

ADDENDUM NO. 10

BY AND BETWEEN
GREATER ORLANDO AVIATION AUTHORITY
AND
VEOVO, INC.
TO
W-375 RESOURCE MANAGEMENT SYSTEM CONTRACT

This Addendum No. 10 ("Addendum 10") is made and entered into, as of the 07 day of April 2022, subject to, and incorporated by reference into the above referenced Contract entered into between Greater Orlando Aviation Authority ("Owner" or "Aviation Authority") and Veovo, Inc. ("Contractor", together with Owner, the "Parties"), dated as of August 20, 2018. The Parties acknowledge and confirm that this Addendum and activities hereunder are bound by the Contract.

WITNESSETH:

WHEREAS, on August 15, 2018, the Aviation Authority Board approved the Contract between Owner and Contractor; and,

WHEREAS, Owner and Contractor have entered into that certain Addendum No. 1 that set forth the process through which the Parties would design the Solution, which Solution will involve the use by Owner of certain Contractor Software; and,

WHEREAS, Owner and Contractor have entered into that certain Addendum No. 2, that set forth the process through which such Solution was designed, configured, tested, and implemented and through which Owner's staff was trained to use the Solution; and,

WHEREAS, Owner and Contractor have entered into that certain Amendment No. 1 to Addendum No. 2 that set forth additional deliverables in reporting and Revenue Management features of the Solution; and

WHEREAS, Owner and Contractor have entered into that certain Addendum No. 3 under which the Contractor made its Software available to Owner as set forth therein; and

WHEREAS, Owner and Contractor have entered into that certain Addendum No. 4 Contract to incorporate Contractor's provision of additional Solution deliverables and modifications in order to provide Solution functionality desired by the Owner, including twenty (20) Post Implementation Reports that assist Finance and Operations Departments in the tracking of Airlines Billable usage of Aviation Authority facilities and a modification of PROPworks statistical export programs for passenger and landings; and

WHEREAS, Owner proceeded with an Addendum No. 5 for licenses and support services and had same approved at the October 21, 2020, Aviation Authority Board meeting, however it was subsequently discovered that Addendum No. 3 had previously approved and authorized the licenses and support service rendering Addendum No. 5 superfluous; and

WHEREAS, Addendum No. 5 was not executed by the Parties, but for continuity it remains as part of the record; and

WHEREAS, Owner and Contractor have entered into that certain Amended and Restated Addendum No. 6 that combines both inbound and outbound AIDX interfaces into one scope and updated the quote for said work for the VRC as more particularly described therein; and

WHEREAS, Owner and Contractor have entered into that certain Addendum 7 to add the necessary interface of an AIDX with the Baggage Handling System (“BHS”) to add Pre-Cleared Flight Status to Arrivals; and

WHEREAS, Owner and Contractor have entered into that certain Addendum 8 to add a AIDX Representational State Transfer (REST) Inbound and Outbound Push Adapter interface between the Veovo RMS and the Aviation Authority’s Visual Docking Guidance System (VDGS) with ADB Safegate; and

WHEREAS, Owner and Contractor entered into that certain Addendum 9 for design workshops and the creation of design documentation for the South Terminal Complex; and

WHEREAS, Owner and Contractor desire to enter into this Addendum 10 for implementation of the Solution at the South Terminal Complex, pursuant to the scope attached hereto as Exhibit “A” and as further detailed herein (the “Addendum 10 Scope”).

NOW, THEREFORE, for and in consideration of the premises and mutual covenants herein contained, the Parties hereby amend the Contract as follows:

A. General Provisions:

Capitalized words not defined herein shall have the meanings ascribed to them in the above referenced Contract. In accordance with Section 1.8 of the above referenced Contract, in the event of a conflict between this Addendum and the General Conditions of Contract set forth in the Contract referenced above or any other addendum under the Contract, with respect to the Addendum 10 Scope, this Addendum shall control.

This Addendum and the pricing set forth herein are specific and applicable to Contractor’s and may be amended or modified only by written agreement in accordance with the Contract. Each Party represents and warrants that it is authorized to execute this Addendum as a binding obligation; by executing this Addendum, each Party confirms that no further requirements or processes are required in order to authorize commitment to proceed.

B. Scope of Services:

The Work to be provided under this Addendum 10 shall consist of the following:

1. Effective Date: The effective date of this Addendum 10 shall be the date listed above.
2. Scope of Services Summary

The Contractor shall provide all services required for the development and implementation required to project manage, build, develop, factory test, deploy to quality assurance, train, provide UAT support and Go Live Support for the Solution specified in the approved Design

Submittals for the integration of the South Terminal Complex into the Resource Management Solution. The approved Design Submittals referenced are attached hereto as Exhibit "B" and incorporated herein by reference. The Scope includes the Phase 1 (Go-Live Critical) set forth within the RMS and Reporting Solution Design Documents for the integration of the South Terminal Complex into the Resource Management Solution. Contractor will use commercially reasonable efforts to complete said scope on or before July 1, 2022.

3. Compensation: In consideration of the Work to be performed pursuant to Addendum 10, the compensation payable to Contractor is a lump sum of \$96,800.00 paid pursuant to the milestones set forth below.

Contractor may submit an invoice in the following amounts upon achieving the following payment milestones:

a) South Terminal Implementation – Terminal Opening - Phase 1 Fixed Fee

		Description of Payment Milestones	Payment
50%	Upon Order	South Terminal Opening Scope – Professional Services – Initiate the following: <ul style="list-style-type: none"> • MCO STC – SDD – RMS Solution Design • MCO STC – SDD - Reporting Design Solution 	Lump Sum of \$48,400.00
50%	Upon Completion and Acceptance by the Authority	South Terminal Opening Scope - Professional Services – Complete the Following: <ul style="list-style-type: none"> • MCO STC – SDD – RMS Solution Design: 100% Complete and Accepted • MCO STC – SDD - Reporting Design Solution: 100% • 	Lump Sum of \$48,400.00
Total		Addendum 10 Scope - Fixed Fee	\$96,800.00

Payment shall be made accordance with the terms of the Contract. The Aviation Authority and Contractor negotiated the foregoing fixed fee and not to exceed fee arrangement and agree that this ADDENDUM 10 does not materially alter the original Contract such that a cardinal or constructive change to the original Contract has occurred.

4. Continuing Effect of Contract Provisions. Except as amended by Addendum No. 1, Addendum No. 2, Amendment No. 1 to Addendum No. 2, Addendum No. 3, Addendum No. 4, Addendum 5, Amended and Restated Addendum 6, Addendum 7, Addendum 8, Addendum 9, and this Addendum 10, the Contract shall continue in full force and effect in accordance with its terms and conditions.

5. The Exhibits attached hereto are hereby acknowledged to be true and accurate reflections of the intent of the Parties, are intended as guidelines for the prosecution of the Work and are subject to change during the prosecution of the Work upon mutual written

agreement of the Parties, which may be evidence by e-mail communication. The Exhibits are hereby incorporated into this Addendum and made a part hereof.

[Intentionally Blank – Signature Page to Follow]

IN WITNESS WHEREOF, the Parties hereto have caused this Addendum 10 to be duly executed as of the date and year first written above.

ATTEST:



Print Name: Anna Farmer
Assistant Secretary

“AVIATION AUTHORITY”

GREATER ORLANDO AVIATION AUTHORITY

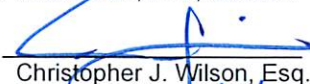
By: 

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

Date: 4/8/22

APPROVED FOR FORM AND LEGALITY for the use and reliance of the Greater Orlando Aviation Authority, only.

C.J. Wilson Law, P.A., Counsel

By: 

Christopher J. Wilson, Esq.

Date: 4/8/22

[Official Seal]



“CONTRACTOR”

VEOVO, INC.

By: 

James Williamson

Its: President / CEO

ATTEST:



Secretary - John Priggen

[CORPORATE SEAL]

Print or Type Name and Title

Date: 07 April 2022

Exhibit A – ADDENDUM 10 Scope



Veovo Inc
Level 5, Suite 566
100 E Pine Street, Orlando, FL 32801
Ph: +1 (321) 206 9030
Email: go@veovo.com

Tuesday, April 5, 2022

Greater Orlando Aviation Authority
Orlando International Airport
One Jeff Fuqua Boulevard Orlando
Orlando, FL 32827 4392
United States

Attention: Bob DeBaere

Dear Bob

Reference: Southern Terminal Implementation –RMS and Reporting (Phase 1)

Veovo is very pleased to present the Greater Orlando Aviation Authority (GOAA) with our Indicative Investment Summary proposal for the Southern Terminal Implementation –RMS and Reporting (Phase 1) at Orlando International Airport. This Indicative Investment Summary is based on the Design phase of the Southern Terminal Implementation project jointly conducted by GOAA and Veovo subject matter experts.

We thank you for the opportunity of responding to your requirements and look forward to discussing how we can continue to assist Greater Orlando Aviation Authority (GOAA) in the future.

Please don't hesitate to contact me should you have any questions.

Best Regards

A handwritten signature in blue ink, appearing to read "Simon Ash".

Simon Ash

Business Development Manager

T: +64 9 909 3896

M: +64 21 277 9922

www.veovo.com

Indicative Investment Summary

Southern Terminal Implementation – Terminal Opening
– Phase 1 (RMS and Reporting)

Fixed Price quotation

Description	Est. Total
Profession Services for the Southern Terminal Implementation project • Including: <ul style="list-style-type: none"> ○ Project Management ○ Configuration, Build and Factory testing ○ Deployment to QA ○ Training ○ UAT Support ○ Deployment to Production ○ Go Live / Support The Southern Terminal Implementation project is outline in the following mutually agreed and signed off Design documents, including: <ul style="list-style-type: none"> ▪ MCO STC - SDD - RMS Solution Design ▪ MCO STC - SDD - Reporting Solution Design 	\$96,800
Total	\$96,800

Project Payment Milestones

Milestone & Invoice may be issued	Payment
On Order – 50%	\$48,400
On Completion – 50%	\$48,400
Total	\$96,800

Pricing notes

- All work will be performed remotely.
- The currency used for the pricing is United States Dollars, excluding taxes, import duties and customs clearance.
- This quote is valid for 60 days from the quotation date.

