

**NOTICE OF PUBLIC HEARING ON PROPOSED REVENUE BONDS TO BE ISSUED BY THE CITY OF
ATLANTA, GEORGIA WITH RESPECT TO HARTSFIELD-JACKSON
ATLANTA INTERNATIONAL AIRPORT**

Notice is hereby given that the City of Atlanta (the “City”) will conduct a public hearing, which may be continued or adjourned, on May 26, 2026, commencing at 1:00 o’clock p.m. EST, via the following toll-free teleconference number: 1-888-475-4499 with meeting code 940 0122 4875#, concerning the issuance of revenue bonds by the City for the purpose of financing or refinancing certain improvements to a facility owned and operated by the City at Hartsfield-Jackson Atlanta International Airport located at 6000 North Terminal Parkway, Atlanta, Georgia 30320, and adjacent jurisdictions (the “Airport”), pursuant to the City’s plan of finance.

The City intends to issue revenue bonds in one or more series, from time to time, in an aggregate amount estimated not to exceed \$1,300,000,000 to provide financing or refinancing for (A) the costs of the planning, engineering, designing, acquiring and constructing certain improvements to the Airport as described in the ATL Next Plan, which is derived from the 2015 Hartsfield-Jackson Atlanta International Airport Master Plan, as amended and supplemented from time to time, consisting of: (I) acquisition and installation of fourteen (14) additional fully-automated driverless vehicles to operate as part of the Plane Train system; (II) acquisition and installation of emergency generators to achieve 100% resiliency at the Airport including (a) updating existing or installing new electrical distribution equipment at the Domestic Terminal and Concourses T, A, B, and C, and (b) updating existing or installing new electrical distribution equipment at Concourses E and F; (III) enhancing the network infrastructure system that supports the CCTV system and installing a symmetrical network of cameras that provide a high level of safety and security throughout the Hartsfield-Jackson Atlanta International Airport including (a) replacing existing analog cameras and video surveillance equipment nearing the end of their useful life, and (b) installing new cameras and video surveillance equipment; (IV) installing fire/life safety enhancements, including (a) structurally reinforcing or replacing Security Access Control System openings, (b) replacing exit signage and extinguishers, (c) repairing or extending fire-rated walls, (d) adjusting walls around door openings to meet Americans with Disability Act clearances, (e) replacing or repairing exit stairs, and (f) replacing smoke detection systems; (V) replacing the original thirteen (13) moveable rail train switches, including (a) replacing the structure of the thirteen (13) switches, and (b) refurbishing control components of the eight (8) switches that still function as switches; (VI) addressing issues related to existing airfield pavements and other airfield-related concerns, including (a) repairing concrete spall, (b) sealing joints and cracks, (c) repairing and rejuvenating asphalt shoulder, (d) selective grading, (e) replacing full-depth slabs, (f) replacing pavement light fixtures and conduits, (g) repairing trench drains of aircraft parking ramps/aprons, (h) repairing slopes and drainage, (i) replacing drainage inlet structures and grading, (j) investigating and repairing stormwater CCTV, (k) temporary and permanent restriping of taxiway and runway markings, (l) seeding/sodding of infield and aircraft safety areas, (m) installing guardrail, (n) applying airfield herbicide, and (o) maintaining Non-Licensed Vehicle Roadways (NLVRs) that support airfield operations, emergency response, and maintenance access; (VII) stabilizing and restoring eroding slopes, preventing future erosion, and minimizing wildlife presence by eliminating standing water and excessive vegetation buildup in the basin, including (a) site grading, (b) repairing damaged slope drains, (c) refurbishing the existing perimeter road by improving drainage and adding 6 inches of gravel to the roadway and shoulders, (d) armoring the basin bottom and revetments, (e) improving open channel flow to establish positive drainage from the detention area to the Flint River culvert, (f) clearing and grubbing the entire basin bottom, (g) removing two to three feet of excessively wet soils, and (h) stabilizing the subgrade through the installation of surge stone, followed by geotextile fabric, geogrid material, and a cap of graded aggregate base and/or No. 34 stone; (VIII) adding and configuring five (5) gates: E27(A), E29, E31(A), E33, and E35, along the east side of Concourse E-North to accommodate six (6) gate positions depending on aircraft type, including addressing striping changes required for the aircraft, Ground Support Equipment (GSE), fuel hydrants, holdrooms, and other support functions, including exterior finishes, signage, utilities, and ancillary wiring to maintain all existing components; (IX) acquiring and installing two (2) new underground 1,500-gallon grease interceptors one new above-ground 1,500-gallon grease interceptor, and replacing two existing above-ground grease interceptors with two new above-ground 3,000-gallon grease interceptors; (X) construction and installation of the “Blue Skies: 100 Years of the Atlanta Airport,” as a new permanent exhibit located in the Transportation Mall between Concourses D and E highlighting the Airport’s century-long evolution from its first commercial flight in 1926 to its position as the world’s busiest airport; (XI) replacing various equipment located at wastewater Lift Station No. 1, including (a) evaluating current equipment, (b) establishing a temporary bypass system to completely isolate LS 1 for repairs, including remote monitoring for the duration of the bypass system, (c) procuring and installing a new aerator/mixer at each well, (d) removing and replacing (i) a 21-

