 4601), (prohibits unfair treatment of persons displaced or whose property has been acquired because of Federal or Federal-aid programs and projects);

4) Section 504 of the Rehabilitation Act of 1973, (29 U.S.C. § 794 *et seq*.), as amended, (prohibits discrimination on the basis of disability); and 49 CFR part 27;
5) The Age Discrimination Act of 1975, as amended, (42 U.S.C. § 6101 *et seq*.), (prohibits discrimination on the basis of age);
6) Airport and Airway Improvement Act of 1982, (49 USC § 471, Section 47123), as amended, (prohibits discrimination based on race, creed, color, national origin, or sex);
7) The Civil Rights Restoration Act of 1987, (PL 100-209), (Broadened the scope, coverage and applicability of Title VI of the Civil Rights Act of 1964, The Age Discrimination Act of 1975 and Section 504 of the Rehabilitation Act of 1973, by expanding the definition of the terms "programs or activities" to include all of the programs or activities of the Federal-aid recipients, subrecipients and Contractors, whether such programs or activities are Federally funded or not);
8) Titles II and III of the Americans with Disabilities Act of 1990, which prohibit discrimination on the basis of disability in the operation of public entities, public and private transportation systems, places of public accommodation, and certain testing entities (42 U.S.C. §§ 12131 – 12189) as implemented by Department of Transportation regulations at 49 CFR parts 37 and 38;
9) The Federal Aviation Administration's Non-discrimination statute (49 U.S.C. § 47123) (prohibits discrimination on the basis of race, color, national origin, and sex);
10) Executive Order 12898, Federal Actions to Address Environmental Justice in Minority Populations and Low-Income Populations, which ensures non-discrimination against minority populations by discouraging programs, policies, and activities with disproportionately high and adverse human health or environmental effects on minority and low-income populations;
11) Executive Order 13166, Improving Access to Services for Persons with Limited English Proficiency, and resulting agency guidance, national origin discrimination includes discrimination because of limited English proficiency (LEP). To ensure compliance with Title VI, you must take reasonable steps to ensure that LEP persons have meaningful access to your programs (70 Fed. Reg. at 74087 to 74100);
12) Title IX of the Education Amendments of 1972, as amended, which prohibits you from discriminating because of sex in education programs or activities (20 U.S.C. 1681 et seq).

j. **Procurement of Recovered Materials:**

1) In the performance of this Contract, the Contractor shall make maximum use of products containing recovered materials that are EPA-designated items unless the product cannot be acquired.
2) Competitively procured within a timeframe providing for compliance with the Contract performance schedule;
3) Meeting Contract performance requirements; or
4) At a reasonable price.

5) Information about this requirement, along with a list of EPA-designated items, is available at EPA's Comprehensive Procurement Guidelines web site, https://www.epa.gov/smm/comprehensive-procurement-guideline-cpg-program.

6) Awarded Contractors are required to fully comply with all requirements outlined in 2 CFR Part 200 – Uniform Administrative Requirements, Cost Principles, and Audit Requirements for Federal Awards.

5.49 Federal Emergency Management Agency (FEMA) Contract Requirements

In the event of a hurricane, civil disturbance, or other declared emergency, the Contractor will be required to begin response within one hour after notification and be on site no later than two hours after notification unless there are circumstances beyond control of the Contractor (roadway damage, etc.). **Cost of the service will be at the standard or non-standard working hours at the discretion of the Aviation Authority**. If State of Florida declares a State of Emergency, Contractor agrees to the terms outlined in the Federal Emergency Management Agency (FEMA) Contract Requirements. **https://www.fema.gov/grants/procurement**

5.50 Additional FEMA Requirements.

The Uniform Rules authorize FEMA to require additional provisions for non - Federal entity Contracts. FEMA, pursuant to this Aviation Authority, may require the following:

1) Access to Records. The following access to records requirements apply to this Contract:

   a) The Contractor agrees to provide the Florida Division of Emergency Management, Greater Orlando Aviation Authority, Orlando, Florida, the FEMA Administrator, the Comptroller General of the United States, or any of their authorized representatives access to any books, documents, papers, and records of the Contractor which are directly pertinent to this Contract for the purposes of making audits, examinations, excerpts, and transcriptions.

   b) The Contractor agrees to permit any of the foregoing parties to reproduce by any means whatsoever or to copy excerpts and transcriptions as reasonably needed.

   c) The Contractor agrees to provide the FEMA Administrator or his authorized representatives' access to construction or other work sites pertaining to the work being completed under the Contract.

   d) In compliance with the Disaster Recovery Act of 2018, the non-federal entity and the Contractor acknowledge and agree that no language in this Contract is intended to prohibit audits or internal reviews by the FEMA Administrator or the Comptroller General of the United States.

2) Compliance with Federal Law, Regulations, and Executive Orders.

This is an acknowledgement that FEMA financial assistance will be used to fund the Contract only. The Contractor will comply with all applicable federal law, regulations, executive orders, FEMA policies, procedures, and directives.

3) No Obligation by Federal Government.

The Federal Government is not a party to this Contract and is not subject to any obligations or liabilities to the non -- Federal entity, Contractor, or any other party pertaining to any matter resulting from the Contract.

4) Program Fraud and False or Fraudulent Statements or Related Acts.

The Contractor acknowledges that 31 U.S.C. Chap. 38 (Administrative Remedies for False Claims and Statements) applies to the Contractor's actions pertaining to this Contract.

5.51 AMERICANS WITH DISBAILITIES ACT

GOAA does not discriminate upon the basis of any individual's disability status. Anyone requiring reasonable accommodations as provided for the Americans with Disabilities Act or Section 86.26, Florida Statutes, should contact Amy Pendley, ADA Coordinator at 407-825-2006 as soon as possible, at least one full business day prior to any scheduled meeting.

The remainder of this page is intentionally blank.