Exhibit B – Design Documents

RMS

SOLUTION DESIGN DOCUMENT

04-Apr-2022 – Version 1.03



Document History.....	5
Related Documents.....	6
Document Acceptance	7
Definitions	8
1. Introduction.....	9
2. Bag Processing	10
2.1 Belts	10
2.2 Allocation Rules	10
2.3 Resource Demand Rules.....	11
2.4 Graphical Configuration	11
3. Lateral Processing	12
3.1 Laterals	12
3.2 Allocation Rules	12
3.3 Resource Demand Rules.....	13
3.4 Graphical Configuration	13
4. Passenger Processing	14
4.1 Counters.....	14
4.2 Allocation Rules	16
4.3 Resource Demand Rules.....	17
4.4 Graphical Configuration	17
5. Aircraft Parking	18
5.1 Stands	18
5.2 Gates.....	19
5.3 Allocation Rules	21
5.3.1 Physical Limitation Rules	21
5.3.2 Adjacency Rules	27
5.3.3 Other Rules	31
5.3.4 Existing Rules to Update	32
5.4 Graphical Configuration	33
5.5 Rule Categories	33

Document History

Version	Date	Author	Changes
1.00	02-Mar-2022	Rachel Mary Milne	Initial Version
1.01	16-Mar-2022	Rachel Mary Milne	Miscellaneous updates after review by GOAA and additional information being provided, including removing position codes, adding explicitly excluded aircraft types to physical limitation rules, adding rules to MARS stands around flights arriving with different sectors at the same time.
1.02	30-Mar-2022	Rachel Mary Milne	Updated stand C240A to not allow aircraft 32Q
1.03	04-Apr-2022	Fook-Weng Chan	Removed timelines from Introduction. Updated Document Acceptance.

Table 1

Related Documents

Document
MCO STC - SDD - AODB Solution Design.docx
Veovo As-Built Documents available on GOAA SharePoint ... LINK HERE

Table 2

Document Acceptance

This document RMS Solution Design 1.03 is hereby accepted by the signatories below as the Veovo RMS solution design to be implemented for the Southern Terminal Complex (STC) at Orlando Airport (MCO) for the Greater Orlando Aviation Authority (GOAA) Project.

For the GOAA

Bob DeBaere Assistant Director, Airport Operations		4/5/2022
James Krusalla Assistant Director, Business Applications		4-5-22

Table 3

Definitions

Term	Definition
AODB	Airport Operational Database
GOAA	Greater Orlando Aviation Authority
MCO	Orlando Airport
RMS	Resource Management System
STC	Southern Terminal Complex

Table 4

1. Introduction

This document MCO STC - SDD - RMS Solution Design, specifies the RMS solution to be implemented for the Southern Terminal Complex (STC) at Orlando Airport (MCO).

This document becomes the specification and supplementary site guide for use by GOAA and Veovo for the maintenance and support of the Veovo RMS solution.

All information in this document:

- Has been compiled during design workshops and subsequent correspondence between GOAA and Veovo.
- Unless stated otherwise retains existing design and configuration as per the documents referenced in Table 2 and subsequent configuration jointly deployed between GOAA and Veovo.

It is required that the information contained in this document and any associated files is signed-off by GOAA as being confirmed requirements for the Veovo RMS solution.

2. Bag Processing

2.1 Belts

Location	Belt	Resource Types	Optimizer/Conflict Solver Enabled
South:Airside-C:DOM	C48	Belt	Y
South:Airside-C:DOM	C49	Belt	Y
South:Airside-C:DOM	C50	Belt	Y
South:Airside-C:DOM	C51	Belt	Y
South:Airside-C:FIS	C61	FIS-Belt	Y
South:Airside-C:FIS	C62	FIS-Belt	Y
South:Airside-C:FIS	C66	FIS-Belt	Y
South:Airside-C:FIS	C67	FIS-Belt	Y

Table 5

Belts to Remove
Existing belts C61-C67 will be replaced

Table 6

2.2 Allocation Rules

Belts(s)	Rule	Tip Category	Task Category	Tip Color	Task Color	Message
All	Stand-location must be "South:Airside-C"	1	1	Red	Red	South terminal flights only

C48-C51	No non-domestic, non-pre-cleared flights	1	1	Red	Red	Domestic and pre-cleared only
C61-C67	No domestic or pre-cleared flights	1	1	Red	Red	Non-pre-cleared international only
C48-C51	No more than 5 overlapping tasks at any one time (no buffer)	20	20	Orange	Orange	Maximum of 5 flights on belt
C61-C67	No more than 6 overlapping tasks at any one time (no buffer)	20	20	Orange	Orange	Maximum of 6 flights on belt

Table 7

Risk & Mitigation
All existing airline preferences on any belt for the South terminal airlines (Lufthansa, British Airways, JetBlue, GOL, Emirates, Caribbean, Iceland Air, Aer Lingus, Azul, British Airways, Edelweiss, Sunwing, Viva Air Columbia, Hawaiian)

Table 8

2.3 Resource Demand Rules

No additional resource demand rules are needed

2.4 Graphical Configuration

No graphical configuration changes are needed

3. Lateral Processing

3.1 Laterals

Location	Lateral	Resource type
South:Airside-C	N2	Make-up
South:Airside-C	N1	Make-up
South:Airside-C	W2	Make-up
South:Airside-C	W1	Make-up

Table 9

3.2 Allocation Rules

Lateral	Rule	Tip Category	Task Category	Tip Color	Task Color	Message
N2	Stand must be C230-C234	1	1	Red	Red	Gate must be C230-C234
N1	Stand must be C235-C238 A/B	1	1	Red	Red	Gate must be C235-238
W2	Stand must be C240, C242, C244A/B	1	1	Red	Red	Gate must be C240, C242, C244
W1	Stand must be C241A/B, C243, C245A/B	1	1	Red	Red	Gate must be C241A/B, C243, C245

Table 10

Rules to Remove
Existing JetBlue lease rule
All existing airline preferences on any lateral for the Southern terminal airlines (Lufthansa, British Airways, JetBlue, GOL, Emirates, Caribbean, Iceland Air, Aer Lingus, Azul, British Airways, Edelweiss, Sunwing, Viva Air Columbia, Hawaiian)

Table 11

3.3 Resource Demand Rules

No new resource demand rules are needed

3.4 Graphical Configuration

No graphical configuration changes are needed

4. Passenger Processing

4.1 Counters

Location	Counter	Resource Type
South:Airside-C:C14-North	5600	Position
South:Airside-C:C14-North	5609	Position
South:Airside-C:C14-North	5612	Position
South:Airside-C:C14-North	5621	Position
South:Airside-C:C14-North	5624	Position
South:Airside-C:C14-North	5633	Position
South:Airside-C:C14-North	5636	Position
South:Airside-C:C14-North	5645	Position
South:Airside-C:C14-North	5648	Position
South:Airside-C:C14-North	5657	Position
South:Airside-C:C14-North	5660	Position
South:Airside-C:C14-North	5669	Position
South:Airside-C:C14-North	5672	Position
South:Airside-C:C14-North	5681	Position
South:Airside-C:C14-North	5684	Position
South:Airside-C:C14-North	5693	Position
South:Airside-C:C14-North	5696	Position
South:Airside-C:C14-North	5705	Position
South:Airside-C:C14-North	5708	Position
South:Airside-C:C14-North	5717	Position
South:Airside-C:C14-North	5723	Position
South:Airside-C:C14-North	5730	Position
South:Airside-C:C14-North	5731	Position
South:Airside-C:C14-South	5850	Position
South:Airside-C:C14-South	5859	Position
South:Airside-C:C14-South	5862	Position
South:Airside-C:C14-South	5871	Position
South:Airside-C:C14-South	5874	Position
South:Airside-C:C14-South	5883	Position
South:Airside-C:C14-South	5886	Position
South:Airside-C:C14-South	5895	Position
South:Airside-C:C14-South	5898	Position
South:Airside-C:C14-South	5907	Position
South:Airside-C:C14-South	5910	Position
South:Airside-C:C14-South	5919	Position
South:Airside-C:C14-South	5922	Position
South:Airside-C:C14-South	5931	Position
South:Airside-C:C14-South	5934	Position

South:Airside-C:C14-South	5943	Position
South:Airside-C:C14-South	5946	Position
South:Airside-C:C14-South	5955	Position
South:Airside-C:C14-South	5958	Position
South:Airside-C:C14-South	5967	Position
South:Airside-C:C14-South	5973	Position
South:Airside-C:C14-South	5729	Position
South:Airside-C:C14-South	5986	Position
South:Airside-C:C15-North	6081	Position
South:Airside-C:C15-North	6090	Position
South:Airside-C:C15-North	6093	Position
South:Airside-C:C15-North	6102	Position
South:Airside-C:C15-North	6105	Position
South:Airside-C:C15-North	6114	Position
South:Airside-C:C15-North	6117	Position
South:Airside-C:C15-North	6126	Position
South:Airside-C:C15-North	6129	Position
South:Airside-C:C15-North	6138	Position
South:Airside-C:C16-South	6520	Position
South:Airside-C:C16-South	6528	Position
South:Airside-C:C16-South	6531	Position
South:Airside-C:C16-South	6540	Position
South:Airside-C:C16-South	6543	Position
South:Airside-C:C16-South	6552	Position
South:Airside-C:C16-South	6555	Position
South:Airside-C:C16-South	6564	Position
South:Airside-C:C16-South	6570	Position
South:Airside-C:C16-South	6577	Position
South:Airside-C:C17-North	6647	Position
South:Airside-C:C17-North	6656	Position
South:Airside-C:C17-North	6659	Position
South:Airside-C:C17-North	6668	Position
South:Airside-C:C17-North	6671	Position
South:Airside-C:C17-North	6680	Position
South:Airside-C:C17-North	6683	Position
South:Airside-C:C17-North	6692	Position
South:Airside-C:C17-North	6695	Position
South:Airside-C:C17-North	6705	Position
South:Airside-C:C17-North	6708	Position
South:Airside-C:C17-North	6717	Position
South:Airside-C:C17-North	6720	Position
South:Airside-C:C17-North	6732	Position
South:Airside-C:C17-North	6744	Position
South:Airside-C:C17-North	6756	Position
South:Airside-C:C17-North	6777	Position

