

ORDINANCE
CITY OF NEW ORLEANS

CITY HALL: July 9, 2026

CALENDAR NO. 35,501

NO. _____ MAYOR COUNCIL SERIES

BY: COUNCILMEMBER GREEN (BY REQUEST)

AN ORDINANCE to approve and authorize the Mayor of the City of New Orleans (“City”), acting by and through the New Orleans Aviation Board (“NOAB”), to enter into a lease amendment to the Airline-Airport Use and Lease Agreement with signatory airline United Airlines, Inc. (“United”) operating at the Louis Armstrong New Orleans International Airport (the “Airport”), under circumstances in which a solicitation and selection process is not required by law; and otherwise to provide with respect thereto.

WHEREAS, in accordance with Section 5-602 of the Home Rule Charter for the City, NOAB is charged with the custody, maintenance, administration, and operation of the Airport; and

WHEREAS, the City, through the NOAB, is the lessor under a series of lease agreements with the signatory airline United, as lessee of space within and outside the main terminal building, and now desires to amend the Agreement to modify certain provisions of the Agreement; **NOW, THEREFORE**

1 **SECTION 1. THE COUNCIL OF THE CITY OF NEW ORLEANS HEREBY**
2 **ORDAINS**, that the Council hereby approves or ratifies, as applicable, and that the Mayor of the
3 City of New Orleans be and she is hereby authorized to sign the following lease-related
4 documents in substantial conformance to and with Exhibit A, attached hereto and made a part
5 hereof:

6	<u>Exhibit</u>	<u>Document</u>	<u>Lessee</u>
7	A	Lease Amendment	United Airlines, Inc.

ADOPTED BY THE COUNCIL OF THE CITY OF NEW ORLEANS _____

PRESIDENT OF THE COUNCIL

DELIVERED TO THE MAYOR ON _____

APPROVED:
DISAPPROVED: _____

MAYOR

RETURNED BY THE MAYOR ON _____ **AT** _____

CLERK OF COUNCIL

ROLL CALL VOTE:
YEAS:

NAYS:

ABSENT:

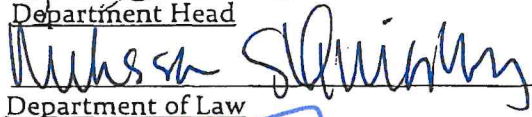
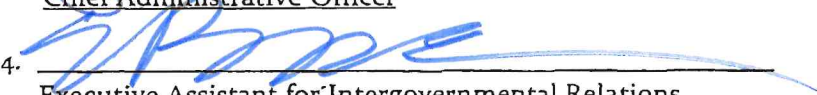
RECUSED:

Name: Diane Buckley Ext.: 504-303-7600

**CHECK SHEET TO BE USED FOR
CLEARING ORDINANCES, MOTIONS, AND
RESOLUTIONS BEFORE SUBMISSION TO THE COUNCIL
CLERK**

The originating agency shall attach a copy of each proposed ordinance, motion, or resolution to the check sheet for processing in the sequence indicated after preparing a synopsis. The detailed memorandum of explanation shall also be attached to this check sheet.

SYNOPSIS OF DOCUMENT: Ordinance granting a lease amendment to the Airline-Airport Use and Lease Agreement with the Signatory Airline: United Air Lines, Inc. Brass No. #7545

1. 
Department Head
2. 
Department of Law
3. 
Chief Administrative Officer
4. 
Executive Assistant for Intergovernmental Relations
5. _____
Initials of Sponsoring Council Member

COUNCIL ACTION

COUNCILMEMBERS PRESENT: _____

ABSENT: _____

AMENDMENTS:

FINAL ADOPTION:

MOVED:	
2, u:	
YEAS:	
NAYS:	
ABSENT:	
RECUSED:	

6. _____
Reviewed by the Chief Administrative Officer after adoption by the City Council and prior to the Mayor's signature.

REF. POLICY MEMORANDUM NO.
3(R)



LOUIS ARMSTRONG
NEW ORLEANS
INTERNATIONAL AIRPORT

New Orleans Aviation Board
Law Department

MEMORANDUM

Date: June 23, 2026
To: Joseph Giarrusso, Chief Administrative Officer, The City of New Orleans
From: Diane Buckley, Senior Airport Services Agent - Legal

Dear CAO Giarrusso,

The attached documents support an ordinance authorizing United Airlines, Inc., to amend its Signatory Airline Use and Lease Agreement to extend its term by two additional years. Signatory Airlines commit to paying all the Airport's operating and maintenance costs and debt service not otherwise covered by non-airline revenue. In exchange for this financial commitment to cover the Airport's residual obligations not covered by non-airline revenue, Signatory Airlines pay lower rates and charges for use of the Airport. The lease term is January 01, 2026, to December 31, 2027.

Please sign the accompanying document, "NOAB Contract Check Sheet," so I may route the ordinance package to the City Council for final approval. Per La. Rev. Stat. 2:351(D), the Mayor's execution is not required for this transaction.

Thank you for your time. Please let me know if you have any questions or concerns.

Sincerely,

Diane Buckley
diane@flymsy.com
504-303-7600

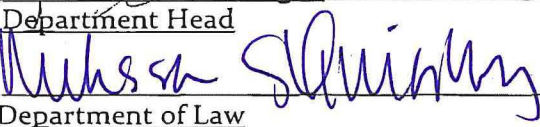
DMB

Name: Diane Buckley Ext.: 504-303-7600

**CHECK SHEET TO BE USED FOR
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CLERK**

The originating agency shall attach a copy of each proposed ordinance, motion, or resolution to the check sheet for processing in the sequence indicated after preparing a synopsis. The detailed memorandum of explanation shall also be attached to this check sheet.

SYNOPSIS OF DOCUMENT: Ordinance granting a lease amendment to the Airline-Airport Use and Lease Agreement with the Signatory Airline: United Air Lines, Inc. Brass No. #7545

1. 
Department Head
2. 
Department of Law
3. _____
Chief Administrative Officer
4. _____
Executive Assistant for Intergovernmental Relations
5. _____
Initials of Sponsoring Council Member

COUNCIL ACTION

COUNCILMEMBERSPRESENT: _____

ABSENT: _____

AMENDMENTS:

FINAL ADOPTION:

MOVED: _____

2, u: _____

YEAS: _____

NAYS: _____

ABSENT: _____

RECUSED: _____

6. _____
Reviewed by the Chief Administrative Officer after adoption by the City Council and prior to the Mayor's signature.

REF. POLICY MEMORANDUM NO.
3(R)



New Orleans Aviation Board
Law Department

MEMORANDUM

Date: June 23, 2026
To: Charline K. Gipson, City Attorney
From: Christopher Lack, Assistant City Attorney

Originating Department: NOAB.

Type of Agreement: Signatory Use and Lease Agreement.

Party: United Air Lines, Inc.

Procurement: There are provisions within state law (La. R.S. 2:135.1(E)(1)) that permit commercial airports to lease to air carriers without advertising or competitive procurement.

Amendment: Yes.

Scope of services: To lease certain premises and obtain rights, services, and privileges in connection with the use of the Airport and its facilities.

Purpose: To enter into a lease agreement with United Airlines, Inc.

Term: The term shall commence on the Effective Date of January 01, 2026, and last for two (2) years, ending December 31, 2027.