6.0 CONTRACT

6.1 Contract Instructions

The Aviation Authority shall notify the Proposer of the Aviation Authority's intent to make an award and the Proposer shall submit a properly executed Contract within ten (10) calendar days of receipt of notice from the Notice of Intent. Unless such time is extended by the Aviation Authority, the failure of a Proposer to submit a properly executed form within said time period shall be cause for cancellation of the intended award by the Aviation Authority in its sole discretion. In the event that an intended award is cancelled, the award may then be made to the next lowest responsive and responsible Proposer. Unless otherwise agreed by the Aviation Authority in its sole discretion, the Contract shall be executed and notarized as follows:

a. If the Contractor is a corporation, the Contract shall be signed by an authorized corporate officer (i.e., President, Vice President, C.E.O, or C.O.O.).

b. If Contractor is a Partnership, the Contract shall be signed by a general or managing partner.

c. If the Contractor is a Limited Liability Company, the Contract shall be signed by a Manager or Managing Member having Aviation Authority to bind the company.

d. If Contractor is a sole proprietorship, the owner shall sign the Contract

If an aforementioned signatory is not available and a different authorized signatory executes the form, a letter of authorization reflecting the signatory's Aviation Authority shall be submitted on the Contractor's stationery stating that the person who signed the form is duly authorized to enter into such Contract on behalf of the Contractor. Such letter of authorization shall be signed by one of the designated signatories above or such other representative as may be acceptable to the Aviation Authority.

If a Proposal is accepted by the Aviation Authority, the Contract will be executed by the Aviation Authority with respect to the items awarded and returned to the Contractor evidencing the Aviation Authority's acceptance of the Proposal. No award shall be final, and no Contractor shall have any entitlement to a Contract or award, until such time as the Aviation Authority has executed the Contract. Upon execution by both parties, the Contract will constitute the formal written Contract between the Aviation Authority and the Contractor.

6.2 Contract

This Agreement/Contract is made and entered into effective as of the _____ day of_____ **2023** , by and between the **GREATER ORLANDO AVIATION AUTHORITY**, a public and governmental body, existing under and by virtue of the laws of the State of Florida, hereinafter called the Aviation Authority, and _____, hereinafter called Contractor.

WITNESSETH, that the said Contractor, for and in consideration of the payments hereinafter specified and agreed to be made by the Aviation Authority, hereby covenants and agrees to furnish provide all labor, supervision, management oversight, training, materials, tools, equipment, submissions, reports, consumables, uniforms and all other items and services necessary, proper for, or incidental to performing twenty-four (24) hours per day three hundred sixty-five (365) days per year including Holidays, maintenance and repair, removal and installation, corrective maintenance (CM), preventive maintenance (PM), predictive maintenance (PdM), corrosion control, painting, of Passenger Boarding Bridges (PBB) and affiliated Ground Support Equipment (GSE) at Terminals A and B associated airsides and all other items necessary or proper for, or incidental to, performing its obligations under **Purchasing 23-283-RFP Passenger Boarding Bridges (PBB) Operation, Maintenance And Repair Services**, at the Orlando International Airport, in accordance with the Contract Documents which consist of the Contract, Proposal Price Form Page, the General Information, the Special Conditions, the Specifications, the Terms and Conditions, the Federal Provisions, any Addenda issued prior to the execution of the Contract, and the Request for Proposals, each of which are incorporated herein by this reference.

If the Contractor shall fail to comply with any of the terms, conditions, provisions, or stipulations of the Contract Documents, then the Aviation Authority may avail itself of any or all remedies provided in the Contract Documents, or which are otherwise available by applicable law or in equity, and shall have the right and power to proceed in accordance with the provisions thereof.

An extension of time for performance shall be the Contractor's sole and exclusive remedy for any delay of any kind or nature caused by Aviation Authority, and in no event shall Contractor be entitled to recover from Aviation Authority any indirect, incidental, special or consequential damages in any proceeding arising out of or relating to this Contract or the breach thereof.

It is also agreed and understood that the acceptance of the last payment pursuant to the Terms and Conditions for work performed hereunder by the Contractor shall be considered as a release in full of all claims against Aviation Authority and its members, officers, agents and employees arising out of, or by reason of, the Contract obligations or work.

In consideration of the Contractor's obligations set forth in the Contract Documents, Aviation Authority agrees to pay to the Contractor upon satisfactory completion of such obligations, and subject to the Contract provisions, the compensation as set forth in **Proposal Price Form Page** subject to such additions and deductions as may be provided in the Contract Documents and any duly approved and executed amendments thereto.

IN WITNESS WHEREOF, the said **GREATER ORLANDO AVIATION AUTHORITY** has caused this Contract to be executed in its name by its Chief Executive Officer, attested by its Secretary or Assistant Secretary, and the said Contractor has hereunto set its hand and seal.

"AVIATION AUTHORITY"

GREATER ORLANDO AVIATION AUTHORITY

By:_____

Official Seal

Its:_____

Date:_____

Attest:

_____
Secretary

"CONTRACTOR"

WITNESSED BY:

_____
(Name of Contractor)

_____ By:_____(Seal)
(Signature of Owner or General Partner)

_____ Its:_____
(Title)

_____
Name of Owner or General Partner Printed or Typed

Date:_____

Performance Bond No.:_____

Performance Bond Expiration Date: _____

PERFORMANCE BOND FORM

GREATER ORLANDO AVIATION AUTHORITY

KNOW ALL MEN BY THESE PRESENTS that_____ _____, hereinafter called Principal, and _____ _____, a corporation organized under the laws of the State of _____ and licensed to do business in the State of Florida, hereinafter called Surety, are held and firmly bound unto the Greater Orlando Aviation Authority, hereinafter called Aviation Authority, in the Penal Sum of **Three Million Dollars ($3,000,000)**, for the payment of which sum well and truly made, Principal and Surety bind ourselves, our heirs, personal representatives, successors and assigns, jointly and severally, firmly by these presents.

WHEREAS, Principal has by written agreement entered into a Contract with Aviation Authority for Purchasing Proposal 23-283-RFP Passenger Boarding Bridges (PBB) Operation, Maintenance And Repair Services, at Orlando International Airport, in accordance with the Contract Documents which are incorporated therein by reference and made a part thereof, and which collectively are herein referred to as the Contract.

WHEREAS, Surety is authorized to do business in the State of Florida.