11/15/2016 10:00 AM

South:Airside-C:C17-South	6831	Position
South:Airside-C:C17-South	6840	Position
South:Airside-C:C17-South	6843	Position
South:Airside-C:C17-South	6852	Position
South:Airside-C:C17-South	6855	Position
South:Airside-C:C17-South	6864	Position
South:Airside-C:C17-South	6867	Position
South:Airside-C:C17-South	6876	Position
South:Airside-C:C17-South	6879	Position
South:Airside-C:C17-South	6888	Position
South:Airside-C:C17-South	6891	Position
South:Airside-C:C17-South	6900	Position
South:Airside-C:C17-South	6903	Position
South:Airside-C:C17-South	6912	Position
South:Airside-C:C17-South	6915	Position
South:Airside-C:C17-South	6924	Position
South:Airside-C:C17-South	6927	Position
South:Airside-C:C17-South	6936	Position
South:Airside-C:C17-South	6939	Position
South:Airside-C:C17-South	6948	Position
South:Airside-C:C17-South	6954	Position
South:Airside-C:C17-South	6957	Position
South:Airside-C:C17-South	6780	Position

Table 12

4.2 Allocation Rules

Counter	Rules	Tip Category	Task Category	Tip Color	Task Color	Message
All	No simultaneous allocations	1	1	Red	Red	Do not overlap allocations
C17-North	Preference for Jetblue	20	0	Bright green	Unaffected	Jetblue all-day allocation

Table 13

Rules to Remove
Existing JetBlue counter preference rule

Table 14

4.3 Resource Demand Rules

Rule	Update
LOA-Jetblue Static demand	Update to create 17 counter pucks instead of 29

Table 15

4.4 Graphical Configuration

All four Passenger Processing Gantt modes (Carrier-Day, Carrier-Night, Customs-Day, Customs-Night) will be updated to have a blue plus symbol on the puck when the puck is considered to be additional (Please see the section for RMS Write Trigger in the MCO STC - SDD - AODB Solution Design document for more information). An additional puck has the ADHOC_PUCK event code as described in the AODB SDD. Additionally, a 2nd shorter row will be added to the puck that shows the latest start and end time of the puck. The top row of the puck will show the scheduled start and end time.

In this example, the first puck is not an additional puck (because there is no plus symbol) and it opened later and closed later than scheduled (because the 2nd row shows the latest datetime and starts later and ends later compared to the main scheduled part of the puck). The second puck is not an additional puck and it opened early and closed early. Pucks 3 and 4 are additional and never received actual times.



5. Aircraft Parking

5.1 Stands

Location	Stand	Gate	Position	Optimised/Control Solver Enabled
South:Airside-C	C230	C230		Y
South:Airside-C	C231	C231		Y
South:Airside-C	C232	C232		Y
South:Airside-C	C233	C233		Y
South:Airside-C	C234	C234		Y
South:Airside-C	C235	C235		Y
South:Airside-C	C236	C236		Y
South:Airside-C	C237	C237		Y
South:Airside-C	C238	C238		Y
South:Airside-C	C238A	C238A		Y
South:Airside-C	C238B	C238B		Y
South:Airside-C	C240	C240		Y
South:Airside-C	C240A	C240A		Y
South:Airside-C	C240B	C240B		Y
South:Airside-C	C241	C241		Y
South:Airside-C	C241A	C241A		Y
South:Airside-C	C241B	C241B		Y
South:Airside-C	C242	C242		Y

South:Airside-C	C243	C243		Y
South:Airside-C	C244	C244		Y
South:Airside-C	C244A	C244A		Y
South:Airside-C	C244B	C244B		Y
South:Airside-C	C245	C245		Y
South:Airside-C	C245A	C245A		Y
South:Airside-C	C245B	C245B		Y
South:Hardstand	800			N
South:Hardstand	801			N

Table 16

All existing stands under South

Table 17

5.2 Gates

Location	Gate
South:Airside-C	C230
South:Airside-C	C231
South:Airside-C	C232
South:Airside-C	C233
South:Airside-C	C234
South:Airside-C	C235

South:Airside-C	C236
South:Airside-C	C237
South:Airside-C	C238
South:Airside-C	C238A
South:Airside-C	C238B
South:Airside-C	C240
South:Airside-C	C240A
South:Airside-C	C240B
South:Airside-C	C241
South:Airside-C	C241A
South:Airside-C	C241B
South:Airside-C	C242
South:Airside-C	C243
South:Airside-C	C244
South:Airside-C	C244A
South:Airside-C	C244B
South:Airside-C	C245
South:Airside-C	C245A
South:Airside-C	C245B

Table 18

5.3 Allocation Rules

5.3.1 Physical Limitation Rules

Item ID	Rule	Tip Category	Task Category	Tip Color	Task Color	Item Color
C230	Wingspan must be less than or equal to 117.85 and no aircraft type MD88, MD90, 717	1	1	Red	Red	Wingspan longer than 117.85' (B737 Max 9) or aircraft not allowed
C231	Wingspan must be less than or equal to 117.85 and no aircraft type MD88, MD90, 717	1	1	Red	Red	Wingspan longer than 117.85' (B737 Max 9) or aircraft not allowed
C232	Wingspan must be less than or equal to 117.85 and no aircraft type MD88, MD90, 717	1	1	Red	Red	Wingspan longer than 117.85' (B737 Max 9) or aircraft not allowed
C233	Wingspan must be less than or equal to 117.85 and no aircraft type MD88, MD90, 717	1	1	Red	Red	Wingspan longer than 117.85' (B737 Max 9) or aircraft not allowed
C234	Wingspan must be less than or equal to 117.85 and no aircraft type	1	1	Red	Red	Wingspan longer than 117.85' (B737 Max 9) or

	MD88, MD90, 717					aircraft not allowed
C235	Wingspan must be less than or equal to 117.85 and no aircraft type MD88, MD90, 717	1	1	Red	Red	Wingspan longer than 117.85' (B737 Max 9) or aircraft not allowed
C236	Wingspan must be less than or equal to 117.85 and no aircraft type MD88, MD90, 717	1	1	Red	Red	Wingspan longer than 117.85' (B737 Max 9) or aircraft not allowed
C237	Wingspan must be less than or equal to 117.85 and no aircraft type MD88, MD90, 717	1	1	Red	Red	Wingspan longer than 117.85' (B737 Max 9) or aircraft not allowed
C238	Wingspan must be between 134.58 and 261.65 (inclusive)	1	1	Red	Red	Wingspan longer than 261.65' (A380) or shorter than 134.58 (757-300W) or aircraft not allowed
C238A	Wingspan must be less than or equal to 117.85 and no aircraft type 717, E75, E70, CR9, CR7, CR2, E145	1	1	Red	Red	Wingspan longer than 117.85' (B737 Max 9) or aircraft not allowed

C238B	Wingspan must be less than or equal to 117.85 and no aircraft type 717, E75, E70, CR9, CR7, CR2, E145	1	1	Red	Red	Wingspan longer than 117.85' (B737 Max 9) or aircraft not allowed
C240	Wingspan must be less than or equal to 261.65 and no aircraft type 762	1	1	Red	Red	Wingspan longer than 261.65' (A380-800) or aircraft not allowed
C240A	Wingspan must be less than or equal to 117.85 and no aircraft type MD88, MD90, 717, CR7, CR2, E145, 32Q	1	1	Red	Red	Wingspan longer than 117.85' (B737 Max 10) or aircraft not allowed
C240B	Wingspan must be less than or equal to 117.85 and no aircraft type MD90, 717, CR7, CR2, E145	1	1	Red	Red	Wingspan longer than 117.85' (B737 Max 10) or aircraft not allowed
C241	Wingspan must be between 134.58 and 212.99 (inclusive)	1	1	Red	Red	Wingspan longer than 212.99 (747-400) or shorter than 134.58 (757-300W) or aircraft not allowed

11/25/2014 10:24:10 AM

C241A	Wingspan must be less than or equal to 117.85 and no aircraft type MD88, MD90, 717, E75, E70, CR9, CR7, CR2, E145	1	1	Red	Red	Wingspan longer than 117.85' (B737 Max 9) or aircraft not allowed
C241B	Wingspan must be less than or equal to 117.85 and no aircraft type 717, E75, E70, CR9, CR7, CR2, E145	1	1	Red	Red	Wingspan longer than 117.85' (B737 Max 9) or aircraft not allowed
C242	Wingspan must be less than or equal to 224.41 and no aircraft type 717, E75, E70, CR9, CR7, CR2, E145	1	1	Red	Red	Wingspan longer than 224.41' (747-8) or aircraft not allowed
C243	Wingspan must be less than or equal to 212.99 and no aircraft type 717, E75, E70, CR9, CR7, CR2, E145	1	1	Red	Red	Wingspan longer than 212.99 (747-400) or shorter than 134.58 (757-300W) or aircraft not allowed
C244	Wingspan must be between 134.58 and 212.99 inclusive	1	1	Red	Red	Wingspan longer than 212.99 (747-400) or shorter than 134.58 (757-300W)

10/25/2014 10:05:11 AM

						or aircraft not allowed
C244A	Wingspan must be less than or equal to 117.85 and no aircraft type 717, E75, E70, CR9, CR7, CR2, E145	1	1	Red	Red	Wingspan longer than 117.85' (B737 Max 9) or aircraft not allowed
C244B	Wingspan must be less than or equal to 117.85 and no aircraft type MD88, MD90, 717, E75, E70, CR9, CR7, CR2, E145	1	1	Red	Red	Wingspan longer than 117.85' (B737 Max 9) or aircraft not allowed
C245	Wingspan must be between 134.58 and 212.99 (inclusive)	1	1	Red	Red	Wingspan longer than 212.99 (747-400) or shorter than 134.58 (757-300V) or aircraft not allowed
C245A	Wingspan must be less than or equal to 117.85 and no aircraft type MD88, MD90, 717, E75, E70, CR9, CR7, CR2, E145	1	1	Red	Red	Wingspan longer than 117.85' (B737 Max 9) or aircraft not allowed
C245B	Wingspan must be less than or equal to 117.85 and	1	1	Red	Red	Wingspan longer than 117.85' (B737 Max

	no aircraft type MD88, MD90, 717, E75, E70, CR9, CR7, CR2, E145					9) or aircraft not allowed
800	Wingspan must be less than or equal to 197.83	1	1	Red	Red	Wingspan longer than 197.83' (A330-300) or aircraft not allowed
801	Wingspan must be less than or equal to 197.83	1	1	Red	Red	Wingspan longer than 197.83' (A330-300) or aircraft not allowed