Amount: Revenue.

Supporting Documents: Lease Agreement, Proposed Ordinance, Legislative Summary, Executive Summary, Talking Points, Council by Request Form, Staff Analysis, and Board Excerpt.

BRASS Identification No.: #7545

I have reviewed the agreement and supporting documents. It is correct in terms of form and legality. Please be aware that I am available to answer any questions or provide additional information if needed.

CL/dmb



LEGISLATIVE SUMMARY

TO ACCOMPANY ORDINANCES

BEFORE SUBMISSION TO CLERK OF COUNCIL

Requesting Department or Agency: _____

Name of Contact Person: _____

Telephone Number: _____

Email Address: _____

Initials of Sponsoring Councilmember(s): _____

DETAILED SYNOPSIS OF THE ORDINANCE

Please generally describe the purpose, intent, and effect of the proposed ordinance.



LEGISLATIVE SUMMARY

If the Ordinance is to effectuate a contract, CEA, or other similar agreement (hereafter contract), please provide the following additional information.

☐

If this section is not applicable, please check this box.

The parties involved: _____

The obligations, expectations, and deliverables of the parties involved:

Any fiscal implications for the City with the contract:

The public purpose and need for the contract:

The duration of the contract:



LEGISLATIVE SUMMARY

If the Ordinance is to effectuate an amendment to the Codes of the City of New Orleans, please provide the following additional information.

☐

If this section is not applicable, please check this box.

The existing provision(s) of the Code being proposed for amendment:

The general content/requirements of the existing Code provision:

How the proposed ordinance will alter the existing Code provision(s):

Why these changes are needed:

REQUESTED ADOPTION DATE: _____

Reference: Council Rule 41 & City Code Section 2-813



Executive Summary

Proposed Ordinance Authorizing a 2-year Extension to the Airline-Airport Use and Lease Agreements with the Signatory Airline, United Airlines, Inc., at the Louis Armstrong New Orleans International Airport

The New Orleans Aviation Board ("NOAB") respectfully requests an ordinance authorizing a 2-year Extension of the Use and Lease Agreements with the Signatory Airline: United Airlines, Inc. ("Signatory Airline").

Lease: The City of New Orleans ("the City"), through the NOAB, is a party to the Use and Lease Agreements dated January 1, 2009 ("Agreement"). The NOAB and the Signatory Airlines have entered into various prior amendments that provided, among other things, for an extension of the Term of the Agreement through December 31, 2025. The current request is to:

1. Extend the Term for two (2) years from January 1, 2026, through December 31, 2027.
2. The Signatory Airline will pay the NOAB rates, fees, and charges in accordance with the Rates and Charges fee schedule calculated and periodically approved by the NOAB in the manner outlined in the Lease Agreements.

LA Rev. Stat. 2:135.1(E)(1) authorizes the governing authority of any airport located in this state to lease to air carriers and fixed base operators without advertising and competitive procurement.

The Airport thanks the Council's members and staff for their consideration.



Talking Points

Proposed Ordinance Authorizing a 2-year Extension to the Airline-Airport Use and Lease Agreement with the Signatory Airline, United Airlines, Inc. ("United"), at the Louis Armstrong New Orleans International Airport

- On November 20, 2025, the New Orleans Aviation Board approved a 2-year Extension of the Use and Lease Agreement with the Signatory Airline: United Airlines, Inc.
- Staff recommends approval of this two-year extension to the Airline-Airport Use and Lease Agreement with the Signatory Airline: United Airlines, Inc.
- The 2009 Signatory Use and Lease Agreement is a residual lease agreement, generally meaning that the airlines that were parties to the agreement are liable for all airport maintenance and operating costs (including debt service) not covered by non-airline revenues such as parking revenues, concession fees, tenant rents, etc.
- Airlines that meet specific minimum air service requirements can become "Signatory Airlines" to the Signatory Use and Lease Agreement and, among other things, pay lower Rates and Charges for using Airport facilities compared to the "Non-Signatory" airlines.

ORDINANCE
CITY OF NEW ORLEANS

CITY HALL: _____

CALENDAR NO. _____

NO. _____ **MAYOR COUNCIL SERIES**

BY: COUNCILMEMBER GREEN (BY REQUEST)

AN ORDINANCE to approve and authorize the Mayor of the City of New Orleans (“City”), acting by and through the New Orleans Aviation Board (“NOAB”), to enter into a lease amendment to the Airline-Airport Use and Lease Agreement with signatory airline United Airlines, Inc. (“United”) operating at the Louis Armstrong New Orleans International Airport (the “Airport”), under circumstances in which a solicitation and selection process is not required by law; and otherwise to provide with respect thereto.

WHEREAS, in accordance with Section 5-602 of the Home Rule Charter for the City, NOAB is charged with the custody, maintenance, administration, and operation of the Airport; and

WHEREAS, the City, through the NOAB, is the lessor under a series of lease agreements with the signatory airline United, as lessee of space within and outside the main terminal building, and now desires to amend the Agreement to modify certain provisions of the Agreement. **NOW, THEREFORE**

1 **SECTION 1. THE COUNCIL OF THE CITY OF NEW ORLEANS HEREBY**
2 **ORDAINS**, that the Council hereby approves or ratifies, as applicable, and that the Mayor of the
3 City of New Orleans be and she is hereby authorized to sign the following lease-related

4 documents in substantial conformance to and with Exhibit A, attached hereto and made a part
5 hereof:

6	<u>Exhibit</u>	<u>Document</u>	<u>Lessee</u>
7	A	Lease Amendment	United Airlines, Inc.

ADOPTED BY THE COUNCIL OF THE CITY OF NEW ORLEANS _____

PRESIDENT OF THE COUNCIL

DELIVERED TO THE MAYOR ON _____

APPROVED:
DISAPPROVED: _____

MAYOR

RETURNED BY THE MAYOR ON _____ **AT** _____

CLERK OF COUNCIL

ROLL CALL VOTE:

YEAS:

NAYS:

ABSENT:

Staff Analysis for the NOAB Board Meeting

FROM: Norman White, Deputy Director – Finance & Administration
Michele Allen-Hart, General Counsel and Deputy Director – Legal Affairs

DATE: November 20, 2025

SUBJECT: Two-Year Extension of Airline Airport Use and Lease Agreement with the Signatory Airlines

American Airlines, Inc.
Delta Air Lines, Inc.
Federal Express, Corp.
JetBlue Airways Corporation
Southwest Airlines, Co.
Spirit Airlines, Inc.
United Air Lines, Inc.
United Parcel Service, Inc.

I. RECOMMENDATION

Staff recommends Board approval of a two-year extension to the Airline Airport Use and Lease Agreement with the Signatory Airlines (Agreement). The current Agreement expires on December 31, 2025. As outlined below, a two-year extension will allow the parties time to gauge the impact of market and industry changes, and for the Airport to finalize its anticipated Capital Improvement Program and financing that will take place during the term of a new agreement. Staff also requests authorization for the Chairman and Director of Aviation to execute the proposed amendments and related contract documents.