NOW, THEREFORE, the condition of this obligation is such that if Principal:

1. Promptly and faithfully performs each of its obligations under said Contract, including, but not limited to, any warranty provisions, in the time and manner prescribed in the Contract; and

2. Pays Aviation Authority all losses, damages (liquidated or actual, including, but not limited to, damages caused by delays in the performance of Principal, or latent defects in the goods or services furnished by Principal), expenses, costs and attorneys' fees for and in connection with all trial and appellate proceedings, that Aviation Authority sustains resulting directly or indirectly from any breach or default by Principal under the Contract; and

3. Pays Aviation Authority all losses, damages, expenses, costs, attorneys' fees and other legal costs (including, but not limited to, those for investigative and legal support services) for and in connection with all trial, appellate and bankruptcy proceedings, that the Aviation Authority sustains resulting directly and indirectly from conduct of the Principal, including, but not limited to, want of care or skill, negligence, patent infringement, or intentionally wrongful conduct on the part of the Principal, its officers, agents, employees or any other person or

entity for whom the Principal is responsible, then this bond is void; otherwise it remains in full force and effect.

In the event that the Principal shall fail to perform any of the terms, covenants or conditions of the Contract during the period in which this Performance Bond is in effect, the Surety shall remain liable to the Aviation Authority for all such loss or damage (including, but not limited to, reasonable attorneys' fees and other legal and court costs) resulting from or in connection with any failure to perform up to the amount of the Penal Sum.

In the event the Surety fails to fulfill its obligations under this Performance Bond, then the Surety shall also indemnify and save the Aviation Authority harmless from any and all loss, damage, cost and expense, including, but not limited to, reasonable attorneys' fees and other legal and court costs for all trial, appellate and bankruptcy proceedings, resulting directly or indirectly from or in connection with the Surety's failure to fulfill its obligations hereunder. This paragraph shall survive the termination or cancellation of this Performance Bond. The obligations set forth in this paragraph shall not be limited by the Penal Sum of this Bond.

The Surety's obligations hereunder shall be direct and immediate and not conditional or contingent upon Aviation Authority's pursuit of its remedies against Principal, and shall remain in full force and effect notwithstanding (i) amendments or modifications to the Contract entered into by Aviation Authority and Principal without the Surety's knowledge or consent, (ii) waivers of compliance with or any default under the Contract granted by Aviation Authority to Principal without the Surety's knowledge or consent, (iii) the discharge of Principal from its obligations under the Contract as a result of any proceeding initiated under the Bankruptcy Code of 1978, as the same may be amended, or any similar state or federal law, or any limitation of the liability of Principal or its estate as a result of any such proceeding, or (iv) any other action taken by Aviation Authority or Principal that would, in the absence of this clause, result in the release or discharge by operation of law of the Surety from its obligations hereunder.

The institution of suit upon this Bond is subject to the limitations period in accordance with Section 95.11, Florida Statutes.

Any changes in or under the Contract Documents (which include, but are not limited to, the Specification and compliance or noncompliance with any formalities connected with the Contract or the changes therein shall not affect Surety's obligation under this Bond, and Surety hereby waives notice of any such changes. Further, Principal and Surety acknowledge that the Penal Sum of this bond shall be increased or the term of this bond extended in accordance with any amendments or other modifications to the Contract Documents entered into by Aviation Authority and Principal.

IN WITNESS WHEREOF, the Principal and Surety have executed this instrument under their several seals on the _____ day of _____, 20____, the name and corporate seal of each corporate party being hereto affixed and these presents fully signed by its undersigned representative, pursuant to the authority of its governing body.

Signed, sealed and delivered in the presence of:

_____
Principal (Name of Contractor)

_____ By: _____
Witness (Signature)

_____ Its: _____
Witness (Title)

(Seal)

_____
Name of Surety

_____ By: _____
Witness (Signature)

_____ Its: _____
Witness (Title)

Address: _____

Telephone No.:_____

Fax No.:_____

E-Mail Address: _____

_____
(Countersignature by
Florida Licensed Agent)

NOTE: If Principal and Surety are corporations, the respective corporate seal should be affixed and attached.

Attach a certified copy of Power-of-Attorney appointing individual Attorney-in-Fact for execution of Performance Bond on behalf of Surety.

IMPORTANT:

Surety companies executing bonds must meet the requirements set forth in Section 3 of the Contract's Special Conditions.

OATH OF SECRETARY

GREATER ORLANDO AVIATION AUTHORITY

I, _____, certify that I am the Secretary of the corporation named as Principal in the foregoing Performance and/or Payment Bonds; that _____ who signed the said Bond(s) on behalf of the Principal was then _____ of said corporation and was authorized by the corporation to sign the Bond(s) on its behalf; that I know (his, her) signature, and (his, her) signature thereto is genuine, and that said Bonds was/were duly signed, sealed and attested for and in behalf of said corporation by the authority of its governing body.

_____
Secretary

(Corporate Seal)

IRREVOCABLE STAND-BY LETTER OF CREDIT

_____ [Date]

IRREVOCABLE LETTER OF CREDIT NO. _____

EXPIRY DATE: _____

AGGREGATE AMOUNT:**$3,000,000**

BENEFICIARY: Greater Orlando Aviation Authority
One Jeff Fuqua Boulevard
Orlando, FL 32827-4399

Dear Sir or Madam:

On behalf of _____ [Company Name] (the "Company"), we hereby issue this irrevocable stand-by letter of credit in your favor up to the aggregate amount stated above, available by one or more sight drafts drawn by you on us.

Each draft hereunder must state "Drawn on _____ [Bank Name] Irrevocable Letter of Credit No. _____, dated _____," and must be accompanied by a statement in the form attached hereto as Exhibit A (which is incorporated in this letter of credit by this reference). Such statement must be signed by the Chief Executive Officer of the Greater Orlando Aviation Authority (the "Aviation Authority"), or designee, and must provide the following:

A. Certification that the Company has failed to faithfully perform one or more of its obligations to the Aviation Authority under that certain **Contract 23-283-RFP Passenger Boarding Bridges (PBB) Operation, Maintenance And Repair Services**, at Orlando International Airport, as such may be amended from time to time, by and between the Company and the Aviation Authority (the "Agreement"); and

B. Certification of the amount of damages or expenses which, in his belief or determination, the Aviation Authority has suffered or incurred, or is likely to suffer or incur, as a result of such failure by the Company; or

C. Certification (1) that the Company has failed to provide to the Aviation Authority an acceptable surety bond or stand-by letter of credit to replace this letter of credit, on or before the date the same was due under the terms of the Agreement in accordance with such terms, and (2) certification of the amount of the required replacement surety bond or letter of credit.