Table 19

5.3.2 Adjacency Rules

Stand 1	Stand 2	Rule	Tip Category	Task Category	Tip Color	Task Color	Message
238	238A	Any two aircraft on the stands overlapping (no buffer)	10	10	Red	Red	238 restricted by aircraft on 238A
238	238B	Any two aircraft on the stands overlapping (no buffer)	10	10	Red	Red	238 restricted by aircraft on 238B
240	240A	Any two aircraft on the stands overlapping (no buffer)	10	10	Red	Red	240 restricted by aircraft on 240A
240	240B	Any two aircraft on the stands overlapping (no buffer)	10	10	Red	Red	240 restricted by aircraft on 240B
241	241A	Any two aircraft on the stands overlapping (no buffer)	10	10	Red	Red	238 restricted by aircraft on 238A
241	241B	Any two aircraft on the stands overlapping (no buffer)	10	10	Red	Red	241 restricted by aircraft on 241B
244	244A	Any two aircraft on the stands overlapping (no buffer)	10	10	Red	Red	244 restricted by aircraft on 244A
244	244B	Any two aircraft on the stands	10	10	Red	Red	244 restricted

		overlapping (no buffer)					by aircraft on 238B
245	245A	Any two aircraft on the stands overlapping (no buffer)	10	10	Red	Red	245 restricted by aircraft on 245A
245	245B	Any two aircraft on the stands overlapping (no buffer)	10	10	Red	Red	245 restricted by aircraft on 245B
238A 241A 245A 244A 240A	238B 241B 245B 244B 240B	When both A and B gates are used at a MARS gate for arrival flights with an on-block time within an hour of each other, each flight must have the same sector (international or domestic) And When both A and B gates are used at a MARS gate for an arrival and departure flight with on-block and off-block times within an hour of each other, each flight must have the same sector (international or domestic)	10	10	Red	Red	Overlap at arrival within one hour
238A 241A	238B 241B	When both A and B gates are used at a MARS	20	20	Orange	Orange	Overlap at departure

APPENDIX 1 - 2019/2020

VEQDA

245A	245B	gate for a departure flight, the off-block time cannot be within one hour of the off-block of the other flight.					within one hour
244A	244B						
240A	240B						

Table 20

FATS Form 2000

5.3.3 Other Rules

Parent	Sub	Top Priority	Task Priority	Top Color	Task Color	Message
South:Airside-C	Only allow Lufthansa, British Airways, Jetblue, GOL, Emirates, Caribbean, Iceland Air, Aer Lingus, Azul, British Airways, Edelweiss, Sunwing, Viva Air Columbia, Hawaiian and must be an arrival/departure and if an international non-pre-cleared arrival must arrive in between 10:00 to 21:00	20	0	Orange	Unaffected	Airline/service not designated for Airside C
South	Do not overlap tasks	10	10	Red	Red	Do not overlap allocations
South:Airside-C	Leave a 30 minute buffer between tasks	11	11	Orange	Orange	Separate flights by 30 minutes

South	Missing or invalid towing	50	50	Blue	Blue	Flight unlinked or towing information invalid
South/Airside-C aside from 230-237	Not preferred for JetBlue	100	0	Unaffected	Unaffected	Not preferred for JetBlue
243, 242	Not preferred for wingspan smaller than 155.25 (exclusive)	110	0	Unaffected	Unaffected	A narrowbody would not normally go on this stand
241A, 241B, 245A, 245B, 244A, 244B, 240A, 240B, 238A, 238B	There should be at least 1 hour in between two flights of different sectors on the same stand	20	20	Orange	Orange	International/domestic within one hour

Table 21

5.3.4 Existing Rules to Update

Table 1	Rule	Update
Airside-1	Airside-1-Airlines	Ensure does not allow Lufthansa, British Airways, Jetblue, GOL, Emirates, Caribbean, Iceland Air, Aer Lingus, Azul, British Airways, Edelweiss, Sunwing, Viva Air Columbia, Hawaiian
Airside-2	Airside-2-Airlines	Ensure does not allow Lufthansa, British Airways, Jetblue, GOL, Emirates, Caribbean, Iceland Air, Aer Lingus, Azul, British Airways, Edelweiss, Sunwing, Viva Air Columbia, Hawaiian
Airside-3	Airside-3-Airlines	Ensure does not allow Lufthansa, British Airways, Jetblue, GOL, Emirates, Caribbean, Iceland Air, Aer Lingus, Azul, British Airways, Edelweiss, Sunwing, Viva Air Columbia, Hawaiian

Page 31 of 35

RMS Solution Design

Airside-4	Airside-4-Airlines	Ensure does not allow Lufthansa, British Airways, Jetblue, GOL, Emirates, Caribbean, Iceland Air, Aer Lingus, Azul, British Airways, Edelweiss, Sunwing, Viva Air Columbia, Hawaiian unless an international non-pre-cleared arriving between 21:00 – 10:00. Update the rule in general to use 10:00 to 21:00 instead of 10:00 to 20:00.
	JetBlue lease rule	Remove
	Airline preferences	Remove existing preferences for Lufthansa, British Airways, Jetblue, GOL, Emirates, Caribbean, Iceland Air, Aer Lingus, Azul, British Airways, Edelweiss, Sunwing, Viva Air Columbia, Hawaiian
	Southern terminal MARS rules	Existing rules will be removed

Table 22

5.4 Graphical Configuration

No graphical configuration changes are needed

5.5 Rule Categories

In order, to make it easier to understand how the new categories fit in with the existing categories, MCO's existing categories have been summarised in the below table and the new ones inserted. Existing categories were reused for new rules when possible.

Rule	Tip Category	Tip Color	Conflict Solver Category	Conflict Solver Optimization/Accessibility	Triggers Conflict Solver/Constraint Reevaluation	Existing Category

Page 31 of 35

RMS Solution Design

Adjacency, domestic or pre-cleared only, max wingspan	1	Red	1000	Unacceptable	Y	Y
Overlapping allocation, adjacency, last in first out	10	Red	800	Unacceptable	Y	Y
Cross-boarding, wrong airside	20	Orange	900	Unacceptable	Y	Y
Buffer between flights	11	Orange	750	Acceptable	Y	Y
Tug, fuelling, PCA	21	Orange	500	Acceptable	Y	Y
Contact gate	200	Green	500	Acceptable	Y	Y
No Azul	31	Yellow	100	Acceptable	N	Y
JetBlue on non-preferred stand	100	Unaffected	30	Acceptable	N	N
Narrow body on stand for larger aircraft	110	Unaffected	20	Acceptable	N	N
Airline preferred	41	Bright green	-100	Preference	N	Y

Airline preferred	25	Bright green	-500	Preference	N	Y
Unlinked/towing issue	50	Blue	0	Indifferent	N	Y

Table 23

Reporting

SOLUTION DESIGN DOCUMENT

04-Apr-2022 – Version 1.04



© Veovo - Gentrack 2022. Strictly confidential. For internal use only.

Document History.....	5
Related Documents.....	6
Document Acceptance	7
Definitions	8
1. Introduction.....	9
2. Reporting Platform.....	10
2.1 Overview	10
2.2 Reporting Environments and Security.....	10
3. Go-Live Critical.....	11
3.1 Existing Reports.....	11
3.1.1 Airside Parameter	11
3.1.2 POD Parameter	12
3.1.3 Charge Type Parameter	12
3.1.4 Inbound/Outbound Baggage System Fee NTC and STC Distinction	13
3.1.5 Stand and StandAll Datasets.....	14
3.1.6 Miscellaneous	16
3.1.7 No Changes	22
3.2 New Reports	23
3.2.1 Gated Flight Overlap Report.....	23
3.2.2 Landed Weight Statistics – By Terminal.....	27
3.2.3 Passenger Count Reconciliation – Confirmed – By Terminal.....	28
3.2.4 Passenger Count Reconciliation – Provisional – By Terminal.....	29
3.2.5 Passenger Count Reconciliation - Provisional vs Confirmed – By Terminal	30
4. Non-Go-Live Critical	31
4.1 Existing Reports.....	31
4.1.1 Airside Parameter	31
4.1.2 Charge Type Parameter	33
4.1.3 No Changes	34
4.2 New Reports	34
4.2.1 Passenger Market Share - Ranked By Passengers – By Terminal.....	34
Appendix A – Go-Live and Non-Go-Live Critical Report List	36

Document History

Version	Date	Author	Changes
1.00	03-Mar-2022	Teddy Quan	Initial Version
1.01	16-Mar-2022	Teddy Quan	Updates and responses based on GOAA feedback. Appendix A added.
1.02	30-Mar-2022	Teddy Quan	Updates and responses based on GOAA feedback. NTC and STC distinctions for passenger count, landing weight distinctions, and inbound/outbound baggage system fee charge reporting added.
1.03	01-Apr-2022	Teddy Quan	Updates and responses based on GOAA feedback. New reports added: <ul style="list-style-type: none"> Landed Weight Statistics – By Terminal Passenger Count Reconciliation – Confirmed – By Terminal Passenger Count Reconciliation – Provisional – By Terminal Passenger Count Reconciliation - Provisional vs Confirmed – By Terminal Passenger Market Share - Ranked By Passengers – By Terminal
1.04	04-Apr-2022	Fook-Weng Chan	Removed timelines from Introduction. Updated Document Acceptance.

Table 1

Related Documents

Document
MCO STC - SDD - AODB Solution Design.docx
MCO STC - SDD - Revenue Management Solution Design.docx
MCO STC - SDD - RMS Solution Design.docx
Veovo As-Built Documents available on GOAA SharePoint ... LINK HERE

Table 2

Document Acceptance

This document Reporting Solution Design 1.04 is hereby accepted by the signatories below as the Veovo Reporting solution design to be implemented for the Southern Terminal Complex (STC) at Orlando Airport (MCO) for the Greater Orlando Aviation Authority (GOAA) Project.