II. BACKGROUND

The January 1, 2009 Signatory Use and Lease Agreement is a residual lease agreement, generally meaning that the airlines party to the agreement are liable for all airport maintenance and operating costs (including debt service) not covered by non-airline revenues such as parking revenues, concession fees, tenant rents, etc. In exchange for providing this financial “backstop”, airlines who meet certain minimum air service requirements can become “Signatory Airlines” to the Signatory Use and Lease Agreement and, among other things, pay lower Rates & Charges for using Airport facilities as compared to the “non-signatory” airlines. Signatory Airlines also have rights regarding approval of certain capital improvements, allowances for O&M and Capital Improvement costs, and the application of a Rates & Charges methodology. The Agreement defines the financial, investment, and operating relationship between the Airport and its airline stakeholders.

Each Signatory Airline signs a separate agreement with the Airport, but each agreement is required to have the same provisions and all with the same end term.

There have been a number of amendments to the 2009 Signatory Use and Lease Agreement. The original term expired on December 31, 2013. In 2014, the Board extended the term by one year to December 31, 2014. In 2015, the North Terminal Project Term Sheet was negotiated providing for certain commitments

regarding the construction, funding, and operation of the then new North Terminal Project and extending the term by no more than one additional year (thus ending on December 31, 2015).

In December 2015, the Board authorized the 2016 amendment that modified the North Terminal Project Term Sheet and extended the term to the earlier of: when a new agreement is executed by the NOAB and at least two Signatory Airlines that account for the collective majority of enplanements; five years after the date the NOAB takes occupancy of the North Terminal Project; or December 31, 2023.

The 2016 amendment also authorized the Signatory Airlines to create a consortium of Signatory Airline members to handle the operations and maintenance of the baggage system, passenger loading bridges, blue-water triturator, and related systems. The Signatory Airlines then created the O&M Consortium entity, New Orleans Airline Consortium, LCC (NOACO).

In March 2018, the Board approved the 2018 amendment to include a number of changes, including alleviating the NOAB's obligation to maintain operate the systems covered by NOACO's O&M Consortium; to accommodate the Signatory Airlines' request to fund certain capital construction, mobilization, and capitalization costs of the O&M Consortium in the Rates & Charges to the airlines under the Agreement; and to fund a tenant improvement allowance for the airlines through the Rates & Charges. In April 2023, the Board approved another two-year extension to allow the parties and the overall market to recover from the impacts and uncertainties of the COVID-19 pandemic. The 2023 Amendment expires on December 31, 2025.

III. ANALYSIS

The process of negotiating a new Signatory Use and Lease Agreement is complex and can take well over a year to complete and obtain fully executed agreements from all parties.

The Airport and Signatory Airlines have already initiated discussions regarding a new, replacement agreement at the end of 2025; however, during discussions, issues with the overall economy, tariffs, and aviation industry impact led the Airport to agree to the Airlines' request for two-year, time-only extension of the current Agreement, which will allow the parties to better gauge the impacts of recent changes in the market and industry stemming from the new federal administration. Further, a critical component in negotiations is an Airport's planned Capital Improvement Program and its financing during the term of the agreement. The two-year extension will provide Staff with more time to refine and complete both the Master Plan and the anticipated Capital Improvement Program for the next few years.

The Signatory Airlines have agreed to the following: amendment (shown in redline) to the Agreement Term (Article 3) to effectuate their request for a two-year extension:

Extension and Amendment to Article 3 of the Agreement. The Parties hereby agree to amend Article 3 of the Agreement to extend the Term of the Agreement to the date that is the earlier to occur of: (1) the date that a new Airline-Airport Use and Lease Agreement is executed by NOAB and at least two (2) Signatory Airlines that together account for the numerical majority of the total enplaned passengers served at the Airport in the immediately preceding twelve month period; or (2) December 31, ~~2025~~ 2027.

Notwithstanding the foregoing, if ~~neither~~ the execution of a new Airline-Airport Use and Lease Agreement as contemplated above ~~nor North Terminal Occupancy~~ has ~~not~~ occurred on or before December 31, ~~2025~~ 2027, unless otherwise extended, the Agreement will continue thereafter on a month-to-month basis until the date that a new Airline-Airport Use and Lease Agreement is executed as contemplated above, the Agreement is extended, or the Agreement is terminated.

Based on the foregoing factual background, Staff requests that the Board approve an additional two-year extension to the Agreement requested by the Signatory Airlines. The extension will allow time for the industry and market to stabilize, and it will also provide Airport Staff to more time to refine and complete its proposed Capital Improvement Program and financing plans. Staff also seeks Board authorization for the Chairman and the Director of Aviation to execute all amendments and related documents.

Options/Alternatives:

Approve: The Signatory Use and Lease Agreement will be extended two years, allowing additional time for negotiations, market stability, and development of the upcoming Capital Improvement Plan and financing.

Reject/Defer: If the proposed amendments are not approved, given the time required to negotiate a new Use and Lease Agreement, the Use and Lease Agreement will by default be continued on a month-to-month basis. A month-to-month term removes the planning and predictabilities under which both the Airport and the Signatory Airlines operate.

Impact: Revenue

DBE: N/A

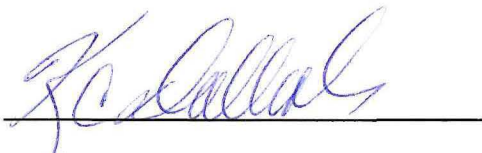
EXCERPT FROM THE MINUTES OF
THE REGULAR NOVEMBER MEETING OF THE
NEW ORLEANS AVIATION BOARD
HELD ON NOVEMBER 20, 2025

- Item 16 **Approval of a Two-Year Extension to the Airline Airport Use and Lease Agreement with the Signatory Airlines. The Current Agreement Expires on December 31, 2025. As Outlined in the Attached Staff Analysis, a Two-Year Extension will Allow the Parties Time to Gauge the Impact of Market and Industry Changes, and for the Airport to Finalize its Anticipated Capital Improvement Program and Financing that will Take Place During the Term of a New Agreement**

Motion by: Doug Thornton
Second by: Hon. Neil Abramson

All in Favor.

CERTIFIED TO BE A TRUE COPY



Kevin Dolliole
Director of Aviation

EXHIBIT A

UNITED AIRLINES, INC. SIGNATORY AIRLINE

[SHOWN ON THE NEXT PAGE]

**EIGHTH AMENDMENT
AIRLINE-AIRPORT USE AND LEASE AGREEMENT
BETWEEN
THE CITY OF NEW ORLEANS
BY AND THROUGH
THE NEW ORLEANS AVIATION BOARD
AND
AMERICAN AIRLINES, INC.**

This Eighth Amendment (the “2026 Amendment”) to the Airline-Airport Use And Lease Agreement (the “Original Agreement”), dated January 1, 2009, between the City of New Orleans (“City”), by and through the New Orleans Aviation Board (“NOAB”) represented by Hon. Michael G. Bagneris, its Chairman and AMERICAN AIRLINES, INC. (“AIRLINE”) represented by its authorized representative is entered into between the parties hereto with an effective date of January 1, 2024 (the “Effective Date”)

WITNESSETH:

WHEREAS, NOAB is charged with the custody, administration, operation, and management of the Louis Armstrong New Orleans International Airport (the “Airport”) that is owned by the City; and

WHEREAS, NOAB has the legal and sole responsibility for the operation, maintenance, improvement and promotion of the Airport; and