Additionally, each draft drawn hereunder shall be paid from the funds of _____ [Bank Name]. If a drawing is made by you hereunder at or prior to 11:00 a.m., local time, on a business day, payment shall be made to you or to your designee of the amount specified at our branch where such drawing is made, in immediately available funds, not later than 3:00 p.m., such local time, on the same business day or such later time and business day as you may specify. If a drawing is made by you after 11:00 a.m., such local time, on a business day, payment shall be made to you or to your designee of the amount specified, in immediately available funds, not later than 3:00 p.m., such local time, on the next business day thereafter, or such later time and business day as you may specify.

This letter of credit is subject to the Uniform Customs and Practice for Documentary Credits (2007 Rev.), International Chamber of Commerce Publication No. 600, except that, notwithstanding the provisions of Article 36 thereof to the contrary, if this letter of credit would have otherwise expired by its terms during a period when our business has been interrupted by Acts of God or other causes beyond our control, our obligations hereunder shall continue for thirty (30) days following the date of our resumption of normal business operations.

We hereby engage with you that all drafts drawn hereunder in compliance with the terms of this credit will be duly honored upon presentation to us as provided herein.

_____
(Bank Name)

By: _____
(Signature)

Address: _____

_____

Telephone No.:_____

Fax No.:_____

E-Mail Address: _____

EXHIBIT A

GREATER ORLANDO AVIATION AUTHORITY
STATEMENT FORM

To: _____ [Bank Name]

Date: _____

Re: _____ [Company Name]

Irrevocable Letter of Credit Number: _____

The undersigned, who is the Chief Executive Officer of the Greater Orlando Aviation Authority (the "Aviation Authority"), or the duly authorized designee of same, hereby certifies to _____ [Bank Name] that [A, and either B or C are required]:

A. _____[Company Name] (the "Company") has failed to faithfully perform one or more of its obligations to the Aviation Authority under that certain **Contract 23-283-RFP Passenger Boarding Bridges (PBB) Operation, Maintenance and Repair Services**, at Orlando International Airport, by and between the Company and the Aviation Authority (the "Agreement").

B. In the belief or determination of the undersigned, the amount of damages or expenses which the Aviation Authority has suffered or incurred or is likely to suffer or incur, as a result of such failure by the Company totals $_____; or

C. The Company has failed to provide the Aviation Authority with an acceptable replacement surety bond or stand-by letter of credit on or before the date the same was due under the terms of the Agreement in accordance with such terms, and that the amount of the required replacement bond or letter of credit is $_____.

Dated this _____ day of _____, 20____.

GREATER ORLANDO AVIATION AUTHORITY

By: _____

Title: _____

7.0 PROPOSAL SUBMITTAL REQUIREMENTS

7.1 Opening

a. Sealed proposals are exempt in accordance with Florida Statute 119.071(1) (b) 2. The names of the firms submitting a competitive solicitation will be read aloud at the time of the opening. No details of the competitive solicitation will be released until such time as the Aviation Authority provides notice of an intended decision or until 30 days after opening the bids, proposals, or final replies, whichever is earlier.

b. Submittals must be submitted no later than **11:00 a.m. Eastern Time on Thursday, January 12, 2023** in sealed envelopes bearing the words "**Purchasing Proposal 23-283-RFP Passenger Boarding Bridges (PBB) Operation, Maintenance and Repair Services, for the Orlando International Airport".**

c. Each Proposer shall submit three (3) complete sets of the Submittal:

One hardcopy marked "ORIGINAL".

One hardcopy marked "COPY".

One COMPLETE electronic copy on a USB drive in PDF format. The Submittal in PDF format shall have *navigational bookmarks* inserted in lieu of any tabs required in the hard copy. The entire submittal shall not exceed a single USB Flash Drive. In cases where there are discrepancies between the electronic PDF and hard copy, the hard copy shall take precedence.

7.2 Delivery of Proposal

a. It is the sole responsibility of the Proposer to ensure that their submittal reaches the Purchasing Department. All proposals, unless otherwise specified, must be delivered to the following address no later than the time and date specified in the solicitation:

Greater Orlando Aviation Authority
GOAA Annex Building,
Purchasing Department
5855 Cargo Road, Orlando, FL 32827- 4399

b. Proposer should include the Proposal Number and Name, Name and Address of Proposer, and the Date of the opening on the outside of the box or envelope. Proposals submitted by e-mail, telephone or fax shall not be accepted. An e-mailed or a faxed submittal shall be rejected as non-responsive regardless of where or when it is received.

c. Proposers are cautioned that they are solely and strictly responsible for delivery to the specific location cited prior to the specified opening date and time. Therefore,

if your submittal is delivered by an express mail carrier or by any other means, it is solely your responsibility to ensure delivery to the above address. The Purchasing Department will not be responsible for deliveries made to any place other than the specified address.

d. **The time/date stamp clock located in the Purchasing Department shall serve as the official authority to determine lateness of any Submittal. The Submittal time shall be scrupulously observed. Under no circumstances shall Submittals delivered after the time specified be considered. Late Submittals will be returned unopened.**

7.3 Proposal Submittal and Format Requirements

a. In order to have a Proposal considered by the Aviation Authority, the Proposer must submit a complete Proposal. The Proposal requirements in this section are not meant to limit creativity in the presentation of a Proposal, but rather to list the minimum criteria elements that must be included in the Proposal. It is the Proposer's responsibility to incorporate all pertinent information to effectively present a Proposal Response and to communicate the Proposer's concept and meeting the requirements as listed in Section 2.1 Proposal Requirements and Section 3. Evaluation of Proposal Criteria.

b. The Proposer should prepare its proposal simply and economically, providing a straightforward, concise description of the Proposer's capability to satisfy the conditions and requirements of this competitive solicitation. Material shall be submitted in a loose leaf binder format, not as bound documents or with coil spines (plastic or metal).

c. To expedite the Aviation Authority's evaluation of the proposal, Proposals shall include the information requested in a single volume, with each response tabbed, numbered and ordered in the same manner as provided in this RFP. The information should be submitted on one-sided 8.5 X 11 inch pages in Arial font with no smaller than 12-pitch font, excluding required Attachments as listed in Tab 10, no more than 100 pages.