For the GOAA


Name and Title	Signature	Date
Bob DeBaere Assistant Director, Airport Operations		4/5/2022
James Knusalla Assistant Director, Business Applications		4-5-22

Table 3

Definitions

Term	Description
AODB	Airport Operational Database
DW	Vevo Data Warehouse
GOAA	Greater Orlando Aviation Authority
MCO	Orlando International Airport
NTC	Northern Terminal Complex
SSRS	SQL Server Reporting Services
STC	Southern Terminal Complex

Table 4

1. Introduction

This document **MCO STC - SDD - Reporting Solution Design**, specifies the Reporting solution to be implemented for the Southern Terminal Complex (STC) at Orlando Airport (MCO).

This document becomes the specification and supplementary site guide for use by GOAA and Veovo for the maintenance and support of the Veovo Reporting solution.

All information in this document:

- Has been compiled during design workshops and subsequent correspondence between GOAA and Veovo.
- Unless stated otherwise retains existing design and configuration as per the documents referenced in Table 2 and subsequent configuration jointly deployed between GOAA and Veovo.

It is required that the information contained in this document and any associated files is signed-off by GOAA as being confirmed requirements for the Veovo Reporting solution.

2. Reporting Platform

2.1 Overview

The Reporting solution for the STC will build upon the existing reporting solution based on Microsoft SQL Server Reporting Services (SSRS).

2.2 Reporting Environments and Security

Each SSRS environment will have an individual endpoint location for users to access the reports.

Site	Description
Dev	http://tappreports.goaa.org/reports/browse/RMS/RMS%20Dev%20Reports
Test	http://tappreports.goaa.org/reports/browse/RMS/RMS%20Test%20Reports
Production	http://tappreports.goaa.org/reports/browse/RMS/RMS%20Prod%20Reports

Table 5

Security managed within the SSRS environment should follow existing protocols where role assignments are assigned at the directory level and not individually at the report level. The GOAA\Veovo-Consultants user group is expected to have the ability to Open, Manage, Move, Delete, Create at a report and directory level. As of today, this includes the following roles defined in SSRS: Browser, Content Manager, My Reports, Publisher, Report Builder. Please refer to Figure 1 as an example.



Figure 1

3. Go-Live Critical

3.1 Existing Reports

Existing reports are classified as reports developed as part of the original implementation or subsequent change request completed on or before March 1, 2022. All reports will be reviewed and tested to ensure continued functionality to accommodate the STC. Existing reports not listed within Section 3.1 will be consider Non-Go-Live Critical and listed under Section 4.1.

3.1.1 Airside Parameter

The Airside input parameter is currently configured to the following airside values: Airside 1, Airside 2, Airside 3, and Airside 4. This Airside input parameter will be updated to include the Airside C value into the dropdown list. This update will enable the Resource and Stand parameters to retrieve the new STC values from the Airside C location. The Airside C parameter value will be pre-selected in the Airside parameter dropdown list.

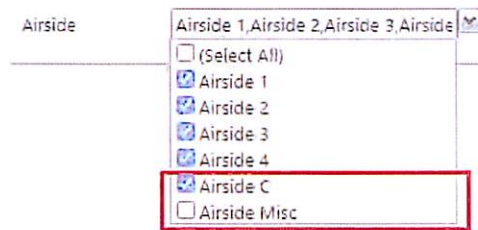


Figure 2

Another Airside value named Airside Misc will be included into the Airside parameter list. The Airside Misc value will capture any Airsides which are not Airside 1, Airside 2, Airside 3, Airside 4 or Airside C. The Airside Misc parameter value will not be pre-selected in the Airside parameter dropdown list.

The following reports will have the change applied:

- Daily Log
- Daily Station Report
- Diversion Report
- Facility Fees by Airline
- Flight Schedule Report
- Flight Summary Report
- Gate Report
- Gate Utilization Threshold - Based on Arrivals
- Landing Weights Statistics

- MGLW Reconciliation
- Overnight Aircraft Report
- Passenger Count Reconciliation - Confirmed
- Passenger Count Reconciliation - Provisional
- Passenger Counter reconciliation - Provisional vs Confirmed

3.1.2 POD Parameter

The POD input parameter is currently configured to the following POD values: Alpha, Bravo, Charlie, Delta, and Echo. The POD input parameter will be updated to include TCC (Terminal C Central) into the dropdown list.

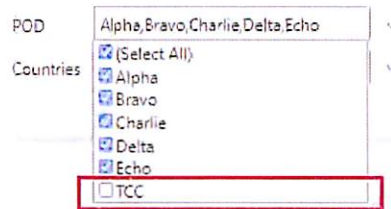


Figure 3

The TCC parameter value will not be pre-selected in the POD parameter dropdown list.

This update will enable the Baggage Make-Up parameter to retrieve the new STC values from the TCC POD location.

The following reports will have the change applied:

- POD Utilization Report - Daily - NEW
- POD Utilization Report - Hourly
- POD Utilization Report - Monthly

3.1.3 Charge Type Parameter

New charge types will be created to satisfy the STC billing requirements. As such, new parameters values will be automatically introduced into the Charge Type parameters.

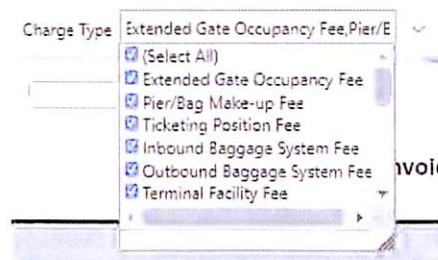


Figure 4

No additional changes to the parameters or overall reporting logic will be applied. The following reports will be tested to ensure the correct charge type parameter values and functionality is preserved:

- Post-Invoice Report
- Pre-Invoice Report
- Pre-Invoice Report Customized
- Pre-Invoice Report Customized and Grouped
- Revenue Management - Adjustments Report

3.1.4 Inbound/Outbound Baggage System Fee NTC and STC Distinction

The NTC and STC baggage system fees will have different charge instances to distinguish the NTC and STC fees. The blue highlighted section shows the Inbound Baggage System Fees (BAGS-IN) and the orange highlighted section shows the Outbound Baggage System Fees (BAGS-OUT).

Charge Header Description	Charge Instance Description	Amount	Unit	Rate	Type	Status
Inbound Baggage System Fee	NTC					
Inbound Baggage System Fee	STC					
Outbound Baggage System Fee	NTC					
Outbound Baggage System Fee	STC					

Figure 5

3.1.4.1 Pre and Post Invoice Reports

A change will be made to prepend the charge instance description with the charge header description to aid the users in identifying the charges for the Pre and Post invoice reports.

Charge Header Description	Charge Instance Description	Combined Result
Inbound Baggage System Fee	NTC	NTC Inbound Baggage System Fee
Inbound Baggage System Fee	STC	STC Inbound Baggage System Fee
Outbound Baggage System Fee	NTC	NTC Outbound Baggage System Fee

Outbound Baggage System Fee	STC	STC Outbound Baggage System Fee
-----------------------------	-----	---------------------------------

Table 6

Pre-Invoice Report

System Name	Amount	Class	New	Tax	After Tax	Account	Rate	Charge Code	Qty	Unit	Description	Equipment Type
Outbound Baggage System Fee	12,000.00	0.00	12,000.00	0.00	12,000.00						Outbound Baggage System Fee	Airline Baggage System Fee
Outbound Baggage System Fee	25,000.00	0.00	25,000.00	0.00	25,000.00						Outbound Baggage System Fee	Airline Baggage System Fee

Figure 6 - The charge type grouping descriptions will remain the same (black highlighted sections), the individual charge rows will be updated (red highlighted sections)

The following reports will be updated:

- Post-Invoice Report
- Pre-Invoice Report
- Pre-Invoice Report Customized
- Pre-Invoice Report Customized and Grouped

3.1.5 Stand and StandAll Datasets

The Resource and Stand parameters values are retrieved from the paramStand and paramStandAll datasets. As part of ticket [OAVS-297](#), a temporary dataset named paramStandsoAVS297 was created to retrieve any flights scheduled to use Airside C. This change enabled the Flight Schedule report to include Airside C flights.

The changes from the paramStandsoAVS297 dataset will be merged into the existing paramStand and paramStandAll datasets.

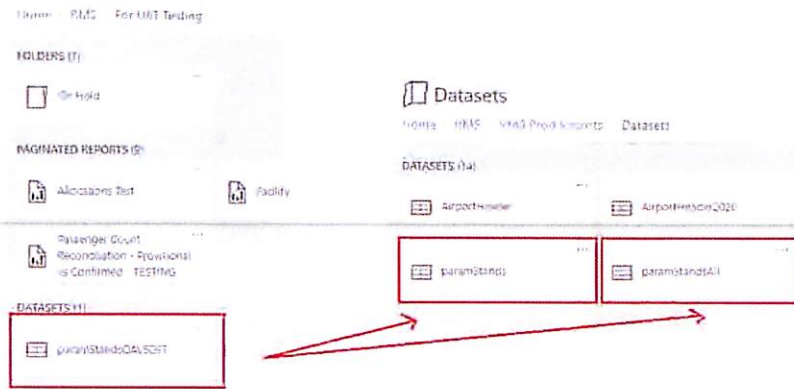


Figure 7

The following reports will be tested to ensure both NTC and STC stands are included where applicable.