WHEREAS, NOAB has the right to lease, license, or otherwise provide for the use of land, property and facilities of the Airport and has full power and authority to enter into this Amendment in respect thereof subject to the approval of the New Orleans City Council; and

WHEREAS, AIRLINE is engaged in the business of transportation by air of persons, property, mail, parcels and/or cargo; and

WHEREAS, AIRLINE previously entered into the Original Agreement that granted rights to certain Preferential Use Premises and Common Use Premises, as well as certain other rights, services and privileges in connection with the use of the Airport and its facilities; and

WHEREAS, the Parties to the Agreement previously executed (1) a first amendment to the Original Agreement with an effective date of September 14, 2012 (the “2012 Amendment”), (2) a second amendment to the Original Agreement with an effective date of January 1, 2014 and a third amendment to the Original Agreement with an effective date of January 16, 2014 (collectively the “2014 Amendments”), (3) a fourth amendment to the Original Agreement with an effective date of January 1, 2015 (the “2015 Amendment”), (4) a fifth amendment to the Original Agreement with

an effective date of January 1, 2016 (the “2016 Amendment”), and (5) a sixth amendment to the Original Agreement with an effective date of January 1, 2018 (the “2018” Amendment) (the Original Agreement, and 2012, 2014, 2015, 2016, and 2018 Amendments, collectively the “Agreement”) that provided for, among other things, extension of the Term of the Agreement through December 31, 2023 and AIRLINE support of the North Terminal Project for the North Terminal Building (the “North Terminal”) and business plan outlined in an Airline-Airport Use and Lease Agreement Term Sheet (“Term Sheet”) that was attached to the 2015 Amendment as Exhibit A and amended by the 2016 Amendment and 2018 Amendment; and effective January 1, 2024, the Parties entered into the seventh amendment to the Original Agreement (“2024 Amendment”) extending the term of the Agreement until December 31, 2025; and

WHEREAS, the parties hereto desire to amend the Agreement to extend the Term for two additional years ; and

NOW, THEREFORE, for and in consideration of the mutual covenants and agreements herein contained, agree to further amend the Agreement, as set forth below:

- 1.) Extension and Amendment to Article 3 of the Agreement. The Parties hereby agree to amend Article 3 of the Agreement to extend the Term of the Agreement to the date that is the earlier to occur of: (1) the date that a new Airline-Airport Use and Lease Agreement is executed by NOAB and at least two (2) Signatory Airlines that together account for the numerical majority of the total enplaned passengers served at the Airport in the immediately preceding twelve month period; or (2) December 31, 2027.

Notwithstanding the foregoing, if neither the execution of a new Airline-Airport Use and Lease Agreement as contemplated above has not occurred on or before December 31, 2027, unless otherwise extended, the Agreement will continue thereafter on a month-to-month basis until the date that a new Airline-Airport Use and Lease Agreement is executed as contemplated above, the Agreement is extended or the Agreement is terminated.

IN WITNESS WHEREOF the parties hereto have entered into this 2026 Amendment effective as of the Effective Date set forth hereinabove.

**Resolution approving this contract and directing the
Chairman and Director of Aviation to sign on behalf of
the NOAB passed on November 20, 2025.**

NEW ORLEANS AVIATION BOARD

By: _____

Hon. Michael Bagneris, Chairman
New Orleans Aviation Board

Date

By: _____
Kevin Dolliole, Director of Aviation Date
New Orleans Aviation Board

Reviewed as to form and legality:

By: _____
Legal Department Date
New Orleans Aviation Board

[AIRLINE SIGNATURE CONTAINED ON NEXT PAGE]

AMERICAN AIRLINES, INC.

By: _____
American Airlines, Inc. Date

Print Name: _____

Title: _____

Tax ID #: _____

**SEVENTH AMENDMENT
AIRLINE-AIRPORT USE AND LEASE AGREEMENT
BETWEEN
THE CITY OF NEW ORLEANS
BY AND THROUGH
THE NEW ORLEANS AVIATION BOARD
AND
DELTA AIR LINES, INC.**

This Seventh Amendment (the “2026 Amendment”) to the Airline-Airport Use And Lease Agreement (the “Original Agreement”), dated January 1, 2009, between the City of New Orleans (“City”), by and through the New Orleans Aviation Board (“NOAB”) represented by Hon. Michael G. Bagneris, its Chairman and DELTA AIR LINES, INC. (“AIRLINE”) represented by its authorized representative is entered into between the parties hereto with an effective date of January 1, 2026 (the “Effective Date”)

WITNESSETH:

WHEREAS, NOAB is charged with the custody, administration, operation, and management of the Louis Armstrong New Orleans International Airport (the “Airport”) that is owned by the City; and

WHEREAS, NOAB has the legal and sole responsibility for the operation, maintenance, improvement and promotion of the Airport; and

WHEREAS, NOAB has the right to lease, license, or otherwise provide for the use of land, property and facilities of the Airport and has full power and authority to enter into this Amendment in respect thereof subject to the approval of the New Orleans City Council; and

WHEREAS, AIRLINE is engaged in the business of transportation by air of persons, property, mail, parcels and/or cargo; and

WHEREAS, AIRLINE previously entered into the Original Agreement that granted rights to certain Preferential Use Premises and Common Use Premises, as well as certain other rights, services and privileges in connection with the use of the Airport and its facilities; and

WHEREAS, the Parties to the Agreement previously executed (1) a first amendment to the

Original Agreement with an effective date of February 1, 2012 (the “2012 Amendment”), (2) a second amendment to the Original Agreement with an effective date of January 1, 2014 (the “2014 Amendment”), (3) a third amendment to the Original Agreement with an effective date of January 1, 2015 (the “2015 Amendment”), (4) a fourth amendment to the Original Agreement with an effective date of January 1, 2016 (the “2016 Amendment”), (5) a fifth amendment to the Original Agreement with an effective date of January 1, 2018 (the “2018 Amendment”), and (6) a sixth amendment to the Original Agreement with an effective date of January 1, 2024 (“2024 Amendment”) extending the term of the Agreement until December 31, 2025 (the Original Agreement, and 2012, 2014, 2015, 2016, 2018 and 2024 Amendments, collectively the “Agreement”); and

WHEREAS, the Parties hereto desire to amend the Agreement to extend the Term for two additional years; and

NOW, THEREFORE, for and in consideration of the mutual covenants and agreements herein contained, agree to further amend the Agreement, as set forth below:

- 1.) Extension and Amendment to Article 3 of the Agreement. The Parties hereby agree to amend Article 3 of the Agreement to extend the Term of the Agreement to the date that is the earlier to occur of: (1) the date that a new Airline-Airport Use and Lease Agreement is executed by NOAB and at least two (2) Signatory Airlines that together account for the numerical majority of the total enplaned passengers served at the Airport in the immediately preceding twelve month period; or (2) December 31, 2027.

Notwithstanding the foregoing, if the execution of a new Airline-Airport Use and Lease Agreement as contemplated above has not occurred on or before December 31, 2027, unless otherwise extended, the Agreement will continue thereafter on a month-to-month basis until the date that a new Airline-Airport Use and Lease Agreement is executed as contemplated above, the Agreement is extended or the Agreement is terminated.

IN WITNESS WHEREOF the parties hereto have entered into this 2026 Amendment effective as of the Effective Date set forth hereinabove.