Tab 1 – Table of Contents

Please insert a set of tabs to identify each part of the Proposal to facilitate quick reference.

Tab 2 - Executive Summary

A. **General Company Information** - Provide the name of Proposer's company (including the name of any parent company), Include:

1. Contact name and complete contact information of individual responsible for account ("Lead Individual").

2. Type of organization (corporation, sole proprietor, partnership, other).

3. Federal employer identification number.

B. **Cover Letter** - The cover letter shall be signed by an authorized representative of the Proposer. The letter should indicate the Proposer's commitment to provide the services proposed and include the following:

1. Proposer must certify in writing with its Proposal that Proposer is registered to do business in the State of Florida. Include a copy of such registration to the Aviation Authority with the RFP submission.

2. An affirmative statement that it is independent of the Aviation Authority.

3. An executive summary that is a brief overview of the overall strategy for implementation, and why their company is qualified to be selected.

4. Proposer shall have a minimum of **five** (**5**) years of continuous and recent experience providing services of the type described in the Scope of Services above, prior to the deadline of this RFP. Cover letter shall include an affirmative statement and documentary proof of such experience with the Proposal submission.

5. If the Proposer is a joint venture or partnership, the Experience and Qualifications may be satisfied by the Joint Venture or Partnership entity. Please state whether the entity is currently in existence, is being formed specifically for this project, or whether it will be formed upon award. If the Joint Venture is formed specifically for this agreement/project or will be formed upon award, please provide a copy of the Joint Venture or Partnership Agreement with the RFP.

Tab 3 - Proposer's Knowledge and Experience

A. **Proposer's knowledge and experience, including:**

1. Contracts (in similar size and scope to this RFP), with brief descriptions that demonstrate Proposer's experience and knowledge in providing Passenger Boarding Bridges (PBB) Operation, Maintenance And Repair Services,

2. Company track record: Provide a summary of the company's background, history, locations, number of years in business, the total number of

employees, key personnel, qualifications, experience, how business is organized, and notable achievements.

B. Key Personnel

1. The Proposer shall identify the Site Manager to be assigned to the Aviation Authority's account who has at least seven (7) year experience in managing maintenance service operations with at least five (5) year experience in aviation, passenger boarding bridge industry, with similar scope to that of the Orlando International Airport.

2. Provide names and titles of key personnel and an organizational chart of your proposed project team. Provide professional resumes of all key personnel.

3. Describe the key personnel experience with similar scope to that of the Orlando International Airport. Key personnel shall have at least five (5) years' experience in maintenance service operations with a minimum of three (3) years' experience in aviation, passenger boarding bridge industry in either an electrical or mechanical position with similar scope to that of the Orlando International Airport.

4. Proposer understands that the qualifications and experience of key personnel proposed will be factored into the evaluation process; therefore, key personnel must not be replaced without the approval of the Aviation Authority. Any approved substitutions must be with personnel of equal or better qualifications. In addition, any other commitments must not conflict with the level of commitment proposed for this project.

Tab 4 – References

a. The Proposers' references should demonstrate that it has the experience required, and reasonably has the reputation, to perform the Scope of Services described. It is the responsibility of the Proposer to provide references and information that most closely demonstrate experience with airport or public entity accounts of similar size, complexity, and risk exposure as the Aviation Authority. References shall be for work **substantially similar in scope and magnitude** shall be able to validate the Proposer's capabilities and experience.

b. Provide as many examples as relevant, up to a maximum of five (5) examples of airport and/or governmental entities Contracts, preferably in similar size and scope to this RFP, with brief descriptions that demonstrate the Proposer's experience relative to the Scope of Services listed in Section 4.0. A contact person shall be someone who has personal knowledge of the Proposer's performance for the specific requirement listed. Contact

person must have been informed that they are being used as a reference and that the Aviation Authority may be contacting them.

c. The Proposer authorizes the Aviation Authority, its staff or consultants to contact any of the references provided in the response and specifically authorizes such references to release either orally or in writing, any appropriate data with respect to the Proposer and its Engagement Team members.

d. Provide a list of all clients to whom the Proposer has provided the Passenger Boarding Bridges (PBB) Operation, Maintenance And Repair Services,on or after January 1, 2016, and to which any such services terminated prior to the end of the Agreement term. If services were terminated, the Proposer shall explain why.

Tab 5 – Operational Plans

A. **Management and Staffing Plan**: Describe in detail the proposed staffing plan necessary to meet the requirements of this Contract.

B. **Transition Plan**: Describe in detail the process that would be followed to implement the services to be provided pursuant to the Scope of Services. This plan shall also include time frames and information that would be required for such services to be fully operational and include a sample timeline (with an explanation of how this timeline would be used in the transition process.)

C. **Training Plan**: Describe in detail the training plan to ensure quality standards are met and all Contractor's employees are up-to-date in maintenance processes, procedures, and safety regulations.

D. MWBE Participation Plan or Good Faith Effort.

Tab 6 – Proof of Insurance

A. ***Proposer's submittal shall demonstrate ability to meet*** all portions listed in Section 3.7 Insurance Requirements by providing evidence of one of the following:

1. Certificate of Insurance on Acord form or form acceptable to Aviation Authority,
2. or signed affirmation of ability to comply from a licensed insurance agent,
3. or an insurance quote.

B. If awarded a Contract and prior to Notice to Proceed, Proposer must attain and provide a Certificate of Insurance in compliance with Section 3.7 Insurance Requirements.