Dataset paramStandds:

- Airlines by Destinations
- Airline Passenger Traffic History
- Average Daily Departures Report
- Average Ground Time Report
- Budget Report
- Cancellation Report
- Cargo Market Share - Ranked by Weight
- Charging Report by Type
- Checkpoint Profile - Departures
- Compare Monthly Movements
- Daily Flight Profile Report
- Daily Log
- Daily Gate Report
- Daily Passenger Profile Report
- Daily Station Report
- Destinations by Airline
- Diversion Report
- Extended Ground Time Report
- Facility Fees by Airline
- Fiscal YTD Comparison of Management Reports
- Flights Per Week by Airline
- Flight Delay Code Report
- Flight Schedule Report

- Flight Summary Report
- Gate Report
- Gate Utilization Threshold - Based on Arrivals
- Landed Weight Statistics
- Load Factor
- Load Factor by Airline
- On Time Performance by Carrier
- On Time Performance by Route
- Operations Statistics
- Overnight Aircraft Report
- Monthly Cargo Statistics Report By Airline
- Monthly Comparison of Management Reports
- Monthly Management Report
- Monthly Passenger Statistics Report
- Monthly Passenger Statistics Report By Airside
- Passenger Statistics by Route
- Monthly YTD Management Report
- Moving 12 Months Comparison of Management Reports
- Parking Fee Report
- Passenger Market Share - Ranked By Passengers Report
- Passenger Statistics by Airline
- Passenger Statistics by Hour
- Passenger Traffic History And Estimate
- Ramp Information Report
- Scheduled Seat Capacity
- Seat Profile - Arrivals
- Seat Profile - Departures
- Station Report
- Top Domestic Markets Report
- Traffic Statistics
- Traffic Summary

Dataset paramStandsAll

- Flight Details Snapshot

3.1.6 Miscellaneous

3.1.6.1 CUTE Utilization Report

The CUTE Utilization report displays the check-in counter utilization for the specified period.

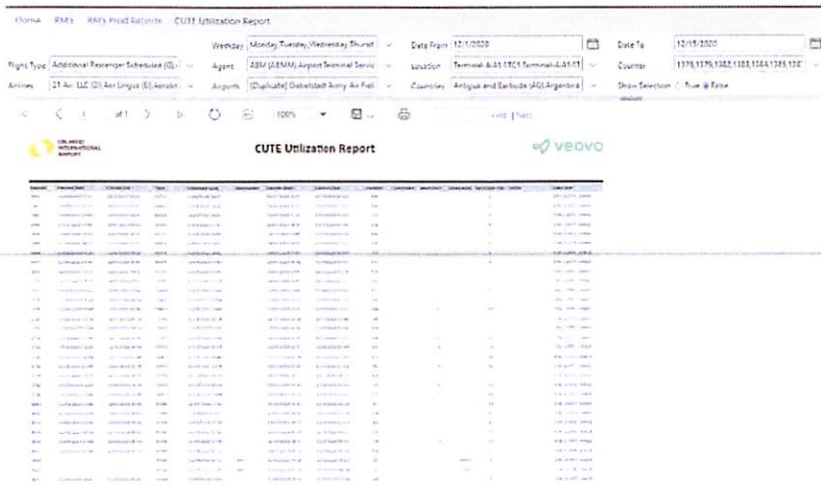


Figure 8

With changes to LVI as captured in the **MCO STC - SDD - AODB Solution Design**, the report will continue capture the counter usage. In addition, the report will include the new Location and Counter values configured as part of the STC as captured in the **MCO STC - SDD - RMS Solution Design**. The values will be available as parameters to filter within the report.

The Location parameter will include all new Terminal C location values:

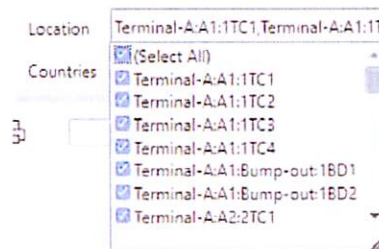


Figure 9

The Counter parameter will include all new Terminal C counter values:

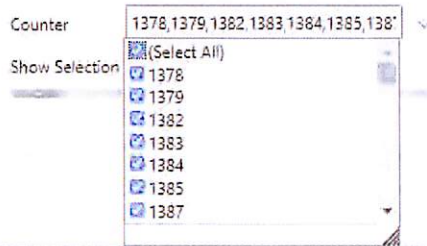


Figure 10

A new Terminal input parameter will be created to allow for users to restrict the dataset to specific terminals. This parameter will be optional with Terminal A, Terminal B and Terminal C pre-selected from the dropdown list.

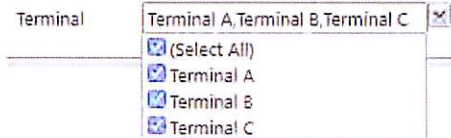


Figure 11

3.1.6.2 Facility YTD Counts Report

The Facility YTD Counts report displays the count of debit charge/rebates applied (less any credits) for each Airline and Month. The data is pulled from all invoiced sequences for the period selected, defaulted to the current financial year.

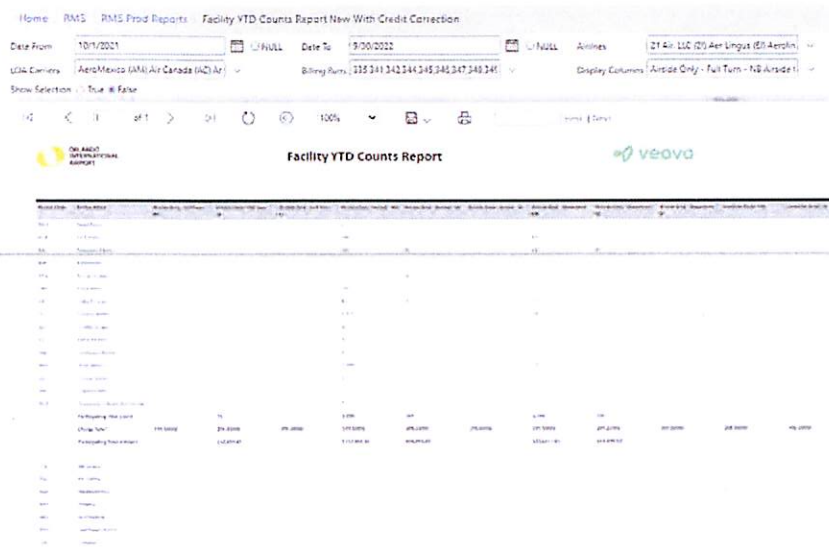


Figure 12

GOAA will provide an updated list of columns to display as well as a mapping file for the new charge instances configured. The agreed mapping should follow the same format as previously used for CR67.



CR67 - Mapped column order (002) (

Updates to the ChargeRateMap, ReportDataNew and DisplayedColumns report datasets will be updated to accommodate the requirements. In addition, the Display Columns default selection parameters will be updated where required.

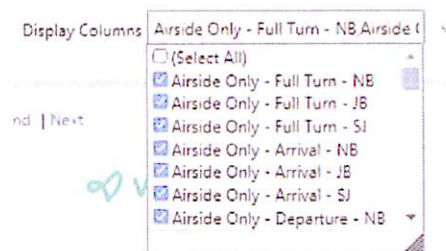


Figure 13

3.1.6.3 Flight Details Snapshot

The Flight Details Snapshot report displays all movements including the linked departure and group movements for the selected period.



Figure 14

A new View parameter will be added to the report. This parameter will provide the user the ability to toggle the report to display linked flight only or include unlinked flight sequences along with linked flight sequences.

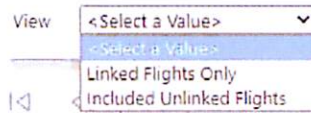


Figure 15

3.1.6.4 Flight Events and Services Report

The Flight Events and Services report displays all movements with billing related event or service codes attached. The report will be updated to have the ability to include non-billing related events codes.



Figure 16

The Event Codes parameter will be renamed to Billing Event Codes. All available event code which are part of the Billing grouping will be considered a Billing Event Code. All values

within this parameter will be pre-selected by default. The Billing Event Codes parameter will be updated to include any new billing event codes configured for the STC. This includes the following additions:

- EXEMPT_FAR – Exempt Terminal Facility Fee Arrival
- EXAMPT_FDE – Exempt Terminal Facility Fee Departure
- EXEMPT_PRM – Exempt Remote Parking
- EXEMPT_PAP – Exempt Apron Parking
- OPS_ADMIN – Operations Admin Fee
- BHS_ADMIN – BHS Admin Fee

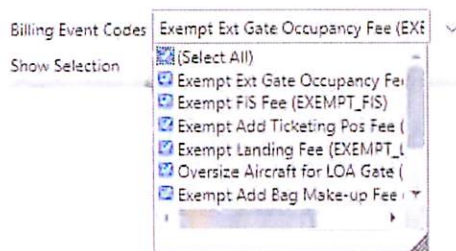


Figure 17

A new parameter named Non-Billing Event Codes will be added to include Event Codes which are not part of the Billing and Sky Tower groups. All available Event Code values will not be pre-selected by default. This includes the following:

- ADHOC_PUCK - Additional Usage
- AIRSPACE - Return - Airspace
- BIRDSTRIKE - Return - Bird strike
- CURFEW - Return - Curfew
- MEDICAL - Return - Medical
- OTHER - Return - Other
- RTN-FLT - Returning aircraft movement
- SECURITY - Return - Security
- TECHNICAL - Return - Technical
- WEATHER - Return - Weather

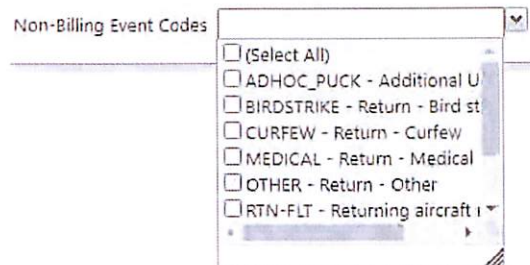


Figure 18

The Service Codes parameter will be updated to include new service codes configured for the STC. This includes the following:

- Terminal Apron Parking (APRONPARK)
- Operations Admin Fee (ADD-OPSADM)
- BHS Admin Fee (ADD-BHSADM)

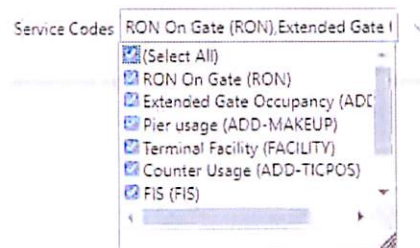


Figure 19

3.1.7 No Changes

No additional changes to the parameters or overall reporting logic will be applied to the following reports. Each report will be tested to ensure continued functionality for both the NTC and STC. These reports include:

- Data Health Exceptions Report
- Flight Ground Movement Report
- Flight Record Audit
- Flights Not Moved to History
- Flights To Be Extracted
- Improper Towing Report
- Missing Flight Data
- Out of Service Report
- Unbilled Flights

3.2 New Reports

The following reports are to be created to aid and accommodate the new STC operations.