Resolution approving this contract and directing the Chairman and Director of Aviation to sign on behalf of the NOAB passed on November 20, 2025.

NEW ORLEANS AVIATION BOARD

By: _____
Hon. Michael Bagneris, Chairman Date
New Orleans Aviation Board

By: _____
Kevin Dolliole, Director of Aviation Date
New Orleans Aviation Board

Reviewed as to form and legality:

By: _____
Legal Department Date
New Orleans Aviation Board

[AIRLINE SIGNATURE CONTAINED ON NEXT PAGE]

DELTA AIR LINES, INC.

By: _____
Delta Air lines, Inc. Date

Print Name: _____

Title: _____

Tax ID #: _____

**SIXTH AMENDMENT
AIRLINE-AIRPORT USE AND LEASE AGREEMENT
BETWEEN
THE CITY OF NEW ORLEANS
BY AND THROUGH
THE NEW ORLEANS AVIATION BOARD
AND
FEDERAL EXPRESS CORPORATION**

This Sixth Amendment (the “2026 Amendment”) to the Airline-Airport Use And Lease Agreement (the “Original Agreement”), dated January 1, 2009, between the City of New Orleans (“City”), by and through the New Orleans Aviation Board (“NOAB”) represented by Hon. Michael G. Bagneris, its Chairman and **FEDERAL EXPRESS CORPORATION** (“AIRLINE”) represented by its authorized representative is entered into between the parties hereto with an effective date of January 1, 2026 (the “Effective Date”)

WITNESSETH:

WHEREAS, NOAB is charged with the custody, administration, operation, and management of the Louis Armstrong New Orleans International Airport (the “Airport”) that is owned by the City; and

WHEREAS, NOAB has the legal and sole responsibility for the operation, maintenance, improvement and promotion of the Airport; and

WHEREAS, NOAB has the right to lease, license, or otherwise provide for the use of land, property and facilities of the Airport and has full power and authority to enter into this Amendment in respect thereof subject to the approval of the New Orleans City Council; and

WHEREAS, AIRLINE is engaged in the business of transportation by air of persons, property, mail, parcels and/or cargo; and

WHEREAS, AIRLINE previously entered into the Original Agreement that granted rights to certain Preferential Use Premises and Common Use Premises, as well as certain other rights, services and privileges in connection with the use of the Airport and its facilities; and

WHEREAS, the Parties to the Agreement previously executed (1) a first amendment to the Original Agreement, with an effective date of January 1, 2014 (the “2014 Amendment”), (2) a second amendment to the Original Agreement, with an effective date of January 1, 2015 (the “2015 Amendment”), (3) a third amendment to the Original Agreement, with an effective date of January 1, 2016 (the “2016 Amendment”), and (4) a fourth amendment to the Original Agreement, with an

effective date of January 1, 2018 (the “2018 Amendment”) (the Original Agreement, and 2014, 2015, 2016, and 2018 Amendments, collectively the “Agreement”) that provided for, among other things, extension of the Term of the Agreement through December 31, 2023 and AIRLINE support of the North Terminal Project for the north terminal building (the “North Terminal”) and business plan outlined in an Airline-Airport Use and Lease Agreement Term Sheet (“Term Sheet”) that was attached to the 2015 Amendment as Exhibit A and amended by the 2016 Amendment and 2018 Amendment; and effective January 1, 2024, the Parties entered into the fifth amendment to the Original Agreement (“2024 Amendment”) extending the term of the Agreement until December 31, 2025; and

WHEREAS, the parties hereto desire to amend the Agreement to extend the Term for two years; and

NOW, THEREFORE, for and in consideration of the mutual covenants and agreements herein contained, agree to further amend the Agreement, as set forth below:

- 1.) Extension and Amendment to Article 3 of the Agreement. The Parties hereby agree to amend Article 3 of the Agreement to extend the Term of the Agreement to the date that is the earlier to occur of: (1) the date that a new Airline-Airport Use and Lease Agreement is executed by NOAB and at least two (2) Signatory Airlines that together account for the numerical majority of the total enplaned passengers served at the Airport in the immediately preceding twelve month period; or (2) December 31, 2027.

Notwithstanding the foregoing, if the execution of a new Airline-Airport Use and Lease Agreement as contemplated above has not occurred on or before December 31, 2027, unless otherwise extended, the Agreement will continue thereafter on a month-to-month basis until the date that a new Airline-Airport Use and Lease Agreement is executed as contemplated above, the Agreement is extended or the Agreement is terminated.

[REMAINDER OF PAGE INTENTIONALLY LEFT BLANK SIGNATURE PAGES FOLLOW]

IN WITNESS WHEREOF the parties hereto have entered into this 2026 Amendment effective as of the Effective Date set forth hereinabove.

**Resolution approving this contract and directing the
Chairman and Director of Aviation to sign on behalf of
the NOAB passed on November 20, 2025.**

NEW ORLEANS AVIATION BOARD

By: _____
Hon. Michael Bagneris, Chairman Date
New Orleans Aviation Board

By: _____
Kevin Dolliole, Director of Aviation Date
New Orleans Aviation Board

Reviewed as to form and legality:

By: _____
Legal Department Date
New Orleans Aviation Board

[AIRLINE SIGNATURE CONTAINED ON NEXT PAGE]

FEDERAL EXPRESS CORPORATION

By: _____
FEDERAL EXPRESS CORPORATION Date

Print Name: _____

Title: _____

Tax ID #: _____

**SEVENTH AMENDMENT
AIRLINE-AIRPORT USE AND LEASE AGREEMENT
BETWEEN
THE CITY OF NEW ORLEANS
BY AND THROUGH
THE NEW ORLEANS AVIATION BOARD
AND
JETBLUE AIRWAYS CORPORATION**

This Seventh Amendment (the “2026 Amendment”) to the Airline-Airport Use And Lease Agreement (the “Original Agreement”), dated January 1, 2009, between the City of New Orleans (“City”) by and through the New Orleans Aviation Board (“NOAB”) represented by Hon. Michael G. Bagneris, its Chairman and **JETBLUE AIRWAYS CORPORATION** (“AIRLINE”) represented by its authorized representative is entered into between the parties hereto with an effective date of January 1, 2024 (the “Effective Date”)

WITNESSETH:

WHEREAS, NOAB is charged with the custody, administration, operation, and management of the Louis Armstrong New Orleans International Airport (the “Airport”) that is owned by the City; and

WHEREAS, NOAB has the legal and sole responsibility for the operation, maintenance, improvement and promotion of the Airport; and

WHEREAS, NOAB has the right to lease, license, or otherwise provide for the use of land, property and facilities of the Airport and has full power and authority to enter into this Amendment in respect thereof subject to the approval of the New Orleans City Council; and

WHEREAS, AIRLINE is engaged in the business of transportation by air of persons, property, mail, parcels and/or cargo; and

WHEREAS, AIRLINE previously entered into the Original Agreement that granted rights to certain Preferential Use Premises and Common Use Premises, as well as certain other rights, services and privileges in connection with the use of the Airport and its facilities; and

WHEREAS, the Parties to the Agreement previously executed (1) a first amendment to the Original Agreement, with an effective date of June 1, 2012 (the “2012 Amendment”), (2) a second amendment to the Original Agreement, with an effective date of January 1, 2014 (the “2014