Tab 7 – Prior or Pending Convictions, Indictments, Investigations, Regulatory Investigations, Conflicts Of Interest, and Claims

a. The Proposer shall provide a description of all prior or pending convictions, indictments, investigations, and regulatory investigations, either civil or criminal that relate to conducting Passenger Boarding Bridges (PBB) Operation, Maintenance And Repair Services,, in which Proposer or its affiliates, subsidiaries, parent company, directors, senior officers, senior regional officers, the Lead Individual, or Engagement Team members have been involved with in the last five (5) years immediately preceding the date of Proposer's response to this RFP. Or provide an affirmative statement that there are none.

b. Conflicts of Interest

Describe any conflicts of interest with the Aviation Authority that the Proposer's firm has or may have and how that conflict of interest would be mitigated, or provide an affirmative statement that there are none.

c. Claims Information

Disclose all lawsuits, arbitrations and claims filed or raised by or against the Proposer over the last five (5) years, specifically identifying the project involved; The parties involved, The nature of the claim(s), Amount at issue, Disposition or status and Litigation, case style, number, and jurisdiction.

Tab 8 - Financial Background Information

Include the following historical financial information for the Proposer. If Proposer is a joint venture, partnership or LLC, then the following information must be submitted for each separate entity in the joint venture, partnership or LLC:

A. Provide current Dun & Bradstreet or Standard and Poor's Summary, if available. If a summary is unavailable, state the reason.

B. Proposers must provide most recent audited annual financial statements for the last two years in order to evaluate the Proposer's ability to perform these Services. If audited annual financial statements are not available, provide balance sheets, income statements, and cash flow statements for the last two years.

C. This financial documentation shall be submitted in a sealed envelope, and included only with the original copy of the printed RFP. The sealed envelope should be clearly labeled as follows: **"Confidential Financial Records Submitted under Seal and Exempt from Florida Public Records Disclosure". Include the RFP NO: and Title: 23-283-RFP Passenger Boarding Bridges (PBB) Operation, Maintenance and Repair Services,, and the Proposer's firm name on the**

sealed envelope. (Reference Florida Statutes Section 119.071(1)(c) for exemption on financial records.)

Tab 9 – Additional Information

If there is no additional information provide a statement: "No additional information."

Tab 10 – Attachments (Forms to be turned in to the Aviation Authority)

Attachment A	Proposer's Certification Form.
Attachment B	Proposal Price Schedule.
Attachment C	Addendum Receipt Verification Form.
Attachment D	Proposer's Questionnaire.
Attachment E	Conflict of Interest Disclosure Form.
Attachment F	Scrutinized Company Certification Form.
Attachment G	MWBE Participation Forms, if applicable.
Attachment H	Proposer's W-9.
Attachment I	Letter of Bondability.
Attachment J	E-Verification Certification Form.
Attachment K	No Proposal Response Form, if applicable.

Attachment A - Proposer's Certification Form

I have carefully examined the Solicitation and any other documents accompanying or made a part of this Solicitations.

I hereby propose to furnish the goods or services specified in this Solicitation at the prices or rates quoted in my submittal. I agree that my submittal will remain firm for a period of up to one-hundred-twenty (120) days in order to allow the Aviation Authority adequate time to evaluate the submittals.

I certify that all information contained in this Solicitation is truthful to the best of my knowledge and belief. I further certify that I am duly authorized to submit this Solicitation on behalf of the Proposer as its act and deed and that the Proposer is ready, willing and able to perform if awarded the Contract.

I certify, under oath, that this Solicitation is made without prior understanding, agreement, connection, discussion, or collusion with any other person, firm or corporation submitting a Solicitation for the same product or service. I further certify that no officer, employee or agent of the Aviation Authority or any other Proposer has a financial interest in this Solicitation. I further certify that the undersigned executed this Proposer's Certification with full knowledge and understanding of the matters therein contained and was duly authorized to do so.

Company	***Sworn to and subscribed before me by means of:***
	☐ physical presence or ☐ online notarization
Bidder's Signature	***this day of_____20___***
Print Name and Title	***by_____ who is***
	☐ Personally Known; or ☐ Produced Identification. Type of identification produced:
Address:	***[Check applicable box to satisfy identification requirement of FLA. Stat. §117.05)***
	STATE OF FLORIDA) Seal
Date	**COUNTY OF)**
Duns Number	
Federal Tax Id Number	**Notary Public My Commission Expires:**
Email:	**Printed, typed or stamped commissioned name of Notary Public)**

The Aviation Authority only requires Company Federal Tax Id numbers. The Aviation Authority is not requesting individual social security numbers

Attachment B - Proposal Price Form(s)

PROPOSAL PRICE FORM GREATER ORLANDO AVIATION AUTHORITYY

PURCHASING PROPOSAL 23-283-RFP PASSENGER BOARDING BRIDGES (PBB) OPERATION, MAINTENANCE AND REPAIR SERVICES

Proposer's Proposal prices shall remain firm for the duration of the initial term of the Contract. Any anticipated increases in Proposer's costs during the initial term of the Contract must be reflected in its prices set forth in its Proposal. The Aviation Authority shall not be obligated to renegotiate or increase any price for any work during the initial term of the Contract based on a Proposer's mistake or miscalculation of prices, underestimation of costs, or for any other reason.

The Proposer's Unit Prices shall include the Contractor's portion of social security taxes, unemployment taxes and all other compulsory payroll taxes, worker's compensation insurance costs, costs of any health insurance or other fringe benefit provided to employees, uniform costs, costs of performance bond and U.S. Customs and Border Protection bond, hologram badge and insurance coverage, travel costs, training costs, other overhead costs, profit margin and any other costs or fees the Proposer would expect to receive or recover from the Aviation Authority in performing the services.

The Proposer agrees to provide all labor, supervision, management oversight, training, materials, tools, equipment, submissions, reports, consumables, uniforms and all other items and services necessary, proper for, or incidental to performing twenty-four (24) hours per day 365 days per year including Holidays, maintenance and repair, removal and installation, corrective maintenance (CM), preventive maintenance (PM), predictive maintenance (PdM), corrosion control, painting, of Passenger Boarding Bridges (PBB) and affiliated Ground Support Equipment (GSE) at Terminals A and B associated airsides described in the Contract Documents.