3.2.1 Gated Flight Overlap Report

A new report to detail the flight overlaps based on a time period, grouped by airline. The report will aid billing validation across all terminal operations.

A	B	C	D	E	F	G	H
Airline	Vector	Flight Number	On Chocks	Max Gate Utilization	Gate Overlap Duration	On Stand	Registration
				Count			
1							
2	Alaska Airlines	A	A5147	2/9/2012 11:39:00 PM	2.00		N549AS
3		Overlap	A5038	2/10/2012 6:38:00 AM		4h 28m	N921VA
4		A	A5038	2/10/2012 6:28:00 AM	2.00		N921VA
5		Overlap	A5147	2/9/2012 11:39:00 PM		4h 28m	N549AS
6		A	A5760	2/10/2012 3:38:00 PM	2.00		N587AS
7		Overlap	A5040	2/10/2012 4:34:00 PM		15m	N927VA
8		A	A5040	2/10/2012 4:34:00 PM	2.00		N927VA
9		Overlap	A5760	2/10/2012 3:38:00 PM		15m	N587AS
10		Overlap	A5782	2/10/2012 5:24:00 PM		5m	N923VA
11		A	A5782	2/10/2012 5:24:00 PM	2.00		N923VA
12		Overlap	A5040	2/10/2012 4:34:00 PM		5m	N927VA
13		Overlap	A5016	2/10/2012 5:42:00 PM		43m	N925VA
14		A	A5016	2/10/2012 5:42:00 PM	2.00		N925VA
15		Overlap	A5782	2/10/2012 5:24:00 PM		43m	N923VA

Figure 20

3.2.1.1 Report Parameters

The report parameters will follow the below specification

Name	Description	Default	Order	Optional	Type
Arrival Date From	Arrival date from date range	--	1	Y	Input
Arrival Date To	Arrival date to date range	--	2	Y	Input
Departure Date From	Departure date from date range	--	3	Y	Input
Departure Date To	Departure date to date range	--	4	Y	Input
Airlines	The airlines to consider	All Selected	5	Y	Dropdown
Flight Status	The flight status to consider	All Selected	6	Y	Dropdown
Flight Type	The flight types / service types to consider	Passenger Charter (C)	7	Y	Dropdown

		Passenger Scheduled (J) Positioning (Non-Revenue) (P) Technical Stop (X)			
Stands	The stand resources to consider	All	8	Y	Dropdown
Show First	The number of flights to display in the report Static dropdown values: 1, 5, 10, 25, 5000, 25000, 50000, All	5000	9	N	Static Dropdown
Flight Number	The flight number to consider. Exact IATA flight matches only	Null	10	Y	Input
View	Behavior view Static dropdown values: Linked Flights Only, Include Unlinked Flights	Linked Flights Only	11	N	Static Dropdown

Table 6

3.2.1.2 Report Table Layout

The report columns will follow the below specification

Column	Order	Example
Airline	1	Alaska Airlines
Vector	2	A
Flight Number	3	AS123
On Chocks	4	2/1/2022 5:05:00 PM

Max Utilization Counter	Gate	5	2
Gate Overlap Duration		6	1h 10m
On Stand		7	111
Registration		8	N549AS
Airport		9	KMCO
Sector		10	D
Aircraft		11	73H
Aircraft Category	Size	12	N
Status		13	ONB
Notes		14	Diverted to CLT for mechanical issue
Service Type		15	J
Diversion (Y/N)		16	Y
Linked Vector		17	T
Linked Flight Number		18	AS124
Linked Chocks	Off	19	2/1/2022 9:20:00 PM
Linked Chocks	On	20	2/1/2022 9:35:00 PM
Linked Stand	Off	21	39

Linked Stand On	22	36A
Linked Status	23	DEP
Linked Notes	24	A sample note
Linked Service Type	25	J
Linked Diversion (Y/N)	26	N

Table 7

3.2.1.3 Layout and Reporting Requirements

The report output will be grouped by airline by alphabetical order

Airline	Service	Flight Number	Scheduled Date
Delta Air Lines	A	DL141	2/1/2022 0:00:00 PST
	A	DL202	2/1/2022 0:00:00 PST
	A	DL445	2/1/2022 0:00:00 PST
	A	DL651	2/1/2022 7:00:00 PST
	A	DL788	2/1/2022 9:00:00 PST
American Airlines	J	AA210	2/1/2022 0:00:00 PST
	J	AA212	2/1/2022 0:00:00 PST
	J	AA267	2/1/2022 0:00:00 PST
	J	AA307	2/1/2022 0:00:00 PST
	J	AA310	2/1/2022 0:00:00 PST
	J	AA380	2/1/2022 0:00:00 PST
	J	AA397	2/1/2022 0:00:00 PST
	J	AA398	2/1/2022 0:00:00 PST
United Airlines	A	UA404	2/1/2022 0:00:00 PST
	A	UA520	2/1/2022 0:00:00 PST

Figure 21

Within each airline group, each individual flight sequence will be represented by one row. These rows are sorted by On-Block date and time. Within each row, a subgrouping will be included to indicate an overlap. Planes utilizing remote parking or hanger facilities for the

entire duration of the turn will not be included. Each overlap within the subgroup will be displayed on a separate sub-row. Each overlap will have a vector value of Overlap.

Airline	Vector	Flight Number	On Chocks
Alaska Airlines	A	AS147	2/9/2022 11:39:00 PM
	Overlap	AS038	2/10/2022 6:28:00 AM
	A	AS038	2/10/2022 6:28:00 AM
	Overlap	AS147	2/9/2022 11:39:00 PM
	A	AS760	2/10/2022 3:38:00 PM
	Overlap	AS040	2/10/2022 4:34:00 PM
	A	AS040	2/10/2022 4:34:00 PM
	Overlap	AS760	2/10/2022 3:38:00 PM
	Overlap	AS782	2/10/2022 5:24:00 PM

Figure 22

3.2.2 Landed Weight Statistics – By Terminal

A new report named "Landed Weight Statistics – By Terminal" will be created. This report will be copy of the existing "Landed Weight Statistics" report and will have the same input parameters. The original table will be separated into two tables - one for the NTC and one for the STC. A heading will be included to distinguish the two tables. Landings to terminal A or B will be considered NTC, while landings to terminal C will be considered STC.

Home RMS RMS Test Reports Passenger Count Reconciliation - Confirmed

Year: 2022 Month: March

Airside: Airside 1 Airside 2 Airside 3 Airside 4 Airlines: ASX Air Inc. (38) Aer Lingus (6) AA Show Selection: True False

1 of 1 100%

ORLANDO INTERNATIONAL AIRPORT

Passenger Count Reconciliation
Confirmed vs. Airline Statistics | March | Airside ALL

VEOVO

Airline	NTC - Non-Interline				NTC - Airline Statistics				NTC - Difference			
	Domestic Enplaned	Domestic Interline Enplaned	International Enplaned	International Displaned	Domestic Enplaned	Domestic Interline Enplaned	International Enplaned	International Displaned	Domestic Difference	Domestic Interline Difference	International Difference	International Displance
Air Canada	0	0	0	0	0	0	0	0	0	0	0	0
American	0	0	0	0	0	0	0	0	0	0	0	0
Delta	0	0	0	0	0	0	0	0	0	0	0	0
Delta Air Lines	0	0	0	0	0	0	0	0	0	0	0	0
Emirates	0	0	0	0	0	0	0	0	0	0	0	0
Etihad Airways	0	0	0	0	0	0	0	0	0	0	0	0
JetBlue	0	0	0	0	0	0	0	0	0	0	0	0
JetBlue Airways	0	0	0	0	0	0	0	0	0	0	0	0
Southwest Airlines	0	0	0	0	0	0	0	0	0	0	0	0
United	0	0	0	0	0	0	0	0	0	0	0	0
United Express	0	0	0	0	0	0	0	0	0	0	0	0
Virgin Atlantic	0	0	0	0	0	0	0	0	0	0	0	0
Virgin Atlantic GlobalFlyer	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0

Airline	STC - Airline Statistics				STC - Difference			
	Domestic Enplaned	Domestic Interline Enplaned	International Enplaned	International Displaned	Domestic Difference	Domestic Interline Difference	International Difference	International Displance
Air Canada	0	0	0	0	0	0	0	0
American	0	0	0	0	0	0	0	0
Air Canada	0	0	0	0	0	0	0	0
American	0	0	0	0	0	0	0	0
Delta	0	0	0	0	0	0	0	0
Delta Air Lines	0	0	0	0	0	0	0	0
Emirates	0	0	0	0	0	0	0	0
Etihad Airways	0	0	0	0	0	0	0	0
JetBlue	0	0	0	0	0	0	0	0
JetBlue Airways	0	0	0	0	0	0	0	0
Southwest Airlines	0	0	0	0	0	0	0	0
United	0	0	0	0	0	0	0	0
United Express	0	0	0	0	0	0	0	0
Virgin Atlantic	0	0	0	0	0	0	0	0
Virgin Atlantic GlobalFlyer	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0

Figure 24

3.2.4 Passenger Count Reconciliation – Provisional – By Terminal

A new report named "Passenger Count Reconciliation – Provisional – By Terminal" will be created. This report will be copy of the existing "Passenger Count Reconciliation – Provisional" report and will have the same input parameters. The report output will be separated into two tables – one for the NTC and one for the STC. Each column group heading will have either NTC or STC prepended. Passenger counts within terminal A or B will be considered NTC, while passenger counts within terminal C will be considered STC.