Amendment”), (3) a third amendment to the Original Agreement, with an effective date of January 1, 2015 (the “2015 Amendment”), (4) a fourth amendment to the Original Agreement, with an effective date of January 1, 2016 (the “2016 Amendment”), and (5) a fifth amendment to the Original Agreement, with an effective date of January 1, 2018 (the “2018 Amendment”) (the Original Agreement, and 2012, 2014, 2015, 2016, and 2018 Amendments, collectively the “Agreement”) that provided for, among other things, extension of the Term of the Agreement through December 31, 2023 and AIRLINE support of the North Terminal Project for the north terminal building (the “North Terminal”) and business plan outlined in an Airline-Airport Use and Lease Agreement Term Sheet (“Term Sheet”) that was attached to the 2015 Amendment as Exhibit A and amended by the 2016 Amendment and 2018 Amendment; and effective January 1, 2024, the Parties entered into the sixth amendment to the Original Agreement (“2024 Amendment”) extending the term of the Agreement until December 31, 2025; and

WHEREAS, the Parties hereto desire to amend the Agreement to to extend the Term for two additional years; and

NOW, THEREFORE, for and in consideration of the mutual covenants and agreements herein contained, agree to further amend the Agreement, as set forth below:

- 1.) Extension and Amendment to Article 3 of the Agreement. The Parties hereby agree to amend Article 3 of the Agreement to extend the term of the Agreement to the date that is the earlier to occur of: (1) the date that a new Airline-Airport Use and Lease Agreement is executed by NOAB and at least two (2) Signatory Airlines that together account for the numerical majority of the total enplaned passengers served at the Airport in the immediately preceding twelve month period; or (2) December 31, 2027.

Notwithstanding the foregoing, if the execution of a new Airline-Airport Use and Lease Agreement as contemplated above has not occurred on or before December 31, 2027, unless otherwise extended, the Agreement will continue thereafter on a month-to-month basis until the date that a new Airline-Airport Use and Lease Agreement is executed as contemplated above, the Agreement is extended or the Agreement is terminated.

[REMAINDER OF PAGE INTENTIONALLY LEFT BLANK SIGNATURE PAGES FOLLOW]

IN WITNESS WHEREOF the parties hereto have entered into this 2026 Amendment effective as of the Effective Date set forth hereinabove.

**Resolution approving this contract and directing the
Chairman and Director of Aviation to sign on behalf of
the NOAB passed on November 20, 2025.**

NEW ORLEANS AVIATION BOARD

By: _____
Hon. Michael Bagneris, Chairman Date
New Orleans Aviation Board

By: _____
Kevin Dolliole, Director of Aviation Date
New Orleans Aviation Board

Reviewed as to form and legality:

By: _____
Legal Department Date
New Orleans Aviation Board

[AIRLINE SIGNATURE CONTAINED ON NEXT PAGE]

JETBLUE AIRWAYS CORPORATION

By: _____
JETBLUE AIRWAYS CORPORATION Date

Print Name: _____

Title: _____

Tax ID #: _____

**SEVENTH AMENDMENT
AIRLINE-AIRPORT USE AND LEASE AGREEMENT
BETWEEN
THE CITY OF NEW ORLEANS
BY AND THROUGH
THE NEW ORLEANS AVIATION BOARD
AND
SOUTHWEST AIRLINES CO.**

This Seventh Amendment (the “2026 Amendment”) to the Airline-Airport Use And Lease Agreement (the “Original Agreement”), dated January 1, 2009, between the City of New Orleans (“City”) by and through the New Orleans Aviation Board (“NOAB”) represented by Hon. Michael G. Bagneris, its Chairman and **SOUTHWEST AIRLINES CO.** (“AIRLINE”) represented by its authorized representative is entered into between the parties hereto with an effective date of January 1, 2026 (the “Effective Date”)

WITNESSETH:

WHEREAS, NOAB is charged with the custody, administration, operation, and management of the Louis Armstrong New Orleans International Airport (the “Airport”) that is owned by the City; and

WHEREAS, NOAB has the legal and sole responsibility for the operation, maintenance, improvement and promotion of the Airport; and

WHEREAS, NOAB has the right to lease, license, or otherwise provide for the use of land, property and facilities of the Airport and has full power and authority to enter into this Amendment in respect thereof subject to the approval of the New Orleans City Council; and

WHEREAS, AIRLINE is engaged in the business of transportation by air of persons, property, mail, parcels and/or cargo; and

WHEREAS, AIRLINE previously entered into the Original Agreement that granted rights to certain Preferential Use Premises and Common Use Premises, as well as certain other rights, services and privileges in connection with the use of the Airport and its facilities; and

WHEREAS, the Parties to the Agreement previously executed (1) a first amendment to the Original Agreement, with an effective date of June 16, 2012 (the “2012 Amendment”), (2) a second amendment to the Original Agreement, with an effective date of January 1, 2014 (the “2014 Amendment”), (3) a third amendment to the Original Agreement, with an effective date of January 1, 2015 (the “2015 Amendment”), (4) a fourth amendment to the Original Agreement, with an

effective date of January 1, 2016 (the “2016 Amendment”), and (5) a fifth amendment to the Original Agreement, with an effective date of January 1, 2018 (the “2018 Amendment”) (the Original Agreement, and 2012, 2014, 2015, 2016, and 2018 Amendments, collectively the “Agreement”) that provided for, among other things, extension of the Term of the Agreement through December 31, 2023 and AIRLINE support of the North Terminal Project for the north terminal building (the “North Terminal”) and business plan outlined in an Airline-Airport Use and Lease Agreement Term Sheet (“Term Sheet”) that was attached to the 2015 Amendment as Exhibit A and amended by the 2016 Amendment and 2018 Amendment; and effective January 1, 2024, the Parties entered into the sixth amendment to the Original Agreement (“2024 Amendment”) extending the term of the Agreement until December 31, 2025; and

WHEREAS, the Parties hereto desire to amend the Agreement to extend the Term for two additional years; and

NOW, THEREFORE, for and in consideration of the mutual covenants and agreements herein contained, agree to further amend the Agreement, as set forth below:

- 1.) Extension and Amendment to Article 3 of the Agreement. The Parties hereby agree to amend Article 3 of the Agreement to extend the Term of the Agreement to the date that is the earlier to occur of: (1) the date that a new Airline-Airport Use and Lease Agreement is executed by NOAB and at least two (2) Signatory Airlines that together account for the numerical majority of the total enplaned passengers served at the Airport in the immediately preceding twelve month period; or (2) December 31, 2027.

Notwithstanding the foregoing, if the execution of a new Airline-Airport Use and Lease Agreement as contemplated above has not occurred on or before December 31, 2027, unless otherwise extended, the Agreement will continue thereafter on a month-to-month basis until the date that a new Airline-Airport Use and Lease Agreement is executed as contemplated above, the Agreement is extended, or the Agreement is terminated.

IN WITNESS WHEREOF the parties hereto have entered into this 2026 Amendment effective as of the Effective Date set forth hereinabove.