23-283-RFP PASSENGER BOARDING BRIDGES (PBB) OPERATION, MAINTENANCE AND REPAIR SERVICES

TOTAL FIVE (5) YEAR PROPOSAL PRICE:

_____$_____
(Print Dollar Amount)

Note: The figure shown above must match the figure shown on the Proposal Form Price Sheet (Excel Worksheet) as the "Total Five (5) Year Proposal Price."

Authorized Signature: _____

Name and Title (Typed or Printed): _____

Date: _____

Attachment C - Addendum Receipt Verification

Proposers must acknowledge each addenda on this form and include with your Proposal submittal. Failure to acknowledge and upload EACH addenda may result in a non-responsive Proposal. The undersigned acknowledges receipt of the following addenda to the Documents (Give number and date of each):

Addendum No. _____ Dated _____

Addendum No. _____ Dated _____

Addendum No. _____ Dated _____

Addendum No. _____ Dated _____

Addendum No. _____ Dated _____

Addendum No. _____ Dated _____

Addendum No. _____ Dated _____

Addendum No. _____ Dated _____

_____
Company

_____
Signature

_____
Print Name

_____
Title

Attachment D - Proposer's Questionnaire

The following questionnaire is to be completed by the Proposer and provided with its Proposal submittal. If a question is not applicable, so indicate by writing "N/A".

1. CONTACT INFORMATION

Name of Company	
Contact Individual	
Contact Address	
City, State, Zip	
Telephone Number	
Email Address	

2. AUTHORIZED SIGNATORIES

The Proposer represents that the following persons are authorized to sign Proposals, and/or sign Contracts and related documents to which the Proposer will be duly bound. The Aviation Authority will verify all named signatories on Sunbiz.org. If the authorized person is not registered on www.Sunbiz.org, the Proposer should provide with their Proposal submittal proof of authorization.

Name	Title	Indicate Principal or Authorized Authority

3. Questions Related to

4. List a minimum of three (3) and no more than five (5) customers for the services specified in the solicitation in the spaces provided. References shall be for work **substantially similar in scope and magnitude** satisfactorily completed and shall be able to validate the Proposer's capabilities and experience. **Note:** A contact person shall be someone who has personal knowledge of the Proposer's performance for the specific requirement listed. Contact person must have been informed that they are being used as a reference and that the Aviation Authority may be contacting them. Do not list persons who will be unable to answer specific questions regarding the requirements.

REFERENCE FORM

Ref #1. Customer/Client:
Date of Services:
Description of Services:
Dollar or Budget Value of Contract:
Street Address:
City, State, ZIP Code:
Telephone #
Contact Person:
Email:
Ref # 2. Customer/Client:
Date of Services:
Description of Services:
Dollar or Budget Value of Contract:
Street Address:
City, State, ZIP Code:
Telephone #
Contact Person:
Email:
Ref #3. Customer/Client:
Date of Services:
Description of Services:
Dollar or Budget Value of Contract:
Street Address:
City, State, ZIP Code:
Telephone #
Contact Person:
Email:

Ref #4. Customer/Client:
Date of Services:
Description of Services:
Dollar or Budget Value of Contract:
Street Address:
City, State, ZIP Code:
Telephone #
Contact Person:
Email:

Ref # 5. Customer/Client:
Date of Services:
Description of Services:
Dollar or Budget Value of Contract:
Street Address:
City, State, ZIP Code:
Telephone #
Contact Person:
Email:

_____

Company

_____

Signature

_____

Print Name

_____

Title

Attachment E - Conflict of Interest Disclosure Form

The award of this Contract is subject to the provisions of Chapter 112, Florida Statutes. All Proposers must disclose within their Proposal the name of any officer, director, employee or agent (or their spouse or child) who is also an employee or officer of the Aviation Authority.

By submission of this Proposal, the undersigned certifies, under penalty of perjury, that to the best of their knowledge and belief, have met the Florida Statute.

Comments:

_____
_____
_____
_____
_____

Acknowledged by:

_____

Firm Name:

_____

Signature of Authorized Representative:

_____

Name and Title (Print or Type):

_____

Date:

_____

Attachment F - Certification Regarding Prohibition Against Contracting with Scrutinized Companies

I hereby certify that neither the undersigned entity, nor any of its wholly owned subsidiaries, majority-owned subsidiaries, parent companies, or affiliates of such entities or business associations, that exists for the purpose of making profit have been placed on the Scrutinized Companies that Boycott Israel List created pursuant to s. 215.4725 of the Florida Statutes, or are engaged in a boycott of Israel.

In addition, if this solicitation is for a Contract for goods or services of one million dollars or more, I hereby certify that neither the undersigned entity, nor any of its wholly owned subsidiaries, majority-owned subsidiaries, parent companies, or affiliates of such entities or business associations, that exists for the purpose of making profit are on the Scrutinized Companies with Activities in Sudan List or the Scrutinized Companies with Activities in the Iran Petroleum Energy Sector List, created pursuant to s. 215.473 of the Florida Statutes, or are engaged in business operations in Cuba or Syria as defined in said statute.

I understand and agree that the Aviation Authority may immediately terminate any Contract resulting from this solicitation upon written notice if the undersigned entity (or any of those related entities of Proposer as defined above by Florida law) are found to have submitted a false certification or any of the following occur with respect to the company or a related entity: (i) it has been placed on the Scrutinized Companies that Boycott Israel List, or is engaged in a boycott of Israel, or (ii) for any Contract for goods or services of one million dollars or more, it 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 it is found to have been engaged in business operations in Cuba or Syria.