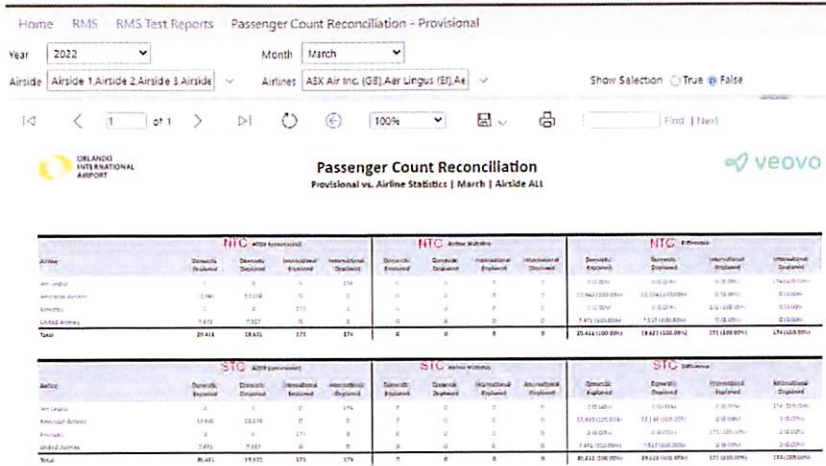


Figure 25

3.2.5 Passenger Count Reconciliation - Provisional vs Confirmed – By Terminal

A new report named "Passenger Count Reconciliation – Provisional vs Confirmed – By Terminal" will be created. This report will be copy of the existing "Passenger Count Reconciliation – Provisional vs Confirmed" report and will have the same input parameters. The report output for the summary table will be separated into two tables – one for the NTC and one for the STC. Each column group heading will have either NTC or STC prepended. Passenger counts within terminal A or B will be considered NTC, while passenger counts within terminal C will be considered STC. No changes to the detailed table will be done.

parameters to retrieve the new STC values from the Airside C location. The Airside C parameter value will be pre-selected in the Airside parameter dropdown list.

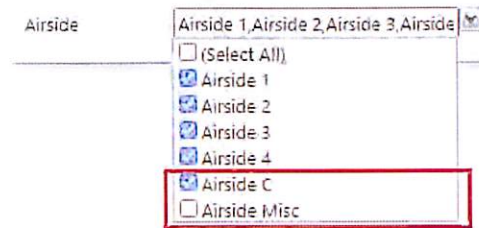


Figure 27

Another Airside value named Airside Misc will be included into the Airside parameter list. The Airside Misc value will capture any Airsides which are not Airside 1, Airside 2, Airside 3, Airside 4 or Airside C. The Airside Misc parameter value will not be pre-selected in the Airside parameter dropdown list.

The following reports will have the change applied:

- Airline Passenger Traffic History
- Airlines by Destinations
- Average Daily Departures Report
- Average Ground Time Report
- Budget Report
- Cancellation Report
- Cargo Market Share - Ranked by Weight
- Checkpoint Profile - Departures
- Compare Monthly Movements
- Daily Flight Profile Report
- Daily Gate Report
- Daily Passenger Profile Report
- Destinations by Airline
- Extended Ground Time Report
- Fiscal YTD Comparison Management Reports
- Flight Delay Code Report
- Flights Per Week by Airline
- Load Factor
- Load Factor by Airline
- Monthly Cargo Statistics By Airline
- Monthly Comparison of Management Reports
- Monthly Management Report
- Monthly Passenger Statistics Report

- Monthly Passenger Statistics Report By Airside
- Monthly YTD Management Report
- Moving 12 Months Comparison of Management Report
- On Timer Performance by Carrier
- On Time Performance by Route
- Operations Statistics
- Parking Fee Report
- Passenger Market Share - Ranked By Passengers Report
- Passenger Statistics By Airline
- Passenger Statistics By Hour
- Passenger Statistics by Route
- Passenger Traffic History and Estimate
- Ramp Information Report
- Scheduled Seat Capacity
- Seat Profile - Arrivals
- Seat Profile - Departures
- Station Report
- Top Domestic Markets Report
- Top International Markets Report
- Traffic Statistics
- Traffic Summary

4.1.2 Charge Type Parameter

New charge types will be created to satisfy the STC billing requirements. As such, new parameters values will be automatically introduced into the Charge Type parameters.

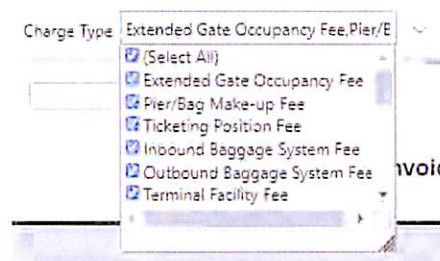


Figure 28

No additional changes to the parameters or overall reporting logic will be applied. The following reports will be tested to ensure the correct charge type parameter values and functionality is preserved:

- Charging Report by Type

4.1.3 No Changes

No additional changes to the parameters or overall reporting logic will be applied to the following reports. Each report will be tested to ensure continued functionality for both the NTC and STC. These reports include:

- ACI Report
- Aircraft Registration Database
- Audit Change History
- Audit Resource Outage
- Data Warehouse Structure
- Gate Utilization Report
- Interface Log
- Movement Billing Report
- Movements By Registration
- Movements Held For Census
- Movements Per 15 Minutes with Chart
- Movements Per Hour with Chart
- Resource Outage Duration Summary

4.2 New Reports

4.2.1 Passenger Market Share - Ranked By Passengers – By Terminal

A new report named "Passenger Market Share - Ranked By Passengers – By Terminal" will be created. This report will be copy of the existing "Passenger Market Share - Ranked By Passengers" report and will have the same input parameters. The report output will be separated into two tables – one for the NTC and one for the STC. The table heading will indicate either NTC or STC. Passenger counts within terminal A or B will be considered NTC, while passenger counts within terminal C will be considered STC.

Appendix A – Go-Live and Non-Go-Live Critical Report List

The following table identifies the Go-Live and Non-Go-Live critical report classification.

Go-Live Critical	Non-Go-Live Critical
CUTE Utilization Report	Aircraft Registration Database
Daily Log	Airline Passenger Traffic History
Daily Station Report	Airlines by Destinations
Data Health Exceptions Report	Average Daily Departures Report
Diversion Report	ACI Report
Facility Fees by Airline	Average Ground Time Report
Facility YTD Counts Report	Audit Change History
Flight Details Snapshot	Audit Resource Outage
Flight Events and Services Report	Budget Report
Flight Ground Movement Report	Cancellation Report
Flight Record Audit	Cargo Market Share - Ranked by Weight
Flights Not Moved to History	Charging Report by Type
Flights To Be Extracted	Checkpoint Profile - Departures
Flight Schedule Report	Compare Monthly Movements
Flight Summary Report	Daily Flight Profile Report
Gate Report	Daily Gate Report
Gate Utilization Threshold - Based on Arrivals	Daily Passenger Profile Report

Improper Towing Report	Data Warehouse Structure
Landing Weights Statistics	Destinations by Airline
Missing Flight Data	Extended Ground Time Report
MGLW Reconciliation	Fiscal YTD Comparison Management Reports
Out of Service Report	Flight Delay Code Report
Overnight Aircraft Report	Flights Per Week by Airline
Passenger Count Reconciliation - Confirmed	Gate Utilization Report
Passenger Count Reconciliation - Provisional	Interface Log
Passenger Counter reconciliation - Provisional vs Confirmed	Load Factor
POD Utilization Report - Daily - NEW	Load Factor by Airline
POD Utilization Report - Hourly	Monthly Cargo Statistics By Airline
POD Utilization Report - Monthly	Monthly Comparison of Management Reports
Post-Invoice Report	Monthly Management Report
Pre-Invoice Report	Monthly Passenger Statistics Report
Pre-Invoice Report Customized	Monthly Passenger Statistics Report By Airside
Pre-Invoice Report Customized and Grouped	Monthly YTD Management Report
Revenue Management - Adjustments Report	Moving 12 Months Comparison of Management Report
Unbilled Flights	Movement Billing Report
	Movements By Registration

Page 10 of 10

	Movements Held For Census
	Movements Per 15 Minutes with Chart
	Movements Per Hour with Chart
	On Timer Performance by Carrier
	On Time Performance by Route
	Operations Statistics
	Parking Fee Report
	Passenger Market Share - Ranked By Passengers Report
	Passenger Statistics By Airline
	Passenger Statistics By Hour
	Passenger Statistics by Route
	Passenger Traffic History and Estimate
	Ramp Information Report
	Resource Outage Duration Summary
	Scheduled Seat Capacity
	Seat Profile - Arrivals
	Seat Profile - Departures
	Station Report
	Top Domestic Markets Report
	Top International Markets Report
	Traffic Statistics

Table of Contents Page 10

	Traffic Summary
--	------------------------

Table 7









Addendum 10 4.5.22 v4 - Final

Final Audit Report

2022-04-07

Created:	2022-04-07
By:	Gandhya Senanayake (gandhya.senanayake@gentrack.com)
Status:	Signed
Transaction ID:	CBJCHBCAABAAcGphMN5pt6XOXhEgEVGKSPZiHSWbPxOY

"Addendum 10 4.5.22 v4 - Final" History

-  Document created by Gandhya Senanayake (gandhya.senanayake@gentrack.com)
2022-04-07 - 4:22:37 AM GMT
-  Document emailed to James Williamson (james.williamson@veovo.com) for signature
2022-04-07 - 4:24:41 AM GMT
-  Document emailed to John Priggen (john.priggen@gentrack.com) for signature
2022-04-07 - 4:24:42 AM GMT
-  Email viewed by James Williamson (james.williamson@veovo.com)
2022-04-07 - 6:34:09 AM GMT
-  Document e-signed by James Williamson (james.williamson@veovo.com)
Signature Date: 2022-04-07 - 6:40:03 AM GMT - Time Source: server
-  Email viewed by John Priggen (john.priggen@gentrack.com)
2022-04-07 - 5:14:44 PM GMT
-  Document e-signed by John Priggen (john.priggen@gentrack.com)
Signature Date: 2022-04-07 - 7:13:09 PM GMT - Time Source: server
-  Agreement completed.
2022-04-07 - 7:13:09 PM GMT

From: Anna Farmer
Sent: Tuesday, April 5, 2022 8:26 AM
To: Directors and Aides
Subject: Designee for Chief Executive Officer

Please be advised that Mr. Kevin Thibault, Chief Executive Officer, will be out of town from 8:00am Tuesday, April 5, 2022 through 6:00pm Friday, April 8, 2022. During his absence, Mr. Tom Draper, Chief of Operations, will be his designee. Mr. Draper can be reached at tdraper@goaa.org or (407) 825-3021.

Please continue to use the signature process in place. Thank you.

Anna Farmer
Manager, Board Services
One Jeff Fuqua Boulevard
Orlando, FL 32827
Phone: 407-825-2032
Email: anna.farmer@goaa.org
Website: www.orlandoairports.net