**Resolution approving this contract and directing the
Chairman and Director of Aviation to sign on behalf of
the NOAB passed on November 20, 2025.**

NEW ORLEANS AVIATION BOARD

By: _____

Hon. Michael Bagneris, Chairman
New Orleans Aviation Board

Date

By: _____
Kevin Dolliole, Director of Aviation Date
New Orleans Aviation Board

Reviewed as to form and legality:

By: _____
Legal Department Date
New Orleans Aviation Board

[AIRLINE SIGNATURE CONTAINED ON NEXT PAGE]

SOUTHWEST AIRLINES CO.

By: _____
SOUTHWEST AIRLINES CO. Date

Print Name: _____

Title: _____

Tax ID #: _____

**THIRD AMENDMENT
AIRLINE-AIRPORT USE AND LEASE AGREEMENT
BETWEEN
THE CITY OF NEW ORLEANS
BY AND THROUGH
THE NEW ORLEANS AVIATION BOARD
AND
SPIRIT AIRLINES, LLC.**

This Third Amendment (the “2026 Amendment”) to the Airline-Airport Use And Lease Agreement (the “Original Agreement”), dated January 1, 2009, between the City of New Orleans (“City”), by and through the New Orleans Aviation Board (“NOAB”) represented by Hon. Michael G. Bagneris, its Chairman and **SPRIT AIRLINES, LLC** (f/k/a Spirit Airlines, Inc.). (“AIRLINE”) represented by its authorized representative is entered into between the parties hereto with an effective date of January 1, 2026 (the “Effective Date”)

WITNESSETH:

WHEREAS, NOAB is charged with the custody, administration, operation, and management of the Louis Armstrong New Orleans International Airport (the “Airport”) that is owned by the City; and

WHEREAS, NOAB has the legal and sole responsibility for the operation, maintenance, improvement and promotion of the Airport; and

WHEREAS, NOAB has the right to lease, license, or otherwise provide for the use of land, property and facilities of the Airport and has full power and authority to enter into this Amendment in respect thereof subject to the approval of the New Orleans City Council; and

WHEREAS, AIRLINE is engaged in the business of transportation by air of persons, property, mail, parcels and/or cargo; and

WHEREAS, AIRLINE previously entered into the Original Agreement that granted rights to certain Preferential Use Premises and Common Use Premises, as well as certain other rights, services and privileges in connection with the use of the Airport and its facilities; and

WHEREAS, the Parties to the Agreement previously executed provided (1) a first amendment to the Original Agreement, with an effective date of January 1, 2018 (the “2018” Amendment”) (the Original Agreement and the 2018 Amendment, collectively the “Agreement”) that provided for, among other things, that the Term of the Agreement will extend through December 31, 2023 and AIRLINE support of the North Terminal Project for the north terminal building (the “North

Terminal”) and business plan outlined in an Airline-Airport Use and Lease Agreement Term Sheet (“Term Sheet”) that was attached as Exhibit H and amended by the 2018 Amendment; and Effective January 1, 2024, the Parties entered into the second amendment to the Original Agreement (“2024 Amendment”) extending the term of the Agreement until December 31, 2025; and

WHEREAS, the Parties hereto desire to amend the Agreement to extend the Term for two additional years; and

NOW, THEREFORE, for and in consideration of the mutual covenants and agreements herein contained, agree to further amend the Agreement, as set forth below:

- 1.) Extension and Amendment to Article 3 of the Agreement. The Parties hereby agree to amend Article 3 of the Agreement to extend the term of the Agreement to the date that is the earlier to occur of: (1) the date that a new Airline-Airport Use and Lease Agreement is executed by NOAB and at least two (2) Signatory Airlines that together account for the numerical majority of the total enplaned passengers served at the Airport in the immediately preceding twelve month period; or (2) December 31, 2027.

Notwithstanding the foregoing, if the execution of a new Airline-Airport Use and Lease Agreement as contemplated above has not occurred on or before December 31, 2027, unless otherwise extended, the Agreement will continue thereafter on a month-to-month basis until the date that a new Airline-Airport Use and Lease Agreement is executed as contemplated above, the Agreement is extended or the Agreement is terminated.

IN WITNESS WHEREOF the parties hereto have entered into this 2026 Amendment effective as of the Effective Date set forth hereinabove.

[NOAB SIGNATURES CONTAINED ON NEXT PAGE]

**Resolution approving this contract and directing the
Chairman and Director of Aviation to sign on behalf of
the NOAB passed on November 20, 2025.**

NEW ORLEANS AVIATION BOARD

By: _____
Hon. Michael Bagneris, Chairman Date
New Orleans Aviation Board

By: _____
Kevin Dolliole, Director of Aviation Date
New Orleans Aviation Board

Reviewed as to form and legality:

By: _____
Legal Department Date
New Orleans Aviation Board

[AIRLINE SIGNATURE CONTAINED ON NEXT PAGE]

SPIRIT AIRLINES, LLC.

By: _____
SPIRIT AIRLINES, LLC. Date

Print Name: _____

Title: _____

Tax ID #: _____

**SEVENTH AMENDMENT
AIRLINE-AIRPORT USE AND LEASE AGREEMENT
BETWEEN
THE CITY OF NEW ORLEANS
BY AND THROUGH
THE NEW ORLEANS AVIATION BOARD
AND
UNITED AIRLINES, INC. F/K/A CONTINENTAL AIRLINES, INC.**

This Seventh Amendment (the “2026 Amendment”) to the Airline-Airport Use And Lease Agreement (the “Original Agreement”), dated January 1, 2009, between the City of New Orleans (“City”) by and through the New Orleans Aviation Board (“NOAB”) represented by Hon. Michael G. Bagneris, its Chairman and **UNITED AIRLINES, INC. F/K/A CONTINENTAL AIRLINES, INC.** (“AIRLINE”) represented by its authorized representative is entered into between the parties hereto with an effective date of January 1, 2026 (the “Effective Date”)

WITNESSETH:

WHEREAS, NOAB is charged with the custody, administration, operation, and management of the Louis Armstrong New Orleans International Airport (the “Airport”) that is owned by the City; and

WHEREAS, NOAB has the legal and sole responsibility for the operation, maintenance, improvement and promotion of the Airport; and

WHEREAS, NOAB has the right to lease, license, or otherwise provide for the use of land, property and facilities of the Airport and has full power and authority to enter into this Amendment in respect thereof subject to the approval of the New Orleans City Council; and

WHEREAS, AIRLINE is engaged in the business of transportation by air of persons, property, mail, parcels and/or cargo; and

WHEREAS, AIRLINE previously entered into the Original Agreement that granted rights to certain Preferential Use Premises and Common Use Premises, as well as certain other rights, services and privileges in connection with the use of the Airport and its facilities; and

WHEREAS, the Parties to the Agreement previously executed (1) a first amendment to the Original Agreement, with an effective date of July 21, 2012 (the “2012 Amendment”), (2) a second amendment to the Original Agreement, with an effective date of January 1, 2014 (the “2014

Amendment”), (3) a third amendment to the Original Agreement, with an effective date of January 1, 2015 (the “2015 Amendment”), (4) a fourth amendment to the Original Agreement, with an effective date of January 1, 2016 (the “2016 Amendment”), and (5) a fifth amendment to the Original Agreement, with an effective date of January 1, 2018 (the Original Agreement, and 2012, 2014, 2015, 2016, and 2018 Amendments, collectively the “Agreement”) that provided for, among other things, extension of the Term of the Agreement through December 31, 2023 and AIRLINE support of the North Terminal Project for the north terminal building (the “North Terminal”) and business plan outlined in an Airline-Airport Use and Lease Agreement Term Sheet (“Term Sheet”) that was attached to the 2015 Amendment as Exhibit A and amended by the 2016 Amendment and 2018 Amendment; and effective January 1, 2024, the Parties entered into the sixth amendment to the Original Agreement (“2024 Amendment”) extending the term of the Agreement until December 31, 2025; and