Name of Proposer:_____

By:_____
(Authorized Signature)

Title:_____

Date:_____

Attachment G – MWBE FORMS

LETTER OF INTENT/AFFIRMATION
Minority/Woman Owned Business Enterprise (MWBE)
(This page shall be submitted for each MWBE Firm)

Bidder: Name_____

Address_____

City_____ State_____ Zip_____

MWBE Firm: Name_____

Address_____

City_____ State_____ Zip_____

MWBE Contact: Name: _____ Phone ( ) _____

Email: _____

MWBE Certification Agency: _____ Expiration Date _____.
Each MWBE Firm shall submit evidence (such as photocopy) of their certification status

Scope of Work	Quantity	Rates	Total

Year 1: $_____

Year 2: $_____

Year 3: $_____

Total Term Value: $_____ Percent of Total Bid: _____%

AFFIRMATION:

The above-named MWBE Firm affirms that it will perform the portion of the Contract as describe above for the estimated dollar value as stated above.

By: _____
(MWBE Owner's Signature) (Title) (Date)

The Bidder affirms it is committed to utilizing the above named MWBE Firm for the portion of the Contract as described above for the estimated dollar value as stated above.

By: _____
(Bidder's Authorized Signature) (Title) (Date)

In the event the Bidder does not receive award of the prime Contract, any and all representations in this Letter of Intent/Affirmation shall be null and void.

MONTH ENDING: _____

GREATER ORLANDO AVIATION AUTHORITY

MWBE DISBURSEMENT FORM

(To Be Submitted with EACH Invoice and Faxed to (407) 825-3004 or E-Mailed to DForms@goaa.org)

CONTRACT: B05-22 Landside Terminal Landscape Maintenance I Irrigation Services

(Number and Name)

SAMPLE

	Current Year			Previous Years Totals
	(A)	(B)	(C)	(D)
PAYMENTS	Current Payment	Previous Payments	Cumulative Payments	Amount
Prime Contractor Payment				
Percent Achieved				
	(Total Col E / Total Col A)	(Total Col F / Total Col B)	(Total Col G / Total Col C)	(Total Col H / Total Col D)

	Current Year			Previous Years Totals
	(E)	(F)	(G)	(H)
MWBE SUBCONTRACTOR/VENDOR	Current Payment	Previous Payments	Cumulative Payments	Amount
TOTALS				

Summary

Original Prime Contract	$	Original Sub Contract Total:	$
Amendment (s) Approved:	$	Amendment(s) Approved:	$
Revised Prime Contract	$	Revised Sub Contract Total:	$

Contract Goal:

Cumulative Goal Achieved:

(Sum of totals G and H / Sum of totals C and

Remarks:

Attachment H - Current W9

Request for Taxpayer Identification Number and Certification ▶

Go to www.irs.gov/FormW9 for instructions and the latest information.

Attachment I - Letter of Bondability or Letter of Credit

As described in Section Three – Special Conditions the Performance Bond the Aviation Authority will not accept any change or modification to the forms of Performance Bond or Letter of Credit contained in the Submittal Documents.

Each Proposer shall provide with its Submittal a Letter of Bondability on a surety company letterhead or a letter from a US Bank for a letter of credit confirming that Proposer can obtain one or the other and understands only the Performance Bond or Letter of Credit form will be accepted.

Attachment J – E-Verification Certification Form

Effective January 1, 2021, public and private employers, contractors and subcontractors will be required to register with, and use the Employment Eligibility Verification System (E-Verify) to verify the work authorization status of all newly hired employees. The E-Verify system can be obtained at the U.S. Department of Homeland Security website: http://www/dhs.gov/E-Verify.

"Contractor" means a person or entity that has entered or is attempting to enter into a contract with a public employer to provide labor, supplies, or services to such employer in exchange for salary, wages, or other remuneration (also referred to as Bidder, Vendor or Contractor).

"Subcontractor" means a person or entity that provides labor, supplies, or services to or for a contractor or another subcontractor in exchange for salary, wages, or other remuneration (also referred to as Sub- Vendor or Sub-Contractor).

Vendor/Contractor/Subcontractor acknowledges and agrees to utilize the U.S. Department of Homeland Security's E-Verify System to verify the employment eligibility of:

- All persons employed by Vendor/Contractor/Sub-Contractor during the term of the contract, (including assigned sub-vendors/sub-contractors/sub-contractors), to perform employment duties within Florida and any work in pursuant to the contract with the Aviation Authority.

By entering into a contract with the Aviation Authority, the Contractor/Contractor becomes obligated to comply with the provisions of Section 2. Section 448.095, Fla. Stat., "Employment Eligibility," as amended from time to time. This includes, but is not limited to, utilization of the E-Verify System to verify the work authorization status of all newly hired employees, and requiring all subcontractors to provide an affidavit attesting that the subcontractor does not employ, contract with, or subcontract with, an unauthorized alien.

The contractor shall maintain a copy of such affidavit for the duration of the contract. *Failure to comply will lead to termination of resulting contract, or if a subcontractor knowingly violates the statute, the subcontract must be terminated immediately. Any challenge to termination under this provision must be filed in the Circuit Court of Orange County, Florida no later than 20 calendar days after the date of termination. If the resulting contract is terminated for a violation of the statute by the Contractor, the Contractor may not be awarded a public contract for a period of 1 year after the date of termination.*

I hereby acknowledge and agree that use of the U.S. Department of Homeland Security's E-Verify System during the term of the contract is a condition of the resulting contract with the Greater Orlando Aviation Authority.

Company Name:_____

Authorized Name:_____ Title:_____

Signature:_____ Date_____

****

State of_____ **County of** _____
This instrument was acknowledged before me on_____(Date)

Notary Public Signature_____

Attachment K – No Proposal Response

NO PROPOSAL RESPONSE

TO

REQUEST FOR PROPOSALS

If your firm is unable to submit a Proposal at this time, please provide the information requested in the space provided below and return to:

GREATER ORLANDO AVIATION AUTHORITY
GOAA Annex Building,
Purchasing Department
5855 Cargo Road, Orlando, FL 32827- 4399

We have received Request for Proposals, under **Purchasing Proposal 23-283-RFP Passenger Boarding Bridges (PBB) Operation, Maintenance and Repair Services for Orlando International Airport, opening at 11:00 a.m. Thursday, January 12, 2023,** at the Greater Orlando Aviation Authority, Orlando International Airport, Purchasing Department. Our firm's reason for not submitting is:

_____

_____

_____

_____
Company Name

By:_____

Its:_____
Name & Title, Typed or Printed