year-old emergency generator and associated electrical wiring/conduit, (ii) four (4) 25 HP pumps and associated cabling, (iii) four (4) jib cranes and associated cabling, (iv) six (6) sluice gates with a new actuated feature to electrically raise/lower the same gates and the associated electrical, conduit, and wiring, (v) one (1) grinder and associated cabling, (vi) four (4) ball check valves and associated fittings, and (vii) pipe sections/spool pieces, pipe fittings, vertical riser piping, guide rail systems, and valves, (e) installation of new permanent underground bypass system (piping, fittings, valves, and trust blocks), (f) repairing the top section of one of the existing buried concrete structures, (g) removing and replacing lighting fixtures, modifying the existing light poles, and replacing the existing conduit/wiring as needed, (h) renovating the Control Panel, and (i) Site Restoration (including adding new gravel within LS1's fence limits, restoring the perimeter, removing temporary erosion control measures, and reseeding the disturbed area outside LS1's fence limits) after completion; (XII) designing and installing a monitoring system on elevators, escalators and moving sidewalks in the North and South Domestic Terminals and Concourses T, A, B, C, D, E, and F, including (a) installing the Network backbone and supporting equipment, (b) installing monitoring infrastructure to all pieces of existing CPTC vertical transportation equipment, (c) connecting previous modernized equipment with the monitoring capability as needed, and (d) integrating all other Vertical Transportation equipment during its scheduled addition/modernization; (XIV) removing and replacing 26 security roll-up doors on the third floor of Concourse E and expansion joints between Gates F8 and F12, and demolishing and replacing existing gypsum headers and jambs, as needed; (XV) repairing and replacing joints with active leaks; (XVI) installing of an Emergency Phone System network infrastructure to support all the existing elevators, including designing and installing network of emergency communication infrastructure extensions; (XVII) modifying and upgrading 38 escalators, elevators and moving sidewalks in the Domestic Terminal, Concourse A, Concourse B, Concourse C and Concourse E, including rehabbing all existing mechanical and electrical components that need structural modifications and any other required modifications for installation; (XVIII) constructing and installing the seven-level South Domestic Terminal Parking Deck 2; and (XIX) renovations of and improvements to the domestic terminal, including (a) widening and lengthening Concourse D to provide additional conditioned space to the circulation corridor and additional holdrooms, restrooms, and concession areas, (b) improving ramp and gate layouts and the mechanical, electrical, and plumbing systems, (c) improving distribution, (d) modifying structural design elements, (e) installing new and enhanced signage, (f) implementing utility improvements to the water, sanitary, sewer, grease interceptors and fuel systems, and (g) improving vertical circulation; (XX) resolving all water intrusion issues in the US Customs and Border Protection areas, including the back-of-house areas, the primary inspection zone, and the baggage claim area within Concourse E; (XXI) replacing the existing point-of-use inverters (18 units) serving the Passenger Boarding Bridges at the Concourse C South Gates; (XXII) any other projects (including equipment) related to the ATL Next Plan or the 2015 Airport Master Plan; and (B) the costs of issuing the revenue bonds.

The hearing will be held before C. Courtney Knight, Treasurer, City of Atlanta, in his capacity as Hearing Officer or such alternate hearing officer as may be designated by the City.

The revenue bonds when and if issued, will be limited obligations of the City and will not constitute a general obligation of the State of Georgia or the City, nor shall the revenue bonds be payable in any manner by taxation, but are payable solely from the revenues of the Airport or from other lawful sources. The hearing is required by Federal law because certain of the revenue bonds of the City to be issued will be treated as private activity bonds.

Further information regarding the proposed plan of issuing the revenue bonds or plan of finance, are of public record in the office of the City of Atlanta Department of Finance, 68 Mitchell Street, SW, Atlanta, Georgia 30303. Any interested person having views on the proposed issuance of the revenue bonds or the plan of finance may be heard at the Public Hearing.