WHEREAS, the Parties hereto desire to amend the Agreement to extend the Term for two additional years; and

NOW, THEREFORE, for and in consideration of the mutual covenants and agreements herein contained, agree to further amend the Agreement, as set forth below:

- 1.) Extension and Amendment to Article 3 of the Agreement. The Parties hereby agree to amend Article 3 of the Agreement to extend the Term of the Agreement to the date that is the earlier to occur of: (1) the date that a new Airline-Airport Use and Lease Agreement is executed by NOAB and at least two (2) Signatory Airlines that together account for the numerical majority of the total enplaned passengers served at the Airport in the immediately preceding twelve month period; or (2) December 31, 2027.

Notwithstanding the foregoing, if the execution of a new Airline-Airport Use and Lease Agreement as contemplated above has not occurred on or before December 31, 2027, unless otherwise extended, the Agreement will continue thereafter on a month-to-month basis until the date that a new Airline-Airport Use and Lease Agreement is executed as contemplated above, the Agreement is extended or the Agreement is terminated.

**[REMAINDER OF PAGE INTENTIONALLY LEFT BLANK SIGNATURE
PAGES FOLLOW]**

IN WITNESS WHEREOF the parties hereto have entered into this 2026 Amendment effective as of the Effective Date set forth hereinabove.

**Resolution approving this contract and directing the
Chairman and Director of Aviation to sign on behalf of
the NOAB passed on November 20, 2025.**

NEW ORLEANS AVIATION BOARD

By: _____
Hon. Michael Bagneris, Chairman Date
New Orleans Aviation Board

By: _____
Kevin Dolliole, Director of Aviation Date
New Orleans Aviation Board

Reviewed as to form and legality:

By: _____
Legal Department Date
New Orleans Aviation Board

[AIRLINE SIGNATURE CONTAINED ON NEXT PAGE]

**UNITED AIRLINES, INC. F/K/A CONTINENTAL
AIRLINES, INC.**

By: _____
UNITED AIRLINES, INC. F/K/A DATE
CONTINENTAL AIRLINES, INC.

Print Name: _____

Title: _____

Tax ID #: _____

**SEVENTH AMENDMENT
AIRLINE-AIRPORT USE AND LEASE AGREEMENT
BETWEEN
THE CITY OF NEW ORLEANS
BY AND THROUGH
THE NEW ORLEANS AVIATION BOARD
AND
UNITED PARCEL SERVICE CO**

This Seventh Amendment (the “2026 Amendment”) to the Airline-Airport Use And Lease Agreement (the “Original Agreement”), dated January 1, 2009, between the City of New Orleans (“City”), by and through the New Orleans Aviation Board (“NOAB”) represented by Hon. Michael G. Bagneris, its Chairman and UNITED PARCEL SERVICE CO. (“AIRLINE”) represented by its authorized representative is entered into between the parties hereto with an effective date of January 1, 2026 (the “Effective Date”)

WITNESSETH:

WHEREAS, NOAB is charged with the custody, administration, operation, and management of the Louis Armstrong New Orleans International Airport (the “Airport”) that is owned by the City; and

WHEREAS, NOAB has the legal and sole responsibility for the operation, maintenance, improvement, and promotion of the Airport; and

WHEREAS, NOAB has the right to lease, license, or otherwise provide for the use of land, property, and facilities of the Airport and has full power and authority to enter into this Amendment in respect thereof subject to the approval of the New Orleans City Council; and

WHEREAS, AIRLINE is engaged in the business of transportation by air of persons, property, mail, parcels, and/or cargo; and

WHEREAS, AIRLINE previously entered into the Original Agreement that granted rights to certain Preferential Use Premises and Common Use Premises, as well as certain other rights, services, and privileges in connection with the use of the Airport and its facilities; and

WHEREAS, the Parties to the Agreement previously executed (1) a first amendment to the Original Agreement, with an effective date of January 1, 2013 (the “2013 Amendment”), (2) a second amendment to the Original Agreement, with an effective date of January 1, 2014 (the “2014 Amendment”), (3) a third amendment to the Original Agreement, with an effective date of January 1, 2015 (the “2015 Amendment”), (4) a fourth amendment to the Original Agreement, with an

effective date of January 1, 2016 (the “2016 Amendment”), and (5) a fifth amendment to the Original Agreement, with an effective date of January 1, 2018 (the “2018 Amendment”) (the Original Agreement, and 2013, 2014, 2015, 2016, 2018 Amendments, collectively the “Agreement”) that provided for, among other things, extension of the Term of the Agreement through December 31, 2023 and AIRLINE support of the North Terminal Project for the north terminal building (the “North Terminal”) and business plan outlined in an Airline-Airport Use and Lease Agreement Term Sheet (“Term Sheet”) that was attached to the 2015 Amendment as Exhibit A and amended by the 2016 Amendment and 2018 Amendment; and effective January 1, 2024, the Parties entered into the sixth amendment to the Original Agreement (“2024 Amendment”) extending the term of the Agreement until December 31, 2025; and

WHEREAS, the Parties hereto desire to amend the Agreement to extend the Term for two additional years; and

NOW, THEREFORE, for and in consideration of the mutual covenants and agreements herein contained, agree to further amend the Agreement, as set forth below:

- 1.) Extension and Amendment to Article 3 of the Agreement. The Parties hereby agree to amend Article 3 of the Agreement to extend the term of the Agreement to the date that is the earlier to occur of (1) the date that a new Airline-Airport Use and Lease Agreement is executed by NOAB and at least two (2) Signatory Airlines that together account for the numerical majority of the total enplaned passengers served at the Airport in the immediately preceding twelve-month period; or (2) December 31, 2027.

Notwithstanding the foregoing, if the execution of a new Airline-Airport Use and Lease Agreement as contemplated above has not occurred on or before December 31, 2027, unless otherwise extended, the Agreement will continue thereafter on a month-to-month basis until the date that a new Airline-Airport Use and Lease Agreement is executed as contemplated above, the Agreement is extended or the Agreement is terminated.

IN WITNESS WHEREOF the parties hereto have entered into this 2026 Amendment effective as of the Effective Date set forth hereinabove.

[REMAINDER OF PAGE INTENTIONALLY LEFT BLANK SIGNATURE PAGES FOLLOW]

Resolution approving this contract and directing the Chairman and Director of Aviation to sign on behalf of the NOAB passed on November 20, 2025.

NEW ORLEANS AVIATION BOARD

By: _____
Hon. Michael Bagneris, Chairman Date
New Orleans Aviation Board

By: _____
Kevin Dolliole, Director of Aviation Date
New Orleans Aviation Board

Reviewed as to form and legality:

By: _____
Legal Department Date
New Orleans Aviation Board

UNITED PARCEL SERVICE CO.

By: _____
United Parcel Service Co. Date

Print Name: _____

Title: _____

Tax ID #: _____